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DRAFT
Environmental Impact Report
Tracy Northeast Business Park Project
City of Tracy, San Joaquin County, California

State Clearinghouse Number 2025010343

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ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius (Centigrade)
°F	degrees Fahrenheit
µg/m^3	micrograms per cubic meter
AAM	annual arithmetic mean
AAQA	Ambient Air Quality Analysis
AAQS	Ambient Air Quality Standards
AAS	atomic absorption spectroscopy
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACE	Altamont Corridor Express
ACHP	Advisory Council on Historic Preservation
ACM	asbestos-containing material
ACP	Alternative Compliance Plan
ADA	Americans with Disabilities Act
ADL	Aerially Deposited Lead
ADT	Average Daily Traffic
AFY	acre-feet per year
AIA	Airport Influence Area
AIC	Archaeological Information Center
AICUZ	Air Installation Compatibility Use Zone
AIRFA	American Indian Religious Freedom Act
ALS	Advanced Life Support
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMI	Advanced Metering Infrastructure
AMSD	Appropriate Minimum Search Distance
APCD	Air Pollution Control District
APE	Area of Potential Effect
APN	Assessor's Parcel Number
APSA	Aboveground Petroleum Storage Act
AQGGP	Air Quality Guidelines for General Plans
AQI	Air Quality Index
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
AQP	Air Quality Plan

ARB	California Air Resources Board
ARPA	Archaeological Resources Protection Act
ASR	Aquifer Storage and Recovery
AST	aboveground storage tank
ASTM	American Society for Testing and Materials
ATCM	Airborne Toxic Control Measures
Ava	Ava Community Energy
AWSC	All-way Stop Controlled
BAU	Business as Usual
BBID	Byron-Bethany Irrigation District
BCID	Banta-Carbona Irrigation District
BERD	Built Environment Resources Directory
bgs	below ground surface
BIOS	Biogeographic Information and Observation System
BMO	Basin Management Objectives
BMP	Best Management Practice
BOD	Biochemical Oxygen Demand
BP	Before Present
BPS	Best Performance Standards
BRA	Biological Resources Assessment
BRIC	Building Resilient Infrastructure and Communities
Btu	British thermal unit
BVOC	biogenic volatile organic compound
CA FID	California Facility Inventory Database
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Occupational Health and Safety Administration
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
Cal OES	California Governor's Office of Emergency Services
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Clean Air Plan
CAPCOA	California Air Pollution Control Officers Association
CASGEM	California Statewide Groundwater Elevation Monitoring Program
CBC	California Building Standards Code

CCAA	California Clean Air Act
CCAP	Climate Change Action Plan
CCHSL	California Human Health Screening Level
CCIC	Central California Information Center
CCR	California Code of Regulations
CCTS	Central California Taxonomic System
CDF-FRAP	California Department of Forestry-Fire and Resource Assessment Program
CDFW	California Department of Fish and Wildlife
CDNA	California Digital Newspaper Archive
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Resource Conservation and Recovery Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERS	California Environmental Reporting System
CESA	California Endangered Species Act
CFC	chlorofluorocarbon
CFD	Community Facilities District
CFL	compact fluorescent light
CFR	Code of Federal Regulations
cfs	cubic feet per second
CGS	California Geologic Survey
CH	chlorinated herbicides
CH_4	methane
CHL	California Historical Landmarks
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
CIFF	California Important Farmland Finder
CIP	Capital Improvement Program
CMP	Congestion Management Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNG	compressed natural gas
CNPS	California Native Plant Society
CNPS Inventory	CNPS Inventory of Rare Plants
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent

COG	Council of Governments
CPHI	California Points of Historical Interest
CPT	Cone Penetration Test
CPUC	California Public Utilities Commission
CREC	Controlled Recognized Environmental Conditions
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CTR	California Toxics Rules
CUPA	Certified Unified Program Agency
CVP	Central Valley Project
CWA	Clean Water Act
dB	decibel
dBA	A weighted decibel
dBA/DD	dbA per each doubling of the distance
DBH	diameter at breast height
DCE	Design, Community & Environment
DCP	Dust Control Plan
DET	Detention Basin
DGWTP	DeGroot Water Treatment Plant
DMC	Delta-Mendota Canal
DOORS	Diesel Off-road Online Reporting System
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EIA	United States Energy Information Administration
EIR	Environmental Impact Report
EMFAC	Emission Factors mobile source emissions model
ENR	Engineering News Record
EOC	Emergency Operations Center
EPA	United States Environmental Protection Agency
ERNS	Emergency Response Notification System
ESA	Environmental Science Associates
ESCP	Erosion and Sediment Control Plan
ESL	Environmental Screening Level
eTRIP	Employer Trip Reduction Implementation Plan
EV	electric vehicle
EVA	Emergency Vehicle Access
FAA	Federal Aviation Administration

FAR	floor area ratio
FCS	FirstCarbon Solutions
FEMA	Federal Emergency Management Agency
FFRRO	Federal Facilities Restoration and Reuse Office
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMA	Flood Mitigation Assistance
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GAMAQI	Guide for Assessing and Mitigating Air Quality Impacts
GHG Rx	Greenhouse Gas Reduction Exchange
GHG	greenhouse gas
GMO	Growth Management Ordinance
GMP	Groundwater Management Plan
gpd	gallons per day
gpd/ac	gallons per day, per acre
gpm	gallons per minute
GPRS	Ground Penetrating Radar Services
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
GVWR	gross vehicle weight rating
GWh	gigawatt-hours
GWh/y	gigawatt-hours per year
GWP	global warming potential
HARP	Hotspots Analysis and Reporting Program
HASP	Health and Safety Plan
HAZNET	Hazardous Waste Tracking System
HCD	California Department of Housing and Community Development
HCM	Highway Capacity Manual
HEPA	High Efficiency Particulate Air
HFC	hydrofluorocarbon
HHDT	heavy heavy-duty truck
HIA	acute hazard index
HIC	chronic hazard index
HMBP	Hazardous Materials Business Plan
HMGP	Hazard Mitigation Grant Program
HMP	Hazard Mitigation Plan
HMUPA	Hazardous Materials Unified Program Agency

HOV/HOT	High Occupancy Vehicle/High Occupancy Toll
HRA	Health Risk Assessment
HREC	Historical Recognized Environmental Condition
HRI	California Historic Resources Inventory
HSC	Health and Safety Code
HSWA	Hazardous and Solid Waste Amendment
HVAC	heating, ventilation, and air conditioning
HWCL	Hazardous Waste Control Law
IC/EC	Institutional Control/Engineering Control
ICC	International Code Council
IM	Improvement Measure
IPaC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
ISO	Independent System Operator
ISR	Indirect Source Review
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation Systems
JJWTP	John Jones Water Treatment Plant
kBTU	kilo-British Thermal Unit
ksf	thousand square feet
LAFCo	Local Agency Formation Commission
LBP	lead-based paint
LCFS	Low Carbon Fuel Standard
LCI	California Governor's Office of Land Use and Climate Innovation (formerly OPR)
L_{dn}	day/night average sound level
LED	light emitting diode
LEED®	Leadership in Energy and Environmental Design
L_{eq}	equivalent sound level
LEV	Low Emission Vehicle
LHMP	Local Hazard Mitigation Plan
LI	Light Industrial
LID	Low Impact Development
L_{max}	maximum noise level
LOP	Local Oversight Program
LOS	Level of Service
LPI	Liquefaction Potential Index
LRA	Local Responsibility Area
LSI	Limited Site Investigation

LUST	Leaking Underground Storage Tank
M&I	Municipal and Industrial
MBTA	Migratory Bird Treaty Act
MCL	maximum contaminant level
MEIR	Maximally Exposed Individual Resident
MEIW	Maximally Exposed Individual Worker
MERV	Minimum Efficiency Reporting Value
mg/kg	milligrams per kilogram
mg/L	milligrams per liter
mgd	million gallons per day
MHDT	medium heavy-duty truck
MIR	Maximally Impacted Sensitive Receptor
MJHMP	Multi-jurisdiction Hazard Mitigation Plan
MLD	Most Likely Descendant
MM	Mitigation Measure
MMI	Modified Mercalli Intensity
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
mpg	miles per gallon
mph	miles per hour
MRF	Tracy Material Recovery Facility and Solid Waste Transfer
MRP	Municipal Regional Stormwater Permit
MS4	Municipal Separate Storm Sewer System Permit
MSL	mean sea level
MSR	Municipal Services Review
MT	metric tons
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System
MW	megawatt
MWELO	Model Water Efficient Landscape Ordinance
MWh	megawatt-hour
MXD	mixed-use development
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission

NEHRP	National Earthquake Hazards Reduction Program
NEI	Northeast Industrial
NEPA	National Environmental Policy Act
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NF_3	nitrogen trifluoride
NFA	No Further Action
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NO_2	nitrogen dioxide
NOC	Notice of Completion
NO-DES	Neutral Output Discharge Elimination System
NOP	Notice of Preparation
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NPPA	Native Plant Protection Act
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NSR	New Source Review
NTR	National Toxics Rules
NWIC	Northwest Information Center
O&M	Operations and Maintenance
O_3	ozone
OCP	organochlorine pesticides
OEHHA	California Office of Environmental Health Hazard Assessment
OHP	California Office of Historic Preservation
OWHM	ordinary high water mark
ONAC	Federal Office of Noise Abatement and Control
OSHA	Occupational Safety and Health Administration
PAH	polycyclic aromatic hydrocarbons
PCB	polychlorinated biphenyl
pCi/L	picocuries per liter
PEA	Preliminary Endangerment Assessment
PFC	perfluorocarbon
PG&E	Pacific Gas and Electric Company
Phase I ESA	Phase I Environmental Site Assessment
PHEV	plug-in hybrid-electric vehicle

PHF	peak-hour factor
PID	photoionization detector
PLM	polarized light microscopy
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
ppb	parts per billion
PPE	Personal Protective Equipment
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resource Code
PSAP	Public Safety Answering Point
psi	pounds per square inch
PSPS	Public Safety Power Shutoff
PV	photovoltaic
PVC	polyvinyl chloride
RCMP	Regional Congestion Management Program
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Condition
RL	reporting limits
RMP	Risk Management Plan
rms	root mean square
ROG	reactive organic gases
RPS	renewables portfolio standard
RSL	Regional Screening Level
RSP	Residential Specific Plan
RTD	Regional Transit District
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCADA	Supervisory Control and Data Acquisition
SCP	Stormwater Control Plan
SCS	Sustainable Communities Strategy
SCWSP	South County Water Supply Project
SDMP	Storm Drainage Master Plan
SEMS	Standardized Emergency Management System
SF_6	sulfur hexafluoride

SFHA	Special Flood Hazard Area
SFPUC	San Francisco Public Utilities Commission
SGMA	Sustainable Groundwater Management Act
SJCOG	San Joaquin Council of Governments
SJMSCP	San Joaquin County Multiple-Species Habitat Conservation and Open Space Plan
SJRRC	San Joaquin Regional Rail Commission
SLIC	Spills, Leaks, Investigation and Cleanup
Sacramento Metro AQMD	Sacramento Metropolitan Air Quality Management District
SO_2	sulfur dioxide
SOI	Sphere of Influence
SORE	Small Off-road Engine
South Coast AQMD	South Coast Air Quality Management District
South County Fire	South San Joaquin County Fire Authority
SPCC	Spill Prevention, Control, and Countermeasure
SR	State Route
SRA	State Responsibility Area
SRI	Solar Reflectance Index
SSJID	South San Joaquin Irrigation District
State Water Board	California State Water Resources Control Board
STAA	Surface Transportation Assistance Act
SVP	Society of Vertebrate Paleontology
SWEEP	State Water Efficiency and Enhancement Program
SWMP	Storm Water Management Plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRU	Stored Water Recovery Unit
TAC	toxic air contaminants
TCM	transportation control measures
TDM	Transportation Demand Management
TDS	total dissolved solids
TEM	transmission electron microscopy
Tg	teragram
therms/y	therms per year
TIA	Transportation Impact Analysis
TMA	Transportation Management Association
TMDL	Total Maximum Daily Load
TMP	Transportation Management Plan
TOD	Transit Oriented Development

TPH	total petroleum hydrocarbons
TPH-d	total petroleum hydrocarbons-diesel
TPH-g	total petroleum hydrocarbons-gasoline
TPH-mo	total petroleum hydrocarbon-motor oil
TPY	tons per year
TSDF	Treatment, Storage and Disposal Facility
TSS	Total Suspended Solids
TUSD	Tracy Unified School District
TWMP	Tracy Wastewater Master Plan
UBC	Uniform Building Code
UCMP	University of California Museum of Paleontology
ULOP	Urban Level of Flood Protection
USACE	United States Army Corps of Engineers
USBR	United States Bureau of Reclamation
USC	United States Code
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	volume to capacity ratio
Valley Air District	San Joaquin Valley Air Pollution Control District
VC	Village Center
VCP	Voluntary Cleanup Act
VMT	Vehicle Miles Traveled
VOC	volatile organic compound
WATERS	EPA Watershed Assessment, Tracking, and Environmental Results System
WDO	Water Demand Offset
WDR	Waste Discharge Requirements
WSA	Water Supply Assessment
WSCP	Water Shortage Contingency Plan
WSD	Water Storage District
WSID	West Side Irrigation District
WSMP	Water System Master Plan
WUI	wildland urban interface
WWMP	Wastewater Master Plan
WWTP	Wastewater Treatment Plant

XRF	X-ray fluorescence
ZELE	Zero-Emission Landscaping Equipment
ZEV	Zero-Emission Vehicle

EXECUTIVE SUMMARY

Purpose

This Draft Environmental Impact Report (Draft EIR) for the Tracy Northeast Business Park Project (proposed project) has been prepared in accordance with applicable criteria, standards, and procedures of the California Environmental Quality Act (CEQA), as amended (California Public Resources Code [PRC], § 21000, *et seq*.) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, § 15000, *et seq*.) (collectively, CEQA). In accordance with CEQA Sections 21067, and Sections 15367, and 15050 through –15053 of the CEQA Guidelines, the City of Tracy (City) is the lead agency under whose authority this document has been prepared. As an informational document, this Draft EIR is intended for use by the City and other public agency decision makers, interested organizations and members of the public in evaluating the potential environmental impacts of the proposed project.

The purpose of this Draft EIR is to inform decision-makers, representatives of trustee and responsible agencies, the public, and other interested organizations of the potential environmental effects that may result from implementation of the Tracy Northeast Business Park Project (proposed project). This Draft EIR describes potential impacts relating to a wide variety of environmental issues and methods by which these impacts can be feasibly mitigated or avoided.

Project Summary

Project Location

The project site is located at the northeast corner of Grant Line Road and Paradise Road (see Exhibit 2-2). The site is within unincorporated San Joaquin County land, adjacent to the northeastern city limits and within the City of Tracy's Sphere of Influence (SOI). The project site is directly east of the City's NEI Specific Plan boundary. The site is bound by I-205 to the north, California Avenue to the northeast, Grant Line Road to the south, and Paradise Road to the west.

Project Description

The proposed project consists of the development of up to 2,826,425square feet of warehouse/distribution and/or manufacturing uses, including ancillary office uses and related improvements on approximately 169 acres (comprised of a total of five existing parcels). The five parcels consist of two Dermody parcels (totaling approximately 122 acres; collectively, Dermody Property) and three Suvik parcels (totaling approximately 47 acres; collectively, Suvik Property).

Development on the Dermody Property would consist of a total of approximately 1,811,259 square feet of warehouse/distribution and/or manufacturing space located throughout three buildings, as well as an approximately 12.4-acre stormwater detention basin with pump station (that would be City owned and managed). Approximately 12.5 acres of the Dermody Property would be reserved to accommodate a portion of a planned future interchange at Paradise Road and Interstate 205 (I-205). However, these planned interchange improvements constitute a separate project and therefore the

potential impacts of constructing this future interchange would undergo a separate environmental review process pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) once funding is programmed and available and once the relevant public agencies finalize the ultimate design of the interchange; accordingly, the construction of the future interchange is not considered part of the proposed project. In addition to the proposed development on the Dermody Property, buildout of the Suvik Property is estimated to consist of a maximum total of approximately 1,015,166 square feet of warehouse/distribution and/or manufacturing uses, which conservatively reflects the maximum allowable density per acre identified in the NEI Specific Plan.

The proposed project also includes demolition of existing agricultural buildings, removal of existing trees and crops, installation of related on- and off-site road and utility improvements to serve the proposed project, and grading of a total of approximately 450,000 cubic yards, which would be balanced on-site. Of the approximately 450,000 cubic yards of material graded, approximately 300,000 cubic yards would occur on the Dermody Property, with the remaining approximately 150,000 cubic yards occurring on the Suvik Property. The proposed project would include ample landscaping consistent with all applicable City requirements, including requirements for Off-street Parking established by Municipal Code Chapter 10.08, Article 26, except where modified by the NEI Specific Plan. The proposed project would also include sufficient on-site parking for both vehicles and trailer spaces consistent with all applicable City requirements; for example, in connection with the individual development proposal for the Dermody Property, the relevant site plan reflects approximately 855 automobile parking spaces and approximately 530 trailer parking spaces.

The City of Tracy General Plan designates the project site as Industrial. As discussed more fully in this Draft EIR, the proposed project would be consistent with the planned industrial uses under the City's land use vision for the project site and vicinity. In connection therewith, the co-applicants for the proposed project are seeking an amendment to the Northeast Industrial (NEI) Specific Plan to incorporate the project site into its boundary (as well as any other conforming amendments necessary to ensure consistency). As an employment-generating use, the proposed project is expected to employ approximately 2,103 people on-site at full buildout.

Chapter 2, Project Description, provides a complete description of the proposed project.

Project Objectives

The fundamental purpose of the proposed project is to provide high-quality industrial uses to attract businesses to the City of Tracy and to provide local employment opportunities. The quantifiable objectives of the proposed project include the following:

- Development of approximately 144 acres of industrial uses (building and parking areas and related improvements);
- Developing approximately 12.44 acres of public facilities (storm basin);
- Reserving approximately 12.51 acres for future planned interchange at Paradise Road and I-205; and

- Building a maximum total of 2,826,425 square feet of employment-generating industrial uses.

Additional qualitative objectives for the proposed project are as follows:

- **Employment Opportunities and Economic Development:** Maximize development of the existing under-utilized project site in an economically viable manner in order to provide for local and regional employment opportunities that take advantage of the project site's high level of location next to, and if approved, part of, the NEI Specific Plan (an industrial- and manufacturing- focused Specific Plan area); increase the City's revenue and, allow for the expansion of the City's economic base, help improve the jobs/housing balance, reduce the commute for local and regional residents, and enable the proposed project to be used as part of the Central Valley supply chain and goods movement network.
- **Transportation:** Provide an efficient circulation system, including reserving land for a future planned interchange at Paradise Road and I-205 (construction of the interchange would not be completed as part of the proposed project).
- **Land Use Vision:** Ensure that development of the project site is accomplished in an economically viable manner consistent with applicable goals and policies as set forth in the City's General Plan, including the long-established land use vision set forth therein that contemplates industrial uses, taking into account necessary site plan considerations, including efficient access and loading.
- **High Quality Design/Best Management Practices:** Develop industrial uses in the City near other similar existing and planned uses, which are designed to meet market demand and contemporary industry standards, including building size and clear height requirements, modern façades, articulated concrete panels, natural color palette, and glass entry features, while incorporating numerous Best Management Practices to help facilitate land use compatibility with respect to sensitive receptors and enhance overall sustainability.
- **Provision of Necessary Facilities and Services:** Maximize placement of industrial uses in close proximity to major transportation corridors to avoid or shorten truck-trip lengths, as feasible, on other roadways, as well as to existing utilities, and provide infrastructure and services to serve the proposed project that meet applicable City standards and integrate with existing and planned facilities.
- **Phasing:** Establish a logical phasing plan designed to ensure that each phase of development would include necessary public improvements required to meet applicable City standards.

Significant Unavoidable Adverse Impacts

The proposed project would result in the following significant unavoidable impacts:

- **Project-Level Conversion of Prime Farmland (AG-1):** Although the proposed project is consistent with the project site's General Plan designation and conversion of the project site to industrial use has long been envisioned as part of buildout under the General Plan, development consistent with the proposed project would result in the loss of agricultural land and conversion of Prime Farmland to urban uses. The project applicants would each be

required to pay applicable Agricultural Mitigation Fees in connection with their respective individual development proposals as required by Mitigation Measure (MM) AG-1. No other feasible mitigation is available to further reduce this impact. Accordingly, even with the payment of fees and adherence to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), the proposed project would result in significant and unavoidable impacts related to the conversion of Farmland identified by Farmland Mapping and Monitoring Program (FMMP) mapping to nonagricultural use.

- **Cumulative Conversion of Prime Farmland (AG-CUM-1):** Much of the Northeast Industrial (NEI) Specific Plan area consists of Prime Farmland that would be converted to nonagricultural uses with implementation of the relevant cumulative projects. Like the proposed project, any of the cumulative projects that would convert Prime Farmland to nonagricultural uses would be required to pay the Agricultural Mitigation Fee; however, the cumulative impact remains significant. The development of the proposed project would result in the loss of Prime Farmland, which would result in a project-level significant and unavoidable impact that would also result in a cumulatively considerable contribution to the identified significant cumulative impact that would be significant and unavoidable.
- **Project-Level Impact Related to Implementation of the Applicable Air Quality Plan (AIR-1):** The proposed project is consistent with the project site's General Plan designation which means the proposed industrial use was accounted for in the Air Quality Plan (AQP) land use projections. However, the proposed project could create a localized violation of State or federal air quality standards and significantly contribute to cumulative non-attainment pollutant violations. The proposed project would be required to implement MM AIR-1a to reduce the emissions of carbon monoxide (CO) to the extent feasible; however, because the proposed project would still result in exceedances of thresholds for PM_{10} and $PM_{2.5}$ during construction, where there are no feasible mitigation measures, the proposed project is inconsistent with Criterion 1 of the AQP. Therefore, the proposed project's potentially significant impact is identified as significant and unavoidable.
- **Cumulative Impact on Implementation of Applicable Air Quality Plan (AIR-CUM-1):** The air basin is designated non-attainment for ozone, PM_{10} and $PM_{2.5.}$ Given that the proposed project would be inconsistent with Criterion 1 by exceeding applicable thresholds for PM_{10} and $PM_{2.5}$, the proposed project, combined with cumulative projects, would have a significant cumulative impact related to the implementation of the applicable AQP.
- **Project-Level Impact Related to Cumulatively Considerable Net Increase of oxides of nitrogen (NO_X) During Operation (AIR-2):** During operation, unmitigated emissions from project truck travel would exceed Valley Air District thresholds of significance for NO_X. Although the proposed project would incorporate project design features to reduce NO_x emissions, these reductions are not accurately quantifiable. There are no feasible mitigation measures to reduce this impact. Therefore, this impact would remain significant and unavoidable.
- **Cumulative Impact Related to Cumulative Net Increase of NO_X during operation (AIR-CUM-2):** The air basin is designated non-attainment for ozone, PM_{10} and $PM_{2.5.}$ Since the proposed project would exceed Valley Air District mass emission thresholds for an ozone precursor and a

criteria pollutant (NO_x) during operations, the proposed project would contribute to the existing cumulative air quality impact. Therefore, operational emissions from the proposed project related to NO_X emissions would be cumulatively considerable.

- **Project Level Impacts Related to Localized Fugitive Dust Exceedances and Resulting Exposure of Sensitive Receptors During Construction (AIR-3):** For the purposes of a conservative analysis, construction impacts of the proposed project were analyzed under concurrent as well as sequential phasing. During construction, the proposed project would generate fugitive dust that would cause PM_{10} and $PM_{2.5}$ to exceed applicable thresholds in the event that the two project phases are constructed concurrently. Although the proposed project would be required to implement a Dust Control Plan (DCP) and associated Best Management Practices (BMPs) to reduce these emissions to the extent feasible, these reductions are not fully quantifiable. Therefore, this impact would remain significant and unavoidable.
- **Cumulative Impact Related to Localized Fugitive Dust Exceedances and Resulting Exposure of Sensitive Receptors During Construction (AIR-CUM-3):** Due to the geographic scope of the cumulative analysis, which includes nearby industrial operations (Cumulative Project No. 30 and No 43), the proposed project combined with other relevant cumulative developments would result in significant concentrations of PM_{10} and $PM_{2.5}$ as a result of fugitive dust generated during construction. Therefore, although the relevant cumulative developments, similar to the proposed project, would each be required to implement a DCP and associated BMPs to reduce these impacts, construction impacts on PM_{10} and $PM_{2.5}$ levels would result in a significant cumulative impact in this regard, and the proposed project's contribution would be cumulatively considerable.
- **Project-Level Vehicle Miles Traveled (VMT) Impact (TRANS-1):** The proposed project's VMT would result in a significant impact given that the proposed project could feasibly reach only a 9 percent reduction in Vehicle Miles Traveled (VMT) through the implementation of MM TRANS-1a (Transportation Demand Management [TDM] Strategies) and MM TRANS-1b (Payment of Applicable Banking Fees). Given that this would fall short of the 15 percent reduction required by the City for reducing VMT impacts pursuant to the applicable VMT threshold, this impact would be significant and unavoidable.
- **Cumulative VMT Impact (TRANS-CUM-1):**Similar to the proposed project, other relevant cumulative projects would be required to comply with applicable State and local laws and regulations. If found to result in significant VMT impacts, the cumulative projects would be required to implement TDM measures that would reduce VMT and encourage alternative modes of transportation, such as transit, bicycle use, and walking, to the extent feasible. The specific VMT/TDM measures, including those relating to different types of transit, bicycle, and pedestrian facilities, would depend on the nature and scope of the particular cumulative development and its location. Also similar to the proposed project, other cumulative projects may be required to include facilities based on future transportation studies prepared for that cumulative project and to pay into the City's VMT banking program once established. However, even with the foregoing measures, the proposed project, in combination with other relevant cumulative developments, would result in significant cumulative VMT impacts. Moreover, with respect to the proposed project, while implementation of MM TRANS-1a and

MM TRANS-1b would reduce its VMT impact to the extent feasible, the cumulative VMT would still exceed City standards and would be significant and unavoidable. As such, the proposed project would have a cumulatively considerable contribution to a significant cumulative impact.

- **Project-level Impact Related to Roadway Safety Hazard (TRANS-2):** As discussed above, the I-205/MacArthur interchange westbound off-ramp Background Plus Project Conditions analysis finds that there would be a potentially significant impact due to the queue spillback to the mainline. Several strategies, including signal timing modifications and ramp improvements, could mitigate the queueing hazard impact. Therefore, a review of the signal timings was completed first to determine whether signal timing modifications could mitigate the queueing. The review found that the priority movement for coordination was the northbound left turn leading to the westbound on-ramp instead of prioritizing the westbound off-ramp. A simulation was conducted by Kimley-Horn using revised signal timings that prioritized the westbound off-ramp while also maintaining acceptable operations for the rest of the interchange movements. The revised signal timings yielded an AM peak-hour westbound off-ramp queue reduction of more than 895 feet, mitigating the queue, while also reducing other movements queueing and only resulting in a slight queue increase for the northbound left turn. Therefore, the proposed project would be required to implement MM TRANS-2, which requires the applicant to pay fair share funding of future signal timing modifications in order to reduce the queueing impact. This mitigation measure would require coordination between the lead agency, City of Tracy, the applicant, and Caltrans, along with fair share contributions from other benefiting developers. Accordingly, despite the theoretical availability of this mitigation, because there is no assurance that the signal-timing modifications can be timely implemented, the impact must still be classified as significant and unavoidable under CEQA.

Summary of Project Alternatives

Below is a summary of the alternatives to the proposed project considered in Section 6, Alternatives to the proposed project.

No Project (No Build) Alternative:

Under this alternative, development of the project site would not occur, and the project site would remain in its current existing condition.

Farmland Preservation/Outside Storage Allowable Use Alternative:

- Under the Farmland Preservation/Outside Storage Allowable Use Alternative, the project site would be developed in such a way to preserve 25 percent of the on-site Prime Farmland by reducing the overall footprint of the developed areas. The focus of this alternative is to reduce the significant agricultural impact of the proposed project. The remaining developable portions of the project site would be configured to support a mix of Equipment Storage Yards and outdoor building materials storage uses permitted or conditionally permitted under the NEI Specific Plan. The total enclosed building square footage would be reduced, with enclosed structures limited primarily to small administrative buildings, accessory workshops, and

covered storage canopies. Large outdoor yard areas, secured by fencing and surfaced with compacted gravel, base material, or limited paving, would accommodate equipment, materials, containers, or other inventory traditionally stored outdoors. Compared to the proposed warehouse distribution/logistics uses contemplated under the proposed project, end tenants would likely be more limited in nature since this alternative would involve light industrial uses focused on outdoor storage given the constraints of materials amenable to outside storage (e.g., irrigation pipe manufacturer). The end tenant for this type of use cannot be known at this time; however, in general, light industrial uses focused on storage generate fewer vehicle and truck trips. Implementation of this alternative would likely reduce the total scope and intensity of industrial activity compared to the proposed project to a certain extent and, therefore, may somewhat reduce the significant air quality/greenhouse gas emissions and VMT/Roadway Safety impacts as compared to the proposed project. These uses typically require fewer on-site workers due to reduced enclosed building space, fewer loading docks, and lower throughput and processing demands. As a result, workforce intensity would likely be modestly reduced, even though the overall land use would remain industrial. Because the intensity of use would be lower to a certain degree, internal circulation would be similarly simplified, with narrower or fewer drive aisles, reduced paved truck courts, and fewer formal access points compared to the proposed project. Parking lots, loading dock facilities, and maneuvering areas would be downsized to reflect the reduced need for dock-based loading operations. Utility infrastructure would also be reduced to a certain degree because water and wastewater demand would be lower due to limited indoor plumbing, while indoor energy demand would decrease because large warehouse buildings and heating, ventilation, and air conditioning (HVAC) systems would not be required; however, additional outside lighting would be required. Stormwater and drainage infrastructure would be correspondingly reduced given the decrease in impervious surfaces.

Maximum Decreased Intensity Alternative (44 Percent):

- The Maximum Decreased Intensity Alternative is intended to examine whether a substantial reduction in project size and operational intensity could feasibly avoid or lessen the significant environmental impacts of the proposed project. This alternative was specifically developed in response to the project's significant and unavoidable operational air quality impacts, particularly nitrogen oxide (NO_x) emissions from heavy-duty truck traffic and other mobile and area sources. To eliminate significant air quality impacts (especially related to NOx emissions), the proposed project's square footage would need to be reduced by approximately 44 percent (equating to approximately 1,582,798 square feet of development).[1] This level of reduction would proportionally decrease the number of heavy-duty truck trips, employee commute

[1] The approximately 44 percent reduction is based on the magnitude by which project-generated operational nitrogen oxide (NO_X) emissions exceed the San Joaquin Valley Air Pollution Control District (SJVAPCD) regional significance threshold. Operational NO_X emissions for the project are predominantly attributable to heavy-duty truck activity associated with industrial operations. Because truck trip generation rates are directly based on building square footage assumptions used in the air quality analyses, reductions in building area would result in an approximately proportional reduction in truck trips and corresponding NO_X emissions. Accordingly, a reduction of approximately 44 percent in building square footage is necessary to reduce operational NO_X emissions to a less than significant level.

trips, and other on-site sources of emissions, thereby lowering the project's overall operational emissions profile.

Under this alternative, the project would be only slightly more than one-half the size of the proposed project and not all of the enhanced design features discussed as part of the proposed project would be implemented. Under the Maximum Decreased Intensity Alternative, the project site would still be developed with light industrial uses consistent with the City's General Plan Industrial designation and the NEI Specific Plan; however, total building area, associated site improvements, and the intensity of on-site operations would be substantially reduced. This alternative would include lower truck trip generation, proportional to reduced throughput and operational intensity. It would also include reduced automobile trips and employee population due to fewer tenants and decreased workforce demand. Truck courts would be smaller, with fewer dock doors and proportionately fewer trailer parking spaces. Smaller buildings under this alternative would result in reduced impervious surface area, smaller circulation areas, and more undeveloped or landscaped areas. This alternative would include a modified internal circulation, potentially including narrower drive aisles, fewer access points, and reduced pavement width consistent with lower heavy-duty truck volumes. It is assumed that this alternative would result in a reduced construction duration and intensity as grading, building construction, and site improvements would occur at a smaller scale. All other elements of the proposed project, including annexation, required infrastructure improvements, and stormwater management facilities, would remain similar in nature to the proposed project but would be resized or reconfigured only to the extent necessary to serve the smaller development program.

Areas of Controversy

Pursuant to CEQA Guidelines Section 15123(b), a summary section must address areas of controversy known to the lead agency, including issues raised by agencies, other interested organizations, and the public, and it must also identify issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

A Notice of Preparation (NOP) for the proposed project was issued on January 8, 2025. The NOP describing the proposed project and issues to be addressed in the EIR was distributed to the State Clearinghouse, responsible and trustee agencies, and other interested organizations, and the public for a public review period extending from January 8, 2025 through February 10, 2025. The NOP identified the potential for significant impacts on the environment related to the following topical areas:

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

Disagreement Among Experts

This Draft EIR contains substantial evidence to support all the conclusions presented herein. It is possible that there will be disagreement among various parties regarding these conclusions, although the City of Tracy is not aware of any disputed conclusions at the time of this writing. Both CEQA and case law applying the statutory requirements under CEQA provide the standards for treating disagreement among experts. Where evidence and opinions conflict on an issue concerning the environment, and the lead agency knows of these controversies in advance, the EIR must acknowledge the controversies, summarize the conflicting opinions of the experts, and include sufficient information to allow the public and decision makers to make an informed judgment about the environmental consequences of the proposed project. However, the lead agency retains the discretion to elect to rely on expert(s) retained in connection with the preparation of the EIR and related technical analyses, and a decision to do so should be incorporated into the relevant CEQA findings.

Potentially Controversial Issues

Based on NOP comments, below is a list of potentially controversial issues that may be raised during the public review and hearing process of this Draft EIR:

- The proposed project would be located on Prime Agricultural Land.
- Potential impacts to unknown cultural resources on the project site will need to be evaluated.
- Compliance with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).
- Consistency with the San Joaquin Council of Governments (SJCOG) will need to be evaluated.
- Additional truck traffic could have significant cumulative health effects on nearby sensitive receptors.
- Additional truck traffic could have significant noise impacts on nearby sensitive receptors.
- Additional VMT would affect the surrounding community.
- Queuing impacts onto the I-205 mainline at MacArthur Road.
- Compliance with RWQCB regulations, policies, and permits.

It is also possible that evidence will be presented during the 45-day, statutory Draft EIR public review period that may create disagreement. Decision makers would consider this evidence during the public hearing process.

As noted above, in rendering a decision on a project where there is disagreement among experts, the decision makers are not obligated to select the most environmentally preferable viewpoint. Decision makers are vested with the ability to choose whatever viewpoint is preferable, based on substantial evidence in the record, and need not resolve a dispute among experts. In their proceedings, decision makers must consider comments received concerning the adequacy of the Draft EIR and address any objections raised in these comments. However, decision makers are not obligated to follow any directives, recommendations, or suggestions presented in comments on the

Draft EIR, and can certify the Final EIR by choosing to rely on experts retained in connection with the preparation of the EIR without needing to resolve disagreements among experts.

Public Review of the Draft EIR

Upon completion of the Draft EIR, the City of Tracy filed a Notice of Completion (NOC) with the State Office of Planning and Research to begin the public review period (Public Resources Code, Section 21161). Concurrent with the NOC, this Draft EIR has been distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and interested organizations, as well as all parties requesting a copy of the Draft EIR in accordance with Public Resources Code 21092(b)(3). During the public review period, the Draft EIR, including the technical appendices, is available for review at the City of Tracy offices and the Tracy Library. The address for each location is provided below:

City of Tracy
Development Services Department
333 Civic Center Plaza
Hours:
Monday-Thursday: 8:00AM-6:00PM
Friday: 8:00AM-5:00PM

Tracy Branch Library
20 East Eaton Avenue
Tracy, CA 95376

Agencies, interested organizations, and members of the public have the opportunity to comment on the Draft EIR during the 45-day public review period. Written comments on this Draft EIR should be addressed to:

Community and Economic Development
333 Civic Center Plaza
Tracy, CA 95376
Phone: 209.831.6428

Submittal of electronic comments in Microsoft Word or Adobe PDF format is encouraged. Upon completion of the public review period, written responses to all significant environmental issues raised will be prepared and made available for review by the commenting agencies at least 10 days prior to the public hearing before the City of Tracy on the proposed project, at which the certification of the Final EIR will be considered. Comments received and the responses to comments will be included as part of the record for consideration by decision makers for the proposed project.

Executive Summary Matrix

Table ES-1 below summarizes the impacts, mitigation measures, and resulting level of significance after mitigation for the relevant environmental issue areas evaluated for the proposed project. The table is intended to provide an overview; narrative discussions for the issue areas are included in the corresponding section of this EIR. Table ES-1 is included in the EIR as required by CEQA Guidelines Section 15123(b)(1).

Table ES-1: Executive Summary Matrix

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Section 3.1—Aesthetics			
Impact AES-1: The proposed project would not have a substantial adverse effect on a scenic vista.	Less than significant impact	None	Less than significant impact
Impact AES-2: The proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	Less than significant impact	None	Less than significant impact
Impact AES-3: The proposed project is in an urbanized area. The proposed project would not conflict with applicable zoning and other regulations governing scenic quality.	Less than significant impact	None	Less than significant impact
Impact AES-4: The proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	Less than significant impact	None	Less than significant impact
Section 3.2—Agriculture and Forestry Resources			
Impact AG-1: The project would convert Farmland pursuant to the FMMP, to non-agricultural use.	Potentially significant impact	**MM AG-1: Payment of Agricultural Mitigation Fees** Prior to the time of issuance of building permits for each individual development proposal, the relevant applicant(s) for the subject development proposal shall pay (a) the applicable Agriculture Mitigation Fee in accordance with Chapter 13.28 of the Municipal Code as well as (b) any and all mitigation fees pursuant to applicable provisions of the	Significant and unavoidable impact

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		San Joaquin County Multiple-Species Habitat Conservation and Open Space Plan (SJMSCP).	
Impact AG-2: The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.	Less than significant impact	None	Less than significant impact
Impact AG-3: The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.	No impact	None	No impact
Impact AG-4: The project would not result in the loss of forest land or conversion of forest land to non-forest use.	No impact	None	No impact
Impact AG-5: The project would not 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.	Less than significant impact	None	Less than significant impact
Cumulative Impact	Potentially significant impact (with respect to conversion of agricultural resources) Less than significant impact (with respect to Williamson Act/zoning conflicts, with respect to forestry resources)	MM AG-1 None	Significant and unavoidable impact Less than significant impact
Section 3.3—Air Quality			
Impact AIR-1: The proposed project would conflict with or obstruct implementation of the applicable air quality plan.	Potentially significant impact	**MM AIR-1a Zero-Emission Landscaping Equipment**	Significant and unavoidable impact

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Prior to the issuance of the first certificate of occupancy for the subject specific individual development proposal, the relevant property manager or facility owner shall submit documentation to the City of Tracy's Community Development Department demonstrating that all landscaping and grounds maintenance equipment (e.g., leaf blowers, string trimmers, hedge trimmers, and lawn mowers) used for property management and routine maintenance of the area within the project site that is covered by the subject specific individual development proposal shall be fully electric-powered, which refers to equipment, vehicles, or systems that are propelled and operated exclusively by electricity stored in onboard batteries or supplied via external electrical connection, and that do not use internal combustion engines or any combustion of fossil fuels during operation. The use of gasoline- or diesel-powered landscaping equipment shall be prohibited. Acceptable documentation may include purchase receipts, lease agreements, or third-party service contracts specifying that only electric landscaping equipment will be used.	
Impact AIR-2: The proposed project would result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment under an	Less than significant impact (construction)	No mitigation is necessary (construction) No feasible mitigation (operations)	Less than significant impact (construction)

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
applicable federal or State ambient air quality standard.	Potentially significant impact (operations)		Significant and unavoidable impact(operations)
Impact AIR-3: The proposed project would expose sensitive receptors to substantial pollutant concentrations.	Potentially significant impact (construction) Potentially significant impact(operations)	No mitigation is necessary (construction) Implement MM AIR-1a (operations)	Significant and unavoidable impact (construction) Less than significant impact (operations)
Impact AIR-4: The proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	Less than significant impact	No mitigation is necessary	Less than significant impact
Cumulative Impact	Potentially significant impact (consistency with the applicable AQP, impacts related to operational regional NO_X emission, and impacts to sensitive receptors during construction) Less than significant impact (cumulative criteria pollutant emissions during construction) No Impact (odor impacts)	Implement MM AIR-1a No mitigation is necessary (cumulative criteria pollutant emissions during construction) No mitigation is necessary (odor impacts)	Significant and unavoidable impact (consistency with the applicable AQP, impacts related to operational regional NO_X emission, and impacts to sensitive receptors during construction) Less than significant impact (cumulative criteria pollutant emissions during construction) No Impact (odor impacts)
Section 3.4—Biological Resources			
Impact BIO-1: The project could have a substantial adverse effect, either directly or through habitat modifications, on 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 Wildlife or United States Fish and Wildlife Service.	Potentially significant impact	**MM BIO-1a: Obtain San Joaquin County Multiple-Species Habitat Conservation and Open Space Plan Coverage For Covered Species** Prior to the issuance of a permit for disturbance activities (such as vegetation removal and grading) from the City, the relevant applicant for a specific individual development proposal within the project site shall obtain coverage under the San	Less than significant impact with mitigation incorporated

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Joaquin County Multiple-Species Habitat Conservation and Open Space Plan (SJMSCP) from the San Joaquin Council of Governments (SJCOG) to mitigate the project's impacts to SJMSCP-covered species and their habitats. The applicant shall apply for and obtain approval to proceed with SJMSCP coverage, which shall include an agreement to implement all applicable requirements and conditions imposed under the SJMSCP. The relevant applicant shall thereafter implement all such measures imposed to obtain coverage, which will involve compensation for habitat impacts on covered species through implementation of the identified proposal-specific Incidental Take and Minimization Measures (ITMMs) and payment of applicable proposal-specific fees for conversion of lands that may provide habitat for covered species. **MM BIO-1b: Protection of Active Bird Nests (includes pre-construction survey and implementation of avoidance buffer, if found)** • Any birds that begin nesting within the project site and survey buffers amid demolition or construction activities shall be assumed to be habituated to construction-related or similar noise and disturbance levels. In those cases, no work exclusion zones shall be established around active nests. However, should birds nesting nearby	

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		begin to show disturbance associated with construction activities, or should the sound levels from the construction activity change substantially, no-disturbance buffers shall be established as determined by the qualified Biologist. • The applicant of each specific individual development proposal within the project site shall construct that portion of the project consistent with the subject individual development plan(s) approved by the City pursuant to the mapping and/or development review process for each specific individual development proposal within the project site, which includes the approved removal of trees. • If tree removal is to take place during the nesting season (February 1 through August 31), pre-construction surveys shall be conducted no more than 7 days prior to tree removal to verify the absence of active nests. If no active nests are found, then no further action under this mitigation is required. • If an active nest is located during the pre-construction survey, the United States Fish and Wildlife Service (USFWS) and/or the California Department of Fish and Wildlife (CDFW) (as appropriate) shall be notified regarding the status of the nest. Construction activities shall be	

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		restricted in the construction area as necessary to avoid disturbance of the nest until it is abandoned, with said construction exclusion zone being determined by a qualified Biologist. Restrictions shall consist of establishment of exclusion zones that meet the following criteria: no ingress of personnel or equipment at (1) a minimum radius of 100 feet around an active raptor nest, and (2) an appropriate radius, as determined by a qualified Biologist, around an active migratory bird nest depending on the species or alteration of the construction schedule to ensure that no active are disturbed during project-related construction. • A qualified Biologist shall delineate the construction exclusion zone using nest buffer signs, environmentally sensitive area fencing, pin flags, and/or flagging tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging independently, as determined by the qualified Biologist. **MM BIO-1c Roosting Bats Pre-construction Survey and Avoidance** • A qualified Biologist shall conduct pre-construction surveys throughout the project site for special-status bats during the appropriate time of day to maximize detectability to determine whether bat species are roosting near	

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		the relevant construction area for the subject specific individual development proposal no less than 7 days and no more than 14 days prior to beginning ground disturbance and/or construction. Survey methodology may include visual surveys of bats (e.g., observation of bats during foraging period), inspection for suitable habitat, bat sign (e.g., guano), or use of ultrasonic detectors (Anabat, etc.). • Visual pre-construction surveys shall include potential all bat roosting habitat (e.g., the hay barn and mature trees) within 500 feet of the subject individual proposal's construction activities. The relevant project applicant shall ensure that a qualified Biologist (i.e., one familiar with the identification of bats and signs of bats) surveys the relevant portions of the project site for the presence of roosting bats or evidence of bats. If no roosting bats or evidence of bats are found, demolition and construction may proceed and no further actions shall be required under this mitigation. If the Biologist determines or presumes bats are present (if there are site access issues or structural safety concerns), the Biologist shall exclude the bats from suitable spaces by installing one-way exclusion devices. After the bats vacate the space, the Biologist shall close off the	

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		space to prevent recolonization. Building demolition of the subject structure and related construction activities shall only commence after the Biologist verifies, based on a follow up to occur between seven and 10 days later, that the exclusion methods have successfully prevented bats from returning. To avoid significant impacts on non-volant (i.e., nonflying) bats, the Biologist shall only conduct bat exclusion and eviction from October 1 Through April 30. Exclusion efforts shall also be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young).	
Impact BIO-2: The proposed project would not have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	No impact	None	No impact
Impact BIO-3: The project could 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.	No impact	None	No impact
Impact BIO-4: The project would not substantially interfere with the movement of native resident or migratory fish or	Potentially significant impact (wildlife nursery sites)	Implement MM BIO-1a, MM BIO-1b, and MM BIO-1c (wildlife nursery sites)	Less than significant impact (wildlife nursery sites)

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	Less than significant impact (wildlife corridors)	No mitigation is necessary (wildlife corridors)	Less than significant impact (wildlife corridors)
Impact BIO-5: The project would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Potentially significant impact	Implement MM BIO-1a, MM BIO-1b, and MM BIO-1c.	Less than significant impact
Impact BIO-6: The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.	Less than significant impact (construction) No impact (operations)	None	Less than significant impact (construction) No impact (operations)
Cumulative Impacts	Potentially significant impact (special-status plant and wildlife species, wildlife nursery sites) Potentially significant impact (conflict with adopted habitat conservation plan) Less than significant impact (wildlife corridors) No impact (sensitive natural communities, tree preservation policies or ordinances)	MM BIO-1a through MM BIO-1c (special-status plant and wildlife species) Incidental Take Mitigation Measures (ITMMs) pursuant to SJMSCP requirements (conflict with adopted habitat conservation plan) No mitigation is necessary (wildlife corridors) No mitigation is necessary (sensitive natural communities, tree preservation policies or ordinances)	Less than significant impact (special-status plant and wildlife species) Less than significant impact (conflict with adopted habitat conservation plan) Less than significant impact (wildlife corridors) Less than significant impact (sensitive natural communities, tree preservation policies or ordinances)
Section 3.5—Cultural Resources			
Impact CUL-1: The project could cause a substantial adverse change in the	Less than significant impact (construction)	None	Less than significant impact (construction)

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
significance of a historical resource as defined in Section 15064.5.	No impact (operations)		No impact (operations)
Impact CUL-2: The project could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	Potentially significant impact (construction)	**MM CUL-2a**: Prior to the initiation of construction activities, all construction personnel conducting ground disturbance at the site shall be provided a Worker Environmental Awareness Program (WEAP) cultural resources "tailgate" training. The training shall include visual aids, a discussion of applicable laws and statutes relating to archaeological resources, types of resources that may be found within the project site, and procedures to be followed in the event such resources are encountered. The training shall be conducted by an Archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, and any Native American Monitors or representatives consulting on the project. This shall be followed by an Archaeological Monitor reporting to the qualified Archaeologist that shall be present during the clearing and grubbing phases of ground disturbance to check for the inadvertent exposure of cultural materials. In the event exposed soils indicate cultural materials may be present, this may be followed by regular or periodic monitoring as determined by the Archaeologist. **MM CUL-2b:** In the event that buried archaeological resources are discovered	Less than significant impact (construction)

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		during construction, operations shall stop within a 100-foot radius of the find and an Archaeologist who meets the Secretary of Interior's Professional Qualification Standards for archaeology shall be consulted to determine whether the resource requires further study. The qualified Archaeologist shall make recommendations to the lead agency on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section15064.5 of the CEQA Guidelines. Potentially significant cultural resources consist of, but are not limited to, stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project area shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria. If the resources are determined to be unique historic resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the monitor and recommended to the lead agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. The lead agency, along with other relevant or	

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		tribal officials, shall be contacted upon the discovery of cultural resources to begin coordination on the disposition of the find(s). Treatment of any significant cultural resources shall be undertaken with the approval of the lead agency. No further grading shall occur in the area of the discovery until the lead agency approves the measures to protect these resources. Upon coordination with the lead agency, any archaeological artifacts recovered shall be donated to an appropriate tribal custodian or a qualified scientific institution where they would be afforded applicable cultural resources laws and guidelines.	
	No impact (operations)	No mitigation is necessary (operations)	No impact (operations)
Impact CUL-3: The project could disturb human remains, including those interred outside of formal cemeteries.	Potentially significant impact (construction)	**MM CUL-3: Stop Construction Upon Encountering Human Remains** In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and Section 5097.98 shall be followed. If during the course of project construction, there is accidental discovery or recognition of any human remains, the following steps shall be taken: 1. There shall be no further excavation or disturbance of the site where human remains are discovered and/or any	Less than significant impact (construction)

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		nearby area reasonably suspected to overlie adjacent human remains until the county coroner is contacted to determine whether the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the Most Likely Descendant (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resource Code Section 5097.98. 2. Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the MLD or on the project site in a location not subject to further subsurface disturbance: • The NAHC is unable to identify an MLD or the MLD failed to make a	

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		recommendation within 48 hours after being notified by the commission. • The descendant identified fails to make a recommendation. • The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner. Additionally, California Public Resources Code Section 15064.5 requires the following relative to Native American remains: When an initial study identifies the existence of, or the probable likelihood of, Native American remains within a project, a lead agency shall work with the appropriate Native Americans as identified by the NAHC as provided in Public Resources Code Section 5097.98. The applicants for the development of the Dermody and Suvik parcels may each develop a plan with respect to their individual development proposals for treating or disposing of, with appropriate dignity, the human remains, and any items associated with Native American burials with the appropriate Native Americans as identified by the NAHC.	
	Potentially significant impact (operations)	No mitigation is necessary (operations)	No impact (operations)

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Cumulative Impacts	Potentially significant impact.	Implement MM CUL-2a, MM CUL-2b, and MM CUL-3.	Less than significant impact
Section 3.6—Energy			
Impact ENER-1: The proposed project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	Less than significant impact	None	Less than significant impact
Impact ENER-2: The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less than significant impact	None	Less than significant impact
Cumulative Impacts	Less than significant impact	None	Less than significant impact
Section 3.7—Geology and Soils			
Impact GEO-1: The proposed project could 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. ii.) Strong seismic ground shaking. iii.) Seismic-related ground failure, including liquefaction. iv) Landslides.	Potentially significant impact	**MM GEO-1: Prepare Grading and Construction Plans that Incorporate Geotechnical Engineering Report Recommendations.** Prior to issuance of the grading permit for each specific individual development proposal within the project site, the relevant applicant shall ensure that final grading, foundation, and construction plans incorporate the site-specific geotechnical recommendations contained in the applicable Geotechnical Engineering Report. These reports include: • Geotechnical Engineering Report prepared by Terracon, dated January 30, 2019 (Dermody Property), and	Less than significant impact

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Geotechnical Engineering Report prepared by RGI, dated June 24, 2025 (Suvik Property). The applicant(s) for development of individual development proposal(s) within the project site shall each coordinate with a City-approved Geotechnical Engineer and Engineering Geologist to tailor the grading and foundation plans for the relevant development proposal, as needed, to reduce risk related to known soil and geologic hazards. The subject final grading and construction plans for the relevant specific individual development proposal shall be reviewed by the City-approved Geotechnical Engineer to confirm compliance with this MM GEO-1. Grading operations shall meet the applicable requirements of the recommendations included in the applicable Geotechnical Engineering Report. During construction, the City-approved Geotechnical Engineer shall monitor construction of the relevant specific individual development proposal to ensure the earthwork operations are properly performed in accordance with the foregoing recommendations.	
Impact GEO-2: The proposed project would not result in substantial soil erosion or the loss of topsoil.	Less than significant impact	None	Less than significant impact

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact GEO-3: The project could 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.	Potentially significant impact	Implement MM GEO-1.	Less than significant impact
Impact GEO-4: The project could be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	Potentially significant impact	Implement MM GEO-1.	Less than significant impact
Impact GEO-5: The proposed project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	No impact	None	Less than significant impact
Impact GEO-6: The proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Potentially significant impact	**MM GEO-6: Inadvertent Discovery of Paleontological Resources or Unique Geologic Features During Project Construction** In the event a fossil is discovered during construction for the proposed project, excavations within 50 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified Paleontologist in accordance with Society of Vertebrate Paleontology (SVP) standards. The relevant applicant(s) for specific individual proposal(s) within the project site shall each include a standard inadvertent discovery clause in every proposed	Less than significant impact

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		project-related construction contract to inform their respective contractors of this requirement. If the find is determined to be significant and if avoidance is not feasible, the Paleontologist shall design and implement a data recovery plan that is consistent with the applicable SVP standards. Any recovered fossil should be deposited in an appropriate repository, such as the University of California Museum of Paleontology (UCMP), where it will be properly curated and made accessible for future studies.	
Cumulative Impacts	Potentially significant impact	Implement MM GEO-1 and MM GEO-6.	Less than significant impact
Section 3.8—Greenhouse Gas Emissions			
Impact GHG-1: The proposed project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Less than significant impact	None	Less than significant impact
Impact GHG-2: The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	Less than significant impact	None	Less than significant impact
Cumulative Impacts	Less than significant impact	None	Less than significant impact
Section 3.9—Hazards and Hazardous Materials			
Impact HAZ-1: The proposed project could create a significant hazard to the public or the environment through the routine	Potentially significant impact	**MM HAZ-1a: Dust Mitigation and Soil Evaluation/Handling (Dermody and Suvik Property)**	Less than significant impact

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
transport, use, or disposal of hazardous materials.		During any grading or excavation activities in connection with a specific individual development proposal within the project site, the applicant for the subject proposal shall cause to be prepared and implemented a site-specific Health and Safety Plan (HASP). The HASP shall address potential hazards associated with encountering contaminated soils, buried debris, or other adverse environmental conditions (if any). A copy of the HASP shall be provided to the City Planning staff prior to issuance of the subject grading permit to document compliance with this MM HAZ-1a. As part of the HASP, relevant construction workers for the subject proposal shall be trained to recognize and report atypical conditions suggesting buried debris or potential environmental concerns in accordance with applicable laws and regulations. Accordingly, to satisfy the foregoing training requirement and to otherwise ensure safe handling of soils pursuant to applicable laws and regulations construction workers for the subject proposal shall receive instruction from a qualified hazardous materials consulting firm on the history of agricultural chemical use at the project site, the types of substances that may be present (such as pesticides, herbicides, and naturally occurring metals like arsenic),	

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		and the potential health and environmental risks associated with exposure. Training shall also include recognizing signs of any contaminated soils (such as unusual odors, discoloration, or debris), understanding dust control procedures, and knowing the appropriate response actions if suspect materials are encountered. Workers shall also be briefed on the importance of using personal protective equipment (PPE), following dust mitigation protocols, and promptly reporting any observations of suspect or unexpected conditions to supervisors or environmental professionals. If any abnormal soils are discovered during activities in conjunction with the subject individual development proposal, such as stained soils, hydrocarbon odors, or any other unusual odors, all construction activities near the discovery shall be temporarily halted and the applicant for the relevant individual development proposal shall contact a qualified hazardous material consulting firm for further assessment and implementation of any appropriate actions as may be required under applicable laws and regulations before re-commencement of construction activities in the affected area . **MM HAZ-1b: Consultation with Chevron and DigAlert/Pipeline Setback (Suvik Property)**	

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Prior to the issuance of a grading permit in connection with a specific individual development proposal within the Suvik Property along the northern side of West Grant Line Road, adjacent to the southern boundary of the Suvik Property, the relevant applicant Suvik Property shall consult with Chevron (www.chevron-pipeline.com; 800.762.3404) and DigAlert 811 to determine the location of the existing underground petroleum pipeline. Once identified, the relevant applicant shall coordinate, as appropriate, with the owner of the foregoing pipeline, including the identification of all requirements under applicable laws and regulations that the relevant applicant will be required to follow during any ground disturbance and construction activities within proximity to the identified pipeline. **MM HAZ-1c: Conduct Soil Sampling/Treatment for Specified Area (Dermody Property)** Prior to the issuance of a grading permit for a specific individual development proposal within the Dermody Property that includes the area within five (5) feet of the ASH-2 (as defined in the Dermody LSI and Dermody Phase I ESA), the relevant applicant shall retain a qualified consultant to perform soil testing within the ASH-2 area (and within five (5) feet of the ASH-2 area) to confirm presence	

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		or absence of hazardous compounds such as lead and arsenic within the subject area. A copy of the results of this evaluation shall be provided to City Planning staff. If the results of the evaluation confirm there is no presence of hazardous compounds within the relevant area, then this MM HAZ-1c shall be considered satisfied and no further mitigation under this MM HAZ-1c shall be required. The testing shall be conducted by a qualified hazardous materials consulting firm utilizing industry standard protocols to prepare and implement the soils sampling plan. Screening levels (SLs) used to evaluate results shall be selected by the qualified hazardous materials consulting firm in accordance with applicable laws and regulations. Final screening level (SL) selection as well as relevant published regional background levels shall be documented in the sampling plan prior to implementation. If the testing shows (1) there are metals concentrations, and (2) that any such metals concentrations exceed the applicable SLs but (3) they fall within published regional background levels (as identified in the sampling plan), no further action under this mitigation measure shall be required, which shall be considered satisfied.	

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		If the testing shows (1) there are metals concentrations, and (2) that any such metals concentrations exceed the applicable SLs, and (3) they also exceed the published regional background levels (as identified in the sampling plan), then the affected soils encountered shall be properly characterized, treated, capped in place and/or disposed of in accordance with applicable local, State, and federal laws and regulations **MM HAZ-1d: Conduct Limited Site Investigation; Soil Sampling/Treatment (Suvik Property)** Prior to the issuance of a grading permit for a specific individual development proposal within the Suvik Property, the relevant applicant shall retain a qualified hazardous materials consultant to perform a Limited Site Investigation (Suvik LSI) for the area that is the subject of the specific individual development proposal, as identified on the subject grading permit, to confirm presence or absence of hazardous compounds such as lead and arsenic within the subject area. A copy of the Sukiv LSI results of this evaluation shall be provided to City Planning staff. If the results of the Suvik LSI confirm there is no presence of hazardous compounds within the relevant area, MM HAZ-1d would be considered satisfied and no further mitigation under this MM HAZ-1d shall be required.	

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		If the Suvik LSI identifies the presence of hazardous compounds within the relevant area, the relevant applicant shall retain a qualified hazardous materials consultant to perform soils testing within the area(s) recommended by the Suvik LSI. The testing shall be conducted utilizing industry standard protocols to prepare and implement the soils sampling plan. Screening levels (SLs) used to evaluate results shall be selected by the qualified hazardous materials consulting firm in accordance with applicable laws and regulations. Final screening level (SL) selection as well as relevant published regional background levels shall be documented in the sampling plan prior to implementation. If the testing shows (1) there are metals concentrations, and (2) that any such metals concentrations exceed the applicable SLs but (3) they fall within published regional background levels (as identified in the sampling plan), no further action under this mitigation measure shall be required, which shall be considered satisfied. If the testing shows (1) there are metals concentrations, and (2) that any such metals concentrations exceed the applicable SLs, and (3) they also exceed the published regional background levels (as identified in the sampling plan), then the affected soils encountered shall be properly characterized, treated, capped	

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		in place and/or disposed of in accordance with applicable local, State, and federal laws and regulations. **MM HAZ-1e: Proper Disposal and Decommission of Underground Storage Tanks and Aboveground Storage Tanks (Dermody Property only)** If any underground storage tanks (USTs) or aboveground storage tanks (ASTs) are discovered during excavation activities, the applicant for the subject individual development proposal within the Dermody Property shall dispose of and decommission any such USTs and/or ASTs in accordance with applicable laws and regulations, including those set forth in the Local Oversight Program (LOP) and the American Petroleum Institute Standards, respectively. In such case where this mitigation is triggered due to the presence of any USTs or ASTs discovered during excavation activities, the relevant applicant shall provide, in writing, to City planning staff reasonable documentation of the steps taken in satisfaction of this MM HAZ-1e. **MM HAZ-1f: Conduct Asbestos and Lead Surveys Prior to Demolition (Dermody Property only)** Prior to the issuance of a demolition permit for an existing building within the Dermody Property, the applicant for the subject specific individual development of the Dermody Property shall retain a licensed professional to conduct asbestos	

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		and lead paint surveys. These surveys shall be conducted prior to the disturbance or removal of any suspect asbestos-containing materials (ACM) and lead-based paint (LBP), and these materials shall be characterized for asbestos and lead by a reliable method, which may include, but is not limited to, polarized light microscopy (PLM) for bulk asbestos analysis, transmission electron microscopy (TEM) for confirmation, and atomic absorption spectroscopy (AAS) or X-ray fluorescence (XRF) for lead determination. To the extent there is ACM and/or LBP present, then all activities involving ACM and LBP in connection with the subject proposal shall be conducted in accordance with applicable laws and regulations, including any removal being conducted by properly licensed abatement contractors.	
Impact HAZ-2: The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.	Less than significant impact	None	Less than significant impact
Impact HAZ-3: The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	Less than significant impact	None	Less than significant impact

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact HAZ-4: The proposed project is 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, could create a significant hazard to the public or the environment.	Potentially significant impact	Implement MM HAZ-1a through MM HAZ-1c	Less than significant impact
Impact HAZ-5: The proposed project would not be 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, and result in a safety hazard or excessive noise for people residing or working in the project area.	No impact	None	No impact
Impact HAZ-6: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Less than significant impact	None	Less than significant impact
Impact HAZ-7: The proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.	Less than significant impact	None	Less than significant impact
Cumulative Impacts	Less than significant impact	None	Less than significant impact
Section 3.10—Hydrology and Water Quality			
Impact HYD-1: The proposed project could violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Less than significant impact	None	Less than significant impact

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact HYD-2: The proposed 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.	No impact (construction) Less than significant impact (operation)	None	No Impact (construction) Less than significant impact (operation)
Impact HYD-3: The proposed project could substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i.) result in substantial erosion or siltation on- or off-site; ii.) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; 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 iv.) impede or redirect flood flows?	No impact (construction) Less than significant impact (operation)	None	No impact (construction) Less than significant impact (operation)
Impact HYD-4: The proposed project would be located in a flood hazard zone, tsunami, or seiche zone, or risk release of pollutants due to project inundation.	Less than significant impact	None	Less than significant impact
Impact HYD-5: The proposed project could conflict with or obstruct implementation of a water quality control	Less than significant impact	None	Less than significant impact

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
plan or sustainable groundwater management plan.			
Cumulative Impacts	Less than significant impact	None	Less than significant impact
Section 3.11—Land Use and Planning			
Impact LAND-1: The proposed project would not physically divide an established community.	No impact	None	No impact
Impact LAND-2: The proposed project would not cause a significant environmental impact due to conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	No impact (construction) Less than significant impact (operation	None	No impact (construction) Less than significant impact (operation)
Cumulative Impacts	Less than significant impact	None	Less than significant impact
Section 3.12—Noise			
Impact NOI-1: The proposed project could generate 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.	Less than significant impact	None	Less than significant impact
Impact NOI-2: The proposed project would not result in generation of excessive groundborne vibration or groundborne noise levels.	Less than significant impact	None	Less than significant impact
Impact NOI-3: The proposed project would not expose people residing or working in the project area to excessive noise levels for a project located within the vicinity of a private airstrip or an	No impact	None	No impact

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport.			
Cumulative Impacts	Less than significant impact (construction noise, operational traffic noise, operational stationary noise, construction vibration, operational vibration) No impact (airport noise impacts)	None	Less than significant impact (construction noise, operational traffic noise, operational stationary noise, construction vibration, operational vibration) No impact (airport noise impacts)
Section 3.13—Public Services			
Impact PUB-1: The proposed project would not 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 fire protection.	Less than significant impact	None	Less than significant impact
Impact PUB-2: The proposed project would not 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	Less than significant impact	None	Less than significant impact

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
performance objectives for police protection.			
Impact PUB-3: The proposed project would not 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 or other performance objectives for schools.	No impact (construction) Less than significant impact (operation)	None	No impact (construction) Less than significant impact (operation)
Impact PUB-4: The proposed project would not 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 or other performance objectives for parks.	No impact (construction) Less than significant impact (operation)	None	No impact (construction) Less than significant impact(operation)
Impact PUB-5: The proposed project would not 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	No impact (construction) Less than significant impact (operation)	None	No impact (construction) Less than significant impact (operation)

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
ratios or other performance objectives for libraries or other public facilities.			
Cumulative Impacts	Less than significant impact	None	Less than significant impact
Section 3.14—Transportation			
Impact TRANS-1: The proposed project would result in a substantial increase in vehicle miles traveled.	Potentially significant impact	**MM TRANS-1(a): Transportation Demand Management Measures** Prior to issuance of the first building permit for the relevant individual development proposal, the relevant applicant for the individual development proposal at issue shall submit to the City of Tracy Planning Department a Transportation Demand Management (TDM) program that incorporates measures one through four below (as identified in Table 3.14-9 of the Draft EIR): 1. Communication and Information Strategies–2 percent reduction; a. Travel Behavior Change Program: Involves the development of a travel behavior change program that targets individuals' attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits. Provide a website that allows employees to research other modes of transportation for commuting. Employee-focused travel behavior change program that targets individuals' attitudes, goals, and travel behaviors,	Significant and unavoidable impact

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		educating participants on the impacts of their travel choices and the opportunities to alter their habits. b. Promotions and Marketing: Involves the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices with passive educational and promotional materials. Marketing and public information campaign to promote awareness of TDM program with an on-site coordinator to monitor program. 2. Commuting Strategies–1 percent reduction; a. Emergency Ride Home (ERH) Program: Provide an occasional subsidized ride to commuters who use alternative modes. Guaranteed ride home for people if they need to go home in the middle of the day due to an emergency or stay late and need a ride at a time when transit service is not available. 3. Shared Mobility Strategies–3 percent reduction; a. Ride Share Program: Increase vehicle occupancy by providing ride share matching services, designating preferred parking for ride share participants, designing adequate passenger	

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		loading/unloading and waiting areas for ride share vehicles, and providing a website or message board to connect riders and coordinate rides. Need a point person for the business on-site. b. Designated Parking Spaces for Car Share Vehicles: Reserved car share spaces closer to the building entrance. 4. Bicycle Infrastructure Strategies–3 percent reduction. a. Include Bike Parking Per City Code: Implement short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations. b. Include Secure Bike Parking and Showers: Implement additional end-of-trip bicycle facilities to support safe and comfortable bicycle travel. c. Bicycle Repair Station/Services: On-site bicycle repair tools and space to use them supports on going use of bicycles for transportation. Provided, however, that if the relevant applicant determines that one of more of the foregoing four TDM measures cannot be reasonably implemented in connection with the individual development proposal at issue, then the relevant applicant may obtain approval	

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		from the City of Tracy Planning Department of acceptable substitute TDM measure(s). Moreover, if the relevant applicant determines that additional TDM measures (as identified in Table 3.14-9 of the Draft EIR) can be reasonably implemented, then the relevant applicant may include such additional TDM measures in the subject TDM program (with a concomitant reduction in the banking fee paid pursuant to MM TRANS-1(b)). The relevant applicant's TDM program, as described above, shall reflect a 9 percent reduction in VMT for the relevant individual development proposal. **MM TRANS-1(b): Payment of Applicable Banking Fee** In addition to the Transportation Demand Management (TDM) program required in MM TRANS-1(a), each applicant for an individual development proposal shall pay the applicable fee as set forth in the adopted Vehicle Miles Traveled (VMT) Mitigation Banking Fee in place and effective at the time the relevant applicant seeks to obtain building permits for its individual development proposal. Provided, however, that if the City Council has not adopted the Mitigation Banking Fee Program such that it is effective and in place at the time an applicant for an individual development proposal seeks	

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		to obtain a building permit, then payment of the VMT Banking Fee shall be calculated as described in Table 3.14-10 (e.g., 2,103 employees x 1.176 VMT per employee x $633.11 per VMT = $1,565,762.07) and shall constitute compliance with this MM TRANS-1(b). Provided, however, if upon the applicant's request, the City determines that an applicant can implement additional TDM measures (as identified in Table 3.14-9 of the Draft EIR) that will result in further VMT reductions, then the applicant, in its discretion, may include such additional TDM measures in the subject TDM program and may be eligible for a concomitant reduction in the banking fee.	
Impact TRANS-2: The proposed project could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	Potentially significant impact	**MM TRANS-2: Signal Timing Modifications** The applicant shall be required to pay fair-share funding of future signal timing modifications along the I-205/MacArthur interchange westbound off-ramp, in order to reduce AM peak-hour westbound off-ramp queue impacts.	Significant and unavoidable impact
Impact TRANS-3: The proposed project could result in inadequate emergency access.	Less than significant impact	None	Less than significant impact
Impact TRANS-4: The proposed project would not conflict with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise	Potentially significant impact	**MM TRANS-3: Temporary Pedestrian Pathway** Prior to issuance of building permits, the project applicant shall include a temporary pedestrian path extending	Less than significant impact

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
decrease the performance or safety of such facilities.		from the northernmost driveway to the existing Chrisman Road intersection in the project building plans for review by the City of Tracy.	
Cumulative Impacts	Potentially significant impact (VMT) Less than significant impact (roadway safety) Less than significant impact (emergency access) Less than significant impact (transit, bicycle, and pedestrian circulation and facilities)	Implement MM TRANS-1(a) and MM TRANS-(b)	Significant and unavoidable impact (VMT) Less than significant impact (Roadway Safety) Less than significant impact (emergency access) Less than significant impact (Transit, Bicycle, and Pedestrian Circulation and Facilities)
Section 3.15—Tribal Cultural Resources			
Impact TCR-1: The proposed project could cause a substantial adverse change in the significance of a Tribal Cultural Resource that is 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).	Potentially significant impact (construction) No impact (operations)	Implement MM CUL-2a, MM CUL-2b, and MM CUL-3. (construction) No mitigation is necessary (operations)	Less than significant impact No impact (operations)
Impact TCR-2: The proposed project could cause a substantial adverse change in the significance of a Tribal Cultural Resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to	Potentially significant impact	Implement MM CUL-2a, MM CUL-2b, and MM CUL-3	Less than significant impact

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.			
Cumulative Impacts	Potentially significant impact	Implement MM CUL-1 and MM CUL-3	Less than significant impact
Section 3.16—Utilities and Service Systems			
Impact UTIL-1: The proposed project would require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.	Potentially significant impact	Implement MM UTIL-3 and the following measures: **MM UTIL-1a: Adherence to Applicable Performance Standards and Payment of Infrastructure Fees** Prior to the issuance of building permits for an individual development proposal, the relevant applicant shall demonstrate compliance of the individual development proposal at issue with applicable performance standards pursuant to the then-current Urban Water Management Plan, Citywide Water System Master Plan, Wastewater Master Plan, and Citywide Storm Drainage Master Plan. In addition, each applicant for an individual development proposal shall pay its respective proportionate share of required funding, subject to applicable laws governing nexus requirements, to the City for completion of relevant planned City Capital Improvement Plan (CIP) improvements. **MM UTIL-1b: Submittal of Final Engineering Plans for Dermody Property** Prior to the issuance of the building permit for the first building on the Dermody Property, the applicants for the	Less than significant impact

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		development of the Dermody Property shall submit engineering plans to the City of Tracy for review and approval to confirm compliance with this MM UTIL-1b. These plans shall include additional 12-inch diameter pipelines on-site and the fire service laterals shall be upsized to 14-inch diameter. **MM UTIL-1c: Submittal of Final Engineering Plans for Suvik Property** Prior to the issuance of the building permit for the first building on the subject parcel, each relevant applicant for the individual development proposal of the Suvik Property shall each submit final engineering plans to the City of Tracy for review and approval to confirm compliance with the relevant performance standards, including, but not limited to, those pursuant to the current Urban Water Management Plan, Citywide Water System Master Plan, Wastewater Master Plan, and Citywide Storm Drainage Master Plan in effect at the time building permit applications are filed.	
Impact UTIL-2: The proposed project would have sufficient water supplies available to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years.	No impact (construction) Potentially significant impact (operations)	No mitigation is necessary (construction). Implement MM UTIL-1a (operations).	No impact (construction) Less than significant impact (operations)

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact UTIL-3: The proposed project would result in a determination by the wastewater treatment provider, which serves or may serve the proposed project, that it has adequate capacity to serve the proposed project's projected demand in addition to the provider's existing commitments.	Potentially significant impact	**MM UTIL-3: Payment of Wastewater Infrastructure Fees/Construction of Wastewater Facilities** Prior to the issuance of the first building permit for the subject individual development proposal, the relevant applicant shall participate in the implementation of the Wastewater Master Plan (WWMP) in effect at the time the relevant building permit is requested through the payment of the applicable impact fees as included in the City's Capital Improvement Plan (CIP).	Less than significant impact
Impact UTIL-4: The proposed project would not 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.	Less than significant impact	None	Less than significant impact
Impact UTIL-5: The proposed project would comply with federal, State, and local management and reduction statutes and regulations related to solid waste.	Less than significant impact	None	Less than significant impact
Cumulative Impacts	Less than significant impact	None	Less than significant impact
Section 3.17—Wildfire			
Impact WILD-1: The proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.	No impact	None	No impact
Impact WILD-2: Due to slope, prevailing winds, and other factors, the project would not exacerbate wildfire risks and thereby expose project occupants to	No impact	None	No impact

Impacts	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.			
Impact WILD-3: The project would not 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.	No impact	None	No impact
Impact WILD-4: The proposed project would not 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.	No impact	None	No impact
Cumulative Impacts	No impact	None	No impact

CHAPTER 1: INTRODUCTION

This Draft Environmental Impact Report (Draft EIR) for the Tracy Northeast Business Park Project (proposed project) has been prepared in accordance with applicable criteria, standards, and procedures of the California Environmental Quality Act, as amended (California Public Resources Code [PRC], § 21000, *et seq*.) and the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations [CCR], Title 14, § 15000, *et seq*.) (collectively, CEQA). In accordance with CEQA Section 21067 and Sections 15367 and 15050 through 15053 of the CEQA Guidelines, the City of Tracy (City) is the Lead Agency under whose authority this document has been prepared. As an informational document, this Draft EIR is intended for use by the City and other public agency decision-makers, interested organizations and members of the public in evaluating the potential environmental impacts of the proposed project.

1.1 - Project Overview

The proposed project consists of the development of up to 2,826,425 square feet of warehouse/distribution and/or manufacturing uses, including ancillary office uses and related improvements on a total of approximately 169 acres. The project site consists of five parcels under ownership by two separate parties: two Dermody parcels (totaling approximately 122 acres) (collectively, Dermody Property) and three Suvik parcels (totaling approximately 47 acres) (collectively, Suvik Property). The Dermody Property and the Suvik Property, collectively, are referred to herein as the "project site."

The project site is within unincorporated San Joaquin County adjacent to the City of Tracy's northeastern city limits, adjacent to the City of Tracy Northeast Industrial (NEI) Specific Plan area; it is also within the City's Sphere of Influence (10-year planning horizon) (Exhibit 2-1 and Exhibit 2-2 in the Project Description). The proposed project would require approval of a number of discretionary entitlements including, among others, LAFCo approval of annexation into the City of Tracy, pre-zoning, an amendment to the NEI Specific Plan, Development Review Permit approval,[1] and a Tentative Parcel Map or Lot Line Adjustment(s) to create the final lot configurations (Exhibit 2-3 in the Project Description depicts the proposed parcel reconfiguration, which depicts the ultimate parcels).

Development on the Dermody Property would consist of approximately 1,811,259 square feet of warehouse/distribution and/or manufacturing space located in three buildings, as well as an approximately 12.4-acre stormwater detention basin with pump station that would be City owned and managed. The proposed site layout for the Dermody Property is shown on Exhibit 2-7, consistent with its Development Review Permit application on file with the City Development Services Department. Approximately 12.5 acres of the Dermody Property would be reserved to accommodate a portion of a planned interchange at Paradise Road and Interstate 205 (I-205).

[1] Dermody has submitted an application for a Development Review Permit for its specific individual development proposal to be located on the Dermody Property in connection with other entitlements currently being sought. To date, no Development Review Permit application has been submitted for the Suvik Property, but approval of such an application would be required prior to any development being constructed on the Suvik Property.

However, these planned interchange improvements are not necessary to serve the proposed project and constitute a separate project. Therefore the potential impacts of constructing this future interchange would undergo a separate environmental review process pursuant to CEQA and National Environmental Policy Act (NEPA) once funding is programmed and available and once the relevant public agencies finalize the ultimate design of the interchange. Accordingly, the construction of the future interchange is not considered part of the proposed project (although the interchange is assumed to be in place as part of the cumulative conditions within the Transportation Impact Analysis attached as Appendix J to this Draft EIR).

It is anticipated that Suvik would process a site-specific Development Review Permit at some point in the future, subsequent to certification of this environmental document; thus, the specific layout and other site planning and building details for the Suvik Property are not currently known. However, for purposes of a conservative analysis, a conceptual building orientation plan for the Suvik Property has been prepared to provide site-specific information, based on reasonable assumptions, regarding a conceptual building orientation to facilitate project-level review and analysis hereunder. For the purposes of analysis in this Draft EIR, buildout of the Suvik Property is estimated to consist of a maximum total of approximately 1,015,166 square feet of warehouse/distribution and/or manufacturing uses (as well as ancillary office use), which conservatively reflects the maximum allowable density per acre identified in the NEI Specific Plan (which would govern development of the proposed project).

The proposed project also includes demolition of existing agricultural buildings, removal of existing trees and crops, installation of related on- and off-site road and utility improvements to serve the proposed project, and grading of a total of approximately 450,000 cubic yards, which would be balanced on-site. Of the approximately 450,000 cubic yards of material graded, approximately 300,000 cubic yards would occur on the Dermody Property, with the remaining approximately 150,000 cubic yards occurring on the Suvik Property.

Chapter 2, Project Description, provides a complete description of the proposed project.

1.2 - Environmental Review Process

An EIR is an informational document prepared by a lead agency (in this case, the City of Tracy) when considering approval of a proposed project. The purpose of an EIR is to provide public agencies, other interested organizations, and members of the public with detailed information regarding the environmental effects associated with implementing a project. An EIR should analyze the environmental consequences of a project and should also identify ways to feasibly reduce or avoid the proposed project's potential environmental effects through design refinements, feasible mitigation, or the identification of project alternatives that could avoid or reduce impacts while still achieving most of the project objectives. Pursuant to CEQA, State and local government agencies must consider the environmental consequences of projects over which they have discretionary authority. This Draft EIR serves as a disclosure document by providing information to be used in the planning and decision-making process. It is not the purpose of an EIR to recommend approval or denial of a proposed project.

Before approval of the proposed project, the City, as Lead Agency and the local land use decision-making entity, is required to certify that this EIR has been completed in compliance with CEQA, that the information in the EIR has been considered, and that the EIR reflects the independent judgment of the City. Pursuant to CEQA, if there are significant and unavoidable impacts identified in an EIR, then decision-makers must balance the benefits of a project against its unavoidable environmental risks. If environmental impacts are identified as significant and unavoidable, the City may still approve the proposed project if it finds that social, economic, legal, technological, or other benefits outweigh the unavoidable environmental impacts, the reasoning for which the City would state in writing, based on information in the EIR and other information sources in the administrative record. The written document that sets forth this reasoning is called a "statement of overriding considerations" (PRC § 21081; CEQA Guidelines § 15093).

In addition, the City as Lead Agency must adopt a Mitigation Monitoring and Reporting Program (MMRP) describing the identified mitigation measures that are to be made enforceable conditions of project approval to avoid or mitigate significant effects on the environment to the extent feasible (PRC § 21081.6; CEQA Guidelines § 15097). The MMRP is adopted at the time of project approval and is designed to ensure compliance with the EIR mitigation measures as part of project implementation. If the City decides to approve the proposed project, it would be responsible for verifying that the MMRP for this proposed project is implemented. In addition, the EIR will be used by the City and responsible and trustee agencies, as relevant, during approval of future discretionary actions and permits that are necessary to implement the proposed project.

This Draft EIR provides a project level analysis for the proposed project. For the purposes of analysis in this Draft EIR, because the applicant for the Dermody Property has submitted a site-specific individual development proposal for these parcels via its Development Review Permit application, this Draft EIR evaluates, as required under CEQA, the specific aspects of that proposal. With respect to the remaining portions (Suvik Property) of the project site, specific individual development proposal(s) via the Development Review Permit process have not yet been submitted. Accordingly, this Draft EIR evaluates at a project level full buildout of the project site, based on information that is reasonably available and reflects reasonable assumptions of maximum development potential (as well as a conceptual building orientation plan) that could occur on the Suvik Property. This consists of up to 1,023,660 square feet of warehouse and distribution and/or manufacturing development, consistent with the maximum allowable density per acre identified in the NEI Specific Plan (see Table 2-2 in the Project Description for a summary of the proposed development). The level of analysis for the Suvik Property reflects the level of detail available at the time of preparation of this Draft EIR. The environmental impacts of the proposed project are analyzed in the Draft EIR to the degree of specificity appropriate, in accordance with CEQA Guidelines Section 15146. This document addresses the potentially significant adverse environmental impacts that may be associated with the construction and operation of the proposed project. It also identifies appropriate and feasible mitigation measures and a reasonable range of potentially feasible alternatives as required under CEQA.

Sections 15122 through 15131 of the CEQA Guidelines require that an EIR contain, at a minimum, certain specific components. These components are contained in this Draft EIR and include:

- Table of Contents
- Brief Summary, including Areas of Known Controversy
- Project Description
- Environmental Setting
- Project's Environmental Impacts
- Mitigation Measures
- Cumulative Impacts
- Significant Unavoidable Adverse Impacts
- Alternatives to the Proposed Project
- Growth-Inducing Impacts
- Effects Found not to be Significant
- Organizations and Persons Consulted

The City is designated as the Lead Agency for the proposed project. CEQA Guidelines Section 15367 defines the lead agency as ". . . the public agency, which has the principal responsibility for carrying out or approving a project." Other public agencies may use this Draft EIR in the discretionary decision-making or permit process to the extent such other agencies have jurisdiction over aspect(s) of the proposed project and consider the information in this Draft EIR along with other information that may be presented during the CEQA process.

This Draft EIR was prepared by FirstCarbon Solutions (FCS), an environmental consultant, under contract to the City. Prior to public review, it was extensively reviewed and evaluated by the City. This Draft EIR reflects the independent judgment and analysis of the City as required by CEQA. Lists of organizations and persons consulted and the report preparation personnel is provided in Chapter 7 of this Draft EIR.

1.3 - Purpose and Legal Authority

1.3.1 - Notice of Preparation and Public Scoping Process

In accordance with Sections 15063 and 15082 of the CEQA Guidelines, the City, as Lead Agency, sent a Notice of Preparation (NOP) to responsible and trustee agencies, other public agencies and organizations, and members of the public on January 11, 2025, thus beginning the formal CEQA scoping process. The State review period for the NOP began on January 13, 2025, and ended on February 11, 2025, representing the statutory 30-day public review period. CEQA does not require that the local and State review periods begin on the same day or run concurrently. (See, e.g., CEQA Guidelines Section 15105(c).) Ten comment letters were received in response to the NOP. The NOP and comment letters are provided in Appendix A. Comments are summarized in Table 1-1, with cross-references to applicable Draft EIR sections, as appropriate, where analysis is included to address the comments received.

Pursuant to Section 15082 of the CEQA Guidelines, the NOP provided notice that the City would hold a public scoping meeting on January 22, 2025, starting at 7:00 p.m. Pacific Standard Time (PST) before the City Planning Commission; the meeting was also accessible via web platform. At this meeting, attendees were given an opportunity to provide comments and express concerns about the potential effects of the proposed project. Several comments were received on the proposed project during the scoping meeting, as summarized in Table 1-1.

Table 1-1: Summary of EIR Scoping Comments

Agency/Organization	Author	Date	Comment Summary	Coverage in the Draft EIR
Public Agencies				
California Department of Justice	Christie Vosburg, Supervising Deputy Attorney General	01.27.2025	The commenter noted how the impacts on air quality from vehicle trips and miles traveled generated from warehouses can be significant. The commenter directed the reader to reference a document it published on Best Management Practices and Mitigation Measures for Warehouse projects. They concluded with a reminder to be mindful of sensitive receptors, even when far from the project site, and a reminder that the Bureau will be monitoring the project to ensure compliance with CEQA and other laws. The commenter included an attachment of the 15-page Best Management Practices document titled "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act."	Section 3.3: Air Quality; Section 3.14: Transportation
CA Department of Transportation	Tom Dumas Chief, Office of Metropolitan Planning	02.10.2025	The commenter reviewed the proposed project and provided a list of 10 comments. They noted that the proposed project is required to have a full traffic impact study to be submitted to Caltrans for review and comment. The report is required to have detailed descriptions of improvements, Truck Route Map and Surface Transportation Assistance Act Trucks (STAA) truck trip generation, future interchange footprint for the I-205/Chrisman, appropriate STAA terminal access approvals, and a Synchro/sim\traffic version 12 electronic file. The commenter requested submission of drainage and grading plans, with note that no increase of off-site runoff will be allowed on the State route. They also commended	Section 3.14: Transportation

Agency/Organization	Author	Date	Comment Summary	Coverage in the Draft EIR
			the inclusion of bicycle parking and encourages a complete street planning style. They lastly noted the need for an Encroachment Permit if any work is done within the Department of Transportation right-of-way.	
CA Department of Conservation	Erwin Sison, Senior Oil and Gas Engineer	01.30.2025	The commenter noted that a Construction Site Well Review that documents any gas, oil, or geothermal wells on the project site will be required. They provided guidelines to follow when dealing with wells. However, the commenter noted that their report did not find any on the project site.	Section 3.7: Geology and Soils
Banta Resident	Frank Marty	Received January 2025	Commenter stated that the proposed project would have a negative effect on the traffic flows for the Banta community. They noted that too many cars use Grant [Line] Road at the same time, causing long backups both ways as well as increasing danger. Questions whether the City or the County was supposed to build a freeway on ramp and notes that currently the South Macarthur Drive on ramp is the only one available for warehouse trucks. The commenter alleges that trucks currently illegally use Grant [Line] Road in order to go south on I-5 due to being unable to get there by the I-205. The commenter referenced the uncertain plans of improving roadways with future funds that will likely occur years later. Also noted is the possibility of new tracks crossing Grant [Line] Road, increasing backups. The commenter believed past EIRs were grossly inadequate or only dealt with the part within the annexation and requested a moratorium on new construction	Section 3.14: Transportation; Section 3.3: Air Quality; Section 3.12: Noise

Agency/Organization	Author	Date	Comment Summary	Coverage in the Draft EIR
			and annexation until new road infrastructure has been built.	
City of Tracy Planning Commissioners	Penning, Orcutt, Boateng, and English	01.23.2025	**Penning**: The commenter noted traffic issues on Grant Line Road and stated that "No Truck" signs are needed. The commenter also noted that new jobs will bring Grant Line Road to gridlock and that future efforts to deal with traffic need to be identified, like the County Bypass. **Orcutt:** Commenter asked if staff can influence applicant to look at vacant buildings. **Boateng:** Commenter asked about Scope of Influence (SOI) and analyzing impacts outside of city boundaries. **English**: Commenter asserted that "just because it was planned 32 years ago does not make it right today." Commenter also stated that because it is outside the city limits she cannot support it and noted that air quality as her biggest concern, next to additional traffic.	Section 3.14: Transportation; Section 3.3: Air Quality; Section 3.12: Noise
Banta Residents	Diane Rocha, Larry Owens, Joann Rocha Owens, Steve Hilton, Priscilla Hilton, Edmundo Gonzalez, Alicia Gonzalez, Gerri Nunes, Efrain Torres, Guadalupe Torres, Glenn Trombley, Sandy Trombley, Martin Ortiz, Elizabeth Pulido	02.10.2025	Commenters wrote to express their opposition to the project generally and ask for the proposed project to be rejected. They cited concerns about increased traffic problems and pollution, loss of farmland community, and damage to the environment and air quality. They also note that the Banta Elementary School District is located a few miles away and state that students deserve to breathe clean air.	Section 3.2: Agriculture and Forestry Resources; Section 3.3: Air Quality; Section 3.14: Transportation
Native American Heritage Commission	Pricilla Torres-Fuentes, Cultural Resources Analyst	01.14.2025	Acknowledged receipt of NOP and noted that AB [Assembly Bill] 52 and SB [Senate Bill] 18 may be required and include consultation requirements to be in compliance with CEQA laws.	Section 3.15: Tribal Cultural Resources

Agency/Organization	Author	Date	Comment Summary	Coverage in the Draft EIR
			The rest of the NOP comment letter provided the legal guidelines and steps needed to file for both AB 52 and SB 18 consultation.	
San Joaquin Valley Air Pollution Control District	Tom Jordan, Director of Policy and Government Affairs	01.30.2025	Commenter reviewed the NOP and had the following notes and recommendations. With respect to project-related emissions: • Notes that the region is in nonattainment for several air quality standards (ozone, PM_{10}, $PM_{2.5}$). • Project emissions may exceed significance thresholds; recommends detailed analysis. • Heavy Duty Truck Trip length. • Recommends CalEEMod for estimating construction and operational emissions. • Separate analysis for mobile and stationary sources is advised. Health Risk Screening/Assessment- Conduct screening and full Health Risk Assessments (HRA) for toxic air contaminants (TACs), especially diesel emissions. • Ambient Air Quality Analysis– Required if emissions exceed 100 pounds per day of any pollutant • Voluntary Emission Reduction Agreement -Encouraged for mitigating significant emissions through funded reduction projects • Recommends industrial/Warehouse Emission Reduction Strategies • Truck Routing–Evaluate routes to minimize exposure to residential areas and sensitive receptors • Use of the cleanest-available trucks, including the use of zero- and near zero-emissions technologies • Incorporation of measures to ensure compliance with state anti-idling regulation (13 CCR §	Section 3.14: Transportation; Section 3.3: Air Quality; Section 3.12: Noise; Section 3.8: Greenhouse Gas Emissions

Agency/Organization	Author	Date	Comment Summary	Coverage in the Draft EIR
			2485 and 13 CCR § 2480), including a more stringent 3-minute idling restricting and appropriate signage • Inclusion of requirements for the use of electric or zero-emission off-road and on-road equipment • Use of vegetative barriers to reduce population exposure to air pollutant emissions Incorporation of solar power systems as an emissions reduction strategy The commenter also addressed legal requirements, Best Management Practices, Preferred Models, and Data Sources relating to the project. The commenter called for the City to require all nonresidential buildings to provide electric infrastructure for on-road Zero-Emission Vehicles (ZEVs) and to consider all pertinent information on the project's impact on nuisance odors. The commenter noted that the proposed project would be required to comply with San Joaquin Valley Air Pollution Control District (Valley Air District) rules and regulations. The commenter concluded by offering assistance and recommended sharing these comments with the project proponent.	
Residents of unincorporated San Joaquin County	Fran and Ron Hedberg	02.10.2025	Commenters expressed opposition to more warehouses on Grant Line Road. They expressed frustration at losing farmland, increases in traffic, illegal driving by trucks, air pollution, and noise concerns. They live on California Avenue, where the proposed project will come to rest directly next to them.	Section 3.2: Agriculture and Forestry Resources; Section 3.14: Transportation; Section 3.3: Air Quality; Section 3.12: Noise

Agency/Organization	Author	Date	Comment Summary	Coverage in the Draft EIR
San Joaquin County Environmental Health Department	Jasjit Kang, REHS Director	01.23.2025	Commenter provided recommendations as part of developing project: 1) Applicant will provide written confirmation from water providers for improvement constructions and the financing 2) Written confirmation from Public Works Department for the above 3) Permits for any geotechnical drilling 4) Destruction of any wells/septic systems 5) Report use and storage of any hazardous material before storage or use happens. The commenter then listed technical measurement minimums for different types of hazardous materials.	Section 3.7: Geology; Section 3.16: Utilities; Section 3.9: Hazards; Section 3.10: Hydrology and Water Quality
Department of Conservation, Land Resource Protection Division	Monique Wilber, Conservation Program Support Supervisor	02.05.2025	Commenter reviewed the NOP and had comments for consideration with respect to the proposed project's potential impacts on agricultural land. The commenter provided agriculture-related stats for the project site and summarized the proposed project's description and land use designations. They noted the land has an active Williamson Act Contract and recommended that the analysis evaluate whether the project complies with the terms of Williamson Act and local program requirements. The letter provided mitigation recommendations. The commenter ultimately advised that the proposed project have a thorough discussion of the impact to Agriculture. The Department requested updated regarding future hearings and staff reports.	Section 3.2: Agriculture and Forestry Resources

Agency/Organization	Author	Date	Comment Summary	Coverage in the Draft EIR
Scoping Meeting Public Comments		01.22.2025	City staff took notes during Public Comments period of the NOP Scoping Meeting. Following is a summary of those highlighted concerns that reflect NOP scoping comments[2] 1. Renewable energy, windmills if any, should be reviewed by Airport Land Use Commission 2. Concerns regarding traffic loss of agricultural land, urban sprawl, land use issues, air quality and related health and safety concerns 3. Request for the EIR to include adjacent areas outside the City 4. States that the notification process should include all of Banta 5. Adequacy of infrastructure	Section 3.2: Agriculture and Forestry Resources; Section 3.14: Transportation; Section 3.3: Air Quality; Section 3.12: Noise; Section 3.11: Land Use,
Source: FCS. 2025.				

1.3.2 - Public Review

Upon completion of the public Draft EIR, the City filed a Notice of Completion (NOC) with the California Governor's Office of Land Use and Climate Innovation (LCI) to begin the public review period (PRC § 21161, CEQA Guidelines §§ 15085(a) and 15372). Concurrent with the NOC, the City also provided the related Notice of Availability (NOA) (CEQA Guidelines § 15087(a)), and the Draft EIR has been distributed to responsible and trustee agencies, other affected agencies, San Joaquin County, surrounding cities, and interested parties, as well as all parties requesting a copy of the Draft EIR in accordance with Public Resources Code 21092(b).

An electronic copy of the Draft EIR, including the attached technical appendices, can be viewed on the City's website at https://www.cityoftracy.org/our-city/departments/planning/specific-plans-environmental-impact-reports-and-initial-studies. A hard copy of the Draft EIR, including the attached technical appendices, can be viewed at the following locations (please check with the facility for hours of operation):

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

Tracy Branch Library
20 East Eaton Avenue
Tracy, CA 95376

[2] This summary focuses only on comments provided by the speakers at the NOP public scoping meeting that address specific comments on the appropriate scope of environmental review rather than generalized comments regarding the merits of the proposed project that fall outside the NOP scoping process.

Agencies, organizations, and interested parties have the opportunity to comment on the Draft EIR during the 45-day public review period. Written comments on the Draft EIR should be addressed to:

Genevieve Federighi, Senior Planner
City of Tracy
Community and Economic Development
333 Civic Center Plaza
Tracy, CA 95376
Phone: 209.831.6435
Email: genevieve.federighi@cityoftracy.org

Submittal of electronic comments in Microsoft Word or Adobe PDF format is encouraged. Upon completion of the 45-day public review period, written responses to all significant environmental issues raised will be prepared and made available for review by the commenting agencies, organizations and public at least 10 days prior to the public hearing before the Tracy City Council on the proposed project, at which the certification of the Final EIR will be considered prior to the Council taking action on the proposed project. Comments received and the responses to comments will be included as part of the record for consideration by decision-makers for the proposed project.

1.3.3 - Environmental Issues Determined not to be Significant

Through the Initial Study and NOP processes, the City determined that certain types of environmental impacts would be less than significant. An explanation of why each such impact was determined to be less than significant is provided in Chapter 4, Effects Found not to be Significant. These topical areas are as follows:

- Mineral Resources
- Population and Housing
- Parks and Recreation

1.3.4 - Potentially Significant Environmental Issues

Through the Initial Study and NOP processes, the City determined that certain types of environmental impacts had the potential to be significant and would require further analysis in the Draft EIR. These potentially significant impacts are as follows:

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

1.4 - Draft EIR Document Organization

This Draft EIR is organized into the following main sections:

- **Chapter ES: Executive Summary.** This Chapter includes a summary of the proposed project and alternatives to be addressed in the Draft EIR. A brief description of any areas of known controversy and issues to be resolved and an overview of the MMRP—in addition to a table that summarizes impacts, mitigation measures, and level of significance after mitigation—are also included in this Chapter.
- **Chapter 1: Introduction.** This Chapter provides an introduction and overview describing the purpose of this Draft EIR, its scope and components, and its review and certification process.
- **Chapter 2: Project Description.** This Chapter includes a detailed description of the proposed project, including location, site, and project characteristics. A discussion of project objectives intended uses of the Draft EIR, responsible and trustee agencies, and discretionary approvals that are needed for the proposed project are also provided.
- **Chapter 3: Environmental Impact Analysis.** This Chapter analyzes environmental impacts of the proposed project. Impacts are organized into major topical areas. Each topical area includes a description of the environmental setting, regulatory framework, methodology used in the analysis, specific thresholds of significance, impact analyses, feasible mitigation measures (when applicable), and significance conclusions, as well as cumulative impacts associated with the proposed project. The specific environmental topical sections that are addressed within Chapter 3 are as follows:
  - **Section 3.1—Aesthetics:** Addresses potential visual impacts on scenic resources related to intensification and overall increase in illumination (light and glare) that would be produced by the proposed project.
  - **Section 3.2—Agriculture and Forestry Resources:** Addresses potential for conversion of Important Farmland to nonagricultural use and forest land to non-forest use, as well as potential conflicts with existing agricultural zoning or a Williamson Act contract.
  - **Section 3.3—Air Quality:** Addresses potential air quality impacts associated with project implementation and emissions of criteria pollutants. The section also evaluates project emissions of toxic air contaminants, particularly as it may relate to exposure of sensitive receptors, as well as the potential to create any other emissions (i.e., odors) adversely affecting a substantial number of people.
  - **Section 3.4—Biological Resources:** Addresses potential impacts on special-status habitat, vegetation, and wildlife; potential degradation or elimination of important habitat for special-status species; and impacts on listed, proposed, and candidate threatened and endangered species. In addition, it addresses potential impacts to any wetland or other jurisdictional features, riparian habitat, wildlife corridors/nursery sites, and consistency with applicable local policies or ordinances protecting biological resources.
  - **Section 3.5—Cultural Resources:** Addresses potential impacts related to historical and archaeological resources, and burial sites.
  - **Section 3.6—Energy:** Addresses potential project impacts related to energy usage.

- **Section 3.7—Geology and Soils:** Addresses potential impacts related to soils and assesses effects of project-related development in relation to geologic and seismic conditions. Also addresses potential impacts related to unique paleontological or unique geologic resources.
- **Section 3.8—Greenhouse Gas Emissions:** Addresses potential project emissions of greenhouse gases.
- **Section 3.9—Hazards and Hazardous Materials:** Addresses potential for presence of hazardous materials or conditions on the project site and vicinity that may have potential to create a significant hazard to the public or the environment.
- **Section 3.10—Hydrology and Water Quality:** Addresses potential impacts related to local hydrological conditions, including drainage areas and changes in flow rates, as well as the proposed project's potential impacts to water quality, erosion, and groundwater supplies.
- **Section 3.11—Land Use and Planning:** Addresses potential land use impacts associated with division of an established community and consistency with relevant land use plans, policies and regulations adopted for the purpose of avoiding or mitigating an environmental impact.
- **Section 3.12—Noise:** Addresses potential noise impacts during construction and at project buildout from mobile and stationary sources on sensitive receptors. The section also addresses potential impact related to groundborne vibration and groundborne noise.
- **Section 3.13—Public Services:** Addresses potential impacts of the proposed project upon public services, including fire protection, law enforcement, schools, parks, recreational facilities, and library facilities in terms of the need to provide new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives.
- **Section 3.14—Transportation:** Addresses potential impacts related to the local and regional roadway system with respect to Vehicle Miles Traveled (VMT) and public transportation, bicycle, and pedestrian access, as well as emergency access.[3]
- **Section 3.15—Tribal Cultural Resources:** Addresses potential project impacts related to tribal cultural resources.
- **Section 3.16—Utilities and Services Systems:** Addresses potential impacts related to service provision, including water supply, stormwater, wastewater, solid waste, and energy (electric and natural gas) and telecommunications, with respect to the proposed project's potential to require or result in the construction of new or expanded infrastructure to deliver the required utilities and services systems.
- **Section 3.17—Wildfire:** Addresses potential impacts related to wildfire for any lands within State Responsibility Areas (SRAs) and lands classified as very high fire hazard severity zones, including emergency evacuation, exposure to pollutant concentrations or other significant risks (e.g., flooding, landslides), and potential impacts of proposed infrastructure with respect to wildfire.

- **Chapter 4: Effects Found not to be Significant.** This Chapter describes the potential environmental impacts determined by the City in the Initial Study and NOP processes to be less than significant and not require detailed analysis in the Draft EIR.

[3] Also, for informational purposes only, the attached Transportation Analysis (Appendix J) includes a non-CEQA operational analysis. However, because this operational analysis only addresses non-CEQA items, it is not specifically addressed in Section 3.14.

- **Chapter 5: Other CEQA Considerations.** This Chapter provides a summary of significant environmental impacts, including any unavoidable and growth-inducing impacts, as well as a discussion of any significant irreversible environmental changes.
- **Chapter 6: Alternatives to the Proposed Project.** This Chapter compares impacts of the project with three land use project alternatives: the No Project (No Build) Alternative the Farmland Preservation/Outside Storage Allowable Use Alternative, and the Maximum Decreased Intensity Alternative (44 Percent)**.** An environmentally superior alternative is identified. In addition, alternatives initially considered but then eliminated from further consideration are discussed.
- **Chapter 7: Persons and Organizations Consulted/List of Preparers.** This Chapter contains a list of persons and organizations that were consulted during preparation of the Draft EIR. This Chapter also contains a list of authors who assisted in preparation of the Draft EIR by name and affiliation.
- **Appendices.** The attached Draft EIR appendices include notices and other procedural documents pertinent to the Draft EIR, as well as supporting technical materials. The following supporting materials and technical studies and analyses were prepared for the proposed project in support of preparation of this Draft EIR and attached hereto**:**
  - Air Quality/Greenhouse Gas Emissions/Energy Analysis
  - Biological Resources Assessment
  - Phase I Cultural Resources Assessment
  - Paleontological Records Research and Review
  - Noise Analysis
  - Traffic Impact Study and VMT Analysis Memorandum
  - FCS Peer Review of Applicant-prepared Studies
    - Phase I Environmental Site Assessments
    - Limited Site Investigation
    - Flood Protection Technical Memorandum
    - Geotechnical Engineering Report
    - Water Supply Assessment
    - Hydraulic Evaluation

1.5 - Documents Incorporated by Reference

As permitted by CEQA Guidelines Section 15150, this Draft EIR has referenced, among other things, numerous technical studies, analyses, and previously certified environmental documentation. Information from relevant documents, which have been incorporated by reference, has been briefly summarized in the appropriate section(s), where possible or briefly described if the data or information cannot be summarized. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of this Draft EIR. The documents and other sources that have been used in the preparation of this Draft EIR include but are not limited to:

- City of Tracy General Plan

- City of Tracy General Plan EIR (State Clearinghouse [SCH] No. 992122069)
- City of Tracy Supplemental General Plan EIR (SCH No. 2008092006)
- City of Tracy Zoning Code
- City of Tracy 2015-2023 Housing Element
- Northeast Industrial Area Specific Plan and EIR (SCH No. 95102050)
- Northeast Industrial Area Specific Plan
- Citywide Water System Master Plan
- Wastewater Master Plan
- Citywide Storm Drainage Master Plan
- Urban Water Management Plan for the City of Tracy
- San Joaquin County General Plan
- San Joaquin County General Plan EIR (SCH No. 2013102017)
- San Joaquin County Code of Ordinances

The City of Tracy General Plan, City of Tracy General Plan EIR, City of Tracy Zoning Code, and the referenced documents and other sources used in preparation of the EIR can be viewed here: https://www.cityoftracy.org/our-city/departments/planning/specific-plans-environmental-impact-reports-and-initial-studies. The above-referenced documents and other sources used in the preparation of the Draft EIR will also be available to the public for inspection at the addresses shown in Section 1.3.2 in accordance with CEQA Guidelines Section 15150(b).

CHAPTER 2: PROJECT DESCRIPTION

2.1 - Overview

Dermody Properties and Suvik Farms, LLC (co-applicants) are proposing the Tracy Northeast Business Park Project (proposed project), which consists of the development of up to 2,826,425 square feet[1] of warehouse/distribution and/or manufacturing uses, including ancillary office uses and related improvements on approximately 169 acres (comprised of a total of five existing parcels). The five parcels consist of two Dermody parcels (totaling approximately 122 acres; collectively, Dermody Property) and three Suvik parcels (totaling approximately 47 acres; collectively, Suvik Property). The Dermody Property and the Suvik Property, collectively, are referred to herein as the "project site."

The project site is within unincorporated San Joaquin County (County) adjacent to the City of Tracy's (City's) northeastern city limits, adjacent to the City of Tracy Northeast Industrial (NEI) Specific Plan area, and also within the City's Sphere of Influence (SOI) (10-year planning horizon). The proposed project would require several discretionary entitlements, including Local Agency Formation Commission (LAFCo) approval of annexation into the City of Tracy, as well as City approval of the related pre-zoning, an amendment to the NEI Specific Plan, Tentative Parcel Map(s) or Lot Line Adjustment(s) to create final development lots, and Development Review Permit approval.

Dermody Properties has applied to the City for a Development Review Permit for development on the Dermody Property. As described in the application, this development would consist of a total of approximately 1,811,259 square feet of warehouse/distribution and/or manufacturing space located throughout three buildings, as well as an approximately 12.4-acre stormwater detention basin with pump station (that would be City owned and managed). In addition, approximately 12.5 acres of the Dermody Property would be reserved to accommodate a portion of a planned future interchange at Paradise Road and Interstate 205 (I-205). However, these planned interchange improvements are not necessary to serve the proposed project and constitute a separate project. Therefore, the potential impacts of constructing this future interchange would undergo a separate environmental review process pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) once funding is programmed and available and once the relevant public agencies finalize the ultimate design of the interchange. Accordingly, the construction of the future interchange is not considered part of the proposed project, although the interchange is assumed to be in place as part of the cumulative conditions within the Transportation Impact Analysis in the Draft Environmental Impact Report (Draft EIR).

To date, Suvik Farms, LLC, has not applied to the City for a Development Review Permit. To evaluate the potential impacts from development on the Suvik Property, and for purposes of a conservative analysis, a conceptual building orientation plan for the Suvik Property was prepared to facilitate

[1] The Notice of Preparation, which circulated for public review and comment from January 8, 2025, to February 10, 2025, identified a greater total project size than is currently being proposed. The NOP identified a total maximum project size of 2,834,919 square feet, while this EIR evaluates a total maximum project size of 2,826,425. The difference (approximately 8,494 square feet) is accounted for by the intended buildout for the Suvik Property, which the NOP identified as having a maximum buildout potential of 1,023,660 square feet, while this EIR evaluates a slightly lower maximum total of 1,015,166 square feet of potential development. The approximately 8,494 square feet delta represents a nominal 0.3 percent (i.e., less than 1 percent) of the total project size.

project-level review and analysis in this EIR. This conceptual building plan describes development of up to 1,015,166 square feet of warehouse/distribution and/or manufacturing uses, which conservatively reflects the maximum allowable density per acre identified in the Northeast Industrial (NEI) Specific Plan. To the extent that actual development of the Suvik Property, as described in a future Development Review Permit application, could result in potentially significant impacts that are not evaluated and addressed in this EIR, such development could require additional environmental review.

The proposed project also includes demolition of existing agricultural buildings, removal of existing trees and crops, installation of related on- and off-site road and utility improvements to serve the proposed project, and grading of a total of approximately 450,000 cubic yards, which would be balanced on-site. Of the approximately 450,000 cubic yards of material graded, approximately 300,000 cubic yards would occur on the Dermody Property, with the remaining approximately 150,000 cubic yards occurring on the Suvik Property.

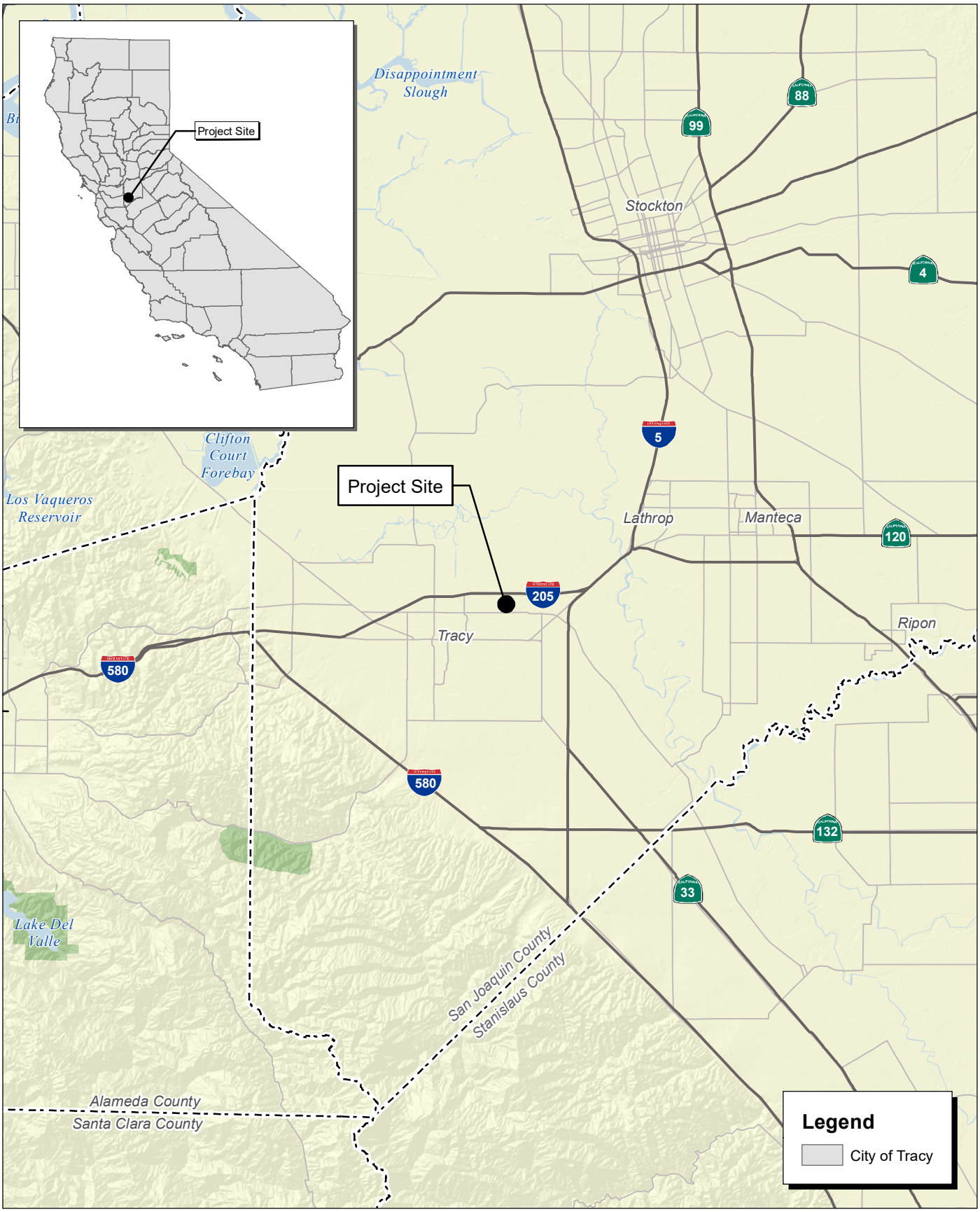
The purpose of this Draft EIR is to identify potential environmental impacts of the proposed project pursuant to applicable significance thresholds as well as identify feasible mitigation measures to address potentially significant impacts. This chapter provides a detailed overview of the project site location and setting, project objectives, details, characteristics, and construction phasing. It also describes intended uses of the Draft EIR by agencies with discretionary permitting and approval authority over the proposed project, as well as the anticipated required discretionary permits and approvals to implement the proposed project.

2.2 - Project Location and Setting

2.2.1 - Location

Regional Location

The City of Tracy is in the northern San Joaquin Valley of California. The City is bordered on all sides by unincorporated San Joaquin County. To the north, the City is roughly bordered by I-205 and agricultural lands, including dairy operations; to the east by the unincorporated community of Banta and other residential and industrial uses; to the south by open space; and to the west by industrial uses as well as open space and agricultural lands (Exhibit 2-1). The City covers 26 square miles and has historically been a semi-rural residential community, although the community has seen significant urban residential and nonresidential development in more recent years, with many light industrial uses such as warehouse, logistics, and distribution facilities. Major roadway networks, including I-580, I-205, and I-5, provide regional access to the City and surrounding areas.



Source: Census 2000 Data, The California Spatial Information Library (CaSIL).

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5 2.5 0 5
Miles

Exhibit 2-1
Regional Location Map

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Local Setting

The project site is located at the northeast corner of Grant Line Road and Paradise Road (see Exhibit 2-2). The project site is within unincorporated County land adjacent to the northeastern city limits and within the City's SOI (10-year planning horizon). The project site is directly east of the City's NEI Specific Plan area boundary. The project site lies at the *Union Island, California* United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map, Section 22, 23, and 24 (and El Pescadero Land Grant) Township 2 South, Ranch 5 East (Latitude 37°45'33" North; Longitude 121°23'07" West). The project site is bound by I-205 to the north, a portion of the terminus of California Avenue to the northeast, Grant Line Road to the south, and Paradise Road to the west (see Exhibit 2-2). The project site is currently accessed from Grant Line Road and Paradise Road. Paradise Road runs north–south and crosses I-205. No on-ramps or off-ramps exist at the intersection of I-205 and Paradise Road. The Tracy Municipal Airport is approximately 5.82 miles southwest of the project site; the project site is not within the Airport Influence Area. The Altamont Corridor Express (ACE) runs trains east from Stockton to San José in the morning and back west in the evening; the Tracy Station is located 5.05 miles southwest of the project site. The closest bus stop to the project site is 1.59 miles west at the Shops at Northgate Village.

2.2.2 - Existing Project Site Characteristics

The project site consists of five parcels, as shown in Exhibit 2-3 and listed in Table 2-1. In this Draft EIR, parcels may be referenced by Assessor's Parcel Number (APN) or the name of the current owner.

Table 2-1: Existing Parcels

Assessor's Parcel Number	Parcel Naming Convention	Address	Ownership/Applicant	Acreage (approximate)
213-170-24 213-170-25 213-170-26	Suvik Property	6103 Grant Line Road 6281 Grant Line Road 6301 Grant Line Road	Suvik Farms	31.67 11.70 3.24
213-170-27 213-170-48	Dermody Property	6599 Grant Line Road Grant Line Road (no street number)	Dermody Properties	122.39 0.05
			Total	**169.05**

Notes:
1. Numbers do not sum to 169.05 exact total acreage included throughout the Draft EIR due to rounding.
Source: San Joaquin County. n.d. Assessor's Map. Book 213, p. 17.

The project site is relatively flat and low in elevation (approximately 15–30 feet above mean sea level) with a gentle topographic downward slope in the north-northeast direction.[2,3] The Dermody Property contains only agricultural structures related to hay production (i.e., sheds for hay storage and equipment storage).

[2] Terracon Consultants, Inc. 2018. Phase I Environmental Site Assessment: Tracy Ridge. December 21.
[3] Environmental Assessment Specialists, Inc. 2020. Phase I Environmental Site Assessment: Suvik and Zuriakat Properties, page 5.

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Source: Bing Aerial Imagery. Kier & Wright Civil Engineers and Surveyors, Inc., October 2024.

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2,000 1,000 0 2,000
Feet

Exhibit 2-2
Local Vicinity Map

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Source: Bing Aerial Imagery. County of San Joaquin. Kier & Wright Civil Engineers and Surveyors, Inc., October 2024.

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700 350 0 700
Feet

Exhibit 2-3
Project Parcel Map

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The Suvik Property does not contain any structures, only an orchard. Approximately 118 acres of the Dermody Property is currently used for hay production, including alfalfa and winter wheat, and almonds. Almost all of the project site (approximately 168.53 acres) is considered Prime Farmland as mapped by the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP). As discussed in more detail in Section 3.2, Agricultural and Forestry Resources, of this Draft EIR, Prime Farmland has the best combination of features able to sustain long-term agricultural production with sustained high yields.[4]

The Suvik Property is bound by a Williamson Act Contract, which is set to automatically expire pursuant to a notice of non-renewal in 2026.[5] Existing site conditions are shown in Exhibit 2-4a through Exhibit 2-4d.

Several private dirt roads provide access within the project site; an irrigation/drainage channel runs along several of these roads. There is also a paved irrigation/drainage channel along the northeast property line of the Dermody Property. In addition, there are streetlights and power and telecommunication lines in various locations surrounding the project site.

As discussed in more detail in Section 3.4, Biological Resources, of this Draft EIR, the project site provides suitable foraging habitat with potential to support birds of prey, including Swainson's hawk. Northern portions of the project site are within a 100-year floodplain as designated by the Federal Emergency Management Agency (FEMA).[6]

2.2.3 - Existing Land Use Designation and Zoning (County and City)

Land Use Designations

The San Joaquin County General Plan (County General Plan) designates the project site as Agriculture-Urban Reserve (A/UR) (Exhibit 2-5), which allows for agricultural uses, farm-related residential use, and open space and parks.[7]

The County A/UR designation also reserves areas for urban development if the area is designated for urban development in a city's general plan and the County determines the area is a reasonable future expansion for the city.

The City of Tracy General Plan (General Plan) designates the project site as Industrial (I) (Exhibit 2-6). Primary land uses allowed under this designation consist of flex/office space, manufacturing, warehousing and distribution, and ancillary uses for workers' needs (e.g., restaurants, parks, consumers services, etc.). The maximum allowed floor area ratio (FAR) is 0.5.[8]

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[4] California Department of Conservation, Division of Land Resource Protection. 2024. San Joaquin County Important Farmland. Website: https://www.conservation.ca.gov/dlrp/fmmp/Pages/SanJoaquin.aspx. Accessed November 12, 2024.

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

[6] Federal Emergency Management Agency (FEMA). 2024. National Flood Hazard Layer FIRMette. Website: https://msc.fema.gov/portal/search?AddressQuery=6281%20Grant%20Line%20Road%20Tracy%2C%20CA#searchresultsanchor. Accessed November 12, 2024

[7] Mintier Harnish Planning Consultants (prepared for San Joaquin County). 2016. San Joaquin County General Plan: Policy Document. Website: https://www.sjgov.org/commdev/cgi-bin/cdyn.exe/file/Planning/General%20Plan%202035/GENERAL%20PLAN%202035.pdf. November 12, 2024.

[8] Design, Community & Environment (prepared for the City of Tracy). 2011. City of Tracy General Plan. November 12, 2024.

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Photograph 1: View of the project site from California Avenue; facing south.



Photograph 2: View of the project site from the northwest corner of future interchange area; facing southeast.



Photograph 3: View of drainage ditch running along the western side of the future interchange area; facing south.



Photograph 4: View of dirt road entering the project site at the intersection of Paradise Road and West Pescadero Avenue; facing east.

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Exhibit 2-4a
Existing Site Conditions

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Photograph 5: View of the project site from the western Dermody Property boundary; facing east.



Photograph 6: Overview of farm complex located in the southwest corner of the project area; facing southeast.



Photograph 7: View from the southwest corner of the project site; facing northeast.



Photograph 8: View of dirt road separating the Dermody Property and the Suvik Property from the southern project boundary, facing north.

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Exhibit 2-4b
Existing Site Conditions

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Photograph 9: View from the southwest corner of the project site; facing northwest.



Photograph 10: View of irrigation ditch and dirt road running along the northern boundary of the Suvik Property; facing northwest.



Photograph 11: View of northern boundary of project site along California Ave; facing northwest.



Photograph 12: View from the northeast corner of the project site facing southwest.

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Exhibit 2-4c
Existing Site Conditions

CITY OF TRACY
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ENVIRONMENTAL IMPACT REPORT

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Photograph 13: View from the center of the project site; facing north.



Photograph 14: View from the center of the project site; facing southeast.



Photograph 15: View from the center of the project site; facing south.



Photograph 16: View from the center of the project site; facing west.

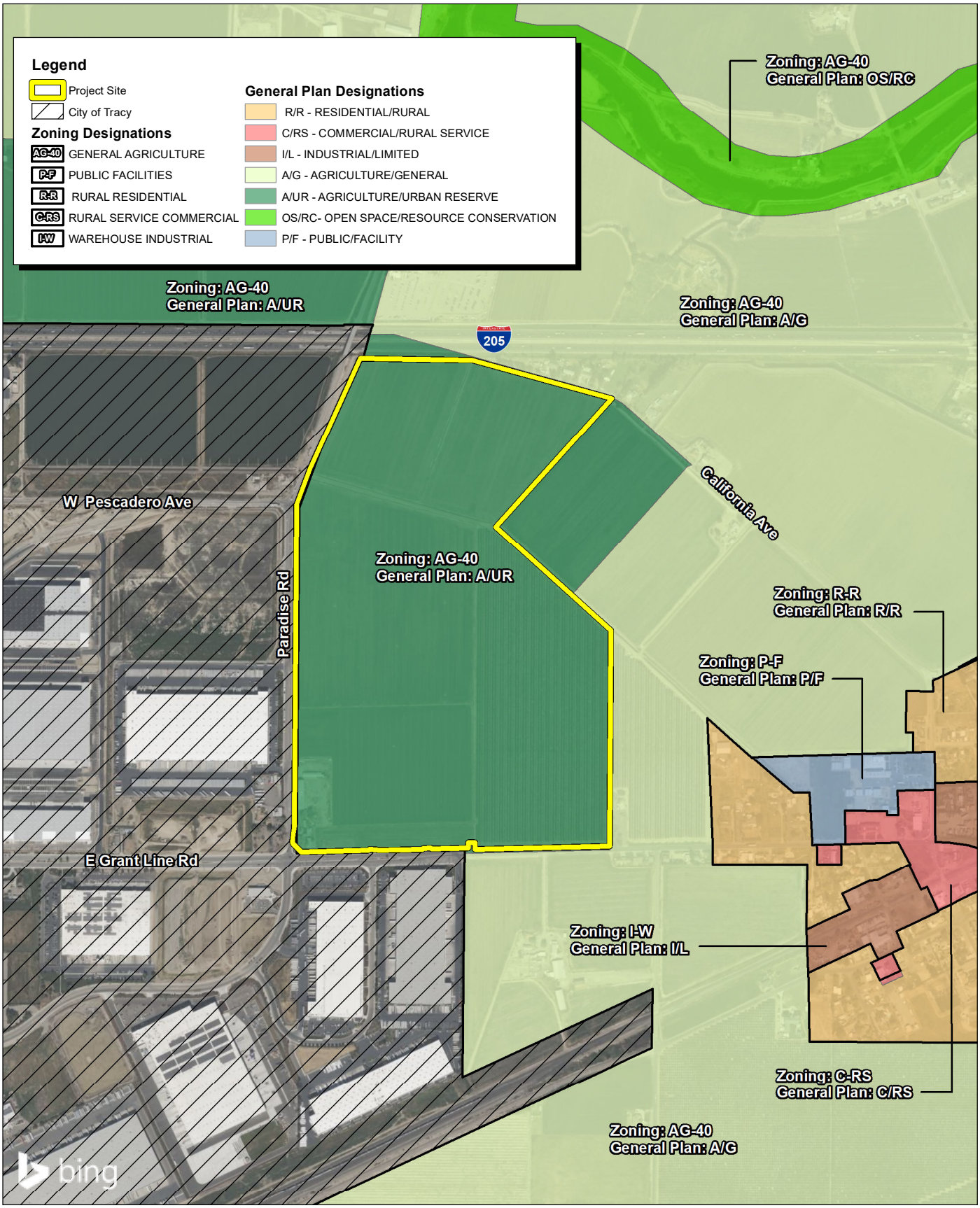
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Exhibit 2-4d
Existing Site Conditions

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TRACY NORTHEAST BUSINESS PARK PROJECT
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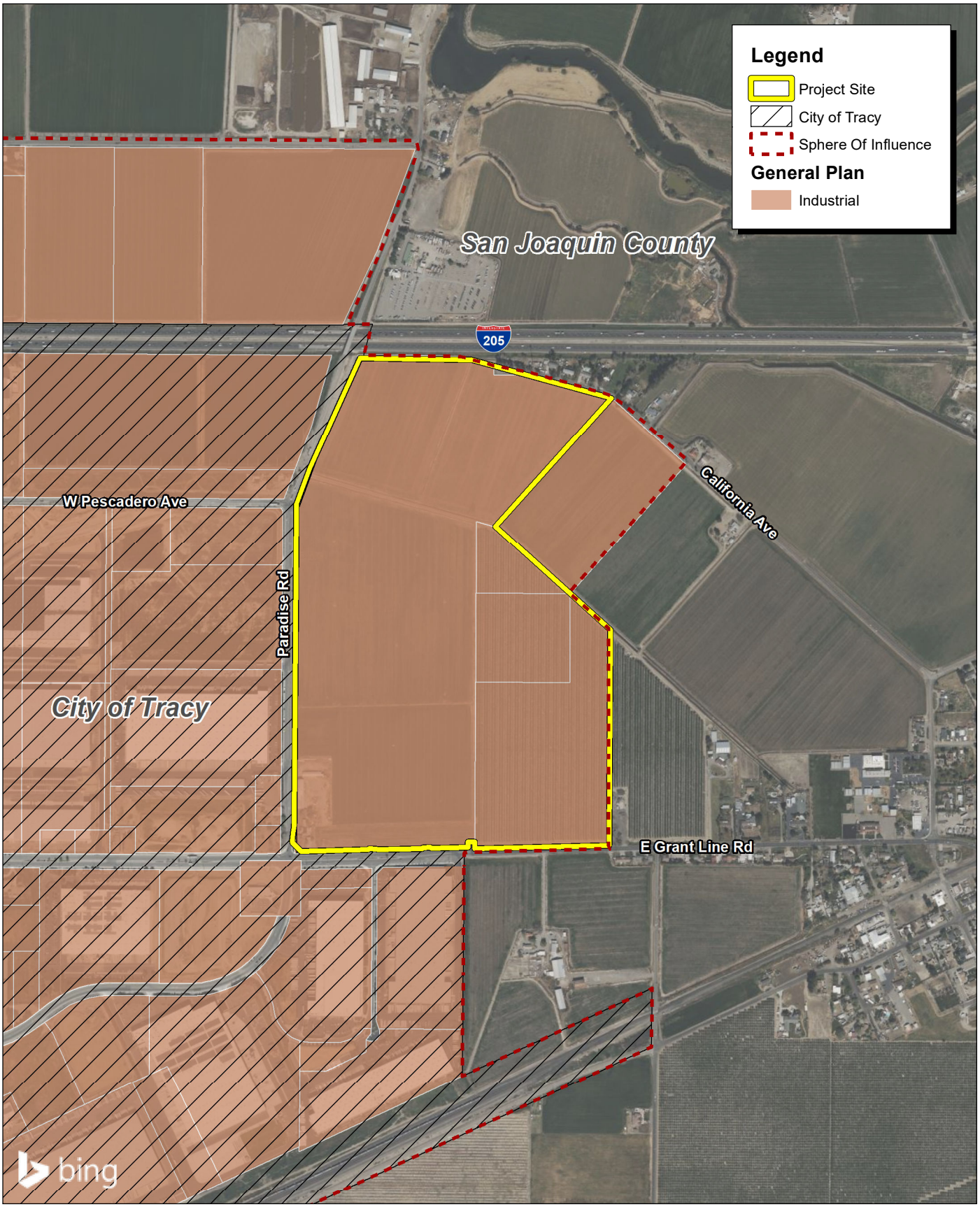
Source: Bing Aerial Imagery. San Joaquin County GIS Data, 2020. Kier & Wright Civil Engineers and Surveyors, Inc., October 2024.

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Exhibit 2-5
San Joaquin County General Plan Land Use and Zoning Designations

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

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Exhibit 2-6
City of Tracy
General Plan Designation

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Zoning

The project site is zoned General Agriculture, with a minimum parcel size of 40 acres (AG-40) on the County's Zoning Map (Exhibit 2-5). AG zoning preserves agricultural lands for continuation of commercial agricultural enterprises.[9]

The project site is not currently within city limits; accordingly, the City of Tracy does not currently provide a zoning designation for the project site. The co-applicants are requesting approval of a boundary reorganization from LAFCo (to annex the project site into the City of Tracy) as well as City approval of the proposed pre-zoning of the project site to a designation of NEI Specific Plan and an amendment to the boundaries of the NEI Specific Plan to incorporate the project site (as well as any conforming amendments to the NEI Specific Plan to ensure consistency therewith).

2.2.4 - Surrounding Land Uses

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

2.3 - Project Objectives

CEQA Guidelines Section 15124 requires an EIR project description to include a description of project objectives. In addition to addressing the underlying project purpose(s), the objectives are relevant to the development of the alternatives considered in the EIR and in the preparation of findings or a statement of overriding considerations, if necessary, in support of the decision-making action by the City.

In general, the fundamental purpose of the proposed project is to provide high-quality industrial uses to attract businesses to the City of Tracy and to provide local employment opportunities.

The quantifiable objectives of the proposed project include the following:

- Development of approximately 144 acres of industrial uses (building and parking areas and related improvements);
- Development of approximately 12.44 acres of public facilities (detention basin);
- Reservation of approximately 12.51 acres for future planned interchange at Paradise Road and I-205; and
- Building of a maximum total of 2,826,425 square feet of employment-generating industrial uses.

[9] San Joaquin County. 2024. Ordinance Code of San Joaquin County. Section 9-203.010.

Additional qualitative objectives for the proposed project are as follows:

- **Employment Opportunities and Economic Development:** Maximize development of the existing under-utilized project site in an economically viable manner in order to provide for local and regional employment opportunities that take advantage of the project site's high level of location next to, and if approved part of, the NEI Specific Plan (an industrial- and manufacturing-focused Specific Plan area); increase the City's revenue and allow for the expansion of the City's economic base, help improve the jobs/housing balance, reduce the commute for local and regional residents, and enable the proposed project to be used as part of the Central Valley supply chain and goods movement network.
- **Transportation:** Provide an efficient circulation system, including reserving land for a future planned interchange at Paradise Road and I-205 (construction of the interchange would not be completed as part of the proposed project).
- **Land Use Vision:** Ensure that development of the project site is accomplished in an economically viable manner consistent with applicable goals and policies as set forth in the City's General Plan, including the long-established land use vision set forth therein that contemplates industrial uses, taking into account necessary site plan considerations, including efficient access and loading.
- **High Quality Design/Best Management Practices:** Develop industrial uses in the City near other similar existing and planned uses, which are designed to meet market demand and contemporary industry standards, including building size and clear height requirements, modern façades, articulated concrete panels, natural color palette, and glass entry features, while incorporating numerous Best Management Practices to help facilitate land use compatibility with respect to sensitive receptors and enhance overall sustainability.
- **Provision of Necessary Facilities and Services:** Maximize placement of industrial uses in close proximity to major transportation corridors to avoid or shorten truck-trip lengths, as feasible, on other roadways, as well as to existing utilities, and provide infrastructure and services to serve the proposed project that meet applicable City standards and integrate with existing and planned facilities.
- **Phasing:** Establish a logical phasing plan designed to ensure that each phase of development would include necessary public improvements required to meet applicable City standards.

2.4 - Project Components

2.4.1 - Land Uses

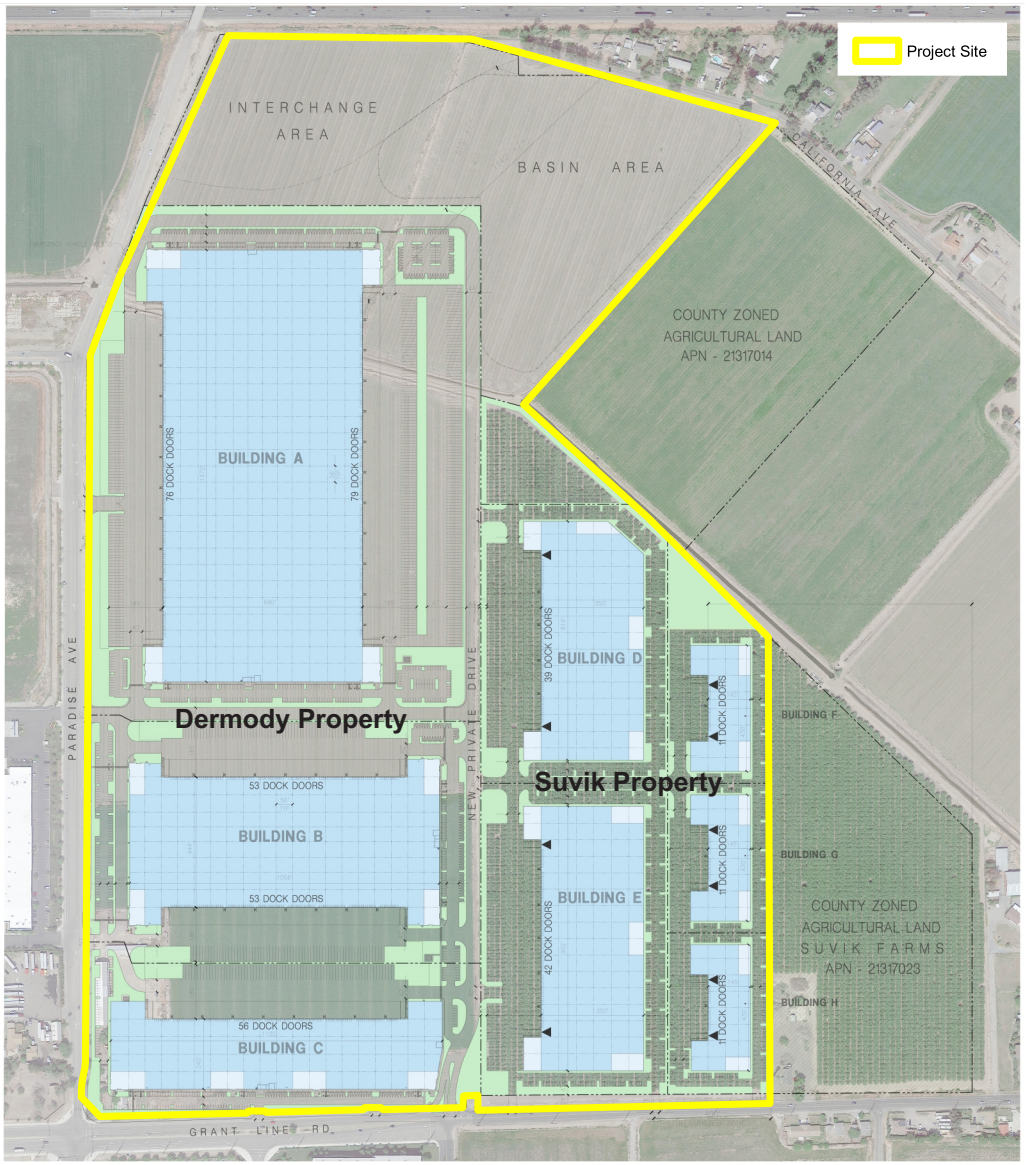
The proposed project includes demolition of two existing agricultural structures on approximately 4 acres located at the southwestern corner of the Dermody Property, removal of all crops and some existing trees on both the Suvik and Dermody Properties, and construction of the following primary components:

- Multiple warehouse buildings totaling up to 2,826,425 square feet constructed in compliance with all applicable development standards and regulations that would support industrial uses (warehouse, distribution, and/or manufacturing) and related ancillary office uses;
- An approximately 12.44-acre City owned and managed stormwater detention basin with pump station;
- Ample landscaping consistent with all applicable City requirements; and
- Sufficient on-site parking for both vehicles and trailer spaces consistent with all applicable City requirements.

Currently, there are no individual development proposals that have been formally submitted for the Suvik Property. Therefore, for purposes of a conservative analysis, this Draft EIR evaluates potential impacts associated with the anticipated warehouse distribution and/or manufacturing uses on the Suvik Property based on a conceptual building orientation plan, which would be consistent with the maximum intensity allowed under the NEI Specific Plan. In addition, as noted above, these parcels would be required to adhere to all applicable development standards and design guidelines, including those related to landscaping and parking, which would be confirmed as part of its subsequent Development Review Permit process.

Exhibit 2-7 depicts a conceptual site plan for the project site as a whole. Table 2-2 summarizes locations and square footage for each project component.

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Source: HPA Architecture, October 14th, 2024.

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Exhibit 2-7
Conceptual Building Orientation for the Dermody and Suvik Properties

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Table 2-2: Proposed Development Summary

Dermody Property Parcels (APNs 213-170-27 and 213-170-48)				
Land Use (NEI Specific Plan)		**Total Building Area (gross square feet) (approximate)**	**Total Building Area (gross square feet) (approximate)**	**Total (gross acres) (approximate)**
Light Industrial				
Building 1	Warehouse/Distribution/Manufacturing	1,003,088	**1,033,088**	**52.57**
	Office	30,000		
Building 2	Warehouse/Distribution/Manufacturing	474,214	**494,214**	**24.89**
	Office	20,000		
Building 3	Warehouse/Distribution/Manufacturing	270,957	**283,957**	**15.64**
	Office	13,000		
	Total	**1,811,259**	**–**	
Basin Area		**–**	**–**	**12.44**
Area Reserved for Future Interchange		**–**	**–**	**12.51**
Private Drive Remnants/Open Space Area				**4.40**
			Total	**122.44**
Suvik Property (APNs 213-170-24, 213-170-25, and 213-170-26)				
Land Use (NEI Specific Plan)		**Maximum Building (gross square feet)[1] (approximate)**		
Light Industrial–Warehouse/Distribution and/or Manufacturing		1,015,166		

Notes:
APN = Assessor's Parcel Number
FAR = floor area ratio
NEI = Northeast Industrial
[1] The maximum building square footage is calculated from the maximum allowable FAR (50 percent) as set forth in the NEI Specific Plan. The total land area is approximately 2,047,320 square feet (approximately 47 acres).
Source: Dermody Properties. 2024.

Light Industrial

The buildings would support warehouse, distribution and/or manufacturing and related ancillary office uses. Based on the proposed uses, it is expected that a total of approximately 2,103 employees would work on-site at full buildout.

Warehouse, Distribution, and/or Manufacturing

Multiple buildings and related infrastructure to serve the contemplated warehouse, distribution, and/or manufacturing uses[10] are proposed, totaling up to 2,826,425 square feet at full buildout (see Exhibit 2-7a). Three industrial buildings are proposed on the Dermody Property, totaling approximately 1,811,259 square feet. For the Suvik Property, this Draft EIR assumes that it would be developed with five buildings, totaling approximately 1,015,166 square feet, which is consistent with the maximum allowable FAR of 0.5 under the NEI Specific Plan. Although specific future occupants/tenants are unknown at this time, the buildings would be utilized for light industrial uses as defined by the NEI Specific Plan, which is most commonly warehouse and distribution operations with low employee densities. Using the maximum FAR allowed, and accounting for applicable setbacks, parking, access, circulation, and landscaping requirements, the Suvik Farms parcels could support up to 1,015,166 square feet of development.

Ancillary Office

Office use is permitted within the Light Industrial (LI) designation under the NEI Specific Plan. Each industrial building developed under the proposed project is assumed to include ancillary office space for the purpose of facilitating and administering operations of each building and their respective occupants/tenants in the approximate square footages referenced above.

Best Management Practices

The following enforceable Best Management Practices (BMPs), listed in Table 2-3, would be incorporated into the overall design of the proposed project, including the construction and operation of each individual building.

Table 2-3: Tracy Northeast Business Park Best Management Practices

Tracy Northeast Business Park Best Management Practices
Construction
Time Limitation for Off-road Diesel-powered Equipment During Construction. Each piece of off-road diesel-powered equipment used during project construction shall be prohibited from being in the “on” position for more than 10 hours per day.
Use Tier IV-compliant engines or better for all off-road construction vehicles/equipment.
Through the use of construction worker training and/or signage, applicant(s) shall limit heavy duty construction equipment idling to no more than 2 minutes, and in no instance shall such idling exceed 5 minutes, and shall maintain vehicle speeds on unpaved roads to < 15 mph.
Electric hookups shall be provided to reduce the need for diesel generators for electric construction equipment and, should diesel generators be needed, all such diesel generators shall be equipped with emission control technology verified by the United States Environmental Protection Agency (EPA) and/or California Air Resources Board (ARB) to reduce particulate matter (PM) emissions by a minimum of 85 percent.
All construction diesel hauling trucks shall be model year 2010 or later.

[10] While a range of industrial uses would be permitted consistent with uses contemplated in the NEI Specific Plan, for purposes of a conservative analysis, this Draft EIR assumes that buildout of the Suvik Property is estimated to consist of a maximum total of approximately 1,023,660 square feet of warehouse/distribution and/or manufacturing uses, which conservatively reflects the maximum allowable density per acre identified in the NEI Specific Plan.

Tracy Northeast Business Park Best Management Practices
Provide on-site meal options for construction workers.
Site
Vehicle Queueing Reduction. The design of the Private Drive, which runs north–south through the center of the project site, will assist in reducing queueing on Grant Line Road.
Restrict heavy heavy-duty truck (HHDT) Turning Movements. The future intersection at Grant Line Road and the Private Drive shall be designed to restrict HHDT turning movements, which would effectively prevent them from going eastbound on Grant Line Road.
Provide additional "No Trucks" signage on Grant Line Road along project site frontage.
A substantial amount of the proposed plant material for new facilities shall be native and drought-tolerant and therefore will use less water than other common species. Site perimeter and parking lot landscaping shall provide vegetated buffers that will include trees, tree canopies, and other vegetation.
Irrigation systems for new facilities shall include the use of deep root watering bubblers for parking lot trees to minimize water usage and ensure that water goes directly to the intended planting areas.
Stormwater management plans shall be designed to maintain quality control and stormwater discharge rates based on the City's applicable requirements.
Dust, tire wear, brake dust, and other parking lot contaminants shall be minimized through regular sweeping/cleaning of parking lots.
Vehicle Charging. Provide electrical vehicle charging stations per applicable provisions of Title 24 of the Building Code.
Building
Designated Truck Routes. All truck entries shall be located on designated truck routes.
Loading dock doors. If the building housing a sensitive receptor is within 900 feet of the nearest loading docks door(s), then the relevant loading dock door(s) shall not directly face said receptor. Instead, the relevant loading dock door(s) shall be oriented away from said receptor and positioned at least 300 feet away from said receptor, measured on a straight-line basis from the nearest dock door to the building housing the nearest sensitive receptor. Truck courts shall be appropriately screened with project building(s), screen walls, and/or landscaping.
New and renewable building materials are typically extracted and manufactured within the region. Materials such as concrete and concrete masonry units shall be purchased locally, to the extent available and commercially practicable, for the proposed project, helping to minimize the transport distances and resultant effects to road networks and regional air quality.
Renewable Energy: Project operations shall consider opportunities to utilize renewable energy, which may include solar power, power from Ava Energy (Ava), and/or a combination thereof, as follows. (1) Building roofs shall be constructed to support solar panels; however, the scope and extent to which installation and utilization of solar panels occurs for each subject individual development proposal shall be at the discretion of the relevant owner(s) in collaboration with the tenant(s). (2) At a minimum, owner(s) shall provide solar and battery storage to offset consumption from the conditioned office space areas of each individual building using the CBECC T24 compliant energy model. (3) The relevant owner shall also consider opportunities to purchase power from Ava to serve as the primary source (rather than Pacific Gas and Electric Company [PG&E] as the primary source) for the subject individual development proposal and shall purchase power from Ava under the following circumstances: • If Ava has the confirmed capacity to serve all of the power needs of the subject individual development proposal with 100 percent clean energy from their program at a commercially reasonable rate, the relevant owner and/or tenant shall purchase from Ava sufficient capacity to serve the subject individual

Tracy Northeast Business Park Best Management Practices
development proposal, minus the amount of any renewable energy that would be provided via solar power to the extent pursued. • If Ava has the confirmed capacity to serve some but not all of the power needs of the subject individual development proposal with 100 percent clean energy from their program at a commercially reasonable rate, the relevant owner and/or tenant shall purchase from Ava the amount of confirmed capacity to partially serve the subject individual development proposal, minus the amount of any renewable energy that would be provided via solar power to the extent pursued. • If Ava does not have the confirmed capacity to serve any of the power needs of the subject individual development proposal from their program, the relevant owner and/or tenant shall purchase power from PG&E, minus the amount of any renewable energy that would be provided via solar power to the extent pursued.
All building roofs shall have a minimum Solar Reflectance Index of .80, lessening heat gain. Reflective cool roof materials are used to lower heat absorption, subsequently lowering energy requirements during the hot summer months. Roof material shall meet the applicable requirements for EPA's Energy Star energy efficiency program, and building management systems shall monitor performance and energy usage of heating, ventilation, and air conditioning (HVAC) systems.
HVAC comfort systems shall be controlled by a computerized building management system to maximize efficiency. HVAC units shall be high efficiency units.
Mechanical systems are site specifically commissioned and designed and field tested to ensure that the HVAC systems are performing to high efficiency standards. HVAC systems shall be all-electric and will use High Efficiency Particulate Air (HEPA) filters.
Future HHDT Charging: To facilitate the installation of future electric charging stations for HHDTs, the plans shall identify an area for future HHDT charging stations and the developer shall install conduit from the power source to the identified area.
High-efficiency restroom fixtures shall be used, which is anticipated to conserve water by achieving an approximately 40 percent decrease over U.S. standards.
Diesel-powered generators: Each applicant, prior to issuance of a building permit for vertical construction in connection with a specific individual development proposal, shall submit language to the City for inclusion in future lease provisions that reflects a prohibition on diesel-powered generators during project operation unless and until any additional required CEQA review is conducted, except for those diesel-powered generators that are used as part of a building's fire suppression system (i.e., fire pumps), which shall be permitted if required by the City's Fire Department.
Overall, at full buildout, the site's building energy efficiency shall exceed Title 24 Building Envelope Energy Efficiency Standards by at least 1 percent.
All appliances to be installed shall meet or exceed Title 24 requirements.*
All building coatings and paints shall be low-VOC coatings.
Construction waste shall be recycled whenever feasible.
Lighting systems shall be designed with employee controllability in mind. For instance, lighting shall be controlled by timers, but over-ride switches are provided for employee use.
Operations
Truck signage: Provide signage on the Private Drive to direct truck trips to westbound Grant Line Road.
No TRUs or cold storage uses: Each applicant, prior to issuance of a building permit for vertical construction in connection with a specific individual development proposal, shall submit language to the City for inclusion in future lease provisions that reflects a prohibition of cold storage uses as well as the use of Transport

Tracy Northeast Business Park Best Management Practices
Refrigeration Units (TRUs) during project operation unless and until any additional required CEQA review is conducted.
Anti-idling signs: Anti-idling signs indicating a 3-minute diesel truck engine idling restriction shall be posted at the project facilities along entrances to the project site and in the dock areas.
All exclusively on-site vehicles (i.e., forklifts, yard goats, pallet jacks, etc.) shall be electric or zero-emission vehicles.
Bicycle parking shall be provided, pursuant to applicable provisions in the City of Tracy Municipal Code.
On-site employee food options: During project operations, each building manager shall use diligent and good faith efforts to encourage at least two food truck vendors to serve project employees by inviting available vendors on-site on a regular basis.
Building organic waste (i.e., green waste, wood waste, food waste and fibers such as paper and cardboard) shall be recycled to the maximum extent feasible and in full compliance with Senate Bill 1383.
Additional Best Management Practices
Transit/ride sharing information for construction employees: Each applicant, in connection with the construction of the relevant specific individual development proposal, shall provide information on available transit and ride sharing programs and services to construction employees.
Lease agreements and future owners: Any tenant lease agreements for the project site shall include a provision requiring the tenant/lessee to comply with all applicable requirements of the Mitigation Monitoring Reporting Program (MMRP), a copy of which shall be attached to each tenant/lease agreement.
SmartWay Program: Owners, operators or tenants, as applicable, shall enroll and participate in the SmartWay program for eligible businesses, which is a voluntary public-private program developed by the EPA that provides a system for tracking, documenting and sharing information about fuel use and freight emissions across supply chains and helps companies identify and select more efficient carriers, transportation modes, and equipment; this requirement shall apply to vehicles owned and controlled by the project owners, operators, or tenants, as applicable.
Designated smoking areas: Owners, operators, or tenants, as applicable, shall ensure that any outdoor areas allowing smoking are at least 25 feet from the nearest property line.
LEED® standard: Buildings shall achieve LEED® Certification and meet the applicable provisions of the California Green Building Standards Code.
Notes: * For purposes of a conservative analysis, this Draft EIR assumes that the proposed project would meet (not exceed) applicable Title 24 requirements.

Parking

Parking would be provided pursuant to the parking requirements of Tracy Municipal Code Chapter 10.08 Article 26. The proposed project would provide approximately 855 auto spaces, 530 trailer spaces, and 46 bicycle spaces on the Dermody Property; parking for development on the Suvik Property would be confirmed as part of the subsequent Development Review Permit process and would adhere to the applicable auto and trailer parking requirements in the City's Code. For warehouses, storage buildings, and wholesale industrial, parking spaces must be provided at minimum as follows:

- One space per 1,000 square feet of the first 20,000 square feet of gross floor area;
- One space per 2,000 square feet of the second 20,000 square feet of gross floor area; and
- An additional one space per 4,000 square feet of the remaining square feet of gross floor area.

The proposed project would be required to provide bicycle parking based on the required automobile parking. For projects with over 40 required spaces, bicycle parking is required at 5 percent of the automobile spaces. The required automobile and bicycle parking for each portion of the project site are shown in Table 2-4.

Table 2-4: Required Parking

Dermody Parcels (APNs 213-170-27 and 213-170-48)				
Site Area	**Building 1**	**Building 2**	**Building 3**	**TOTAL (approximate)**
Minimum Auto Parking Required	391	219	140	**750**
Auto Parking Provided	431	226	198	**855[2]**
Trailer Parking Provided	330	128	72	**530**
Minimum Bicycle Parking Required	22[1]	13[1]	11[1]	**46**
Suvik Parcels (APNs 213-170-24, 213-170-25, and 213-170-26)				
Minimum Auto Parking Required	276			
Minimum Bicycle Parking Required	14[1]			
Total Auto Parking Required = approximately 1,026	**Total Auto Parking Provided = approximately 1,131**		**Total Bicycle Parking Required = approximately 60**	

Notes:
APN = Assessor's Parcel Number
[1] Number of spaces is rounded up.
[2] Total includes 446 standard auto stalls, 386 EV-capable stalls, and 23 ADA-auto/van parking stalls.
Source: Dermody Properties. 2024.

2.4.2 - Proposed Land Use Designation and Zoning

Land Use Designation

General Plan

As described above and shown on Exhibit 2-6, the City of Tracy General Plan currently designates the project site Industrial. The project site would be annexed into the City of Tracy upon the Local Agency Formation Commission (LAFCo) approval (as shown in Exhibit 2-8a); at such time as the boundary reorganization is complete, the current San Joaquin County General Plan designation (A/UR) would no longer apply to the project site. Because the project site is already designated Industrial by the City of Tracy General Plan, no land use re-designation (General Plan Amendment) would be required (as shown in Exhibit 2-8a). Primary land uses allowed under this designation consist of flex/office space, manufacturing, warehousing and distribution, and ancillary uses for

workers' needs (e.g., restaurants, parks, consumers services, etc.). The maximum FAR is 0.5.[11] The proposed project would be consistent with this Industrial land use designation.

Northeast Industrial Specific Plan

The project site would be incorporated into the NEI Specific Plan area with approval of the proposed amendment to the NEI Specific Plan area boundary, and the NEI Specific Plan would be amended to designate the project site LI (and any other conforming amendments therein to ensure consistency). Primary land uses allowed within this designation include warehouse and distribution operations with low employee densities. The LI designation also allows for general commercial uses, such as automotive supply or plumbing stores.[12] The proposed NEI Specific Plan land use designation is shown in Exhibit 2-8b.

Zoning

The project site is currently zoned General Agriculture with a minimum parcel size of 40 acres (AG-40) by the Ordinance Code of San Joaquin County. Pursuant to applicable State law, the San Joaquin County LAFCo will require the City to pre-zone the project site in conjunction with the proposed annexation/detachment. Therefore, the project site would be pre-zoned NEI Specific Plan with a Specific Plan designation of LI, which would take effect upon annexation into the City. Allowable uses within this zoning district are governed by the NEI Specific Plan, which is discussed more fully therein with respect to light industrial uses.[13] The proposed zoning is shown in Exhibit 2-8c.

2.4.3 - Circulation and Access

Vehicle

Primary vehicle access to the project site would be provided from three access points on Grant Line Road and three 50-foot-wide access points on Paradise Road. Once the future planned I-205 Interchange at Paradise Road is complete (as part of a separate process and project to be pursued by the relevant public agencies once funding, design and necessary environmental review is completed), the northmost access point along Paradise Road may be slightly modified to accommodate the interchange.

Truck access from Grant Line Road would be restricted to a new Private Drive, located along the common property line of both the Dermody and Suvik Properties and running in a northeast direction, and would facilitate on-site circulation for the industrial uses on the project site as shown in Exhibit 2-7a. The Private Drive and Grant Line Road intersection would be signalized and a "porkchop" median would be incorporated on the Private Drive leg to force southbound truck movements from the Private Drive onto Grant Line Road to turn westbound. The internal access road would also provide access to the proposed stormwater detention basin area. The Suvik Property's conceptual building orientation plan site plan illustrates the way in which the contemplated

[11] Design, Community & Environment (prepared for the City of Tracy). 2011. City of Tracy General Plan. Accessed November 13, 2024.
[12] City of Tracy. 2012. Northeast Industrial Specific Plan. Pages 10–11. Accessed November 13, 2024.
[13] City of Tracy. 2016. Tracy Municipal Code Section 10.08.3022 – Northeast Industrial Specific Plan. Accessed November 13, 2024.

buildings on the Suvik Property could be accessed by the new Private Drive and how buildings could be oriented.

Future Planned Interchange

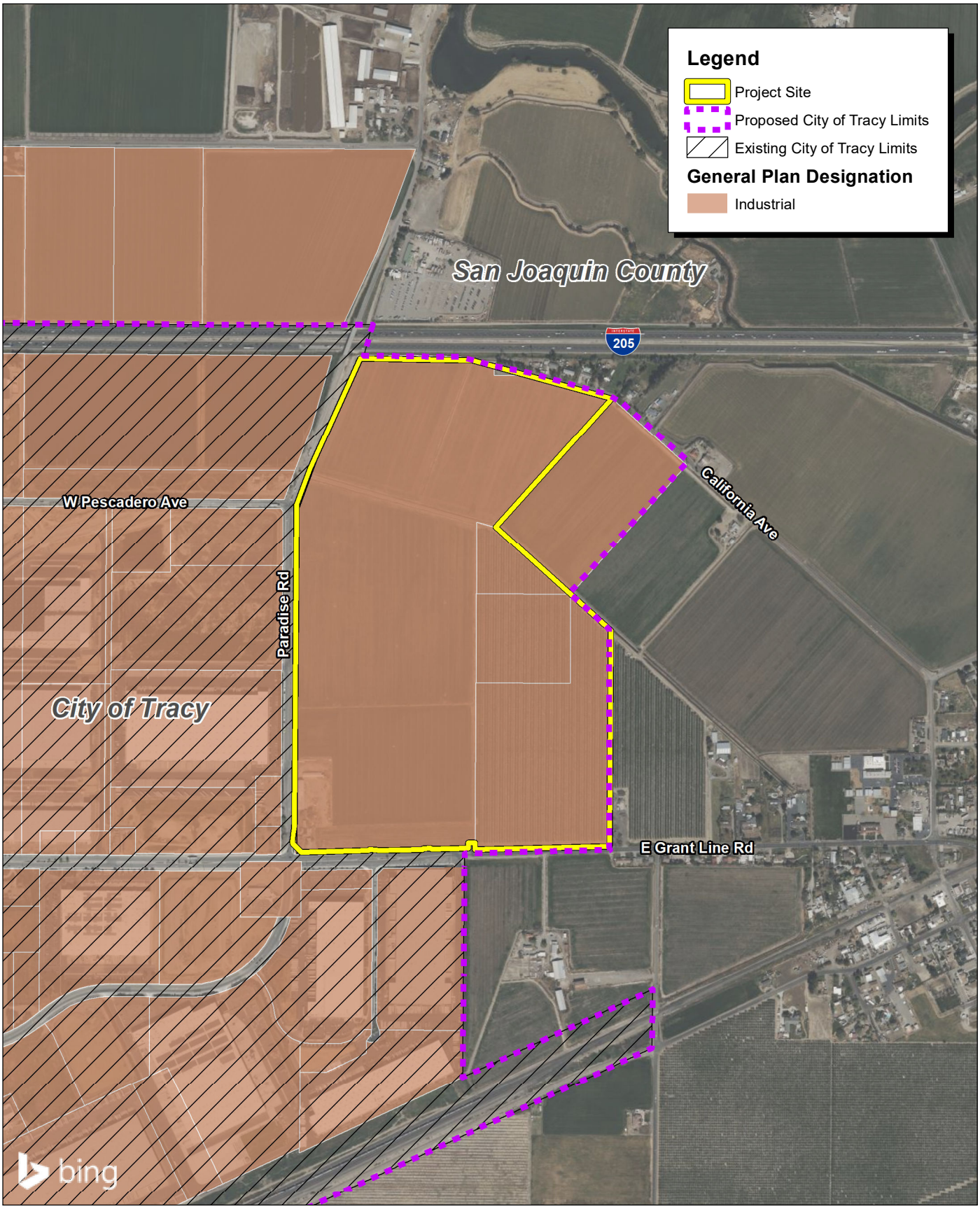
The City of Tracy Transportation Master Plan includes improvements to Chrisman Road, which are planned as part of improvements to the City's expressway system, as well as a future I-205/Paradise Road/Chrisman Road interchange as shown in Exhibit 2-8d.[14] The schedule for implementation of the improvements is not known at this time and would be determined by the relevant public agencies. Though the proposed project would not trigger the need for these improvements, including the interchange, in order to facilitate and implement the City of Tracy Transportation Master Plan, the proposed project would set aside approximately 12.51 acres in the northwest corner of the project site, which would be sufficient to accommodate the future planned interchange. The proposed project includes annexation of this land into the City but does not include any design, analysis, or construction of the future planned interchange since the interchange is a separate project to be pursued by the relevant public agencies in the future pursuant to the City's Transportation Master Plan once funding is secured and the design is finalized. The potential impacts of constructing this future interchange would undergo a separate environmental review process pursuant to the CEQA and NEPA, once funding is programmed and available and once the ultimate design of the interchange is finalized; accordingly, the construction of the interchange is properly not considered part of the proposed project. Therefore, pursuant to applicable requirements under CEQA, this Draft EIR includes an evaluation of potential impacts of annexing the future interchange area into the City (since it is part of the project site) but does not include evaluation of potential impacts from construction and operation of this future interchange.

Bicycle

In the project site and vicinity, there is a Class I paved multiuse bicycle path, which is separated from North MacArthur Drive from the I-205 business loop to I-205, spanning approximately 1.8 miles and extending eastward along the northern side of East Pescadero Avenue for less than 0.5 mile.[15]

[14] City of Tracy. 2022. Citywide Roadway and Transportation Master Plan. August. Accessed November 13, 2024.

[15] A Class I bikeway is a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow of motorized traffic minimized. (Source: California Department of Transportation (Caltrans). 2020. Highway Design Manual, 7th Edition.)



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

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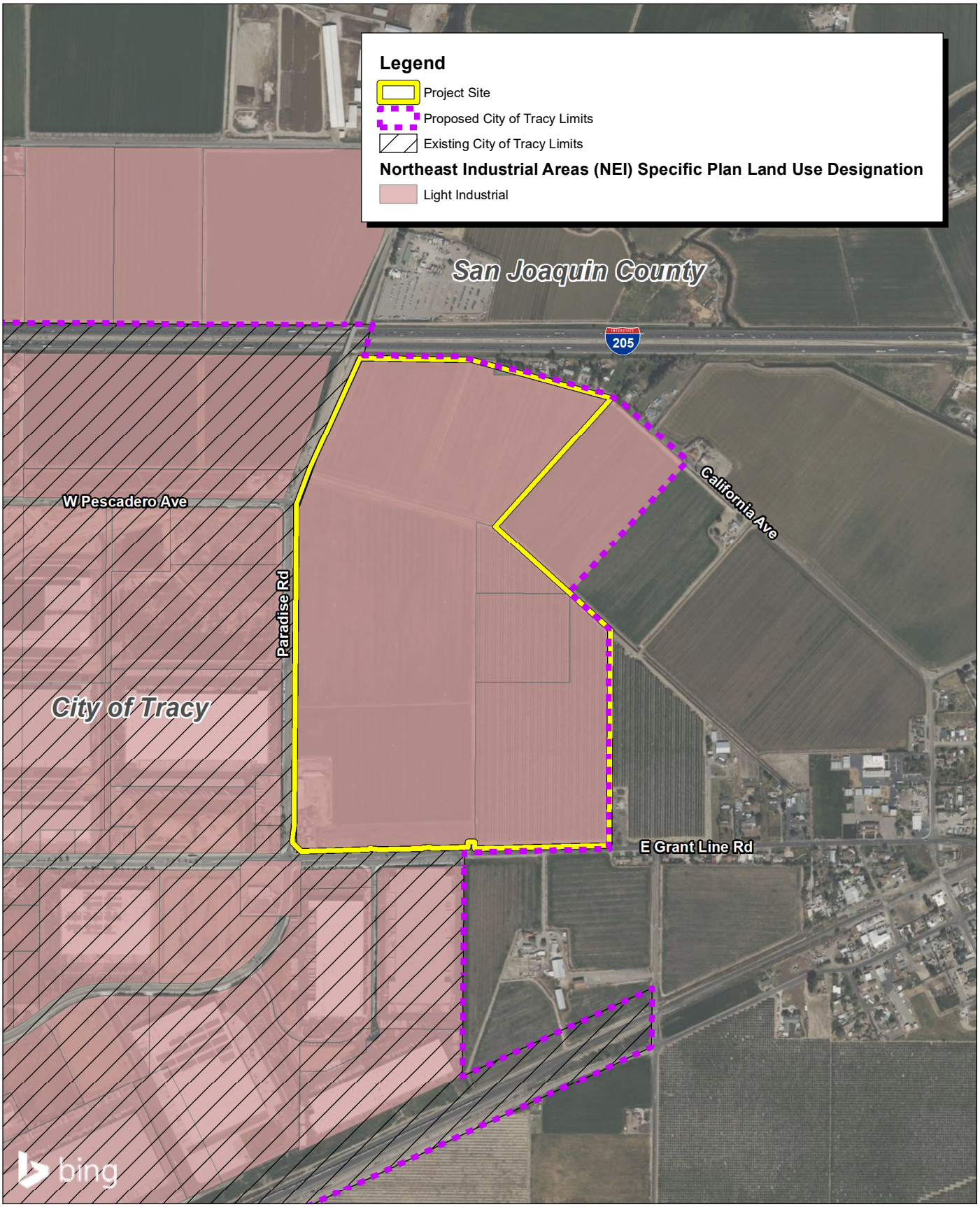
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Exhibit 2-8a
Proposed Annexation

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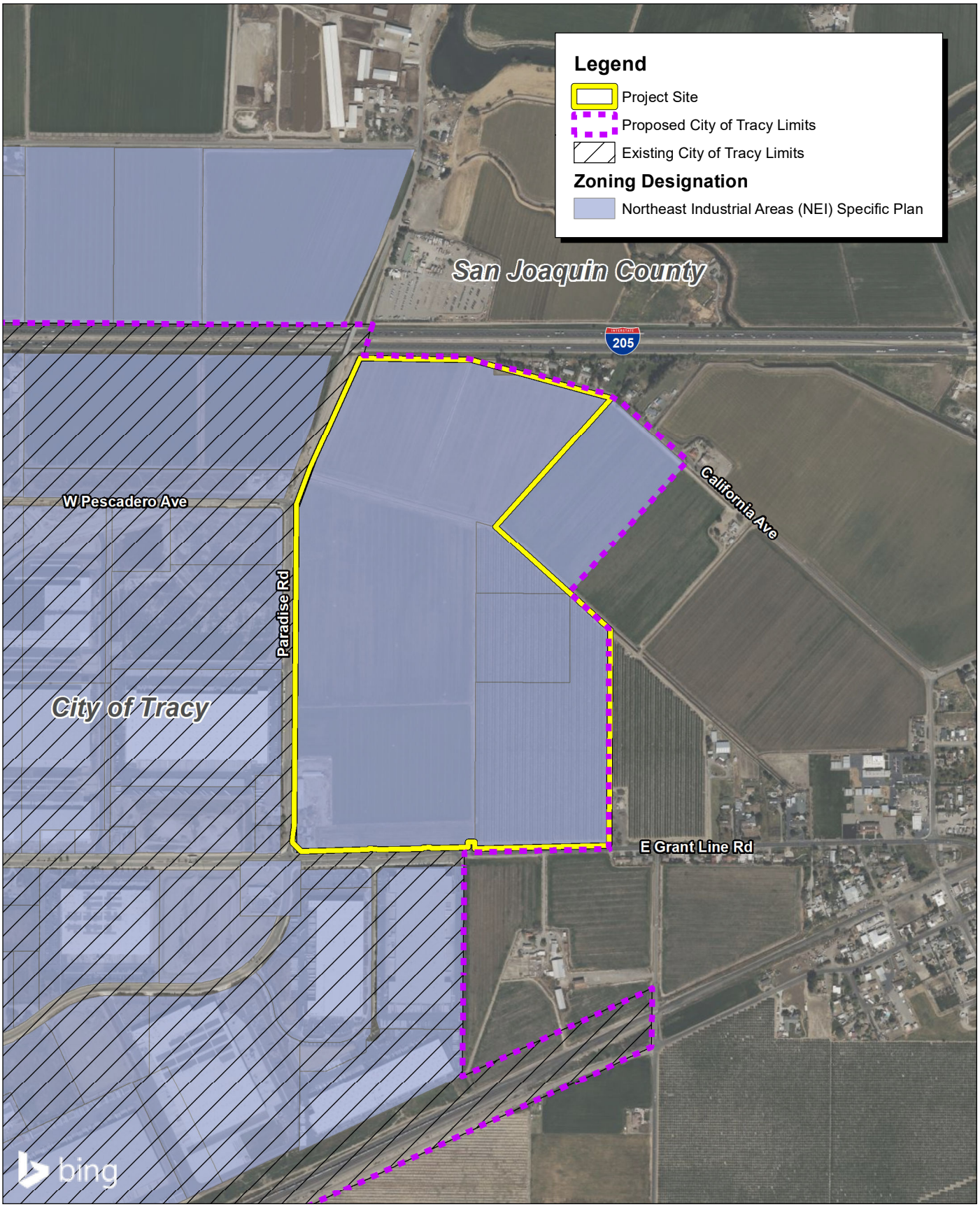
Source: Bing Aerial Imagery. City of Tracy. County of San Joaquin.

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Exhibit 2-8b
Proposed NEI Specific Plan Land Use Designation

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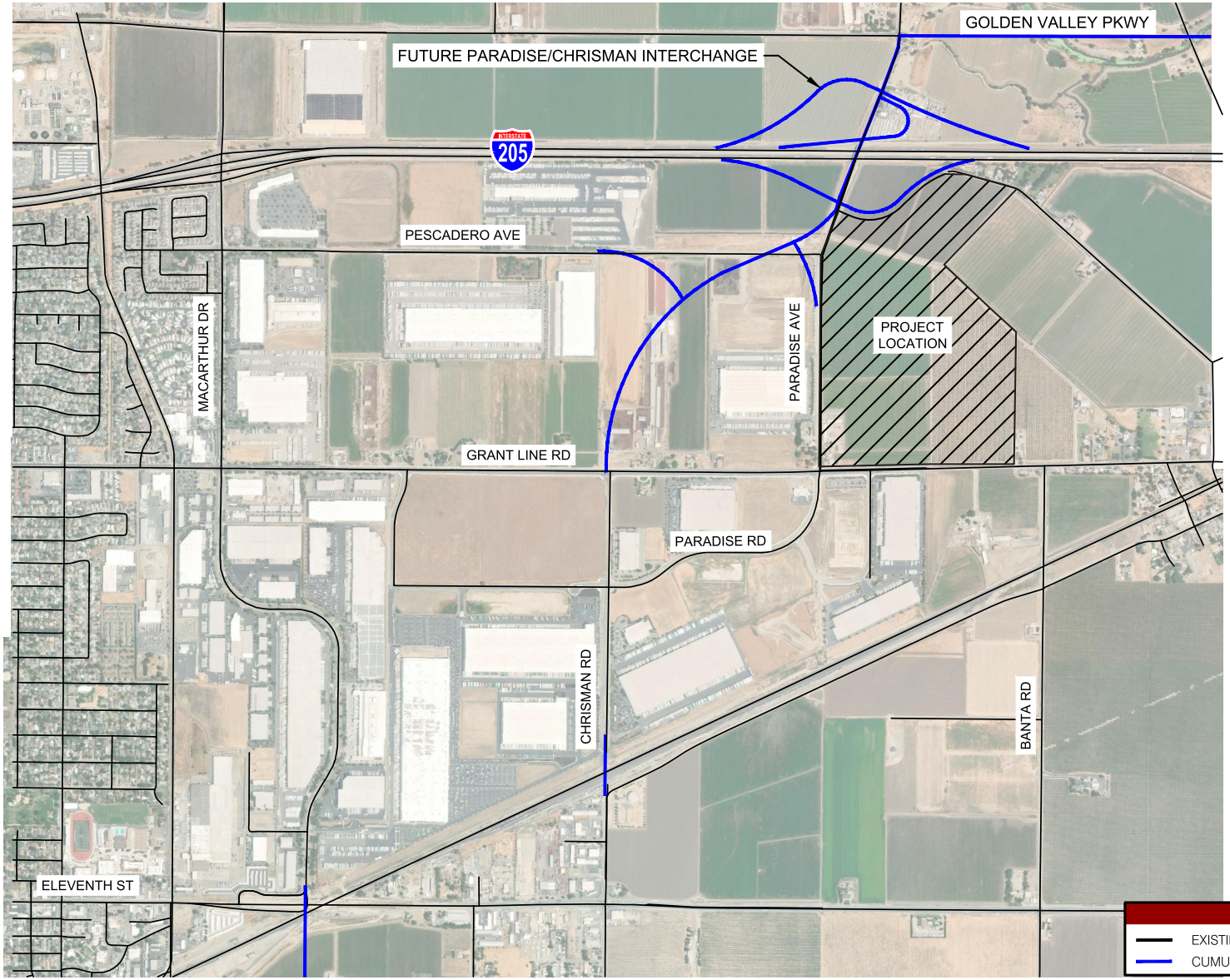
Source: Bing Aerial Imagery. City of Tracy. County of San Joaquin.

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Feet

Exhibit 2-8c
Proposed City of Tracy Zoning Designation

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Source: Kimley-Horn, August 2020.

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Exhibit 2-8d
Conceptual Plan for Future I-205/ Paradise Road/Chrisman Road Interchange

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A Class II bicycle lane runs the same length on North MacArthur Drive and ends at the North MacArthur Drive/East Pescadero Avenue intersection. The Class II bicycle lane extends westward on East Pescadero Avenue for approximately 950 feet. There is also a Class II bicycle lane along Grant Line Road from the Joe Pombo Parkway/Grant Line Road intersection that spans approximately 3.80 miles to the east and terminates at the Chabot Court/Grant Line Road intersection.[16,17]

As part of the proposed project's frontage improvements, it is anticipated that the proposed project would construct a Class I path (that would accommodate both pedestrians and bicycles) per the Transportation Master Plan (TMP) for both Grant Line Road and Paradise Road. Pursuant to the applicable parking requirements of Tracy Municipal Code Chapter 10.08 Article 26, the proposed project would provide a minimum of approximately 46 bicycle parking spaces, as described above. Bicycle racks (single-sided or double-sided racks, or equivalent) would be located near the office entrances of each building in order to provide for secure parking of bicycles. The required spaces for bicycle parking would be evenly distributed among the office locations within each building.

Pedestrian

There are existing sidewalks on the southern side of Grant Line Road extending eastward from the Grant Line Road/East Paradise Road intersection for approximately 0.25 mile. There is also an existing sidewalk on the west side of Paradise Road, running northward from the existing distribution center entrance at 2795 Paradise Road to the Paradise Road/West Pescadero Avenue intersection; existing sidewalks are also located on both sides of East Paradise Road for approximately 0.7 mile from the Grant Line Road/East Paradise Road intersection to just west of the East Paradise Road/North Chrisman Road intersection. Existing sidewalks along both sides of the entirety of Chabot Court provide a pedestrian connection from East Paradise Road to Grant Line Road. There are no sidewalks along California Avenue. As part of the proposed project's frontage improvements, as noted above, it is anticipated that the proposed project would construct a Class I path (that would accommodate both pedestrians and bicycles) per the TMP for both Grant Line Road and Paradise Road.

2.4.4 - Design, Landscaping, and Lighting

The NEI Specific Plan includes design guidelines and development standards that regulate site planning and architecture within the NEI Specific Plan area. For the Dermody Property, a preliminary landscape plan has been prepared in accordance with applicable design guidelines and development standards set forth in the NEI Specific Plan (see Exhibit 2-11). Specific design details are not known at this time for the Suvik Property, but the proposed project would be required to conform to the applicable design guidelines and development standards set forth in the NEI Specific Plan, subject to review and approval by the City's Development Services Director. Specific regulations set forth in the NEI Specific Plan are provided in Section 3.11, Land Use and Planning.

[16] A Class II bike lane is a striped and signed lane for one-way bicycle travel on a street or highway. (Source: California Department of Transportation [Caltrans]. 2020. Highway Design Manual, 7th Edition.)

[17] City of Tracy Parks and Community Services Department. 2005. City of Tracy Bikeways Master Plan. April. Accessed November 13, 2024.

Building Design and Height

The NEI Specific Plan requires that attention be given to parts of any buildings visible from adjacent roadways or public parking. Large buildings should have façades that include variations in massing, form, and texture. Continuous surface treatments of a single material should be minimized. Architecture should be used to highlight building entries. Any accessory buildings and enclosures, whether attached or detached from the main building, shall be of similar compatible design and materials.[18] The proposed buildings would be designed to adhere to these and all other applicable building and site design standards and guidelines.

The maximum height for LI uses under the NEI Specific Plan is 60 feet. The proposed buildings would not exceed this height, with the maximum building height on the Dermody Property being 48 feet. Although the final heights of any buildings on the Suvik Property are not yet known, we have assumed for purposes of a conservative analysis that the maximum building height on the Suvik Property would be 60 feet.

Landscaping

Within parking areas on-site, landscaping would be required to conform to the applicable requirements for Off-street Parking established by Municipal Code Chapter 10.08, Article 26, except where modified by the NEI Specific Plan. Landscaping requirements as set forth in the NEI Specific Plan, and which would be incorporated into the proposed project, are summarized in Table 2-5. Table 2-5 assumes parking lot landscaping would be decreased by 50 percent and that a corresponding increase in perimeter landscaping of 50 percent would be provided to compensate, as allowed in the Municipal Code.[19] These requirements include designing landscapes as extensions of adjacent public right-of-way landscaping as applicable and completing on-site landscaping simultaneous with completion of buildings and other improvements. Additionally, landscaping shall not obstruct sight lines at street or driveway intersections and parking areas and project frontages shall be screened from public rights-of-way.[20] Additional landscaping guidelines are available in the NEI Specific Plan. The proposed project would be designed to adhere to these and all other applicable landscaping development standards and design guidelines.

Table 2-5: Summary of Applicable Landscaping Requirements to be Incorporated into Proposed Project

Landscaping Requirement	Industrial Use
Landscaped frontage setback	10 feet
Minimum number of trees in parking area	one tree per five spaces
Percentage of landscaping in parking areas for: 0–15 cars 16–30 cars 31–60 cars Over 60 cars	 5 percent 5 percent 7.5 percent 10 percent
Source: City of Tracy. 2012. Northeast Industrial (NEI) Specific Plan.	

[18] City of Tracy. 2012. Northeast Industrial Specific Plan. Page 32. July 17. Accessed November 13, 2024.
[19] City of Tracy. 2019. Tracy Municipal Code Section 10.08.3560(g). Accessed November 13, 2024.
[20] City of Tracy. 2012. Northeast Industrial (NEI) Specific Plan. Pages 33 and 34. July 17. Accessed November 13, 2024.

Lighting and Signage

Light fixtures would be required to meet all applicable safety standards pursuant to the latest adopted edition of the California Building Code and would be installed to provide sufficient lighting for safety and security purposes throughout the length of the new Private Drive and other portions of the project site pursuant to applicable provisions in the Municipal Code. The NEI Specific Plan recommends that one lighting fixture style be used on all streets. Where feasible, light standards would be located in roadway medians.[21] The proposed project would comply with the foregoing.

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

The proposed project would be designed to adhere to these and all other applicable lighting and signage development standards and design guidelines.

2.4.5 - Infrastructure Improvements

Domestic Water

The City, through its Public Works Department, would supply potable water to the proposed project. In the current adopted City Water System Master Plan (2024), 12-inch water lines have been proposed for continuation north on Paradise Road until West Arbor Avenue and within the project site along the perimeter of the Suvik Property.[22] The 12-inch water line in Paradise Road has been extended as planned; planned water lines that would traverse through the project site have not yet been installed**.**

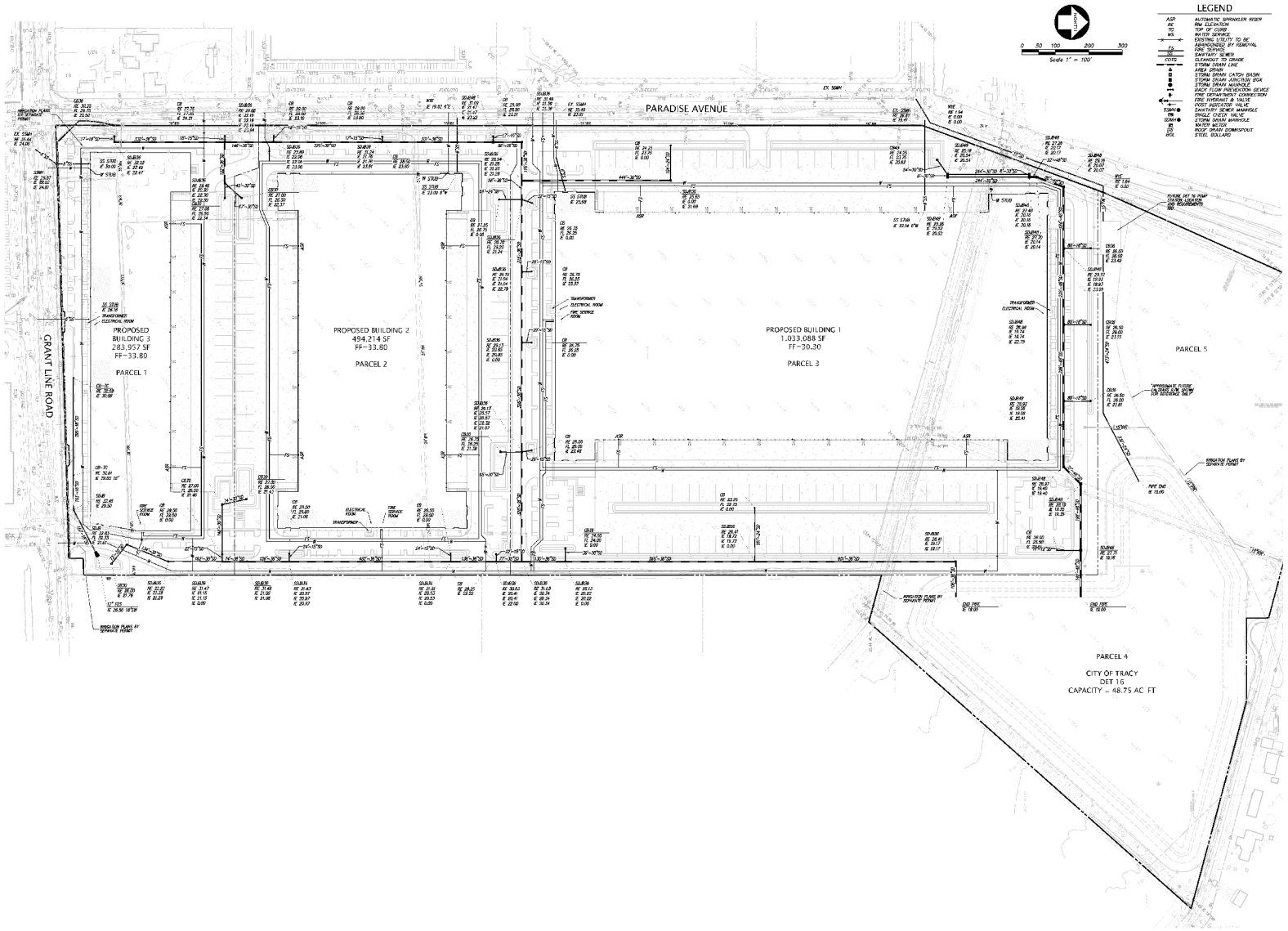
The proposed project would install 10-inch lines to accommodate the level of development proposed on the Dermody Property. These lines would connect to the buildings on the Dermody Property at several locations (as shown in Exhibit 2-8d and Exhibit 2-9).

Several fire hydrants would be installed surrounding the buildings on the Dermody Property and would connect to the 10-inch water lines. At such time as the owner of the Suvik Property pursues its subsequent site-specific Development Review Permit approval, then the location and sizing of water lines would be identified and reviewed by the City as part of subsequent engineering plans, which would be required to meet all applicable requirements and standards including those set forth in the then-current adopted City Water System Master Plan.

[21] City of Tracy. 2012. Northeast Industrial (NEI) Specific Plan. Page 24. July 17. Accessed November 13, 2024.

[22] West Yost Associates. 2023. City of Tracy Citywide Water System Master Plan Update, Figure 8-3 on Page 8-25. May. Accessed November 13, 2024.

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Source: Kier & Wright Civil Engineers and Surveyors, Inc., May 2024.

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Exhibit 2-9
Dermody Property - Preliminary Utility Plan

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Stormwater Drainage

The project site drains generally northeast toward I-205 and into Pescadero Irrigation District facilities; this stormwater does not currently enter into a City-maintained facility. There are existing stormwater drainage facilities on the project site, with channel line facilities along Paradise Road, and manufactured ditches throughout the project site.[23]

The proposed project includes construction of a stormwater detention basin on-site as identified in the current adopted City of Tracy Citywide Storm Drainage Master Plan.[24] The proposed approximately 12.44-acre stormwater detention basin with a pump station would be located along the northeast site boundary. Following its construction, the basin would be dedicated to and managed by the City.

The proposed stormwater detention basin would be in the northern portion of the project site, along the terminus of California Avenue, and would connect to the City's existing NEI detention basin west of the project site (see Exhibit 2-7a).

Given the size and scope of the proposed project (along with the different ownerships), it is anticipated that it would be built out over time in phases, which may occur sequentially or concurrently, depending on market and other considerations. All project applicants would be required to confirm that the proposed project's on-site stormwater detention basin and bioretention treatment areas could accommodate project flows to the satisfaction of the City and that post-development stormwater flow rates would not substantially exceed predevelopment rates pursuant to the applicable C.3 requirements. The proposed project's on-site stormwater detention basin would be required to comply with applicable provisions of the Multi-Agency Post-Construction Stormwater Standards Manual, which identifies BMPs to control the potential pollutant load of stormwater runoff. Additionally, Chapter 11.32 of the Municipal Code requires each applicant for its respective individual development proposal within the project site to pay applicable stormwater impact fees in connection with their respective development proposals, which would ensure the operation, maintenance, and replacement of existing and future stormwater facilities. Each applicant for its respective individual development proposal within the project site would be required to prepare a clearly defined Operations and Maintenance (O&M) Plan in connection with its respective individual development proposal to ensure that installed stormwater treatment measures and hydromodification management controls are inspected and properly operated and maintained for the life of the relevant individual development proposal.

The proposed project would construct a 12-inch forced main storm drain line along the corner of I-205 East and Paradise Road (see Exhibit 2-9, Exhibit 2-10a, and Exhibit 2-10b) to connect the proposed on-site detention basin to the City's NEI detention basin adjacent to the western boundary of the project site. Project discharge into the on-site detention basin would be held until the NEI detention basin is drained enough to accept inflow; all stormwater would eventually discharge into the Eastside Channel.

[23] Wood Rodgers. 2022. City of Tracy Citywide Storm Drainage Master Plan. September. Accessed November 13, 2024.
[24] Wood Rodgers. 2022. City of Tracy Citywide Storm Drainage Master Plan. Figure 26. September. Accessed November 13, 2024.

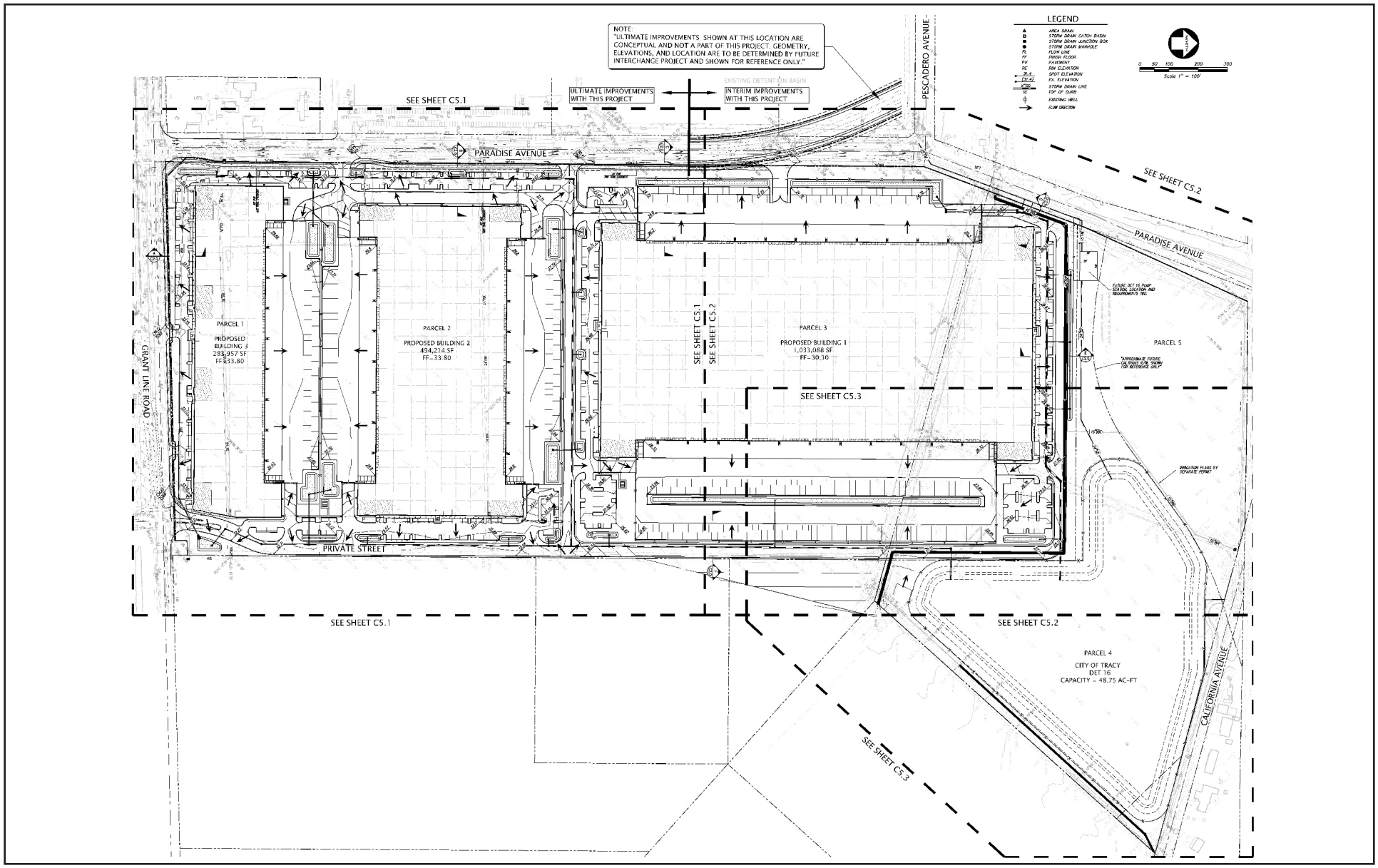
Bioretention treatment areas would intermittently surround the buildings on the Dermody Property and be interspersed throughout the parking lots (Exhibit 2-10b); similar features are anticipated for the remaining portions of the project site, although the design of these improvements would be finalized as part of the subsequent Development Review Permit process for the Suvik Property. On-site storm drain lines within the Dermody Property would be 12 inches and would connect bioretention treatment areas to the proposed on-site detention basin; similar features are anticipated for the remaining portions of the project site, although the design of these improvements would be finalized as part of the subsequent Development Review Permit process for the Suvik Property.

Sanitary Sewer

The proposed project would include connections to the existing City sanitary sewer system operated by the Public Works Department via the existing wastewater line beneath Paradise Road (see Exhibit 2-9). An existing 15-inch sanitary sewer line is located within the Paradise Road right-of-way and an existing 10-inch sanitary sewer line is located within Grant Line Road, both of which have sufficient capacity to accommodate the proposed project. Based on the relevant site plan submitted in connection with the individual development proposal for the Dermody Properties parcels, these lands would be served as follows:

- **Building 1:** Two proposed 8-inch sanitary sewer lines would each connect to the existing 15-inch sanitary sewer line in Paradise Road.
- **Building 2:** A proposed 6-inch sanitary sewer line would traverse the northern side of Building A, connecting to the existing 15-inch sanitary sewer line in Paradise Road.
- **Building 3:** Two sanitary sewer lines would serve Building 3: (1) a proposed 6-inch sanitary sewer line would connect to an existing 10-inch sanitary sewer line in Grant Line Road, and (2) a proposed 8-inch sanitary sewer line would connect to the existing 15-inch sanitary sewer line in Paradise Road.

As part of the subsequent Development Review Permit process for the Suvik Property, the exact location and sizing of an on-site sanitary sewer system for the development to occur on these lands would be confirmed. As part of this process, this information would be identified and reviewed by the City as part of subsequent engineering plans, which would be required to meet all applicable requirements and standards.

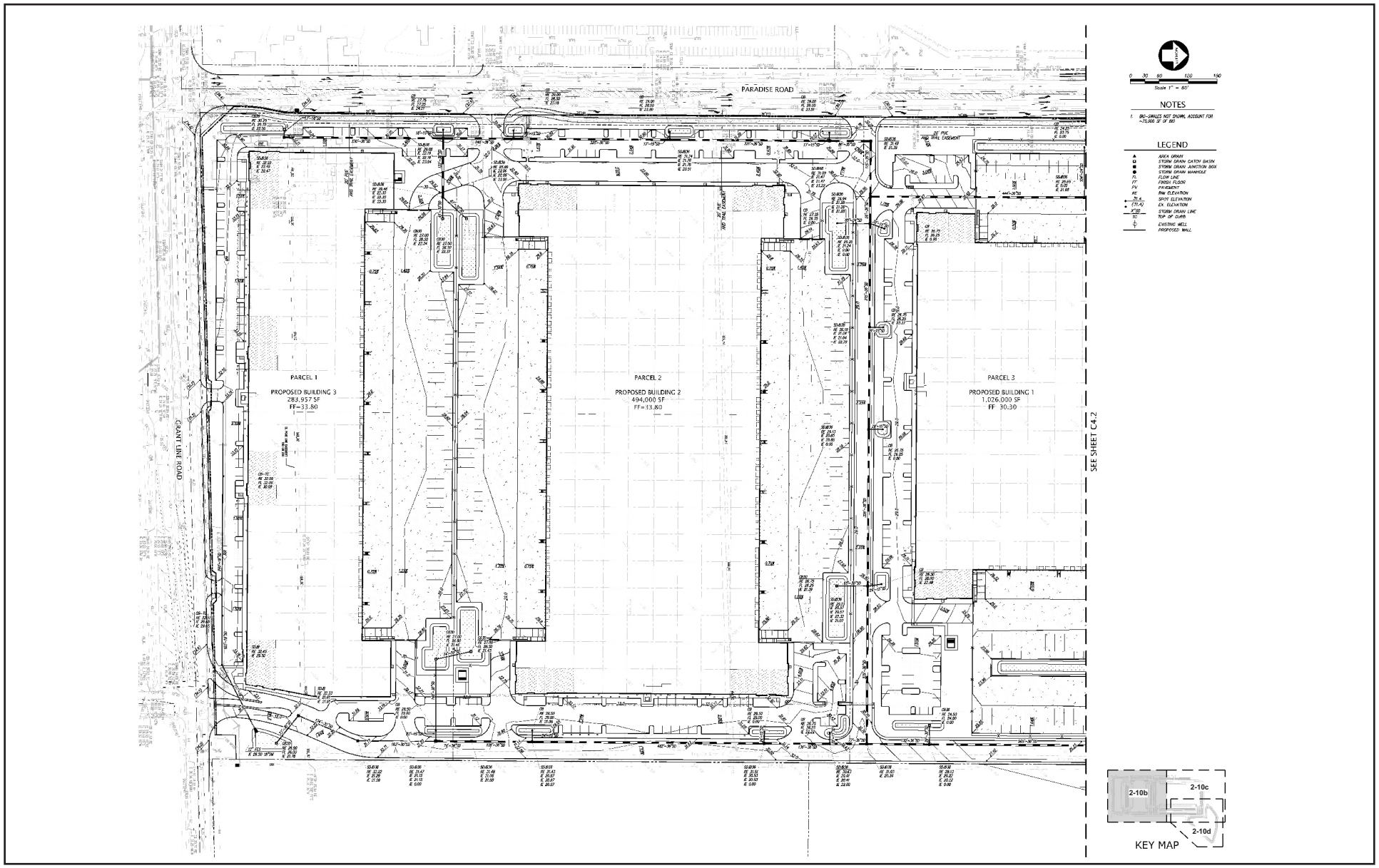


Source: Kier & Wright Civil Engineers and Surveyors, Inc., May 2024.

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Exhibit 2-10a
Dermody Property - Preliminary Grading and Drainage Plan

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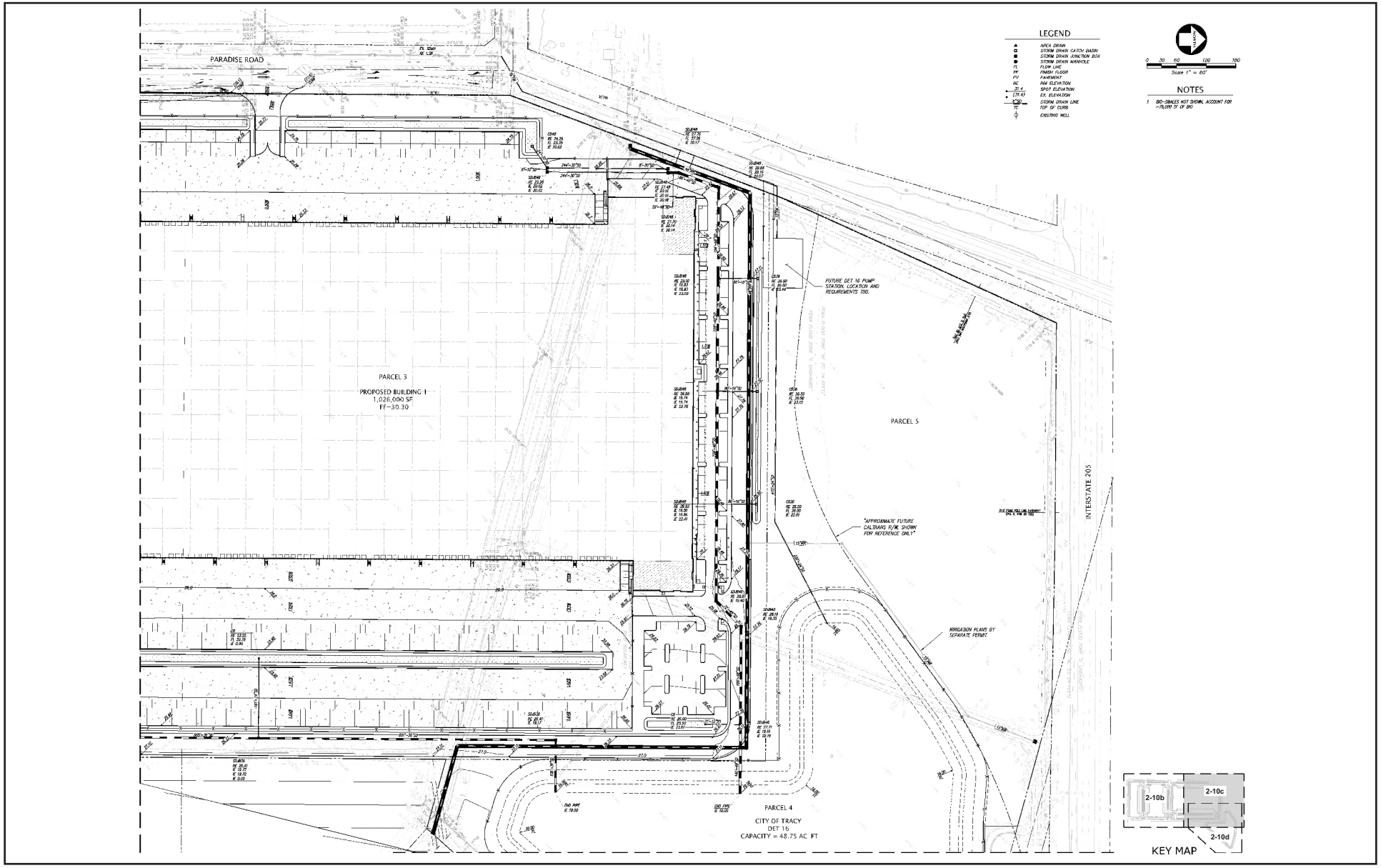


Source: Kier & Wright Civil Engineers and Surveyors, Inc., May 2024.

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Exhibit 2-10b
Dermody Property - Preliminary Grading and Drainage Plan

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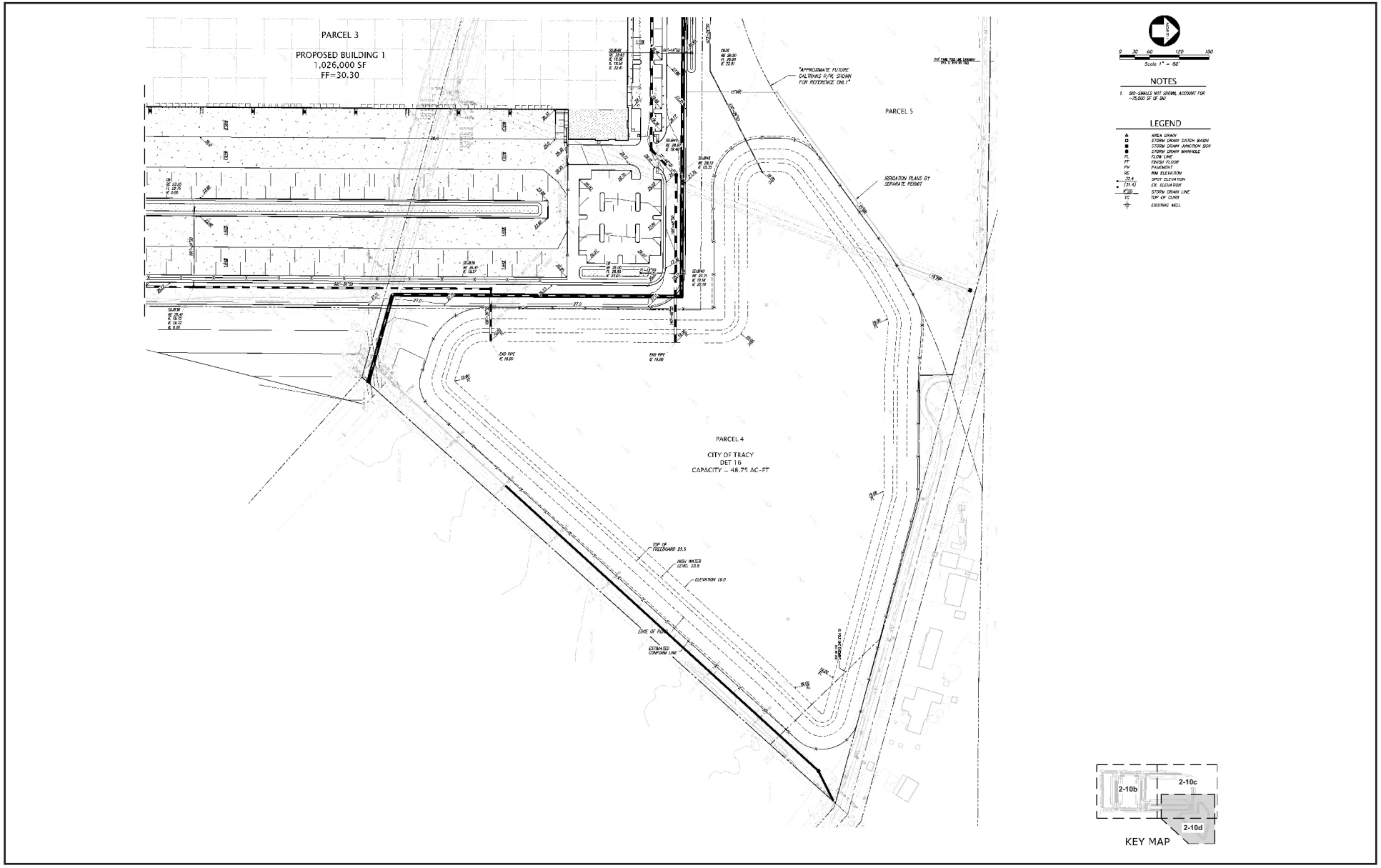


Source: Kier & Wright Civil Engineers and Surveyors, Inc., May 2024.

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Exhibit 2-10c
Dermody Property - Preliminary Grading and Drainage Plan

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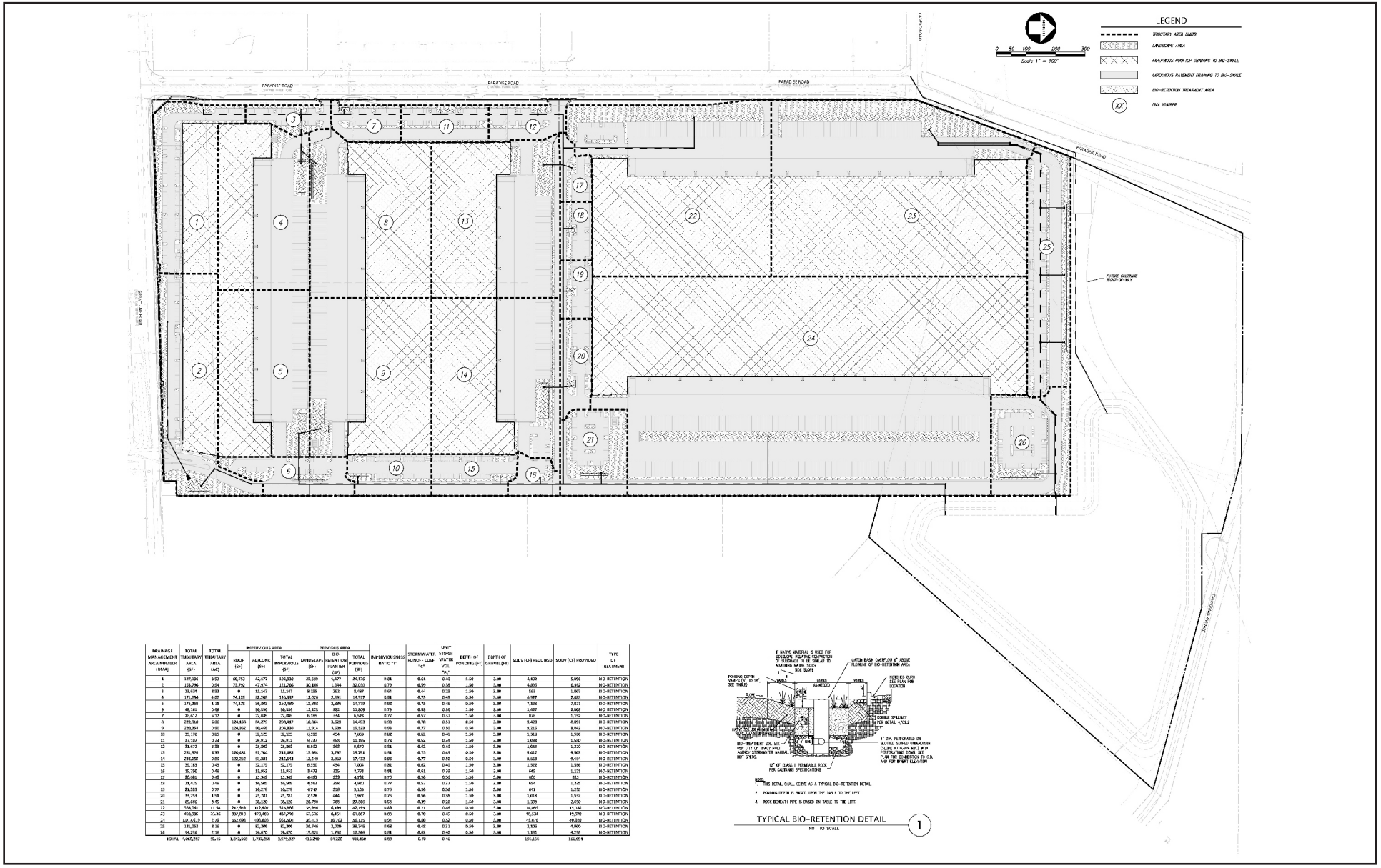


Source: Kier & Wright Civil Engineers and Surveyors, Inc., May 2024.

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Exhibit 2-10d
Dermody Property - Preliminary Grading and Drainage Plan

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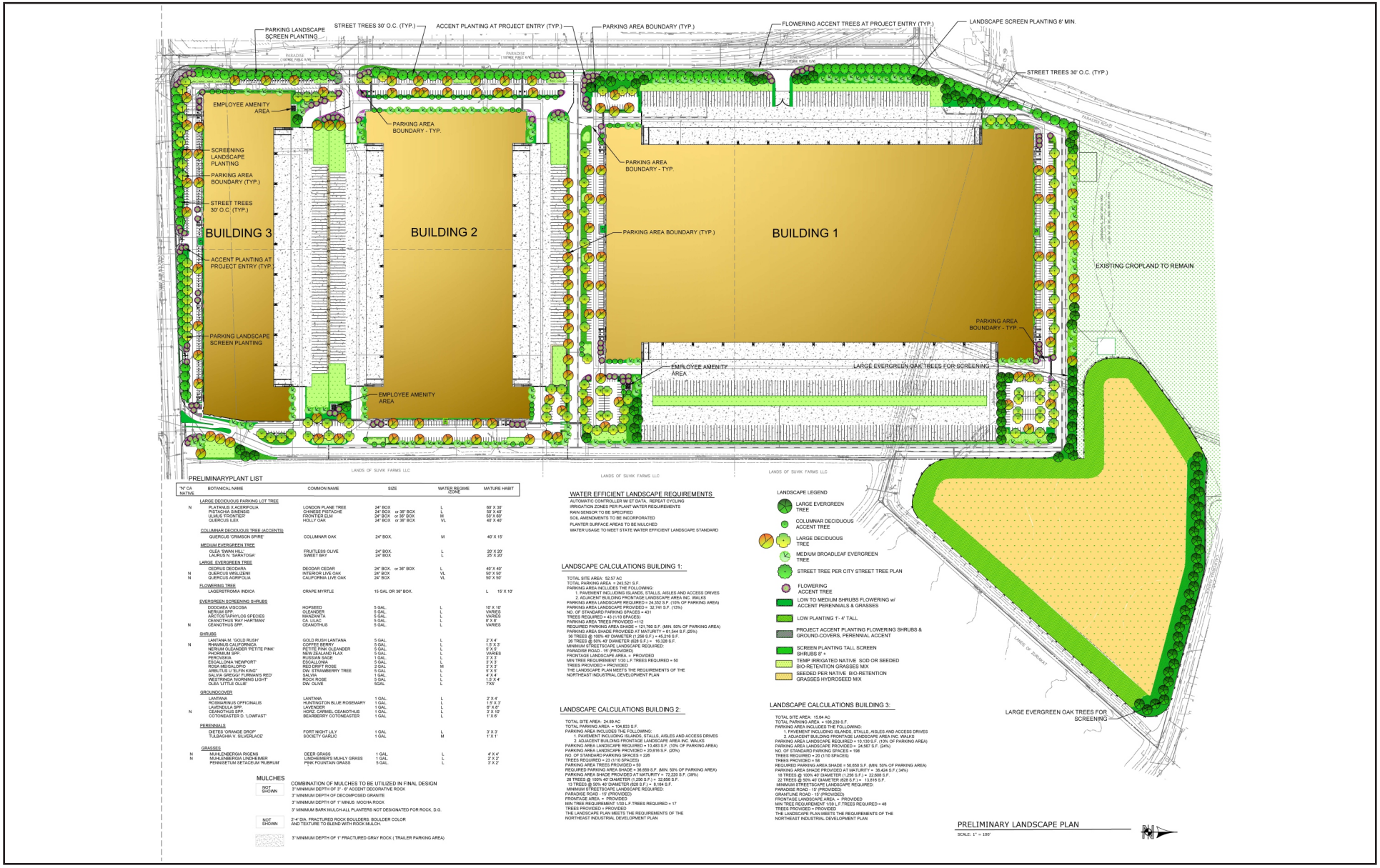
DRAINAGE MANAGEMENT AREA NUMBER (DMA)	TOTAL TRIBUTARY AREA (SF)	TOTAL TRIBUTARY AREA (AC)	IMPERVIOUS AREA ROOF (SF)	IMPERVIOUS AREA AC/CONC (SF)	IMPERVIOUS AREA TOTAL IMPERVIOUS (SF)	PERVIOUS AREA LANDSCAPE (SF)	PERVIOUS AREA BIO-RETENTION PLANTER (SF)	PERVIOUS AREA TOTAL PERVIOUS (SF)	IMPERVIOUSNESS RATIO "I"	STORMWATER RUNOFF COEF. "C"	UNIT STORM WATER VOL. "Ps"	DEPTH OF PONDING (FT)	DEPTH OF GRAVEL (FT)	SQBV (CF) REQUIRED	SQBV (CF) PROVIDED	TYPE OF TREATMENT
1	137,306	3.53	60,762	42,477	103,240	27,669	5,477	33,176	0.84	0.81	0.40	1.50	3.00	4,832	5,096	BIO-RETENTION
2	159,796	0.64	73,792	47,974	121,766	30,896	5,044	37,030	0.79	0.79	0.38	1.50	3.00	4,896	6,852	BIO-RETENTION
3	29,634	3.93	0	13,347	13,347	9,135	392	9,487	0.64	0.64	0.28	1.50	3.00	569	1,087	BIO-RETENTION
4	171,754	4.03	74,135	82,700	156,835	12,020	2,991	14,917	0.91	0.91	0.45	0.50	3.00	6,907	7,083	BIO-RETENTION
5	175,259	3.18	74,376	86,302	160,680	11,895	2,886	14,779	0.92	0.92	0.46	0.50	3.00	7,328	7,071	BIO-RETENTION
6	48,141	0.98	0	36,356	36,356	11,253	532	11,806	0.76	0.76	0.36	1.50	3.00	1,637	2,008	BIO-RETENTION
7	20,622	5.12	0	22,080	22,080	6,189	334	6,523	0.77	0.77	0.37	1.50	3.00	876	1,152	BIO-RETENTION
8	222,910	5.06	124,158	84,279	208,437	10,864	3,628	14,493	0.93	0.93	0.46	0.50	3.00	9,423	8,991	BIO-RETENTION
9	230,352	0.80	124,362	89,468	213,830	11,914	3,608	15,523	0.93	0.93	0.46	0.50	3.00	9,715	8,942	BIO-RETENTION
10	39,178	0.85	0	32,325	32,325	6,393	454	7,959	0.82	0.82	0.40	1.50	3.00	1,318	1,596	BIO-RETENTION
11	87,107	0.72	0	26,412	26,412	8,737	455	10,105	0.72	0.72	0.34	1.50	3.00	1,039	1,030	BIO-RETENTION
12	31,672	0.73	0	21,360	21,360	5,553	568	9,870	0.84	0.65	0.40	1.50	3.00	1,035	1,270	BIO-RETENTION
13	231,976	5.35	120,681	91,704	212,385	15,904	3,797	19,701	0.91	0.91	0.45	0.50	3.00	9,417	9,363	BIO-RETENTION
14	233,035	0.80	122,252	93,081	215,333	13,549	3,963	17,512	0.92	0.92	0.45	0.50	3.00	9,663	9,454	BIO-RETENTION
15	39,183	0.45	0	32,373	32,373	6,550	454	7,004	0.82	0.82	0.40	1.50	3.00	1,322	1,596	BIO-RETENTION
16	10,720	0.46	0	10,052	10,052	2,472	326	2,798	0.81	0.81	0.39	1.50	3.00	349	1,121	BIO-RETENTION
17	20,481	0.68	0	13,369	13,369	6,693	259	6,952	0.76	0.76	0.36	1.50	3.00	650	811	BIO-RETENTION
18	39,425	0.69	0	34,585	34,585	4,542	398	4,940	0.77	0.77	0.37	1.50	3.00	1,256	1,295	BIO-RETENTION
19	29,285	0.77	0	24,278	24,278	4,747	358	5,105	0.76	0.76	0.36	1.50	3.00	931	1,236	BIO-RETENTION
20	35,753	0.58	0	25,781	25,781	7,328	644	7,972	0.76	0.76	0.36	1.50	3.00	1,018	1,532	BIO-RETENTION
21	65,685	0.45	0	38,320	38,320	26,728	765	27,565	0.58	0.59	0.28	1.50	3.00	1,298	2,650	BIO-RETENTION
22	598,581	11.36	262,959	112,907	375,866	59,599	6,199	65,139	0.69	0.71	0.40	0.50	3.00	18,085	19,186	BIO-RETENTION
23	453,585	15.36	302,810	129,485	432,296	13,536	8,151	21,687	0.88	0.90	0.45	0.50	3.00	18,534	19,930	BIO-RETENTION
24	1,017,613	2.28	552,096	480,808	1,032,904	30,413	16,702	36,115	0.91	0.88	0.52	0.50	3.00	43,875	46,332	BIO-RETENTION
25	121,252	2.16	0	82,309	82,309	36,740	2,202	38,742	0.68	0.68	0.31	0.50	3.00	3,356	4,060	BIO-RETENTION
26	94,236	2.16	0	74,670	74,670	15,820	1,218	17,566	0.81	0.82	0.40	0.50	3.00	3,811	4,258	BIO-RETENTION
TOTAL	4,065,957	93.36	1,893,960	1,737,256	3,573,027	432,249	64,227	451,460	0.88	0.70	0.46			156,166	166,854	

Source: Kier & Wright Civil Engineers and Surveyors, Inc., May 2024.

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Exhibit 2-10e
Dermody Property - Storm Water Quality Control Plan

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Source: HPA Architecture, Green Design Landscape Architects, Inc. May 2024.

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Exhibit 2-11
Dermody Property - Preliminary Landscape Plan

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Solid Waste and Recycling Collection

The City, through its Public Works Department, provides solid waste and recycling services for areas within city limits and certain surrounding County areas. The Public Works Department has a partnership with Tracy Delta Solid Waste Management, Inc. (Tracy Disposal) to provide residential and commercial solid waste collection and disposal, including recycling and organics services.[25,26] Garbage is collected once a week, and recycling and yard waste are collected on alternating weeks.[27]

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

Power and Telecommunications

Electricity and natural gas services for the proposed project would be provided by Pacific Gas and Electric Company (PG&E). There is a natural gas pipeline under Grant Line Road, as well as an aboveground electric transmission line.[28,29]

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

2.4.6 - Phasing and Construction

Given the size and scope of the proposed project, it is assumed that it would be built over an extended time. For purposes of a conservative analysis, this Draft EIR assumed that the proposed project would include construction of multiple buildings in approximately two phases over a period of approximately 36 months (three years), starting in April 2026 and ending in April 2029. The assumed phasing reflects the different ownerships as shown in Table 2-6.

Table 2-6: Phasing and Construction

Activity	Start Date (approximate)	End Date (approximate)
Phase 1 (Dermody Property)		
Site Improvements	4/2026	12/2026
Building(s) Constructed	9/2026	3/2027
Operations	4/2027	N/A

[25] City of Tracy. 2024. Recycling and Solid Waste. Website: https://www.cityoftracy.org/our-city/departments/public-works/recycling-solid-waste. Accessed November 13, 2024.
[26] Tracy Delta Solid Waste Management, Inc. Website: https://www.tdswm.com. Accessed November 13, 2024.
[27] City of Tracy. 2020. Garbage and Recycling Schedule. Website: https://www.cityoftracy.org/our-city/departments/public-works/recycling-solid-waste/garbage-recycling-schedule. Accessed November 13, 2024.
[28] Pacific Gas and Electric Company (PG&E). 2020. Gas Transmission Pipelines. Website: https://www.pge.com/en_US/safety/how-the-system-works/natural-gas-system-overview/gas-transmission-pipeline/gas-transmission-pipelines.page. Accessed November 13, 2024.
[29] California Energy Commission. California Electric Transmission Lines. Website: https://cecgis-caenergy.opendata.arcgis.com/datasets/260b4513acdb4a3a8e4d64e69fc84fee_2/explore?location=37.755839%2C-121.387154%2C17.54. Accessed November 13, 2024.

Activity	Start Date (approximate)	End Date (approximate)
Phase 2 (Suvik Property)		
Site Improvements	4/2028	12/2028
Building(s) Constructed	9/2028	3/2029
Operations	4/2029	N/A
Notes: The timing for commencement of construction was based on available information at the time that environmental review commenced. To the extent construction commences later than assumed, this Draft EIR reflects a conservative analysis given that technological advances and more stringent regulations governing air quality and greenhouse gas (GHG) emission impacts would be anticipated to further decrease emissions. Source: Dermody Properties. 2024.		

However, for purposes of a conservative analysis, this Draft EIR considers both sequential and concurrent phasing options for the proposed project, as detailed more fully in Section 3.3, Air Quality, and Section 3.8, Greenhouse Gas Emissions.

Approximately 476,000 cubic yards of material would be cut and rebalanced across the entire project site as part of the overall project development. As specific construction schedules and detailed information for the development of the Suvik Property is not known at this time, conservative default assumptions were used for the purpose of analyzing and modeling potential construction durations and equipment for the proposed project.

On-site construction activities would be restricted between permitted construction hours (7:00 a.m. and 10:00 p.m. on weekdays or between the hours of 7:00 a.m. and 10:00 p.m. on weekends and federal holidays).

2.5 - Required Actions and Approvals

The following discretionary approvals and permits are required by the City for implementation of the proposed project**:**

- Pre-zoning to Northeast Industrial Specific Plan
- Northeast Industrial Specific Plan Amendment
- Development Review permit(s)
- Tentative Parcel Map or Lot Line Adjustment(s) as needed to create final development lots
- Resolution of City Initiation of Reorganization Proceedings

In addition, the ministerial actions by the City for implementation of the proposed project may include, but are not limited, to the following:

- Demolition permits
- Grading permits
- Building permits
- Encroachment permits

- Certificates of occupancy

In addition to the City, several other agencies will serve as Responsible and Trustee Agencies, pursuant to CEQA Guidelines Section 15381 and Section 15386, respectively. This Draft EIR provides environmental information that may be required to grant approvals or to support coordination with other agencies as part of project implementation. These agencies may include, but are not limited to, the following:

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

Discretionary and ministerial actions by other agencies that are necessary to implement the proposed project may include the following:

- Approval of proposed reorganization to accomplish the annexation of the project site into the City of Tracy (San Joaquin LAFCo)
- Coverage under General Construction Stormwater Permit (Central Valley RWQCB)
- Approval of Indirect Source Review (Valley Air District)
- Issuance of Encroachment Permits for roadway or utility improvements within facilities under the jurisdiction of Caltrans or the County of San Joaquin may also be necessary.

2.6 - Intended Uses of This Draft EIR

This Draft EIR has been prepared by the City to assess the potential environmental impacts that may arise in connection with actions necessary to implement the proposed project. Accordingly, consistent with the CEQA mandate that prefers finality and seeks to avoid additional unnecessary environmental review, once this EIR is certified by the City Council, it is anticipated that it will be utilized to provide CEQA coverage for future discretionary actions, entitlements, and permits considered by the City as well as other public agencies that have discretionary authority over certain aspect(s) of the proposed project to the maximum extent permitted under all applicable laws and regulations including, without limitation, CEQA Guidelines Sections 15162, 15164 and/or 15183.

This document will also serve as a basis for soliciting comments and input from members of the public, other interested organizations, and public agencies regarding the proposed project.

The Draft EIR will be circulated for 45 days, during which period comments concerning analysis contained in the Draft EIR should be sent to:

Genevieve Federighi, Senior Planner
City of Tracy
Development Services
333 Civic Center Plaza
Tracy, CA 95376
Tel: 209.831.6435
Email: genevieve.federighi@cityoftracy.org

CHAPTER 3: ENVIRONMENTAL IMPACT ANALYSIS

This chapter sets forth the physical and regulatory environmental setting and addresses the organization of the discussion of the environmental impacts of the Tracy Northeast Business Park Project (proposed project) with respect to 17 environmental resource areas. The discussions of the environmental setting describe existing physical conditions, or baseline conditions, on the project site and in the vicinity. For purposes of this analysis, the baseline used for the evaluation of environmental impacts under the California Environmental Quality Act (CEQA) reflects the conditions present at the time the Notice of Preparation (NOP) for this Draft Environmental Impact Report (Draft EIR) was published. To determine the proposed project's individual impacts, potential impacts of the proposed project are compared against the existing baseline conditions for each environmental resource. For purposes of the cumulative analysis, the impacts of the proposed project, in combination with other relevant past, present, and reasonably foreseeable future projects, are analyzed to determine whether overall long-term impacts of all such projects would be cumulatively significant, and if so, to determine whether the proposed project itself would cause a "cumulatively considerable" incremental contribution to any such cumulatively significant impacts.

Environmental Topics Addressed in this Draft EIR

The proposed project is analyzed in this Draft EIR from the perspective of the following 17 environmental resource areas:

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

Format of the Environmental Analysis

Each resource area analyzed in this Draft EIR includes the subsections summarized below.

Introduction

This subsection summarizes what is discussed in the respective environmental topic section, states what informational documents are used as the basis for the section, and indicates what related comments, if any, were received during the 30-day NOP public scoping period.

Environmental Setting

This subsection describes existing(baseline) physical conditions of the project site and the surroundings (e.g., existing land uses, transportation conditions, noise environment) with respect to each resource topic at the time the NOP was published. Conditions are described in sufficient detail and breadth to allow a general understanding of environmental impacts of the proposed project based on reasonably available information.

Regulatory Framework

This subsection describes relevant federal, State, regional (if applicable), and local regulatory requirements that are directly applicable to the environmental topic being analyzed.

Impacts and Mitigation Measures

This subsection evaluates potential for the proposed project to result in direct and indirect significant adverse impacts on the existing physical environment, with consideration of both short-term and long-term impacts. The analysis covers construction and operation of the proposed project. Appendix G to the CEQA Guidelines is a sample Initial Study checklist that includes questions for determining whether impacts to resources are significant. These questions reflect the input of planning and environmental professionals at the California Governor's Office of Land Use and Climate Innovation (LCI) and the California Natural Resources Agency, based on input from stakeholder groups and experts in various other governmental agencies, nonprofits, and leading environmental consulting firms. They also reflect the requirements of laws other than CEQA that protect resources (e.g., the federal Clean Water Act, the Federal Clean Air Act, the Porter-Cologne Water Quality Control Act, the federal Endangered Species Act and California Endangered Species Act [CESA]). As a result, many lead agencies derive their significance criteria from the questions posed in Appendix G. The City has chosen, in its discretion, to utilize Appendix G of the CEQA Guidelines as thresholds of significance for the proposed project. The significance thresholds for environmental impacts are defined at the beginning of this subsection for each environmental topic area, and the discussion of the approach to the analysis explains how significance thresholds have been applied to evaluate impacts of the proposed project.

Indirect impacts are discussed only for those resources for which they have potential to occur (e.g., cultural resources, air quality, and biological resources). Both individual-level and cumulative impacts are analyzed for all environmental topic areas. Individual-level impacts could result from actions related to implementation of the proposed project as compared to the existing (baseline) conditions. Cumulative impacts could result from implementation of the proposed project in combination with other cumulative projects in the relevant study area. As discussed in "Cumulative Impacts," below, the projects listed in Table 3-1, in conjunction with the proposed project, are considered the cumulative scenario for analysis of cumulative impacts.

Impacts are analyzed and the respective assessments and findings are included in this Draft EIR, applying the following levels of significance:

- **No Impact.** A conclusion of No Impact is reached if no potential exists for impacts or if the environmental resource does not occur in the project site or the relevant study area of potential impacts.
- **Less than significant impact.** This determination applies if the impact does not exceed the defined significance threshold or would be eliminated or reduced to a less than significant level through compliance with applicable local, State, and/or federal laws and regulations. No mitigation is required for impacts determined to be less than significant.
- **Less than significant impact with mitigation.** This determination applies if the proposed project would result in a significant impact, exceeding the established significance threshold, but feasible mitigation is available that would reduce the impact to a less than significant level.
- **Significant and unavoidable impact.** This determination applies if the proposed project would result in an adverse impact that exceeds the established significance threshold, and no feasible mitigation is available to reduce the impact to a less than significant level. Therefore, the residual impact would be significant and unavoidable.

Impacts are defined in terms of their context and intensity. Context is related to the uniqueness of a resource; intensity refers to severity of the impact. Where applicable, Best Management Practices (BMPs), project improvement measures (otherwise referred to as project design features), or both, are incorporated into the proposed project to limit potential for a significant impact. Where necessary, feasible mitigation measures are identified for significant impacts to limit the degree or lower the magnitude of the impact; rectify the impact by repairing, rehabilitating, or restoring the affected environment; or compensate for the impact by replacing or providing substitute resources or environments. These impacts conclude with a finding of *Less than significant impact with mitigation*. Where no mitigation measures are necessary, relevant impacts are concluded to be *Less than significant* or to have *No impact***.**

As part of the impact analysis, mitigation measures are identified, where feasible, for impacts considered significant or potentially significant consistent with CEQA Guidelines Section 15126.4, which states that an EIR "shall describe feasible measures which could minimize significant adverse impacts." CEQA requires that mitigation measures have an essential nexus and be roughly proportional to the significant impact identified in the EIR. The project sponsor may be required to implement all identified mitigation measures identified in this Draft EIR, as reflected in an adopted Mitigation Monitoring and Reporting Program (MMRP) and the lead agency (in this case, the City of Tracy) is responsible for overseeing the project sponsor's implementation of mitigation measures, which occurs through the imposition of the MMRP as enforceable conditions of approval. Pursuant to CEQA Guidelines Section 15126.4, mitigation measures are not required for environmental impacts that are found not to be significant.

Impacts are numbered and shown in bold type. The corresponding mitigation measures, where identified, are numbered, indented, and follow the impact statements. Impacts and mitigation measures are numbered consecutively within each topic and include an abbreviated reference to the

impact section (e.g., "LAND" for Land Use and Planning). The following abbreviations are used for individual topics:

- Aesthetics (AES)
- Agriculture and Forestry Resources (AG)
- Air Quality (AIR)
- Biological Resources (BIO)
- Cultural Resources (CUL)
- Energy (ENER)
- Geology and Soils (GEO)
- Greenhouse Gas Emissions (GHG)
- Hazards and Hazardous Materials (HAZ)
- Hydrology and Water Quality (HYD)
- Land Use and Planning (LAND)
- Noise (NOI)
- Public Services (PUB)
- Transportation (TRANS)
- Utilities and Service Systems (UTIL)
- Tribal Cultural Resources (TCR)
- Wildfire (WILD)

Cumulative Impacts

The discussion of cumulative impacts in this subsection analyzes cumulative impacts of the proposed project, taken together with other relevant past, present, and reasonably foreseeable future projects producing related impacts within a specified geographic scope. The goal of this analysis is to determine whether overall long-term impacts of all such projects would be cumulatively significant, and if so, to determine whether the proposed project itself would cause a "cumulatively considerable" incremental contribution to any such cumulatively significant impacts. To determine whether the overall long-term impacts of all such projects would be cumulatively significant, the analysis generally considers the following:

- The area in which impacts of the proposed project would be experienced;
- The impacts of the proposed project that are expected in the area;
- Other past, proposed, and reasonably foreseeable projects that have had or are expected to have impacts in the same area;
- The impacts or expected impacts of these other projects; and
- The overall impact that can be expected if the individual impacts from each project are allowed to accumulate.

"Cumulative impacts" refers to two or more individual impacts that, when considered together, are considerable, or that compound or increase other environmental impacts (CEQA Guidelines § 15355). Cumulative impacts can result from individually minor but collectively significant impacts

taking place over time (CEQA Guidelines § 15355(b)). This analysis will determine whether the potential exists for the proposed project, taken together with other relevant past, present, and reasonably foreseeable future projects, would result in a significant adverse cumulative impact. This analysis would then determine whether the proposed project's incremental contribution to any significant cumulative impact is itself significant (i.e., "cumulatively considerable"). Both conditions must apply for the proposed project's cumulative effects to rise to the level of significance.

The cumulative impact analysis for each individual resource topic is presented in each resource section of this chapter immediately after the description of direct project impacts and identified mitigation measures.

In addition to relevant past and present cumulative projects, Table 3-1 lists relevant cumulative projects considered for the environmental analysis, and Exhibit 3-1 shows the locations of the cumulative projects in relation to the proposed project. The cumulative projects list includes past, present, and future projects. Future projects include pipeline projects that are considered reasonably foreseeable.

Table 3-1: Cumulative Projects

No.	Project	Characteristic	Project Development			
			Units	Square Footage	Location	Status
City of Tracy						
1	GH Logistics Truck Repair	Industrial	—	6000	1428 Mariani Court	Approved and Under Construction
2	Marriott Hotel (108 Rooms)	Commercial	—	58800	3550 North MacArthur Drive	Approved and Under Construction
3	Starbucks, Popeyes, Gasoline Station and Store, Car Wash	Commercial	—	5584	630 East 11th Street	Approved and Under Construction
4	La Quinta Hotel (87 Rooms)	Commercial	—	48845	565 Clover Road	Approved and Under Construction
5	Renewable Energy Power Plant	Industrial	—	—	9251 West Arbor Avenue	Approved and Under Construction
6	Triad One Story Medical Office Building	Commercial	—	10000	Orchard Parkway and Grant Line Road	Approved and Under Construction

No.	Project	Characteristic	Project Development			
			Units	Square Footage	Location	Status
7	Tracy Lakes Amenity Center	Amenity Center	—	14185	1958 Valpico Road	Approved and Under Construction
8	Carbon Dioxide Removal Facility	Industrial	—	14252	4750 Holly Drive	Approved and Under Construction
9	Warehouse with Office	Industrial	—	90000	1850 North Chrisman Road	Approved Not Yet Under Construction
10	Tracy Assisted Living and Memory Care	Commercial	—	87107	South of Grant Line, west of Corral Hollow	Approved Not Yet Under Construction
11	Single-Story Car Wash Building and Vacuum Stalls	Commercial	—	3343	150 West Grant Line Road	Approved Not Yet Under Construction
12	RNG Fueling Station and Parking Lot	Industrial	—	—	2200 North Chrisman Road	Approved Not Yet Under Construction
13	Retail Building	Commercial	—	3180	316 11th Street	Approved Not Yet Under Construction
14	Commercial Building Shell	Commercial	—	27336	Auto Plaza Drive west of Naglee Road	Approved Not Yet Under Construction
15	3-Story Retail and Office Building	Commercial	—	12512	28 West 8th Street	Approved Not Yet Under Construction
16	3-Story Multi Use Building	Commercial	—	14641	1000 North Central Avenue	Approved Not Yet Under Construction
17	4-Story Hotel (Extended Stay America Premier Suites)	Commercial	124	54902	North Side of Joe Pombo Parkway, North of Grant Line Road	Approved Not Yet Under Construction
18	Retail Building	Commercial	—	4000	60 East 10th Street	Approved Not Yet Under Construction
19	Gas Station, Car Wash, Retail and QSRs (Triangle Plaza)	Commercial	—	18035	3788 North Tracy Boulevard	Approved Not Yet Under Construction

No.	Project	Characteristic	Project Development			
			Units	Square Footage	Location	Status
20	Golden State Fire–Fire Apparatus	Industrial	—	55226	3501, 3601, 3701 Mars Way	Approved Not Yet Under Construction
21	4-Story Hotel (Tru by Hilton)	Commercial	78	40190	2605 North Corral Hollow Road	Approved Not Yet Under Construction
22	Seefried LI Building (NEI)	Industrial	—	335157	1651 East Grant Line Road	Approved Not Yet Under Construction
23	Tracy Toyota Service Center Expansion	Commercial	—	35562	2895 Naglee Road	Approved Not Yet Under Construction
24	Tracy Honda Remodel	Commercial	—	25707	3450 Auto Plaza Way	Approved Not Yet Under Construction
25	Chevron CNG	Commercial	—	3952	3940 North Tracy Blvd and West Larch Road	Approved Not Yet Under Construction
26	Island Gourmet Market and Deli	Commercial	—	4868	1450 West 11th Street	Approved Not Yet Under Construction
27	Eastgate Business Park Phase 2	Industrial	—	26019	1398 Mariani Court	Approved Not Yet Under Construction
28	St. Paul Lutheran Church Two Modular Building Additions	Commercial	—	2880	1635 Chester Drive	Approved Not Yet Under Construction
29	Westside Specific Plan	Commercial	—	24821	SWC Lammers Road and 11th Street	Under City Review, Not Yet Approved
30	Hollingsworth Trailer Lot and Guardhouse	Industrial	—	260	2259 East Grant Line Road	Under City Review, Not Yet Approved
31	Dual Hotels (Avid Hotel and Candlewood Suites Hilton Garden Inn) (107 Rooms Avid and Candlewood) (70 Rooms Hilton Garden Inn)	Commercial	177	110512	3095 North Corral Hollow Road	Under City Review, Not Yet Approved

No.	Project	Characteristic	Project Development			
			Units	Square Footage	Location	Status
32	San Joaquin County Car Wash	Commercial	—	4500	430 West 11th Street	Under City Review, Not Yet Approved
33	Paradise Pointe Business Park	Industrial	—	718165	3601 Pescadero	Under City Review, Not Yet Approved
34	Martin's Paving Inc. New Building	Commercial	—	6438	3880 Holly Drive	Under City Review, Not Yet Approved
35	Monopine-250 West Mt. Diablo Avenue	Commercial	—	1600	250 West Mt. Diablo	Under City Review, Not Yet Approved
36	Cambria Hotel and Event Center	Commercial	90	18062	747 West Larch Road	Under City Review, Not Yet Approved
37	Montessori Elementary Portable Classroom Addition	Commercial	—	1440	120 Murrieta Way	Under City Review, Not Yet Approved
38	Larch Road 5 Parcel TSM	Commercial	—	0	10722 and 10792 West Larch Road	Under City Review, Not Yet Approved
39	Birla Mixed-Use Center	Commercial	—	46554	160 and 306 West Sixth Street	Under City Review, Not Yet Approved
40	T-Mobile Cell Site–Tracy Sports Complex	Commercial	—	255	955 Crossroads Drive	Under City Review, Not Yet Approved
41	Montessori Building Addition	Commercial	—	4753	120 Murrieta Way	Under City Review, Not Yet Approved
42	Tracy Northeast Business Park (proposed project)	Industrial	—	2,826,425	6103, 6281, 6301 and 6599 Grant Line Road	Under City Review, Not Yet Approved
43	NEI Building 21	Industrial	—	246470	Paradise Road and Grant Line Road	Under City Review, Not Yet Approved
44	Beechnut Transit Facility	Industrial	—	—	800, 990, and 1000 Beechnut Avenue	Under City Review, Not Yet Approved
45	Verizon Monopole	Industrial	—	—	724 East Grant Line Road	Under City Review, Not Yet Approved
46	Oak4 Facility Parking Lot Improvement	Industrial	—	—	1555 North Chrisman	Under City Review, Not Yet Approved
47	Cordes Ranch Building 28	Commercial	—	524081	5390 Promontory Parkway	Approved not yet under construction
48	Corral Hollow Car Wash	Commercial	—	4455	4600 South Corral Hollow Road	Under City Review, Not Yet Approved

No.	Project	Characteristic	Project Development			
			Units	Square Footage	Location	Status
49	New Creation Bible Fellowship Modular Addition	Commercial	—	960	500 North Corral Hollow Road	Under City Review, Not Yet Approved
50	Two Industrial Buildings (Costco Annexation)	Industrial	—	1812279	16000 West Schulte Road	Under City Review, Not Yet Approved
51	Tracy Hills Commerce Center	Industrial	—	1690000	29592 South Corral Hollow Road	Under City Review, Not Yet Approved
52	Schulte Warehouse/Annexation	Industrial	—	217466	16286 West Schulte Road	Under City Review, Not Yet Approved
53	Tracy Community Church Modular Additions	Commercial	—	4016	1790 Sequoia Boulevard	Under City Review, Not Yet Approved
54	ZEV (Truck) Hub	Industrial	—	1440	9752 Hopkins Road	Under City Review, Not Yet Approved
55	Morgan Auto Repair	Commercial	—	4940	115 West Larch Road	Under City Review, Not Yet Approved
County of San Joaquin						
56	Linne Road Widening	Traffic Congestion Relief	—	—	From Tracy Boulevard to Chrisman Road (south of Tracy city limits)	Planned
57	County Expressway from Tracy to River Islands/ Lathrop	Traffic Congestion Relief	—	—	From Arbor Avenue north of Tracy city limits to River Islands/Lathrop	Planned
California Department of Transportation						
58	San Joaquin County Traffic Management System Repair Project	Maintenance repair, Sign and Surveillance repair/install	—	—	Start at merge of I-205 and I-5 and extends eastward on Route 120 and Northward on I-5	Planned
59	I-205 Tracy HOV 8 Lane Widening	Traffic Congestion Relief	—	—	From Alameda County Line to I-5 (through northern City of Tracy and surrounding San Joaquin County lands)	Planned

No.	Project	Characteristic	Project Development			
			Units	Square Footage	Location	Status
60	I-205 Managed Lanes Project	Traffic Congestion Relief/ Install Managed Lanes	—	—	post mile R1.7 on I-580 and post mile R13.5 on I-5	Approved, under construction
61	I-205/Lammers Road/11th Street Interchange Project	Traffic Congestion Relief	—	—	Junction of I-205 and Lammers Road (within City adjacent to western city limits)	Planned
62	I-205/MacArthur Drive Interchange Improvements	Traffic Congestion Relief	—	—	Existing I-205/MacArthur Drive Interchange (within City)	Planned
63	I-5 Widening	Traffic Congestion Relief	—	—	From SR-120 to I-205 (within City of Lathrop)	Planned
64	I-205/Chrisman Road Interchange	Traffic Congestion Relief	—	—	Junction of I-205 and Paradise Road (on project site)	Planned

Notes:
"Planned" projects are those identified in local and regional plans.
Sources:
City of Tracy. 2020. City of Tracy New Construction: Industrial and Commercial Development Pipeline Report. May.

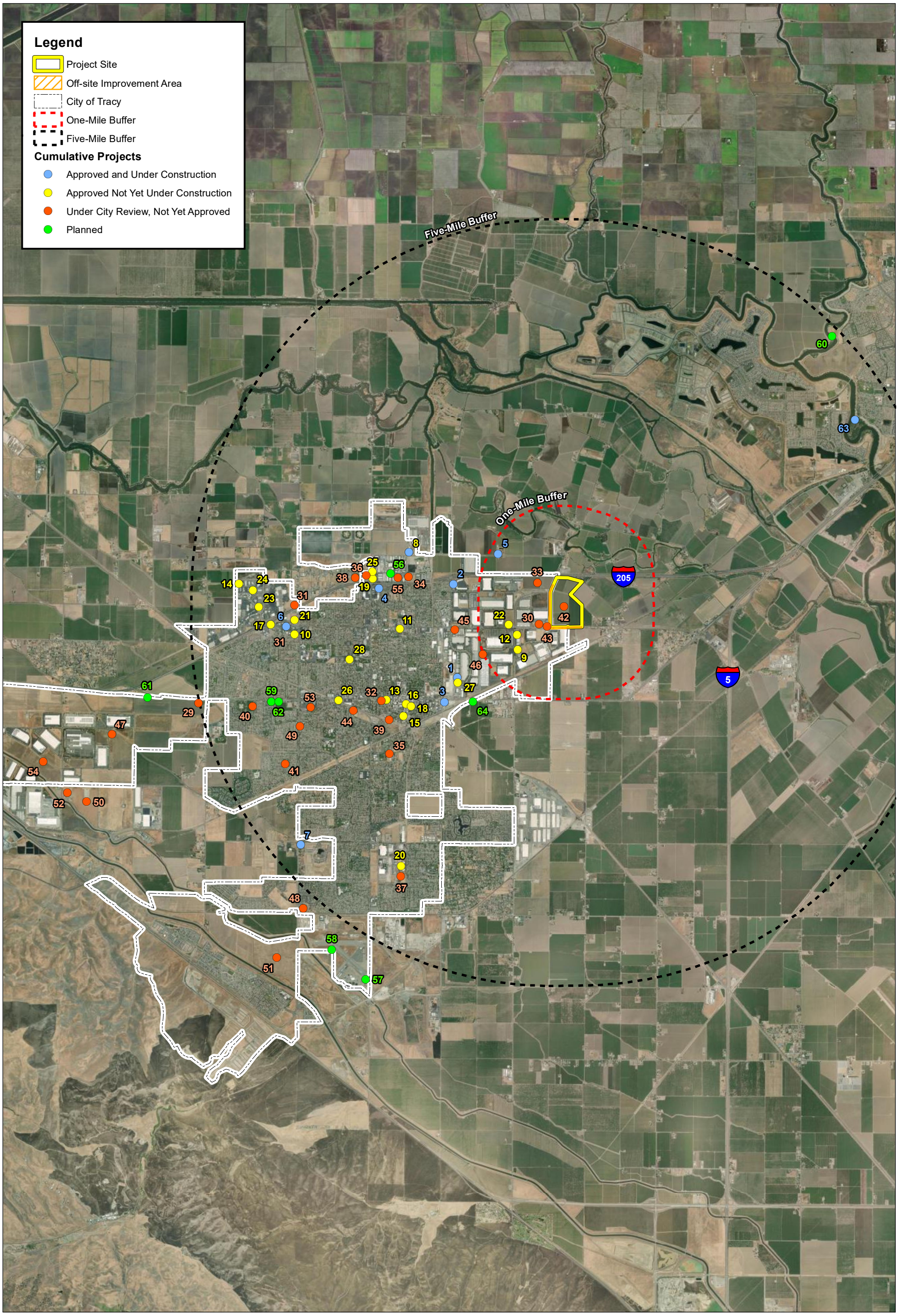
City of Tracy. 2020. City of Tracy Residential Development Pipeline Report. May.

City of Tracy. 2025. Industrial and Commercial Projects. September 2025.

RBF Consulting. 2012. Citywide Roadway and Transportation Master Plan. November.

San Joaquin Council of Governments. Interactive Project Map. Website: https://www.sjcog.org/396/Interactive-Map. Accessed December 30, 2024

California Department of Transportation (Caltrans). 2020. District 10 Current Projects. Website: https://dot.ca.gov/caltrans-near-me/district-10/district-10-current-projects. Accessed December 20, 2024.



Source: Bing Aerial Imagery. City of Tracy.

FCS
An ADEC Innovation

6,500 3,250 0 6,500
Feet

Exhibit 3-1
Cumulative Projects Map Within 5-miles of the Project Site

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3.1 - Aesthetics

3.1.1 - Introduction

This section describes the existing aesthetics, light, and glare setting and potential environmental effects from project implementation on visual resources on the project site and its surroundings. Descriptions and analyses in this section are based, in part, on on-site reconnaissance and a photo inventory by FirstCarbon Solutions (FCS) personnel, and review of the City of Tracy General Plan (General Plan), City of Tracy Municipal Code (Tracy Municipal Code), and the City of Tracy Northeast Industrial (NEI) Specific Plan. The photo inventory is included in Chapter 2, Project Description, Exhibits 2-4 (Exhibits 2-4a through 2-4e).

No comments were received during the Notice of Preparation (NOP) scoping period specifically related to aesthetic issues.

3.1.2 - Environmental Setting

Visual Character

Visual character in the California Environmental Quality Act (CEQA) context is an impartial description of defining physical features, landscape patterns, and distinctive physical qualities within a landscape. Visual character is informed by the composition of land, vegetation, water, and structures and their relationship (or dominance) to one another and by prominent elements of form, line, color, and texture that combine to define the composition of views. Visual character-defining resources and features within a landscape may derive from notable landforms, vegetation, land uses, building design and façade treatments, transportation facilities, overhead utility structures and lighting, historic structures or districts, or panoramic open space.

City of Tracy

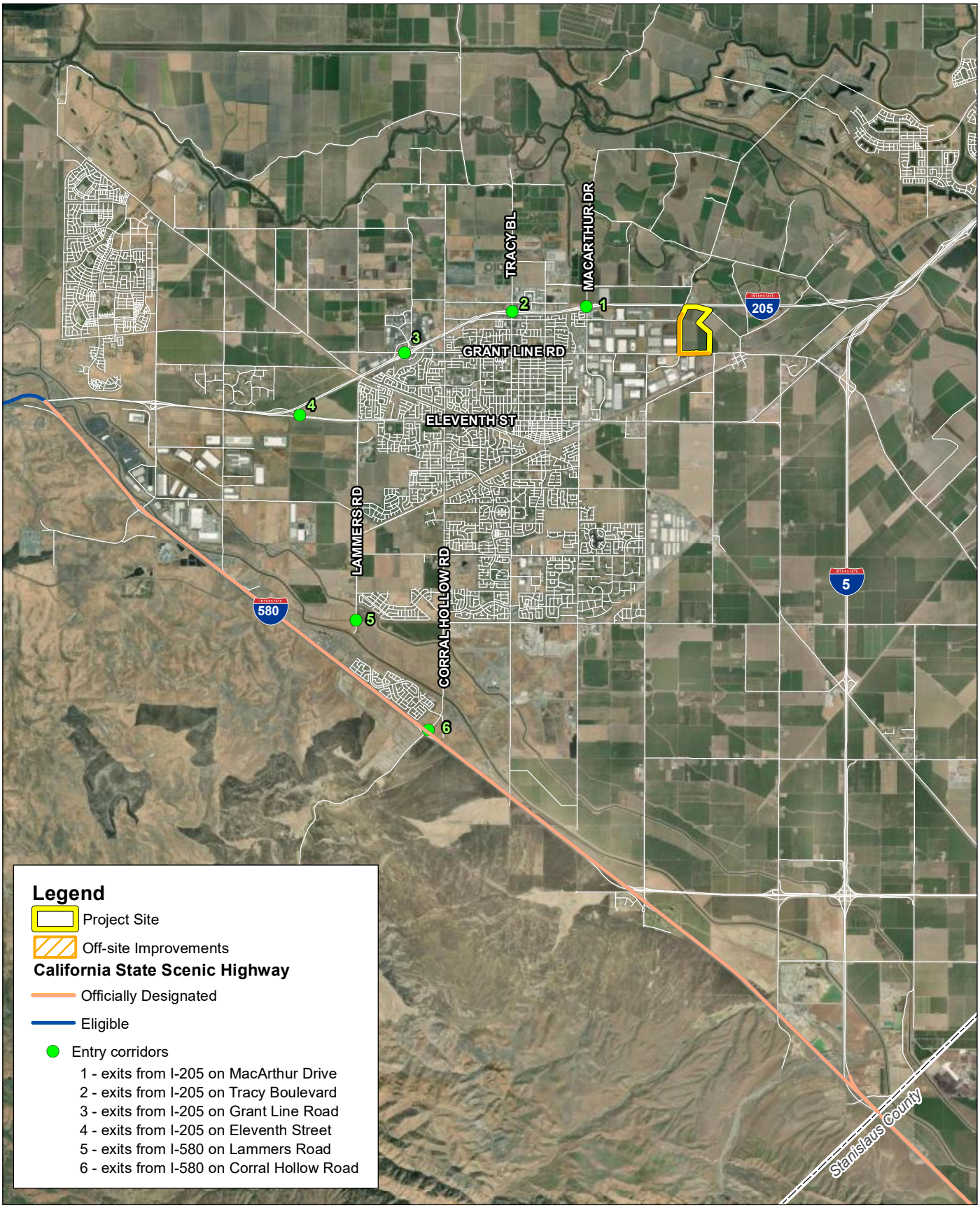
The City of Tracy (City) is located in San Joaquin County, east of the Diablo Range that separates California's Central Valley from the San Francisco Bay Area. The City lies east of the Mount Diablo Meridian and covers approximately 22 square miles. It is surrounded generally by agricultural, industrial, and rural and suburban residential uses.

The City is located in the San Joaquin Valley, between the Sierra Nevada Mountains to the east and the Diablo Range to the west. Substantial portions of the valley floor are developed with residential, agricultural, and industrial facilities. The City's visual urban form consists of several distinct components, including Downtown, traditional residential neighborhoods, contemporary residential subdivisions, retail and commercial areas, industrial areas, parks and landscaping, and agricultural lands.

Project Site

The project site is generally flat and is currently comprised of cultivated fields, with associated irrigation/drainage channels. A southwest portion of the project site is currently occupied by two buildings used for the storage of hay and miscellaneous equipment. Ruderal vegetation and ornamental trees associated with the existing structures are present. Several private dirt roads bisect the project site providing access to the crop fields. Irrigation/drainage channels run along all of the private dirt roads within the project site (Exhibit 3.1-1).

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Source: Esri World Imagery. Kier & Wright Civil Engineers and Surveyors, Inc., October 2024.

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2 1 0 2 Miles

Exhibit 3.1-1
Designated California Scenic Highways and Entry Corridors

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Scenic Resources

Scenic resources typically involve prominent, unique, and identifiable natural features in the environment (e.g., trees, rock outcroppings, islands, ridgelines, channels of water, and aesthetically appealing open space), and/or cultural features or resources, such as regional or architecturally distinctive buildings or structures that serve as a focal point of interest.

City of Tracy

The City of Tracy General Plan Environmental Impact Report (General Plan EIR) identifies the following scenic resources within the Tracy Planning Area.[1][2]

- **Views of the Diablo Range**. Rising from the southwest portion of the Tracy Planning Area, this range extends from near sea level to Mount Diablo's summit at 3,849 feet above sea level and provides a visual barrier between the Central Valley and the San Francisco Bay Area. Generally, the eastern slopes visible from Tracy have not been developed and contain sporadic tree groupings.
- **Natural landscapes surrounding the Paradise Cut, Old River, and Tom Paine Sloughs**. Located on the north side of the Tracy Planning Area, these landscapes contain streamside vegetation that provide visual contrasts as they run through the relatively flat agricultural lands.
- **Expansive Agricultural Lands**. The surrounding Sphere of Influence (SOI) and Planning Area contain agricultural lands that are used for row crops and grazing.
- **Electricity-Generating Wind Farms** Located on the ridgetops west of the City and close to the Altamont Pass, the wind farms are visible from Tracy on clear days.

There are two officially designated California Scenic Highway segments in the Tracy Planning Area, covering approximately 16 miles. The first segment is a portion of I-580 between I-205 and I-5, which offers views of the Diablo Range to the west and the Central Valley's urban and agricultural lands to the east. The second segment is the portion of I-5 that starts at I-205 and continues south to Stanislaus County, which allows for views of surrounding agricultural lands, the Delta-Mendota Canal, and the California Aqueduct.[3] These segments are shown in Exhibit 3.1-1.

A visual landmark or entryway, as defined by the General Plan, is "an element by which people orient themselves and can help create a unique identity for an area." Examples of visual landmarks include statues, major works of public art, historic buildings, water towers, significant landscaping or landforms, and other easily identifiable features.

The City of Tracy provides entrances to the City from major roadways called "entry corridors" or "gateways." These entry corridors are important for providing both visitors and residents with initial impressions of Tracy and also providing a transition from a rural to urban environment. The City's

[1] The Tracy Planning Area (Planning Area) is the land outside of the City limits and generally outside of the Sphere of Influence that bears a relation to the City's planning and policy direction. The Planning Area contains approximately 114 square miles and is 92 square miles larger than the City limits and 72 square miles larger than the proposed SOI.

[2] Design, Community and Environment. 2005. City of Tracy General Plan Environmental Impact Report – Prepared for the City of Tracy. October 4.

[3] California Department of Transportation (Caltrans). 2024. California State Scenic Highway System Map. Website: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed November 14, 2024.

existing gateways include exits from I-205 at MacArthur Drive, Tracy Boulevard, and Grant Line Road and Eleventh Street, and also include exits from I-580 at Lammers Road and Corral Hollow Road. The entry corridors are shown in Exhibit 3.1-1.

Project Site

The project site contains expansive agricultural lands and is adjacent to the current boundaries of the NEI Specific Plan Area, which is primarily characterized by light industrial uses such as warehouse, distribution, and logistics facilities. Additional agricultural uses are located to the north, east, and south of the project site. Hillside areas of the Diablo Range are visible from the project site. There are no City entry corridors or gateways or State Scenic Highways on or adjacent to the project site; however, the project site is visible from one of the entry corridors identified in the General Plan, the eastbound exit from I-205 off MacArthur Drive. The nearest designated California Scenic Highway is a portion of I-580 between I-205 and I-5, which is approximately 7.2 miles east of the project site.

Views

Views may be generally described as panoramic scenic vistas of a large geographic area for which the field of view can be wide and extend into the distance. Associated vantage points provide an orientation from publicly accessible locations. Examples of distinctive scenic vistas include urban skylines, valleys, mountain ranges, or large bodies of water.

City of Tracy

The Diablo Range, rising to an elevation of 3,849 feet above sea level at the summit of Mount Diablo, is the most prominent topographical feature in the area.

Project Site

In September 2024, FCS conducted a field visit to observe and document existing visual quality and character of the project site and vicinity. As shown in Chapter 2, Project Description, Exhibits 2-4a through 2-4e, the area surrounding the project site has both an agricultural and industrial character, with neighboring properties south and west of the project site consisting of agricultural lands and industrial warehouses. Land uses adjacent to the northeast side of California Avenue consist of approximately eight single-family homes and a cell tower located immediately northeast of the terminus of California Avenue. One single-family home is located on the southwest side of California Avenue. In addition, urban development such as a small trailer dealership is located to the north, across I-205. East of the project site is agricultural land with an associated single-family home and agricultural structures and outbuildings. To the west are lots developed with industrial warehouse uses as well as some agricultural lands. Views from the project site north are of single-family homes and I-205; views to the west are of industrial buildings and a large regional stormwater detention basin; views to the south are of industrial buildings, single-family homes, agricultural lands, and open space; and views to the east are agricultural lands and single-family homes along California Avenue.

Light and Glare

In the context of CEQA, light is nighttime illumination that stimulates sight and makes things visible; glare may be defined as difficulty seeing in the presence of bright light, such as direct or reflected sunlight.

Project Vicinity

The primary sources of nighttime light in the surrounding area are from vehicle headlights traveling along I-205 and Grant Line Road, as well as other surrounding roadways. There are also streetlights and buildings with outdoor security lighting in the project vicinity. There are some large reflective surfaces associated with buildings in the project vicinity that contribute to daytime glare.

Project Site

The existing agricultural structures on-site may include exterior nighttime lighting; however, such lighting is minimal. There are streetlights surrounding the project site on Grant Line Road and Paradise Road. There are also lights on I-205. There are some outdoor lighting fixtures on adjacent industrial buildings. No other existing features on or near the project site produce light or glare.

3.1.3 - Regulatory Framework

State

California Scenic Highway Program

The California Scenic Highway Program is intended to preserve and protect scenic highway corridors from change that would diminish aesthetic value of highway lands. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon travelers' enjoyment of the view. A scenic corridor is land generally adjacent to and visible from the highway and is identified using a motorist's line of vision. The corridor protection program seeks to encourage quality development that does not degrade scenic value of corridors. Minimum requirements for scenic corridor protection include:

- Regulation of land use and density of development
- Detailed land and site planning
- Control of outdoor advertising (including a ban on billboards)
- Careful attention to and control of earthmoving and landscaping
- Careful attention to design and appearance of structures and equipment

Title 24 of the California Code of Regulations Building Energy Efficiency Standards

The California Building Standards Code (CBC) (California Code of Regulations [CCR], Title 24)—including Title 24, Part 6—includes Section 132 of the Building Energy Efficiency Standards, which regulates lighting characteristics, such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. Different lighting standards are set by classifying areas by lighting zone. The classification is based on population figures of the 2000 Census. Areas can be designated as LZ1 (dark), LZ2 (rural), or LZ3 (urban). Lighting requirements for dark and rural areas are stricter to protect the areas from the introduction of new sources of light pollution and light trespass.

Local

City of Tracy General Plan

The General Plan establishes the following goals and policies related to aesthetics, light, and glare that are relevant to this analysis:

Land Use Element

Goal LU-1 **A balanced and orderly pattern of growth in the City.**

Objective LU-1.1. **Establish a clearly defined urban form and City structure.**

Policies

Policy P1 New development and redevelopment in existing areas shall be organized as a series of residential Neighborhoods, Employment Areas, Corridors, Village Centers, the Downtown and the I-205 Regional Commercial Area. Each is defined as follows:

- Neighborhoods are residential areas of the City that are approximately 0.5 mile in diameter and centered on a focal point such as a park, school, or public open space.
- Employment areas are the job-centers of the City and include office districts, retail centers and industrial areas.
- The Downtown provides a focal point of community life in the City and contains a mix of uses including commercial, residential, public facilities and community services.
- Village Centers are retail areas that may contain a mix of uses, such as housing and office uses. These areas serve several neighborhoods and are designed to be walkable, main streets.
- Corridors refer to several arterial streets, each with a mix of uses.
- The I-205 Regional Commercial Area is a special district north of I-205 that contains big-box retail, automobile sales establishments and a large, regional shopping mall.

Community Character Element

Goal CC-1 **Superior design quality through Tracy.**

Objective CC-1.1. **Preserve and enhance Tracy's unique character and "hometown feel" through high-quality urban design.**

Policies

CC-1.1 P1 Preserving and enhancing hometown feel shall be the overriding design principle for the City of Tracy.

CC-1.1 P3 All new development and redevelopment shall adhere to the basic principles of high-quality urban design, architecture and landscape architecture including, but not limited to, human-scale design, pedestrian-orientation, interconnectivity of street layout, siting buildings to hold corners, entryways, focal points, and landmarks.

CC-1.1 P4 To the extent possible, site layout and building design should take into account Tracy's warm, dry climate, such as through the inclusion of trees and landscaping or other architectural elements to provide shade.

CC-1.1 P5 Lighting on private and public property should be designed to provide safe and adequate lighting, while minimizing light spillage to adjacent properties.

Objective CC-1.2. Balance the need for growth with the preservation of Tracy's "hometown feel."

Policies

CC-1.2 P1 New development projects shall be approved only if they meet the design principles set forth in the Community Character Element and in detailed design guidelines approved by the City Council.

Objective CC-1.4. Minimize the use of sound walls in Tracy.

Policies

CC-1.4 P3 Sound walls or solid fences along streets other than arterials and expressways should be used only if no other design solutions exist for reduction the impact of roadway noise on residential areas.

CC-1.4 P4 Where sound walls are used, they shall be set back from the street, include design features that enhance visual interest and be landscaped in order to mitigate their impact on urban character and the pedestrian environment.

Objective CC-1.5. Provide underground utilities throughout Tracy.

Policies

CC-1.5 P1 New development shall locate and construct utilities underground.

Goal CC-4 An enhanced identity through preservation of open space at the City's periphery and appropriate transitions between urban development and non-urban areas.

Objective CC-4.1. Create appropriate edges to the urbanized area.

Policies

CC-4 P1 Strongly oppose the urbanization within the City of Tracy's Planning Area as defined by this General Plan or the San Joaquin County General Plan, whichever is more restrictive, particularly between the City of Tracy and the adjacent communities of Mountain House and Lathrop.

CC-4 P2 To the extent feasible, the City shall use land designations and open space preservation techniques to create appropriate transitions. A variety of techniques can be used to create the soft or hard edges to the City including the following:

- **Buffer Zone.** Soft edges can be created with buffer zones such as natural open space, large setbacks, and landscaped areas, as a means to separate urban from rural uses. Buffer areas shall be planted and maintained by the property owner, tenants or homeowners association and may include passive and active recreation areas such as picnic areas, bridle, and walking trails. Golf course development may also be an option in areas where a soft edge is desired.
- **Cluster Development.** Clustered development is a method of site planning in which structures are clustered on a given site in the interest of preserving open space or creating a buffer. Areas with clustered development typically have low gross residential densities and high minimum open space requirements to encourage the clustering of structures.
- **Feathering of Density:** A gradual reduction in residential density can be used to establish a smooth transition between urban and rural uses.

CC-4 P3 The City shall encourage the location of new parks around the edge of the SOI to help create and support a soft edge to the City.

Goal CC-11 **Well-designed Employment Areas that are integrated with other parts of Tracy.**

Objective CC-11.1 **Ensure that Employment Areas are developed with a recognizable identity and structure.**

Policies

CC-11.1 P1 Employment Areas should contain one or more focal points such as a retail use, park, or plaza.

CC-11.1 P2 Focal Points in Employment Areas may be located on private or public property and are encouraged to be publicly accessible.

CC-11.1 P3 Development within an Employment Area should occur such that a majority of business parks or office parks are within a reasonable walking or biking distance, generally 0.5 mile, of one or more focal points.

Objective CC-11.2 **Encourage attractive design in Employment Areas.**

Policies

CC-11.2 P1 Development in Employment Areas should adhere to high-quality design standards.

CC-11.2 P4 Building setbacks for office buildings or office portions of industrial buildings should be minimized to ensure that buildings define the edges of the street.

CC-11.2 P5 Building façades in Employment Areas should provide visual interest.

CC-11.2 P6 Loading facilities in Employment Areas should be screened from view from public streets to the extent possible.

CC-11.2 P7 Individual projects in Employment Areas shall provide adequate buffers to adjacent residential areas.

CC-11.2 P8 Fencing on industrial and commercial sites at the front property line shall be discouraged, except when necessary for security or noise attenuation.

CC-11.2 P9 Fencing visible from the public right-of-way shall be visually appealing when used in industrial and commercial developments.

Objective CC-11.3 Minimize the impact of parking on the pedestrian environment in the Employment Areas.

Policies

CC-11.3 P1 The impact of parking in Employment Areas on the pedestrian environment should be minimized with attractive landscaping.

CC-11.3 P2 Parking lots should be set back from the street with a landscaped buffer wherever possible.

CC-11.3 P3 Parking for alternative modes of transportation, such as preferential parking for carpool/vanpool, motorcycles or alternative fuel vehicles and bicycles, should be incorporated into parking plans for development projects in Employment Areas.

Northeast Industrial Specific Plan

The NEI Specific Plan establishes design guidelines and development standards for projects within its boundaries. For Light Industrial (LI) uses, this includes a maximum floor area ratio (FAR) of 0.5 and a maximum building height of 60 feet. Applicable design guidelines include design of streetscapes, use of automatic irrigation, lighting fixtures and standards, landscaping, driveway standards, building architecture, and signage.

City of Tracy Municipal Code

Chapter 7.08–Trees and Shrubbery

This chapter regulates removal, alteration, planting, and maintenance of public trees (mainly street trees) and shrubbery and requires a permit for removal or alteration of a street tree, including tree stumps. Street trees are defined as "any tree that has the center of its trunk at ground level located within the right-of-way or planting easement. Shrubs with multiple, or single, trunk(s) are included in this definition of 'street tree.' The [Parks and Community Services or Public Works] Director shall determine whether any specific woody plant shall be considered a 'street tree.'"[4] No replacement ratio for removed or altered trees is identified in the ordinance.

Chapter 10.08, Article 20–Light Industrial Zone (M-1)

This article provides development standards and permitted uses for the Light Industrial Zone (M-1). Included in this article are standards governing screening, height, and site, lot, and yard area. A

[4] City of Tracy. 2002. Tracy Municipal Code Section 7.07.010 – Definitions.

screening fence six (6') feet in height, measured from the finished grade of the M-1 Zone property line, separating the M-1 Zone property from adjoining residential zones, shall be required. There shall be no building site area or lot are requirements in the M-1 Zone. Minimum yards in the M-1 Zone shall be as follows: 25 feet for front yards, no requirement for side yards except where adjoining a residential zone in which case a side yard of 15 feet shall be required, and no requirement for rear yards.

Chapter 10.08, Article 30–Development Review

This article details the development review permit process. All uses requiring a building permit shall obtain development review compliance except as provided for in this article and the CEQA Guidelines adopted by the City. The application for a development review permit must be in the form required by the Development Services Department and must include the fee established by City Council resolution.

Approval Authority

Each development review application would be considered in one of three tiers, depending on the nature of the application, as follows:

a) Tier 1. A Tier 1 application is reviewed by the City Council, following recommendation by Planning Commission and occurs when:
   a. The development review permit application is paired with another application being reviewed by the City Council (including an appeal);
   b. The affected property is located within the I-205 overlay zone;
   c. A specific plan or design guidelines require City Council review.

The City Council considers development review permit applications after notice and a public hearing.

b) Tier 2. A Tier 2 application is reviewed by the Planning Commission and occurs when:
   a. The development review permit application is paired with another application being reviewed by the Planning Commission (including an appeal);
   b. The development review permit application is for a site located within 500 feet of a freeway;
   c. A specific plan or design guidelines require Planning Commission review;
   d. The Director refers a development review permit application to the Planning Commission.

The Planning Commission considers development review permit applications after notice and a public hearing.

c) Tier 3. A Tier 3 application is reviewed by the Director and occurs when not covered by Tier 1 or Tier 2, above. The Director may refer review and approval of an application to the Planning Commission.

The Director will consider a development review permit application after notice and a public hearing.

Decision and Findings

The reviewing body will consider the following factors: general site considerations including height, bulk, and size of buildings; physical and architectural relationship with the existing and proposed structures;

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

Before approving a development review permit, the reviewing body (under Section 10.08.3950) must make written findings that:

1. the proposal increases the quality of the project site, and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy.
2. the proposal conforms to this chapter, the general plan, any applicable specific plan, the Design Goals and Standards, any applicable Infrastructure Master Plans, and other City regulations.

Appeal

Any person dissatisfied with the action taken on an application for a development review permit may file an appeal to the Planning Commission within 10 days after the Director's notice of decision. An action of the Planning Commission may likewise be appealed to the City Council, by filing a written appeal within 10 days after the Commission's action, all in accordance with the procedures for appeals set forth in Section 1.12.020.

Time Limits

A development review permit approval lapses 2 years after the date it became effective unless:

1. By condition of the permit a greater time is allowed, up to 3 years, based on the size, complexity or other project characteristics; or
2. A building permit is issued and construction is begun and diligently pursued toward completion.

Extensions

1. The property owner may apply for one or more extensions before the development review permit has lapsed. Submittal of the application for extension together with the application fee suspends the expiration date until the decision on the extension, and the City will not issue a building permit during the period of suspension.
2. The approval body for the permit shall conduct a public hearing. If the approval body was the Director, he or she may refer the extension request to the Planning Commission for a public hearing and decision.
3. The Director (or Planning Commission upon referral) may approve an extension for up to 3 years if it finds there are no substantial changes in: (i) the project; or (ii) the circumstances, City policies, standards, or laws that affect the approval.
4. The development review permit is automatically extended (without separate notice or public hearing) for a corresponding period of time if the Planning Commission approves extension of a conditional use permit for the same project, under Section 10.08.4250.
5. The extension decision may be appealed under Section 10.08.3970.

Chapter 10.08, Article 35–Signs

This article provides standards to safeguard the health, safety and welfare of the community by regulating and controlling the type, number, area, height, structural design, quality of materials, construction, illumination, location, and maintenance of all signs and sign structures. Signs are defined as "any medium, including its structure and component parts, which is used, or intended to be used, to attract attention to the subject matter for advertising purposes, announcement, declaration, demonstration, display, projected image, illustration, insignia, surface, object, or space when erected, or background including painted in contrasting colors, or maintained in view of the general public for identification, advertisement, or the promotion of the interests of any person, entity, product, or service."[5]

3.1.4 - Impacts and Mitigation Measures

Significance Criteria

The City, in its discretion, is using Appendix G of the CEQA Guidelines as thresholds of significance for the proposed project. According to CEQA Guidelines' Appendix G Environmental Checklist, to determine whether impacts related to aesthetics are significant environmental effects, the following questions are analyzed and evaluated. Would the proposed project:

a) Have a substantial adverse effect on a scenic vista?

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

c) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Approach to Analysis

This analysis provides a discussion of the potential visual impacts to aesthetic resources associated with the proposed project upon the project site and the vicinity. Several variables affect the degree of visibility, visual contrast, and ultimately the determination as to project impacts: (1) scale and size of facilities, (2) viewer types and activities, (3) distance and viewing angle, and (4) influences of adjacent scenery or land uses. Viewer response and sensitivity vary depending on viewer attitudes and expectations. Viewer sensitivity is distinguished among project viewers in identified scenic corridors and from publicly accessible recreational and plaza areas. Recreational areas and scenic corridors are considered to have relatively high sensitivity. Drivers along highways, such as I-205 and I-5, are considered to have relatively low sensitivity because of the speed of travel along these highways.

FCS evaluated potential project impacts on aesthetics, light, and glare through site reconnaissance and review of applicable plans and policies. FCS personnel visited the project site in September 2024 and documented site conditions through photographs, notes, aerial photographs, topographical and street

[5] City of Tracy. 2002. Tracy Municipal Code Section 10.08.4440 – Definitions.

maps, and project plans and elevations to identify surrounding land uses and to evaluate potential impacts from project development. The General Plan, the Municipal Code, and the NEI Specific Plan were reviewed to determine applicable policies, development standards, and design guidelines for the proposed project, and project plans were reviewed to determine compliance with the applicable requirements of the General Plan, Municipal Code, and the NEI Specific Plan.

Light and Glare

The analysis of light and glare impacts in this section focuses on the nature and magnitude of changes in light and glare conditions of the project site and surrounding area. If light and glare conditions of the proposed project and the existing environment are similar, then the visual compatibility would be high and any resulting impacts would be less than significant. If light and glare conditions of the proposed project would strongly contrast with existing light and glare or applicable General Plan or NEI Specific Plan policies and guidelines and/or any applicable Municipal Code requirements, then light and glare compatibility would be low and significant impacts may result. Relevant urban design policies, requirements, and guidelines are used to provide conclusions regarding significance of individual- and cumulative-level light and glare impacts.

Scenic Vistas

Impact AES-1: The proposed project would not have a substantial adverse effect on a scenic vista.

Construction

The General Plan identifies "scenic resources" rather than "scenic vistas." Therefore, for the purposes of this analysis, a significant impact would occur if project construction would result in substantial adverse effects on the view of a scenic resource as defined by the General Plan. During construction, views of scenic resources could be impacted because of construction vehicles and equipment, as well as dust generated from construction of the proposed project.

As described in the Environmental Setting, the General Plan EIR and the City of Tracy identify the following scenic resources: views of the Diablo Range, natural landscapes surrounding the Paradise Cut, Old River, and Tom Paine Sloughs, expansive agricultural areas, and electricity-generating wind farms.[6] In addition, the General Plan notes that entrances to the City from major roadways called "entry corridors" or "gateways" are important in providing a transition from a rural to urban environment and include views from the exits on I-205 off MacArthur Drive, Tracy Boulevard, Grant Line Road and Eleventh Street, and exits from I-580 at Lammers Road and Corral Hollow Road. The scenic resources visible from the project site and from adjacent, publicly accessible roadways (Grant Line Road, Paradise Road, and California Avenue) include views of the "entry corridors" from eastbound I-205 off MacArthur Drive, views of expansive agricultural lands, and views of the Diablo Range to the west.

Construction of the proposed project would not significantly interrupt views from the entry corridor off MacArthur Drive because of the distance to that corridor and intervening development and trees, all of which would remain. However, given the expected duration of construction (approximately 3 years) and

[6] Design, Community and Environment. 2005. City of Tracy General Plan Environmental Impact Report – Prepared for the City of Tracy. October 4.

the proximity of the project site to surrounding publicly accessible roadways (Grant Line Road, Paradise Road, and California Avenue), construction of the proposed project would partially obstruct, to a certain degree, views of expansive agricultural lands on and adjacent to the project site from these roadways. Though the project site is located far from the Diablo Range (approximately 9 miles to the east of the range), the Diablo Range is still visible from California Avenue. The construction of each phase of the proposed project would include demolition, site preparation, grading and other construction-related activities; however, while construction vehicles and equipment would be on-site, those vehicles and equipment (including typical on-ground cranes used to tile up panels) would not be tall enough to obstruct the views of expansive agricultural lands or views of the Diablo Range from California Avenue and these views would only be partially obstructed while the buildings are being erected. Dust caused by construction would be kicked up intermittently throughout the day but would not be significant enough to substantially obstruct these views given the nature of dust control, distance of scenic resources, and the temporary nature of construction (particularly significant ground disturbance). In addition, as described in Section 3.3, Air Quality, the proposed project would be required to incorporate numerous dust control measures as stipulated by District Rule 8021. Because the project site is located to the north and east of Grant Line Road and Paradise Road, respectively, views of the Diablo Range from those roadways would not be significantly affected by the proposed project's construction.

In summary, construction of the proposed project would not result in a substantial impact to publicly accessible views from the project site and certain roadways of above-described scenic resources (certain entry corridors, expansive agricultural lands, and certain views of the Diablo Range) as defined in the General Plan. Impacts would be less than significant.

Operation

As noted above, the General Plan identifies scenic resources, rather than scenic vistas. Therefore, a significant impact would occur if project operation would result in substantial adverse effects on the view of a scenic resource, as defined by the General Plan (scenic resources are detailed in the Environmental Setting section and above).

As anticipated in the General Plan, the area surrounding the project site is a transition zone between rural and agricultural lands to an urban environment, and the General Plan seeks to enhance the City's identity by creating a soft transition between urban and non-urban uses around the edge of the City. Techniques used to achieve this goal are addressed in Goal CC-4, which recommends the use of buffer zones and landscaping to create appropriate transitions. Additional development standards address building placement and appearance, circulation, parking and loading, fencing and screening, signage, exterior lighting, and sustainable design practices. The General Plan also thoughtfully orients similar land uses in specific areas of the City through zoning and land use designation. These standards are intended to ensure that new development is visually compatible with surrounding uses. The proposed project would be required to adhere to this goal and associated applicable policies and standards, including the use of a buffer zone and landscaping, which would be provided by the proposed stormwater detention basin. This would constitute an approximately 1,000-foot separation between the nearest proposed building and the nearest home on California Avenue. This separation would also create a sizable setback from the unincorporated community of Banta. To further ensure compatible land uses with consistent overall aesthetics and development standards, Goal LU-1 encourages a balanced and orderly pattern of

growth within the City and contains provisions for organizing growth within the City into a series of residential Neighborhoods, Employment Areas, Corridors, Village Centers, the Downtown, and the Interstate 205 (I-205) Regional Commercial Area. By guiding the location, intensity, and design of new development, General Plan policies and development standards ensure the preservation of agricultural land and the overall aesthetic and functional cohesion of the City's urban edge. Conformance with this goal and its associated policies and actions would ensure that the proposed project is visually compatible with the surrounding land uses and that the most sensitive agricultural lands are protected.

The scenic resources visible from the project site and adjacent, publicly accessible roadways (Grant Line Road, Paradise Road, and California Avenue) are views of the "entry corridors," which include the eastbound exit from I-205 off MacArthur Drive, views of expansive agricultural lands, and views of the Diablo Range to the west. During operation, the buildings would not significantly interrupt views from the entry corridor off MacArthur Drive because of the distance to those corridors as well as intervening development and trees, all of which would remain, and drivers along I-205 are considered to have a relatively low sensitivity because of the speed of travel along the highway.

The stormwater detention basin and land set aside for the future interchange area would provide a sizable setback between the homes on California Avenue and the proposed buildings on the Dermody Property and the required landscaped frontage. The proposed buildings would be similar in height to the existing industrial development located between the publicly accessible roadways and the Diablo Range. In addition, pursuant to the NEI Specific Plan, the maximum permitted height for the proposed buildings would be 60 feet and the proposed buildings, as designed, would be required to comply with this requirement. Even with the setback and adherence to applicable development standards and design guidelines, given the change in the project site from expansive agriculture land to a large industrial site and the proximity of the project site to Grant Line Road, Paradise Road, and California Avenue, operation of the proposed project would impact views of expansive agricultural lands on and adjacent to the project site from publicly accessible roadways. However, this type of change was envisioned by the City in the General Plan and is in keeping with the relevant General Plan goals, objectives, and policies described above (see also Section 3.11, Land Use and Planning), as well as being compatible with other surrounding similar urbanized uses in the general vicinity.

Because the project site is to the north and east of Grant Line Road and Paradise Road, respectively, views of the Diablo Range available to drivers traveling on these roadways would not be significantly affected. Drivers along these roadways would have a low sensitivity because of the typical speed of travel (40 miles per hour) along these roadways. Views of the Diablo Range from California Avenue are already partially obstructed by the intervening industrial developments, and the proposed buildings would result in further view obstruction to a certain degree; however, this roadway is considered to have a low sensitivity because of the typical speed of travel. In addition, this type of industrial development would be a continuation of the type of development that is envisioned by the General Plan for the project site and vicinity and the already increasingly urbanized nature of the general vicinity (including other substantial industrial uses within the adjacent NEI Specific Plan Area). Therefore, the proposed project would not substantially adversely impact publicly accessible views of scenic resources as defined by the General Plan during operation, and impacts would be less than significant.

Level of Significance

Less than significant impact.

Scenic Highways

Impact AES-2: The proposed project would not substantially damage scenic resources within a State Scenic Highway.

Construction

A significant impact would occur if proposed construction would substantially damage scenic resources as seen from a designated scenic highway. As shown in Exhibit 3.1-1, I-580 is officially designated as a State Scenic Highway between I-205 and I-5 and is the nearest State Scenic Highway from the project site.[7] The project site is located approximately 7.2 miles northeast of I-580 and is not visible from that highway. Furthermore, intervening trees and existing urbanized development, all of which would remain, would obscure the project site from being viewed from this portion of the highway. Therefore, the proposed project would not further obstruct views from this highway such that substantial damage to the identified scenic resources would occur. Thus, demolition, grading, tree removal, and other related activities during construction would not result in substantial adverse impacts to scenic resources within a State Scenic Highway, and no significant impact would occur.

Operation

A significant impact would occur if project operation would substantially damage scenic resources as seen from a designated scenic highway. Given the absence of scenic highways proximate to the project site and the presence of intervening trees and existing urbanized development between the project site and the nearest scenic highway, the proposed project would not significantly and adversely affect views from a State Scenic Highway during operation, and no significant impact would occur.

Level of Significance

Less than significant impact.

Visual Character

Impact AES-3: The proposed project is in an urbanized area. The proposed project would not conflict with applicable zoning and other regulations governing scenic quality.

The proposed project is located in an increasingly urbanized area, and therefore, impacts to scenic quality under this threshold are analyzed in terms of compatibility with applicable zoning and other regulations governing scenic quality. The General Plan designates the project site as industrial. Primary land uses allowed under this designation consist of flex/office space, manufacturing, warehousing and distribution, and ancillary uses for workers' needs (e.g., restaurants, parks, consumers services, etc.). The maximum allowed FAR is 0.5.[8] The project site is not currently within city limits, although it is within the City's current SOI (and the 10-year planning horizon); accordingly, the City of Tracy does not currently

[7] California Department of Transportation (Caltrans). 2024. California State Scenic Highway System Map. Website: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed November 14, 2024.

[8] Design, Community & Environment (DCE). 2011. City of Tracy General Plan. February.

provide a zoning designation for the project site. The co-applicants are requesting pre-zoning to a designation of NEI Specific Plan and an amendment to the boundaries of the NEI Specific Plan to include the project site. No other proposed amendments to the NEI Specific Plan are being proposed by the co-applicants, and the proposed project would be required to be consistent with this proposed zoning.

Pursuant to the NEI Specific Plan, the maximum height for the proposed project is 60 feet (similar to other industrial buildings in the area), and the proposed buildings would not exceed this height. This height would also be consistent and compatible with adjacent existing industrial uses to the south and west. As described in the Environmental Setting and Regulatory Setting, the General Plan and NEI Specific Plan contain design guidelines and policies and development standards that include measures to help ensure quality design. These standards, policies, and guidelines address, among other things, the size, placement and appearance of buildings, circulation, interfacing with I-205, parking and loading, landscape design, fencing and screening, signage, exterior lighting, and sustainable design practices. As anticipated in the General Plan's industrial land use vision for the project site and vicinity, the area surrounding the project site is a transition zone between rural and agricultural lands and an urban environment. The General Plan seeks to enhance the City's identity by creating a soft transition between urban and non-urban uses around the edge of the City and taking into appropriate consideration the siting of industrial uses. Techniques used to achieve this goal are addressed in Goal CC-4, which recommends the use of buffer zones and landscaping to create appropriate transitions. The proposed project would be required to adhere to this goal and associated policies, including the use of a buffer zone and landscaping, which would be provided by the proposed stormwater detention basin. This would constitute an approximately 1,000-foot separation between the nearest proposed building and the nearest home on California Avenue. This separation would also create a sizable setback from the unincorporated community of Banta. For the remaining proposed buildings on the Suvik Property, the agricultural lands adjacent to the project site to the northeast would provide a 725 foot buffer between the proposed buildings and California Avenue. From the proposed buildings on the Suvik Property to the existing homes on Grant Line Road, there is a 125-foot buffer due to the road and proposed landscaping. These buffers further reduce potential aesthetic impacts by maintaining open space and incorporating landscaping that blends with the surrounding environment.

The proposed project would be required to comply with all applicable design guidelines and policies and development standards set forth in the General Plan, NEI Specific Plan, and the Municipal Code to ensure consistency and visual compatibility with surrounding existing and planned uses, with compliance being confirmed as part of the site-specific development review permit process. Therefore, impacts related to consistency with applicable scenic quality regulations and visual quality and character would be less than significant.

Level of Significance

Less than significant impact.

Light and Glare

Impact AES-4: The proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Construction

Construction-related impacts would include a certain amount of light and glare from construction equipment and machinery and nighttime security lighting. Light and glare during the construction phase would be temporary and limited to the duration of construction. Pursuant to Municipal Code Section 4.12.820, construction activities involving the use of certain loud construction equipment would be limited to between 7:00 a.m. and 10:00 p.m. on weekdays and between the hours of 7:00 a.m. and 10:00 p.m. on weekends and federal holidays.[9] Any remaining lighting after 10:00 p.m. would be limited to safety and security lighting, which would be relatively minimal in nature and would be required to adhere to all applicable City standards (in terms of reducing light spillage, etc.) Therefore, construction-related impacts associated with light and glare would be less than significant.

Operation

Light and Glare

The proposed project would have a significant impact if substantial light or glare would adversely affect nighttime or daytime views in the area. Sources of daytime glare include direct beam sunlight and reflections from windows, architectural coatings, glass, and other reflective surfaces. Nighttime illumination and associated glare are generally divided into two sources: stationary and mobile. Stationary sources include structure lighting and decorative landscaping lighting, lighted signs, solar panels, and streetlights. Mobile sources are primarily headlights from motor vehicles.

As described in the Environmental Setting, the project site contains minimal existing light and glare due to the small amount of existing development on-site. With the proposed project, exterior lighting would be located around and within the project site for security and safety purposes. As a result, the proposed project would increase the amount of light and glare on the project site compared to existing conditions. The lighting fixtures used for the proposed project would meet all applicable safety standards and other requirements pursuant to the latest adopted edition of the California Building Code. Lighting would be installed throughout the length of the New Private Drive pursuant to the Municipal Code, among other locations, and all other lighting fixtures installed throughout the project site would comply with applicable Municipal Code requirements. The proposed project would be required to adhere to all applicable development standards and design guidelines provided in the NEI Specific Plan intended to reduce daytime glare and nighttime lighting; the City would confirm consistency with these requirements as part of the development review permit process. The NEI Specific Plan provides that one lighting fixture style be used on all streets. Where feasible, light standards would be in roadway medians.[10]

Project signage would be required to conform to the applicable requirements of Municipal Code Chapter 10.08, Article 35, except as modified by the NEI Specific Plan. A site-specific sign program would be

[9] Because of the need to conduct concrete work outside of the most-heat intensive times during the day, it is anticipated that concrete work may occur at night.

[10] City of Tracy. 2012. Northeast Industrial Specific Plan. July.

prepared and integrated into the total design concept for each individual development proposal within the proposed project, and all signs must be approved by the City prior to installation. Sign illumination would be confined to the area of the sign except when such illumination is back-lighting for an otherwise non-illuminated sign. No sign illumination would be permitted to cast a glare that is visible from any street. Furthermore, project landscaping would be included along all project boundaries and throughout the project site consistent with applicable requirements of the Municipal Code and the NEI Specific Plan. Landscaping would further reduce light spillage off-site and help block glare from significantly impacting nearby uses.

Given the nature of the proposed uses, it is anticipated that there would be minimal windows, but the windows could result in glare. With respect to other potential sources of daytime glare, including direct beam sunlight and reflections from architectural coatings, glass, and other reflective surfaces, the proposed project would employ applicable Best Management Practices (BMPs) outlined in the CBC for the purpose of regulating light and glare. This includes Title 24, Part 6, Subchapter 5, Section 140.3, which requires all materials used low sloped roofs to have a minimum solar reflectance index of 75, and a minimum aged solar reflectance of 0.65. Compliance with the CBC would reduce impacts related to daytime glare. Any such glare would also be partially obscured by landscaping, depending on the time of day and the location of the reflecting light source. Glare may also occur from vehicles traveling to and from the project site; however, such glare would be transient, depending upon the time of day and location of the vehicle.

The proposed project is located in an area with several existing industrial warehouses to the south and east. Each of these nearby industrial properties emits nighttime light and glare from streetlights and building signage, as well as vehicle headlights, contributing to existing ambient nighttime lighting in the area. The proposed project would contribute to ambient nighttime lighting and glare similar to existing industrial uses but would be required to comply with all applicable regulations in the NEI Specific Plan, including those pertaining to control of spillover light onto adjacent uses. Because of the proposed project's location adjacent to other existing urban development and given existing nighttime lighting conditions, the proposed project would not add substantial nighttime lighting or glare into the area. Therefore, impacts to light and glare would be less than significant.

Level of Significance

Less than significant impact.

3.1.5 - Cumulative Impacts

Visual Character and Views

For purposes of evaluating the proposed project's cumulative impacts on visual character and views, the relevant geographic scope of review is within the immediate vicinity surrounding the project site, which would generally involve substantially the same scenic resources (in nature and proximity) as described above. This is the area within view of the proposed project and, therefore, the area most likely to experience changes in visual character or impacts to views. The cumulative setting includes relevant past, present and reasonably foreseeable future development, including existing agricultural and industrial uses located in the above-referenced geographic scope. Adjacent to the project site, existing

industrial development is located between the publicly accessible roadways and the Diablo Range. Additionally, six probable future cumulative projects listed in Chapter 3, Environmental Impact Analysis, Table 3-1 (Cumulative Project 9, Cumulative Project 12, Cumulative Project 22, Cumulative Project 30, Cumulative Project 33, and Cumulative Project 43) are within approximately 1 mile of the project site, which represents the same visible area as the proposed project. Cumulative Project 9 is approximately 0.9 mile to the southwest, Cumulative Project 12 is approximately 0.81 mile to the southwest, Cumulative Project 22 is approximately 0.87 mile to the west, Cumulative Project 33 is approximately 0.52 mile to the northwest, Cumulative Project 30 is approximately 0.45 mile to the west, and Cumulative Project 43 is approximately 0.39 mile to the southwest.

Scenic Vistas

Development of the relevant cumulative projects would take place within the context of substantially the same scenic resources (in nature and proximity) as described above. During construction and operation, similar to the proposed project, the relevant cumulative projects would be subject to applicable General Plan, NEI Specific Plan, and Municipal Code provisions, development standards and design policies, and guidelines related to, among other items, building heights and massing, setbacks, undergrounding of utilities, landscaping, signage, and permitted land uses as described above, which would serve to help ensure no significant impacts to scenic vistas (in this case, scenic resources as defined by the General Plan). For these reasons, the proposed project, in combination with the cumulative projects, would not result in a significant cumulative impact with respect to scenic vistas. Moreover, for these same reasons and as further discussed above, the proposed project's contribution to this already less than significant impact would not be cumulatively considerable.

Scenic Resources

Development of the relevant cumulative projects would take place within the context of substantially the same scenic resources as described above, with the closest designated scenic highway being located miles away. Given the absence of scenic highways proximate to the cumulative projects, along with the presence of intervening trees and existing urbanized development in the vicinity and the nearest scenic highway, the proposed project, in combination with the cumulative projects, would not significantly and adversely affect views from a State Scenic Highway, and therefore no significant cumulative impact would occur. Moreover, for these same reasons and as further discussed above, the proposed project's contribution to this already less than significant impact would not be cumulatively considerable.

Scenic Quality

In terms of potential cumulative impacts associated with the overall scenic quality, similar to the proposed project, other cumulative projects would be required to adhere to applicable General Plan goals, policies, actions, standards, and guidelines as well as those set forth in the NEI Specific Plan and the Municipal Code. Accordingly, given the urbanized nature of the project site and vicinity, consistency with the foregoing would ensure that the cumulative impacts in this regard would be less than significant. Moreover, for these same reasons and as further discussed above, the proposed project would not make a cumulatively considerable contribution to this already less than significant cumulative impact.

Light and Glare

For purposes of evaluating the cumulative impacts on light and glare, the relevant geographic scope of review is within the immediate vicinity (i.e., within 1 mile) of the project site. This is the area within view of the proposed project and, therefore, the area most likely to experience changes in light and glare. The cumulative setting includes both existing agricultural land and outbuildings as well as industrial warehouses. Additionally, six probable future cumulative projects listed in Chapter 3, Environmental Impact Analysis, Table 3-1 (Cumulative Project 9, Cumulative Project 12, Cumulative Project 22, Cumulative Project 30, Cumulative Project 33, and Cumulative Project 43) are within approximately 1 mile of the project site, the same visible area as the proposed project.

Similar to the proposed project, buildings associated with these cumulative projects would result in an increase in light and glare with the introduction of structure lighting, decorative landscaping lighting, lighted signs, solar panels, and streetlights as well as mobile sources (headlights from vehicles), along with sources of daytime glare from windows, architectural coatings, glass, and other reflective surfaces. Because these cumulative projects would be adjacent to other existing urban development, they would add nighttime lighting or glare in an area with existing lighting impacts. Similar to the proposed project, the cumulative projects would be required to adhere to all applicable policies, development standards, and design guidelines provided in the General Plan, NEI Specific Plan and the Municipal Code intended to reduce impacts associated with daytime glare and nighttime lighting; the City would confirm consistency with these requirements as part of the development review permit process. Therefore, the proposed project, in combination with the cumulative projects, would result in a less than significant cumulative impact to light and glare.

For these same reasons and as further described above, the proposed project would not add significant lighting or glare in an area with no existing lighting and would be required to adhere to all applicable policies, development standards, and design guidelines in the General Plan, the NEI Specific Plan and the Municipal Code, which would further ensure that its contribution to the already less than significant cumulative impact would not be cumulatively considerable with respect to light and glare.

Level of Cumulative Significance

Less than significant cumulative impact.

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3.2 - Agriculture and Forestry Resources

3.2.1 - Introduction

This section describes existing agriculture and forestry resources and potential environmental effects thereon from project implementation on the project site and its surrounding area. Descriptions and analyses in this section are based, in part, on information contained in the City of Tracy General Plan, and California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) maps. The following comments were received during the Notice of Preparation (NOP) scoping period related to Agriculture and Forestry Resources:

- Concerns regarding loss of agricultural land and farmland community.
- Comments note the land has an active Williamson Act Contract and recommends that the analysis evaluate whether the project complies with the terms of Williamson Act and local program requirements.
- Requests that the Draft Environmental Impact Report (Draft EIR) specify the type, amount, and location of farmland conversion resulting directly and indirectly from implementation of the proposed project. The commenter asks that impacts on any current and future agricultural operations in the vicinity (e.g., land use conflicts, increases in land values and taxes, loss of agricultural support infrastructure such as processing facilities, etc.) be considered.
- Requests that the Draft EIR discuss incremental impacts leading to cumulative impacts on agricultural land. This would include impacts from the proposed project, as well as impacts from past, current, and likely future projects.
- Requests that the Draft EIR discuss implementation of any City or County Agricultural Mitigation Plans, Programs, or Policies.
- Requests that the Draft EIR discuss proposed mitigation measures for impacted agricultural lands within the project area.
- Requests that the Draft EIR discuss the proposed project's compatibility with lands within an agricultural preserve and/or enrolled in a Williamson Act Contract.

3.2.2 - Environmental Setting

Farmland Classifications

The California Department of Conservation FMMP classifies cultivated agricultural land into four categories, listed below:

- **Prime Farmland:** Land with the best combination of physical and chemical features able to sustain the long-term production of agricultural crops. These lands have the soil quality, growing season, and moisture supply needed to produce sustained high yields.
- **Unique Farmland:** Land of lesser-quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards, as found in some climactic zones in California.

- **Farmland of Statewide Importance:** Land similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to hold and store moisture.
- **Farmland of Local Importance:** Land of importance in the local agricultural economy, as determined by each County's Board of Supervisors and a local advisory committee.

The FMMP also recognizes "Other Land" that is not included in any other mapping category. Common examples of "Other Land" include low density rural development. Semi-Agricultural and Rural Commercial Land is included in this category. Williamson Act Contract

Williamson Act Contracts are formed between a county or city and a landowner to restrict specific parcels of land to agricultural or related open space use in exchange for reduced property tax assessments. Private land within locally designated agricultural preserve areas is also eligible for enrollment under a contract. The minimum term for contracts is 10 years; however, since the contract term automatically renews annually, the actual term is essentially indefinite, albeit subject to both nonrenewal and contract cancellation provisions as detailed more fully in the applicable provisions of the Government Code. Williamson Act Contracts are described in more detail in Section 3.2.4, Regulatory Framework.

3.2.3 - Existing Conditions

Surrounding Agricultural Uses

Most areas north and east of the project site, in addition to a few parcels directly south and west, are currently used for agriculture. The County of San Joaquin has zoned areas north, east, and south of the project site (outside city limits) as AG-40, General Agriculture (40 acres), and designates these lands under the County General Plan as General Agriculture (A/G).[1]

As shown in Chapter 2, Project Description, Exhibit 2-2, plots immediately, southeast, east, north and northwest of the project site contain agricultural fields. To the west of the project site, it becomes immediately urban with the City of Tracy and to the northeast, it extends about 6 miles of agricultural use before becoming urban with West Manteca.[2]

Timber Land and Forest Land

Pursuant to Public Resources Code Section 4526, timberland is defined as ". . . land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. . . ." Timberland zoned as Timberland Production, as defined by California Government Code Section 51104(g) is an area ". . . devoted to and used for growing and harvesting timber, or for growing and harvesting timber and

[1] Mintier Harnish. 2016. San Joaquin County 2035 General Plan (prepared for San Joaquin County). December.
[2] Google Earth Maps Pro. 2025. Tracy City. March 11, 2025

compatible uses . . . " As mapped by the United States Department of Agriculture Forest Service, there are no National Forest lands within the City Planning Area.[3,4]

City of Tracy

Agricultural Economy

According to the Economic Development Element of the City General Plan, between 1990 and 2000, Tracy's employment base nearly doubled as it shifted from a strong agricultural and transportation-driven economy to a services and retail economy. Agriculture remains a major activity within undeveloped portions of the Tracy Planning Area; based on available information included in the General Plan, a total of approximately 7,458 acres of agricultural uses were located within the Sphere of Influence (SOI): 1,618 acres within the city limits and 5,839 acres outside the city limits. (City of Tracy General Plan, Draft Supplemental EIR.)

Farmland Classifications

Based on the information available on the California Department of Conservation's California Important Farmland Finder (CIFF), within the City there are limited areas of Prime Farmland, Unique Farmland, and Farmland of Local Importance. Land within the city limits contained approximately 1,415 acres of Prime Farmland, 198 acres of Unique Farmland, and 4,137 acres of Farmland of Local Importance.[5] The SOI contained approximately 4,763 acres of Prime Farmland, 475 acres of Unique Farmland, and 4,958 acres of Farmland of Local Importance. According to the City's General Plan there is no Farmland of Statewide Importance in either the City or the SOI. The 2022 Important Farmland data is the most recent available for San Joaquin County, which includes the City of Tracy.

Soils

Capay clay and Calla Carbona complex clay loam are the two most prominent soil types in the City and SOI.[6] Underlying soil types are relevant because certain types of soil are more suitable to agricultural uses than other soil types, and soil types assist the Natural Resources Conservation Service in its determination of farmland classifications. Capay clay and Calla Carbona complex clay loan soils are suitable for agricultural uses depending on slope and water availability

Williamson Act Contract

Based on available information from the City's General Plan, in 2005, land within the city limits contained approximately 1,360 acres of lands under a Williamson Act Contract. However, as explained in the General Plan, all of the 1,360 acres of Williamson Act land within the city limits have

[3] United States Department of Agriculture (USDA). Forest Service, National Forest Type Groups. Website: https://data.fs.usda.gov/geodata/rastergateway/forest_type/index.php. Accessed November 19, 2024.

[4] The Tracy Planning Area (Planning Area) is the land outside of the city limits and generally outside of the SOI that bears a relation to the City's planning and policy direction. The Planning Area contains approximately 114 square miles and is 92 square miles larger than the city limits and 72 square miles larger than the proposed SOI.

[5] California Department of Conservation. 2022. California Important Farmland Finder. Website: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed November 19, 2024.

[6] United States Department of Agriculture (USDA). Natural Resources Conservation Service. 2024. Web Soil Survey. Website: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed November 19, 2024.

filed for nonrenewal prior to the General Plan update. Within its SOI, as of 2005, approximately 4,073 acres of land were under a Williamson Act Contract.[7]

Project Site

Farmland Classifications

Almost all of the project site alongside portions of the off-site improvements areas are classified under the FMMP as Prime Farmland. Exhibit 3.2-1 depicts the Prime Farmland areas for the project site and off-site improvements. The project site and off-site areas contain approximately 168.53 acres of Prime Farmland and 1.46 acres of Farmland of Local Importance. There are also 10.1 acres of "Other" land identified as 7.52 acres of Semi-Agricultural and Rural Commercial Land, 2.51 acres of Urban and Built Up Land, and 0.07 acres of Rural Residential Land, as classified by the FMMP.

Current and Historic Uses

The project site contains only historic and current agricultural structures related to orchard and row crop production. The Dermody Property is currently occupied by two existing agricultural outbuildings used for equipment storage and maintenance, all located in the southwest corner of the property. The agricultural buildings began to appear in the 1930s, and an active dairy was present on-site from the 1950s to the 1970s.

Approximately 118 acres of the Dermody Property is currently used for row crop production, including alfalfa, winter wheat, and almonds. Several private dirt roads provide access within the project site; an irrigation/drainage channel runs along several of these roads. There is also a paved irrigation/drainage channel along the northeast property line of the Dermody Property.

Soils

Capay clay underlies the entire project site as shown in Exhibit 3.2-2.

Williamson Act Contract

The Suvik Property is currently under a Williamson Act Contract, totaling 46.61 acres (Exhibit 3.2-3); a Notice of Nonrenewal was recorded on August 21, 2017.[8] None of the other portions of the project site are currently under a Williamson Act Contract.

Timberland and Forest Land

As noted above, most of the project site is occupied by row crops. The project site does not contain any forest land or timberland, as defined by Public Resource Code Section 4526, nor does it contain any timberland zoned Timberland Production, as defined by Government Code Section 51104(g).

[7] City of Tracy. 2011. Design, Community and Environment. City of Tracy General Plan Draft Environmental Impact Report (prepared for the City of Tracy). February 1.

[8] See August 31, 2017 letter from San Joaquin County Community Development Department, with attached copy of recorded Notice of Nonrenewal, Instrument # 2017-095579 regarding PA-1700105.



Source: Bing Aerial Imagery. County of San Joaquin. Kier & Wright Civil Engineers and Surveyors, Inc., October 2024. County of San Joaquin FMMP GIS Data, 2018.

FCS
An ADEC Innovation

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Exhibit 3.2-1
Important Farmland Map

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CITY OF TRACY
TRACY NORTHEAST BUSINESS PARK PROJECT
ENVIRONMENTAL IMPACT REPORT

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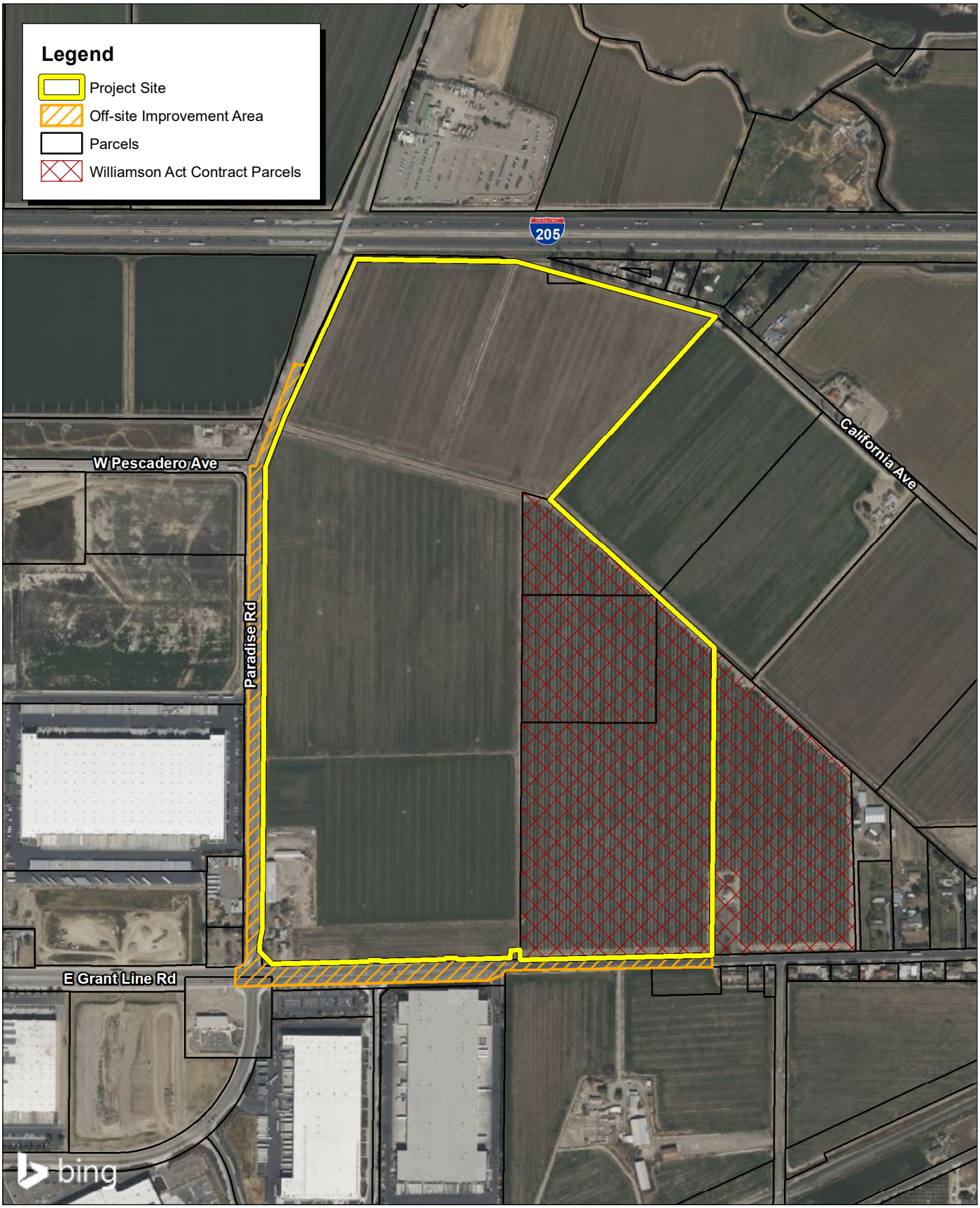
Source: Bing Aerial Imagery. County of San Joaquin. Kier & Wright Civil Engineers and Surveyors, Inc., October 2024. USDA Soils Data Mart, San Joaquin.

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Exhibit 3.2-2
Soils Map

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Source: Bing Aerial Imagery. County of San Joaquin. Kier & Wright Civil Engineers and Surveyors, Inc., October 2024. County of San Joaquin.

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Exhibit 3.2-3
County Williamson Act Contracts

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3.2.4 - Regulatory Framework

State

California Department of Conservation Classification

The California Department of Conservation, Division of Land Resource Protection developed the FMMP in 1984 to analyze impacts to California's agricultural resources. In the FMMP, land ratings are based on a land capability classification system and land use.

California Farmland Conservancy Program

The California Farmland Conservancy Program (Public Resources Code [PRC] § 10200*, et seq.*) supports the voluntary granting of agricultural conservation easements from landowners to qualified nonprofit organizations, such as land trusts, as well as local governments. Conservation easements are voluntarily established restrictions that are permanently attached to property deeds with the general purpose of retaining land in its natural, open space, agricultural, or other condition while preventing uses that are deemed inconsistent with the specific conservation purposes expressed in the easements. Agricultural conservation easements define conservation purposes that are tied to keeping land available for continued use as farmland. Such farmlands remain in private ownership and the landowner retains all farmland use authority, but the farmland is restricted in its ability to be subdivided or used for nonagricultural purposes, such as urban uses.

California Land Conservation Act (Williamson Act)

The California Land Conservation Act of 1965 (Williamson Act) enables local governments to enter contracts with private landowners to restrict specific parcels of land to maintain agricultural or related open space use. As an incentive, landowners receive lower property tax assessments based on agricultural or open space land uses, as opposed to real estate value of the land. The Williamson Act Program was also envisioned as a way for local governments to integrate the protection of open space and agricultural resources into their overall strategies for planning urban growth patterns.

Contracts may be exited at the option of the landowner or local government by initiating the process of term nonrenewal. Under this process, the remaining contract term (9 years in the case of an original term of 10 years) is allowed to lapse, with the contract null and void at the end of the term. During the nonrenewal process, the annual tax assessment continually increases each year until it is equivalent to current tax rates at the end of the nonrenewal period. Under a set of specifically defined circumstances, a contract may be cancelled without completing the process of term nonrenewal. Contract cancellation, however, involves a comprehensive review and approval process and the payment of a fee by the landowner equal to 12.5 percent of the full market value of the property in question.

California Public Resources Code

California Public Resource Code Section 4793 defines Forest Land and Timber Land as follows:

Forest Land

Land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

Timber Land

Land, other than land owned by the federal government and land designated by the State Board of Forestry and Fire Protection (Board) as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the Board on a District basis after consultation with the District committees and others.

Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 is set forth in Government Code Section 56000, *et seq*. (LAFCo Law). In adopting LAFCo Law, among other priorities, the Legislature recognized that "the logical formation and determination of local agency boundaries is an important factor in promoting orderly development and in balancing that development with sometimes competing State interests of discouraging urban sprawl, preserving open space and prime agricultural lands, and efficiently extending government services" (Government Code § 56001). Thus, a fundamental purpose of LAFCo Law is to encourage orderly growth and development which are essential to the social, fiscal, and economic well-being of the State. These boundary decisions are made by LAFCo's that are situated in each county throughout California (each a LAFCo).

LAFCo Law specifies the factors to be considered in boundary changes, such as annexations, under Section 56668. In addition, it requires that the Local Agency Formation Commission (LAFCo) review and update the SOI for each city and special district within the relevant county. Under LAFCo Law, an SOI is defined as the probable physical boundary and service area of a local agency. All boundary changes, such as annexations and detachments, must be consistent with the spheres of influence of the affected agencies with limited exceptions not relevant here. In determining the SOI for an agency, LAFCo must consider and prepare written determinations with respect to five factors (Government Code § 56425(e)).[9] These factors relate to the present and planned land uses including agricultural and open space lands, the present and probable need for public facilities and services, the present capacity of public facilities and adequacy of public services, the existence of any social or economic communities of interest in the area, and the present and probable need for public facilities and services of any disadvantaged unincorporated communities within the existing sphere.

With respect to LAFCo Law's open space land conversion policies and priorities, Section 56377 says "in reviewing and approving or disapproving proposals which could reasonably be expected to induce, facilitate, or lead to the conversion of existing open space lands to uses other than open space uses, the commission shall consider all of the following policies and priorities:

[9] Assembly Local Government Committee. 2024. Guide to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. November. Website: https://alcl.assembly.ca.gov/system/files/2024-11/lafco-guide-2024.pdf. Accessed November 19, 2024.

a) Development or use of land for other than open space uses shall be guided away from existing prime agricultural lands in open space use toward areas containing nonprime agricultural lands, unless that action would not promote the planned, orderly, efficient development of an area.

b) Development of existing vacant or nonprime agricultural lands for urban uses within the existing jurisdiction of a local agency or within the Sphere of Influence of a local agency should be encouraged before any proposal is approved which would allow for or lead to the development of existing open space lands for non-open space uses which are outside of the existing jurisdiction of the local agency or outside of the existing Sphere of Influence of the local agency."

Under LAFCo Law, "prime agricultural land" means, as defined by Section 56064, an area of land, whether a single parcel or contiguous parcels, which has not been developed for a use other than an agricultural use and that meets any of the following qualifications:

a) Land that qualifies, if irrigated, for rating as class I or class II in the United States Department of Agriculture (USDA) Natural Resources Conservation Service land use capability classification, whether or not land is actually irrigated, provided that irrigation is feasible.

b) Land that qualifies for rating 80 through 100 Storie Index Rating.[10]

c) Land that supports livestock used for the production of food and fiber and that has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the USDA in the National Range and Pasture Handbook, Revision 1, December 2003.

d) Land planted with fruit or nut-bearing trees, vines, bushes, or crops that have a nonbearing period of less than five years and that will return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than four hundred dollars ($400) per acre.

e) Land that has returned from the production of unprocessed agricultural plant products an annual gross value of not less than four hundred dollars ($400) per acre for three of the previous five calendar years.

Local

San Joaquin County Multiple-Species Habitat Conservation and Open Space Plan

The San Joaquin County Multiple-Species Habitat Conservation and Open Space Plan (SJMSCP) was adopted in 2000 to provide a strategy for balancing the need to conserve open space and the need to convert open space to non-open space uses while protecting the region's agricultural economy; preserving landowner property rights; providing for the long-term management of plant, fish and wildlife species, especially those that are currently listed, or may be listed in the future, under the federal Endangered Species Act or the California Endangered Species Act (CESA); providing and maintaining multiple-use open spaces that contribute to the quality of life of the residents of San

[10] The Storie index is a method of soil rating based on soil characteristics that govern the land's potential utilization and productivity capacity.

Joaquin County; and accommodating a growing population while minimizing costs to project applicants and society at large. The SJMSCP is administered by the San Joaquin Council of Governments. The SJMSCP calls for the preservation of about 100,000 acres, including 57,000 agricultural acres, over a 50-year period for the protection of a variety of biological species. Most agricultural conservation easements in the County are the product of the SJMSCP.

Adoption and implementation of the SJMSCP is intended to provide full compensation and mitigation for potential environmental impacts to covered plants, fish and wildlife and demonstrate compliance pursuant to State and federal laws such as the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), State Planning and Zoning Law, the State Subdivision Map Act, the Porter-Cologne Act, and the LAFCo Law with respect to species covered under the SJMSCP.

City of Tracy

The City's General Plan contains goals, policies, and objectives intended to preserve and enhance open spaces, including agricultural land. One policy and action identify locations for soft and hard edges for the City. Soft edges are defined as a feathering of density between urban and rural uses. Whereas hard edges are an abrupt separation from urban and rural uses, such as a fence or highway. The City's General Plan establishes the following goals, objectives, and policies related to agricultural resources that are relevant to this analysis:

Goal LU-6 Land development that mitigates its environmental, design and infrastructure impacts.

Objective LU-6.1 Minimize the impact of industrial development or aggregate mining on adjacent uses.

LU-6.1 Policy P1 New industrial or mining uses shall be designed to not adversely impact adjacent uses, particularly residential neighborhoods, with respect to, but not limited to, noise, dust and vibration, water quality, air quality, agricultural resources and biological resources.

LU-6.1 Policy P3 Use of berms, landscaped buffer zones, soundwalls, and other similar measures between quarrying operations and noise-sensitive adjacent uses is encouraged to ensure consistency with standards established in City's Noise Element of the General Plan.

Goal LU-8 No urbanization in unincorporated County areas as defined by this General Plan or the San Joaquin County General Plan, whichever is more restrictive, without annexation to the City, a pre-annexation agreement, or a letter of support from the City.

Objective LU-8.1 Participate proactively in land use decision-making within Tracy's Planning Area in pursuit of the above stated goal.

LU-8.1 Policy P3 The City shall support existing San Joaquin County agricultural land use designations in the planning area and strongly oppose changes that result in increased urbanization.

LU-8.1 Policy P4 The City shall take all steps necessary to encourage the County to preserve significant agricultural lands outside Tracy's SOI.

OSC-2.1 Policy 2 The City shall support San Joaquin County policies and zoning actions that maintain agricultural lands in viable farming units for those areas not currently designated for urban uses.

Objective OSC-2.2 Minimize conflicts between agricultural and urban uses.

OSC-2.2 Policy 1 Development projects shall have buffer zones, such as roads, setbacks and other physical boundaries, between agricultural uses and urban development. These buffer zones shall be of sufficient size to protect the agriculture operations from the impacts of incompatible development and shall be established based on the proposed land use, site conditions and anticipated agricultural practices. Buffers shall be located on the land where the use is being changed, and shall not become the maintenance responsibility of the City.

OSC-2.2 Policy 2 Land uses allowed near agricultural operations should be limited to those not negatively impacted by dust, noise, and odors.

City of Tracy Right to Farm Ordinance

Chapter 10.24 of the Tracy Municipal Code is a "Right to Farm" Ordinance intended to protect agricultural productivity in the City. The ordinance states:

a) No agricultural operation, or appurtenances thereof, conducted or maintained for commercial purposes, and in a manner consistent with the proper and accepted customs and standards as established and followed by similar agricultural operations in the same locality, shall be or become a nuisance, private or public, due to any changed condition in or about the locality. The above shall be the case provided that the agricultural operation has been in operation for more than three (3) years.

b) Subsection (a) of this section shall not apply whenever a nuisance results from the negligent or improper handling of any such agricultural operation by person(s) or entities responsible for such operations, and if the agricultural operation obstructs free passage or use in the customary manner of any navigable lake, river, bay, stream, canal, basin, or any public park, square, street or highway. Nothing in this chapter shall prevent anyone from complaining to any appropriate agency, or taking any other available remedy, concerning any unlawful or improper agricultural practice.

City of Tracy Agriculture Mitigation Fee Program

On June 7, 2005, the City Council adopted Chapter 13.28 (Agricultural Mitigation Fee) to its Municipal Code. In addition, the City Council adopted a resolution approving the Central Valley

Farmland Trust Inc., as a qualifying agency to receive funds.[11] These actions were in response to the conclusions set forth in the General Plan EIR, which analyzed the potential impacts from long-term development in the City as reflected in the land use vision of the General Plan and identified the Agricultural Mitigation Fee Ordinance as a supportive policy that the City can use to reduce the impacts associated with conversion of Important Farmland. However, for the reasons set forth in the General Plan EIR, no feasible mitigation measures were identified to reduce this impact to below a level of significance, and the City Council adopted a Statement of Overriding Considerations with respect to the anticipated loss of Important Farmland that would result because of the City's adoption of the General Plan and implementation of the land use vision reflected therein.

The purpose of the fee is to mitigate the loss of productive agricultural lands converted for urban uses within the City by permanently protecting other agricultural lands planned for agricultural use and by working with farmers who voluntarily wish to sell or restrict their land in exchange for fair compensation. The relationship between the fee and the purpose is detailed in the Tracy Municipal Code Chapter 13.28 and in the South San Joaquin County Farmland Conversion Fee Nexus Study, dated July 18, 2005. This program requires the owner of farmland that is to be developed for private urban uses (such as residential, commercial, industrial, or other urban uses) to pay an Agricultural Mitigation Fee for each acre of farmland developed. The City collects fees at the time building permits are issued, and fees are used to purchase agricultural conservation easements on agricultural lands.

3.2.5 - Impacts and Mitigation Measures

Significance Criteria

The City, in its discretion, utilizes the guidance in CEQA Guidelines Appendix G to determine whether impacts to agriculture and forestry resources are significant environmental effects. Accordingly, the City has determined that the proposed project could have an impact on the environment if it would:

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 nonagricultural use.

b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC § 12220(g)), timberland (as defined by PRC § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g)).

d) Result in the loss of forest land or conversion of forest land to non-forest use.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use.

[11] Tracy City Council. 2008. Resolution No. 2008-204. October 7.

Approach to Analysis

FirstCarbon Solutions (FCS) evaluated potential impacts on agricultural and forestry resources through review of, among others, FMMP and Williamson Act maps, site plans, and applicable plans and policies.

Impacts Evaluation

Conversion of Important Farmland to Nonagricultural Use

Impact AG-1: The project would convert Farmland pursuant to the FMMP to nonagricultural use.

The City employs a comprehensive land use strategy rooted in its General Plan goals, policies, and objectives along with the Zoning Ordinance to balance urban development with the preservation of agricultural and open space areas. Through clearly defined land use designations, the City directs growth toward designated urban zones while maintaining protections for farmland and open space at its periphery. The project site contains approximately 168.53 acres of Prime Farmland, pursuant to the current FMMP mapping (Exhibit 3.1-1), available at the time environmental review commenced for the proposed project.[12] The proposed project is consistent with the land use designation and densities established by the City's General Plan and conversion of the project site to industrial use has been long envisioned as part of buildout under the General Plan and evaluated and disclosed under the General Plan EIR. General Plan policies identified in Impact 3.5-1 of the General Plan EIR assist in reducing the severity of impacts related to the loss of Prime Farmland while still supporting the General Plan's goals of accommodating a certain amount of growth within the Planning Area. This approach is consistent with the relevant provisions of LAFCo Law as well, which recognizes the need for orderly growth and balancing that development with sometimes competing State interests of discouraging urban sprawl, preserving open space and prime agricultural lands, and efficiently extending government services. Here, the City has long-planned for the project site to be developed with urban industrial uses consistent with the SOI decision made by LAFCo, which confirms the anticipated annexation and development of the project site consistent with the City's land use vision and within the 10-year planning horizon for its SOI.

Nevertheless, for purposes of a conservative analysis, this Draft EIR discloses that the proposed project would result in the loss of Prime Farmland as a result of its conversion of Prime Farmland to urban uses. Furthermore, despite the fact this conversion was already evaluated and disclosed as part of the General Plan EIR, this Draft EIR conservatively concludes that the proposed project would result in significant and unavoidable impacts related to the conversion of Farmland.

In terms of potential opportunities to feasibly mitigate such impact, several factors must be considered. First, an off-site conservation easement (or funding for same) does not create new farmland to replace the agricultural lands being converted and thus does not offset the loss of farmland resulting from the subject project (e.g., *King & Gardiner Farms, LLC v. County of Kern* (2020) 45 Cal.App.5th 814, 875). While a 2018 amendment to CEQA Guidelines Section 15370(e) added language indicating permanent protection of resources "in the form of conservation easements" can provide compensatory mitigation, the amendment does not explain how and to what extent such a

[12] California Department of Conservation, Division of Land Resource Protection. 2025. Farmland Mapping and Monitoring Program.

measure might be viewed as offsetting or reducing the loss of farmland that results when it is converted to another use. Thus, the legal propriety of a lead agency finding that requiring an off-site conservation easement (or funding in lieu thereof) as mitigation is sufficient to "avoid," "minimize," or "substantially lessen" the impact to farmland that results when it is developed remains potentially unclear, particularly to the extent such reliance is intended to reduce the impact to a less than significant level (PRC §§ 21002, 21100(b)(3), and 21081(a)(1); CEQA Guidelines §§ 15091(a)(1) and 15092(b)(2)).

Nevertheless, payment of mitigation fees that can be used toward the purchase and protection of other off-site agricultural lands can partially mitigate the impacts of the proposed project's agricultural land conversion. On June 7, 2005, the City Council adopted Chapter 13.28, Agricultural Mitigation Fee, to its Municipal Code. In addition, the City Council adopted a resolution approving the Central Valley Farmland Trust as a qualifying agency to receive these mitigation funds.[13] This program serves as mitigation to the extent feasible for the conversion of Prime Farmland. In accordance with Municipal Code Chapter 13.28, the developers of the Suvik Property and Dermody Property would each be required to pay applicable Agricultural Mitigation fees in connection with individual development proposals as implemented by MM AG-1. In addition, the SJMSCP works at a regional level to promote the permanent preservation of agricultural lands in San Joaquin County. The SJMSCP calls for the preservation of about 100,000 acres, including 57,000 agricultural acres, over a 50-year period for the protection of a variety of biological species. Most agricultural conservation easements in the County are the product of the SJMSCP. The proposed project would be required to comply with applicable provisions of the SJMSCP (see Section 3.4, Biological Resources, for more information), which may include payment of development fees for conversion of lands.

Even with the payment of City mitigation fees and adherence to the SJMSCP, the proposed project would result in significant and unavoidable impacts related to the conversion of Farmland as identified by FMMP mapping to nonagricultural use since the foregoing would not fully avoid the significant impacts of this conversion since the payment of mitigation fees that can be used to purchase and protect possible future Farmland off-site (along with related biological habitat and open space) does not prevent the conversion of the project site to urban use.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM AG-1 Payment of Agricultural Mitigation Fees

Prior to the time of issuance of building permits for each individual development proposal, the relevant applicant(s) for the subject development proposal shall pay (a) the applicable Agriculture Mitigation Fee in accordance with Chapter 13.28 of the Municipal Code as well as (b) any and all mitigation fees pursuant to applicable provisions of the San Joaquin County Multiple-Species Habitat Conservation and Open Space Plan (SJMSCP).

[13] Tracy City Council. 2008. Resolution No. 2008-204. October 7.

Level of Significance After Mitigation

Significant and unavoidable.

Conflict with Existing Zoning or Williamson Act Contract

Impact AG-2: The project would not conflict with existing zoning for agricultural use, or a Williamson Act Contract.

Agricultural Zoning

The existing zoning for the project site is AG-40 under the County's General Plan. However, the co-applicants are requesting pre-zoning to "Northeast Industrial (NEI) Specific Plan," which would take effect upon annexation into the City. This zoning district would be consistent with the existing Industrial General Plan designation under the City's General Plan, and project development would be governed by the NEI Specific Plan (as amended), which allows Light Industrial uses.[14] Because the pre-zoning allows for industrial use, the change in zoning from AG-40 under the County's General Plan to NEI Specific Plan zoning would ensure there is no conflict with existing zoning. Impacts would be less than significant.

Williamson Act Contracts

The Suvik Property is covered by an active Williamson Act Contract; none of the other lands within the project site is covered by an active Williamson Act Contract. Pursuant to the applicable provisions of the California Government Code, the Suvik Property landowners recorded a Notice of Nonrenewal in August 2017 for the contract, beginning a 9-year process to formally expire the contract. Based on the date of the recorded Notice of Nonrenewal, the contract will expire on August 21, 2026. Additionally, State law provides a detailed procedure to cancel a Williamson Act Contract. Accordingly, should development of the Suvik Property be pursued prior to the Williamson Act Contract expiration date, then pursuant to the relevant provisions of the Williamson Act, the applicant for the development of the Suvik Property would need to effectuate its cancellation in accordance with applicable requirements under State law (including, among others, payment of the applicable cancellation fee).[15] Accordingly, because the Suvik Property applicant would be required to follow applicable provisions of State law to ensure either the expiration of the contract via the nonrenewal provisions or its cancellation, the proposed project would not result in any conflicts with a Williamson Act Contract and impacts would be less than significant.

Level of Significance

Less than significant impact.

Conflict with Existing Forest Land Zoning

Impact AG-3: The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

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

[15] Williamson Act Contract cancellation is an option under the limited circumstances and conditions set forth in Government Code Section 51280 *et seq.* In such cases, landowners may petition a board/council for Williamson Act Contract cancellation. The board/council may grant tentative cancellation only if it makes the required statutory findings.

The project site does not contain any forest land or timberland, as defined by Public Resource Code Section 4526, nor does it contain any timberland zoned Timberland Production, as defined by Government Code Section 51104(g). This condition precludes the possibility of the proposed project conflicting with forest zoning of forest land or timberland. No impact would occur.

Level of Significance

No impact.

Conversion of Forest Land to Non-Forest Use

Impact AG-4:	**The project would not result in the loss of forest land or conversion of forest land to non-forest use.**

As explained more fully above, the project site is adjacent to urbanized, industrial land uses (with these surrounding uses also not containing any forest land), and does not contain any forest land. This condition precludes the possibility of the proposed project converting forest land to non-forest use. Therefore, no impacts would occur.

Level of Significance

No impact.

Other Changes to Convert Farmland to Nonagricultural Use or Forest Land to Non-forest Use

Impact AG-5:	**The project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use.**

Impact Analysis

The City General Plan integrates a multi-faceted approach to preserving agricultural land and open space through clearly articulated goals, objectives, and policies. Goal LU-6 and its supporting Objective LU-6.1 emphasize minimizing the environmental and land use impacts of industrial and mining development, which includes protecting adjacent agricultural lands from degradation. Policy LU-6 P1 reinforces this by requiring new industrial or mining uses to avoid adverse impacts on agricultural resources, while Policy LU-6 P3 encourages physical buffers such as berms and soundwalls to shield sensitive uses.

More directly, Goal LU-8 and Objective LU-8.1 establish a strong stance against urbanization in unincorporated county areas without formal annexation or City support. Policy LU-8 P3 and P4 explicitly support San Joaquin County's agricultural land use designations and advocate for the preservation of significant agricultural lands outside the SOI, reinforcing regional coordination in land conservation.

The Open Space and Conservation Element further strengthens this framework. Policy OSC-2.1 P2 supports county-level zoning actions that maintain agricultural lands in viable farming units. Objective OSC-2.2 and its associated Policies OSC-2.2 P1 and P2 require buffer zones and compatible land uses near agricultural operations to minimize conflicts and protect farming viability. These buffers—defined by roads, setbacks, or other physical boundaries—are tailored to site-specific

conditions and agricultural practices, ensuring that urban development does not encroach upon or disrupt agricultural productivity.

As discussed above, the County of San Joaquin zones areas north, east, and south of the project site (outside City and SOI limits) as AG-40, General Agriculture (40 acres), and designates these lands under the County General Plan as General Agriculture (A/G).[16] Similar to the proposed project, the land directly northwest of the project site (north of I-205) is within the City's SOI and is designated Industrial by the General Plan.

Chief causes for the loss of Farmland include development of low density rural residences and ecological restoration projects, such as wetlands and wildlife habitat. The proposed project does not fall in either of these categories. It would be speculative to determine that the proposed project would promote growth and result in the conversion of adjacent lands to nonagricultural uses. For example, for the above-referenced land to be converted to nonagricultural uses, it would need to be annexed into the City of Tracy and would require the completion of CEQA analysis prior to the discretionary approval of any development. However, the proposed project does not include the annexation of these lands and, therefore, would not result in a change in the existing environment that could result in conversion of Farmland to nonagricultural use. Though there is a possibility this land would be converted to nonagricultural uses in the future, the proposed project would not be the cause of that conversion nor would the proposed project involve other changes that, due to location or nature, could result in any such Farmland conversion. Moreover, the proposed project would be required to adhere to applicable Right to Farm provisions described above, which would help to avoid any potential land use incompatibility issues that could otherwise facilitate the eventual conversion of other agricultural lands.

As explained more fully above, the project site has long been envisioned for urban development consistent with the City's General Plan land use vision and is adjacent to urbanized, industrial land uses; these adjacent lands do not contain any forest land. This condition precludes the possibility of the proposed project involving other changes that could result in conversion of forest land to non-forest use. Impacts under this criterion would be less than significant.

Level of Significance

Less than significant impact.

3.2.6 - Cumulative Impacts

Agriculture

The geographic scope of this cumulative analysis includes past, present and reasonably foreseeable future projects on lands within the NEI Specific Plan area. The NEI Specific Plan area represents an appropriate geographic scope for analysis because it includes policies and design standards that address land use transitions and represents a defined area of planned urban expansion. The proposed project would not combine with projects outside the NEI Specific Plan area to result in a significant effect. Several cumulative projects listed in Chapter 3, Environmental Impact Analysis,

[16] Mintier Harnish. 2016. San Joaquin County General Plan (prepared for San Joaquin County). December.

including 5, 9, 12, 21, 22, 29, 30, 31, 33, 34, 43, and 44, fall within this geographic scope and would convert agricultural fields and Farmland into industrial and commercial urban space. The NEI Specific Plan area consists of Prime Farmland that would be converted to nonagricultural uses with implementation of cumulative projects, as already envisioned by the Industrial General Plan and specific plan designations. Like the proposed project, any of the cumulative projects that would convert Farmland to nonagricultural uses would pay the applicable Agricultural Mitigation Fee. In addition, the SJMSCP works at a regional level to promote the permanent preservation of agricultural lands in San Joaquin County. The SJMSCP calls for the preservation of about 100,000 acres, including 57,000 agricultural acres, over a 50-year period for the protection of a variety of biological species. Most agricultural conservation easements in the County are the product of the SJMSCP. All of the cumulative projects are within San Joaquin County and would be required to comply with the SJMSCP, which may include payment of development fees for conversion of lands. Even with payment of the Agricultural Mitigation Fee and adherence to the SJMSCP, the development of the cumulative projects would result in a significant and unavoidable cumulative impact related to agriculture, which the General Plan EIR previously disclosed and for which the City Council previously adopted a Statement of Overriding Considerations in connection with the Council's adoption of the General Plan.

As discussed above, the proposed project would result in the loss of approximately 168.53 acres of Prime Farmland, which would result in a project-level significant and unavoidable impact even with the implementation of Mitigation Measure (MM) AG-1. The proposed project's incremental contribution to the cumulative significant agricultural impact, would be significant even with implementation of the mitigation measure. There is no known feasible mitigation that would further reduce impacts to a less than significant level. Therefore, the proposed project's contribution to this significant cumulative effect to agricultural resources would be considered cumulatively considerable.

The proposed project would not contribute to cumulative impacts related to a conflict with a Williamson Act Contracts within the NEI Specific Plan area because only one property, as discussed above, is subject to an active contract, and that contract is already in the process of nonrenewal, with expiration scheduled for August 21, 2026. All other lands within the project site are not encumbered by Williamson Act Contracts. No cumulative projects are in conflict with Williamson Act Contracts. Like the proposed project, any of the cumulative projects that include properties subject to a Williamson Act Contract would be required to comply with nonrenewal procedures. Therefore. importantly, the proposed project would not combine with other projects to exacerbate or cause impacts to other Williamson Act Contracts as no other contracts exist within the project area. Therefore, the proposed project would not conflict with existing Williamson Act protections and cumulative impacts would be less than significant.

Forestry Resources

Similar to the relevant geographic scope for agricultural resources described above, the geographic scope of this cumulative analysis with respect to forestry resources is lands within the NEI Specific Plan area. The NEI Specific Plan area represents an appropriate geographic scope for analysis because it includes policies and design standards that address land use transitions and represents a

defined area of planned urban expansion. As mapped by the USDA Forest Service, there are no National Forest lands within the City or the City's SOI, which includes the NEI Specific Plan area.[17] The project site and the other cumulative project sites do not contain forest land or timberland, as defined by Public Resource Code Section 4526, nor do they contain any timberland zoned Timberland Production, as defined by Government Code Section 51104(g). Therefore, similar to the proposed project, the cumulative projects would not conflict with forest zoning or converting forest land to non-forest use, and thus there would be no significant cumulative impact in this regard. Furthermore, this condition precludes the possibility of the proposed project, in conjunction with the cumulative projects, conflicting with forest zoning or convert forest land to non-forest use. Therefore, the proposed project would not have a cumulatively considerable contribution to the already less than significant cumulative impact with respect to forestry resources.

Level of Cumulative Significance

Significant and unavoidable (with respect to conversion of Agricultural Resources).

Less than significant (with respect to Williamson Act/zoning conflicts).

Less than significant impact (with respect to Forestry Resources).

[17] United States Department of Agriculture (USDA). Forest Service, National Forest Type Groups. Website: https://data.fs.usda.gov/geodata/rastergateway/forest_type/index.php. Accessed November 19, 2024.

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3.3 - Air Quality

3.3.1 - Introduction

This section describes existing air quality conditions regionally and locally as well as the relevant regulatory framework. This section also evaluates the potential environmental impacts related to air quality that could result from implementation of the proposed project. Information included in this section is based, in part, on project-specific air quality modeling results included in Appendix B.

During the Notice of Preparation (NOP) scoping period, comments were received on the following topics related to air quality:

- Project impacts related to vehicle trips and Vehicle Miles Traveled (VMT) for warehouse-related trips.
- Use of Best Management Practices (BMPs) from "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act," a document published by the Department of Justice (DOJ).
- General concerns related to increased air pollution.
- Project impacts on sensitive receptors, including the nearby Banta Elementary School.
- Status of the region's compliance with air quality standards (ozone, particulate matter less than 10 microns in diameter [PM_{10}], and particulate matter less than 2.5 microns in diameter [$PM_{2.5}$]).
- Potential for project emissions to exceed significance thresholds; recommends detailed analysis.
- Analysis of heavy-duty truck (HDT) trip length.
- Use of California Emissions Estimator Model (CalEEMod) for estimating construction and operational emissions.
- Separate analysis for mobile and stationary sources is advised.
- Ambient Air Quality Analysis – Required if emissions exceed 100 lbs/day of any pollutant.
- Voluntary Emission Reduction Agreement – Encouraged for mitigating significant emissions through funded reduction projects.
- Industrial/Warehouse Emission Reduction Strategies.
- Evaluating truck routes to minimize exposure to residential areas and sensitive receptors.
- Use of the cleanest available trucks, including the use of zero- and near zero-emissions technologies.
- Incorporation of measures to ensure compliance with State anti-idling regulation (13 California Code of Regulations [CCR] § 2485 and 13 CCR § 2480), including a more stringent 3-minute idling restricting and appropriate signage.

- Inclusion of requirements for the use of electric or zero-emission off-road and on-road equipment.
- Use of vegetative barriers to reduce population exposure to air pollutant emissions.
- Incorporation of solar power systems as an emissions reduction strategy.
- Legal requirements, BMPs, preferred models, and data sources relating to the proposed project.
- Requiring project to provide electric infrastructure for on-road Zero-Emission Vehicles (ZEVs) and to consider all pertinent information on the project's impact on nuisance odors. The commenter noted that the proposed project would be required to comply with San Joaquin Valley Air Pollution Control District (Valley Air District) rules and regulations.

3.3.2 - Environmental Setting

The proposed project is located in unincorporated San Joaquin County adjacent to the City of Tracy's northeastern city limits, adjacent to the City of Tracy Northeast Industrial (NEI) Specific Plan area, and also within the City's Sphere of Influence (SOI) (10-year planning horizon) and within the San Joaquin Valley Air Basin (Air Basin). Regional and local air quality is impacted by topography, dominant airflows, atmospheric inversions, location, and season. The following section describes these conditions as they pertain to the Air Basin.

Although air pollution potential is strongly influenced by climate and topography, the air pollution that occurs in a location also depends on the amount of air pollutant emissions in the surrounding area or transported from more distance places. Air pollutant emissions generally are highest in areas that have high population densities, high motor vehicle use, and/or industrialization. These contaminants, created by photochemical processes in the atmosphere, such as ozone, may result in high concentrations many miles downwind from the sources of their precursor chemicals.

San Joaquin Valley Air Basin

Topography and Meteorology

Air pollution, especially the dispersion of air pollutants, is directly related to a region's topographic features. Air quality is a function of both the rate and location of pollutant emissions and the meteorological conditions and topographic features that influence pollutant movement and dispersal. Atmospheric conditions such as wind speed, wind direction, atmospheric stability, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants, which affects ambient air quality.

The Air Basin is generally shaped like a bowl. It is open in the north and is surrounded by mountain ranges on all other sides. The Sierra Nevada Mountains are along the eastern boundary (8,000 to 14,000 feet in elevation), the Coast Ranges are along the western boundary (3,000 feet in elevation), and the Tehachapi Mountains are along the southern boundary (6,000 to 8,000 feet in elevation). The Air Basin has an "inland Mediterranean" climate and is characterized by long, hot, dry summers, and short, foggy winters. Sunlight can be a catalyst in the formation of some air pollutants (such as

ozone); the Air Basin averages over 260 sunny days per year. The climate is a result of the topography and the strength and location of a semi-permanent, subtropical high-pressure cell.

Regional Climate and Air Pollution Potential

The climate is important for air quality because of differences in the atmosphere's ability to trap pollutants close to the ground, creating adverse air quality or rapidly dispersing pollutants over a wide area, thus preventing high concentrations from accumulating under different climatic conditions. The valley topography and climate of the Air Basin create ideal conditions for trapping and holding pollutants within the valley. The particle and gaseous emissions can recirculate within the valley and accumulate to unhealthy levels. It is an especially dry climate, averaging just 6 inches of rainfall a year, which prevents particle pollution from coagulating or being tamped down by rain, and as a result, particles can remain suspended in the air for much longer than is typical.

Sources of Pollution

The Air Basin, which includes the City, faces persistent air pollution challenges due to its geography, climate, and human activity. Surrounded by mountains that trap pollutants, the Air Basin accumulates emissions from mobile sources like cars and trucks (especially along Interstate 5 [I-5] and State Route [SR] 99), industrial operations, agriculture, and residential wood-burning.[1,2] Despite improvements over the years, the City and the broader region remain in nonattainment for federal ozone and $PM_{2.5}$ standards, prompting ongoing efforts by the Valley Air District to reduce emissions through regulations, incentives, and community engagement.[3]

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases. A sensitive receptor is a location where human populations, especially children, seniors, and sick people, are present and where there is a reasonable expectation of continuous human exposure to pollutants. Examples of sensitive receptors include residences, hospitals, and schools. The closest sensitive receptors to the project site include existing residences located immediately north of project site on California Avenue, a residence immediately east of the project site, and residences within the unincorporated Banta community located east and south of the project site.

3.3.3 - Air Quality Standards and Health Effects

Air pollutants are regulated to protect human health and for secondary effects such as visibility and building soiling. The Clean Air Act of 1970 tasks the United States Environmental Protection Agency (EPA) with setting air quality standards. The State of California also sets air quality standards that are,

1 San Joaquin Valley Air Pollution Control District (Valley Air District). 2025. Air Quality in the San Joaquin Valley. Website: https://www.valleyair.org/media/rtilgkou/2025-general-short-presentation-for-website_rev.pdf. Accessed September 21, 2025.

2 California Air Resources Board (ARB). 2025. Clean-air plan for San Joaquin Valley First to Meet All Federal Standards for Fine Particle Pollution. Website: https://ww2.arb.ca.gov/news/clean-air-plan-san-joaquin-valley-first-meet-all-federal-standards-fine-particle-pollution. Accessed September 21, 2025.

3 San Joaquin Valley Air Pollution Control District (Valley Air District). 2025. San Joaquin Valley Attainment Status. Website: https://ww2.valleyair.org/air-quality-information/ambient-air-quality-standards-valley-attainmnet-status/. Accessed September 21, 2025.

in some cases, more stringent than federal standards and address additional pollutants. The following section describes these federal and State standards and the health effects of the regulated pollutants.

National and State Ambient Air Quality Standards

Regulation of air pollution is achieved through both federal and State ambient air quality standards and permitted emission limits for individual sources of air pollutants. As required by the federal Clean Air Act (CAA), the EPA has identified criteria pollutants and has established National Ambient Air Quality Standards (NAAQS) to protect public health and welfare. NAAQS have been established for ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (specifically PM_{10} and $PM_{2.5}$), and lead. These pollutants are called "criteria" air pollutants because standards have been established for each of them to meet specific public health and welfare criteria.[4]

To protect human health and the environment, the EPA has set "primary" and "secondary" ambient standards for each of the criteria pollutants. Primary thresholds were set to protect human health, particularly sensitive receptors, such as children, the elderly, and individuals suffering from chronic lung conditions, such as asthma and emphysema. Secondary standards were set to protect the natural environment and prevent further deterioration of animals, crops, vegetation, and buildings.

Regional and Local Standards

The NAAQS establish the level for an air pollutant above which detrimental effects to public health or welfare may result. The NAAQS are defined as the maximum acceptable concentrations that, depending on the pollutant, may not be equaled to or exceeded more than once per year or in some cases as a percentile of observations. California has generally adopted more stringent ambient air quality standards for the criteria air pollutants (i.e., California Ambient Air Quality Standards [CAAQS][5]). California has also established CAAQS for sulfates, hydrogen sulfide, and vinyl chloride; however, air emissions of these pollutants are not expected to occur under the project given its nature and, thus, these pollutants are not addressed further in this section.[6]

Table 3.3-1 presents both sets of ambient air quality standards (i.e., national and State) as well as attainment status for each of these standards within the Valley Air District jurisdiction. If a pollutant concentration in an area is lower than the established standard, the area is classified as being in "attainment" for that pollutant. If the pollutant concentration meets or exceeds the standard (depending on the specific standard for the individual pollutants), the area is classified as a

[4] United States Environmental Protection Agency (EPA). Criteria Air Pollutants. Website: https://www.epa.gov/criteria-air-pollutants. Accessed September 30, 2025.

[5] California Air Resources Board (ARB). California Ambient Air Quality Standards (CAAQS). Website: https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards. Accessed September 30, 2025.

[6] Air emissions of sulfates, hydrogen sulfide, and vinyl chloride are not expected to occur under the proposed project due to the absence of activities or processes typically associated with the generation of these pollutants. Sulfates are primarily emitted from large-scale combustion of sulfur-containing fuels, such as coal-fired power plants or certain industrial operations, which are not part of the proposed project. Hydrogen sulfide is commonly associated with wastewater treatment, petroleum refining, or other chemical manufacturing, none of which are proposed. Vinyl chloride emissions are generally linked to the production or processing of plastics and related chemical industries, which are not present in the project's planned uses. As the project consists of warehouse, distribution, and ancillary office uses, and does not involve significant combustion, chemical manufacturing, or wastewater treatment, the potential for emissions of these pollutants is negligible.

"nonattainment" area. If there are not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified."

Depending on the frequency and severity of pollutants exceeding applicable standards, the nonattainment designation can be further classified as serious nonattainment, severe nonattainment, or extreme nonattainment, with extreme nonattainment being the most severe of the classifications. The California CAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category. The EPA designates areas for O_3, CO, and NO_2 as "does not meet the primary standards," "cannot be classified," or "better than national standards." For SO_2, areas are designated as "does not meet the primary standards," "does not meet the secondary standards," "cannot be classified," or "better than national standards." However, the California Air Resources Board (ARB) terminology of attainment, nonattainment, and unclassified is more frequently used. The Air Basin has a State designation of Attainment or Unclassified for all criteria pollutants except for O_3, PM_{10}, and $PM_{2.5}$. The Air Basin has a national designation of either Unclassified or Attainment for all criteria pollutants except for O_3 and $PM_{2.5}$. Table 3.3-1 presents the State and national attainment status for the Air Basin.

Table 3.3-1: State and National Criteria Pollutant Standards and Valley Air District Attainment Status

Pollutant	Averaging Time	California Standards		National Standards	
Ozone (O_3)	1-hour	0.09 ppm	Nonattainment/ Severe	—	—
	8-hours	0.070 ppm	Nonattainment	0.07 ppm	Nonattainment / Extreme
Particulate Matter (PM_{10})	AAM	20 µg/m^3	Nonattainment	—	—
	24-hours	50 µg/m^3	Nonattainment	150 µg/m^3	Attainment
Fine Particulate Matter ($PM_{2.5}$)	AAM	12 µg/m^3	Nonattainment	9 µg/m^3	Nonattainment
	24-hours	—	—	35 µg/m^3	Nonattainment
Carbon Monoxide (CO)	1-hour	20 ppm	Attainment	35 ppm	Attainment
	8-hours	9.0 ppm	—	9 ppm	—
Nitrogen Dioxide (NO_2)	AAM	0.030 ppm	Attainment	0.053 ppm	Attainment
	1-hour	0.18 ppm	Attainment	0.100 ppm	Attainment
Sulfur Dioxide (SO_2)	AAM	—	—	0.030 ppm	Attainment
	24-hours	0.04 ppm	Attainment	—	—
	3-hours	—	—	0.5 ppm	Attainment
	1-hour	0.25 ppm	Attainment	0.075 ppm	Unclassified
Lead	30-day average	1.5 µg/m^3	Attainment	—	—
	Calendar quarter	—	—	1.5 µg/m^3	Attainment

Pollutant	Averaging Time	California Standards		National Standards	
	Rolling 3 month average	—	—	0.15 µg/m^3	Attainment
Sulfates	24-hours	25 µg/m^3	Attainment	No Federal Standards	
Hydrogen Sulfide	1-hour	0.03 ppm (42 µg/m^3)	Unclassified		
Vinyl Chloride	24-hours	0.01 ppm (42 µg/m^3)	Attainment		
Visibility-Reducing Particle Matter	8-hours	Extinction coefficient: 0.23/ kilometer-visibility of 10 miles or more (0.07–30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70%.	Unclassified		

Notes:
µg/m^3 = micrograms per cubic meter
AAM = annual arithmetic mean
ppm = parts per million
Sources: United States Environmental Protection Agency (EPA). NAAQS Table. Website: https://www.epa.gov/criteria-air-pollutants/naaqs-table#1https://www.epa.gov/criteria-air-pollutants/naaqs-table#1. Accessed September 15, 2025.

San Joaquin Valley Air Pollution Control District (Valley Air District). San Joaquin Valley Attainment Status. Website: https://www.valleyair.org/air-quality-information/ambient-air-quality-standards-valley-attainmnet-status/. Accessed September 15, 2025.

Table 3.3-2 summarizes the Air Basin exceedances of the State and federal air quality standard over the period of 2022-2024, which is the most current available data.

Table 3.3-2: San Joaquin Valley Air Basin Exceedances 2022-2024

Exceedances of California and National Ambient Air Quality Standards for Past 3 Years			
Pollutant	**2022**	**2023**	**2024**
Ozone			
Days over National 8-hour Standard	102	73	105
Days over California 8-hour Standard	105	77	108
Days over California 1-hour Standard	31	26	55

Exceedances of California and National Ambient Air Quality Standards for Past 3 Years			
Pollutant	**2022**	**2023**	**2024**
Particulate Matter			
Days over National $PM_{2.5}$ Standard	59	33	23
Days over National 24-hour PM_{10} Standard	1	1	5
Days over California 24-hour PM_{10} Standard	178	146	158

Notes:
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
Sources: California Air Resources Board (ARB). 2025. iADAM. 2025

Winter $PM_{2.5}$ emissions have decreased significantly in the Air Basin, in large part due to the effectiveness of Rule 4901 (Wood-burning Fireplaces and Wood-burning Heaters) and the ongoing phase-out of open agricultural burning.[7]

Air Quality Monitoring

The Valley Air District and ARB maintain air quality monitoring sites throughout the Air Basin that collect data for O_3, $PM_{2.5}$, and PM_{10}. Table 3.3-3 provides the air quality summary from air monitoring stations near the project site. Ozone, PM_{10}, and NO_2 concentrations and exceedances were drawn from the Tracy Airport monitoring station located approximately 5.75 miles northeast of the project site and the nearest monitoring station with available data for these pollutants. $PM_{2.5}$ concentrations are from the Manteca-530 Fishback Road monitoring station, located approximately 8.2 miles northeast of the project site and the nearest monitoring station with available data for $PM_{2.5}$. No CO or SO_2 concentrations were available at any nearby monitoring station. The data shows that during the above-referenced 3 years (which is the most current available data), the project site and vicinity have exceeded the national ozone standards and the State ozone PM_{10} standards. The data in the table reflects the concentration of the pollutants in the air, measured using air monitoring equipment. This differs from emissions, which are calculations of a pollutant being emitted over a certain period.

Table 3.3-3: Air Quality Data Summary (2022-2024)

Air Pollutant[1]	Averaging Time	Item	2022	2023	2024
Ozone (O_3)[1]	1 Hour	Max 1 Hour (ppm)	0.082	0.075	0.084
		Days > State Standard (0.09 ppm)	0	0	0
	8 Hour	Max 8 Hour (ppm)	0.074	0.063	0.077
		Days > Standard (0.070 ppm)	1	0	3

[7] San Joaquin Valley Air Pollution Control District (Valley Air District). 2022. Chapter 2 Air Quality in the Valley: Challenges and Progress. Website: https://ww2.valleyair.org/media/nw2d1c3g/05-chapter-2-aqinvalley-challenges-and-progress.pdf. Accessed September 17, 2025.

Air Pollutant[1]	Averaging Time	Item	2022	2023	2024
Nitrogen dioxide (NO_2)[1]	Annual	Annual Average (ppm)	0.004	0.004	0.003
	1 Hour	Max 1 Hour (ppm)	0.0347	0.0322	0.0347
		Days > State Standard (0.18 ppm)	0	0	0
Inhalable coarse particles (PM_{10})[1]	Annual	National Annual Average (µg/m³)	22.4	19.6	21
	24 Hour	Highest State 24 Hour (µg/m³)	75.3	72.5	65.3
		Days > State Standard (50 µg/m³)	10	11	7
		Days > National Standard (150 µg/m³)	0	0	0
Fine particulate matter ($PM_{2.5}$)[2]	Annual[3]	Annual Average (9 µg/m³)[2]	*	7.9	8.1
	24 Hour	Highest Daily 24 Hour (µg/m³)	37.6	38	43.9
		Days > National Standard (35 µg/m³)	3	3	1
		24 Hour Standard 98th Percentile Value	33.1	29.5	29.6

Notes:
"*" = no data
> = exceed
µg/m³ = micrograms per cubic meter
Bold = exceedance
max = maximum
National Standard = National Ambient Air Quality Standard (NAAQS)
ppm = parts per million
State Standard = California Ambient Air Quality Standard (CAAQS)

[1] Ozone, PM_{10}, and NO_2 concentrations and exceedances were drawn from the Tracy Airport monitoring station located approximately 5.75 miles northeast of the project site. $PM_{2.5}$ concentrations are from the Manteca-530 Fishback Road monitoring station, located approximately 8.2 miles northeast of the project site.

[2] In February 2024, the EPA announced the agency's proposed rule change of reducing the primary annual $PM_{2.5}$ NAAQS from 12 µg/m³ to 9 µg/m³. Meanwhile, the monitoring data available before year 2024 would be compared with the previous standard of 12 µg/m³.

Source: California Air Resources Board (ARB). Top Four Summary. Website: https://www.arb.ca.gov/adam/topfour/topfour1.php. Accessed September 10, 2025.

While Table 3.3-3 shows the number exceedances of the standards, attainment for each pollutant are based on different criteria. Some standards are based on a three-year average of exceedances over a specified time period, while others, such as the State PM_{10} standard, are based on a "not-to-exceed" threshold, meaning that any exceedance of the standard constitutes a violation. The Tracy area is one of the few areas in the Air Basin where monitoring stations show measurements in attainment with the $PM_{2.5}$ ambient standards. The $PM_{2.5}$ NAAQS compliance is based on the average of values for past three years, using the average mean for the annual standard and the 98th percentile (8th highest value per year) for the 24-hour standard. Even though there were 1 to 3 days where $PM_{2.5}$ exceeded 35 µg/m³, the 8th highest daily value (which is used to calculate the 98th percentile) was still under 35 µg/m³.

Criteria Air Pollutants

As stated, criteria air pollutant emissions are regulated pursuant to the CAA and California Clean Air Act (CCAA) due to the associated adverse health effects of exposure to these pollutants. Table 3.3-4 shows a general description of the source and health effects from the government-regulated criteria air pollutants of O_3; reactive organic gases (ROGs) and volatile organic compounds (VOCs), CO, NO_2, SO_2, particulate matter (specifically PM_{10} and $PM_{2.5}$), sulfates, and lead (Pb).

Table 3.3-4: Sources and Health Effects of Common Air Pollutants

Criteria Pollutant	Most Relevant Effects from Pollutant Exposure	Sources
Ozone	• Respiratory symptoms. • Worsening of lung disease leading to premature death. • Damage to lung tissue.	• On-road and off-road mobile vehicle exhausts. • Factories and industrial facilities. • Consumer products.
Particulate matter (PM_{10})	• Premature death and hospitalization, primarily for worsening of respiratory disease. • Reduced visibility and material soiling.	• Gasoline- and diesel-powered mobile vehicles. • Dust from construction sites, landfills, and agriculture. • Combustion from oil. • Burning wood and wildfires. • Burning of brush and wastes. • Factories and industrial facilities.
Particulate matter ($PM_{2.5}$)	• Premature death. • Hospitalization for worsening of cardiovascular disease. • Hospitalization for respiratory disease. • Asthma-related emergency room visits. • Increased symptoms, increased inhaler usage.	• Gasoline- and diesel-powered mobile vehicles. • Combustion from oil and wood.
Nitrogen dioxide (NO_2)	• Lung irritation. • Intensified allergic responses.	• Motor vehicle internal combustion engines. • Fossil fuel-fired electric utility and industrial boilers.
Carbon monoxide (CO)	• Chest pain in patients with heart disease. • Headache. • Lightheadedness. • Reduced mental alertness.	• Motor vehicle internal combustion engines. • Fossil fuel-fired electric utility and industrial boilers.
Sulfur dioxide (SO_2)	• Worsening of asthma: increased symptoms, increased medication usage, and emergency room visit.	• Combustion of sulfur-containing fuel from motor vehicles, locomotives, ships, and off-road diesel equipment. • Industrial processes. • Geothermal fields.

Criteria Pollutant	Most Relevant Effects from Pollutant Exposure	Sources
Lead (Pb)	• Impaired mental functioning in children. • Learning disabilities in children. • Brain and kidney damage.	• Lead smelters. • Piston-engine aircraft operating on leaded aviation gasoline. • Waste incinerators. • Utilities. • Lead-acid battery manufacturers. • Dust from soils contaminated with lead-based paint.
Source: California Air Resources Board (ARB). 2023. Common Air Pollutants.		

Toxic Air Contaminants

TACs, as known under the CCAA, are pollutants that have been identified through ambient air quality data as posing the most substantial health risk in California.[8] Direct exposure to these pollutants has been shown to cause cancer, birth defects, damage to the brain and nervous system, and respiratory disorders. The ARB provides TAC emission inventories for only the larger air basins.

Sources include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners and motor vehicle exhaust. TACs do not have ambient air quality standards. Since no safe levels of TACs can be determined, there are no air quality standards for TACs. Instead, TAC impacts are evaluated by calculating the health risks associated with a given exposure. The requirements of the Air Toxic "Hot Spots" Information and Assessment Act apply to facilities that use, produce, or emit toxic chemicals. Facilities that are subject to the toxic emission inventory requirements of the Act must prepare and submit toxic emission inventory plans and reports to the ARB and periodically update those reports. The major TAC that affects health impacts in the air from typical construction and operational activities is diesel particulate matter (DPM). DPM from the operation of diesel trucks and heavy construction equipment has been identified by the ARB as a carcinogen that can result in long-term health impacts (see discussion below). According to ARB, it is estimated that approximately 70 percent of total known cancer risk related to air toxics in California is attributable to DPM. Therefore, the primary TAC of concern for the proposed project would be diesel exhaust, characterized by the emissions of DPM as a surrogate.

Diesel Particulate Matter

As stated, studies indicate that DPM poses the greatest health risk among the TACs listed above. A 10-year research program demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk.[9] In addition to increasing the risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel

[8] Sacramento Metropolitan Air Quality Management District (Sacramento Metro AQMD). TAC Emissions. Website: https://www.airquality.org/LandUseTransportation/Documents/Ch5TAC4-2020.pdf. Accessed September 30, 2025.

[9] California Air Resources Board (ARB). 1998. The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines. Website: https://ww2.arb.ca.gov/sites/default/files/classic/toxics/dieseltac/finexsum.pdf. Accessed September 17, 2025.

exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. Diesel exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.

DPM is emitted from both mobile and stationary sources. In California, on-road diesel-fueled engines contribute approximately 24 percent of the Statewide total, with an additional approximately 71 percent attributed to other mobile sources such as construction and mining equipment, and agricultural equipment. Stationary sources contribute about 5 percent of total DPM.

Health Effects

Diesel exhaust and many individual substances contained in it (including arsenic, benzene, formaldehyde, and nickel) have the potential to contribute to mutations in cells that can lead to cancer. Long-term exposure to diesel exhaust particles poses the highest cancer risk of any TAC evaluated by the California Office of Environmental Health Hazard Assessment (OEHHA). The ARB estimates that approximately 70 percent of the cancer risk that the average Californian faces from breathing TACs stems from diesel exhaust particles.

In its comprehensive assessment of diesel exhaust, OEHHA analyzed more than 30 studies of people who worked around diesel equipment, including truck drivers, railroad workers, and equipment operators. The studies showed these workers were more likely to develop lung cancer than workers who were not exposed to diesel emissions. These studies provide strong evidence that long-term occupational exposure to diesel exhaust increases the risk of lung cancer. Using information from OEHHA's assessment, ARB estimates that diesel-particle levels measured in California's air in 2000 could cause 540 "excess" cancers (beyond what would occur if there were no diesel particles in the air) in a population of one million people over a 70-year lifetime. Other researchers and scientific organizations, including the National Institute for Occupational Safety and Health, have calculated similar cancer risks from diesel exhaust as those calculated by OEHHA and ARB.

Exposure to diesel exhaust can have immediate health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. In studies with human volunteers, diesel exhaust particles made people with allergies more susceptible to the materials to which they are allergic, such as dust and pollen. Exposure to diesel exhaust also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks.

Valley Fever

Coccidioidomycosis, or Valley Fever, is a long-studied fungal infection caused by inhaling spores of Coccidioides immitis, which live in dry, alkaline soil and become airborne when disturbed by wind, construction, or other activities. Common in hot, arid regions, the disease affects both humans and animals, especially those exposed to dust, such as outdoor workers and active individuals. Once inhaled, the spores lodge in the lungs, transform into spherules, and release endospores that can continue the infection cycle. While about 60 percent of cases are mild or asymptomatic, others may

experience fatigue, cough, rash, and joint pain—symptoms not unique to Valley Fever—necessitating lab tests for diagnosis, including microscopic examination, cultures, serological tests, and skin testing. The disease is not contagious, and most people recover within six months, often gaining lifelong immunity. However, severe cases may require prolonged antifungal treatment using drugs like fluconazole or amphotericin B, with therapy length depending on disease severity and response.

The San Joaquin Valley is considered an endemic area for Valley Fever. The distribution of *Coccidioides immitis* within endemic areas is not uniform and growth sites are commonly small (a few tens of meters) and widely scattered. Known sites appear to have some ecological factors in common suggesting that certain physical, chemical, and biological conditions are more favorable for *Coccidioides immitis* growth. Avoidance, when feasible, of sites favorable for the occurrence of *Coccidioides immitis* is a prudent risk management strategy. Listed below are ecologic factors and sites favorable for the occurrence of *Coccidioides immitis*:[10]

1. Rodent burrows (often a favorable site for *Coccidioides immitis*, perhaps because temperatures are more moderate and humidity higher than on the ground surface).
2. Prehistoric Indian campsites near fire pits.
3. Areas with sparse vegetation and alkaline soils.
4. Areas with high salinity soils.
5. Areas adjacent to arroyos (where residual moisture may be available).
6. Packrat middens.
7. Upper 30 centimeters of the soil horizon, especially in virgin undisturbed soils.
8. Sandy well aerated soil with relatively high-water holding capacities.

Sites within endemic areas less favorable for the occurrence of *Coccidioides immitis* include:

1. Cultivated fields
2. Heavily vegetated areas (e.g., grassy lawns)
3. Higher elevations (above 7,000 feet)
4. Areas where commercial fertilizers (e.g., ammonium sulfate) have been applied
5. Areas that are continually wet
6. Paved (asphalt or concrete) or oiled areas
7. Soils containing abundant microorganisms
8. Heavily urbanized areas where there is little undisturbed virgin soil

Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals found in many parts of California. The three most common types of asbestos are chrysotile, amosite, and crocidolite.

[10] United States Geological Survey (USGS). 2000. Operational Guidelines (Version 1.0) for Geological Fieldwork in Areas Endemic for Coccidioidomycosis (Valley Fever). Website: http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.486.1526&rep=rep1&type=pdf. Accessed September 1, 2025.

Chrysotile, also known as white asbestos, is the most common type of asbestos found in buildings. Chrysotile makes up approximately 90 to 95 percent of all asbestos contained in buildings in the United States. In addition, naturally occurring asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. Serpentinite and/or ultramafic rock are known to be present in 44 of California's 58 counties. These rocks are particularly abundant in the counties associated with the Sierra Nevada foothills, the Klamath Mountains, and Coast Ranges. According to information provided by the California Department of Conservation, Division of Mines and Geology, San Joaquin County, including the project site, is not located in an area where naturally occurring asbestos is likely to be present.[11]

3.3.4 - Regulatory Framework

Air pollutants are regulated at the national, state, and air basin or county level; each agency has a different level of regulatory responsibility. The EPA regulates at the national level. The ARB regulates at the State level. The Valley Air District regulates at the air basin level.

Federal Laws and Regulations

The EPA is responsible for national and interstate air pollution issues and policies under the federal Clean Air Act discussed in Section 3.3.2 Air Quality Standards and Health Effects. The EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans, provides research and guidance for air pollution programs, and sets NAAQS for six criteria pollutants described under Section 3.3.2 Environmental Setting. These standards are designed to protect public health and the environment with an adequate margin of safety. States are required to develop and implement State Implementation Plans to demonstrate how they will attain and maintain the NAAQS, and the EPA reviews and approves these plans to ensure compliance with the CAA.

A State Implementation Plan is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain federal standards. The State Implementation Plan for the State of California is administered by the ARB, which has overall responsibility for Statewide air quality maintenance and air pollution prevention. California's State Implementation Plan incorporates individual federal attainment plans for regional air districts—an air district prepares its federal attainment plan, which is sent to ARB to be approved and incorporated into the California State Implementation Plan. Federal attainment plans include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms. The most recent attainment plans for the Valley Air District are the 2007 8-hour Ozone Attainment Plan and the 2012 $PM_{2.5}$ Plan for the 2006 $PM_{2.5}$ standard. The Air Basin is designated as an extreme ozone

[11] Department of Conservation. 2000. General Location Guide to Ultramafic Rocks in California: Areas with Higher Potential for Naturally Occurring Asbestos. August. Website: https://ww2.arb.ca.gov/sites/default/files/classic/toxics/asbestos/ofr_2000-019.pdf. Accessed September 9, 2025.

nonattainment area for the EPA's 2008 8-hour ozone standard of 75 ppb. The EPA Administrator signed the Final Rule revising the 8-hour ozone standard to 70 parts per million (ppm) on October 1, 2015. Adoption of a new standard requires an implementation process that includes making attainment designations and the development of new plans to attain the standard based on each area's designation. The Valley Air District's Governing Board approved the 2016 Plan for the 2008 8-Hour Ozone Standard on June 16, 2016. The comprehensive strategy in this plan will reduce NO_X emissions by over 60 percent between 2012 and 2031 and will bring the San Joaquin Valley into attainment of EPA's 2008 8-hour ozone standard as expeditiously as practicable, no later than December 31, 2031.

Air basins designated nonattainment must develop Air Quality Plans (AQPs) and regulations to achieve standards by specified dates, depending on the severity of the exceedances. For much of the country, implementation of federal motor vehicle standards and compliance with federal permitting requirements for industrial sources are adequate to attain air quality standards on schedule. For many areas of California, however, additional State and local regulation is required to achieve the standards. Laws and regulations adopted by California that are relevant to this analysis are described below.

State

The ARB, a department of the California Environmental Protection Agency (Cal/EPA), oversees air quality planning and control throughout California by administering the State Implementation Plan. Its primary responsibility lies in ensuring implementation of the 1989 amendments to the CCAA, responding to the federal CAA requirements, and regulating emissions from motor vehicles sold in California. The ARB also sets fuel specifications to further reduce vehicular emissions.

The amendments to the CCAA establish the CAAQS, and a legal mandate to achieve these standards by the earliest practical date. These standards apply to the same criteria pollutants as the federal CAA, and also include sulfates, visibility-reducing particulates, hydrogen sulfide, and vinyl chloride (there are currently no NAAQS for these latter pollutants). They are also generally more stringent than the national standards in most cases, although recently promulgated NAAQS for 1-hour NO_2 and SO_2 can in some instances be more stringent than the respective CAAQS.

The ARB is also responsible for regulations pertaining to TACs. The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly) was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. AB 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release into their local air basin. Each Air Pollution Control District and Air Quality Management District in the State ranks the data into high, intermediate, and low priority categories. When considering the ranking, the potency, toxicity, quantity, volume, and proximity of the facility to receptors are given consideration by an air district.

The ARB also has on- and off-road engine emission reduction programs that would indirectly affect the proposed project's emissions through the phasing in of cleaner on- and off-road engines. These programs are discussed below:

Low Emission Vehicle Program

The ARB first adopted Low Emission Vehicle (LEV) program standards in 1990. These first LEV standards ran from 1994 through 2003. LEV II regulations, running from 2004 through 2010, represent continuing progress in emission reductions. As the State's passenger vehicle fleet continues to grow and more sport utility vehicles and pickup trucks are used as passenger cars rather than work vehicles, the more stringent LEV II standards were adopted to provide reductions necessary for California to meet federally mandated clean air goals outlined in the 1994 State Implementation Plan. In 2012, the ARB adopted the LEV III amendments to California's LEV regulations. These amendments, also known as the Advanced Clean Car Program, include more stringent emission standards for model years 2017 through 2025 for both criteria pollutants and greenhouse gas (GHG) emissions for new passenger vehicles.

On September 23, 2020, Governor Gavin Newsom issued Executive Order N-79-20 establishing a goal that 100 percent of new passenger cars and trucks sold in California shall be zero-emission by 2035. The Executive Order also sets a goal that, where feasible, all operations include zero-emission medium- and heavy-duty trucks by 2045, and drayage trucks by 2035. Off-road vehicles have a goal to transition to 100 percent ZEVs by 2035, where feasible.

To implement these goals, the ARB adopted the Advanced Clean Cars II (ACC II) regulations in 2022, which require automakers to sell increasing percentages of ZEVs starting with model year 2026, culminating in a full transition by 2035.[12] ACC II also updates standards for internal combustion vehicles and works in tandem with other ARB regulations such as the Advanced Clean Trucks rule and the Heavy-Duty Low NO_X Omnibus Regulation. However, in a significant policy reversal, in June 2025, President Trump signed into law congressional resolutions under the Congressional Review Act, invalidating EPA's preemption waivers for ACC II, the Advanced Clean Trucks rule, and the Low NO_X Omnibus Regulation.[13] These waivers were critical to California's authority under the CAA to set its own vehicle emissions standards. The ARB has strongly opposed the rescissions and is currently involved in legal challenges related thereto.

On-road Heavy-duty Vehicle Program

The ARB adopted the Heavy-duty Engine and Vehicle Omnibus Regulation in September 2021, with amendments finalized in December 2023. This regulation significantly tightens NO_x and particulate matter (PM) emission standards for new medium- and heavy-duty engines beginning with the 2024 model year. It also introduces more stringent standards for 2027 and subsequent model years, making it the most aggressive NO_x control measure in California's State Implementation Plan. The Omnibus Regulation revamps the in-use testing program, extends warranty periods, and strengthens durability demonstration requirements. While the 2023 amendments provided manufacturers with additional compliance flexibility for model years 2024 through 2026, they did not reduce the overall

[12] California Air Resources Board (ARB). Advanced Clean Cars. https://ww2.arb.ca.gov/our-work/programs/drive-forward-light-duty-vehicle-program/advanced-clean-cars. Accessed November 11. 2025.

[13] U.S. Congress. (2025). H.J.Res.88 – Providing congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to "California State Motor Vehicle and Engine Pollution Control Standards; Advanced Clean Cars II; Waiver of Preemption; Notice of Decision.". Website: https://www.congress.gov/bill/119th-congress/house-joint-resolution/88/text?s=1&r=2. Accessed September 9, 2025.

emissions benefits of the program.[14] However, the enforceability of the Omnibus Regulation was called into question following the June 2025 rescission of California's EPA waiver under the CAA. This action, approved through Congressional Review Act resolutions and signed by President Trump, revoked federal authorization for the ARB to implement the Omnibus Regulation alongside other major vehicle emission rules.[15] The ARB has publicly opposed the rescission and is pursuing legal challenges, but in the interim, the regulation's status remains uncertain, with implications for long-term emissions modeling and fleet planning.

The ARB continues to enforce the Heavy-duty Diesel Vehicle Idling Reduction Program, the In-Use Compliance Program, and targeted rules for public and school bus fleets, which are unaffected by the June 2025 rescission of waivers. These programs complement the Omnibus Regulation by addressing emissions from existing vehicles already in operation. The Heavy-duty Diesel Vehicle Idling Reduction Program limits idling to 5 consecutive minutes and is enforced through roadside inspections and penalties. The Heavy-duty Diesel In-Use Compliance Program continues to monitor real-world emissions from operating vehicles using fleet audits and roadside testing, ensuring that vehicles maintain emissions performance over time. The ARB's Public Bus Fleet Rule and School Bus Program requires retrofits and fleet turnover to reduce exposure to diesel exhaust near schools and urban corridors.

Truck and Bus Regulation and Clean Truck Check

The latest amendments to the Truck and Bus regulation became effective on December 31, 2014. The amended regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet PM filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. As of January 1, 2023, nearly all trucks and buses need to have 2010 model year engines or equivalent.[16]

In parallel, the ARB launched the Heavy-Duty Inspection and Maintenance (HD I/M) Program, also known as the Clean Truck Check, which became effective in 2023.[17] While the Truck and Bus Regulation focuses on fleet turnover and engine modernization, the HD I/M Program ensures that vehicles already in operation continue to meet emissions standards throughout their lifespan. It requires periodic emissions testing, annual compliance fees, and registration in ARB's Clean Truck Check database. The program uses roadside emissions monitoring and Notices to Submit to Testing (NSTs) to identify high-emitting vehicles and enforce corrective action. Together, these programs form a layered strategy: the Truck and Bus Regulation removes outdated engines from the fleet, while the HD I/M Program maintains emissions integrity among compliant vehicles.

[14] California Air Resources Board (ARB). Heavy-Duty Omnibus Regulation Fact Sheet. Website: https://ww2.arb.ca.gov/our-work/programs/heavy-duty-low-nox/heavy-duty-omnibus-regulation-fact-sheet. Accessed September 9, 2025.

[15] U.S. Congress. (2025). H.J.Res.88 – Providing congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to "California State Motor Vehicle and Engine Pollution Control Standards; Advanced Clean Cars II; Waiver of Preemption; Notice of Decision.". Website: https://www.congress.gov/bill/119th-congress/house-joint-resolution/88/text?s=1&r=2. Accessed September 9, 2025.

[16] California Air Resources Board (ARB). Truck and Bus Regulation. Website: https://ww2.arb.ca.gov/our-work/programs/truck-and-bus-regulation. Accessed September 9, 2025.

[17] California Air Resources Board (ARB). Clean Truck Check (HD I/M). Website: https://ww2.arb.ca.gov/our-work/programs/CTC. Accessed September 5, 2025.

In-Use Off-Road Diesel Vehicles

On July 26, 2007, the ARB adopted a regulation to reduce DPM and NO_x emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than 5 consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale.

The ARB adopted a new set of amendments in November 2022 aimed at accelerating emissions reductions from off-road diesel fleets used in construction, mining, and industrial operations.[18] These amendments were approved by the Office of Administrative Law in August 2023 and took effect on October 1, 2023, with enforcement beginning January 1, 2024. Key changes include phase-out requirements for Tier 0, Tier 1, and Tier 2 engines, with large fleets prohibited from operating Tier 0 engines starting in 2024 and low-use Tier 0 vehicles required to retire by 2036. Fleets are also restricted from adding Tier 3 engines going forward, ensuring continued turnover toward cleaner technologies. Expanded reporting requirements are now in place, with updated inventory submissions due by January 1, 2025, and annual affirmations required by March 1, 2025, through the ARB's Diesel Off-Road Online Reporting System (DOORS). On January 10, 2025, the EPA granted California authorization to enforce these amendments under Section 209 of the CAA, reaffirming the State's authority to implement stricter standards for nonroad engines. These updates reflect California's continued commitment to reducing DPM and nitrogen oxide emissions, aligning with broader climate and air quality goals.

Large Spark-Ignition Engine Fleet Regulation

The Large Spark-Ignition Engine Fleet Regulation, adopted by the ARB in 2006, applies to operators of forklifts, sweepers/scrubbers, industrial tow tractors, and airport ground support equipment powered by large spark-ignition engines greater than 25 horsepower and over 1.0 liter displacement.[19] The regulation was designed to reduce emissions of hydrocarbons (HC), NO_x, and CO by requiring fleet operators to meet fleet-average emission standards, label equipment with ARB-issued identification numbers, and report inventory through the ARB's DOORS system. Although the regulation remains in effect as of 2025, its core emission reduction requirements were fully phased in by 2013, and no new standards have been added since. Today, the regulation primarily functions as a compliance and reporting framework for existing large spark-ignition fleets.

Small Off-road Engine Regulation

The ARB developed the Small Off-Road Engine (SORE) Regulation to reduce emissions from gasoline-powered engines typically found in lawn and garden equipment, portable generators, pressure washers, and other small machinery under 25 horsepower. These engines are a notable source of air pollution, emitting ROG, NO_X, CO, and PM—all of which can harm public health. To address these impacts, the ARB has implemented increasingly stringent emission standards and, starting in 2024,

[18] California Air Resources Board (ARB). Overview of Amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation. Website: https://ww2.arb.ca.gov/resources/fact-sheets/overview-amendments-use-road-diesel-fueled-fleets-regulation. Accessed September 9, 2025.

[19] California Air Resources Board (ARB). Large Spark-Ignition Engine Fleet Requirements Regulation. Website: https://ww2.arb.ca.gov/our-work/programs/large-spark-ignition-lsi-engine-fleet-requirements-regulation/about. Accessed September 9, 2025. See also, California Air Resources Board (ARB) Large Spark-Ignition Fleet Overview. https://ww2.arb.ca.gov/sites/default/files/classic/msprog/offroad/orspark/faqs/lsioverview.pdf. Assessed November 11, 2025.

prohibited the sale of most new gasoline-powered SORE equipment. The regulation supports a transition to zero-emission alternatives, such as electric or battery-powered equipment, and is a key part of California's strategy to improve air quality, especially in nonattainment areas.[20,21]

In addition to ARB's Statewide emission reduction programs—California has begun to address localized impacts from freight and warehouse operations through land use and facility-specific legislation as outlined below:

California Assembly Bill 98 -Planning and Zoning: Logistics Use: Truck Routes

Assembly Bill (AB) 98, signed into law in September 2024 and effective January 1, 2026, establishes, among other things, Statewide siting and design requirements for the development and expansion of certain large warehouse facilities in California, specifically those 250,000 square feet or larger. The bill aims to mitigate air quality and public health impacts associated with freight and warehouse operations by requiring energy-efficient building designs, designated truck routing plans, and operational standards that reduce emissions and protect nearby communities. Key provisions include mandatory installation of solar panels, electric vehicle charging infrastructure, and cold storage plug-ins, as well as restrictions on truck and orientation of loading bays to minimize exposure for sensitive receptors. AB 98 also mandates a transition to zero-emission forklifts by 2030 and requires local jurisdictions to update their circulation elements to establish truck routes by 2028.

Senate Bill (SB) 415 (Reyes 2025), known as the PLANS Act, refines California's regulatory framework for logistics use developments, building upon AB 98. SB 415 defines "logistics use development" as facilities primarily used for the movement or storage of goods via heavy-duty trucks, and excludes certain temporary agricultural structures and buffer lands from the definition of "sensitive receptors." SB 415 mandates that new logistics developments comply with the California Green Building Standards Code (CALGreen) in effect at the time of permitting and introduces requirements for "21st Century Warehouses" and "Tier 1" facilities, including electric vehicle infrastructure, solar readiness, and zero-emission equipment. Local jurisdictions must adopt truck route ordinances by 2028 (or 2030 for small cities) to manage freight traffic and reduce impacts on residential and sensitive areas.

The proposed project is not subject to AB 98/SB 415 requirements because AB 98 does not apply to any "logistic projects," including warehouses, that "were subject to a commenced local entitlement process prior to September 30, 2024." (Government Code § 65098.1.5, subd. (c)).[22] The proposed project's development application was filed with the City prior to September 30, 2024.[23] The exemption "shall remain in effect from the time of the initial application submission through the

[20] California Air Resources Board (ARB). 2021 Amendments to the Small Off-Road Engine Regulations. Website: https://ww2.arb.ca.gov/our-work/programs/small-road-engines-sore/2021-amendments-small-road-engine-regulations. Accessed September 11, 2025.

[21] California Air Resources Board (ARB). ARB approves updated regulations requiring most new small off-road engines be zero-emission by 2024. Website: https://carbstage.arb.ca.gov/news/carb-approves-updated-regulations-requiring-most-new-small-road-engines-be-zero-emission-2024. Accessed September 11, 2025.

[22] The intent of the exemption language is to not place any undue burdens on investments that had been made and to not impact projects that were already in the pipeline prior to knowledge of AB 98's comprehensive regulations that could unwind design and siting considerations.

[23] Notably, even if an application has not been submitted, the project site has been subject to an extended entitlement process for the proposed use, which resulted in a denial of the prior application, which in of itself would be sufficient to meet the "commenced the local entitlement process" standard.

completion of the entitlement process, including any necessary rezoning actions and through the development period." (Government Code § 65098.1.5, subd. (d)). Although the proposed project is not subject to AB 98/SB 415 requirements, the proposed project incorporates several BMPs consistent with AB 98/SB 415 that would reduce air quality impacts, as further described below.

Best Management Practices for Warehouses

The California DOJ released a non-binding guidance document outlining best practices for warehouse projects under the California Environmental Quality Act (CEQA).[24] In it, local agencies and developers are encouraged to implement robust measures to reduce air quality GHG impacts, particularly in overburdened communities. Projects should include a comprehensive analysis of both direct and cumulative emissions, including health risk assessments that evaluate potential exposure for nearby sensitive receptors. To help minimize health risks, the guidance recommends siting warehouse facilities with appropriate setbacks or physical buffers from sensitive land uses such as residences, schools, and healthcare facilities. Additional best practices include the use of zero-emission or near-zero-emission technologies for on-site equipment and vehicles—such as electric forklifts and yard trucks—as well as installing electric vehicle and truck charging infrastructure to support long-term emissions reductions. The guidance also encourages limiting idling, installing anti-idling signage, and designing site circulation to reduce queueing and emissions near residential areas. Incorporating solar panels and energy-efficient building systems is further recommended to reduce GHG emissions and the project's overall environmental impact.

Many of the guidance recommendations are similar to the requirements in AB 98/SB 415. As discussed further below, the proposed project incorporates many BMPs that are consistent with the both the AB 98/SB 415 requirements and Warehouse Best Management Practices guidance document.

Hazardous Materials Regulations Related to Construction

California regulates exposure to hazardous materials such as asbestos and lead during construction to protect workers and the public from serious health risks associated with inhalation or ingestion of these substances. These relevant regulations are discussed below.

Title 8, California Code of Regulations Section 1529

Title 8, California Code of Regulations, Section 1529 regulates asbestos exposure in construction, demolition, renovation, and maintenance activities. The regulation requires that any work disturbing asbestos-containing materials (ACMs) be conducted using proper work practices, engineering controls, and personal protective equipment to minimize airborne fiber release. Employers must conduct air monitoring, provide respiratory protection, implement wet methods or local exhaust ventilation, and ensure workers are trained and informed of asbestos hazards. Notification requirements also apply when asbestos is removed from commercial or public buildings, ensuring worker and public safety during construction activities.

[24] California Office of the Attorney General. 2022. Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act. Website: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf. Accessed September 15, 2025.

Title 8, California Code of Regulations Section 1532.1

Title 8, California Code of Regulations, Section 1532.1 governs lead exposure in the workplace, including construction activities involving lead-containing materials such as old paint, plumbing, or contaminated soil. The regulation requires employers to perform exposure monitoring, implement engineering and administrative controls, provide respiratory protection and protective clothing, and establish medical surveillance programs for workers with significant exposure. Employees must also receive training on lead hazards, safe work practices, and hygiene procedures to prevent ingestion or inhalation of lead dust or fumes. Compliance with these requirements minimizes both worker and public health risks during construction projects that disturb lead-containing materials.

Regional

San Joaquin Valley Air Pollution Control District

The Valley Air District is responsible for controlling emissions primarily from stationary sources within the San Joaquin Valley. The Valley Air District, in coordination with the eight countywide transportation agencies, is also responsible for developing, updating, and implementing air quality attainment plans for the Air Basin. The Valley Air District also has roles under CEQA as a responsible agency.

The Valley Air District attains and maintains air quality conditions in the Air Basin through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of the Valley Air District includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. The Valley Air District also inspects stationary sources of air pollution and responds to citizen complaints; monitors ambient air quality and meteorological conditions; and implements programs and regulations required by the federal CAA and CCAA.

The Valley Air District has adopted developed numerous plans to identify measures needed to attain the increasingly stringent federal and State standards.[25] Most recently adopted plans include the following:

- The 2024 Plan for the 2012 Annual $PM_{2.5}$ Standard.
- The 2018 Plan for the 1997, 2006, and 2012 $PM_{2.5}$ Standard.
- Ozone Contingency Measure State Implementation Plan Revision for the 2008 and 2015 8-Hour Ozone Standards.
- 2022 Plan for the 2015 8-Hour Ozone Standard.
- The 2004 Revisions to the Carbon Monoxide Maintenance Plan.

[25] San Joaquin Valley Air Pollution Control District (Valley Air District). 2025. Air Quality Attainment Plans. Website: https://www.valleyair.org/rules-and-planning/air-quality-plans/. Accessed September 25, 2025.

Rules and Regulations

The following Valley Air District rules and regulations[26] are relevant to this analysis:

Rule 4102 Nuisance

The purpose of this rule is to protect the health and safety of the public and applies to any source operation that emits or may emit air contaminants or other materials.

Rule 4601 Architectural Coatings

The purpose of this rule is to limit volatile organic compounds (VOC) emissions from architectural coatings. Emissions are reduced by limits on VOC content and providing requirements on coatings storage, cleanup, and labeling.

Rule 4641 Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations

The purpose of this rule is to limit VOC emissions from asphalt paving and maintenance operations.

If asphalt paving would be used, then the paving operations would be subject to Rule 4641.

Rule 4702 Internal Combustion Engines

This rule applies to any internal combustion engine rated at 25 brake horsepower or greater. Emergency generators cannot be used to reduce the demand for electrical power when normal electrical power line service has not failed, to produce power for the utility electrical distribution system, or in conjunction with a voluntary utility demand reduction program or interruptible power contract. The rule limits emergency generators to 100 hours of operation for non-emergency usage, which is less stringent than the ATCM [Airborne Toxic Control Measures] for emergency standby stationary engines under 17 California Code of Regulations 93115. Therefore, compliance with the ATCM ensures compliance with the 100-hour requirement**.**

Regulation VIII Fugitive PM_{10} Prohibitions

Rules 8011-8081 are designed to reduce PM_{10} emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and trackout, etc. All development projects that involve soil disturbance are subject to at least one provision of the Regulation VIII series of rules.

[26] San Joaquin Valley Air Pollution Control District (Valley Air District). 2025. Current District Rules and Regulations. https://www.valleyair.org/rules-and-planning/current-district-rules-and-regulations/. Accessed November 11, 2025.

A Dust Control Plan (DCP) is required when the project involves 5 or more acres of disturbed surface area or earthmoving activities of 2,500 cubic yards or more. The DCP must outline specific dust control measures to minimize PM_{10} emissions from activities such as grading, excavation, vehicle movement, and material handling. Typical measures include pre-watering the site, applying water or chemical stabilizers to exposed soils and unpaved roads, limiting vehicle speeds, covering haul trucks, installing trackout control devices, and sweeping nearby paved surfaces. The plan must also identify responsible personnel, monitoring and recordkeeping procedures, and contingency actions if visible dust extends beyond the project boundary. The DCP must be submitted to and approved by Valley Air District before construction begins, and compliance with its provisions is subject to inspection and enforcement throughout the project duration.

Rule 9410 Employer Based Trip Reduction

The purpose of Rule 9410 is to reduce emissions of ozone precursors (NO_X and VOC) and PM from mobile sources. The rule applies to employers with at least 100 eligible employees at a worksite and requires employers to establish an Employer Trip Reduction Implementation Plan (eTRIP) to encourage employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Rule 9410 (Employer Based Trip Reduction) satisfies a federally enforceable commitment in District State Implementation Plans (the 2007 Ozone Plan and the 2008 $PM_{2.5}$ Plan) and is designed to share the air pollution cleanup burden traditionally targeted at stationary sources. The rule applies to worksites with over 100 employees in incorporated cities with a population of at least 10,000 people OR worksites where at least 50 percent of all employees work at least 2,040 hours per year.

Rule 9510 Indirect Source Review

The purpose of Rule 9510 is to reduce emissions of NO_X and PM_{10} from new development projects that, upon full buildout, seek to gain discretionary approval for any one of the following: 50 residential units, 2,000 square feet of commercial space, 25,000 square feet of Light Industrial (LI) space, 20,000 square feet of medical or recreational space, 39,000 square feet of general office space, 100,000 square feet of heavy industrial space, 9,000 square feet of educational space, 10,000 square feet of government space, or 9,000 square feet of any land use not identified above.

The Indirect Source Review (ISR) applies to development projects that have a mitigated baseline of greater than 2 tons per year (TPY) for NO_X and PM_{10} and requires developers to reduce 20 percent of construction exhaust NO_X; 45 percent of construction exhaust PM_{10}; 33 percent of operational NO_X over 10 years; and 50 percent of operational PM_{10} over 10 years.

Developers are encouraged to reduce as much air pollution as possible through on-site mitigation or the incorporation of air-friendly designs and practices into the project. If these practices do not completely meet the required reductions (under the rule), new development projects are required to mitigate the remainder of their emissions by contributing to a mitigation fund that would be used to pay for the most cost-effective projects to reduce emissions.

California Environmental Quality Act

The Valley Air District provides[27] guidance and thresholds for CEQA air quality and GHG analyses. These thresholds are presented in Table 3.3-8. The result of this guidance, as well as State regulations to control air pollution, is an overall improvement in the Air Basin.

The Valley Air District's Air Quality Attainment Plans include measures to promote air quality elements in county and city general plans as one of the primary indirect source programs. The general plan is the primary long range planning document used by cities and counties to direct development. Since air districts have no authority over land use decisions, it is up to cities and counties to ensure that their general plans help achieve air quality goals. Section 65302.1 of the California Government Code requires cities and counties in the San Joaquin Valley to amend appropriate elements of their general plans to include data, analysis, comprehensive goals, policies, and feasible implementation strategies to improve air quality in their next housing element revisions.

City of Tracy

The City's air quality goals and policies from the Air Quality Element and Circulation Element that are relevant to this analysis are listed below.[28]

City of Tracy Air Quality Goals and Policies

Air Quality Element

Goal AQ-1 Improved air quality and reduced greenhouse gas emissions

Objective AQ-1.1 Improve air quality and reduce greenhouse gas emissions through land use planning decisions.

Policies

Policy P1 The City shall promote land use patterns that reduce the number and length of motor vehicle trips.

Policy P4 Employment areas should include a mix of support services to minimize the number of trips.

[27] San Joaquin Valley Air Pollution Control District (Valley Air District). 2021.Emission Reductions – Clean Air Measures. Website: https://ww2.valleyair.org/media/ob0pweru/clean-air-measures.pdf Accessed September 15, 2025.

[28] City of Tracy. 2011. City of Tracy General Plan. February 1. Website: https://www.ci.tracy.ca.us/documents/2011_General_Plan.pdf. Accessed September 2, 2025.

Objective AQ-1.2 Promote development that minimizes air pollutant and greenhouse gas emissions and their impact on sensitive receptors as a result of indirect and stationary sources.

Policies

Policy P1 The City shall assess air quality impacts using the latest version of the CEQA Guidelines and guidelines prepared by the San Joaquin Valley Air Pollution Control District.

Policy P3 Developers shall implement best management practices to reduce air pollutant emissions associated with the construction and operation of development projects.

Policy P4 New development projects should incorporate energy-efficient design features for HVAC [heating, ventilation, and air conditioning], lighting systems and insulation that exceed Title 24.

Policy P5 Use of solar water and pool heaters is encouraged.

Policy P6 Installation of solar voltaic panels on new homes and businesses shall be encouraged.

Policy P7 Trees should be planted on the south- and west-facing sides of new buildings or building undergoing substantial renovation in order to reduce energy usage.

Policy P9 New developments shall follow the current requirements of the Valley Air District [Valley Air District] with respect to wood-burning fireplaces and heaters.

Policy P10 Stationary air pollutant emission sources (e.g., factories) shall be located an appropriate distance away and downwind from residential areas and other sensitive receptors.

Policy P12 New sources of toxic air pollutants shall prepare a Health Risk Assessment as required under the Air Toxics “Hot Spots” Act and, based on the results of the Assessment, establish appropriate land use buffer zones around those areas posing substantial health risks.

Policy P13 Dust control measures consistent with San Joaquin Valley Air Pollution Control District rules shall be required as a condition of approval for subdivision maps, site plans, and all grading permits

Policy P14 Developments that significantly impact air quality shall only be approved if all feasible mitigation measures to avoid, minimize or offset the impact are implemented.

Policy 15 Encourage businesses to electrify loading docks or implement idling-reduction systems so that trucks transporting refrigerated goods can continue to power cab cooling elements during loading, layovers, and rest periods.

Circulation Element

Goal CIR-1 A roadway system that provides access and mobility for all of Tracy's residents and businesses while maintaining the quality of life in the community.

Objective CIR-1.1 Implement a hierarchical street system in which each street serves a specific, primary function and is sensitive to the context of the land uses served.

Policies

Policy P3 The City shall continue to apply traffic mitigation fee programs to fund transportation infrastructure, based on a fair share of facility use.

Policy P6 The Roadway Master Plan update shall identify necessary improvements to various intersections on I-205 and I-580 based on land use designations and with particular attention to Terminal Access Routes in accordance with Surface Transportation Assistance Act of 1982 (STAA).

Objective CIR-1.2 Provide a high level of street connectivity.

Policies

Policy P3 New development shall be designed to provide vehicular, bicycle and pedestrian connections with adjacent developments.

Objective CIR-1.7 Minimize traffic-related impacts such as noise and emissions on adjacent land uses.

Policies

Policy P1 Appropriate buffering and screening mechanisms shall be incorporated in development projects to limit the impacts associated with traffic. These buffering and screening mechanisms may include setbacks, landscaping, berms, soundwalls or other methods as appropriate.

Goal CIR-3 Safe and convenient bicycle and pedestrian travel as alternative modes of transportation in and around the City.

Objective CIR-3.1 Achieve a comprehensive system of citywide bikeways and pedestrian facilities.

Policies

Policy P6 New development shall include pedestrian and bicycle facilities internal to the development and that connect to citywide facilities, such as parks, schools and recreational corridors, as well as adjacent development and other services.

Policy P7 New development sites for commercial, employment, educational, recreational and park-and-ride land uses shall provide bicycle parking and/or storage facilities.

Economic Development Element

Goal ED-1 A diversified and sustainable local economy.

Objective ED-1.2 Support and encourage a sustainable local economy.

Policies

Policy P1 The City shall encourage businesses that use green practices.

Policy P2 The City shall conduct public education and outreach to support employment opportunities that minimize the need for automobile trips, such as live/work, telecommuting, satellite work centers, and home occupations, in addition to mixed-use development strategies.

Objective ED-6.2 Support infill development of commercial and industrial properties within the city limits.

Policies

Policy P1 The City shall promote the development and redevelopment of City infill areas.

Policy P2 A balanced mix of retail, restaurant, and other services should be encouraged throughout the City.

Northeast Industrial Specific Plan

The City of Tracy adopted the Northeast Industrial Specific Plan on July 17, 2012. The City's air quality objectives, goals, and policies from the Northeast Industrial Specific Plan that are relevant to this analysis are listed below.[29]

Parking and On-site Vehicular Circulation

- Parking, on-site circulation, and loading area standards shall be as required by the provisions of Title 10, Article 26, Off-Street Parking Requirements of the Tracy Municipal Code unless modified below or as part of the Development Review approval.
- Parking lots containing 10-20 spaces may include a maximum of 20 percent of the total number of spaces for compact cars. These spaces shall be designed and marked in accordance with City standards and distributed throughout the lot. Parking areas containing 20 or more spaces may include a maximum of 30 percent of the total number of spaces for compact cars.
- Parking Ratio for Proposed Office Use:
  - One space for every 250 square feet of gross floor area in the proposed office use.
- Warehouse/Storage off-street parking standards:

[29] City of Tracy. 2012. City of Tracy Northeast Industrial Specific Plan. July 17. Website: https://www.ci.tracy.ca.us/documents/Northeast_Industrial_Specific_Plan.pdf. Accessed September 2, 2025.

- One space per 1,000 square feet of the first 20,000 square feet of gross floor area, plus one space per 2,000 square feet of the second 20,000 square feet of gross floor area, plus one space per 4,000 square feet of the remaining square feet of gross floor area.

Environmental Performance Standards

- No use shall be permitted to exist or operate on any lot which:
  - Emits dust, sweepings, dirt, cinders, fumes, odors, radiation, gases and vapors, or discharges liquid or solid wastes or other harmful matter into the atmosphere or any body of water which may, according to the appropriate agency, adversely affect the health and safety persons within the area or the health and safety of persons in adjacent areas or the use of adjacent properties.
  - Produces intense glare or heat, unless such use is performed only within an enclosed or screened area, and then only in such manner that glare, or heat emitted will not be discernible from any exterior lot line.
  - Allows the visible emissions of smoke (outside any building) other than the exhausts emitted by motor vehicles or other transportation facilities or any emissions in violation of any regulation of any public body having jurisdiction. This requirement shall also be applicable to the disposal of trash and waste materials.

3.3.5 - Methodology

Model Selection, Modeling Parameters and Assumptions

The analysis presented in this section is based on quantitative and qualitative approaches for determining air quality impacts related to construction and operation of the proposed project. The air quality impact assessment was prepared pursuant to the Valley Air District's 2015 Guide for Assessing and Mitigating Air Quality Impact (GAMAQI). The GAMAQI identifies thresholds of significance for criteria pollution emissions, which are presented in Table 3.3-8.

The California Emission Estimator Model (CalEEMod) Version 2022.1 is used to calculate and assess criteria air pollutant (including ozone precursors), TACs, and GHG emissions, which consist of those on-site and off-site construction and operational emissions generated from all facets of the proposed project. CalEEMod provides a uniform platform for government agencies, land use planners, and environmental professionals to emissions from land use development and linear projects in California. The model also incorporates the update made by California Air Pollution Control Officers Association (CAPCOA) in October 2024, when it released the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, an expanded and updated resource with updated data and new measures to quantify GHG emission reductions; methods to identify and score future potential climate hazards; measures to quantify reduced vulnerability to climate change; and measures to improve health and equity.

CalEEMod provides default values for estimating construction and operational emissions; use of the defaults is described below. If modifications were made to the analysis, that is also described below. The CalEEMod output includes notes as well as references to additional calculations included in Appendix B.

Project Best Management Practices

The project applicant has committed to a variety of construction- and operation-related project BMPs with the goal to reduce project emissions, reduce energy consumption, and promote sustainability, and the full list of BMPs is provided in Chapter 2, Project Description, Table 2-3. Of which, the BMPs that more specifically relate to the air quality analysis are shown below. It should be noted that it is not possible to quantify the emissions reduction potential of each of the emissions-reducing project BMPs due to lack of all necessary data to model the BMPs or quantify the corresponding emission reductions. Therefore, for purposes of a conservative analysis, only the following emissions reductions associated with project emissions-reducing features that could reasonably and accurately be quantified were included in the modeling; BMPs No. 2, No. 8, No. 18, No. 24, and No. 33.

BMP No. 1: Time Limitation for Off-road Diesel-powered Equipment During Construction. Each piece of off-road diesel-powered equipment used during project construction shall be prohibited from being in the "on" position for more than 10 hours per day.
BMP No. 2: Use Tier IV-compliant engines or better for all off-road construction vehicles/equipment.
BMP No. 3: Through the use of construction worker training and/or signage, applicant(s) shall limit heavy-duty construction equipment idling to no more than 2 minutes, and in no instance shall such idling exceed 5 minutes, and shall maintain vehicle speeds on unpaved roads to < 15 mph.
BMP No. 4: Electric hookups shall be provided to reduce the need for diesel generators for electric construction equipment and, should diesel generators be needed, all such diesel generators shall be equipped with emission control technology verified by the United States Environmental Protection Agency (EPA) and/or California Air Resources Board (ARB) to reduce particulate matter (PM) emissions by a minimum of 85 percent (also known as the ARB's Level 3 Verified Diesel Emission Control Strategy [VDECS]).
BMP No. 5: All construction diesel hauling trucks shall be model year 2010 or later.
BMP No. 7: Vehicle Queueing Reduction. The design of the Private Drive, which runs north–south through the center of the project site, will assist in reducing queueing on Grant Line Road.
BMP No. 8: Restrict heavy heavy-duty truck (HHDT) Turning Movements. The future intersection at Grant Line Road and the Private Drive shall be designed to restrict HHDT turning movements, which would effectively prevent them from going eastbound on Grant Line Road.
BMP No. 13: Dust, tire wear, brake dust, and other parking lot contaminants shall be minimized through regular sweeping/cleaning of parking lots.
BMP No. 14: Vehicle Charging. Provide electrical vehicle charging stations per applicable provisions of Title 24 of the Building Code.
BMP No. 15: Designated Truck Routes. All truck entries shall be located on designated truck routes.
BMP No. 16: Loading dock doors. If the building housing a sensitive receptor is within 900 feet of the nearest loading dock door(s), then the relevant loading dock door(s) shall not directly face said receptor. Instead, the relevant loading dock door(s) shall be oriented away from said receptor and positioned at least 300 feet away from said receptor, measured on a straight-line basis from the nearest dock door to the building housing the nearest sensitive receptor. Truck courts shall be appropriately screened with Project building(s), screen walls and/or landscaping.

BMP No. 18: <u>Renewable Energy</u>: Project operations shall consider opportunities to utilize renewable energy, which may include solar power, power from Ava Energy (Ava), and/or a combination thereof, as follows. (1) Building roofs shall be constructed to be able to support solar panels; however, the scope and extent to which installation and utilization of solar panels occurs for the subject individual development proposal shall be at the discretion of the relevant owner(s) in collaboration with the tenant(s). (2) At a minimum, owner(s) shall provide solar and battery storage to offset consumption from the conditioned office space areas of each individual building using the California Building Energy Code Compliance (CBECC) T24 compliant energy model. (3) The relevant owner shall also consider opportunities to purchase power from Ava to serve as the primary source (rather than Pacific Gas and Electric Company [PG&E] as the primary source) for the subject individual development proposal and shall purchase power from Ava under the following circumstances:

- If Ava has the confirmed capacity to serve all of the power needs of the subject individual development proposal with 100 percent clean energy from their program at a commercially reasonable rate, the relevant owner and/or tenant shall purchase from Ava sufficient capacity to serve the subject individual development proposal, minus the amount of any renewable energy that would be provided via solar power to the extent pursued.
- If Ava has the confirmed capacity to serve some but not all of the power needs of the subject individual development proposal with 100 percent clean energy from their program at a commercially reasonable rate, the relevant owner and/or tenant shall purchase from Ava the amount of confirmed capacity to partially serve the subject individual development proposal, minus the amount of any renewable energy that would be provided via solar power to the extent pursued.
- If Ava does not have the confirmed capacity to serve any of the power needs of the subject individual development proposal from their program, the relevant owner and/or tenant shall purchase power from PG&E, minus the amount of any renewable energy that would be provided via solar power to the extent pursued.

BMP No. 19: All building roofs shall have a minimum Solar Reflectance Index of .80, lessening heat gain. Reflective cool roof materials are used to lower heat absorption, subsequently lowering energy requirements during the hot summer months. Roof material shall meet the applicable requirements for EPA's Energy Star energy efficiency program, and building management systems shall monitor performance and energy usage of heating, ventilation, and air conditioning (HVAC) systems.

BMP No. 20: HVAC comfort systems shall be controlled by a computerized building management system to maximize efficiency. HVAC units shall be high efficiency units.

BMP No. 21: Mechanical systems are site specifically commissioned and designed and field tested to ensure that the HVAC systems are performing to high efficiency standards. HVAC systems shall be all-electric and will use High Efficiency Particulate Air (HEPA) filters.

BMP No. 22: Future heavy heavy-duty truck (HHDT) Charging: To facilitate the installation of future electric charging stations for HHDTs, the plans shall identify an area for future HHDT charging stations and the relevant developer shall install conduit from the power source to the identified area.

BMP No. 24: Diesel-powered generators: Each applicant, prior to issuance of a building permit for vertical construction in connection with a specific individual development proposal, shall submit language to the City for inclusion in future lease provisions that reflects a prohibition on diesel-powered generators during project operation unless and until any additional required CEQA review is conducted, except for those diesel-powered generators that are used as part of a building's fire suppression system (i.e., fire pumps) which shall be permitted, if required by the City's Fire Department.

BMP No. 25: Overall, at full buildout, the project site's building energy efficiency shall exceed Title 24 Building Envelope Energy Efficiency Standards by at least 1 percent.

BMP No. 26: All appliances to be installed shall meet or exceed Title 24 requirements.*

BMP No. 27: All building coatings and paints shall be low-VOC coatings.

BMP No. 31: No TRUs or cold storage uses: Each applicant, prior to issuance of a building permit for vertical construction in connection with a specific individual development proposal, shall submit language to the City for inclusion in future lease provisions that reflects a prohibition of cold storage uses as well as the use of Transport Refrigeration Units (TRUs) during project operation unless and until any additional required CEQA review is conducted.
BMP No. 32: Anti-idling signs: Anti-idling signs indicating a 3-minute diesel truck engine idling restriction shall be posted at the project facilities along entrances to the project site and in the dock areas.
BMP No. 33: All exclusively on-site vehicles (i.e., forklifts, yard goats, pallet jacks, etc.) shall be electric or zero-emission vehicles.
BMP No. 34: Bicycle parking shall be provided, pursuant to applicable provisions in the City of Tracy Municipal Code.
BMP No. 39: SmartWay Program: Owners, operators or tenants, as applicable, shall enroll and participate in the SmartWay program for eligible businesses, which is a voluntary public-private program developed by the EPA that provides a system for tracking, documenting and sharing information about fuel use and freight emissions across supply chains and helps companies identify and select more efficient carriers, transportation modes, and equipment; this requirement shall apply to vehicles owned and controlled by the Project owners, operators or tenants, as applicable.
BMP No. 41: LEED® standard: Buildings shall achieve LEED® Certification and meet the applicable provisions of the California Green Building Standards Code (CALGreen).
Notes: * For purposes of a conservative analysis, this Draft EIR assumes that the proposed project would meet (not exceed) applicable Title 24 requirements.

Criteria Pollutants Assessed

Given the nature of the proposed project, the following air pollutants are assessed in this analysis:

- ROG
- NO_X
- CO
- SO_2
- PM_{10}
- $PM_{2.5}$

Note: The proposed project would emit O_3 precursors (ROG and NO_X). However, the proposed project would not directly emit O_3, as it is formed in the atmosphere during the photochemical reaction of these precursors.

Toxic Air Contaminants Assessed

Given the nature of the proposed project, DPM is analyzed as the primary toxic air contaminant under CEQA because it is a significant component of diesel exhaust, is emitted in substantial quantities from diesel-powered mobile and off-road equipment commonly associated with construction and operational activities, and poses well-documented human health risks.

Model Inputs and Assumptions–Construction

Construction activities would consist of demolition, site preparation, grading, building construction, paving, and architectural coating of the inside and outside of the buildings. Descriptions of the construction schedule (both concurrent and sequential phasing), sources of emissions, equipment used, and the nature of the activities are described below. Additionally, more detailed assumptions are available in Appendix B.

Construction Emissions

Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of activity, and prevailing weather conditions. Construction emissions result from on-site and off-site activities. On-site emissions principally consist of emissions from the activity of light and heavy-duty construction equipment, motor vehicle operation, and fugitive dust (PM_{10} and $PM_{2.5}$) from disturbed soil. Additionally, paving operations and application of architectural coatings would release VOC emissions. Off-site emissions are caused by motor vehicle exhaust from delivery vehicles, haul trucks, worker traffic, and road dust (PM_{10} and $PM_{2.5}$).

It should be noted that unmitigated construction emissions incorporate the basic dust control measures required under Valley Air District Rule 8021, including watering exposed construction areas during earthmoving activities.

Construction Schedule

Consistent with the estimated schedule from the project description in Section 2.4.6, Phasing and Construction, it was assumed the construction would occur over a period of approximately 36 months in two separate construction phases separated by a year. Specifically, it was assumed that the development of the Dermody Property (Phase 1) would occur from April 2026 through March 2027, and the development of the Suvik Property (Phase 2) would occur from April 2028 through March 2029. The assumed phasing reflects the different ownerships as shown in Table 3.3-5. However, for purposes of a conservative analysis, the air quality assessment also evaluates a concurrent construction scenario in which both the Dermody and Suvik Properties would be developed simultaneously. Modeling results for both sequential and concurrent construction schedules are provided in Section 3.3.6.

Construction activities for the Dermody Property would consist of demolition, site preparation, grading, building construction, paving, and architectural coating of the inside and outside of the buildings. Construction activities for the Suvik Property would be similar except no demolition is needed. Grading would be required for the stormwater basin. As described in Section 2, Project Description, no work is proposed for the planned future interchange area as part of the proposed project. Each phase was modeled used CalEEMod defaults based on the acreage being developed, the respective assumed building size and footprint, and the acres of roadway/parking. The modeling includes the construction of off-site roadway and utility improvements, which encompass approximately one mile of linear construction over 10.54 acres and are conservatively assumed to occur over a one-month period during site improvement of the Dermody parcel, as reflected in the construction schedule shown in Table 2-6 and the location and extent illustrated in Exhibit 2-2. The

modeled days of activity per building phase are summarized in Table 3.3-5. Construction is assumed to occur 5 days a week.

Table 3.3-5: Modeled Days of Activity for Each Building Phase

Phase	Demolition	Site Preparation	Grading	Building Construction	Paving	Architect Coating
Dermody Property	20	50	145	110	20	20
Suvik Property	—	50	145	110	20	20
Roadway Improvement	—	—	20	—	20	—

Details with respect to the modeled construction schedule, worker commute trips, vendor and haul truck trips, and construction equipment, along with hours of operation per day, horsepower (hp), and load factor for construction are available in Appendix B.

Construction Equipment

The default construction equipment utilized in the California Emissions Estimator Model (CalEEMod) were adjusted to match the assumed construction schedule presented in Table 3.3-6 and to preserve CalEEMod's default equipment-hours during construction activities. For example, if the CalEEMod default phase length was three times that of the proposed schedule, then the number of pieces of equipment would be tripled to keep the same level of construction activity in the modeling. Most equipment is assumed to operate for 8 hours per day during the specific construction phases in which it is required. This analysis uses the CalEEMod default hp and load factors for off-road equipment.

The proposed project, as an enforceable BMP, would use Tier 4 compliant engines or better for all off-road construction vehicles/equipment. This measure is reflected in CalEEMod by specifying that all diesel-powered equipment over 25 horsepower meets Tier 4 emission standards, using standard emission factors consistent with this compliance level. For more detailed information on assumptions and calculations utilized in the CalEEMod, please see Appendix B.

Table 3.3-6: Project Construction Assumptions

Construction Activity	Equipment Types	Number of Equipment
Demolition	• Concrete/Industrial Saws • Excavators • Rubber Tired Dozers	1 3 2
Site Preparation	• Rubber Tired Dozers • Tractors/Loaders/Backhoes	6 8
Grading	• Graders • Excavators • Tractors/Loaders/Backhoes • Scrapers	2 4 4

Construction Activity	Equipment Types	Number of Equipment
	• Rubber Tired Dozers	3 2
Building Construction	• Cranes • Pumps (Concrete) • Forklifts • Generator Sets (includes Light Towers) • Tractor/Loader/Backhoes • Welders	10 8 26 20 16 18
Roadway and Frontage Improvements	• Air Compressors • Generator Sets • Graders • Plate Compactors • Rough Terrain Forklifts • Scrapers • Tractors/Loaders/Backhoes • Pavers • Paving Equipment • Rollers • Tractors/Loaders/Backhoes	1 1 1 1 1 1 1 1 1 1 1
Paving	• Pavers • Paving Equipment • Rollers	8 8 8
Architectural Coating	Air Compressors	2

Notes:
Equipment list is a composite of equipment for all CalEEMod runs. The type and amount of each equipment assigned by CalEEMod depends on the construction site size defined in the modeling. List above is for the concurrent development of Dermody and Suvik parcels.
Source: Appendix B.

Construction Activities

Demolition

The three primary operations that generate dust emission during the demolition phase are (1) mechanical or explosive dismemberment, (2) debris loading, and (3) truck travel over paved and unpaved roads. The proposed project would demolish a total of approximately 19,200 square feet of agricultural structures related to hay production on the Dermody Property. Based on this amount, defaults for hauling trip numbers are automatically generated for off haul of debris. The hauling trip length default is set at 20 miles per one-way trip. CalEEMod's default one-way construction haul distance of 20 miles was used as a conservative, screening level assumption consistent with the model's default settings. While the User's Guide does not identify a specific empirical basis for this value, it represents a commonly accepted regional haul distance for construction materials and soil export in the absence of project-specific information and is routinely used in CEQA analyses.

Site Preparation and Grading

During site preparation and grading/excavation activities, fugitive dust would be generated from the movement of soil on the project site. CalEEMod estimates dust from earth movement, from graders or other construction equipment leveling the land and from loading or unloading soil into haul trucks. Each activity is calculated differently in CalEEMod, based on the number of acres traversed by the grading equipment.

During grading activities, fugitive dust would be generated from the movement of dirt on the project site. CalEEMod estimates dust from bull dozers moving dirt around, dust from graders or scrapers leveling the land, and loading or unloading dirt into haul trucks. Every project within the Valley Air District's jurisdiction is required to comply with the applicable requirements of the Valley Air District's Rules under Regulation VIII (Fugitive PM_{10} Prohibitions). For example, Rule 8011 requires actions to prevent, reduce, or mitigate anthropogenic fugitive dust emissions during fugitive dust generating activities. CalEEMod provides basic dust suppression options—such as watering—to be selected in CalEEMod, more comprehensive practices commonly required by air districts (e.g., wind fencing or perimeter screening, stabilized construction entrances, and continuous on-site dust monitoring) are not fully reflected in the model's input options. Related thereto, the proposed project would be required to prepare and implement an approved DCP.

According to applicant-provided information based on reasonable assumptions, the project site's overall cut and fill would be balanced.

Off-site/Frontage Improvements

The proposed project would include intersection and frontage improvements, including signalization of the Private Drive and Grant Line Road intersection and construction of a "porkchop" median on the Private Drive approach to direct southbound truck movements westbound onto Grant Line Road. In addition, the project would construct Class I shared-use paths for pedestrians and bicyclists along Grant Line Road and Paradise Road in accordance with the Transportation Master Plan (TMP). The area associated with these improvements is added to the overall project size in the CalEEMod modeling to account for the type and number of construction equipment needed. As part of the off-site roadway improvements, a 6-inch export of soil/spoils and a 6-inch import of aggregate-based roadbed materials are assumed to account for material movement and associated haul trips.

Building Construction

During building construction activities, on-site emissions are primarily from the off-road construction equipment and calculated using the specified equipment along with the ARB Off-Road Emission and Load Factors, and the number of construction days and hours of operation per day. Details regarding the foregoing assumptions are set forth in Appendix B. A portion of the building construction phase would entail concrete work including site building foundations and production of tilt-up wall panels. To account for this, concrete pumps and additional generators for light towers were modeled in CalEEMod building construction phase. Conservatively, these equipment were added for the entire 110 day vertical construction.

Architectural Coating and Paving

ROG emissions are calculated using CalEEMod defaults and 100 g/L for parking lot paint used for striping and other markings. The surface area to be coated is based on CalEEMod correlations for interior and exterior walls with the interior walls representing 75 percent of the Coating Emissions and the exterior walls representing 25 percent. This default is applied to development on the Suvik Property, as building specifics are not yet known. The exterior and interior wall area for the development on the Dermody Property is based on applicant-provided information based on information set forth in Dermody's site-specific Development Review Permit application.

ROG emissions for paving are based on the acres of assumed asphalt concrete pavement using the CalEEMod default of 2.62 pounds per acre.

Details are provided with supporting information in Appendix B.

Off-Site Construction Vehicles

A summary of the maximum construction-related vehicle trips for each construction phase is available in Appendix B. Note that the total number of construction vehicle trips would not necessarily occur on the same day because construction activities would vary each day during the construction period. The number of construction-related vehicle trips would vary from phase-to-phase for each building. Appendix B includes the maximum number of construction trips for each phase by vendor, worker and haul across all construction activities.

Ambient Air Quality Analysis

For the Ambient Air Quality Analysis (AAQA) screening analysis, a separate CalEEMod run was conducted using the same parameters described above, except that the travel distances for construction vehicles and trucks were reduced to 0.5 mile to assess localized impacts only.[30]

As shown in Impact AIR-3, below, the construction of the two phases in a sequential manner would not result in an exceedance of the AAQA screening threshold. Therefore, no further AAQA modeling is needed for the sequential construction scenario. For the concurrent construction scenario, in accordance with the Valley Air District APR-2030, a Level 2 AAQA was performed in accordance with Valley Air District Policy APR 1925. Emissions were modeled according to the modeling parameters contained in Policy 1925. The receptor grid was identical to that developed for the Health Risk Assessment (HRA) and included a dense grid of 25 meters up to 100 meters from the project boundary, 100-meter spacing for the next 500 meters, and 250-meter spacing to a distance of 2 kilometers from the project boundary. The modeling domain included discrete receptors for residential sensitive receptors within the modeling domain. Valley Air District-approved, AERMET processed meteorological data for San Joaquin County was input into the American Meteorological Society/EPA Regulatory Model (AERMOD). Each pollutant was modeled separately. The modeled concentrations for each pollutant/averaging period at each receptor were summed from the contributions from each source in AERMOD. From these, the maximum receptor is selected as the

[30] For the purposes of the Ambient Air Quality Analysis (AAQA) screening analysis, construction vehicle and truck travel distances were reduced to 0.5 mile to isolate on-site and immediately adjacent roadway emissions and to conservatively evaluate localized pollutant concentrations near the project site. Regional travel associated with construction activities was excluded from this screening analysis because it does not affect ambient air quality conditions in the immediate vicinity of the project.

predicted concentration. The modeling protocol, detailing the methods and parameters, was prepared in coordination with Valley Air District and is included in Appendix B.

Model Inputs–Operation

Operational activities associated with the proposed project would result in emissions of criteria pollutants and GHGs.

Operational emissions are expected to occur from the following sources:

- Area Sources
- Energy Sources
- Mobile Sources
- Stationary Sources
- Refrigerants (GHG only)

As an enforceable BMP, the proposed project would exclusively utilize electric or zero-emission on-site vehicles (e.g., forklifts, yard goats, pallet jacks). Therefore, emissions from on-site material handling equipment are not calculated.

Area Sources

Architectural Coatings

Area source emissions include occasional architectural coating activities for repainting of buildings associated with the proposed project. These activities produce emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings. CalEEMod assumes that repainting occurs at a rate of 10 percent of the buildings per year; this default assumption was used in this analysis.

Consumer Products

Other area source emissions include typical consumer products such as (but not limited to) detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds when released in the atmosphere and can react to form ozone and other photochemically reactive pollutants.

VOC emissions from consumer products would be limited to the warehouse office areas in general office areas, breakrooms and bathrooms. Review of products used for warehouse floor and area cleaning confirmed that no VOCs were present in these products.[31] Therefore, consumer product emissions were assigned to office area and breakroom spaces only, utilizing CalEEMod defaults for usage.

Consumer product emissions were also calculated for paved parking and roadway areas based on the CalEEMod default emission factor that considers use of degreasers.

[31] Universal Site Services. 2025. *Typical Floor Cleaning Solution – Tracy Grant Line Rd & Paradise Ave.* Letter dated May 30.

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, grinders, trimmers, and chain saws used to maintain the landscaping of the proposed project. As stated under the Regulatory Framework, AB 1346 aims to ban the sale of new gasoline-powered equipment under 25 gross hp (known as SOREs) by 2024. For purposes of this analysis, landscape maintenance equipment emissions were calculated based on default assumptions regarding a set of landscaping equipment to be used on-site, including leaf blowers and lawnmowers and their statewide average weighted emission factors derived from ARB's Small Off-Road Engines Model v1.1.

Energy

The proposed project's buildings are all-electric and would not include natural gas plumbing.

Default electricity and natural gas consumption within CalEEMod are based on land use and climate zone and utilize 2019 consumption estimates using the CEC's 2018–2030 Uncalibrated Commercial Sector Forecast and 2019 Residential Appliance Saturation Survey. Because the proposed buildings would be powered exclusively by electricity, calculations were conducted in accordance with the CAPCOA GHG Handbook[32]—specifically Table E-15.1 and Table E-15.2, *Commercial Energy Consumption by End Use, Electricity Demand Forecast Zone, and Building Type*—to estimate the additional electricity usage that would replace natural gas.

Mobile Sources

Motor vehicle emissions refer to exhaust and road dust emissions from the motor vehicles that would travel to and from and within the project site. The proposed project's operational-related air quality emissions from vehicle trips would be those generated by employee trips to and from the project site and truck trips associated with the industrial and warehousing uses. The following describes the methods utilized to determine the trip generation, the on-site and off-site distances traveled by vehicle type, the fleet mix, and the emission rates associated with each category of vehicle in the fleet mix.

Kimley-Horn and Associates prepared a Transportation Impact Analysis (TIA)[33] for the proposed project that analyzes the trip generation rates for the proposed project. As contained therein and shown in Table 3.3-7, the proposed project would generate an estimated total of 4,267 vehicle trips consisting of passenger vehicle trips and HDT trips, combined.

Table 3.3-7: Operational Vehicle Trips

Source	Daily Vehicle Trips (One-Way) (Approx.)
Dermody–Building A	
Passenger Vehicles	998

[32] California Air Pollution Control Officers Association, 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. December.
[33] Kimley-Horn. 2025. Local Transportation Analysis. August.

Source	Daily Vehicle Trips (One-Way) (Approx.)
Medium-Duty Trucks	178
Heavy-Duty Trucks	270
Dermody–Building B	
Passenger Vehicles	477
Medium-Duty Trucks	85
Heavy-Duty Trucks	129
Dermody–Building C	
Passenger Vehicles	388
Medium-Duty Trucks	39
Heavy-Duty Trucks	60
Suvik Property (Warehousing)	
Passenger Vehicles[1]	1,307
Medium-Duty Trucks	133
Heavy-Duty Trucks	202
Total Project	
Passenger Vehicles[1]	3,169
Medium-Duty Trucks	436
Heavy-Duty Trucks	662
Total Vehicle Trips	**4,267**
Source: Kimley-Horn and Associates, Inc. 2025. Local Transportation Analysis. August.	

Regional Emissions

To determine regional emissions, the proposed project's mobile sources were assessed according to the traffic analysis trip generation rates from Table 3.3-7 and using CalEEMod within EMFAC2021 Version 1.0.1. The emissions were based on the following data and assumptions:

- Passenger vehicles were defined as light-duty autos (LDA), light-duty trucks Type 1 (LDT1), light-duty trucks Type 2 (LDT2), and medium-duty vehicles (MDV). The percentage distribution assigned to each vehicle type is based on the San Joaquin County fleet average across all vehicle categories; using the relative proportions of the 4 LDV emission vehicle types (LDA, LDT1, LDT2, and MDV).
- Passenger Vehicle Employee Trip Length is based on the City's VMT calculator daily estimate of 19.6 VMT per employee using the City's VMT estimator[34] or an estimated 9.8 mile one-way

[34] Kimley-Horn. XXXX. Northeast Business Park CEQA Transportation Review. XXX.

distance for H-W trips. Work-to-other (W-O) and other to other (O-O) trip lengths and nonresidential trip percentages were based on CalEEMod defaults.

- Truck trip distances were based on traffic data prepared by Kimley-Horn, informed by Replica Data for the City of Tracy: medium heavy-duty trucks (MHDTs) are assumed to have an average one-way trip distance of 18.4 miles, while HHDTs are assumed to travel an average of 78.3 miles per one-way trip.[35]
- Regional roadway dust emission calculations accounted for travel on less heavily loaded roads (collector, arterials and freeways versus local roads) and were updated from CalEEMod with silt contents and vehicle miles distributions used by the San Joaquin Council of Governments.
- (SJCOG) for their regional conformity analysis from the 2022 RTP. Consistent with CalEEMod, the emission factors are based on the January 2011 AP-42 method,[36] with details provided in the supporting calculations in Appendix B.

To support interim planning efforts, the ARB has developed off-model adjustment factors that estimate NO_x reductions attributable to the Clean Truck Check program. These factors have received interim approval from the EPA for use in Transportation Conformity analyses, with a conservative application of 50 percent of the predicted reductions. The full effect of these reductions is incorporated into EMFAC2025.

Accordingly, for the purposes of estimating annual NO_x emissions from HHDTs and MHDTs, emission factors from EMFAC2025 are used, assuming 100 percent diesel fleet. This approach ensures that the analysis reflects the most current regulatory assumptions and emissions control strategies (related to diesel truck control programs such as Clean Truck Check), while maintaining consistency with approved modeling protocols. The supporting calculations are included in Appendix B.

Localized Emissions for AAQA Applicability

Emissions were calculated pursuant to Valley Air District, APR-2030 Project Air Quality Analysis Applicability including operational emissions within the project boundary as well as project-related mobile sources within 0.25 mile of the project boundary. These on-site and local mobile source emissions are typically characterized by vehicles operating at lower average speeds (with higher emission rates) than those used in regional modeling and CalEEMod. Therefore, localized model emissions were developed for a project level analysis combining the trip rates from the Local Transportation Analysis (see Appendix F) rates combined with on-site and local trip distances and vehicle speeds. Emission factors were derived from the project level version of ARB On-Road emissions model (EMFAC2021) Version 1.0.2 Project Level or EMFAC2021-PL model for San Joaquin County for operational year 2028. This model provides emission factors for each vehicle class for discrete speeds as well as idling emission rates on a per idle-hour basis. Since emissions vary during season based on engine operation and ambient temperature, the AAQA calculations were calculated for both summer and winter. Project Level Assumptions for passenger cars were based on site

[35] See the estimate trip lengths table in Appendix B. Page XX
[36] United States Environmental Protection Agency (EPA). 2011. Section 13.2.1 Paved Roads, AP-42. January.

circulation patterns and roadway configurations within ¼ mile of the site and vehicle operations specific to employee travel and include:

- On-site passenger vehicle travel of 0.5 mile per visit: based on review of site plan and distances from entrances to the various parking lot areas and assumed low speeds up to 5 mph (a conservative estimate since low speed generates greater fugitive road dust emissions).
- Local off-site passenger vehicle travel (one-way) of 1.18 miles (based on the length of nearby roadways) within 0.25 mile of facility boundary assuming average speeds of 20 mph.
- Cold-Starts for all cars at one per visit assuming a 9-hour (540-minute) soak time (based on estimated employee work hours per day).
- Diurnal and Hot Soak Evaporative ROG emissions for all passenger vehicles based on 9 cold-soak hours (based on estimated employee work hours per day).

Project Level Assumptions for trucks were based on internal circulation routes, off-site truck routing distributions and potential queueing/idling/maneuvering of the trucks visiting the warehouse include:

- On-site idling of 15 minutes per truck visit. This exceeds the limit of 5 minutes but allows for several idling occurrences at entrance, exit and parking.
- Cold start emissions for one trip per site visit (conservative estimate since cold start emissions are higher when the catalytic converter has not reached its optimal operating temperature).
- On-site truck travel (round trip) of 0.65 mile per visit (based on review of the site plan and distances between truck entrances and dock areas) at speeds up to 5 mph.
- Local off-site truck travel (one-way) distances of 0.7 mile assuming average speeds of 20 mph traffic patterns from the Traffic Study (see Appendix F) incorporating the truck restriction east of the facility on Grant Line Road.[37]

Localized Emissions for Operational Health Risk Assessment

Emissions for the operational HRA utilized a similar approach as the AAQA localized analysis but were limited to evaluating the PM_{10} Exhaust emissions from the diesel-fueled medium and heavy-duty trucks. Passenger vehicles are predominantly run on gasoline and therefore would only generate a negligible amount of DPM/PM_{10} Exhaust. Truck emissions on the facility site and on local roadways within 2 kilometers of the project boundary were calculated using the trip generation rates and traffic distributions for trucks as provided in the traffic analysis (see Appendix F).[38] Because this traffic distribution shifts after the construction of the new Grant Line Road alignment, emissions were calculated for both scenarios (2028) baseline and 2030 (near-term with the Grant Line realignment). On-site emissions were calculated and assigned to areas where the emissions would occur (Buildings 1, 2 and 3 on the Dermody Property) and at the conceptual location of future warehousing buildings on the Suvik Property with a setback from the property boundary, since the

[37] Kimley-Horn. 2025. Northeast Business Park CEQA Transportation Review. August 22.
[38] Ibid.

loading dock areas would not be facing or adjacent to the property boundaries. This conceptual orientation, which faces the dock doors away from the eastern Suvik Property boundary (and nearby residences) is consistent with BMP No. 16 which ensures that loading dock doors within 900 feet of a sensitive receptor will be orientated away from a sensitive receptor (and positioned at least 300 feet away).

Truck running exhaust and idling emission factors were derived from the project level On-Road EMFAC2021 Version 1.0.2 model for San Joaquin County for operational year 2028. It was assumed that facility operations occur 24 hours per day. Assumptions related to on-site distances were based on site circulation plans, and conservative assumptions for speeds and idling as follows:

- On-site idling of 15 minutes per truck visit. This exceeds the limit of 5 minutes but allows for several potential idling events at entering and exiting the facility and/or parking/maneuvering on-site.
- On-site truck travel–running exhaust emissions based on speeds up to 5 mph (a conservative estimate since low speed generates greater fugitive road dust emissions) and 0.65 mile per visit (based on review of the site plan and distances between truck entrances and dock areas).
- Off-site truck travel distances based on the link in the HRA modeling domain using speeds and rates appropriate to the roadway classification (20 mph for Paradise and Pescadero–Chrisman, and Paradise, 35 mph for Grant Line and New Grant Line and 55 mph for Interstate 205 (I-205), conservative assumptions based on width and condition of roadways).

Stationary Sources

Stationary source emissions refer to exhaust emissions from emergency generators. The generators would provide backup power for electrical fire pumps. This analysis assumes eight diesel generators would be installed. Generators size varies across the buildings according to the building size which correlates with the load that would be needed for fire pump backup and emergency lighting systems. Tier 4 final generators are required for generators (including standby generators) over 50 hp in Valley Air District.[39]

Pursuant to Valley Air District Rule 4702, these units are limited to 100 hours of operation per year for maintenance and reliability testing. A complete test cycle requires 2 hours, so each generator was modeled for 2 hours per day; up to 100 hours per year. Emergency operational hours (which would occur only during a power outage) are not included as reasonably foreseeable as the proposed project site is in an area with reliable power; and not in an area where Public Safety Power Shutoff (PSPS) have historically occurred.[40]

Although the proposed project is located within the Valley Air District, publicly available South Coast Air Quality Management District (South Coast AQMD) emergency generator certification data were

[39] San Joaquin Valley Air Pollution Control District (Valley Air District). Best Available Control Technology (BACT) Guideline. Website: https://www.valleyair.org/media/nnode2jo/chapter3.pdf. Accessed December 15, 2025.

[40] PSE Healthy Energy. California Public Safety Power Shutoff Interactive Map. Website: https://www.psehealthyenergy.org/work/california-public-safety-power-shutoff-interactive-map/?gad_source=1&gad_campaignid=21999448502&gbraid=0AAAADrMUuJjcG7cUrya7WxO0_RP3JDxb&gclid=Cj0KCQiAuvTJBhCwARIsAL6DemjYQCEoouq1AKVbjjBT78u9Dfr10ydc8O2NduFXkf1FwqeEviklXqUaAqjFEALw_wcB. Accessed December 12, 2025.

used to refine carbon monoxide (CO) emission estimates because they maintain a comprehensive list of manufacturer-tested and verified emission rates for certified emergency internal combustion engines.[41] The emission performance of certified emergency generators does not vary by air basin. Use of this data provides a more accurate and representative estimate than default emission factors. Emission rates vary by generator manufacturer and model due to differences in engine design and controls. Emission data from multiple certified generator brands were reviewed, and a value from the upper end of the tested emission range was selected for the various horse powers used in the modeling.

Health Risk Assessment for TACs

The methodologies used to evaluate emissions for the proposed project are based on the most recent Valley Air District Modeling and Health Risk Assessment Guidelines, the Valley Air District APR 1906 Framework for Performing Health Risk Assessments and guidance from the OEHHA. This HRA evaluates the estimated cancer risk, non-cancer chronic hazard index (HIC), and acute hazard index (HIA) associated with construction and operation of the proposed project to address the Valley Air District Significance Thresholds.

Given the nature of the proposed project, the primary TAC of concern for the proposed project would be diesel exhaust, characterized by the emissions of DPM as a surrogate, emitted both during construction and operation. The emissions of potential DPM associated with construction activities would be transient, temporary, and occur in varying locations within the project site. The exposure assessment for construction is limited to emissions over the time that construction is expected to occur. Emissions from operation are assumed to be continuous and nearby sensitive receptors (residents) are assumed to be exposed for up to 70 years as per Valley Air District guidance. According to Valley Air District Guidelines, nearby, off-site workers are exposed for up to 40 years.

The HRA evaluates cancer and chronic hazard risks for construction and operations at the Maximally Exposed Individual Resident (MEIR) and Maximally Exposed Individual Worker (MEIW).

This analysis focuses on the impact of the proposed project on identified receptors within the modeled project site and vicinity that extends up to 2 kilometers from the project boundary. This includes evaluation of residential sensitive receptors near truck routes, evaluation of risk at Banta Elementary School (located approximately 1,100 feet from the project site) and local communities within 2 kilometers of the project boundary. Worker risk was evaluated and presented for the nearby worker receptors in businesses to the south and west of the facility and presented for the MEIW. There are no schools identified within 1,000 feet of the proposed project.

The analysis consists of three steps:

- Identify and quantify TAC emission sources,

[41] South Coast Air Quality Management District (South Coast AQMD). Certified and Approved Equipment. Website: https://www.aqmd.gov/home/programs/business/business-detail?title=certified-equipment&parent=certified-products. Accessed December 15, 2025.

- Use a dispersion model to translate these emissions to concentrations of the TACs at specific off-site locations (called receptors), and
- Perform an HRA based on these exposure concentrations.

The results of the HRA are compared to health specific thresholds of significance as defined by Valley Air District in the analysis below. These are defined by Cancer Risk and Non-cancer Hazard Indices for each TAC. The risks and hazards are modeled for a baseline or unmitigated scenario, although this scenario assumes implementation of all project design features and standard conditions. If risks from the baseline unmitigated scenario are less than Valley Air District thresholds of significance, then the proposed project is concluded to have a less than significant impact from TAC emissions.

Refer to Appendix B for detailed information regarding HRA parameters, including source identification and quantification, dispersion modeling methodology, and exposure assessment protocols. The appendix also outlines chronic non-cancer and acute non-cancer risk evaluations for both construction and operational scenarios.

3.3.6 - Impacts and Mitigation Measures

Significance Criteria

For purposes of this proposed project, the City as Lead Agency, in its discretion, is utilizing CEQA Guidelines Appendix G Environmental Checklist, to determine whether impacts to air quality are significant environmental effects.

As discussed below, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the proposed project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?

c) Expose sensitive receptors to substantial pollutant concentrations?

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Approach to Analysis

While the final determination of whether a project is significant is within the purview of the Lead Agency pursuant to Section 15064(b) of the CEQA Guidelines, the Valley Air District recommends that its quantitative air pollution thresholds be used to determine the significance of project emissions. If the Lead Agency finds that the project would exceed these air pollution thresholds, the project should be considered to have significant air quality impacts. The applicable Valley Air District thresholds and methodologies are contained under each impact statement below, as the City as

Lead Agency, in its discretion, has determined to utilize these thresholds and methodologies, which are based on scientific and factual data.

This analysis was performed consistent with the guidance and methodologies provided by the Valley Air District's GAMAQI.[42] Based on Valley Air District New Source Review (NSR) offset requirements for stationary sources, the Valley Air District has established thresholds of significance for criteria pollutant emissions, shown in Table 3.3-8. These thresholds apply to the proposed project because these air pollutants would be generated during project construction and operation and constitute criteria pollutants or precursor emissions for criteria pollutants, which are regulated by the federal and State Clean Air Acts.

Table 3.3-8: San Joaquin Valley Air Pollution Control District Significance Thresholds

Pollutant	Construction Thresholds (TPY)	Operational Thresholds (TPY)	
		Permitted Equipment and Activities	Non-Permitted Equipment and Activities
ROG	10	10	10
NO_X	10	10	10
CO	100	100	100
SO_X	27	27	27
PM_{10}	15	15	15
$PM_{2.5}$	15	15	15

Notes:
CO = carbon monoxide
NO_X = oxides of nitrogen
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
ROG = reactive organic gases
SO_X = oxides of sulfur
TPY = tons per year
Source:
San Joaquin Valley Air Pollution Control District (Valley Air District). 2015. Guidance for Assessing and Mitigating Air Quality Impact.

Permitted equipment refers to stationary sources that are subject to air district permitting requirements and operate under an air district–issued permit. Non-permitted equipment includes mobile or portable equipment and other sources that are not required to obtain an air district permit due to their size, duration of use, or regulatory exemptions.

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following significance determinations. As noted above, the City as Lead Agency, in its discretion, has decided to rely upon the foregoing significance criteria for purposes of this analysis.

[42] San Joaquin Valley Air Pollution Control District (Valley Air District). 2015. Guidance for Assessing and Mitigating Air Quality Impact. Website: http://www.valleyair.org/transportation/GAMAQI_12-26-19.pdf Accessed September 5, 2025.

Health Effects of NO_x Emissions

NO_x, which include nitric oxide (NO) and nitrogen dioxide (NO_2), are criteria air pollutants regulated due to their association with adverse respiratory health effects. Short-term exposure to elevated NO_2 concentrations can irritate the respiratory system, exacerbate asthma, and increase susceptibility to respiratory infections, particularly among sensitive populations such as children, the elderly, and individuals with pre-existing respiratory conditions. Long-term exposure to NO_2 has been associated in epidemiological studies with reduced lung function and increased incidence of respiratory disease. In addition to these direct effects, NO_x contributes indirectly to public health impacts by participating in atmospheric reactions that form ground-level ozone and secondary particulate matter ($PM_{2.5}$), pollutants that are linked to more severe cardiovascular and respiratory outcomes. While these general health relationships are well established and underlie the adoption of federal and State ambient air quality standards, the current state of scientific evidence does not allow for reliable, project-specific quantification of health effects attributable solely to the incremental NO_x emissions from an individual project. Accordingly, exceedance of the applicable NO_x significance threshold indicates a cumulatively considerable contribution to ozone-forming emissions and the potential for adverse health effects at a population level, but the precise magnitude, timing, and distribution of individual health impacts at specific receptors remain uncertain.

Health Effects of Particulate Matter (PM_{10} and $PM_{2.5}$).

Particulate matter, including inhalable coarse particles (PM_{10}) and fine particles ($PM_{2.5}$), is a criteria air pollutant regulated due to its association with adverse respiratory and cardiovascular health effects. Short-term exposure to elevated PM_{10} and $PM_{2.5}$ concentrations can cause respiratory irritation, exacerbate asthma, and increase respiratory symptoms, particularly among sensitive populations such as children, the elderly, and individuals with pre-existing respiratory conditions. Long-term exposure to $PM_{2.5}$ has been associated in epidemiological studies with reduced lung function, increased incidence of cardiovascular and respiratory disease, and premature mortality. In addition to these direct effects, particulate matter can contribute to systemic health impacts because fine particles are capable of penetrating deep into the lungs and, in some cases, entering the bloodstream. While these general health relationships are well established and underlie the adoption of federal and State ambient air quality standards, the current state of scientific evidence does not allow for reliable, project-specific quantification of health effects attributable solely to the incremental contribution of an individual project to regional or localized PM_{10} or $PM_{2.5}$ concentrations. Accordingly, exceedance of the applicable particulate matter significance thresholds indicates the potential for adverse health effects at a population level, but the precise magnitude, timing, and distribution of individual health impacts at specific receptors remain uncertain.

Impact Evaluation

Air Quality Management Plan Consistency

Impact AIR-1:	**The proposed project would conflict with or obstruct implementation of the applicable air quality plan.**

The CEQA Guidelines indicate that a significant impact would occur if the proposed project would conflict with or obstruct implementation of the applicable AQP. The GAMAQI does not provide specific guidance on analyzing conformity with the AQP. Therefore, for the reasons stated below, this

Draft Environmental Impact Report (Draft EIR) proposes the following criteria for determining project consistency with the current AQPs:

- **Criterion 1:** Does the project support the primary goals of the AQP?
- **Criterion 2:** Does the project include applicable control measures from the AQP?
- **Criterion 3:** Does the project disrupt or hinder implementation of the AQP?

The use of the criteria listed above is a standard approach for CEQA analysis of projects in the Valley Air District's jurisdiction, as well as within other air districts, for the following reasons:

- AQPs are designed to achieve and maintain compliance with federal and State air quality standards. Evaluating whether a project supports these goals (Criterion 1) ensures alignment with the plan's overarching purpose.
- AQPs rely on a combination of local, State, and federal control strategies to reduce emissions. Assessing whether a project incorporates applicable measures (Criterion 2) helps determine whether it contributes to or detracts from the plan's implementation.
- AQPs are built on assumptions about regional growth, land use, and emissions reductions. If a project is inconsistent with the land use assumptions for the project parcels (Criterion 3), it may compromise the emissions inventory or attainment modeling that underpins the plan.

As explained above, AQPs are plans for reaching attainment of air quality standards. The assumptions, inputs, and control measures are analyzed to determine whether the Air Basin can reach attainment for the ambient air quality standards. To show attainment of the standards, the Valley Air District analyzes the growth projections in the valley, contributing factors in air pollutant emissions and formations, and existing and adopted emissions controls. The Valley Air District then formulates a control strategy to reach attainment that includes both State and Valley Air District regulations and other local programs and measures. Valley Air District's most recently adopted Air Quality Management Plan is its current 2022 Plan for the 2015 8-hour ozone standard and the 2024 Plan for the 2012 annual $PM_{2.5}$ standard.

Criterion 1

The 2024 Plan for the 2012 Annual $PM_{2.5}$ Standard is intended to demonstrate attainment of the federal annual $PM_{2.5}$ standard as expeditiously as practicable through a combination of regulatory measures, incentive programs, and updated air quality modeling, with attainment projected by 2030. Similarly, the 2022 Plan for the 2015 8-Hour Ozone Standard establishes a comprehensive emissions reduction strategy focused on reducing ozone precursor emissions, particularly nitrogen oxides and VOCs, to achieve attainment of the federal ozone standard throughout the San Joaquin Valley by the applicable attainment deadline.

The first criterion for determining whether the proposed project supports these AQP is if the proposed project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQPs.

As further discussed under Impact AIR-2 and Impact AIR-3, the proposed project would exceed applicable thresholds for regionalized and localized State or federal air quality standards and thus would make a cumulatively considerable contribution to cumulative nonattainment pollutant violations. The proposed project would be required to implement MM AIR-1b to reduce CO concentrations to less than significant levels. However, as explained in Impact AIR-3, the proposed project would have a significant and unavoidable impact due to PM_{10} and $PM_{2.5}$ concentrations exceeding the applicable significance thresholds and there are no feasible measures to reduce these impacts to less than significant levels.

The proposed project is, therefore, considered inconsistent with Criterion 1 after the incorporation of all feasible mitigation.

Criterion 2

The Valley Air District has adopted multiple rules to reduce emissions of PM, and ozone precursors which are NO_X, and VOCs, from both stationary and mobile sources associated with construction and industrial operations. Rule 4601 limits VOC emissions from architectural coatings through restrictions on VOC content and requirements for storage, labeling, and cleanup. Rule 4641 controls VOC emissions from asphalt paving and maintenance operations and would apply if asphalt paving is used on-site. Rule 4702 applies to internal combustion engines rated 25 horsepower or greater, including emergency generators, and limits non-emergency operation to 100 hours per year, consistent with California's Airborne Toxic Control Measures (ATCMs). Regulation VIII (Rules 8011–8081) addresses fugitive PM_{10} emissions from soil disturbance, construction, demolition, and road operations; projects disturbing 5 or more acres or 2,500 cubic yards of earth must prepare a Dust Control Plan (DCP) outlining site-specific dust mitigation measures. For operational emissions, Rule 9410 (Employer-Based Trip Reduction) requires employers with over 100 employees at qualifying worksites to implement trip reduction programs to reduce NO_X, VOCs, and PM from commute-related vehicle trips. Rule 9510 (Indirect Source Review) targets new development projects and requires reductions in construction and operational NO_X and PM_{10} emissions through on-site mitigation, design measures, and, if necessary, contributions to mitigation funds. The proposed project would comply with this criterion through adherence with the applicable rules and regulations.

Criterion 3

The development of the AQP is based in part on the land use general plan projections of the various cities and counties located within the Air Basin. The City of Tracy General Plan Land Use Element designates the project site as Industrial, which is intended to accommodate flex/office space, manufacturing, warehousing and distribution, and ancillary uses for workers' needs. Therefore, the proposed project, which involves the development of light industrial, warehouse and distribution and related uses is considered consistent with the project site's General Plan land use designation and its traffic would be included in volumes projected for analysis of the General Plan. As such, the proposed project would be considered consistent with employment and VMT growth projections identified in local plans, upon which applicable ambient AQPs are based. Therefore, the proposed project is consistent with this criterion.

In summary, the proposed project is consistent with Criterion 2 and 3 but is inconsistent with criterion 1, since the proposed project would have a significant and unavoidable impact due to PM_{10} and $PM_{2.5}$ concentrations exceeding the applicable significance thresholds. Therefore, the proposed project would not be consistent with the Valley Air District's 2024 Plan for the 2012 annual $PM_{2.5}$ standard and 2022 Plan for the 2015 8-Hour Ozone Standard. Impact would be significant and unavoidable.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Implement MM AIR-1a.

MM AIR-1a Zero-Emission Landscaping Equipment

Prior to the issuance of the first certificate of occupancy for the subject specific individual development proposal, the relevant property manager or facility owner shall submit documentation to the City of Tracy's Community Development Department demonstrating that all landscaping and grounds maintenance equipment (e.g., leaf blowers, string trimmers, hedge trimmers, and lawn mowers) used for property management and routine maintenance of the area within the project site that is covered by the subject specific individual development proposal shall be fully electric-powered, which refers to equipment, vehicles, or systems that are propelled and operated exclusively by electricity stored in onboard batteries or supplied via external electrical connection, and that do not use internal combustion engines or any combustion of fossil fuels during operation. The use of gasoline- or diesel-powered landscaping equipment shall be prohibited. Acceptable documentation may include purchase receipts, lease agreements, or third-party service contracts specifying that only electric landscaping equipment will be used.

Level of Significance After Mitigation

Significant and unavoidable impact.

Cumulative Criteria Pollutant Emissions

Impact AIR-2:	**The proposed project would result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment under an applicable federal or State ambient air quality standard.**

When an area is designated as nonattainment for a criteria pollutant, it means the background concentration of that pollutant has historically exceeded the applicable ambient air quality standard. Therefore, if a project's emissions exceed the regional threshold for that pollutant, it would have a cumulatively considerable contribution due to the net increase and result in a significant cumulative impact.

The Air Basin is in nonattainment for PM_{10}, $PM_{2.5}$, and ozone. Therefore, if the proposed project exceeds the regional thresholds for PM_{10}, or $PM_{2.5}$, then it would make a cumulatively considerable contribution such that the cumulative impact for those pollutants would be significant. Similarly, if the proposed project exceeds the regional threshold for NO_x or ROG (which are precursors to ozone), then the proposed project would make a cumulatively considerable contribution and thus result in a significant cumulative impact for ozone.

Regional emissions consist of those generated from all on-site and off-site project activities. Regional significance thresholds have been established by the Valley Air District because emissions from projects in the Air Basin can potentially contribute to the existing emission burden and possibly affect the attainment and maintenance of ambient air quality standards. As noted above, projects within the Air Basin with regional emissions that exceed any of the thresholds presented previously are considered to have a significant regional air quality impact.

Construction Emissions

As discussed in Chapter 2, Project Description, the proposed project involves two different applicants and associated properties (Dermody and Suvik), each of which would have specific individual development proposals for their respective properties within the project site. Chapter 2, Project Description, Exhibit 2-7 depicts a conceptual site plan for the project site as a whole. Chapter 2, Project Description, Table 2.2 summarizes approximate locations and square footage for each project component.

Construction emissions, based on the estimated schedule outlined in the project description, are presented in Table 3.3-9. The scenario reflected in Table 3.3-9 reflects sequential phasing; to the extent construction commences later than 2026 and 2027, this provides for a conservative representation (i.e., likely higher than what would occur during actual project construction) given the ongoing and likely more stringent regulatory framework that would govern in later years.

As shown in Table 3.3-9, criteria pollutant emissions would not exceed Valley Air District thresholds of significance during construction of the proposed project with the proposed design features (which include Tier 4 construction equipment [BMP No. 2]).

Table 3.3-9: Unmitigated Annual Construction Emissions (Sequential Phasing)

	Emissions (Tons)					
Project Phase/Year/Construction Activity	**ROG**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Phase 1–Dermody Property						
Construction Emissions (2026)	0.36	2.4	11	0.02	1.0	0.40
Construction Emissions (2027)	1.7	0.63	2.3	<0.005	0.15	0.04
Phase 1 Construction Total	**2.06**	**2.4**	**13.3**	**0.02**	**1.15**	**0.44**
Phase 2–Suvik Property						
*Construction Emissions (*2028)	0.20	1.5	5.9	0.01	0.60	0.24
*Construction Emissions (*2029)	2.6	0.38	1.1	<0.005	0.08	0.02

Project Phase/Year/Construction Activity	Emissions (Tons)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Phase 2 Construction Total	**2.8**	**1.88**	**7**	**0.01**	**0.68**	**0.26**
Valley Air District Annual Thresholds	**10**	**10**	**100**	**27**	**15**	**15**
Do Construction Emissions Exceed Annual Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
CO = carbon monoxide
NO_X = oxides of nitrogen
PM_{10} = particulate matter with aerodynamic diameter less than 2.5 microns
$PM_{2.5}$ = particulate matter with aerodynamic diameter less than 10 microns
ROG = reactive organic gases
SO_X = oxides of sulfur
CalEEMod Output files are contained in Appendix B.

A reasonable worst-case concurrent construction scenario was also modeled where both the Dermody and Suvik Properties are developed concurrently in a single Phase from April 2026–March 2027. To the extent construction commences later than 2026 and 2027, this provides for a conservative representation (i.e., likely higher than what would occur during actual project construction) if a more stringent regulatory framework governs in later years. As demonstrated in Table 3.3-10, construction emissions with the proposed design features (which include Tier 4 construction equipment [BMP No. 2]) would be below the Valley Air District's regional significance thresholds for all pollutants, even if the two project phases were constructed concurrently.

Table 3.3-10: Unmitigated Annual Construction Emissions (Concurrent Phasing)

Project Phase/Year	Emissions (Tons)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Dermody (2026)	0.36	2.4	11	0.02	1.0	0.40
Dermody (2027)	1.7	0.63	2.3	<0.005	0.15	0.04
Suvik (2026)	0.21	1.5	6.0	0.010	0.60	0.24
Suvik (2027)	2.6	0.39	1.1	<0.005	0.08	0.02
Total construction emissions (2026)	**0.57**	**3.9**	**17**	**0.03**	**1.6**	**0.64**
Total construction emissions (2027)	**4.3**	**1.02**	**3.4**	**<0.010**	**0.23**	**0.06**
Valley Air District Annual Thresholds	**10**	**10**	**100**	**27**	**15**	**15**
Do Construction Emissions Exceed Annual Regional Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Project Phase/Year	Emissions (Tons)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Notes: CO = carbon monoxide NO_X = oxides of nitrogen PM_{10} = particulate matter with aerodynamic diameter less than 2.5 microns $PM_{2.5}$ = particulate matter with aerodynamic diameter less than 10 microns ROG = reactive organic gases SO_X = oxides of sulfur CalEEMod Output files are contained in Appendix B.						

In summary, construction of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment under an applicable federal or State ambient air quality standard. The proposed project's construction impact would be less than significant.

Operational Emissions

Operation of the proposed project at full buildout would involve the operation of light industrial, warehouse and distribution and related uses on the project site. As shown in Chapter 2, Project Description, Table 2-2, development on the Dermody Property (Phase 1) would consist of approximately 1,811,259 square feet of warehouse uses and ancillary office space and related improvements. It is assumed that the applicant for the Suvik Property (Phase 2) would develop an estimated 1,023,660 square feet of warehouse/distribution and/or manufacturing uses, which conservatively reflects the maximum allowable density per acre identified in the NEI Specific Plan.

As specific construction schedules and detailed information for the development of the Suvik Property is not known at this time, conservative default assumptions were used for the purpose of analyzing and modeling potential construction durations and equipment for the proposed project.

Table 3.3-11 analyzes the worst-case scenario in which the Dermody and Suvik Properties are developed concurrently in a single Phase in 2026-2027, and therefore would have an earlier full operation start date of 2028 instead of 2029 as noted in Chapter 2, Project Description (which assumed sequential phasing). As shown in Table 3.3-11, unmitigated operational emissions would exceed Valley Air District thresholds of significance for NO_X.

Table 3.3-11: Unmitigated Operational Emissions (2028 Full Buildout)

Emission Source	Emissions (Tons per Year)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Full Project–Buildout Operational Year 2028						
Area–Consumer Products[1] (General Category)	0.39	—	—	—	—	—

Emission Source	Emissions (Tons per Year)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area–Consumer Products[1] (Parking Degreaser)	0.05	—	—	—	—	—
Area–Architectural Coatings[1]	0.40	—	—	—	—	—
Area–Landscaping	1.8	0.09	11	<0.005	0.02	0.01
Energy[2]	—	—	—	—	—	—
Trucks	0.44	17	6	0.32	4.9	1.8
Passenger Vehicles	1.3	1.0	15	0.05	1.6	0.42
Stationary Sources	0.03	0.07	0.56	<0.005	<0.005	<0.005
Total (tons per year)	**1.77**	**18.07**	**21.56**	**0.37**	**6.5**	**2.22**
Valley Air District Annual Thresholds (tons per year)	**10**	**10**	**100**	**27**	**15**	**15**
Do Operational Emissions Exceed Thresholds?	**No**	**Yes**	**No**	**No**	**No**	**No**

Notes:
CO = carbon monoxide
NO_X = oxides of nitrogen
PM_{10} = particulate matter with aerodynamic diameter less than 2.5 microns
$PM_{2.5}$ = particulate matter with aerodynamic diameter less than 10 microns
ROG = reactive organic gases
SO_X = oxides of sulfur

Totals may not add up due to rounding.

1 Consumer projects and architectural coating generate emissions of reactive organic gases (ROG) only, as they do not involve combustion processes or dust generating activities that would produce other types of air pollutants.
2 The proposed project's buildings are all-electric, therefore, direct energy-related emissions of criteria pollutants are zero.

Source: Appendix B

As shown in Table 3.3-11, approximately 93.5 percent of the proposed project's NO_X emissions are generated by delivery trucks, approximately 6 percent of the proposed project's NO_X emissions are generated by passenger vehicles, and approximately 0.5 percent of the proposed project's NO_X emissions are generated by the use of landscaping equipment.

Table 3.3-11 assumes implementation of the following project design features: BMP No. 8, No. 24, and No. 33. To the extent project design features could not be accurately quantified, they were not included in the emissions modeling. Accordingly, the foregoing represents a conservative analysis, and it is likely that emissions would be less given the implementation of the following measures: BMP No. 13, No. 14, No. 27, No. 32, No. 34, and No. 39.

Nevertheless, because mobile sources associated with light industrial/warehouse operations—such as delivery trucks and passenger vehicles—are not directly controlled by the facility operator, and because the City lacks authority to directly regulate emissions from these mobile sources due to

federal and State preemption, and due to ongoing uncertainty surrounding the implementation timelines of Statewide electrification programs like ARB's Advanced Clean Trucks and Advanced Clean Fleets regulations, there are no feasible enforceable mitigation measures that can be applied at the project level to reduce operational NO_x emissions to a less than significant level.[43] While the proposed project would incorporate the above referenced measures, including infrastructure to support a future transition to ZEVs—such as electric vehicle (EV) charging stations and designated ZEV loading areas—a transition to zero-emission delivery trucks and passenger vehicles cannot reasonably be expected to occur by the proposed project's operation start date which could occur as early as 2028. As such, the anticipated NO_x reductions from potential Statewide electrification mandates would not be realized early enough to mitigate the proposed project's near-term operational impacts.

Regional emissions generated by the proposed project would exceed applicable thresholds for NO_X after compliance with all rules and regulations during operation. There are no feasible mitigation measure to reduce this impact. This impact would be significant and unavoidable.

Level of Significance Before Mitigation

Construction–Less than significant impact.

Operation–Significant and unavoidable impact.

Sensitive Receptors Exposure to Toxic Air Contaminant Concentrations

Impact AIR-3:	**The proposed project would expose sensitive receptors to substantial pollutant concentrations.**

Sensitive Receptors

Those who are sensitive to air pollution include children, the elderly, and persons with preexisting respiratory or cardiovascular illness. The Valley Air District considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools.

The closest sensitive receptors to the project site are single-family residences and Banta Elementary School. The closest sensitive receptors to the project site are located at the following distances:

- Residences as close as 145 feet west of the project site across Paradise Road;
- Residences immediately adjacent to the project site to the east along Grant Line Road;
- Residences as close as 120 feet south of the project site across Grant Line Road;
- Residences as close as 60 feet north of the project site across California Avenue and south of I-205; and

[43] A Voluntary Emission Reduction Agreement (VERA) is a discretionary mechanism through which a project proponent may commit to emission reductions beyond regulatory requirements. In practice, VERAs present substantial challenges, including lack of standardized methodologies, uncertainty in quantifying and verifying reductions, limited availability of eligible emission credits, and significant administrative and financial costs. For these reasons, implementation of a VERA is considered infeasible for this project.

- Banta Elementary School approximately 1,100 feet to the east of the project site.

Construction

Reactive Organic Gas

ROG emissions during construction are primarily generated through the application of architectural coatings, such as paints, primers, and sealants. These coatings contain VOCs, which evaporate during and after application, contributing to the formation of ground level ozone and secondary pollutants. The amount of ROG emitted depends largely on the VOC content of the products used and the quantity applied. While VOCs from painting can pose health risks in enclosed indoor environments, their impact in outdoor construction settings is typically less severe due to dispersion and short exposure duration.

Architectural coatings are regulated under Valley Air District Rule 4601 – Architectural Coatings, which sets VOC content limits (in grams per liter) for various categories of coatings, including flat, non-flat, primers, industrial maintenance, and specialty coatings. These limits are designed to reduce ozone precursor emissions and help the region attain federal and State ambient air quality standards. The rule also requires manufacturers and applicators to comply with product labeling, recordkeeping, and testing provisions.

The use of low-VOC or super-compliant coatings as required under Rule 4601 would substantially reduce ROG emissions from these activities. Given the limited scope, short duration, and regulatory compliance, ROG emissions from architectural coatings would not result in significant localized health impacts.

Another source of ROG emissions during construction is asphalt off-gassing, which occurs during paving operations. The proposed project includes approximately 10.54 acres of roadway improvements along Grant Line Road and Paradise Avenue. Asphalt contains hydrocarbons that can volatilize when heated, releasing ROGs and other compounds into the atmosphere. Valley Air District Rule 4641–Cutback, Slow Cure, and Emulsified Asphalt regulates the use of asphalt materials with high VOC content. The rule prohibits or restricts the use of certain types of high-emitting asphalt and establishes criteria for the use of lower-emission alternatives, particularly during ozone season. Compliance with this rule ensures that only approved, low-ROG asphalt products are used within the Air Basin, significantly reducing the potential for emissions during paving. As such, emissions from asphalt paving activities associated with the proposed project would be minimized and are not expected to result in significant impacts to air quality or human health.

In summary, ROG emissions from both architectural coatings and asphalt paving would be effectively reduced through compliance with Valley Air District Rule 4601 and 4641, which set stringent limits on VOC content in construction materials. Considering the outdoor nature of these activities, their limited scope and duration, and regulatory safeguards, ROG emissions during construction would not pose a significant risk to sensitive receptors or violate applicable air quality standards. Therefore, the impact would be considered less than significant.

NO_X, PM_{10}, $PM_{2.5}$, and CO

Construction Ambient Air Quality Analysis Screening

To evaluate the potential for localized air quality impacts, an AAQA screening was conducted in accordance with Valley Air District guidance. The purpose of the AAQA is to assess whether project-generated emissions of criteria pollutants could result in localized concentrations that exceed ambient air quality standards at nearby sensitive receptors. Valley Air District Rule 2201 requires that an AAQA be conducted for a project when that project's maximum daily emissions exceed 100 pounds for any single criteria or precursor pollutant after incorporation of all mitigation.

For purposes of a conservative analysis, sequential and concurrent phasing scenarios were evaluated. The maximum daily emissions during construction are shown for the sequential/phased development of the Dermody and Suvik Properties (Table 3.3-12) and concurrent development of the two properties (Table 3.3-13) and compared against the localized Valley Air District screening thresholds to determine whether the proposed project qualifies as "small" and can be presumed not to cause or contribute to a violation of ambient air quality standards. As shown in Table 3.3-12 and Table 3.3-13, construction according to the project description's sequential construction schedule would be below the Valley Air District screening thresholds, but a concurrent phasing scenario during a 1-year period would exceed Valley Air District screening thresholds for CO emissions. Therefore, pursuant to Valley Air District AAQA guidance, additional ambient air quality modeling would be required for all pollutants.[44]

Table 3.3-12: Daily Localized Construction Emissions (Sequential Phasing)

Year	Emissions					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Phase 1–Dermody Property						
2026 (tons per year)	0.33	1.9	10	0.01	0.61	0.29
2027 (tons per year)	1.7	0.46	1.9	<0.005	0.01	0.01
Total	2.03	2.36	11.9	0.015	0.62	0.3
Pounds per year	4060	4720	23800	30	1240	600
Pounds per day	**15.7**	**18.2**	**91.9**	**0.1**	**4.8**	**2.3**
Valley Air District Daily Thresholds	**100**	**100**	**100**	**100**	**100**	**100**
Do Construction Emissions Exceed Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**
Phase 2–Suvik Property						
2028 (tons per year)	0.19	1.3	5.4	0.01	0.39	0.19
2029 (tons per year)	2.6	0.3	0.91	<0.005	0.001	<0.005
Total	2.79	1.6	6.31	0.015	0.391	0.19

[44] San Joaquin Valley Air Pollution Control District (Valley Air District). 2018. APR 2030 Project Ambient Air Quality Analysis Applicability Determination under CEQA. June 12. Website: https://www.valleyair.org/media/bo3hz35n/apr-2030.pdf. Accessed September 8, 2025.

Year	Emissions					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Pounds per year	5580	3200	12620	30	782	380
Pounds per day	21.5	12.4	48.7	0.1	3.0	1.5
Valley Air District Daily Thresholds	**100**	**100**	**100**	**100**	**100**	**100**
Do Construction Emissions Exceed Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
CO = carbon monoxide
NO_X = oxides of nitrogen
PM_{10} = particulate matter with aerodynamic diameter less than 2.5 microns
$PM_{2.5}$ = particulate matter with aerodynamic diameter less than 10 microns
ROG = reactive organic gases
SO_X = oxides of sulfur

Overall workdays for Phase 1 Dermody Development = 259
Overall workdays for Phase 2 Suvik Development = 259

CalEEMod Output files are contained in Appendix B.

For purposes of a conservative, worst-case scenario, a second analysis (Table 3.3-13) evaluated the potential emissions generated during the concurrent construction of the two project phases in the initial years (2026–2027). This scenario captures potential construction emissions for the case in which both properties are developed simultaneously, and assumes commencement of construction in 2026. As shown in Table 3.3-13, emissions of CO under the concurrent phasing scenario would exceed the Valley Air District's AAQA screening threshold of 100 pounds per day.

Table 3.3-13: Daily Localized Construction Emissions (Concurrent Construction)

Year	Emissions					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Dermody (2026)	0.33	1.9	10	0.01	0.61	0.29
Dermody (2027)	1.7	0.46	1.9	<0.005	0.01	0.01
Suvik (2026)	0.20	1.3	5.4	0.01	0.39	0.19
Suvik (2027)	2.6	0.31	0.92	<0.005	0.01	<0.005
Total (tons)	4.83	3.97	18.22	0.03	1.02	0.49
Total (lbs)	9,660	7,940	36,440	60	2,040	980
Total–lbs/day	37.30	30.66	140.69	0.23	7.88	3.78
Valley Air District Daily Thresholds	**100**	**100**	**100**	**100**	**100**	**100**
Do Construction Emissions Exceed Thresholds?	**No**	**No**	**Yes**	**No**	**No**	**No**

Year	Emissions					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$

Notes:
CO = carbon monoxide
NO_X = oxides of nitrogen
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
ROG = reactive organic gases
SO_X = oxides of sulfur

Overall workdays for Concurrent Phasing = 259

CalEEMod Output files are contained in Appendix B.

Because the concurrent construction scenario exceeds the CO screening threshold to determine whether a project qualifies as "small," the proposed project cannot be presumed not to cause or contribute to a violation of ambient air quality standards. Thus, the proposed project requires an AAQA for all pollutants that have a State or federal ambient air quality standard, including CO, NO_2, PM_{10}, and $PM_{2.5}$. The AAQA results are discussed below.

AAQA Dispersion Modeling (Concurrent Construction Scenario)

As noted in Table 3.3-13, construction-related criteria air pollutant emissions, under the concurrent construction scenario, would exceed Valley Air District screening thresholds of 100 pounds per day for any criteria air pollutant. Therefore, in accordance with the Valley Air District APR-2030, a Level 2 AAQA was performed in accordance with Valley Air District Policy APR 1925.

Modeling for short-term averages utilized peak hourly emission rates for CO and NO_X to capture a maximum 1-hour concentration and provides a conservative approach for the 8-hour CO average. Short-term AAQA concentrations for CO and NO_X were based modeling of the maximum hourly emissions over all hours of the day to characterize emissions and impacts during nighttime operational activities, such as concrete pours. Annual for NO_2 and PM concentrations were based on the emissions of the entire concurrent construction sequence, assigned spatially to the emission locations (grading over entire project site including stormwater basin, building construction limited to building areas, as well as off-site roadway assigned to adjacent linear segments, etc.) and modeled over 1 year, averaged over all hours of the year, considering the potential for daytime and nighttime construction activities. Short-term PM modeling limited the emission sources to the acreage that CalEEMod assumes is disturbed on a daily basis which ranged from 1-3 acres per day. Short-term PM modeling was limited to daytime hours since grading would occur during these hours.

Table 3.3-14 shows the existing available background concentrations, the maximum impacts attributable to project construction when considered in addition to the existing available background concentrations, and the applicable ambient air quality standard for all of the averaging periods for NO_2 and CO. SO_2 emissions are considered negligible due to the absence of substantial combustion sources or industrial activities typically associated with SO_2 generation; therefore, SO_2 was not included in the dispersion modeling and AAQA.

Table 3.3-14: Maximum Predicted Ambient Air Quality Construction Impacts

Pollutant	Averaging Period	Background (µg/m³)	Modeled Project (µg/m³)	Project + Background (µg/m³)	CAAQS	NAAQS
CO	1-hour	2,520 (2.2 ppm)	1646	4,166	23,000 µg/m³ (20 ppm)	40,000 µg/m³ (35 ppm)
	8-hour	1,489 (1.3 ppm)	707	2,196	10,000 µg/m³ 9.0 ppm	10,000 µg/m³ 9.0 ppm
NO_2	1-hour	45.2 (24 ppb)	136	181	339 µg/m³ (180 ppb)	188 µg/m³ (100 ppb)
	Annual	9.1 µg/m³ 4.82 ppb)	1.13	10.1	57 µg/m³ (30 ppb)	100 µg/m³ (53ppb)
$PM_{2.5}$	24-hour	31	29.3	**60.3**	—	35 µg/m³
	Annual	8.33	0.15	8.5	12µg/m³	9 µg/m³

Notes:
For the purposes of establishing background concentrations of applicable criteria pollutants, this AAQA relied on EPA and ARB monitoring values from the closest monitoring station–CO background were from Stockton-Lodi, NO_2 and PM_{10} values from Tracy Airport, and $PM_{2.5}$ from Manteca Monitoring station.

Bold values indicate exceedance of either CAAQS or NAAQS. The predicted $PM_{2.5}$ concentration with background = 60.3 (µg/m³) which exceeds the NAAQS value of 35 µg/m³. All other modeled concentrations when added to background are below CAAQS and NAAQS.

Background values are EPA published design values for most recently available monitoring years.

Source: Appendix B.

As shown in Table 3.3-14, air dispersion modeling demonstrates that the maximum impacts, when considered in addition to the existing available background concentrations, are below the applicable ambient air quality standard for all of the averaging periods for NO_2 and CO and for annual $PM_{2.5}$. Short-term $PM_{2.5}$ modeling predicted concentrations above the 24-hour standards for nearby receptors during site preparation and grading activities on the Suvik Property.

Since PM_{10} concentrations at local monitors are in exceedance of the CAAQS, the maximum modeled concentration for PM_{10} and the averaging period combination were compared to the appropriate Significant Impact Level (SIL), as provided in Valley Air District APR-1925. The SIL is a level of ambient impact below which the EPA (or Air District) considers a source to have an insignificant impact on air quality.

The model results in Table 3.3-15 show that temporary construction activities of site preparation grading result in PM_{10} 24-hour concentrations above the 24-hour SIL. Therefore, the impact of PM_{10} to nearby sensitive receptors would be potentially significant.

Table 3.3-15: Comparison of Maximum Modeled Project Impact with Significance Thresholds

Pollutant	Averaging Period	Predicted Project Concentration (µg/m³)	Valley Air District SIL (µg/m³)
PM_{10}	Annual	0.31	1
	24-hour	**22.5**	5

Notes:
µg/m³ = micrograms per cubic meter
PM_{10} = particulate matter less than 10 microns in diameter
Source: Appendix B
Maximum Annual Concentration from modeled Year 2004-2008
Maximum 24-hour, 8th highest or 98th percentile Concentration from modeled Year 2004-2008.

Bold values indicate exceedance of the SIL. The 24-hour modeled PM_{10} impact for the project exceeds the Valle Air District SIL. The annual PM_{10} is below the SIL indicating an insignificant impact on air quality.

During the site preparation and grading phases, almost all PM emissions are from fugitive dust. It is important to note that while CalEEMod provides a standardized framework for estimating construction-related emissions, including fugitive dust (PM_{10} and $PM_{2.5}$), it does not account for the full range of dust control measures typically implemented on actual construction sites. As a result, the model often overestimates dust emissions, making the outputs conservative. For instance, while basic dust suppression options—such as watering—can be selected in CalEEMod, more comprehensive practices commonly required by air districts (e.g., wind fencing or perimeter screening, stabilized construction entrances, and continuous on-site dust monitoring) are not fully reflected in the model's input options. In this case, the proposed project would be required to prepare a DCP in accordance with Valley Air District Regulation VIII Fugitive PM_{10} Prohibitions. The DCP must outline specific dust control measures to minimize PM_{10} emissions from activities such as grading, excavation, vehicle movement, and material handling. Typical measures include pre-watering the site, applying water or chemical stabilizers to exposed soils and unpaved roads, limiting vehicle speeds, covering haul trucks, installing trackout control devices, and sweeping nearby paved surfaces. Therefore, the modeled fugitive dust emissions is considered conservative (since the additional DCP measures were not assumed in the modeling) and are likely higher than what would occur during real-world project implementation.

Implementation of a DCP is widely recognized as the single most effective means of reducing fugitive dust emissions during construction activities. These measures are not only required by air districts in nonattainment areas but are also the only feasible and effective way to mitigate fugitive dust. No other mitigation approach exists that can achieve comparable reductions in PM emissions during site preparation and construction.

Although the proposed project is required to implement a DCP in accordance with Valley Air District Regulation VIII—which includes effective BMPs to reduce fugitive dust emissions—the air dispersion modeling, based on emission estimates from CalEEMod, indicates that sensitive receptors would be exposed to PM concentrations exceeding the SIL. While the DCP would substantially reduce actual emissions through measures such as watering, wind fencing, stabilized entrances, and truck

covering, these reductions cannot be fully quantified within CalEEMod due to limitations in the model's input options. In the absence of quantifiable reductions from these additional control measures, and out of an abundance of caution, the analysis conservatively concludes that the proposed project's localized impacts related to PM_{10} and $PM_{2.5}$ concentrations would be considered significant. Therefore, this impact is considered significant and unavoidable.

Construction: Toxic Air Contaminants

Construction of the proposed project would involve the use of diesel-fueled vehicles and equipment that emit DPM, which has been identified by the ARB as a TAC. The Valley Air District's latest threshold of significance for TAC emissions is an increase in cancer risk for the Maximally Exposed Individual (MEI) of 20 in one million persons. Major sources of DPM include off-road construction equipment and heavy-duty vendor delivery trucks. For purposes of this analysis, DPM is represented as exhaust emissions of PM_{10} from diesel vehicles.

Construction DPM emissions (PM_{10} exhaust) were estimated using CalEEMod, Version 2022.1, as presented under Impact AIR-2. The worst-case construction scenario assuming concurrent development of the Dermody and Suvik Properties over a single year April 2026 through March 2027 would represent the most conservative exposure scenario since it represents the maximum emissions with the oldest equipment and concentrates the exposures to a shorter period of time (1 year) within the infant age bin (-0.25 to 2 years old). Cancer risks from sequential phasing would be lower than this worst-case concurrent phasing scenario, not only because total emissions from sequential phasing are slightly lower, but also because the exposure would be spread out over a longer period of time, during which the MEI would age into less sensitive age groups.

Construction emissions were conservatively assumed to be distributed over the project site with a potential working schedule of 24-hours for residential exposure risk estimates since construction would not be limited to daytime working hours as concrete pours for foundations and tilt-up panels would occur at night. Worker and student risk were conservatively assessed assuming all construction emissions occurred during daytime hours concurrent with work and school hours. To assess impacts to off-site sensitive receptors, receptor locations within AERMOD were placed at locations of existing residences and the nearby school, all of which are located within a 2-kilometer radius of the project site boundary. The ARB Hotspots Analysis and Reporting Program (HARP) model was used to combine site emissions with dispersion modeling and exposure and health risk values to determine cancer and chronic non-cancer health impacts from DPM.

Table 3.3-16 provides the estimated health and hazard impacts from construction emissions at the MEI for the worst-case scenario for construction of the proposed project. The Residential MEI is a single-family residence located approximately 25 feet east of the project site. During construction, the highest TAC concentrations occur near on-site equipment, whereas during operation, the highest exposures occur along routes traveled by diesel trucks. The health risks are also disclosed for the Worker MEI (south of the Dermody site off Grant Line Road) and the maximally exposed school receptors at Banta School. As illustrated in Table 3.3-16, the worst-case scenario in which both properties are under construction at the same time, would not result in cancer risks experienced by nearby residents which exceed the Valley Air District's significance threshold of 20 cancer cases per 1 million people. Therefore, construction of the proposed project would not expose sensitive

receptors to substantial DPM concentrations and associated health risks. Thus, impacts would be less than significant.

Table 3.3-16: Estimates and Hazards—Construction

Risk Scenario	Annual Average PM_{10} Exhaust Concentration ($\mu g/m^3$)	Cancer Risk (Risk Per One Million)	Chronic Non-Cancer Hazard Index[1]
Worst-Case Concurrent Construction			
Residential MEI	0.0181	3.21	<0.01
Worker MEI	0.0099	0.11	<0.01
School MEI	0.00124	0.11	< 0.01
Valley Air District Thresholds		**20**	**1**
Project Construction Exceeds Thresholds?		**No**	**No**

Notes:
$\mu g/m^3$ = micrograms per cubic meter
MEI = Maximally Exposed Individual
Source: HARP Reports Appendix B.

Operation

Reactive Organic Gas

During operation, ROG would be emitted from the reapplication of architectural coatings, consumer products and motor vehicles.

ROG emissions generated by the use of consumer products would be limited to the immediate area in which they are used on-site and would only occur during activities that use those products, such as facility cleaning activities. Therefore, nearby sensitive receptors would not be exposed to substantial ROG concentrations during project operations.

Direct exposure to ROG from motor vehicles would not result in health effects because the ROG emissions would be distributed across several miles of roadway and in the air. Therefore, the concentrations would not be great enough to result in direct health effects. Impact would be less than significant.

PM_{10}, $PM_{2.5}$, CO, and NO_X

Operational Ambient Air Quality Analysis

Valley Air District Rule 2201 requires that an AAQA be conducted for a project when that project's maximum daily emissions exceed 100 pounds for any single criteria or precursor pollutant after incorporation of all mitigation.

Operational–AAQA Screening

Table 3.3-17 shows the unmitigated localized operational emissions for the proposed project during both the summer and winter seasons. Emissions from cars and trucks vary seasonally due to differences in evaporate processes from gasoline passenger vehicles and also differences in

combustion characteristics of engines during cold and warm weather conditions. Landscaping emissions occur during summer, but not winter months. Energy-related emissions are zero since the light industrial/ warehouse buildings are designed as all-electric, eliminating combustion sources traditionally associated with natural gas building and water heat.

Table 3.3-17: Summary of Unmitigated Daily (Localized) Criteria Air Pollutant Operational

Metric	Localized Daily Emissions (lb/day)					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Daily, Summer Emissions						
Area–Consumer Products–Office Area	2.12	—	—	—	—	—
Area–Consumer Products–Parking	0.26	—	—	—	—	—
Area–Architectural Coating	2.2	—	—	—	—	—
Area–Landscape Equipment	20	1.4	123	0.01	0.17	0.17
Energy	—	—	—	—	—	—
Mobile	10.8	25.4	62.6	0.15	5.7	1.52
Stationary	1.2	2.5	8.30	0.04	0.13	0.13
Total (lbs/day), Summer	**34.46**	**29.3**	**193.96**	**0.2**	**6.05**	**1.82**
Valley Air District Daily Thresholds	**100**	**100**	**100**	**100**	**100**	**100**
Exceeds Valley Air District AAQA Screening Level?	**No**	**No**	**Yes**	**No**	**No**	**No**
Daily, Winter Emissions						
Area–Consumer Products	2.12	—	—	—	—	—
Area–Consumer Products–Parking	0.26	—	—	—	—	—
Area–Architectural Recoating	2.2	—	—	—	—	—
Area–Landscaping	—	—	—	—	—	—
Energy	—	—	—	—	—	—
Mobile	12.7	27	83.4	0.17	5.7	1.52
Stationary	1.2	2.5	8.3	0.04	0.13	0.13
Total (lbs/day), Winter	**18.48**	**29.5**	**91.7**	**0.21**	**5.85**	**1.65**
Valley Air District Daily Thresholds	**100**	**100**	**100**	**100**	**100**	**100**
Exceeds Valley Air District AAQA Screening Level?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
Emissions include on-site operations and mobile source emissions on-site and within 0.25 mile of the site as per APR 1925.

CO = carbon monoxide
NO_X = oxides of nitrogen
PM_{10} = particulate matter less than 10 microns in diameter

Metric	Localized Daily Emissions (lb/day)					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter ROG = reactive organic gases SO_X = oxides of sulfur Mobile emissions are a combination of daily car and truck emissions. Daily NO_X emissions for trucks have NOT been adjusted to account for Clean Truck Check Regulations. All AAQA local emissions are based on EMFAC2021 Version 1.0.2 PL. Totals may not add up due to rounding. CalEEMod Output files are contained in Appendix B.						

The table shows that the facility emissions have the potential to exceed the 100 lb/day screening AAQA level during summer months for CO due to the use of gas-powered landscaping equipment with high emissions. Phasing out these emissions by transitioning from small gasoline-powered equipment to zero-emission equipment is a high priority for both ARB and the Valley Air District and is supported by Valley Air District initiatives and recent regulations such as the SORE Regulation (see Section 3.1.4 Regulatory Framework). The Valley Air District sponsors a Zero-Emission Landscaping Equipment (ZELE) Voucher Program that provides incentives for San Joaquin Valley landscapers, public agencies, and businesses that perform their own landscape maintenance to replace old gas-powered landscape equipment with new electric options.[45]

MM AIR-1a would require the use of electric landscape equipment. This mitigation aligns with the recent SORE Regulations banning the sale of gas-powered landscaping equipment starting in 2024, supports warehouse best practices promoting electrification, and is consistent with current Valley Air District emission reduction initiatives.

As shown in Table 3.3-18, by eliminating landscaping-related emissions from gas-powered equipment, the proposed project would not result in an exceedance of localized operational emissions. Impacts would be less than significant with mitigation incorporated.

Table 3.3-18: Summary of Mitigated Daily (Localized) Criteria Air Pollutant Operational Emissions

Metric	Localized Daily Emissions					
	ROG	NO_x	CO	SO_X	PM_{10}	$PM_{2.5}$
Daily Emissions						
Area–Consumer Products–Office Area	2.12	—	—	—	—	—
Area–Consumer Products–Parking	0.26	—	—	—	—	—
Area–Architectural Coating	2.2	—	—	—	—	—
Area–Landscape Equipment	—	—	—	—	—	—
Mobile (cars + trucks)	12.7	27	83.4	0.17	5.7	1.52

[45] San Joaquin Valley Air Pollution Control District (Valley Air District). 2025. Zero-Emission Landscape Equipment Voucher Program. Website: https://www.valleyair.org/grants/zero-emission-landscaping-equipment-voucher-program/. Accessed August 31, 2025.

Metric	Localized Daily Emissions					
	ROG	NO_x	CO	SO_X	PM_{10}	$PM_{2.5}$
Stationary	1.2	2.5	8.30	0.04	0.13	0.13
Total (lbs/day)	**18.48**	**29.5**	**91.7**	**0.21**	**5.83**	**1.65**
Valley Air District Daily Thresholds	100	100	100	100	100	100
Exceeds Valley Air District AAQA Screening Level of 100 lb/day?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
CO = carbon monoxide
NO_X = oxides of nitrogen
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
ROG = reactive organic gases
SO_X = oxides of sulfur

Area emissions are the sum of consumer products and architectural recoating emissions.
Mobile source emissions are the sum of both passenger vehicle and truck emissions and are based on the maximum daily emissions occurs during the winter season for ROG, NO_X and CO emissions are from the AAQA winter calculations.
SO_X, PM_{10} and $PM_{2.5}$ are independent of seasonal temperature variations.

Totals may not add up due to rounding. CalEEMod Output files are contained in Appendix B.

Operation: Toxic Air Contaminants

Operation of the proposed project would involve the operation of heavy-duty, diesel-fueled vehicles that emit DPM. Major sources of DPM during project operation include HDT activities and worker vehicle trips. For purposes of this analysis, DPM is represented as exhaust emissions of PM_{10}.

On-site operational emissions (from trucks operating and idling on-site) were assumed to be distributed over the project site in the areas of the warehouse operations with a working schedule of 24 hours per day, 7 days per week.

Consistent with a truck routing plan subject to the City's review, the proposed project is designed to minimize truck traffic near sensitive receptors to the extent feasible by restricting heavy truck access east of Grant Line Road, where residential neighborhoods are located. To achieve this, the future project access at Grant Line Road would be configured to restrict turning movements for HHDTs, effectively preventing eastbound travel along Grant Line Road. Additional "No Trucks" signage would also be installed along the project frontage to reinforce this restriction. Under the proposed truck routing plan, trucks would exit the project site via the proposed access, turn west onto Grant Line Road and Pescadero Avenue to access major regional routes such as I-205 and Eleventh Street. Grant Line Road and Pescadero Avenue are both Surface Transportation Assistance Act (STAA)-designated truck routes that are designed for accommodating large truck travel.[46,47] Based on this circulation pattern, the HRA evaluates a 2028 operational scenario in which truck traffic avoids residential areas

[46] City of Tracy. 2022. Truck Route Map. Website: https://tracypd.com/wp-content/uploads/2022/12/Truck-Route-Maps.pdf. Accessed September 15, 2025.

[47] Surface Transportation Assistance Act (STAA) Routes are roadways specifically identified and approved under the Surface Transportation Assistance Act of 1982 (STAA, Public Law 97-424) for the operation of large, federally-dimensioned trucks.

to the east and utilizes designated truck routes to the west for regional access. Off-site operational emissions from on-road diesel exhaust were assigned to the travel routes along Grant Line Road, Paradise Road, Pescadero/Chrisman Roads and I-205, using the truck traffic distribution from the Traffic Study (see Appendix F).

To assess impacts to off-site sensitive receptors, receptor locations within the AERMOD model were placed at locations of existing residences and the nearby school, all of which are located within a 2-kilometer radius of the project boundary. The MEIs for operation were single-family residences located near the project site, Banta Elementary School approximately 1,100 feet east of the project site, and on-site workers. Note that the MEI resident differs between construction and operation. During construction, the highest TAC concentrations occur near on-site equipment, whereas during operation, the highest exposures occur along routes traveled by diesel trucks.

Baseline 2028 Operations

Table 3.3-19 provides the estimated health and hazard impacts from operational emissions at the MEIs using HARP2, which shows that operation of the proposed project during full operational buildout in year 2028 would not result in cancer risks experienced by nearby residents or other sensitive receptors which exceed the Valley Air District's significance threshold of 20 cancer cases per 1 million people.

Table 3.3-19: Estimated Health Risks and Hazards—Full Operational Buildout

Risk Scenario	Annual Average PM_{10} Exhaust Concentration ($\mu g/m^3$)	Cancer Risk (Risk Per One Million)	Chronic Non-Cancer Hazard Index[1]
Residential MEI	0.0024	2.56	<0.01
Worker MEI	0.0068	0.675	<0.01
School MEI	0.0009	0.130	<0.01
Valley Air District Thresholds		**20**	**1**
Project Operation Exceeds Thresholds?		**No**	**No**

Notes:
$\mu g/m^3$ = micrograms per cubic meter
MEI = Maximally Exposed Individual
MEIR = Maximally Exposed Individual Resident
The MEIR is a single-family residence located approximately 75 feet north of the proposed project site (stormwater basin).
[1] Source: California Office of Environmental Health Hazard Assessment (OEHHA). 2015. Air Toxics Hot Spots Program Risk Assessment Guidelines. February. Website: https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf.

Buildout 2030 Operations (New Grant Line Road Realignment)

As discussed in the Traffic Analysis (see Appendix F), the County of San Joaquin is planning to construct a roadway bypass approximately 1.65 miles in length, located south of the unincorporated community of Banta in the southwestern portion of San Joaquin County. The bypass would begin at the intersection of Grant Line Road and Chabot Court, extend eastward around the southern edge of Banta, and terminate at the intersection of 11th Street and South Bird Road. As part of that bypass

project, Grant Line Road would be realigned southward to connect with 11th Street and South Bird Road. The bypass project entered the design phase in 2025, with a planned opening in 2030.[48] According to the Traffic Study prepared by Kimley-Horn, approximately 67 percent of the proposed project's truck trips are expected to utilize the Grant Line Bypass to access I-5.

The County adopted the Final EIR for the bypass project in December 2018.[49] The analysis determined that future traffic volumes on the bypass would fall well below the threshold for a high-traffic-volume roadway (50,000 vehicles per day in rural areas), with projected volumes under 25,000 vehicles per day. The EIR also concluded that the bypass would not generate additional vehicle trips beyond those already anticipated in future baseline conditions, and would likely improve overall air quality by reducing congestion and travel delay. Accordingly, the County found that the bypass project's operational emissions of TACs would result in less than significant localized impacts.

In addition to the relevant information in the EIR for the bypass project, a project-specific operational HRA was prepared using project-specific truck trip generation and travel pattern that occur in year 2030. Table 3.3-20 provides the estimated health and hazard impacts from operational emissions at the MEIs in year 2030 when the Grant Line Bypass is operational.

Table 3.3-20: Estimated Health Risks and Hazards—Year 2030

Risk Scenario	Annual Average PM_{10} Exhaust Concentration ($\mu g/m^3$)	Cancer Risk (Risk Per One Million)	Chronic Non-Cancer Hazard Index[1]
Residential MIR	0.0017	1.8	< 0.01
Worker MIR	0.0007	0.07	< 0.01
School MIR	0.0007	0.11	< 0.01
Valley Air District Thresholds		**20**	**1**
Project Operation Exceeds Thresholds?		**No**	**No**

Notes:
$\mu g/m^3$ = micrograms per cubic meter
MEIR = Maximally Exposed Individual Resident
MIR = Maximally Impacted Receptor
The MEIR is a single-family residence located approximately 45 feet as of the proposed project site.
[1] Source: California Office of Environmental Health Hazard Assessment (OEHHA). 2015. Air Toxics Hot Spots Program Risk Assessment Guidelines. February. Website: https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf.

As shown above in Table 3.3-20, the proposed project's operational DPM emissions would not result in health risk above the Valley Air District threshold of 20 in a million. Moreover, the combined impact of construction + operation would not exceed 20 in a million at any off-site receptor.

[48] California Transportation Commission. Project Factsheet Grant Line Road Realignment Project. Website: https://catc.ca.gov/-/media/ctc-media/documents/programs/tcep/2024/receipt-log-fact-sheets/39-san-joaquin-county-grant-line-road-realignment-project-fact-sheet-a11y.pdf. Accessed December 15, 2025.
[49] County of San Joaquin. 2018. Grant Line Road Corridor Project. December. Website: https://www.sjgov.org/docs/default-source/public-works-documents/transportation/grant-line-corridor-project/environmental-impact-report/environmental-impact-report.pdf?sfvrsn=66f64ebf_3. Accessed September 12, 2025.

Therefore, operation of the proposed project would not expose sensitive receptors to substantial DPM concentrations and associated health risks. Impact would be less than significant.

In summary, the proposed project would result in a less than significant construction impact related to the exposure of sensitive receptors to substantial pollutant concentrations for ROG, NO_X, CO, and DPM. However, during construction, the proposed project would result in significant and unavoidable localized impacts, as sensitive receptors would be exposed to particulate matter (PM_{10} and $PM_{2.5}$) concentrations exceeding the applicable SILs.

The proposed project would result in a less than significant operational impact related to the exposure of sensitive receptors to substantial pollutant concentrations for ROG, NO_X, PM_{10}, $PM_{2.5}$, and DPM. With implementation of MM AIR-1a, proposed project would result in a less than significant operational impact related to the exposure of sensitive receptors to substantial CO concentrations.

Valley Fever

The project site is relatively undeveloped and is surrounded by undeveloped, agricultural, industrial, and residential land uses which are semi-rural to urban in character. Because the majority of the project site and the immediately surrounding vicinity consists of urbanized development or cultivated fields, the project site is an area that would lead to a low probability of having *C. immitis* growth sites and exposure from disturbed soil.

Construction

Construction activities would generate fugitive dust that could contain *C. immitis* spores. The proposed project would be required to minimize the generation of fugitive dust during construction activities by complying with Valley Air District Rule 8021, including the preparation and implementation of an approved DCP. Therefore, this regulation would ensure that Valley Fever impacts during construction are less than significant.

Operation

During operations, dust emissions are anticipated to be negligible, because the project site for each project phase would be occupied by buildings, pavement, and landscaped areas after construction is complete for that project phase. Therefore, project operations would not occur on undeveloped sites and dust emissions typically associated with activity on unpaved surfaces would be negligible. This condition would preclude the possibility of the proposed project from generating significant fugitive dust that may contribute to Valley Fever exposure. Valley Fever impacts during operation would be less than significant.

Asbestos and Lead-based Paint Exposure

According to a map of areas where naturally occurring asbestos in California are likely to occur, there are no such areas in the project vicinity[50] Therefore, development of the proposed project is not anticipated to expose receptors to naturally occurring asbestos.

[50] United States Geological Survey (USGS). 2011. Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California. Website: https://pubs.usgs.gov/of/2011/1188/. Accessed February 18, 2021.

Construction

The proposed project would include the demolition of two remaining agricultural buildings on-site. As a result, given the age of these structures, the demolition of the existing structures could potentially expose workers and nearby receptors to asbestos-containing material, such as insulation, or lead-based paint. Nonetheless, the proposed project would be subject to Title 8, California Code of Regulations, Section 1529–Asbestos and Title 8, California Code of Regulations, Section 1532.1–Lead, which are intended to limit hazardous material emissions, including asbestos and lead, from demolition or renovation of structures and the associated disturbance of waste material generated or handled during these activities. The rule addresses the national emissions standards for asbestos and lead along with some additional requirements. Therefore, because the proposed project would be required to comply with these regulations, this would ensure that any hazardous demolition materials, such as asbestos or lead-based paint, would be removed and disposed of appropriately and safely. By complying with these existing regulations, thereby minimizing the potential release of airborne asbestos or lead emissions, proposed demolition activity would not result in a significant impact to air quality. This impact would be less than significant.

Operation

During project operation, exposure to lead and asbestos is not anticipated to result in a significant impact. Lead and asbestos are typically associated with disturbance of older building materials or contaminated soils, which occurs during construction, demolition, or renovation activities rather than during routine operation. Once construction is complete, these materials would either be removed in compliance with applicable regulations or remain encapsulated and undisturbed.

As a result, operational activities would not generate airborne lead or asbestos fibers, and no chronic or acute exposure pathways for on-site workers or nearby sensitive receptors would be present during operation. Therefore, potential operational impacts related to lead and asbestos exposure would be less than significant.

Level of Significance Before Mitigation

Construction–Significant and unavoidable impact due to significant construction criteria pollutant concentrations

Operation–Potentially significant impact due to significant operation criteria pollutant concentrations

Mitigation Measures

Construction—No mitigation available to reduce this impact.

Operation—Implement MM AIR-1a.

Level of Significance After Mitigation

Construction—Significant and unavoidable impact.

Operation—Less than significant impact.

Objectionable Odors Exposure

Impact AIR-4: **The proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.**

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions.[51] Two situations create a potential for odor impact. The first occurs when a new odor source is located near an existing sensitive receptor. The second occurs when a new sensitive receptor locates near an existing source of odor. Impacts to new receptors as a result of locating near an existing odor source is generally outside the scope of CEQA review (since this would be considered an impact of the environment on the project) but is included in this analysis for informational purposes only. The Valley Air District has determined the common land use types that are known to produce odors in the Air Basin and their associated screening distances when determining potentially significant odor impacts. These types and screening distances are shown in Table 3.3-21.

Table 3.3-21: Screening Levels for Potential Odor Sources

Odor Generator	Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile
Source: San Joaquin Valley Air Pollution Control District (Valley Air District). 2015. Final Draft Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: http://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF/ Accessed September 12, 2025.	

According to the Valley Air District GAMAQI, analysis of potential odor impacts should be conducted for the following two situations:

- **Generators:** projects that would potentially generate odorous emissions proposed to locate near existing sensitive receptors or other land uses where people may congregate, and

[51] San Joaquin Valley Air Pollution Control District (Valley Air District). 2015. Guidance for Assessing and Mitigating Air Quality Impact. Website: http://www.valleyair.org/transportation/GAMAQI_12-26-19.pdf Accessed December 15, 2025.

- **Receivers:** residential or other sensitive receptor projects or other projects built for the intent of attracting people locating near existing odor sources.

Project Analysis

Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, feed lots, coffee roasters, asphalt batch plants, and rendering plants. The proposed project would not involve any of these or similar activities. Therefore, the proposed project would not be considered to have the potential to expose nearby receptors to substantial sources of objectionable odors.

During construction, the various diesel-powered vehicles and equipment in use on-site would create localized odors. The proposed project would develop approximately 169 acres, which would require the operation of construction equipment and vehicles throughout the project site. However, as the proposed buildings would be located within the interior of the project site and set back from the project boundaries and surrounding land uses, the operation of construction equipment and vehicles would predominantly occur in the interior of the project site and not along the project boundaries. As such, these odors would be temporary and would not likely be noticeable for extended periods of time beyond the project's site boundaries. The potential for diesel odor impacts is therefore less than significant.

Level of Significance

Less than significant impact.

3.3.7 - Cumulative Impacts

Cumulative impact for Impact 1: Conflict with or obstruct implementation of the applicable air quality plan

Air Basins are established based on shared meteorological and topographical conditions that influence the formation, transport, and accumulation of air pollutants. Therefore, the geographic scope considered for cumulative impacts to air quality is the Air Basin. This approach aligns with regional Air Quality Management Plans (AQMPs) or State Implementation Plans (SIPs), which are developed and enforced at the Air Basin level by local air quality management districts or air pollution control districts. Valley Air District's most recently adopted Air Quality Management Plan is its current, 2022 Plan for the 2015 8-hour ozone standard and the 2024 Plan for the 2012 annual $PM_{2.5}$ standard.

The Air Basin is designated as nonattainment for ozone, PM_{10} and $PM_{2.5}$ indicating that there is an existing cumulative impact. As explained in Impact AIR-1, the proposed project would conflict with the Valley Air District's 2024 Plan for the 2012 annual $PM_{2.5}$ standard and 2022 Plan for the 2015 8-Hour Ozone Standard due to $PM_{2.5}$ concentrations exceeding the applicable significance thresholds (Impact AIR-3 and due to an exceedance on NO_X related to project truck trips (Impact AIR-2), respectively). Therefore, the proposed project, combined with the cumulative projects as listed in Chapter 3, Environmental Impact Analysis, Table 3-1, would have a significant cumulative impact related to the implementation of the applicable air quality plan. There is no feasible mitigation

beyond what is identified in this Draft EIR that would reduce this impact to below a level of significance.

Cumulative impact for Impact 2: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard

The proposed project's incremental contribution to air emissions is evaluated in conjunction with emissions from past, present, and reasonably foreseeable future projects within the Air Basin. A project's contribution is considered cumulatively considerable if it would result in a significant impact when combined with other projects or would conflict with or obstruct implementation of applicable AQPs.

The Air Basin is designated as nonattainment for ozone, PM_{10}, and $PM_{2.5}$, indicating that background concentrations of these pollutants at times exceed the applicable ambient air quality standards. As a result, a cumulative air quality impact already exists in the region for these pollutants. To address this, the Valley Air District has established mass emission thresholds of significance for criteria pollutants and ozone precursors (ROG and NO_x). These thresholds represent the levels at which a project's emissions would be considered cumulatively considerable. Therefore, if a project's construction or operational emissions exceed the District's established thresholds, the project would be considered to contribute to the existing cumulative air quality impact. The Air Basin is designated as attainment for CO and SO_2, therefore, there is currently a less than significant cumulative impact in the region for these pollutants.

The cumulative projects listed in Chapter 3, Environmental Impact Analysis, Table 3-1 are considered as part of this analysis; however, each project would undergo its own CEQA and air quality review and be evaluated against the Valley Air District mass emission thresholds of significance, which, as explained, are cumulative in nature. These projects would also be required to implement applicable mitigation measures and adhere to all requirements under applicable laws and regulations (e.g., Valley Air District rules and regulations) to reduce their individual impacts to a less than significant level. As a result, while the cumulative context is acknowledged, each project's emissions are expected to be addressed through separate regulatory review and mitigation, thereby limiting their contribution to cumulative air quality impacts.

As discussed in Impact AIR-2, the proposed project's construction emissions would not exceed the Air District's mass (regional) emission thresholds of significance for the ozone precursors and criteria pollutants, Therefore, the proposed project's less than significant construction emissions would not result in cumulatively considerable net increase of any criteria pollutant.

As discussed in Impact AIR-2, during operation, the proposed project would have NO_X emissions (an ozone precursor) that exceed the Valley Air District's thresholds and therefore have potentially significant impact related to regional emissions significance threshold for NO_X. There are no feasible enforceable mitigation measures that can be applied at the project level to reduce operational NOX emissions to a less than significant level, therefore, project impacts are significant and unavoidable. Accordingly, the proposed project would also have a significant cumulative impact.

Cumulative impact for Impact 3: Expose sensitive receptors to substantial pollutant concentrations

With regard to impacts on sensitive receptors, the geographic scope considered for cumulative impacts to air pollutant health impacts is 1,000 feet of project boundary as recommended by Valley Air District guidance. Health risks decrease when distance is increased between the source of air pollution and sensitive land uses. Beyond 1,000 feet, any potential health risks would be minimal. There are two projects (Cumulative Project No. 30 and No 43) as listed in Chapter 3, Environmental Impact Analysis, Table 3-1 located within 1,000 of the proposed project.

Because of nearby industrial operations, there is an existing cumulative impact on sensitive receptors from elevated concentrations of air pollutants. During construction, the proposed project would result in less than significant levels of air pollutant concentration for ROG, CO, NO_X, and DPM. However, when combined with existing background levels of PM_{10} and $PM_{2.5}$, the project's contribution of fugitive dust—as estimated through modeling—would result in significant concentrations of these pollutants. As discussed in Impact AIR-3, the proposed project is required to implement a DCP, which represents the most effective strategy for minimizing fugitive dust emissions during construction. Nevertheless, due to conservative modeling assumptions and inherent limitations in quantifying localized PM impacts, the analysis concludes that the proposed project would result in a significant and unavoidable impact related to exposing sensitive receptors to elevated PM_{10} and $PM_{2.5}$ concentrations. As such, the proposed project, combined with the cumulative projects as listed in Chapter 3, Environmental Impact Analysis, Table 3-1, would result in a significant and unavoidable cumulative impact related to PM concentrations.

As discussed above, NO_x, PM_{10} and $PM_{2.5}$ are criteria air pollutants associated with adverse respiratory and cardiovascular health outcomes and are regulated through federal and State ambient air quality standards. NO_x contributes both directly to respiratory irritation and indirectly to cumulative health impacts through the formation of ground-level ozone and secondary $PM_{2.5}$, while PM_{10} and $PM_{2.5}$ are associated with increased respiratory symptoms, cardiovascular disease, and premature mortality, particularly among sensitive populations. Exceedance of applicable NO_x and PM_{10}/$PM_{2.5}$ significance thresholds therefore indicates a cumulatively considerable contribution to existing regional air quality burdens in a nonattainment area. However, consistent with current scientific understanding, the incremental contribution of an individual project cannot be reliably translated into specific or quantifiable health outcomes at particular receptors. Accordingly, while cumulative emissions increase the potential for adverse health effects at a population level, the precise magnitude, timing, and distribution of individual health impacts remain uncertain.

For operation, the proposed project would result in less than significant levels of air pollutant concentration for ROG, NO_X, PM_{10}, $PM_{2.5}$, and DPM. However, the proposed project would result in a localized impact for CO concentration due to the use of landscaping equipment. MM AIR-2 requires the use of zero-emission equipment and would reduce this localized impact to less than significant levels. Therefore, the proposed project would not have a cumulatively significant impact related to exposing sensitive receptors to substantial pollutant concentrations. Out of the cumulative projects as listed in Chapter 3, Environmental Impact Analysis, Table 3-1, there are only two projects that are within 1,000 feet of the project site, and none of the projects is within 1,000 feet of the MEIs that are evaluated in Impact AIR-3. As explained above, air pollution concentration decreases when

distance is increased between the source of air pollution and sensitive land uses. Therefore, the emissions from these cumulative projects would not be concentrated in the area where sensitive receptors related to the proposed project are located. As a result, the proposed project, when considered together with the cumulative projects listed in Chapter 3, Environmental Impact Analysis, Table 3-1, would not result in a significant cumulative impact.

Cumulative impact for Impact 4: result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

Odor impacts are typically localized and do not extend over large geographic areas like regional air pollutants. Therefore, the appropriate geographic scope for evaluating potential odor impacts is generally limited to the vicinity of the project site, depending on the intensity of the odor source and local conditions such as wind direction and topography. There are no land use types that are known to produce odors (Table 3.3-18) in the project area. Therefore, there is a less than significant level of cumulative odor impact.

Moreover, the proposed project would not introduce new odor-generating land uses and would not have an incremental contribution to the less than significant cumulative impact. Odor impacts that would be associated with the proposed project would principally be temporary in nature and limited to the combustion of diesel fuels during construction and operation. The proposed project's incremental contribution during project construction and operation would be intermittent and spatially dispersed. As such, associated odors would dissipate quickly. In addition, no adverse cumulative condition related to odors to which the proposed project could contribute exists. Given the lack of proximity of cumulative projects to the proposed project and the expected duration of sensitive receptor exposure to project-related diesel exhaust, the proposed project in combination with other cumulative projects would not cause a significant cumulative effect. Therefore, there is no cumulative odor impacts.

Level of Cumulative Significance Before Mitigation

Potentially significant impact with respect to consistency with the applicable AQP (Impact AIR-1), cumulative criteria pollutant emissions during operation (Impact AIR-2), and impacts to sensitive receptors during both construction and operation (Impact AIR-3).

Less than significant impact with respect to cumulative criteria pollutant emissions during construction (Impact AIR-2).

No impact with respect to odor impacts (Impact AIR-4).

Mitigation Measures

Implement MM AIR-1a

Level of Cumulative Significance After Mitigation

Significant and unavoidable impact with respect to consistency with the applicable AQP (Impact AIR-1), impacts related to operational regional NO_X emission, (Impact AIR-2), and impacts to sensitive receptors during construction (Impact AIR-3).

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3.4 - Biological Resources

3.4.1 - Introduction

This section describes the existing biological resources conditions in the project site and its vicinity,[1] as well as the relevant regulatory framework. This section also evaluates the potential environmental impacts related to biological resources that could result from implementation of the proposed project and appropriate and feasible mitigation measures to reduce potential impacts to a less than significant level. Information in this section is based, in part, on an on-site reconnaissance survey of the project site that included a Biological Resources Assessment (BRA). The BRA can be found in Appendix C of this document. No specific public comments were received during the Draft Environmental Impact Report (Draft EIR) Notice of Preparation (NOP) scoping period related to biology.

3.4.2 - Methods

Records Searches and Pedestrian Survey to Identify Existing Biological Resources

Literature Review

The literature review provides a baseline from which to evaluate the biological resources potentially occurring on the project site, as well as in the surrounding study area.

FirstCarbon Solutions (FCS) Biologists examined existing environmental documentation for the project site and immediate vicinity, an approximately 500-foot buffer where applicable. Surveying a 500-foot buffer surrounding a project site is an industry standard for biological resources surveys and reports. This documentation included the BRA noted above; relevant biological studies for the project site and its immediate vicinity; relevant literature pertaining to the habitat requirements of special-status species potentially occurring within the project site and vicinity; and federal and State register listings, protocols, and species data provided by the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW). Additional biological studies utilized to further inform the analysis consisted of the following (Appendix C):

- Biological Resources Assessment for Tracy Northeast Business Park prepared by FCS in February 2025.
- Biological Resources Assessment for Tracy Alliance Project prepared by FCS in January 2021.
- Aquatic Resources Delineation Report for Dermody Property prepared by Moore Biological Consultants in November 2022.
- Wetland Review for Suvik Property prepared by Moore Biological Consultants in December 2024.
- Approved Jurisdictional Determination for Dermody Property prepared by the United States Army Corps of Engineers (USACE) in December 2023.

[1] Off-site frontage improvements are limited in nature and are located within rights of way. Off-site traffic improvements have been contemplated as part of City's Traffic Management Plan and the associated environmental document and are described in Chapter 2, Project Description.

- Jurisdictional Determination for Dermody Property prepared by the Central Valley Regional Water Quality Control Board (Central Valley RWQCB) in January 2025.

Elevation and Drainage

FCS Biologists reviewed current United States Geological Survey (USGS) 7.5-minute topographic quadrangle map(s) and aerial photographs as a preliminary step in the analysis of the existing conditions within the project site and immediate vicinity. Information obtained from the review of the topographic maps included elevation range, general watershed information, and potential drainage feature locations.[2] Aerial photographs provide a perspective on the current site conditions[3] relative to on-site and off-site land use, plant community locations, and potential locations of wildlife movement corridors.

Soil

FCS Biologists also reviewed United States Department of Agriculture (USDA) soil surveys to establish if soil conditions in the project site are suitable for any special-status plant species.[4] These soil profiles include soil series with similar thickness, arrangement, and other important characteristics. The soil series consist of separate soil mapping units that provide specific information regarding soil characteristics. Many special-status plant species have a limited distribution based exclusively on soil type. Therefore, pertinent USDA soil survey maps were reviewed to determine the existing soil mapping units within the project site and to establish if soil conditions are suitable for any special-status plant species.

Special-status Wildlife and Plant Species

FCS Biologists compiled a list of threatened, endangered, and otherwise special-status species previously recorded on the project site and within the general project site vicinity.[5] The list was based on a search of the CDFW California Natural Diversity Database (CNDDB),[6] a special-status species and plant community account database, and the California Native Plant Society (CNPS) Inventory of Rare Plants (CNPS Inventory)[7] for the *Union Island, California* USGS 7.5-minute Topographic Quadrangle Map and the surrounding eight quadrangles. The database search results can be found in Appendix C. The CNDDB Biogeographic Information and Observation System (BIOS) database was used to determine the distance between known recorded occurrences of special-status species and the project site.[8]

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2 United States Geological Survey (USGS). 2024. National Geospatial Program. Website: https://www.usgs.gov/core-science-systems/national-geospatial-program/us-topo-maps-america?qt-science_support_page_related_con=4#qt-science_support_page_related_con. Accessed October 10, 2024.

3 Pursuant to applicable CEQA requirements, existing site conditions were determined as of the date environmental review commenced.

4 Natural Resources Conservation Service (NRCS). 2024. Web Soil Survey (WSS). United States Department of Agriculture (USDA). Website: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed October 10, 2024.

5 Database queries and reviews included the specific quadrangle where the project site is located, as well as the surrounding eight quadrangles for a total of over 500 square miles surrounding the project site.

6 California Department of Fish and Wildlife (CDFW). 2024. California Natural Diversity Database (CNDDB). Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed October 10, 2024.

7 California Native Plant Society (CNPS). 2024. Rare and Endangered Plant Inventory. Website: http://rareplants.cnps.org/. Accessed October 10, 2024.

8 California Department of Fish and Wildlife (CDFW). 2024. Biogeographic Information and Observation System (BIOS 6). Website: https://apps.wildlife.ca.gov/bios6/. Accessed October 10, 2024.

Trees

The City of Tracy Municipal Code (Municipal Code), Chapter 7.08 pertains to the alteration or removal of street trees, which are not present on the project site. The City does not have an adopted Tree Protection Ordinance relating to alteration or removal of trees located entirely on private property and not considered "street trees."

Jurisdictional Waters and Wetlands

FCS Biologists reviewed United States Environmental Protection Agency (EPA) Watershed Assessment, Tracking, and Environmental Results System (WATERS), USGS topographic maps, and aerial photography to identify any potential natural drainage features and water bodies. In general, all surface drainage features identified as blue-line streams on USGS maps and linear patches of vegetation are expected to exhibit evidence of flows and considered potentially subject to State and federal regulatory authority as "waters of the United States and/or State." A preliminary assessment was conducted to determine whether there are any existing natural drainage features and water bodies within the project site; these findings are further described below and in the Aquatic Resources Delineation Report and Wetland Review prepared by Moore Biological Consultants (see Appendix C).

Field Survey

The reconnaissance-level field survey was conducted by FCS Senior Biologist Robert Carroll and FCS Botanist Juliet Simpson, MS, on October 30, 2024, from 10:00 a.m. to 1:00 p.m. Weather conditions during the field survey were cloudy with a high temperature of 70°F (degrees Fahrenheit).

The objective of the survey was to ascertain existing site conditions and identify potentially suitable habitat areas for various special-status plant and wildlife species. Special-status or sensitive biological resources identified during the literature review were ground-truthed during the reconnaissance-level survey. Special attention was paid to sensitive habitats and areas potentially supporting special-status floral and faunal species.

3.4.3 - Environmental Setting

Physical Habitat/Vegetation

Habitat is an area consisting of a combination of resources (e.g., food, cover, water) and environmental conditions (e.g., temperature, precipitation, and presence or absence of predators and competitors) that promotes occupancy by individuals of a species and enables those individuals to survive and reproduce. Thus, habitat arises from interaction among soils, hydrology, climate, vegetation, and others. Soils, hydrology, and climate are addressed in other sections of this Draft EIR; this habitat discussion includes information regarding vegetation.

City of Tracy

The City of Tracy General Plan Planning Area[9] currently contains a range of vegetation and habitat types including urban, agricultural, riparian woodlands, seasonal wetlands, farmed wetlands, and

[9] The City's Planning Area consists of lands within the City's municipal limits, those within its Sphere of Influence, and adjacent

non-native grasslands. The Planning Area contains approximately 114 square miles and is 92 square miles larger than the city limits and 72 square miles larger than the Sphere of Influence (SOI). Figure 1-2 of the City's General Plan delineates the city limits, Planning Area, and SOI. The project site is located within the City's SOI but not within the City's municipal boundaries.

These vegetation areas and habitats, which are described below, host a wide range of wildlife and plant species that reflect the diversity in San Joaquin County and the Central Valley. [10] The Planning Area is included within the General Plan as a signal to the County and other nearby local and regional authorities that the City recognizes that planning and development within areas that are close to but outside of the City's municipal boundaries have an impact on the future of the City and are relevant to the City's land use vision as described in the General Plan. Under State law, the City is invited to comment on development within the Planning Area that is subject to review by the County as the local land use authority.

Agricultural

Much of the land outside of the Tracy city limits is used for agricultural production. This area includes land that is currently in agricultural use, as well as lands that have been used for agricultural uses in the past and remain non-urbanized.

Urban

The Urban land use type applies to the built-up portions of Tracy and its SOI. Much of the land in the city limits and portion of the lands in the City's SOI are considered Urban.

Non-native Grasslands

The majority of non-native grasslands within Tracy and its SOI in the General Plan Planning Area occur within the southern portion of the City.

Riparian Woodland

The Great Valley Riparian Woodland communities lie in the northern portion of the City and its SOI, along the Old River and Tom Paine Slough riparian zones, and in the southern portion of the City and its SOI, along the Corral Hollow system, which flows northeast.

Seasonal Wetlands

There are numerous seasonal wetlands throughout the City and its SOI.

Farmed Wetlands

Wetland areas that are currently in agricultural uses are defined as farmed wetlands. This type of area occurs in the northern portion of the City and its SOI.

unincorporated developed and undeveloped lands. Design, Community, and Environment. 2011. City of Tracy General Plan (prepared for the City of Tracy). Website: https://www.ci.tracy.ca.us/documents/2011_General_Plan.pdf. Accessed October 10, 2024.

[10] Ibid.

Project Site

The project site is almost entirely comprised of active agricultural fields consisting of fallowed alfalfa (*Medicago sativa*), tall fescue (*Festuca arundinacea*), and almond tree (*Prunus dulcis*) orchards; associated agricultural structures and irrigation/drainage channels are interspersed throughout the project site. Additionally, a ruderal/disturbed area is located within the southwestern corner of the project site along Grant Line Road which shows evidence of previous development. A comprehensive list of plant species observed during the October 2024 BRA field survey can be found in Appendix C.

Agricultural (Hayfields, Fallow Fields, Almond Orchard)

The project site includes approximately 158.57 acres of active agricultural fields. Fallow fields are located in the northern portion, with tall fescue hay fields in the central and southwestern portion, and an almond orchard in the southeast section of the project site. These fields are frequently managed, including application of pesticides and herbicides, irrigation, and seasonal harvests.

Ruderal/Disturbed

The Ruderal/Disturbed area of the project site consists of approximately 5.56 acres, including narrow strips along agricultural field borders and access roads and a rectangular section along Grant Line Road. The section along Grant Line Road had been mowed prior to the October 2024 BRA field survey; however there was evidence of annual grass and a single Chinese pistache (*Pistacia chinensis*) tree growing in this area. Plant species observed in the agricultural borders and access roads include field bindweed (*Convolvulus arvensis*), shortpod mustard (*Hirschfeldia incana*), common dandelion (*Taraxacum officinale*), alfalfa (*Medicago sativa*), puncture vine (*Tribulus terrestris*), and others.

Ruderal/Disturbed land is classified as areas that have been physically disturbed (by previous legal human activity) and are no longer recognizable as a native or naturalized vegetation association but continue to retain a soil substrate. Typically, vegetation, if present, is nearly exclusively composed of non-native plant species such as ornamentals or ruderal exotic species that take advantage of disturbance, or it shows signs of past or present animal usage that removes any capability of providing viable natural habitat for uses other than dispersal. Examples of disturbed land include areas that have been graded, repeatedly cleared for fuel management purposes and/or experienced repeated use that prevents natural revegetation (e.g., dirt parking lots, trails that have been present for several decades), recently graded firebreaks, graded construction pads, construction staging areas, and off-road vehicle trails.

Urban/Developed

The Urban/Developed portion of the project site consists of approximately 4.02 acres at the intersection of Grant Line Road and Paradise Road and contains a combination of old equipment storage sheds, an active hay barn, a parking lot, and abandoned structures. Species present in this area are mostly non-native and ornamental species including mission cactus (*Opuntia ficus-indica*), olive (*Olea europaea*), silverleaf nightshade (*Solanum elaeagnifolium*), Siberian elm (*Ulmus pumila*), Johnsongrass (*Sorghum halepense*), and golden bamboo (*Phyllostachys aurea*).

Urban/Developed land is classified as areas that have been constructed upon or otherwise physically altered to an extent that native vegetation is no longer supported and retains no soil substrate.

Urban/Developed land is characterized by permanent or semi-permanent structures, pavement, or hardscape, and landscaped areas that often require irrigation. Areas where no natural land is evident because a large amount of debris or other materials has been placed upon it may also be considered urban/developed (e.g., car recycling plant, quarry).

Irrigation Ditches

There are three irrigation ditches present on-site as described in the 2022 Aquatic Resources Delineation Report, covering a total of approximately 0.53 acre. The largest of the three is approximately 0.45 acre and conveys water west to east across the center of the project site. It is both cement and dirt lined within different reaches of the ditch. There was some standing water present in the cement part of this ditch at the time of the Aquatic Resources Delineation survey. The other two irrigation ditches are much smaller and dirt lined. One conveys water south to north along the northeastern edge of the project site and was full of water at the time of the Aquatic Resources Delineation survey. The other conveys water north to south along a small stretch of the southwest edge of the project site and was dry at the time of the Aquatic Resources Delineation survey. All three of the irrigation ditches had tall flatsedge (*Cyperus eragrostis*) and the two with water present also contained bearded sprangletop (*Diplachne fusca*), both facultative wetland species. Additional species present in the irrigation ditches during the October 2024 BRA field survey included broadleaf cattail (*Typha latifolia*), poison hemlock (*Conium maculatum*) and Chufa flatsedge (*Cyperus esculentus*), and common purslane (*Portulaca oleracea*).

Drainage Ditches

There are three drainage ditches present on-site as described in the 2022 Aquatic Resources Delineation Report, covering a total of approximately 0.87 acre. The largest of the three is approximately 0.52 acre and conveys flows south to north between the hay fields and almond orchard before veering west across the middle of the project site, parallel to the irrigation ditch. The other two are approximately 0.17 acre and 0.18 acre, respectively, and convey flows south to north between fallow fields in the north of the project site. The drainage ditches are all dirt lined and most were all dry at the time of the Aquatic Resources Delineation survey.

During the October 2024 BRA field survey, FCS observed small, scattered clumps of broadleaf cattail growing in isolated sections of the drainage ditches on-site, though not large enough to map. Tall flatsedge, bearded sprangletop, and curly dock (*Rumex crispus*) were observed growing in the bed of the drainage ditches. Additional species present within the bed and banks of the drainage ditches during the October 2024 BRA field survey included common tarweed (*Centromadia pungens* ssp. *pungens*) annual fireweed (*Epilobium brachycarpum*), pigweed amaranth (*Amaranthus albus*), bull thistle (*Cirsium vulgare*), stinkwort (*Dittrichia graveolens*), flax-leaved horseweed (*Erigeron bonariensis*), common sunflower (*Helianthus annuus*), prickly lettuce (*Lactuca serriola*), milk thistle (*Silybum marianum*), field bindweed, Russian thistle (*Salsola tragus*), and dwarf mallow (*Malva neglecta*).

Sensitive Biological Communities

Biological communities are assemblages of organisms that live within or use a variety of habitats for their range-of-life functions. Of the habitat communities discussed above, some are further

identified as sensitive biological communities. For the purpose of this Draft EIR, sensitive biological communities are defined as habitats that fulfill special functions or have special values (e.g., greater biological diversity), such as wetlands, streams, and riparian habitat. Because wildlife is a major aspect of a biological community, this discussion of sensitive biological communities describes wildlife present in such communities.

Sensitive Biological Communities on the Project Site

Sensitive natural communities are vegetation communities or special wildlife habitats that are rare or occur in limited distributions or provide specific habitat requirements for special-status plant or wildlife species. The CDFW maintains a list of natural communities that classify vegetation types found within the State of California and rank them based on rarity. Communities identified on CDFW's list as "sensitive" and/or communities ranked S1-S3 are considered sensitive natural communities under the California Environmental Quality Act (CEQA).[11] Wetlands and riparian habitats are also typically considered sensitive natural communities and are addressed in the environmental review process. No sensitive natural communities were observed within the project site.

Wetlands and Waters of the United States and the State

Wetlands and waters of the United States and waters of the State are protected as aquatic resources that provide habitat for common and special-status species. Types of aquatic resource features include open water, developed open water, tidal marsh, seasonal wetland, wetlands swale, streams, creeks, and other waters.

City of Tracy

Wetlands, waters of the United States, and waters of the State in the City of Tracy General Plan Planning Area[12] primarily occur in northern portion of the City of Tracy General Plan Planning Area along the Old River and Tom Paine Slough riparian zones, and in the southern portion of the City of Tracy General Plan Planning Area along the Corral Hollow system, which flows northeast. Additionally, there are numerous seasonal wetlands scattered through the City of Tracy General Plan Planning Area.[13]

Project Site

The Aquatic Resources Delineation covering the 123-acre Dermody Property was prepared by Moore Biological Consultants in November 2022 and verified by the Army Corps of Engineers on December 11, 2023, and the RWQCB on January 8, 2025. This assessment concluded that the 1.4 acres of aquatic resources on-site, consisting of 0.87 acre of drainage ditch and 0.53 acre of irrigation ditch, are not waters of the United States regulated under Section 401 or Section 404 of the Clean Water Act or under Section 10 of the Rivers and Harbors Act. This assessment also concluded that the

[11] California Department of Fish and Wildlife (CDFW). 2024. Natural Communities List. Website: https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities. Accessed October 10, 2024.

[12] The City's Planning Area consists of lands within the City's municipal limits, those within its Sphere of Influence, and adjacent unincorporated developed and undeveloped lands. Design, Community, and Environment. 2011. City of Tracy General Plan (prepared for the City of Tracy). Website: https://www.ci.tracy.ca.us/documents/2011_General_Plan.pdf. Accessed October 10, 2024.

[13] City of Tracy General Plan. 2011. Design, Community, and Environment., pages, 6-3-6-5. Website: https://www.ci.tracy.ca.us/socuments/2011_General_Plan.pdf. Accessed October 10, 2024.

irrigation and drainage ditches are not considered "streams" as would fall under the jurisdiction of the CDFW under Sections 1600–1616 of the Fish and Game Code of California and are not considered "waters of the State" as defined in California Water Code Section 13050(e). These features are discussed in further detail in Impact BIO-3 below.

In addition, there was an Aquatic Resources Delineation covering the Suvik Property prepared by Moore Biological Consultants in December 2024 which concluded there were no aquatic features located on the Suvik Property.

Wildlife Species

The vegetation community and land cover types discussed above provide habitat for numerous local wildlife species adapted to a high degree of human disturbance on-site and in directly adjacent areas. Special-status wildlife species are addressed in more detail in the Special-status Wildlife section, below.

The agricultural fields, including the almond orchard, are likely to provide cover and foraging opportunities for urban-adapted mammals such as raccoon (*Procyon lotor*) and Virginia opossum (*Didelphis virginiana*). California ground squirrel (*Otospermophilus beecheyi*) and associated burrows were observed in the southern portion of the project site, southeast of the hayfields and into the southwestern portion of the almond orchards. Because of a lack of suitable habitat, it is unlikely that amphibians and reptiles would regularly occur on-site. Potential species occurring on the project site include western fence lizard (*Sceloporus occidentalis*), terrestrial garter snake (*Thamnophis elegans*), gopher snake (*Pituophis melanoleucus*), and Northern Pacific tree frog (*Pseudacris regilla*).

Ornamental trees within the Ruderal and Urban/Developed portions of the project site and the greater site vicinity also provide suitable habitat for nesting avian species. Avian species observed included, but are not limited to, mourning dove (*Zenaida macroura*), American crow (*Corvus brachyrhynochos*), red-tailed hawk (*Buteo jamaicensis*), and California scrub jay (*Aphelocoma californica*).

A comprehensive list of wildlife species observed during the October 2024 BRA field survey can be found in Appendix C.

Special-status Species

Special-status species, whether plants, wildlife, or fish, are considered sufficiently rare that they require special consideration and/or protection and have been or should be listed as rare, threatened, or endangered by the federal and/or State governments. Special-status species are defined as meeting one or more of the following criteria:

- Listed or proposed for listing under the California Endangered Species Act (CESA) or the federal Endangered Species Act.
- Protected under other regulations (e.g., Migratory Bird Treaty Act [MBTA]).
- CDFW Species of Special Concern.
- Plant species ranked by the CNPS.

- Plant species that are otherwise entitled to receive consideration during environmental review under CEQA pursuant to applicable laws and regulations.

The following discussion focuses on potential for occurrence of special-status species on the project site.

Special-status Plant Species Evaluated

Special-status plants and plant communities are considered sensitive biological resources when federal, State, or local laws regulate their development, limited distributions, and habitat requirements of special-status plant or wildlife species that occur within them.

The Special-status Plant Species Table (Appendix C, Table 1) identifies 42 special-status plant species and CNPS sensitive species that have been recorded to occur within the *Union Island*, *California* USGS 7.5-minute Topographic Quadrangle Map and eight surrounding quadrangles as recorded by the CNDDB and CNPS Inventory.[14,15] The table also includes the species' status, required habitat, and potential to occur within the project site. All special-status plant species have been determined unlikely to occur on the project site, based on the absence of suitable habitat, lack of observations during FCS's October 2024 BRA field survey, and past and ongoing disturbance through agricultural activity.

Special-status Wildlife Species Evaluated

The Special-status Wildlife Species Table (Appendix C, Table 2) identifies 28 federal and State-listed threatened, endangered, or candidate wildlife species and 15 other fully protected or special-status species that have been recorded in the CNDDB as occurring within the *Union Island*, *California* USGS 7.5-minute Topographic Quadrangle Map and eight surrounding quadrangles or identified within the Information for Planning and Consultation (IPaC) database query for this project site location. The table also includes species' status, required habitat, and potential to occur within the project site. Thirty-five special-status wildlife species have been determined unlikely to occur on the project site, primarily based on the absence of suitable habitat and past and ongoing disturbance through agricultural activity.

Eight special-status wildlife species have at least some potential to occur on the project site and are therefore discussed in further detail below.

Tricolored Blackbird

Tricolored blackbird (*Agelaius tricolor)* has been listed as a threatened species under CESA and is covered under the San Joaquin County Multiple-Species Habitat Conservation and Open Space Plan (SJMSCP). Nesting colonies of this species are addressed in the SJMSCP. Tricolored blackbird nests have typically been reported within extensive cattail marshes, willow canopies, or blackberry or thistle thickets. The species' basic requirements for selecting breeding sites are open accessible water; a protected nesting substrate, including either flooded or thorny or spiny vegetation; and a suitable foraging space providing adequate insect prey within a mile or two of the nesting colony.

[14] California Department of Fish and Wildlife (CDFW). 2024. California Natural Diversity Database (CNDDB). Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed October 10, 2024.

[15] California Native Plant Society (CNPS). 2024. Rare and Endangered Plant Inventory. Website: http://rareplants.cnps.org/. Accessed October 10, 2024.

One recorded occurrence has been documented within the immediate site vicinity; a breeding colony was observed in 1936 within a slough containing cattails and willows at the current interchange of Interstate 5 (I-5) and Grant Line Road. This breeding colony is presumed to be extirpated because the habitat that once supported the breeding colony is no longer present.[32] There were multiple other tricolored blackbird breeding colonies recorded within 5 miles of the project site in 1936; however, these are all presumed to be extirpated.[16] There is marginal suitable habitat for tricolored blackbird in the cattail patches growing in isolated sections of the drainage ditches on-site.

Burrowing Owl

Burrowing owl (*Athene cunicularia)* is a California Species of Special Concern and is a candidate for listing under the CESA. Loss of habitat for this species is also addressed in the SJMSCP. Burrowing owl occurs in open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. This species utilizes, modifies, and nests in burrows created by other species, most notably the California ground squirrel.[17] While there have been no recorded occurrences directly on the project site, there have been multiple recorded occurrences documented within 1 mile of the project site. Specifically, two natal burrow complexes were reported in 2008 directly along Paradise Road between Skylark Way and Chrisman Road in seasonally disturbed agricultural fields similar to those found on the project site. However, many of these areas have been developed since that time and are no longer suitable burrowing owl habitat. The closest record of an active nest that is still suitable habitat is from approximately 0.75 mile west of the project site on Pescadero Avenue, which was also recorded in 2008.[18] There is suitable habitat for burrowing owl in the California ground squirrel burrows in southern portion of the project site, at the southeastern edge of the hay field and southwestern edge of the almond orchard. Multiple California ground squirrels and ground squirrel burrows were observed during the October 2024 BRA field survey in the southern area of the project site at the edges of the hay field and almond orchard. There were no signs of burrowing owl observed during the October 2024 BRA field survey.

Swainson's Hawk

Swainson's hawk (*Buteo swainsoni)* is listed as a threatened under CESA and is also covered under the SJMSCP. This species can be found in scattered trees, riparian areas, savannas, and scattered on lines of trees on agricultural lands. Swainson's hawk requires adjacent foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations. Swainson's hawk nests have been observed within the greater site vicinity; the closest recorded occurrence is across Paradise Road, directly west of the project site.[19] Additionally, this species was reportedly observed foraging during the 2020 field survey per the 2021 Tracy Alliance BRA but was not observed during the October 2024 BRA field survey. There is suitable foraging habitat in the majority of the project site, specifically the fallow fields making up the northern portion of the project site and the hay fields making up most of

[16] California Department of Fish and Wildlife (CDFW). 2020. CNDDB RareFind 5 California Natural Diversity Database Query for Special-Status Species. Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed October 10, 2024.
[17] California Department of Fish and Wildlife (CDFW). 2024. California Natural Diversity Database (CNDDB). Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed October 10, 2024.
[18] Ibid.
[19] Ibid.

the southwestern portion of the project site. There is suitable nesting habitat in the tall trees adjacent to and in the immediate vicinity of the project site.

Townsend's Big-Eared Bat

Townsend's big-eared bat (*Corynorhinus townsendii)* is a California Species of Special Concern and is covered under the SJMSCP. This species is found throughout California, but details regarding its distribution are not well known. This species is found in all but alpine and sub-alpine habitats. It is most common in mesic habitats where it gleans from trees or feeds along habitat edges. This species requires caves, tunnels, buildings, or other anthropogenic structures for roosting.[20] The project site generally lacks suitable habitat for this species and all recorded occurrences are over 10 miles from the project site. However, the hay barn within the southwestern corner of project site may provide marginal roosting habitat for this species.

Western Mastiff Bat

Western mastiff bat (*Eumops perotis californicus)* is a California Species of Special Concern and is covered under the SJMSCP. The western mastiff bat can be found in open, arid to semi-arid habitats, including coniferous and deciduous woodlands, coastal scrub, and chaparral. This species roosts in crevices in cliff faces, tall buildings, trees, and tunnels. No occurrences of western mastiff bat have been recorded within 5 miles of the project site. One occurrence of western mastiff bat was recorded within 10 miles of the project site in 1991, associated with Corral Hollow Creek on the west side of I-580.[21] The project site does not contain cliff faces, tall buildings, or tall trees that would provide suitable roosting habitat for the western mastiff bat. There is marginal bat roosting habitat present in the hay barn in the southwestern corner of the project site.

San Joaquin Kit Fox

San Joaquin kit fox (*Vulpes macrotis mutica)* is listed as endangered under the federal Endangered Species Act and listed as threatened under CESA. This species is also covered under the SJMSCP. The San Joaquin kit fox can be found in grasslands or grassy open stages with sparse shrubby vegetation. This species needs loosely textured, sandy soils in order to dig burrows. San Joaquin kit fox has been reported sporadically from southern areas of Tracy, with two occurrences approximately 4 miles from the project site recorded in 1991.[22] The project site does not contain suitable grasslands or sandy, loose soils needed to support this species. Although San Joaquin kit fox is unlikely to occur on the project site due to a lack of suitable habitat, and no dens or other signs were observed during the October 2024 BRA field survey, it cannot be ruled out that migrating individuals may be on-site before or during construction.

Song Sparrow ("Modesto" population)

Song sparrow (*Melospiza melodia; "*Modesto" population) is a California Species of Special Concern. This species occurs in emergent freshwater marshes dominated by cattails as well as riparian willow thickets. Species also nest in riparian forests of Valley Oak with a sufficient understory of blackberry

[20] California Department of Fish and Wildlife (CDFW). 2024. California Natural Diversity Database (CNDDB). Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed October 10, 2024.
[21] Ibid.
[22] Ibid.

along vegetated irrigation canals and levees. Marginal nesting habitat is present within the cattail patches growing in isolated sections of the drainage ditches on-site.

Protected Nesting Birds

All migratory and resident nesting bird species are protected under the MBTA. Birds typically use natural features, including trees, shrubs, and herbaceous plants, for nesting. Trees within the project site provide suitable nesting habitat for various avian species, including those protected under the MBTA. Some species protected under the MBTA that were observed during the October 2024 BRA field survey include American pipit (*Anthus rubescens*), California scrub jay (*Aphelocoma californica*), red-tailed hawk (*Buteo jamaicensis*), killdeer (*Charadrius vociferus*), American crow (*Corvus brachyrhynchos*), Brewer's blackbird (Euphagus cyanocephalus), barn swallow (*Hirundo rustica*), black phoebe (*Sayornis nigricans*), lesser goldfinch (*Spinus psaltria*), mourning dove (*Zenaida macroura)*, and white-crowned sparrow (*Zonotrichia leucophrys*).

Pallid Bat

Pallid bat (*Antrozous pallidus)* is a California Species of Special Concern. This species occurs commonly in low elevations throughout California and occupies a wide variety of habitats, including woodlands, grasslands, shrublands, and forests from sea level up to mixed conifer forests, however it is most common in open, dry habitats such as desert and shrublands. This species requires rocky areas for roosting that are protected from high heat or disturbance. No occurrences of pallid bat have been recorded within 5 miles of the project site. One occurrence of pallid bat was recorded 10 miles from the project site in 1941, associated with Corral Hollow Creek on the west side of I-580.[23] The project site does not contain protected rock piles that provide suitable roosting habitat for the pallid bat. However, the hay barn within the southwestern portion of the project site may provide marginal roosting habitat for this species.

Roosting Bats (including pallid bat)

Bats use a variety of natural and manufactured features for roosting, including attics, warehouses, outbuildings, barns, siding or roofs of houses and other buildings, bridges, parking garages, woodpiles, trees, bat houses, caves, mines, talus, and rock crevices. [24] The project site contains a hay barn that could provide marginal bat roosting habitat, including for special-status bats such as the pallid bat as described above.

Wildlife Movement Corridors and Nursery Sites

City of Tracy

Wildlife movement corridors are areas of habitat connectivity that allow for wildlife to travel between habitats across their range without being blocked by geologic, biological, or anthropogenic barriers.[25] Terrestrial habitat throughout the City and its SOI ranges from high to low quality and varies in accessibility and continuity for wildlife movement. Wetland and riparian habitats provide

[23] California Department of Fish and Wildlife (CDFW). 2024. California Natural Diversity Database (CNDDB). Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed October 10, 2024.
[24] California Department of Fish and Wildlife (CDFW). 2025. Bats. Website: https://wildlife.ca.gov/Conservation/Mammals/Bats/Report-Colony. Accessed October 17, 2025.
[25] California Department of Fish and Wildlife (CDFW). 2025. Connectivity. Website: https://wildlife.ca.gov/Conservation/Mammals/Bats/Report-Colony. Accessed October 17, 2025.

wildlife movement corridors for numerous fish and bird species. In addition, the Pacific Flyway (a major north–south flyway for migratory birds in America) encompasses the entire West Coast, and migrating bird species utilize the wetland and riparian habitats for foraging and nesting.

Project Site

FCS Biologists evaluated the project site for evidence of a wildlife movement corridor during the October 2024 BRA field survey and concluded that the project site is not part of or within a wildlife movement corridor. Based on the CNDDB Terrestrial Connectivity, Areas of Conservation Emphasis (ACE) Map, the project site is considered to have limited connectivity opportunity.[26] The project site is surrounded by industrial developments and is situated in a semi-urban landscape with high amounts of traffic from local industrial operations. Further, Interstate 205 (I-205) separates the project site from the closest wildlife corridor to the north, and I-5 and Business I-205 potentially preclude non-volant wildlife movement from the east and southeast.

While the majority of the land that composes the project site is undeveloped, it is directly bounded on all sides by residential and commercial development and active roadways. Based on the CNDDB Terrestrial Connectivity, ACE Map, the project site is considered to have limited connectivity opportunity. The high level of development around the project site combined with various barriers, including roads surrounding the site, impedes the movement of terrestrial species through the area.

Wildlife nursery sites include nesting birds and maternity bat roosts, aquatic breeding habitats, and special-status and non-special-status wildlife breeding or nesting colonies. No significant breeding, roosts, or nesting colonies were observed during the October 2024 BRA field survey. However, individual nesting birds and roosting bats have the potential of being present on-site and within disturbance distance seasonally.

Regulated Trees

The City of Tracy Municipal Code, Chapter 7.08, pertains to the alteration or removal of street trees, which are not present on the project site. The City does not have an adopted Tree Protection Ordinance relating to alteration or removal of trees located entirely on private property.

The project site contains an almond orchard and several ornamental trees, which were observed during the October 2024 BRA field survey. The majority of trees on-site are within the almond orchard that was planted between June 2015 and March 2016. Siberian elm trees and shrubs on the southeastern edge of the developed portion of the site were originally planted between May 2017 and September 2018. A single Chinese pistache tree in the ruderal portion of the site lining Grant Line Road was planted between May 2017 and February 2021.

[26] California Department of Fish and Wildlife (CDFW). 2024. Biogeographic Information and Observation System (BIOS 6). Website: https://wildlife.ca.gov/Data/BIOS. Accessed October 30, 2024.

3.4.4 - Regulatory Framework

Federal

Endangered Species Act of 1973

The USFWS has jurisdiction over species listed as threatened or endangered under the federal Endangered Species Act of 1973. Section 9 of Endangered Species Act protects listed species from "take," which is broadly defined as actions taken to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct." The Endangered Species Act protects threatened and endangered plants and animals and their habitat. Additionally, the USFWS designates specific areas as "Critical Habitat" for species listed under the Endangered Species Act.

Candidate species are those proposed for listing; these species are usually treated by resource agencies as if they were actually listed during the environmental review process.

Migratory Bird Treaty Act

The MBTA implements international treaties between the United States and other nations devised to protect migratory birds, their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit.

All migratory birds and their nests listed in the MBTA are protected from take or disturbance under the MBTA (16 United States Code [USC] § 703, *et seq*.).

Bald and Golden Eagle Protection Act

The golden eagle (*Aquila chrysaetos*) and bald eagle (*Haliaeetus leucocephalus*) are afforded additional protection under the Bald and Golden Eagle Protection Act (16 USC §§ 668–668d).

Clean Water Act

Section 404

In light of the U.S. Supreme Court's May 25, 2023, decision in the case of *Sackett v. Environmental Protection Agency*, the agencies will interpret the phrase "waters of the United States" consistent with the decision in the *Sackett* case. In *Sackett*, the Supreme Court adopted the Rapanos plurality's test for adjacent wetlands: only those wetlands with a continuous surface connection to other regulated waters, such that the two are indistinguishable, are treated as jurisdictional.

The USACE administers Section 404 of the federal Clean Water Act (CWA), which regulates the discharge of dredge and fill material into waters of the United States. The term "waters of the United States" is defined in accordance with the USACE regulations at 33 Code of Federal Regulations Part 328.3(a) as:

1. Waters which are:
    a. Currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;
    b. The territorial seas; or
    c. Interstate waters;

2. Impoundments of waters otherwise defined as waters of the United States under this definition, other than impoundments of waters identified under paragraph (a)(5) of this section;
3. Tributaries of waters identified in paragraphs (a)(1) or (2) of this section that are relatively permanent, standing or continuously flowing bodies of water;
4. Wetlands adjacent to the following waters:
    a. Waters identified in paragraph (a)(1) of this section; or
    b. Relatively permanent, standing or continuously flowing bodies of water identified in paragraph (a)(2) or (a)(3) of this section and with a continuous surface connection to those waters;
5. Intrastate lakes and ponds not identified in paragraphs (a)(1) through (4) of this section that are relatively permanent, standing or continuously flowing bodies of water with a continuous surface connection to the waters identified in paragraph (a)(1) or (a)(3) of this section.

The following are not "waters of the United States":

1. Waste treatment systems, including treatment ponds or lagoons, designed to meet the requirements of the Clean Water Act;
2. Prior converted cropland designated by the Secretary of Agriculture. The exclusion would cease upon a change of use, which means that the area is no longer available for the production of agricultural commodities. Notwithstanding the determination of an area's status as prior converted cropland by any other federal agency, for the purposes of the Clean Water Act, the final authority regarding Clean Water Act jurisdiction remains with the EPA;
3. Ditches (including roadside ditches) excavated wholly in and draining only dry land and that do not carry a relatively permanent flow of water;
4. Artificially irrigated areas that would revert to dry land if the irrigation ceased;
5. Artificial lakes or ponds created by excavating or diking dry land to collect and retain water and which are used exclusively for such purposes as stock watering, irrigation, settling basins, or rice growing;
6. Artificial reflecting or swimming pools or other small ornamental bodies of water created by excavating or diking dry land to retain water for primarily aesthetic reasons;
7. Waterfilled depressions created in dry land incidental to construction activity and pits excavated in dry land for the purpose of obtaining fill, sand, or gravel unless and until the construction or excavation operation is abandoned and the resulting body of water meets the definition of waters of the United States; and
8. Swales and erosional features (e.g., gullies, small washes) characterized by low volume, infrequent, or short duration flow.

Waters of the United States do not include prior converted cropland. Notwithstanding the determination of an area's status as prior converted cropland by any other federal agency, for the

purposes of the CWA, the final authority regarding CWA jurisdiction remains with the EPA and/or USACE.

"Wetland" refers to areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and seasonal wetlands. [27] Wetlands are considered jurisdictional if they fall under one of the categories of waters of the United States defined above. The USACE jurisdiction typically extends up to the ordinary high water mark (OHWM).

In general, a USACE permit must be obtained before placing fill in wetlands or other waters of the United States. The type of permit depends on the impacted acreage, the purpose of the proposed fill, and other factors.

Section 401

Section 401 of the CWA states that "any applicant for a federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may result in any discharge into the navigable waters, shall provide the licensing or permitting agency a certification from the State in which the discharge originates or will originate . . . that any such discharge will comply with the applicable provisions" under the federal CWA. Therefore, before the USACE will issue a Section 404 permit, applicants must apply for and receive a Section 401 Water Quality Certification from the RWQCB.

State

California Native Plant Society

CDFW, in collaboration with CNPS and other technical experts, maintains a rank of plant species that are native to California and that have low population numbers, limited distribution, or are otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Vascular Plants of California. The California Rare Plant Rank (CRPR) system includes six rarity and endangerment ranks that are defined as follows:

- **Rank 1A:** Plants presumed extirpated in California and either rare or extinct elsewhere
- **Rank 1B:** Plants rare, threatened, or endangered in California and elsewhere
- **Rank 2A:** Plants presumed extirpated in California but common elsewhere
- **Rank 2B:** Plants rare, threatened, or endangered in California but more common elsewhere
- **Rank 3:** Plants about which more information is needed
- **Rank 4: Watch List:** Plants of limited distribution

Potential impacts to populations of CRPR ranked plants receive consideration under CEQA review. All plants appearing on the CNPS List ranked 1 or 2 are considered to meet the CEQA Guidelines Section 15380 criteria. Rank 3 and 4 plants do not automatically meet this definition. Rank 4 plants do not

[27] United States Arny Corps of Engineers (USACE). 2025. Wetlands. Website: https://www.sam.usace.army.mil/Missions/Regulatory/Wetlands/#:~:text=The%20U.S.%20Army%20Corps%20of%20Engineers%20and%20the,typically%20adapted%20for%20life%20in%20saturated%20soil%20conditions. Accessed October 10, 2024.

clearly meet CEQA standards and thresholds for impact considerations. Nevertheless, some level of CEQA review is justified for CRPR 4 taxa, and under some circumstances, a full impact analysis is warranted. Taxa that can be shown to meet the criteria for endangered, rare, or threatened status under CEQA Section 15380(d) or that can be shown to be regionally rare or unique as defined in CEQA Section 15125(c) must be fully analyzed in a CEQA document. Some circumstances, such as local rarity, having occurrences peripheral to the taxon's distribution, or having occurrences on unusual substrates or rare and declining habitats, provide justification for treating some CRPR 4 taxa occurrences as regionally rare or unique. One limitation to fully analyzing impacts on CRPR 4 taxa is the difficulty in obtaining current data on the number and condition of the occurrences.[28]

Oak Woodlands Conservation Act

California Senate Bill (SB) 1334, the Oak Woodlands Conservation Act, became law on January 1, 2005, and was added to the CEQA statutes as Public Resources Code Section 21083.4. This statute requires that a county must determine whether or not a project will result in a significant impact on oak woodlands and, if it is determined that a project may result in a significant impact on oak woodlands then the County shall require one or more of the following mitigation measures:

- Conserve oak woodlands through the use of conservation easements;
- Plant an appropriate number of trees, including maintenance of plantings and replacement of failed plantings;
- Contribute funds to the Oak Woodlands Conservation Fund for the purpose of purchasing oak woodlands conservation easements;
- Other mitigation measures developed by the county.

California Endangered Species Act

The State of California enacted CESA in 1984. CESA pertains to State-listed endangered and threatened species. CESA requires State agencies to consult with the CDFW when preparing CEQA documents to ensure that the lead agency actions do not jeopardize the continued existence of a listed species or result in the destruction or adverse modification of habitat essential to the continued existence of those species, if there are reasonable and prudent alternatives available (Fish and Game Code [FGC] § 2080). CESA directs agencies to consult with the CDFW on projects or actions that could affect listed species, directs the CDFW to determine whether jeopardy would occur, and allows the CDFW to identify "reasonable and prudent alternatives" to the project consistent with conserving the species. CESA allows the CDFW to authorize exceptions to the State's prohibition against take of a listed species if the "take" of a listed species is incidental to carrying out an otherwise lawful project that has been approved under CEQA (FGC § 2081).

California Department of Fish and Game Code

Under CESA, the CDFW has the responsibility for maintaining a list of endangered and threatened species (FGC § 2070). Fish and Game Code Sections 2050 through 2098 outline the protection provided to California's rare, endangered, and threatened species. Fish and Game Code Section 2080

[28] California Native Plant Society (CNPS). 2020. Considerations for Including CRPR 4 Plant Taxa in CEQA Biological. Resource Impact Analysis. January 21.

prohibits the taking of plants and animals listed under CESA. Fish and Game Code Section 2081 established an incidental take permit program for State-listed species. The CDFW maintains a list of "candidate species," which it formally notices as being under review for addition to the list of endangered or threatened species.

In addition, the Native Plant Protection Act of 1977 (NPPA) (FGC § 1900, *et seq*.) prohibits the taking, possessing, or sale within the State of any plants with a State designation of Rare, Threatened, or Endangered (as defined by the CDFW). An exception to this prohibition in the NPPA allows landowners, under specified circumstances, to take listed plant species, provided that the owners first notify the CDFW and give the agency at least 10 days to come and retrieve (and presumably replant) the plants before they are plowed under or otherwise destroyed. Fish and Game Code Section 1913 exempts from "take" prohibition "the removal of endangered or rare native plants from a canal, lateral ditch, building site, or road, or other right-of-way."

In addition to formal listing under the federal Endangered Species Act and CESA, some species receive additional consideration by the CDFW and local lead agencies during the CEQA process. Species that may be considered for review are those listed as a "Species of Special Concern." The CDFW maintains lists of "Species of Special Concern" that serve as species "watch lists." Species with this status may have limited distributions or limited populations, and/or the extent of their habitats has been reduced substantially, such that their populations may be threatened. Thus, their populations are monitored, and they may receive special attention during environmental review. While they do not have statutory protection, they may be considered rare under CEQA and specific protection measures may be warranted. In addition to Species of Special Concern, the CDFW Special Animals List identifies animals that are tracked by the California Natural Diversity Database (CNDDB) and may be potentially vulnerable but warrant no federal interest and no legal protection.

Sensitive species that would qualify for listing but are not currently listed are afforded protection under CEQA. CEQA Guidelines Section 15065 (Mandatory Findings of Significance) requires that a substantial reduction in numbers of a rare, threatened, or endangered species be considered a significant effect. CEQA Guidelines Section 15380 (Rare or Endangered Species) provides for the assessment of unlisted species as rare or endangered under CEQA if the species can be shown to meet the criteria for listing. Unlisted plant species on the CNPS List ranked 1A, 1B, and 2 would typically require evaluation under CEQA.

Fish and Game Code Sections 3500 to 5500 outline protection for fully protected species of mammals, birds, reptiles, amphibians, and fish. Species that are fully protected by these sections may not be taken or possessed at any time. The CDFW cannot issue permits or licenses that authorize the take of any fully protected species, except under certain circumstances such as scientific research, live capture, and relocation of such species pursuant to a permit for the protection of livestock.

Under Fish and Game Code Section 3503.5, it is "unlawful to take, possess, or destroy any birds in the orders of *Falconiformes* or *Strigiformes* (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." To comply with the requirements of CESA, an agency reviewing a proposed project within

its jurisdiction must determine whether any State-listed endangered or threatened species may be present in the project study area and determine whether the subject project would have a potentially significant impact on such species. In addition, the CDFW encourages informal consultation on any project that may impact a candidate species.

Fish and Game Code Sections 3513 makes it unlawful to take or possess any migratory non-game bird as designated in the federal MBTA before January 1, 2017, any additional migratory non-game bird that may be designated in the federal act after that date, or any part of those migratory non-game birds, except as provided by rules and regulations adopted by the United States Secretary of the Interior under the federal act before January 1, 2017, or subsequent rules or regulations adopted pursuant to the federal act, unless those rules or regulations are inconsistent with the Fish and Game Code.

Project-related impacts to species on the CESA endangered or threatened list would be considered significant. State-listed species are fully protected under the mandates of CESA. "Take" of protected species incidental to otherwise lawful management activities may be authorized under Fish and Game Code Section 2081. Authorization from the CDFW would be in the form of an Incidental Take Permit.

Fish and Game Code Section 1602 requires any entity to notify the CDFW before beginning any activity that "may substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of any river, stream, or lake" or "deposit debris, waste, or other materials that could pass into any river, stream, or lake." "River, stream, or lake" includes waters that are episodic and perennial, and ephemeral streams, desert washes, and watercourses with a subsurface flow. A Lake or Streambed Alteration Agreement would be required if the CDFW determines that project activities may substantially adversely affect fish or wildlife resources through alterations to a covered body of water. CDFW jurisdiction typically extends to the edge or "drip line" of the riparian habitat or top of bank.

Porter-Cologne Water Quality Control Act

The RWQCB regulates actions that would involve "discharging waste, or proposing to discharge waste, within any region that could affect the water of the State" (Water Code § 13260(a)), pursuant to provisions of the Porter-Cologne Water Quality Act. "Waters of the State" are defined as "any surface water or groundwater, including saline waters, within the boundaries of the State" (Water Code § 13050(e)). In 2019, the California State Water Resources Control Board (State Water Board) published the State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (Procedures) to guide wetland/waters of the State determinations and the permitting process.[29]

California Code of Regulations (Wetlands and Waters Definition)

In accordance with the Porter-Cologne Water Quality Control Act (Water Code, § 13000 *et seq*.), the California State Water Resources Control Board (State Water Board) and the RWQCB are authorized

[29] California State Water Resources Control Board (State Water Board). 2019. State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State. April 2.

to regulate discharges of waste, which includes discharges of dredged or fill material that may affect the quality of waters of the State. As described below, waters of the State include some, but not all, features that are defined as wetlands, as well as other features, including the ocean, lakes, and rivers. The State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State[30] defines a wetland as follows: An area is wetland if, under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area's vegetation is dominated by hydrophytes or the area lacks vegetation.

Under California State law, waters of the State means "any surface water or groundwater, including saline waters, within the boundaries of the State." As such, water quality laws apply to both surface water and groundwater. After the United States Supreme Court decision in *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers* (531 USC § 159), the Office of Chief Counsel of the State Water Board released a legal memorandum confirming the State's jurisdiction over isolated wetlands.[31] The memorandum stated that under the California Porter-Cologne Water Quality Control Act, discharges to wetlands and other waters of the State are subject to State regulation, and this includes isolated wetlands. In general, the State Water Board regulates discharges to isolated waters in much the same way as it does for waters of the United States, using Porter-Cologne rather than CWA authority.

The CDFW is a trustee agency that has jurisdiction under Section 1600 *et seq*. of the California Fish and Game Code. Under Sections 1602 and 1603, a private party must notify the CDFW if a project or plan will "substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake. . . ." Additionally, the CDFW may assert jurisdiction over native riparian habitat adjacent to aquatic features, including native trees over 4 inches diameter at breast height (DBH). If an existing fish or wildlife resource may be substantially adversely affected by the activity, the CDFW may propose reasonable measures that will allow protection of those resources. If the applicant agrees to these measures, the applicant may enter into an agreement with the CDFW identifying the covered activities, impacts to the CDFW jurisdictional features, and compensatory mitigation.[32]

California Department of Fish and Wildlife Sensitive Natural Community Rankings

CDFW maintains sensitivity rankings of natural vegetation communities in the California Sensitive Natural Communities list. CDFW evaluates natural communities using the NatureServe Heritage Methodology and ranking system that indicates conservation status of communities accordingly:

[30] State Water Resources Control Board (State Water Board). 2019. State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State. Adopted April 2, 2019. Website: https://www.waterboards.ca.gov/board_info/agendas/2019/apr/040219_10_staff_rpt_comparison_to_january_2019_032219version.pdf. Accessed October 10, 2024.

[31] California State Water Resources Control Board (State Water Board). 2001. Effect of *SWANCC V. UNITED STATES* on the 401 Certification Program.

[32] California Department of Fish and Wildlife (CDFW). 2004. Fish and Game Code Sections 1600–1616.

- **Rank S1–Critically Imperiled:** At very high risk of extirpation in the jurisdiction due to very restricted range, very few populations or occurrences, very steep declines, severe threats, or other factors.
- **Rank S2–Imperiled:** At high risk of extirpation in the jurisdiction due to restricted range, few populations or occurrences, steep declines, severe threats, or other factors.
- **Rank S3–Vulnerable:** At moderate risk of extirpation in the jurisdiction due to a fairly restricted range, relatively few populations or occurrences, recent and widespread declines, threats, or other factors.
- **Rank S4–Apparently Secure:** At a fairly low risk of extirpation in the jurisdiction due to an extensive range and/or many populations or occurrences, but with possible cause for some concern as a result of local recent declines, threats, or other factors.
- **Rank S5–Secure:** At very low or no risk of extirpation in the jurisdiction due to a very extensive range, abundant populations or occurrences, with little to no concern from declines or threats.

Per the CDFW, natural communities ranked S1–S3 are considered Sensitive Natural Communities to be addressed during CEQA review or other environmental review. Not all the natural communities listed on the 2023 CDFW California Natural Community List are ranked; however, all Sensitive Natural Communities are indicated by a "Y" in the Sensitive column, while those that are not considered sensitive are indicated by an "N" in the Sensitive column.[3] Thus, potential impacts to communities ranked S1–S3 and/or marked "Y" in the Sensitive column on the Sensitive Natural Communities list should be analyzed during the preparation of environmental documents pursuant to CEQA as they may meet the definition of Rare or Endangered under the CEQA Guidelines Section 15380 criteria.

The CNDDB maintains listings of sensitive communities in the database that were entered in the mid-1990s using a previous classification system. CDFW recommends that these "Legacy Sensitive Natural Communities" be classified using the current Manual of California Vegetation (MCV) system and that they be addressed in the environmental review process under the new classification and current sensitivity rankings.

Local

San Joaquin County Multiple-Species Habitat Conservation and Open Space Plan

The SJMSCP was adopted in 2000 to provide a strategy for balancing the need to conserve Open Space and the need to convert Open Space to non-Open Space uses while protecting the region's agricultural economy; preserving landowner property rights; providing for the long-term management of plant, fish, and wildlife species, especially those that are currently listed, or may be listed in the future, under the federal Endangered Species Act or CESA; providing and maintaining multiple-use Open Spaces that contribute to the quality of life of the residents of San Joaquin County; and accommodating a growing population while minimizing costs to project applicants and society at large. The SJMSCP is administered by the San Joaquin Council of Governments (SJCOG). The SJMSCP, in accordance with federal Endangered Species Act Section 10(a)(1)(B) and CESA Section 2081(b) Incidental Take Permits, provides compensation for the Conversion of Open Space to non-

Open Space uses which affect the plant, fish and wildlife species covered by the SJMSCP. The SJMSCP compensates for Conversions of Open Space for the following activities: urban development, mining, expansion of existing urban boundaries, nonagricultural activities occurring outside of urban boundaries, levee maintenance undertaken by the San Joaquin Area Flood Control Agency, transportation projects, school expansions, non-federal flood control projects, new parks and trails, maintenance of existing facilities for non-federal irrigation district projects, utility installation, maintenance activities, managing Preserves, and similar public agency projects.

This Draft EIR is intended to provide the information needed to evaluate the proposed project's compliance with the SJMSCP to make the SJCOG Biologist's review as efficient as possible. The project site is located within the Central Zone; Category C, Agriculture Habitat Open Spaces; Pay Zone B (Agricultural) of the SJMSCP.[33] Adoption and implementation of the SJMSCP is intended to provide full compensation and mitigation for potential environmental impacts to plants, fish and wildlife and demonstrate compliance related thereto pursuant to the State and federal laws such as CEQA, the National Environmental Policy Act (NEPA), Planning and Zoning Law, the State Subdivision Map Act, the Porter-Cologne Act, and the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2001 (LAFCo Law) with respect to species covered under the SJMSCP.

City of Tracy General Plan

The project site is currently in unincorporated San Joaquin County; however, the project applicant proposes that the project site be annexed into the City of Tracy. The City of Tracy General Plan is a comprehensive land use and development policy document that establishes a vision for the future and series of policies to achieve that vision over time. This document includes specific goals, objectives, and policies related to open space and conservation, as listed below.

Goal OSC-1 The protection of rare, endangered and threatened plant and animal species.

Objective OSC-1.1 Preserve habitats that may support rare, endangered or threatened plant and animal species.

Policy OSC-1.1-P1 New development shall meet all federal, State and regional regulations for habitat and species protection.

Policy OSC-1.1-P2 The City shall continue to participate with the San Joaquin Council of Governments and other agencies to implement and enforce the San Joaquin Multiple-Species Habitat Conservation and Open Space Plan.

Policy OSC-1.1-P3 New development should incorporate native, drought-tolerant vegetation into landscape plans and reduce the use of invasive, non-native plant species.

[33] San Joaquin County. 2006. San Joaquin County Multiple-Species Habitat Conservation and Open Space Plan: City of Tracy Compensation Map. Website: https://www.sjcog.org/DocumentCenter/View/774/SJMSCP-Compensation-Map---Tracy-. Accessed October 10, 2024.

City of Tracy Trees and Shrubbery Ordinance

The project site is currently in unincorporated San Joaquin County; however, the project applicant proposes that the project site be annexed into the City of Tracy. The City of Tracy Municipal Code includes a Trees and Shrubbery ordinance that protect street trees, defined within the ordinance as "any tree that has the center of its trunk at ground level located within the right-of-way or planting easement." No modification or removal of street trees is permitted without a permit from the Director of the Public Works Department. An application is required to be submitted to the Parks and Community Services Department for each street tree to be modified or removed.

3.4.5 - Impacts and Mitigation Measures

Significance Criteria

The City, as Lead Agency, in its discretion has elected to use Appendix G of the State CEQA Guidelines as thresholds of significance for this project. According to CEQA Guidelines Appendix G, to determine whether impacts related to biological resources are significant environmental effects, the following questions are analyzed and evaluated. Additional guidance on the significance of biological resource impacts is found in CEQA Guidelines Section 15065, subdivision (a)(1), which provides that a lead agency shall find that a project may have a significant effect on the environment if "[t]he project has the potential to: . . . 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; [or] substantially reduce the number or restrict the range of an endangered, rare or threatened species[.]" The "mandatory findings of significance" guidance is also found in the Appendix G sample Initial Study checklist near the end of the appendix.

Accordingly, the City has determined that the proposed project would have a significant impact if it would:

a) Has 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 Wildlife or United States Fish and Wildlife Service.

b) Has 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 Wildlife or United States Fish and Wildlife Service.

c) Has 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.

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 wildlife nursery sites.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

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.

Approach to Analysis

FCS Biologists evaluated impacts on biological resources based, in part, on the likelihood that special-status species, sensitive habitats, wildlife corridors, and protected trees are present within the project site and vicinity, and the likely effects of construction or operation of the proposed project on these resources to the extent they may be present. For the purposes of this Draft EIR, the word "substantial" as used in the significance thresholds above is evaluated by the following three principal components:

- Magnitude and duration of the impact (e.g., substantial/not substantial),
- Uniqueness of the affected resource (rarity), and
- Susceptibility of the affected resource to disturbance.

Impacts Evaluation

Special-status Species

Impact BIO-1:	**The proposed project would have a substantial adverse effect, either directly or through habitat modifications, on 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 Wildlife or United States Fish and Wildlife Service.**

Construction

An impact to special-status plant and wildlife species would be considered significant if construction of the proposed project would result in a substantial, adverse change in any of the physical conditions through habitat modification, or direct impacts to special-status species within the project site. For purposes of this analysis, impacts would be potentially significant if implementation of the proposed project would:

- Result in direct take or habitat removal (including foraging habitat) or alteration for candidate, sensitive, or special-status species.
- Remove vegetation or damage water quality related to riparian habitat or other sensitive natural community.
- Remove, fill, or damage a federally protected wetland.

Special-status Plant Species

Special-status plant species or communities are unlikely to occur on the project site, based on multiple database searches, literature review, and on-site field survey observations. The Special-status Species Table (Appendix C) provides both the habitat description and a description of the potential for special-status plant species to occur on the project site. As detailed more fully in Appendix C: 2025 Biological Resources Assessment Appendix B, the project site does not contain

suitable habitat components for any special-status plant species, specifically valley and foothill grasslands, meadows, woodland, or vernal pools.

None of the 42 special-status plant species identified in the Special-status Species Table were observed or expected to be present on the project site. Based on the October 2024 BRA field survey and the lack of suitable habitat coupled with the level of past and ongoing disturbance through tilling, mowing, weed control, irrigation, and other agricultural activities, no significant impacts to special-status plant species are expected to result from construction because no such plant species are likely to be on-site.

Special-status Wildlife Species

Twenty-two special-status wildlife species as well as birds protected under the MBTA have the potential to occur on the project site. As discussed more fully in Appendix C and below, the special-status wildlife species with a potential to occur on the project site include song sparrow ("Modesto" population), tricolored blackbird, Swainson's hawk, burrowing owl, San Joaquin kit fox, pallid bat, Townsend big-eared bat, and western mastiff bat. Because impact avoidance, minimization and compensatory mitigation is streamlined and codified in the SJMSCP for covered species, but not for all species potentially impacted by the proposed project, the following analysis is grouped into species covered and not covered by the SJMSCP.

Special-status Wildlife Species Covered Under the SJMSCP

Tricolored Blackbird

As described in Section 3.4.3, tricolored blackbird nests have typically been reported within extensive cattail marshes, willow canopies, or blackberry or thistle thickets. The species' basic requirements for selecting breeding sites are open accessible water; a protected nesting substrate, including either flooded or thorny or spiny vegetation; and a suitable foraging space providing adequate insect prey within a mile or two of the nesting colony. One recorded occurrence has been documented within the immediate project site vicinity; a breeding colony was observed in 1936 within a slough containing cattails and willows at the current interchange of I-5 and Grant Line Road. This breeding colony is presumed to be extirpated because the habitat that once supported the breeding colony is no longer present.[34] There were multiple other tricolored blackbird breeding colonies recorded within 5 miles of the project site in 1936; however, these are all presumed to be extirpated.[35] There is scattered broadleaf cattails patches within the drainage ditches and irrigation ditches on the project site, which may provide marginal nesting for tricolored blackbird. No tricolored blackbird were observed during the October 2024 BRA field survey. The presence of a tricolored blackbird nesting colony on the project site before or during construction is highly unlikely but cannot be ruled out due to the presence of marginal suitable habitat. Project construction would result in direct impacts on suitable habitat on the project site through grading, resulting in adverse impacts on this species, if present, and would therefore constitute a potentially significant impact.

The SJMSCP prescribes avoidance, minimization, and compensatory mitigation measures to offset potential development related impacts for all species covered under the plan, including tricolored

[34] California Department of Fish and Wildlife (CDFW). 2024. California Natural Diversity Database (CNDDB). Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed October 10, 2024.
[35] Ibid.

blackbird. With implementation of Mitigation Measures (MM) BIO-1a, obtaining coverage for this species through the SJMSCP and implementing all applicable SJMSCP-required avoidance, minimization, and compensatory mitigation measures, potential project-related impacts on this species would be reduced to a less than significant level under CEQA.

Burrowing Owl

As described in Section 3.4.3, burrowing owl occurs in open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. This species utilizes, modifies, and nests in burrows created by other species, most notably the California ground squirrel.[36] Multiple recorded occurrences of burrowing owl have been documented in the vicinity of the project site. Specifically, two natal burrow complexes were reported in 2008, directly along Paradise Road between Skylark Way and Chrisman Road.[37] However, these areas have been developed since that time, and what used to be suitable burrowing owl habitat consists now of paved road and sidewalks, as well as compacted and managed landscaped areas. The closest record of an active nest that is still suitable habitat is from approximately 0.75 mile west of the project site on Pescadero Avenue, which was also recorded in 2008.[38] Multiple suitable California ground squirrel burrow complexes were observed between the tall fescue hay fields and the almond orchard during the October 2024 BRA field survey. While no burrowing owls or signs of presence of burrowing owls were observed during the October 2024 BRA field survey, it cannot be ruled out that a burrowing owl may occupy the project site before or during construction due to the presence of marginal suitable habitat. Project construction would result in direct impacts on suitable habitat on the project site through grading, resulting in adverse impacts on this species, if present, and would therefore constitute a potentially significant impact.

The SJMSCP prescribes avoidance, minimization, and compensatory mitigation measures to offset potential development related impacts for all species covered under the plan, including burrowing owl. With implementation of MM BIO-1a, obtaining coverage for this species through the SJMSCP and implementing all applicable SJMSCP-required avoidance, minimization, and compensatory mitigation measures, potential project-related impacts on this species would be reduced to a less than significant level under CEQA.

Swainson's Hawk

As described in Section 3.4.3, Swainson's hawk can be found in scattered trees, riparian areas, savannas, and scattered on lines of trees on agricultural lands. This species requires adjacent foraging areas, such as grasslands, or alfalfa or grain fields supporting rodent populations. Swainson's hawk nests have been observed within the greater project site vicinity; the closest recorded occurrence is across Paradise Road, directly west of the project site.[39] Additionally, this species was observed on-site during the 2020 field survey as described in the 2021 Tracy Alliance BRA. The SJMSCP defines known or potential Swainson's hawk nest trees as trees "that hawks are known to have nested in within the past three years or trees, such as large oaks, which the hawks

[36] California Department of Fish and Wildlife (CDFW). 2024. California Natural Diversity Database (CNDDB). Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed October 10, 2024.
[37] Ibid.
[38] Ibid.
[39] Ibid.

prefer for nesting." The large trees present around the hay barn and prior homestead sites within the project site are not known to have supported a Swainson's hawk nest in the last 3 years but could provide potential nesting opportunity for this species. It is likely that the species utilizes the agricultural fields as foraging habitat during harvesting activities as the project site provides a small-mammal prey base for birds of prey, including Swainson's hawk. The proposed project would result in potential direct and indirect impacts related to Swainson's hawk. Direct impacts would occur if an occupied nest tree were to be removed or if disturbance from construction activities would result in failure of a Swainson's hawk nest. Project construction would result in direct impacts on suitable habitat on the project site through grading, resulting in adverse impacts on this species, if present, and would therefore constitute a potentially significant impact. Additionally, the agricultural fields include approximately 40.44 acres of fallowed alfalfa and approximately 73.25 acres of tall fescue hay, both of which provide potential foraging habitat for Swainson's hawk. Project construction would result in the loss of this foraging habitat, totaling approximately 113.69 acres, which would constitute a significant impact, and therefore must be mitigated through the SJMSCP.

The SJMSCP prescribes avoidance, minimization, and compensatory mitigation measures to offset potential development related impacts for all species covered under the plan, including Swainson's hawk. With implementation of MM BIO-1a, obtaining coverage for this species through the SJMSCP and implementing all applicable SJMSCP-required avoidance, minimization, and compensatory mitigation measures (including compensatory mitigation for loss of Swainson's hawk foraging habitat at a ratio determined by SJCOG), potential project-related impacts on this species would be reduced to a less than significant level under CEQA.

Townsend's Big-Eared Bat

As described in Section 3.4.3, Townsend's big-eared bat is found throughout California, but details regarding its distribution are not well known. This species is found in all but alpine and sub-alpine habitats. It is most common in mesic habitats where it gleans from trees or feeds along habitat edges. This species requires caves, tunnels, buildings, or other anthropogenic structures for roosting.[40] There have been no occurrences of Townsend's big-eared bat recorded within 10 miles of the project site.[41] The project site generally lacks suitable habitat for this species; however, the hay barn located within the southwestern area of the project site may provide marginal suitable roosting habitat for this species. Project construction would result in direct impacts on suitable habitat on the project site through grading, resulting in adverse impacts on this species, if present, and would therefore constitute a potentially significant impact.

The SJMSCP prescribes avoidance, minimization, and compensatory mitigation measures to offset potential development related impacts for all species covered under the plan, including Townsend's big-eared bat. With implementation of MM BIO-1a, obtaining coverage for this species through the SJMSCP and implementing all SJMSCP-required avoidance, minimization and compensatory mitigation measures, potential project-related impacts on this species would be reduced to a less than significant level under CEQA.

[40] California Department of Fish and Wildlife (CDFW). 2024. California Natural Diversity Database (CNDDB). Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed October 10, 2024.
[41] Ibid.

Western Mastiff Bat

As described in Section 3.4.3, western mastiff bat can be found in open, arid to semi-arid habitats, including coniferous and deciduous woodlands, coastal scrub, and chaparral. This species roosts in crevices in cliff faces, tall buildings, trees, and tunnels. No occurrences of western mastiff bat have been recorded within 5 miles of the project site. One occurrence of western mastiff bat was recorded within 10 miles of the project site in 1991, associated with Corral Hollow Creek on the west side of I-580.[42] The project site does not contain cliff faces, tall buildings, or tall trees that would provide suitable roosting habitat for the western mastiff bat. However, the hay barn provides marginal suitable bat roosting habitat. Project construction would result in direct impacts on suitable habitat on the project site through grading, resulting in adverse impacts on this species, if present, and would therefore constitute a potentially significant impact.

The SJMSCP prescribes avoidance, minimization and compensatory mitigation measures to offset potential development related impacts for all species covered under the plan, including western mastiff bat. With implementation of MM BIO-1a, obtaining coverage for this species through the SJMSCP and implementing all SJMSCP-required avoidance, minimization, and compensatory mitigation measures, potential project-related impacts on this species would be reduced to a less than significant level under CEQA.

San Joaquin Kit Fox

As described in Section 3.4.3, San Joaquin kit fox can be found in grasslands or grassy open stages with sparse shrubby vegetation. This species needs loosely textured, sandy soils in order to dig burrows. San Joaquin kit fox has been sporadically reported in the southern areas of Tracy, approximately 4 miles from the project site.[43] While San Joaquin kit fox is unlikely to occur on the project site because it does not contain suitable grasslands or sandy, loose soils needed to support this species, and no dens or other signs of San Joaquin kit fox were observed during the October 2024 BRA field survey, it cannot be ruled out that a migrating individual may be found on the project site before or during construction. Project construction would result in direct impacts on suitable habitat on the project site through grading, resulting in adverse impacts on this species, if present, and would therefore constitute a potentially significant impact.

The SJMSCP prescribes avoidance, minimization, and compensatory mitigation measures to offset potential development related impacts for all species covered under the plan, including San Joaquin kit fox. With implementation of MM BIO-1a, obtaining coverage for this species through the SJMSCP and implementing all SJMSCP-required avoidance, minimization and compensatory mitigation measures, potential project-related impacts on this species would be reduced to a less than significant level under CEQA.

Special-status Wildlife Species Not Covered Under the SJMSCP

Song Sparrow ("Modesto" population)

As described in Section 3.4.3, song sparrow "Modesto" population occurs in emergent freshwater marshes dominated by cattails as well as riparian willow thickets. This species also nest in riparian

[42] California Department of Fish and Wildlife (CDFW). 2024. California Natural Diversity Database (CNDDB). Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed October 10, 2024.

[43] Ibid.

forests of Valley Oak with a sufficient understory of blackberry along vegetated irrigation canals and levees. There is one occurrence recorded within the vicinity of the project site in 1896, though the exact location was only described as Banta. There is another occurrence recorded in 1911 at ponds near the junction of the Old River and the San Joaquin River, approximately 4 miles north of the project site, with a more recent potential sighting in 2009.[44] There is scattered patches of broadleaf cattail within the drainage ditches and irrigation ditches on the project site, which may provide marginal nesting habitat for song sparrow. Although unlikely, the potential for this species to nest on the project site cannot be ruled out due to the presence of marginal suitable nesting habitat. Project construction would result in direct impacts on suitable habitat on the project site through grading, resulting in adverse impacts on this species, if present, and would therefore constitute a potentially significant impact.

MM BIO-1b requires the project applicant to conduct a pre-construction survey and implement further avoidance and minimization measures (if necessary as determined by the pre-construction survey), which would reduce potential impacts to the song sparrow ("Modesto" population) to a less than significant level under CEQA.

Nesting Birds

As described in Section 3.4.3, all migratory and resident nesting bird species are protected under the MBTA. Birds typically use natural features including trees, shrubs, and herbaceous plants for nesting. The trees along the southwestern boundary and trees located on-site and within the immediate vicinity may provide suitable nesting habitat for birds protected under the MBTA and other special-status birds covered by Fish and Game Code Section 3503.5, and/or CESA.

Potential direct and indirect impacts could occur to resident and migratory species during project construction, which would render the project temporarily unsuitable for birds because of the noise, vibrations, and increased activity levels associated with various construction activities. These activities could potentially subject birds to risk of death or injury, and they are likely to avoid using the area until such construction activities have dissipated or ceased. Accordingly, this constitutes a significant impact requiring mitigation.

Furthermore, construction activities that occur during the nesting season (generally February 1 to August 31) could disturb nesting sites for birds protected by the MBTA, Fish and Game Code, and/or CESA.

However, no mitigation would be necessary if construction occurs during the nonbreeding season (generally September 1 through January 31).

Implementation of MM BIO-1b, which requires the project applicant to conduct a pre-construction survey and implement further avoidance and minimization measures (if necessary and required by the pre-construction survey), would reduce potential impacts to nesting birds to a less than significant level under CEQA. (Note that potential impacts to tricolored blackbird, burrowing owl, and Swainson's hawk

[44] California Department of Fish and Wildlife (CDFW). 2024. California Natural Diversity Database (CNDDB). Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed October 10, 2024.

are addressed separately above. MM BIO-1a covers potential impacts to tricolored blackbird, burrowing owl, and Swainson's hawk, thus these species are not included in MM BIO-1b.)

Roosting Bats (including pallid bat)

As described in Section 3.4.3, bats use a variety of natural and manufactured features for roosting, including attics, warehouses, outbuildings, barns, siding or roofs of houses and other buildings, bridges, parking garages, woodpiles, trees, bat houses, caves, mines, talus, and rock crevices.[45] The project site contains a hay barn located within the southwestern portion of the project site which may provide marginal roosting habitat for bats. Additionally, mature trees scattered within and around the project site may additionally provide potentially suitable roosting habitat for bat species. Sections 2000 and 4150 of the California Fish and Wildlife Code make it unlawful to take or possess a number of species, including bats, without a license or permit as required by Section 3007. Potential direct and indirect impacts could occur to roosting bats during project construction due to removal of potential roosting habitat and disruption from construction noise. These activities could potentially subject bats to risk of death or injury, and they are likely to avoid using the area until such construction activities have dissipated or ceased. Relocation, in turn, could cause hunger or stress among individual bats by displacing them into adjacent territories belonging to other individuals. Therefore, this constitutes a significant impact requiring mitigation.

Implementation of MM BIO-1c, which requires the project applicant to conduct a pre-construction survey and implement further avoidance and minimization measures as necessary according to the performance standards identified in the mitigation measure, would reduce potential impacts to roosting bats to a less than significant level under CEQA.

Operation

Operational Noise

An impact to special-status wildlife species would be considered significant if operation of the proposed project resulted in a substantial, adverse change in ambient noise. The project site is currently significantly surrounded by industrial developments and a highly trafficked freeway and is situated in a semi-urban landscape with high amounts of traffic from local industrial operations, which create a baseline of fairly substantial ambient noise. As discussed in more detail in Section 3.12, Noise, the proposed project would increase traffic on local roadways and would introduce stationary noise sources through the operation of new industrial facilities; however, noise emitted from the operation of the proposed project would be consistent with adjacent developments within the immediate project vicinity and therefore would not result in a significant increase in the ambient environment. Therefore, project implementation would not constitute a significant impact to wildlife species from operational noise including traffic noise.

Bird Strike

There is a potential impact related to bird mortality caused from collisions with the glass windows on the buildings. Research on bird mortality caused by window collision remains in its early stages, and researchers have yet to agree on a collision rate metric. Additionally, there are several factors

[45] California Department of Fish and Wildlife (CDFW). 2025. Bats. Website: https://wildlife.ca.gov/Conservation/Mammals/Bats/Report-Colony. Accessed October 10, 2024.

impacting the probability of birds colliding with glass windows, such as window space, opacity, glare, and other weather conditions. The proposed project would consist of several industrial buildings and related improvements, and the use of reflective window material used would not pose a greater hazard than any other typical industrial buildings in the project vicinity or in the City. The proposed project would be consistent with the requirements of the California Building Standards Code (CBC) and California Energy Code as part of its municipal code. Window elements would not be expansive and would be predominately located at building corners or inset into the buildings. Therefore, impacts to birds associated with glass windows would be less than significant.

As such, all operational impacts would be considered less than significant.

Level of Significance Before Mitigation

Potentially significant impact (construction only).

Less than significant impact (operational).

Mitigation Measures

MM BIO-1a Obtain San Joaquin County Multiple-Species Habitat Conservation and Open Space Plan Coverage For Covered Species

Prior to the issuance of a permit for disturbance activities (such as vegetation removal and grading) from the City, the relevant applicant for a specific individual development proposal within the project site shall obtain coverage under the San Joaquin County Multiple-Species Habitat Conservation and Open Space Plan (SJMSCP) from the San Joaquin Council of Governments (SJCOG) to mitigate the project's impacts to SJMSCP-covered species and their habitats. The applicant shall apply for and obtain approval to proceed with SJMSCP coverage, which shall include an agreement to implement all applicable requirements and conditions imposed under the SJMSCP. The relevant applicant shall thereafter implement all such measures imposed to obtain coverage, which will involve compensation for habitat impacts on covered species through implementation of the identified proposal-specific Incidental Take and Minimization Measures (ITMMs) and payment of applicable proposal-specific fees for conversion of lands that may provide habitat for covered species.

MM BIO-1b Protection of Active Bird Nests (includes pre-construction survey and implementation of construction exclusion zone, if found)

- Any birds that begin nesting within the project site and survey buffers amid demolition or construction activities shall be assumed to be habituated to construction-related or similar noise and disturbance levels. In those cases, no work exclusion zones shall be established around active nests. However, should birds nesting nearby begin to show disturbance associated with construction activities, or should the sound levels from the construction activity change

substantially, no-disturbance buffers shall be established as determined by the qualified Biologist.

- The applicant of each specific individual development proposal within the project site shall construct that portion of the project consistent with the subject individual development plan(s) approved by the City pursuant to the mapping and/or development review process for each specific individual development proposal within the project site, which includes the approved removal of trees.
- If tree removal is to take place during the nesting season (February 1 through August 31), pre-construction surveys shall be conducted no more than 7 days prior to tree removal to verify the absence of active nests. If no active nests are found, then no further action under this mitigation is required.
- If an active nest is located during the pre-construction survey, the United States Fish and Wildlife Service (USFWS) and/or the California Department of Fish and Wildlife (CDFW) (as appropriate) shall be notified regarding the status of the nest. Construction activities shall be restricted in the construction area as necessary to avoid disturbance of the nest until it is abandoned, with said construction exclusion zone being determined by a qualified Biologist. Restrictions shall consist of establishment of exclusion zones that meet the following criteria: no ingress of personnel or equipment at (1) a minimum radius of 100 feet around an active raptor nest, and (2) an appropriate radius, as determined by a qualified Biologist, around an active migratory bird nest depending on the species or alteration of the construction schedule to ensure that no active are disturbed during project-related construction.
- A qualified Biologist shall delineate the construction exclusion zone using nest buffer signs, environmentally sensitive area fencing, pin flags, and/or flagging tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging independently, as determined by the qualified Biologist.

MM BIO-1c Roosting Bats Pre-construction Survey and Avoidance

- A qualified Biologist shall conduct pre-construction surveys throughout the project site for special-status bats during the appropriate time of day to maximize detectability to determine whether bat species are roosting near the relevant construction area for the subject specific individual development proposal no less than 7 days and no more than 14 days prior to beginning ground disturbance and/or construction. Survey methodology may include visual surveys of bats (e.g., observation of bats during foraging period), inspection for suitable habitat, bat sign (e.g., guano), or use of ultrasonic detectors (Anabat, etc.).
- Visual pre-construction surveys shall include potential all bat roosting habitat (e.g., the hay barn and mature trees) within 500 feet of the subject individual proposal's construction activities. The relevant project applicant shall ensure that a qualified Biologist (i.e., one familiar with the identification of bats and signs of bats) surveys the relevant portions of the project site for the presence of roosting bats or evidence of bats. If no roosting bats or evidence of bats are found,

demolition and construction may proceed and no further actions shall be required under this mitigation.

- If the Biologist determines or presumes bats are present (if there are site access issues or structural safety concerns), the Biologist shall exclude the bats from suitable spaces by installing one-way exclusion devices. After the bats vacate the space, the Biologist shall close off the space to prevent recolonization. Building demolition of the subject structure and related construction activities shall only commence after the Biologist verifies, based on a follow up to occur between seven and 10 days later, that the exclusion methods have successfully prevented bats from returning. To avoid significant impacts on non-volant (i.e., nonflying) bats, the Biologist shall only conduct bat exclusion and eviction from October 1 Through April 30. Exclusion efforts shall also be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young).

Level of Significance After Mitigation

Less than significant impact with mitigation incorporated.

Sensitive Natural Communities

Impact BIO-2:	**The proposed project would not have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service.**

Construction

An impact to sensitive natural communities or riparian habitat would be considered significant if the construction of the proposed project resulted in a substantial, adverse change in any of the physical conditions (such as removal of vegetation or fill) within riparian habitat or other sensitive natural community identified in local or regional plans, regulations, or by CDFW or USFWS. Please see Exhibit 3.4-1 for an illustration of land cover vegetation on the project site.

As discussed above and further detailed in Appendix C, there were no riparian habitats or sensitive natural communities identified in local or regional plans, policies, or regulations, by the CDFW or USFWS observed on the project site during the October 2024 BRA survey. As described in Section 3.4.3, the project site contains agricultural land, including hay fields, fallowed fields, and almond orchards, ruderal/disturbed land between the agricultural fields and along the edges of developed roadways, urban/developed land, including a parking lot, an old barn, and storage sheds, irrigation ditches which provide freshwater to the project site, and drainage ditches which drain used water from the project site. As such, no impacts to riparian habitat or other sensitive natural communities would result from the proposed project.

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Source: Bing Aerial Imagery. Kier & Wright Civil Engineers and Surveyors, Inc., October 2024.

FCS An ADEC Innovation

700 350 0 700 Feet

Exhibit 3.4-1
Land Cover and Vegetation Types Map

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Operation

As discussed above and further detailed in Appendix C, the project site does not contain any riparian habitat or other sensitive natural communities. As such, no impact would occur from the operation of the proposed project.

Level of Significance

No Impact.

Mitigation Measures

None.

Wetlands

Impact BIO-3:	**The proposed project would not 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.**

Construction

Impacts to State or federally protected wetlands would be considered significant if the proposed project resulted in a substantial, adverse change in any of the physical conditions (i.e., fill) of wetlands.

The Aquatic Resources Delineation was prepared by Moore Biological Consultants in November 2022 and verified by the Army Corps of Engineers on December 11, 2023, and the RWQCB on January 8, 2025. This verification concluded that the 1.4 acres of aquatic resources on-site, consisting of 0.87 acre of drainage ditch and 0.53 acre of irrigation ditch, are not waters of the United States regulated under Section 401 or Section 404 of the CWA or under Section 10 of the Rivers and Harbors Act. This verification also concluded that the ditches are not considered "streams" as would fall under the jurisdiction of the CDFW under Sections 1600–1616 of Fish and Game Code of California and are not considered "waters of the State" as defined in California Water Code Section 13050(e). As such, the proposed project would have no impact on State or federally protected wetlands or waters.

Operation

As discussed above and further detailed in Appendix C, the project site does not contain any State or federally protected wetlands or waters. As such, no impact would occur from the operation of the proposed project.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

None.

Fish and Wildlife Movement Corridors and Nursery Sites

Impact BIO-4: **The proposed project would not substantially interfere with the movement of 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.**

Construction

As described in Section 3.4.3, wildlife movement corridors are areas of habitat connectivity that allow for wildlife to travel between habitats across their range without being blocked by geologic, biological, or anthropogenic barriers.[46] An impact to fish or wildlife movement would be considered significant if the proposed construction or operation of the project resulted in a substantial, adverse change in any of the physical conditions (such as the interruption of a channel or terrestrial movement corridor). Fish or wildlife movement that have the potential to be impacted are discussed in detail below.

FCS Biologists evaluated the project site for evidence of a wildlife movement corridor taking into consideration appropriate industry standards and further analyzed during the October 2024 BRA field survey. As noted above, the project site is substantially surrounded by industrial developments and is situated in a semi-urban landscape with high amounts of traffic from local industrial operations. Further, I-205 separates the project site from the closest wildlife corridor to the north, I-5 and Business I-205 preclude non-volant wildlife movement from the east and southeast. Moreover, based on the CNDDB Terrestrial Connectivity, ACE Map, the project site is considered to have limited terrestrial wildlife connectivity opportunity. The project site is not part of or within a wildlife movement corridor, and, for this reason, construction-related impacts on wildlife movement corridors would be less than significant under CEQA.

As described in Section 3.4.3, wildlife nursery sites include nesting birds and maternity bat roosts, aquatic breeding habitats, and special-status and non-special-status wildlife breeding or nesting colonies. While no significant breeding, roosts, or nesting colonies were observed during the October 2024 BRA field survey, there is potential for nesting birds and/or roosting bats to be present on-site utilizing the trees or barn, as detailed above and further in Appendix C. Implementation of MM BIO-1a, 1b, and 1c would reduce potential project-related impacts on any potential wildlife nursey sites involving nesting birds and/or roosting bats to a less than significant level.

Operation

As noted above and detailed further in Appendix C, the project site is not part of or within a wildlife movement corridor and is not likely to support a wildlife nursery site. However, any potential wildlife nursery sites would be identified and mitigated accordingly prior to the operation of the proposed project. As such, all operational impacts would be considered less than significant.

Level of Significance

Potentially significant impact with respect to wildlife nursery sites (construction only).

[46] California Department of Fish and Wildlife (CDFW). 2025. Connectivity. Website: https://wildlife.ca.gov/Conservation/Mammals/Bats/Report-Colony. Accessed October 17, 2025.

Less than significant impact with respect to wildlife corridors (operational).

Mitigation Measures

MM BIO-1a, MM BIO-1b, and MM BIO-1c would apply to this impact with respect to potential wildlife nursery sites.

Level of Significance After Mitigation

Less than significant impact with mitigation incorporated for wildlife nursery sites.

Local Biological Resources Policies/Ordinances Consistency

Impact BIO-5:	**The proposed project would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.**

Construction and Operation

The project site contains an almond orchard as well as ornamental trees but no street trees. As noted in Section 3.4.3, the City of Tracy regulates the alteration or removal of street trees but does not have a Tree Protection Ordinance related to trees located entirely on private property. Therefore, because the project site does not contain any street trees, the proposed project would not conflict with any tree preservation policy or ordinance. The proposed project site falls within the SJMSCP area and contains potentially suitable habitat to support multiple special-status wildlife species, as described above. Project construction would remove habitats that may support rare, endangered, or threatened wildlife species and thus would conflict with General Plan Goal OSC-1, Objective OSC-1.1, and Policies OSC-1.1-P1 and OSC-1.1-P2. Implementation of MM BIO-1a through MM BIO-1c would ensure the proposed project does not conflict with General Plan Goal OSC-1 or the associated objective and policies.

Level of Significance

Potentially significant impact (construction only).

Less than significant impact (operational).

Mitigation Measures

MM BIO-1a, MM BIO-1b, and MM BIO-1c would apply to this with respect to General Plan Goal OSC-1 and the associated Objective and Policies

Level of Significance After Mitigation

Less than significant impact with mitigation incorporated.

Habitat/Natural Community Conservation Plan Consistency

Impact BIO-6:	**The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan.**

Construction

The project site is located within the SJMSCP Planning Area, and the City is a signatory to and identified permittee under the SJMSCP. The proposed project would be required to adhere to the relevant provisions of the SJMSCP and be able to pursue and obtain coverage thereunder for covered species. Participation in the SJMSCP ensures that potential impacts for covered species are mitigated below a level of significance in compliance with CEQA as well as the federal Endangered Species Act CESA, MBTA, NPPA, CWA, and California Fish and Game Code. Therefore, the proposed project would be subject to the SJMSCP requirements, which may include payment of development fees for the conversion of lands that may provide habitat for covered special-status species as well as implementation of other identified Incidental Take Mitigation Measures (ITMMs). Mitigation for loss of open space (agricultural fields) would be achieved via the payment of habitat fees or by the payment of endowment fees with in lieu lands (conservation easements). Implementation of mitigation required under the SJMSCP and minimization measures (as identified above in Impact BIO-1) in conjunction with required compliance with the SJMSCP would ensure there is no conflict with the provisions of the SJMSCP or other relevant approved local, regional, or State habitat conservation plan, and thus impacts would be less than significant under CEQA. There are no other species or habitat conservation plans that cover the proposed project site.

Operation

As detailed above, the proposed project would be required to comply with all applicable mandates and ITMMs under the SJMSCP, with coverage being obtained thereunder prior to ground disturbance and pursuant to all applicable laws and regulations. Therefore, no operational impacts related to conflicts with the SJMSCP would occur.

Level of Significance

Less than significant impact (construction only).

No impact (operation).

Mitigation Measures

None.

3.4.6 - Cumulative Impacts

The general geographic scope of the cumulative biological resources analysis is generally concentrated south of I-205 and north of West Linne Road within the City of Tracy's SOI due to the presence of a significant wildlife barrier in the form of the highly trafficked I-205. (See Exhibit 3-1, Cumulative Projects Map.) Cumulative project areas in the geographic scope of the biological resources analysis include active agricultural fields consisting of fallowed alfalfa, tall fescue, and almond tree orchards; associated agricultural and irrigation/drainage channels are interspersed throughout the project site. Additionally, a ruderal/disturbed area is located within the southwestern corner of the project site along Grant Line Road which shows evidence of previous development. The project's general geographic scope consists of agricultural and industrial development.

Special-status Wildlife and Plant Species

Relevant cumulative developments include those south of I-205 and north of West Linne Road within the City of Tracy's SOI, as shown in Exhibit 3-1, are predominantly located in areas that have already been built out, or are located within highly fragmented habitats with limited potential to support special-status wildlife and plant species. The cumulative geographic context is partially developed and partially agricultural land, and there is a low likelihood of special-status wildlife and plants occurring within the cumulative project areas due to past urban development.

There were no special-status plant species that were determined to have at least a moderate potential to occur on the project site; therefore, cumulative impacts on special-status plant species as a result of this proposed project would not be significant.

The following species have the potential to occur within the cumulative project areas: song sparrow, tricolored blackbird, Swainson's hawk, burrowing owl, San Joaquin kit fox, pallid bat, Townsend big-eared bat, and western mastiff bat. Additionally, nesting birds protected by the MBTA and/or California Fish and Game Code also have the potential to occur within the cumulative project areas, similar to the project site. As described in the Regulatory Setting section, numerous laws and regulations are in place to protect biological resources within the cumulative project areas, including, but not limited to, CESA, FESA, and the CWA. Similar to the proposed project, cumulative projects within the cumulative geographic context would be required to comply with applicable federal, State, and local laws, regulations, and policies and all applicable permitting requirements of the regulatory and oversight agencies intended to feasibly address potential impacts on biological resources. Standard pre-construction surveys and, where required based on the results of the pre-surveys, avoidance procedures would be required for cumulative projects with the potential to impact special-status wildlife species (see, e.g., MM BIO-1a through MM BIO-1c). Because similar to the proposed project, cumulative development would be required to comply with the above requirements, as well as the General Plan policies related to rare, endangered and threatened plant and animal species, habitats that support rare, endangered and threatened plant and animal species, and compliance with the SJMSCP and Municipal Code City Tree and Shrubbery requirements (as described in the Regulatory Framework section), cumulative biological impacts would be less than significant.

Moreover, the proposed project's incremental contribution to this already less than significant-cumulative impact would not be cumulatively considerable This is because of the proposed project's adherence to the mitigation measures related to special-status wildlife species identified above and compliance with other applicable standards and requirements under the comprehensive regulatory framework. Therefore, no significant cumulative impact in this regard would occur.

Level of Cumulative Significance

Less than significant impact with mitigation incorporated.

Sensitive Natural Communities and Wetlands

There are various aquatic resources that provide habitat for riparian species of flora and fauna within the cumulative project areas. The Great Valley Riparian Woodland communities lie north of I-205,

along the Old River and Tom Paine Slough riparian zones. Corral Hollow Creek flows northeast and is located immediately east of I-580. These aquatic resources are largely found outside the cumulative project areas, which are concentrated south of I-205 and north of West Linne Road within the City of Tracy's SOI. The majority of cumulative developments have been designed to address future growth problems and minimize developmental impacts to sensitive natural communities and/or the aquatic resources by designing projects, to the extent feasible, to occur in previously developed or highly disturbed areas that lack significant sensitive natural communities.

Furthermore, cumulative projects with the potential to impact sensitive natural communities (including wetlands or riparian habitat) would be required to comply with all applicable laws and regulations, including, where necessary, consulting with the applicable regulatory agencies, quantifying their potential impacts in a formal jurisdictional delineation, and mitigating accordingly as may be required pursuant to subject resource agency permits and otherwise as required under applicable laws and regulations. As such, there would be a less than significant cumulative impact in this regard.

Moreover, as explained in Impact BIO-2 and Impact BIO-3, the proposed project would not impact any sensitive natural communities or State or federally protected wetlands or waters and the proposed project would, therefore, not contribute to this already less than significant cumulative impact. Accordingly, the proposed project's contribution to the less than significant cumulative impact would not be cumulatively considerable. The proposed project, in conjunction with other cumulative projects, would result in a less than significant cumulative impact related to sensitive natural communities and associated habitat.

Level of Cumulative Significance

No Impact.

Local Tree Policies or Ordinances or Other Policies to Protect Biological Resources

The City of Tracy regulates the alteration or removal of street trees but, as previously stated, does not have a Tree Protection Ordinance related to trees located entirely on private property. While other cumulative projects may result in the removal of street trees, these projects would be governed by the applicable local protection ordinance including relevant General Plan policies, which include compliance with all federal, State, and regional regulations involving habitats and species as well as compliance with all applicable measures prescribed in the SJMSCP. Therefore, development of the proposed project, in combination with other cumulative projects, would not result in any conflicts with local tree policies or ordinances protecting trees or other biological resources. As such, there would be a less than significant cumulative impact. Additionally, the proposed project, which would not result in any conflict with local policies or ordinances protecting biological resources, would not contribute considerably to the less than significant cumulative impact. Therefore, no significant cumulative impact in this regard would occur.

Level of Cumulative Significance

No impact.

Fish and Wildlife Movement Corridors

The cumulative project areas contain a variety of aquatic resources that serve as potential movement corridors for fish and wildlife, such as Corral Hollow Creek and Tom Paine Slough. Any future development that occurs within the cumulative project areas would have to take into account the potential impact to these corridors and mitigate as required under applicable laws and regulations.

The project site is substantially surrounded by industrial developments and is situated in a semi-urban landscape with high amounts of traffic from local industrial operations. Further, I-205 separates the site from the closest wildlife corridor to the north, and I-5 and Business I-205 preclude non-volant wildlife movement from the east and southeast. The project site is not part of or within a wildlife movement corridor and therefore construction- and operational-related impacts would be less than significant under CEQA. Therefore, the proposed project's contribution to the less than significant cumulative impact related to fish, and wildlife movement would not be cumulatively considerable. Therefore, no significant cumulative impact in this regard would occur.

Level of Cumulative Significance

Less than significant impact.

Wildlife Nursery Sites

The project site contains an old barn and many mature trees that may provide suitable nesting habitat for birds or roosting habitat for bats. While no significant breeding, roosts, or nesting colonies were observed during the October 2024 BRA field survey, implementation of MM BIO-1a through MM BIO-1c would reduce potential project-related impacts on any potential wildlife nursey sites involving nesting birds and/or roosting bats to a less than significant level.

Level of Cumulative Significance

Less than significant impact with mitigation incorporated.

Habitat and Natural Community Conservation Plan Consistency

Both the proposed project and cumulative projects would be subject to the SJMSCP requirements, which may include payment of development fees for conversion of lands that may provide habitat for covered special-status species and implementation of other identified mitigation measures under the SJMSCP. Given this, the proposed project and other cumulative would not conflict with any adopted habitat conservation or natural community conservation plan, resulting in a less than significant cumulative impact. Additionally, the proposed project's contribution to the less than significant cumulative impact would not be cumulatively considerable given that it also would be required to comply with all applicable provisions and mitigation requirements under the SJMSCP. There is no other species or habitat conservation plan that covers the project site. Therefore, no significant cumulative impact in this regard would occur.

Level of Cumulative Significance

Less than significant impact with mitigation incorporated.

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3.5 - Cultural Resources

3.5.1 - Introduction

This section describes the existing cultural resources setting and potential effects from project implementation on the project site and its surrounding area. The descriptions and analyses in this section are based, in part, on a records search at the Central California Information Center (CCIC), archival research, and a pedestrian survey, as presented in the Phase I Cultural Resource Assessment (Phase I CRA) that FirstCarbon Solutions (FCS) prepared for the proposed project, which is included in the confidential Appendix D. The applicable regulatory framework is also discussed below. In addition, recommendations provided in the Phase I CRA pertaining to feasible mitigation of identified potential significant impacts to cultural resources are also addressed in this section. For an analysis of the potential effects related to Tribal Cultural Resources (TCRs), refer to Section 03-15, Tribal Cultural Resources.

3.5.2 - Environmental Setting

Cultural Resources Components

The term "cultural resources" encompasses historic resources, archaeological resources, and burial sites, which are generally defined as follows:

- **Historic Resources:** Historic resources are associated with the recent past. In California, historic resources are typically associated with the Spanish, Mexican, and American periods in the State's history and are generally less than 200 years old. Historic resources often take the form of buildings, structures, and other elements of the built environment.
- **Archaeological Resources:** Archaeology is the study of artifacts and material culture with the aim of understanding human activities and cultures in the past. Archaeological resources may be associated with prehistoric Indigenous cultures as well as historic periods.
- **Burial Sites and Cemeteries:** Burial sites and cemeteries are formal or informal locations where human remains have been interred.

More specifically, cultural resources may be understood as resources that have been formally recognized by a lead agency and/or are listed or determined eligible for listing on the California Register of Historical Resources (CRHR) (Public Resources Code [PRC] § 5024.1, Title 14 California Code of Regulations [CCR] § 4852). However, the fact that a resource is not yet identified as a historical resource or found eligible for the CRHR does not preclude a lead agency from determining that said resource is a historical resource pursuant to Public Resources Code Section 5020.1(j) or 5024.1. Under the California Environmental Quality Act (CEQA), a substantial adverse change in the significance of a historical resource would constitute a significant effect on the environment. Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

Overall Cultural Setting

Following is a brief overview of the relevant historic background, providing context in which to understand the background and relevance of sites found in the general project vicinity. This section is not intended to be a comprehensive review of the current academic resources available; rather, it serves as a general overview. Unless otherwise stated, information contained in this section is drawn directly from the Phase I CRA conducted by FCS.[1] Further details can be found in ethnographic studies, mission records, and major published sources referenced in the Phase I CRA.

Regional Historic Background

Spanish Period (1769-1821)

In 1769, Spanish routes through California were formalized by Father Junípero Serra and Gaspar de Portolà during the Portolà Expedition. Although not the first Europeans to travel through the area, their observations and discoveries established paths that would support the future mission system and facilitate trade and travel across California. The Portolà route was later expanded by Lieutenant Colonel Juan Bautista de Anza and Father Pedro Font during the Anza Expedition of 1775–1776, which aimed to establish diplomatic relations with Native groups, address unrest in San Diego, and further map the Monterey and San Francisco Bay areas.

Franciscan friars intermittently scouted the San Joaquin Valley for potential mission sites, but it was the 1806 expedition led by Gabriel Moraga that conducted the most thorough exploration. Starting in San Juan Bautista and traveling through the San Joaquin Plain, Moraga mapped key tributaries of the San Joaquin River, including the Merced, Tuolumne, Stanislaus, and Mokelumne Rivers. His expedition extended from the Sierra foothills to the rancherias between the Kings and Kern Rivers. In 1808, Moraga reached Stockton and ventured eastward to assess additional mission sites. His maps and ethnographic observations significantly contributed to the Spanish understanding of the area's geography and Indigenous societies. This information was essential to Father Narciso Duran, Father Ramón Abella, and Lieutenant Luis Antonio Argüello, who in 1817 followed the San Joaquin River as far as the Stockton Channel, meticulously mapping areas for future mission establishments. Father Duran's diary from this period offers a valuable glimpse into the region's environment before colonization and the initial contacts with the Yokuts.

Indigenous groups, including the Yokuts, had diverse and complex responses to these Spanish expeditions and the early stages of missionization. Some communities cautiously engaged with the Spanish, balancing trade opportunities with the risks of foreign encroachment. As Spanish missionaries and soldiers moved further inland, many Indigenous leaders responded with diplomacy and negotiation to safeguard their territories, while others resorted to resistance. Yokuts groups, for example, sometimes allowed missionaries to pass through their lands but avoided full engagement, which helped preserve a degree of autonomy.

Contrary to earlier portrayals of passive assimilation, recent research by the Critical Mission Studies project has shown that many Indigenous communities actively resisted the mission system and worked to preserve cultural practices. This resistance often included covertly maintaining traditional

[1] FirstCarbon Solutions (FCS). 2024. Phase I Cultural Resources Assessment: Tracy Northeast Business Park Project.

ceremonies, seasonal migrations, and other customs that missions attempted to suppress. Some groups fled missions to establish independent communities beyond Spanish control, creating safe spaces to continue cultural practices despite colonial pressures. These Indigenous strategies were not purely reactive; rather, they involved creative adaptations, such as selective engagement with missions to acquire resources while resisting conversion efforts.

In the San Joaquin Valley, Spanish expeditions like those led by Moraga further disrupted Indigenous autonomy by identifying areas for mission expansion, laying the groundwork for Spanish territorial claims. This process diminished Yokuts' control over ancestral lands well before missions were formally established, eroding traditional practices and imposing foreign structures of governance. Diseases brought by Spanish explorers exacerbated the loss of life, adding yet another layer of disruption to Indigenous communities. Scholars in Critical Mission Studies emphasize that while Spanish missions imposed severe cultural changes, they also sparked Indigenous resistance, resulting in diverse survival strategies that allowed Yokuts and other groups to sustain certain cultural traditions even amid colonization.

The Mexican Period (1821–1848)

During the Spanish and Mexican periods, California's Indigenous groups, including the Yokuts, experienced increasing pressures on their lands and lifestyles as both settlers and government entities sought to control and expand through Indigenous territories. When Mexico gained independence from Spain in 1822, the new secularized land policies led to the rise of ranchos, large private land grants that further displaced Indigenous communities, who were forced into labor or pressured to abandon their ancestral territories.

The Bear Flag Revolt of 1846, which aimed to bring California under American control, intensified these pressures. While the revolt itself was a conflict primarily between Mexican authorities and American settlers, it had significant repercussions for Native groups. As U.S. settlers and miners flooded into the region, they often viewed Indigenous inhabitants as obstacles to resource access. The establishment of U.S. control after the revolt and subsequent annexation led to widespread violence and land seizures against Indigenous communities, who were already reeling from years of displacement under Mexican rule.

Indigenous reactions to these events varied but were marked by resilience and resistance. Some Yokuts and other Tribes continued to use traditional homelands discreetly or engaged in small-scale conflicts to defend their territories. Others entered agreements with local rancheros, forming alliances to survive in increasingly hostile conditions. These strategies underscore the complexities of Indigenous responses as California Tribes navigated conflicting pressures from both Mexican and American colonizers.

By 1846, on the eve of the Mexican-American War (1846–1848), the estimated population of California was 8,000 non-Natives and 10,000 Native Americans. However, these figures are contested. Cook suggests that a Native American population closer to 100,000 in 1850; the U.S. Census of 1880 later recorded only 20,385 Native Americans remaining in the State.

The sharp decline in the Indigenous population was driven by multiple factors. The spread of European diseases, to which Native populations had little immunity, was devastating and resulted in widespread mortality. Forced labor and displacement caused by the mission system, combined with violent conflicts with settlers, compounded these losses. Following the 1849 Gold Rush, the influx of miners and settlers into Indigenous lands led to further displacement, exploitation, and acts of violence against Native communities. Scholars estimate that the combination of disease, displacement, and direct violence led to an over 90 percent reduction in California's Native population by the end of the nineteenth century.

Local History

San Joaquin County

San Joaquin County was officially incorporated on January 4, 1850, as one of California's original 27 counties following the State's admission to the Union. Named after the San Joaquin River, which flows through the heart of the valley, the County's creation marked a transition from Mexican to American governance. San Joaquin County was initially established from four significant land grants: El Pescadero, Campo de los Franceses, Los Moquelemos, and the Thompson Rancho, in addition to State lands. These grants, part of the Mexican land grant system, reflect the historical legacy of Spanish and Mexican influence on land ownership in California. As these lands transitioned to American governance, the County shifted toward intensive farming, helping to establish California as an agricultural powerhouse.

Stockton, designated as the County seat in 1850, became one of California's earliest incorporated cities and quickly grew into a vital agricultural and transportation hub. Its location along the San Joaquin River positioned Stockton as a critical link between the inland agricultural areas and coastal markets, especially during the Gold Rush. The City's port allowed for the efficient transport of goods and supplies, fostering an economy that combined agriculture, trade, and industry and attracted settlers, entrepreneurs, and immigrants.

Today, San Joaquin County covers 1,391.32 square miles and includes cities such as Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy. Known for its fertile lands and agricultural diversity, the County produces a variety of crops, from grapes and almonds to tomatoes and asparagus. The establishment of transportation networks, including railroads and highways, further bolstered the County's economy and facilitated population growth. As of 2023, San Joaquin County's population reached 800,965 residents, reflecting steady growth driven by a balance of rural agriculture and urban development.

In recent years, San Joaquin County has continued to evolve with growing urban centers, an expanding economy, and significant infrastructure development. The County faces the challenge of balancing modern housing and business needs with the preservation of its rich agricultural heritage. As it adapts to twenty-first-century demands, San Joaquin County remains a dynamic region that honors its historical roots while embracing future growth.

City of Tracy

The City of Tracy originated as a railroad town, founded in 1878 when the Southern Pacific Railroad established a critical new connecting line between Oakland and the Central Pacific line east of the

Livermore hills and Altamont Pass. This route, circling the San Francisco Bay and passing through Port Costa and Martinez, positioned Tracy as a major railroad junction, linking the area to broader trade and travel networks. Tracy was named in honor of Southern Pacific Railroad executive Lathrop J. Tracy, a nod to the City's deep connection with the railroad industry.

With the arrival of the railroad, Tracy quickly transformed into a bustling community, drawing businesses and settlers. The construction of prominent hotels, such as the Ludwig Hotel and the Tracy Hotel, attracted travelers and provided accommodations for railroad workers and visitors. By 1894, the Southern Pacific Railroad had moved its headquarters from Lathrop to Tracy, along with all railroad equipment and infrastructure, solidifying Tracy's role as a commercial center within Tulare Township. This influx of rail workers and associated industries established Tracy as a significant hub for regional commerce and transportation.

In the late nineteenth century, Tracy's economy began to diversify with the onset of an agricultural boom. The construction of the Delta levee system provided reliable irrigation to local farms, enabling the growth of crops that soon became the City's primary revenue source. Recognizing its expanding economy, Tracy was officially incorporated in 1910, and the establishment of the first irrigation district in 1915 further supported agricultural productivity. As the local economy grew, Tracy became an important supplier of agricultural products, further fueling its development.

While Tracy remained a small agricultural town into the mid-twentieth century, demographic changes in the 1970s led to significant growth. As the Bay Area expanded, many residents were drawn to Tracy's affordable real estate and proximity to major job centers, resulting in a new wave of suburban development. Tracy's strategic location allowed these new residents to maintain ties to Bay Area job markets while enjoying the City's small-town atmosphere. By 2023, the City of Tracy's population had reached approximately 98,010 residents, with the City continuing to grow as a residential, industrial, and commercial hub.

Today, Tracy remains a city that honors its railroad heritage while embracing its agricultural roots. Ongoing development projects aim to accommodate new residents and businesses, supporting sustainable growth and strengthening the City's infrastructure. As Tracy moves forward, it remains committed to preserving its historical identity, balancing growth with a strong sense of community and respect for its past.

3.5.3 - Methodology

Records Searches and Pedestrian Survey to Identify Existing Cultural Resources

The information in this section is based, in part, on the Phase I CRA prepared for the proposed project by FCS in December 2024. The Phase I CRA used the methods below to analyze the potential impacts of project implementation.

Central Coastal Information Center

On April 2, 2020, and September 27, 2024, record searches for the project site and a 0.5-mile radius[2] beyond the project boundaries were conducted at the CCIC located at California State University,

[2] A 0.5-mile radius is a standard search radius used for California Historic Resources Information System requests.

Stanislaus. The current inventories of the National Register of Historic Places (NRHP), the CRHR, the California Historical Landmarks (CHL) list, the California Points of Historical Interest (CPHI) list, and the Built Environment Resources Directory (BERD) for San Joaquin County were also reviewed to determine the existence of previously documented local historical resources.

The results from the CCIC indicate that 13 cultural resources (one pre-contact resource and 12 historic resources) have been recorded within a 0.5-mile of the project site. Two of these sites (P-39-005436 and P-39-005440) are located within the project boundaries, with all others off-site. (Table 3.5-1). In addition, five area-specific survey reports are on file with the CCIC for the search radius; one (SJ-09254) area-specific survey report is recorded within the project site boundary, indicating that the project site has previously been surveyed for cultural resources (Table 3.5-2).

Table 3.5-1: Recorded Cultural Resources On-site or Within a 0.50-mile Radius of the Project Site

Site Number	Resource Name/Description	Date Recorded
P-39-000002	Southern Pacific Railroad in San Joaquin County: AH02 Foundations/structure pads, AH04 Privies/dumps/trash scatters, AH07 Roads/trails/railroad grades, AH11 Walls/fences, HP11 Engineering structure.	1993, 1994, 1997, 2001, 2002, 2003, 2005, 2006, 2007, 2008, 2010, 2011, 2012, 2018
P-39-000072	Ender Ranch, 6811 and 6821 Grant Line Road, Tracy: HP33 Farm/ranch.	1996
P-39-000258	Barr's Banta, Site 39: AP02 Lithic scatter.	1955
P-39-004373	Grant Line Road, Lincoln Highway; TRWP-25: HP37 Highway/trail.	2003
P-39-005104	Valley/Banta Schools: HP15 Educational building.	1991
P-39-005434	Banta Road: HP37 Highway/trail.	2016
P-39-005436	**6599 W. Grant Line Road: HP02 Single-family property; HP04 Ancillary building; HP33 Farm/ranch.**	**2016**
P-39-005437	6200 W. Grant Line Road: HP02 Single-family property; HP04 Ancillary building; HP33 Farm/ranch.	2016
P-39-005438	6016 W. Grant Line Road: HP02 Single-family property	2016
P-39-005439	6010 W. Grant Line Road: HP02 Single-family property	2016
P-39-005440	**6001 W. Grant Line Road: HP02 Single-family; HP04 Ancillary building; HP33 Farm/ranch.**	**2016**
P-39-005441	5982 W. Grant Line Road: HP02 Single-family property; HP04 Ancillary building	2016
P-39-005442	5630 W. F Street: HP02 Single-family property; HP04 Ancillary building; HP33 Farm/ranch.	2016

Source: Central California Information Center (CCIC) Record Search. April 2, 2020, and September 27, 2024.
Resources listed in **Bold** are within the project site

Table 3.5-2: Previous Investigations Within 0.5-mile of the Project Site

Report No.	Report Title/Project Focus	Author	Date
SJ-02748	A Cultural Resource Survey of the Northeast Industrial Property, Tracy, California.	John W. Foster	1996
SJ-04182	Historic Property Survey Report–Negative Findings, Tracy Widening Stage II and III, 10-SJ-205, P.M. R3.0/R13.6, EA 300160.	B. Wickstrom	2001
SJ-04182a	*Department of Transportation Negative Archaeological Survey Report 10-SJO-205 P.M. R3.0/R13.6 EA 300160.*	*B. Wickstrom*	*2000*
SJ-04182b	*Department of Transportation First Supplemental Archaeological Survey Report–Negative 10-SJO-205 R3.0/R13.6 EA 300160.*	*B. Wickstrom*	*2000*
SJ-06625	Cultural Resources Survey, South County Surface Water Project, San Joaquin County, California, South San Joaquin Irrigation District.	ASI Archaeology and Cultural Resource Management	1998
SJ-09254	**Cultural Resources Study and Eligibility Evaluations for the Grant Line Road Corridor Project in Tracy and Banta, San Joaquin County, California.**	**Vallaire, K. and A. Andreazzi**	**2016**
SJ-09254a	***Supplemental Cultural Resources Study and Eligibility Evaluations, Grant Line Road Corridor Project, San Joaquin County, California.***	***Vallaire, K., R. Sanchez, and M. Falke***	***2017***
SJ-09746	Cultural Resources Constraints Analysis: Banta Flood Risk Reduction Feasibility Study Cultural Resources Constraints Analysis, San Joaquin County.	Solano Archaeological Services LLC	2022

Source: Central California Information Center (CCIC) Record Search. April 2, 2020, and September 27, 2024.
Reports listed in **Bold** are within the project site. Reports listed in *Italicized* text with a sequential lowercase letter are supplemental reports that are not included in the total count of recorded reports within the 0.5-mile search radius

Historic Aerials

A review of 15 historic aerial photographs depicting the project site from 1957 until 2022 indicate that, beginning in 1957, the project site and the surrounding general land areas were used for agricultural purposes and a residential property (since demolished) was within the southwest corner of the project site (Historic Aerials 2024). The 1967 and 1968 images depict residential development southeast of the project site and the expansion of dairy buildings in the southwest corner of the project site. Sometime between 1968 and 1982, Interstate 205 (I-205) was constructed, and the area became more urbanized; residential, industrial, and commercial development was prevalent throughout the surrounding area. Aerials from 1993 to 2022 exhibit the continued agricultural uses of the project site, along with expansion and the continued use of the dairy farm.

Cultural Resources Pedestrian Survey

Prior to the 2024 pedestrian survey, readily available historical United States Geological Survey (USGS) topographic maps, selected historical aerial photographs (at approximately 10- to 15-meter intervals), and historical fire insurance maps produced by the Sanborn Map Company were reviewed to evaluate land development and obtain information concerning the history of development on and near the project site. These records show undeveloped land with an unimproved road near the northeast corner (1914–1916), followed by the development of multiple farm structures near the southwestern corner and agricultural row crops, irrigation ditches, and/or vacant land on the remainder of the project site (1937–2016).

On April 9, 2020, and November 14, 2024, FCS Director of Cultural Resources/Principal Investigator Dr. Dana DePietro conducted pedestrian surveys for unrecorded cultural resources within the parcels that comprise the project site. Results from these surveys were similar in nature. Both surveys began in the north of the proposed development area and moved south, using east–west transects spaced at approximately 5-meter intervals across the proposed project footprint where possible. The visibility of native soils was generally poor (20 to 30 percent) due to vegetation and ground cover. Areas of poor visibility were intermittently inspected using a hand trowel and were largely composed of light brown (7.5YR 5/3) loam with low clay content. The soils were interspersed with small to large (3 to 30 centimeters) stones primarily composed of schist and chert.

Survey conditions were documented using digital photographs and field notes. During the survey, Dr. DePietro examined all areas of the exposed ground surface for prehistoric artifacts (e.g., fire-affected rock, milling tools, flaked stone tools, toolmaking debris, ceramics), soil discoloration and depressions that might indicate the presence of a cultural midden, faunal and human osteological remains, and features indicative of the former presence of structures or buildings (e.g., postholes, standing exterior walls, foundations) or historic debris (e.g., glass, metal, ceramics). Particular attention was paid to the remains of the Mattos Dairy Farm complex located in the southwest corner of the project site, which is over 50 years old. The complex and its associated buildings have been largely demolished, with the exception of the Hay Barn. This complex's historic significance was evaluated in 2020, and the Mattos Dairy Farm complex was found to be ineligible for listing on the NRHP, CRHR, or on any local registers of historic resources. This finding remains accurate as further noted in the 2024 Phase I CRA.

Buried Site Potential

In addition to the pedestrian surveys, the potential for yet identified cultural resources in the vicinity was reviewed against geologic and topographic geographic information system data for the general area and information from other nearby projects. The proposed project was evaluated against a set of criteria identified in the geoarchaeological overview of the Central Valley that was prepared for the California Department of Transportation (Caltrans) Districts 6 and 9. This study mapped the "archaeological sensitivity," or potential to support the presence of buried pre-contact archaeological deposits, throughout the Central Valley based on geology and environmental parameters including distance to water and landform slope. The methodology used in the study is applicable to other parts of California and concluded that sites consisting of flat, Holocene-era deposits in close proximity to water resources had a moderate to high probability of containing

subsurface archaeological deposits when compared to earlier Pleistocene deposits situated on slopes or further away from drainages, lakes, and rivers.

The project site is situated on relatively flat, developed land. According to the California Department of Conservation geological map, the project site is situated on Pleistocene-Holocene, marine and nonmarine (continental) sedimentary rock deposits, which contain older alluvium, lake, playa, and terrace unconsolidated and semi-consolidated deposits. The deposits are mostly nonmarine but include marine deposits that are typically seen in coastal geology. Applying the criteria set forth above, all Holocene-era deposits have the potential to contain archaeological deposits, which increases with the ease of the slope and proximity to water resources. The Tom Paine Slough is directly north of the project site, and two historic built environment resources are recorded within the current project boundaries. As discussed in more detail in Section 3.15, Tribal Cultural Resources, Native American Heritage Commission (NAHC) results were negative for TCRs in the project site and the 2024 pedestrian surveys identified any unrecorded cultural resources over the course of the survey. The presence of one recorded pre-contact resource within a 0.5 mile of the project site and the poor soil visibility during the pedestrian surveys indicates a low to moderate potential for unanticipated buried cultural resources to be impacted by project construction.

Summary of Existing Cultural Resources at the Project Site

Historic Architectural Resources

The Mattos Dairy Farm complex was evaluated in 2020 and was found to be ineligible for listing on the NRHP, CRHR, or on any local registers of historic resources. These conclusions were confirmed in the 2024 Phase I CRA. The complex and its associated buildings have been largely demolished, with the exception of the Hay Barn. As noted in Table 3.5 1, two historic era (over 50 years old) resources, single-family properties, are recorded within the project boundaries. These resources were evaluated in 2016 and found to be ineligible for listing on the NRHP, CRHR, or any local registers of historic resources.

Archaeological Resources

No known pre-contact resources or burial sites are located within the project site boundaries. However, as noted in Table 3.5-1, two historic era resources are located within the project site boundaries and one pre-contact resource and 10 historic resources are recorded within 0.5 mile of the project site.

3.5.4 - Regulatory Framework

Federal

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA), as amended, established the NRHP, which contains an inventory of the nation's significant pre-contact and historic properties. Under Title 36 Code of Federal Regulations Part 60, a property is recommended for possible inclusion on the NRHP if it is at least 50 years old, has integrity, and meets one of the following criteria:

- It is associated with significant events in history, or broad patterns of events.

- It is associated with significant people in the past.
- It embodies the distinctive characteristics of an architectural type, period, or method of construction; or it is the work of a master or possesses high artistic value; or it represents a significant and distinguishable entity whose components may lack individual distinction.
- It has yielded, or may yield, information important in history or prehistory.

Certain types of properties are usually excluded from consideration for listing in the NRHP, but they can be considered if they meet special requirements in addition to meeting the criteria listed above. Such properties include religious sites, relocated properties, graves and cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years.

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) amended the Antiquities Act of 1906 (16 United States Code [USC] 431–433) and set a broad policy that archaeological resources are important to the nation and should be protected and required special permits before the excavation or removal of archaeological resources from public or Indian lands. The purpose of ARPA was to "secure, for the present and future benefit of the American people, the protection of archaeological resources and sites that are on public lands and Indian lands, and to foster increased cooperation and exchange of information between governmental authorities, the professional archaeological community, and private individuals having collections of archaeological resources and data that were obtained before October 31, 1979."

State

CEQA Guidelines Section 15064.5(a)—CEQA Definition of Historical Resources

CEQA Guidelines Section 15064.5(a), in Title 14 of the California Code of Regulations, defines a "historical resource" as:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code, or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a

resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources.

4. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be a historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

Therefore, under the CEQA Guidelines, even if a resource is not included on any local, State, or federal register or identified in a qualifying historical resources survey, a lead agency may still determine that any resource is a historical resource for the purposes of CEQA if there is substantial evidence supporting such a determination. A lead agency must consider a resource to be historically significant if it finds that the resource meets the criteria for listing in the CRHR.

Archaeological and historical sites are protected pursuant to a wide variety of State policies, laws, and regulations, as enumerated in the Public Resources Code. Cultural resources are recognized as nonrenewable resources and receive additional protection under the Public Resources Code and CEQA.

Public Resources Code Section 5024.1 and CEQA Guidelines Section15064.5(a)—Definition of a Historical Resource

Public Resources Code Section 5024.1 and CEQA Guidelines Section 15064.5(a), in Title 14 of the California Code of Regulations, define a "historical resource" as a resource that:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

(2) Is associated with the lives of persons important in our past.

(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

(4) Has yielded, or may be likely to yield, information important in prehistory or history.

CEQA Guidelines Section 15064.5(a)(3)—California Register of Historical Resources Criteria

As defined by CEQA Guidelines Sections 15064.5(a)(3)(A) through (D), a resource shall be considered historically significant if the resource meets the criteria for listing on the CRHR. The CRHR and many local preservation ordinances have employed the criteria for eligibility to the NRHP as a model (see criteria described above under the description of the NHPA), since the NHPA provides the highest standard for evaluating the significance of historical resources. A resource that meets NRHP criteria is clearly significant. In addition, a resource that does not meet NRHP standards may still be considered historically significant at a local or State level.

CEQA Guidelines 15064.5(c)—Effects on Archaeological Resources

CEQA Guidelines state that a resource need not be listed on any register to be found historically significant. CEQA Guidelines direct lead agencies to evaluate archaeological sites to determine whether they meet the criteria for listing in the CRHR. If an archaeological site is a historical resource, in that it is listed or eligible for listing in the CRHR, potential adverse impacts to it must be considered. If an archaeological site is considered not to be a historical resource but meets the definition of a "unique archaeological resource" as defined in Public Resources Code Section 21083.2, then it would be treated in accordance with the provisions of that section. If an archaeological resource is neither a unique archaeological nor a historical resource, the project's effects on those resources shall not be considered a significant effect under CEQA.

CEQA Guidelines Section 15064.5(d)—Effects on Human Remains

Native American human remains and associated burial items may be significant to descendant communities and/or may be scientifically important for their informational value. They may be significant to descendant communities for patrimonial, cultural, lineage, and religious reasons. Human remains may also be important to the scientific community, such as prehistorians, epidemiologists, and physical anthropologists. The specific stake of some descendant groups in ancestral burials is a matter of law for some groups, such as Native Americans (CEQA Guidelines § 15064.5(d); PRC § 5097.98). CEQA and other State laws and regulations regarding Native American human remains provide the following procedural requirements to assist in avoiding potential adverse effects on human remains within the contexts of their value to both descendant communities and the scientific community:

- When an initial study identifies the existence or probable likelihood that a project would affect Native American human remains, the lead agency shall contact and work with the appropriate Native American representatives identified through the NAHC. The applicant may develop an agreement for the treatment and disposal of the human remains and any associated burial items (CEQA Guidelines § 15064.5(d); PRC § 5097.98).
- If human remains are accidentally discovered, the County Coroner must be contacted. If the County Coroner determines that the human remains are Native American, the coroner must contact the NAHC within 24 hours. The NAHC must identify the Most Likely Descendant (MLD) to provide for the opportunity to make recommendations for the treatment and disposal of the human remains and associated burial items (CEQA Guidelines § 15064.5(e)).
- If the MLD fails to make recommendations within 24 hours of notification or the project applicant rejects the recommendations of the MLD, the Native American human remains and associated burial items must be reburied in a location not subject to future disturbance within the project site (CEQA Guidelines § 15064.5(e); PRC § 5097.98).
- If potentially affected human remains or a burial site may have scientific significance, whether or not it has significance to Native Americans or other descendant communities, then under CEQA, the appropriate mitigation of effect may require the recovery of the scientific information of the remains/burial through identification, evaluation, data recovery, analysis, and interpretation (CEQA Guidelines § 15064.5(c)(2)).

Health and Safety Code Section 7050.5 (Treatment of Human Remains)

Section 7050.5 of the Health and Safety Code sets forth provisions related to the treatment of human remains. As the code states, "every person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law is guilty of a misdemeanor" except under circumstances as provided in Section 5097.99 of the Public Resource Code. State law also provides guidelines for the treatment of human remains found in locations other than a dedicated cemetery including responsibilities of the Coroner.

Public Resources Code Section 5097.98 (Discovery of Human Remains)

Section 5097.98 provides a protocol for steps to take in the event of an inadvertent discovery of human remains. It states that "whenever the commission receives notification of a discovery of Native American human remains from a County Coroner pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, it shall immediately notify persons it believes to be most likely descended from the deceased Native American." It also sets forth provisions for descendants' preferences for treatment of the human remains and what must be done if the commission is unable to identify a descendant.

Local

City of Tracy General Plan

The Tracy General Plan includes the following goals, policies, and actions related to the protection of cultural resources that are relevant to the analysis of the proposed project.

Goal CC-3 **Preserve and Enhance Historic Resources**

Objective CC-3.1 Identify and Preserve Cultural and Historic Resources

Policies

Policy P1 The City shall encourage the preservation, enhancement, and conservation of historic and older neighborhoods, such as Lincoln Park, through its direct actions.

Policy P2 Identified cultural and historic landmarks and buildings shall be preserved.

Policy P3 New development, redevelopment, alterations, and remodeling projects should be sensitive to surrounding historic context.

Policy P4 As part of the development review process, there shall be a standard condition of approval that if any resources are found during construction, all operations within the project area shall halt until an assessment can be made by appropriate professionals regarding the presence of archaeological and paleontological resources and the potential for adverse impacts on these resources.

Policy P5 Any archaeological or paleontological resources on private property shall be either preserved on their sites or adequately documented and conserved as a condition of removal. If any resources are found unexpectedly during development, then

construction must cease immediately until accurate study and conservation measures are implemented.

Policy P6 If Native American artifacts are discovered on a site, the City shall consult representatives of the Native American community to ensure the respectful treatment of Native American sacred places.

Action

Action A1 Update, expand and maintain inventories of Tracy's historic resources, using criteria and methods that are consistent with State and federal guidelines.

City of Tracy Resolutions

The City of Tracy Resolution 3232, which was signed in 1978, designated 50 structures and sites to be historical landmarks in Tracy. The resolution followed a survey of architecturally and historically significant resources in the City. Resolution 2001-076 added two more buildings to the above-referenced list of designated properties. The Tracy Historic Landmarks designation encourages public recognition and protection of resources of architectural, cultural, or historical significance for local planning purposes. However, the City has not adopted a historic preservation ordinance or other protective or restrictive regulation. Accordingly, a Local Landmarks designation does not equate with permanent protection for a structure from demolition or alteration. None of the structures on the project site are identified on this list.

City of Tracy Municipal Code

Title 9 of the Tracy Municipal Ordinance addresses building regulations. Chapter 9.48 adopts the California Historical Building Code. The purpose of the chapter is to "provide regulations for the preservation, restoration, rehabilitation, relocation, or reconstruction of buildings or structures designated as qualified historical buildings or properties; provide alternative solutions for the preservation of qualified historical buildings or properties, to provide access for persons with disabilities, to provide a cost-effective approach to preservation, and to provide for the reasonable safety of occupants or users."

3.5.5 - Approach to Analysis

This evaluation focuses on whether implementation of the proposed project would have potentially significant impacts on historical resources, architectural resources, archaeological resources, or human remains.

A project could have a significant impact on a historical resource if construction of the project would significantly impair a resource's eligibility for inclusion in the CRHR; thus, this information has been considered, as appropriate, as part of the methodology used in this evaluation. Analysis is based, in part, on information collected from record searches at the CCIC, additional archival research, pedestrian surveys, and information from the historical architectural assessment of existing properties 50 years in age or older (if any) located within the project site boundaries. If a project would leave an identified cultural resource no longer able to convey its significance, meaning that the resource would no longer be eligible for listing in the CRHR, then the proposed project's impact would be considered a significant adverse change. Pursuant to CEQA Guidelines

Section15126.4(b)(1), if a project adheres to the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, then the project's impact "shall generally be considered mitigated below a level of significance and thus is not significant."

A project may have an impact on an archaeological resource or human remains if construction of the project would physically damage or destroy archaeological data or human remains (including those interred outside of formal cemeteries). Analysis is based, in part, on information collected from record searches at the CCIC, additional archival research, and pedestrian surveys.

Both direct and indirect effects of project implementation were considered for this analysis. Direct impacts are typically associated with construction and/or ground-disturbing activities and have the potential to immediately alter, diminish, or destroy all or part of the character and quality of archaeological resources and/or historic architecture, or human remains. Indirect impacts are typically associated with post-project implementation conditions that have the potential to alter or diminish the historical setting of a cultural resource (generally historic architecture) by introducing visual intrusions on existing historical structures that are considered undesirable.

3.5.6 - Thresholds of Significance

The City, as lead agency, has decided in its discretion to utilize Appendix G, Environmental Checklist, of the CEQA Guidelines, thresholds of significance for the proposed project. Accordingly, cultural resources impacts resulting from the implementation of the proposed project would be considered significant if the proposed project would:

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

c) Disturb any human remains, including those interred outside of formal cemeteries.

3.5.7 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the proposed project and provides mitigation measures where appropriate.

Historic Resources

Impact CUL-1:	**The proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.**

Construction

Historical resources in this context refer to the built environment, mainly buildings and structures over 50 years in age, that may be eligible for inclusion on the CRHR or NRHP. Records search results from the CCIC identified two historical built environment resources located within the project site. One (P-39-005436, single-family property, ancillary building, farm/ranch) of those resources is

associated with the Mattos Dairy Farm complex located within the southwest corner of the project site. As discussed above, in 2020 the Mattos Dairy Farm complex was evaluated by FCS relative to the four CRHR eligibility criteria and found to be ineligible to meet any of the criteria for historic and/or architectural significance required for listing on the NRHP, CRHR, or at the local level. The Mattos Dairy Farm complex reflects the general agricultural expansion in Tracy during the early twentieth century but does not meet any criteria for historical significance under the NRHP or CRHR. While associated with the dairy industry's growth, the property lacks distinction under Criterion A, as numerous similar and more prominent farms exist in the region. Research and interviews confirm that individuals linked to the site did not achieve historical importance, eliminating eligibility under Criterion B. Architecturally, the buildings are standard, minimally detailed examples of their era, with alterations and poor condition further diminishing integrity, failing Criterion C. Finally, there is no evidence of unique construction techniques or potential to yield significant information, excluding Criterion D. Collectively, these factors indicate the property does not qualify as a historical resource under CEQA. The complex and its associated buildings have been largely demolished, with the exception of the Hay Barn. The second resource (P-39-005440 single-family property, ancillary building, farm/ranch) recorded within the project site is not associated with the Mattos Dairy Farm complex. This resource was evaluated in 2016 by LSA Associates, Inc., and does not appear to be eligible for the CRHR under any criterion individually or as a contributor to a historic district. Therefore, construction of the proposed project would not have a significant adverse impact on historic era built environment resources. Thus, the proposed project would result in less than significant impacts on historical resources during construction.

Operation

Because there are no historic era built environment resources on the project site, direct impacts related to the proposed project's potential to cause a substantial adverse change in the significance of a historical resource are limited to inadvertent discoveries. Indirect impacts typically occur when post-project conditions alter the historical setting of a cultural resource such as introducing visual intrusions that diminish the integrity of historic architecture or its surrounding context. Since, as described above, the project site does not contain any such resources in the built environment, and the project design does not create undesirable visual changes to any historical structures, these types of indirect impacts would not occur. No respective operational impacts would occur.

Level of Significance

Less than significant impact (construction only).
No impact (operation).

Mitigation Measures

None.

Archaeological Resources

Impact CUL-2:	**The proposed project could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.**

Construction

Records search results from the CCIC indicated that one pre-contact archaeological resource has previously been recorded within the 0.5-mile radius of the project site. Two historic era resources are recorded within the proposed project boundaries. No archaeological resources were encountered during the 2020 and 2024 pedestrian field surveys; however, the presence of a pre-contact archaeological site within the 0.5-mile radius and the historic era resources within the project site, coupled with poor soil visibility across the Dermody and Suvik project parcels, increases the possibility undiscovered cultural resources may be encountered during project construction. Such resources could consist of, but are not limited to, stone, bone, wood, or shell artifacts or features, including hearths and structural elements. This represents a potentially significant impact related to archaeological resources.

However, implementation of MM CUL-2a and MM CUL-2b would reduce potential impacts to archaeological resources that may be inadvertently discovered during project construction Therefore, direct and indirect impacts related to archaeological resources would be less than significant with mitigation.

Operation

Impacts related to a project's potential to cause a substantial adverse change in the significance of an archaeological resource are limited to construction impacts. No respective direct or indirect operational impacts related to archaeological resource would occur.

Level of Significance Before Mitigation

Potentially significant impact (construction only).
No impact (operation).

Mitigation Measures

MM CUL-2a Prior to the initiation of construction activities in connection with a specific individual development proposal, all construction personnel conducting ground disturbance at the relevant areas within the project site shall be provided a Worker Environmental Awareness Program (WEAP) cultural resources "tailgate" training. The training shall include visual aids, a discussion of applicable laws and regulations relating to archaeological resources, types of resources that may be found within the project site, and procedures to be followed in the event such resources are encountered. The training shall be conducted by an Archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology and any Native American Monitors or representatives consulting on the project.

This shall be followed by an Archaeological Monitor reporting to the qualified Archaeologist, with such Monitor being present during the clearing and grubbing phases of ground disturbance for the subject individual development proposal to check for the inadvertent exposure of cultural materials. In the event exposed soils indicate cultural materials may be present, this may be followed by regular or periodic monitoring as determined by the Archaeologist.

MM CUL-2b **I**n the event that buried archaeological resources are discovered during construction with respect to a specific individual development proposal, construction related thereto shall temporarily halt within a 100-foot radius of the find and an Archaeologist who meets the Secretary of Interior's Professional Qualification Standards for archaeology shall be consulted to determine whether the resource requires further study. If the resource is determined to be significant, then the qualified Archaeologist shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resource, including but not limited to excavation of the find and evaluation of the find in accordance with Section15064.5 of the CEQA Guidelines. Potentially significant cultural resources consist of, but are not limited to, stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project site shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria. If the resources are determined to be unique historic resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the Archaeologist based on considerations of feasibility and other relevant factors and recommended to the City. Appropriate mitigation measures for significant resources could include excavation and data recover, avoidance or capping, or incorporation of the relevant area of the find in green space. The City, along with other relevant or Tribal officials, shall be contacted upon the discovery of significant cultural resources to begin coordination on the disposition of the find(s). Treatment of any significant cultural resources shall be undertaken with the approval of the City. No further grading or other construction activities shall occur within 100 feet of the subject discovery until the City approves the measure(s) to appropriate address the subject resource(s). Upon coordination with the City, any archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific institution where they would be afforded applicable cultural resources laws and guidelines.

Level of Significance After Mitigation

Less than significant impact with mitigation incorporated.

Human Remains

Impact CUL-3: The proposed project could disturb human remains, including those interred outside of formal cemeteries.

Construction

While no formal cemeteries or areas containing human remains are known to be in the project vicinity, there is always the possibility that subsurface construction activities associated with the proposed project, such as grading or trenching, could potentially damage or destroy previously undiscovered human remains. Thus, the proposed project could result in a significant impact during construction. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5 and Health and Safety Code Section 7050.5 and 5097.98 must be

followed. MM CUL-3 further specifies the procedures to follow in the event human remains are uncovered. Along with compliance with these laws and regulations, implementation of this mitigation would reduce potential impacts related to human remains to a less than significant level.

Operation

Impacts related to a proposed project's potential to disturb human remains are limited to construction impacts. No respective operational impacts would occur.

Level of Significance Before Mitigation

Potentially significant impact (construction only).
No impact (operation).

Mitigation Measures

MM CUL-3 Stop Construction Upon Encountering Human Remains

In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and Section 5097.98 shall be followed. If during the course of project construction, there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance within 100 feet of the remains until the County Coroner is contacted to determine whether the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the Most Likely Descendant (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resource Code Section 5097.98.
2. Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the MLD or on the project site in a location not subject to further subsurface disturbance:
   - The NAHC is unable to identify an MLD or the MLD failed to make a recommendation within 24 hours after being notified by the commission.
   - The descendant identified fails to make a recommendation.
   - The landowner or his authorized representative rejects the recommendation of the descendant and mediation by the NAHC fails to provide measures acceptable to the landowner.

Additionally, California Public Resources Code Section 15064.5 requires the following relative to Native American remains:

- When an initial study identifies the existence of, or the probable likelihood of, Native American remains within a project, a lead agency shall work with the appropriate Native Americans as identified by the NAHC as provided in Public Resources Code Section 5097.98. To the extent applicable, each applicant for the development of the Dermody and Suvik Properties may develop a plan with respect to their individual development proposals for treating or disposing of, with appropriate dignity, the human remains, and any items associated with Native American burials with the appropriate Native Americans as identified by the NAHC.

Level of Significance After Mitigation

Less than significant impact with mitigation incorporated.

3.5.8 - Cumulative Impacts

The geographic scope for the cumulative analysis is described further below for each type of resource. This analysis evaluates whether the impacts of the proposed project, together with the impacts of cumulative development, could result in a cumulatively significant impact related to historical and archaeological resources. This analysis then considers whether the incremental contribution of the impacts associated with the implementation of the proposed project would be considerable. Both conditions must apply for the project's cumulative effects to rise to the level of significance. If there is no impact associated with respect to a particular CEQA threshold, discussion of cumulative impacts is not required. Accordingly, cumulative discussion is limited to the potential impacts as discussed below.

Historical Resources

The relevant geographic scope for potential cumulative impacts historical built environment resources is the land within the City's municipal boundaries as depicted on Exhibit 3-1, Cumulative Projects Map. This is because the City provides the smallest geographic boundary of potential significance when a historic property is evaluated at the local, State, or federal level. The City is an appropriate geographic scope because cities have clear legal boundaries that correspond to their jurisdiction for land use, zoning, and permitting decisions. Historic preservation ordinances, design guidelines, and review processes typically apply within city limits, making this the logical area for cumulative impact analysis with respect to these resources.

The cumulative projects within the City, as shown on Table 3-1, Cumulative Projects Map, have the potential to result in impacts to historic resources. However, potential cumulative impacts would be mitigated at an individual project level by adherence to applicable current State and federal laws and regulations, as well as other City and County laws, regulations, and mitigations, such as adherence to standard conditions of approval that require monitoring of construction sites in proximity to known resources (similar to MM CUL-2a). The combination of these efforts would reduce potential cumulative impacts related to historical resources to a less than significant level.

The Mattos Dairy Farm complex located on-site, while of historic age, is ineligible for local listing under City of Tracy Resolution 3232 and was found to be ineligible for listing on the CRHR. The dairy complex therefore does not qualify as a historic resource under CEQA, and its demolition will not contribute to cumulative projects' impact on historic resources in the City.

Moreover, the proposed project would not have a considerably cumulative contribution to this already less than significant impact because there are no known historic resources that would be adversely impacted by the proposed project. Based on the foregoing, the proposed project would not have a significant cumulative impact on any historic resources.

Archaeological Resources

The geographic scope of the cumulative archaeological resources analysis is the project vicinity. This is because archaeological resource impacts tend to be localized because the integrity of any given resource depends on what occurs in the immediate vicinity around that resource, such as disruption of soils; therefore, in addition to the project site itself, the area near the project site would be the area most affected by project activities (generally within a 0.5-mile radius). For the purposes of this analysis, the geographic scope is defined as the 0.5-mile CCIC records search radius.

Five cumulative projects (Cumulative Projects No. 9, 12, 30, 33, and 43) shown on Exhibit 3-1, Cumulative Projects Map, are within the 0.5-mile geographic scope. Moreover, cumulative impacts to archaeological resources are limited to construction. There are no known unique archaeological resources within this geographic scope; however, there is always the possibility of previously unknown archaeological resources that could be damaged or destroyed during subsurface construction activities associated with cumulative projects. Nevertheless, any such potential cumulative impacts would be mitigated at an individual project level by adherence to applicable local, State, and federal laws and regulations, as well as City and County laws, regulations, and mitigations as discussed in Section 3.5.4 and Section 3.5.7. Accordingly, cumulative impacts would be less than significant. Additionally, the proposed project would not have a cumulatively considerable contribution to the less than significant cumulative impacts. As noted above, 13 cultural resources are recorded within the 0.5-mile search radius and two resources are recorded within the project site. However, the proposed project would not have a cumulative impact on any known archaeological resources, and potentially significant impacts to any previously unknown resources that could be damaged or destroyed during project construction would be mitigated to less than significant by adherence to applicable laws and regulations and compliance with the identified mitigation measures (MM CUL-2a and MM CUL-2b), which require WEAP training for construction staff, monitoring during the clearing and grubbing phases of ground disturbance, and inadvertent discovery procedures. Therefore, the proposed project would not have a cumulatively considerable contribution on this already less than significant cumulative archaeological resources impact.

Human Remains

Potential cumulative impacts are limited to the construction phase. The geographic scope for the purpose of evaluating cumulative impacts relative to human remains is the project vicinity. Impacts related to human remains tend to be localized because the integrity of any given resource depends on what occurs in the immediate vicinity around that resource, such as disruption of soils, and the

immediate vicinity provides the smallest geographic unit within which significant cumulative impacts spanning multiple projects may occur. Therefore, in addition to the project site itself, the area near the project site would be the area most affected by project activities (generally within a 0.5-mile radius). For the purposes of this analysis, the geographic scope is defined as the 0.5-mile Northwest Information Center (NWIC) records search radius. As discussed above, the geographic scope for this cumulative setting includes existing agricultural and industrial uses.

No known burial sites are located within the project site boundaries or within the geographic scope. (See Table 3.5-1.) Nonetheless, past, present, and reasonably foreseeable construction activities may have the potential to encounter undiscovered human remains and/or formal cemeteries, and these cumulative projects would be required to mitigate for impacts through compliance with applicable federal and State laws governing human remains and/or formal cemeteries. Additionally, the implementation of standard construction mitigation measures and Best Management Practices would ensure undiscovered human remains and/or formal cemeteries are not adversely affected by cumulative project-related construction activities, which would prevent the destruction or degradation of potentially significant cultural resources within the geographic scope. Therefore, cumulative impacts would be less than significant. Additionally, as the proposed project does not contain any known burial sites and would comply with all existing regulations in the event of an unanticipated discovery, it would not have a cumulatively considerable contribution to the less than significant cumulative impacts.

3.6 - Energy

3.6.1 - Introduction

This section describes the existing energy use setting as well as the relevant regulatory framework. This section also evaluates the potential environmental impacts related to energy use that could result from implementation of the proposed project. Information in this section is based, in part, on project-specific energy use calculations included in Appendix E.

During the Notice of Preparation (NOP) scoping period, the following comments were received related to energy:

- Recommends the incorporation of solar power systems as an emissions reduction strategy
- Recommends the City require all nonresidential buildings to provide electric infrastructure for on-road Zero-Emission Vehicles (ZEVs)
- Recommends the incorporation of measures to ensure compliance with State anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480), including a more stringent 3-minute idling restricting and appropriate signage
- Recommendations that windmills provide on-site renewable energy under the jurisdiction of the Airport Land Use Commission (ALUC)[1]

3.6.2 - Existing Setting

Energy Basics

Energy use, especially through fossil fuel consumption and combustion, relates directly to environmental quality since it can have the potential to adversely affect air quality and generate greenhouse gas (GHG) emissions that may contribute to climate change. Electrical power is generated through a variety of sources, including fossil fuel combustion, hydropower, wind, solar, biofuels, and others. Natural gas is widely used to heat buildings, prepare food in restaurants and residences, and fuel vehicles, among other uses. Fuel use for transportation is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes such as auto, carpool, and public transit; and miles traveled by these modes, and generally based on petroleum-based fuels such as diesel and gasoline. Electric vehicles (EVs) may not have any direct emissions but do have indirect emissions via the source of electricity generated to power the vehicle. Construction and routine operation and maintenance of transportation infrastructure also consume energy.

[1] The City of Tracy is not located in a high-wind resource area, making turbine performance and cost-effectiveness questionable compared to more predictable alternatives like solar photovoltaics. Industrial parcels may also face challenges meeting setback and structural requirements under the California Building Code, particularly for seismic safety. Operational noise and visual intrusion could further complicate approval, especially near residential areas which are east of the project site. Given these limitations, solar energy systems and battery storage are typically more viable and better aligned with local permitting pathways and energy resilience goals. California Energy Commission (CEC). 2023. 3-D Interactive Visualization of California Wind Generators. Website: https://repository.energy.ca.gov/3D_Visualizations/2022_Annual/2022cf.html. Accessed September 22, 2025. For the foregoing reasons, windmills as a source of potential on-site renewable energy would not be feasible in connection with the proposed project, and are thus not further discussed in this Section.

Electricity Generation, Distribution, and Use

State of California

In 2024, the most recent available data, California's in-State electricity generation totaled 216,181 gigawatt-hours (GWh).[2] Primary fuel sources for the State's electricity generation in 2024 included natural gas (40 percent), large hydro (11.7 percent), solar photovoltaic (PV) (23.4 percent), nuclear (8.5 percent), wind (7.3 percent), geothermal (4.8 percent), small hydro (1.8 percent), biomass (2.2 percent), coal (0.1 percent), petroleum coke and waste heat (0.09 percent), and oil (0.02 percent).[3]

According to the California Energy Commission (CEC), California consumed approximately 282,783 GWh in 2024.[4] According to the CEC's Energy Consumption Database, residential electricity demand accounted for approximately 35 percent of California's electricity consumption in 2018, while nonresidential demand account for approximately 65 percent.

City of Tracy

The City of Tracy's electricity generation service is provided by Ava Community Energy (formerly East Bay Community Energy), a community choice energy provider that began serving residential, business, and municipal customers in Tracy in 2021.[5] While Ava procures and supplies the electricity, Pacific Gas and Electric Company (PG&E) continues to own and maintain the delivery infrastructure—power lines, meters, poles—and issues the bills. Customers in Tracy automatically receive Ava's "Bright Choice" service by default, which offers generation at a lower cost relative to PG&E and includes a higher portion of renewable energy. Customers also have the option to opt up to Ava's "Renewable100" service or return to PG&E's electricity service.

As of 2023, which is the most recent data available, Ava Community Energy's base plan portfolio contains 54.8 percent of electricity generated from renewable resources.[6] As of 2023, which is the most recent data available, PG&E's base plan portfolio contains 32.8 percent electricity generated from renewable sources.[7]

The smallest scale at which electricity consumption information is readily available is the County level. Therefore, electricity consumption in San Joaquin County is used herein to also characterize the City's existing electricity consumption. San Joaquin County includes seven cities and a large unincorporated area. According to the CEC, San Joaquin County consumed approximately 6,029 GWh in 2024, which is the most recent data available.[8]

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2 California Energy Commission (CEC). 2024. 2024 Total System Electric Generation. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2024-total-system-electric-generation. Accessed September 18, 2025.

3 Ibid.

4 California Energy Commission (CEC). 2025. Energy Consumption Data Files. Website: https://www.energy.ca.gov/files/energy-consumption-data-files. Accessed September 18, 2025.

5 Ava Community Energy. 2025. Tracy. Website: https://avaenergy.org/community/who-we-serve/tracy/. Accessed September 18, 2025.

6 California Energy Commission (CEC). 2025. 2023 Power Content Label Ava Community Energy. Website: https://www.energy.ca.gov/filebrowser/download/7230. Accessed September 18, 2025

7 California Energy Commission (CEC). 2025. 2023 Power Content Label Pacific Gas & Electric Company. Website: https://www.energy.ca.gov/filebrowser/download/7281. Accessed September 18, 2025

8 California Energy Commission (CEC). 2025. Energy Consumption Data Files. Website: https://www.energy.ca.gov/files/energy-consumption-data-files. Accessed September 18, 2025.

Natural Gas Generation, Distribution, and Use

State of California

In 2024, which is the most recent data available, California's natural gas landscape continued to reflect broader trends of declining in-State production and stable demand across key sectors. The State's net natural gas production totaled approximately 121.13 billion cubic feet—a sharp decline of about 38 percent compared to 2019 levels.[9] Despite this drop in production, California consumed approximately 11,104 million U.S. therms of natural gas in 2024.[10] Electricity generation remained the largest end use, accounting for nearly 45 percent of total consumption. The remaining usage was distributed among the residential (21 percent), industrial (25 percent), and commercial (9 percent) sectors, underscoring natural gas's continued role in meeting the State's energy needs across multiple domains. [11]

City of Tracy

The City of Tracy is served solely by PG&E to meet natural gas demands. PG&E has detailed information regarding a commitment to use renewable gas sources in the future but has not provided a current figure for renewable gas in their portfolio.

The smallest scale at which natural gas consumption information is readily available is at the County level; therefore, natural gas consumption in San Joaquin County is used herein to also characterize the City's existing natural gas consumption.

According to the CEC, San Joaquin County consumed approximately 176.8 million U.S. therms of natural gas in 2024, which is the most recent available data.[12]

Transportation Fuel Use

State of California

California is one of the top producers of petroleum in the nation, with drilling operations occurring throughout the State. A network of crude oil pipelines connects production areas to oil refineries in the Los Angeles area, the San Francisco Bay Area, and the Central Valley. California oil refineries also process Alaskan and foreign crude oil received in ports in Los Angeles, Long Beach, and the San Francisco Bay Area. Crude oil production in California and Alaska is in decline, and California refineries have become increasingly dependent on foreign imports.[13] California's field production of crude oil was approximately 118.9 million barrels in 2024, which is the most recent available data.[14]

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[9] United State Energy Information Administration (EIA). 2025. Natural Gas Gross Withdrawals and Production. May. Website: https://www.eia.gov/dnav/ng/ng_prod_sum_a_EPG0_VGM_mmcf_a.htm. Accessed September 18, 2025.

[10] California Energy Commission (CEC). 2025. Energy Consumption Data Files. Website: https://www.energy.ca.gov/files/energy-consumption-data-files. Accessed September 18, 2025.

[11] California Energy Commission (CEC).2025. Supply and Demand of Natural Gas in California. Website: https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california. Accessed September 18, 2025.

[12] California Energy Commission (CEC). 2025. Energy Consumption Data Files. Website: https://www.energy.ca.gov/files/energy-consumption-data-files. Accessed September 18, 2025.

[13] California Energy Commission (CEC). 2025. Oil Supply Sources to California Refineries. Website: https://www.energy.ca.gov/data-reports/energy-almanac/californias-petroleum-market/oil-supply-sources-california-refineries. Accessed September 18, 2025.

[14] Ibid.

According to the United States Energy Information Administration (EIA), transportation accounted for nearly 45 percent of California's total energy demand, amounting to approximately 3,035.7 trillion British thermal units (Btu) in 2023, which is the most recent available data.[15] California's transportation sector, including rail and aviation, consumed roughly 555 million barrels of petroleum fuels in 2023.[16] The CEC produces the California Annual Retail Fuel Outlet Report, which is a compilation of gasoline and diesel fuel sales data from across the State. According to the CEC, California's 2017 fuel sales, which is the most recent available data, totaled 11,681 million gallons of gasoline and 1,904 million gallons of diesel.[17]

Alternative Fuels

A variety of alternative fuels are used to reduce petroleum-based fuel demand. The use of these fuels is encouraged through various statewide laws, regulations, and plans, such as the Low Carbon Fuel Standard (LCFS) and Senate Bill (SB) 32. Conventional gasoline and diesel may be replaced under certain conditions and depending on the capability of the vehicle, with transportation fuels including hydrogen, biodiesel, and electricity. Based on the most recent available data, California has a total of approximately 49 public hydrogen refueling stations; however, none are in the City.[18] Currently, a total of approximately 48 public biodiesel refueling stations are in California, with none of them in the City.[19]

Electric Vehicles

Electricity can be used to power electric and plug-in hybrid EVs directly from the power grid. Electricity used to power vehicles is generally provided by the electricity grid and stored in the vehicle's batteries. Fuel cells are being explored to use electricity generated onboard the vehicle to power electric motors. Based on the most recent available data, California has approximately 18,556 EV charging stations, 36 of which are located in the City.[20]

City of Tracy

Petroleum fuels are generally purchased by individual users, such as residents and employees. There are approximately 35 gasoline stations in the City, the closest of which is located approximately 1 mile west of the project site.[21]

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[15] United State Energy Information Administration (EIA). 2023. Table F33: Total Energy Consumption, Price, and Expenditure Estimates, 2023. Website: https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_te.html&sid=US. Accessed September 22, 2025.

[16] United State Energy Information Administration (EIA). 2023. Table F16: Total Petroleum Consumption Estimates, 2023. Website: https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_use_pa.html&sid=US&sid=AL. Accessed September 22, 2025.

[17] California Energy Commission (CEC). California Retail Fuel Outlet Annual Reporting (CEC-A15) Results. Website: https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting. Accessed September 22, 2025.

[18] United State Department of Energy. Alternative Fueling Station Locator. Website: https://afdc.energy.gov/stations#/analyze?country=US&region=US-CA&tab=fuel&fuel=HY&show_map=true. Accessed September 22, 2025.

[19] Ibid.

[20] Ibid.

[21] Google. 2021. Google Maps [Interactive Database]. Website: https://www.google.com/maps/search/tracy+ca+gas+stations/@37.7434779,-121.5006973,13z/data=!3m1!4b1. Accessed September 22, 2025.

The smallest scale at which gasoline and diesel fuel sales information is readily available is the County level. Therefore, fuel sales in San Joaquin County are used herein to also characterize the City's existing gasoline and diesel fuel consumption. According to the CEC, San Joaquin County consumed an estimated 43 million gallons of gasoline in 2024, which is the most recent available data.[22]

3.6.3 - Regulatory Framework

Federal

Until the early 2000s, there were no specific federal laws and regulations for GHG emissions or major planning for climate change adaptation. Since then, federal activity has increased. The following are actions regarding the federal government, GHG emissions, and fuel efficiency that are relevant to this analysis.

GHG Endangerment

Massachusetts v. EPA (Supreme Court Case 05-1120) was argued before the United States Supreme Court on November 29, 2006, which involved a matter wherein the United States Environmental Protection Agency (EPA) sought to regulate four GHGs, including carbon dioxide (CO_2), under Section 202(a)(1) of the Clean Air Act. A decision was made on April 2, 2007, in which the Supreme Court found that GHGs are air pollutants covered by the Clean Air Act. The Court held that the Administrator must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the Clean Air Act. These findings do not impose requirements on industry generally or specific types of entities. However, this was a prerequisite for implementing GHG emissions standards for vehicles, as discussed in the section "Clean Vehicles" below.

On July 29, 2025, the EPA formally proposed rescinding the 2009 Endangerment Finding, a pivotal scientific determination that GHGs from new motor vehicles and engines contribute to air pollution that endangers public health and welfare. This finding has served as the legal statutory basis for regulating GHG emissions under Section 202 of the Clean Air Act. Without it, the EPA would lack authority to set tailpipe CO_2 standards for light-, medium-, and heavy-duty vehicles.[23] As of the date of this writing, a final decision has not yet been made.

Clean Vehicles

Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light-duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the United States. In 2010, the EPA and the National Highway Traffic Safety

[22] California Energy Commission (CEC). A15 Survey Responses – Gasoline Sales (Million Gallons) By Municipality. Website: https://www.energy.ca.gov/media/5869. Accessed September 22, 2025.

[23] United States Environmental Protection Agency (EPA). Proposed Rule: Reconsideration of 2009 Endangerment Finding and Greenhouse Gas Vehicle Standards. Website: https://www.epa.gov/regulations-emissions-vehicles-and-engines/proposed-rule-reconsideration-2009-endangerment-finding. Accessed September 22, 2025.

Administration (NHTSA) jointly finalized Phase 1 of this program, targeting model years 2012–2016. These standards required passenger cars, light-duty trucks, and medium-duty passenger vehicles to meet an average emissions level of 250 grams of CO_2 per mile—equivalent to 35.5 miles per gallon if achieved solely through fuel economy improvements.

In 2012, Phase 2 standards were finalized for model years 2017–2025, further tightening emissions limits to 163 grams of CO_2 per mile by 2025, equivalent to 54.5 miles per gallon (mpg) if achieved through fuel economy alone. These rules continued to apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles. Separately, in 2011, the EPA and United States Department of Transportation (USDOT) issued the first national standards for heavy-duty trucks and buses, effective from model year 2014–2018. These regulations targeted combination tractors, heavy-duty pickups and vans, and vocational vehicles, with reductions in CO_2 emissions and fuel consumption ranging from 10 to 20 percent depending on vehicle type and fuel system.

In March 2024, the EPA finalized Multi-pollutant Emissions Standards for light- and medium-duty vehicles covering model years 2027–2032. These rules aim to reduce climate and air pollutants while lowering fuel and maintenance costs, supporting a transition toward ZEVs. For heavy-duty vehicles, Phase 2 standards remain in effect through 2027, covering semi-trucks, large pickups and vans, buses, and trailers.

However, under the current administration, the EPA has begun reversing the 2024 light-duty vehicle standards.[24]

California

Legislative Actions to Reduce GHGs and Promotes Energy Efficiency

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation, much of which is centered on energy efficiency and clean fuels. Legislation such as Title 24 energy and green building standards and Title 20 appliance efficiency standards were adopted for energy and water conservation but also provide GHG reductions. This section describes the major provisions of the legislation that are relevant to this analysis.

Assembly Bill 1493, Pavley Regulations and Fuel Efficiency Standards

California Assembly Bill (AB) 1493, enacted on July 22, 2002, required the California Air Resources Board (ARB) to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light-duty trucks. The standards were to be phased in during the 2009 through 2016 model years.[25]

The second phase of implementation for the Pavley Bill was incorporated into amendments to the Low Emission Vehicle (LEV) Program referred to as LEV III or the Advanced Clean Cars program. The

[24] United States Environmental Protection Agency. (EPA). 2025. EPA Announces Action to Implement POTUS's Termination of Biden-Harris Electric Vehicle Mandate. March 12. Website: https://www.epa.gov/newsreleases/epa-announces-action-implement-potuss-termination-biden-harris-electric-vehicle. Accessed September 22, 2025.

[25] California Air Resources Board (ARB). 2013. Facts About the Clean Cars Program. Website: http://www.arb.ca.gov/msprog/zevprog/factsheets/advanced_clean_cars_eng.pdf. Accessed September 9, 2025.

Advanced Clean Car program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025.

As of 2025, California has transitioned to the Advanced Clean Cars II (ACC II) regulations, which require automakers to sell increasing percentages of ZEVs starting with model year 2026, culminating in a full transition by 2035. ACC II also updates standards for internal combustion vehicles and works in tandem with other ARB regulations such as the Advanced Clean Trucks rule and the Heavy-duty Low nitrogen oxides (NO_X) Omnibus Regulation. However, in a significant policy reversal, in June 2025, President Trump signed into law congressional resolutions under the Congressional Review Act, invalidating EPA's preemption waivers for ACC II, the Advanced Clean Trucks rule, and the Low NO_X Omnibus Regulation.[26] These waivers were critical to California's authority under the Clean Air Act to set its own vehicle emissions standards. The ARB has strongly opposed the rescissions, and litigation has been filed by California and 10 other states challenging this law, which is pending as of the date of this writing.[27]

In-use Off-road Diesel Vehicles

On July 26, 2007, the ARB adopted a regulation to reduce diesel particulate matter (DPM) and NO_x emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than 5 consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale.

The ARB adopted a new set of amendments in November 2022 aimed at accelerating emissions reductions from off-road diesel fleets used in construction, mining, and industrial operations.[28] These amendments were approved by the Office of Administrative Law in August 2023 and took effect on October 1, 2023, with enforcement beginning January 1, 2024. Key changes include phase-out requirements for Tier 0, Tier 1, and Tier 2 engines, with large fleets prohibited from operating Tier 0 engines starting in 2024 and low-use Tier 0 vehicles required to retire by 2036. Fleets are also restricted from adding Tier 3 engines going forward, ensuring continued turnover toward cleaner technologies. Expanded reporting requirements are now in place, with updated inventory submissions due by January 1, 2025, and annual affirmations required by March 1, 2025, through the ARB's Diesel Off-road Online Reporting System (DOORS).

Air Toxic Control Measures

The ARB has adopted Air Toxic Control Measures (ATCMs) that not only reduce public exposure to toxic air contaminants (TACs) but also improve energy and fuel efficiency across regulated source categories.[29] Many ATCMs require the use of cleaner, more efficient engines, equipment, fuels, or

[26] United States Congress. 2025. H.J.Res.88 – Providing congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to "California State Motor Vehicle and Engine Pollution Control Standards; Advanced Clean Cars II; Waiver of Preemption; Notice of Decision." Website: https://www.congress.gov/bill/119th-congress/house-joint-resolution/88/text?s=1&r=2. Accessed September 9, 2025.

[27] See *State of California et al. v. U.S. et al.*, Case No. 25-cv-04966, U.S. Dist. Court, N.D. (June 12, 2025).

[28] California Air Resources Board (ARB). Overview of Amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation. Website: https://ww2.arb.ca.gov/resources/fact-sheets/overview-amendments-use-road-diesel-fueled-fleets-regulation. Accessed September 9, 2025.

[29] California Air Resources Board (ARB). Airborne Toxic Control Measures. Website: https://ww2.arb.ca.gov/resources/documents/airborne-toxic-control-measures. Accessed December 12, 2025.

operational practices that reduce fuel consumption per unit of activity, thereby lowering both TACs and GHG emissions. Examples include requirements for newer engine standards, limits on idling, improved refrigeration and cargo-handling equipment, and enhanced maintenance and operational practices. By establishing Statewide performance and efficiency standards, the ARB ATCMs drive incremental improvements in energy efficiency over time and ensure that regulated facilities and fleets operate using technologies and practices that minimize emissions while maintaining operational effectiveness.

Assembly Bill 32

The California State legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. GHG emissions, as defined under AB 32, include CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Since AB 32 was enacted, a seventh chemical, nitrogen trifluoride (NF_3), has also been added to the list of GHGs.

The ARB is the State agency charged with monitoring and regulating sources of GHGs. The ARB approved the 1990 GHG emissions level of 427 million metric tons (MMT) of carbon dioxide equivalent (CO_2e) on December 6, 2007.[30] Therefore, to meet the State's target, emissions generated in California in 2020 were required to be equal to or less than 427 MMT CO_2e. Emissions in 2020 in a Business as Usual (BAU) scenario were estimated to be 596 MMT CO_2e, which does not account for reductions from AB 32 regulations.[31] At that rate, a 29 percent reduction was required to achieve the 427 MMT CO_2e 1990 inventory.[32] In October 2010, the ARB prepared an updated 2020 forecast to account for the effects of the 2008 recession and slower forecasted growth. Under the updated forecast, a 21.7 percent reduction from BAU was required to achieve 1990 levels.[33]

Senate Bill 32

The Governor signed SB 32 in September of 2016, giving the ARB statutory responsibility to include the 2030 target previously contained in Executive Order B-30-15 in the 2017 Scoping Plan Update. SB 32 states, "In adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions authorized by this division, the State [air resources] board shall ensure that Statewide greenhouse gas emissions are reduced to at least 40 percent below the Statewide GHG emissions limit no later than December 31, 2030." The 2017 Climate Change Scoping Plan Update addressing the SB 32 targets was adopted on December 14, 2017. The major elements of the framework proposed to achieve the 2030 target are as follows:

1. SB 350
    - Achieve 50 percent Renewables Portfolio Standard by 2030.

[30] California Air Resources Board (ARB). 2007. Staff Report. California 1990 Greenhouse Gas Level and 2020 Emissions Limit. November 16, 2007. Website: www.arb.ca.gov/cc/inventory/pubs/reports/staff_report_1990_level.pdf. Accessed September 9, 2025.

[31] California Air Resources Board (ARB). 2008 (includes edits made in 2009). Climate Change Scoping Plan, a Framework for Change. Website: http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed September 9, 2025.

[32] San Joaquin Valley Air Pollution Control District (Valley Air District). 2009. Final Staff Report, Addressing Greenhouse Gas Emissions Impacts under the California Environmental Quality Act. December. Website: https://www.valleyair.org/Programs/CCAP/12-17-09/1%20CCAP%20-%20FINAL%20CEQA%20GHG%20Staff%20Report%20-%20Dec%2017%202009.pdf. Accessed September 9, 2025.

[33] California Air Resources Board (ARB). 2010. 2020 Greenhouse Gas Emissions Projection and BAU Scenario Emissions Estimate. Website: http://www.arb.ca.gov/cc/inventory/archive/captrade_2010_projection.pdf. Accessed September 9, 2025.

- Doubling of energy efficiency savings by 2030.

2. Low Carbon Fuel Standard
   - Increased stringency (reducing carbon intensity 18 percent by 2030, up from 10 percent in 2020).
3. Mobile Source Strategy (Cleaner Technology and Fuels Scenario)
   - Maintaining existing GHG standards for light- and heavy-duty vehicles.
   - Put 4.2 million ZEVs on the roads.
   - Increase ZEV buses, delivery and other trucks.
4. Sustainable Freight Action Plan
   - Improve freight system efficiency.
   - Maximize use of near-ZEVs and equipment powered by renewable energy.
   - Deploy over 100,000 zero-emission trucks and equipment by 2030.
5. Short-Lived Climate Pollutant Reduction Strategy
   - Reduce emissions of methane and hydrofluorocarbons 40 percent below 2013 levels by 2030.
   - Reduce emissions of black carbon 50 percent below 2013 levels by 2030.
6. SB 375 Sustainable Communities Strategies
   - Increased stringency of 2035 targets.
7. Post-2020 Cap-and-Trade Program
   - Declining capacities, continued linkage with Québec, and linkage to Ontario, Canada.
   - The ARB will look for opportunities to strengthen the program to support more air quality co-benefits, including specific program design elements. In Fall 2016, the ARB staff described potential future amendments including reducing the offset usage limit, redesigning the allocation strategy to reduce free allocation to support increased technology and energy investment at covered entities and reducing allocation if the covered entity increases criteria or toxics emissions over some baseline.
8. 20 percent reduction in GHG emissions from the refinery sector.
9. By 2018, develop Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Senate Bill 375—the Sustainable Communities and Climate Protection Act of 2008

SB 375 was signed into law on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits over 40 percent of the total GHG emissions in California. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

Senate Bill 100—Renewable Electricity Standards

SB 100, signed into law in 2018, establishes California's long-term clean energy goals by requiring that 60 percent of the State's retail electricity be sourced from eligible renewable resources by 2030 and that 100 percent come from zero-carbon sources by 2045. This legislation builds upon earlier Renewable Portfolio Standard (RPS) mandates, including SB 1078 (2002), SB 107 (2006), and SB X1-2 (2011), which progressively increased renewable energy targets. Unlike its predecessors, SB 100 expands the scope beyond traditional renewables to include all zero-carbon electricity sources, such as large hydroelectric power, and sets a statewide policy for carbon-free electricity generation.

Senate Bill 350—Clean Energy and Pollution Reduction Act of 2015

The legislature approved, and the Governor signed, SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the RPS, higher energy efficiency requirements for buildings, initial strategies toward a regional electricity grid, and improved infrastructure for EV charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33 percent to 50 percent by 2030, with interim targets of 40 percent by 2024 and 25 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the CEC, and local publicly owned utilities.
- Reorganize the role of the Independent System Operator (ISO) to develop more regional electricity transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

Executive Orders Related to GHG Emissions

California's executive branch has taken several actions to reduce energy consumption through the use of Executive Orders. While merely directive, meaning they do not constitute enforceable laws and regulations, Executive Orders set the tone for the State and guide the actions of State agencies.

Executive Order N-79-20

On September 23, 2020, Governor Gavin Newsom issued an Executive Order establishing a goal that 100 percent of new passenger cars and trucks sold in California shall be zero-emission by 2035. The Executive Order also sets a goal that, where feasible, all operations include zero-emission medium- and heavy-duty trucks by 2045 and drayage trucks by 2035. Off-road vehicles have a goal to transition to 100 percent ZEVs by 2035, where feasible.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations

California Code of Regulations, Title 20: Division 2, Chapter 4, Article 4, Sections 1601–1608: Appliance Efficiency Regulations regulates the sale of appliances in California. The appliance efficiency regulations include standards for both federally regulated appliances and non-federally regulated appliances. Twenty-three categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the State and those designed and sold exclusively for use in recreational vehicles or other mobile equipment.

Title 24 Energy Efficiency Standards

California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy-efficient technologies and methods. Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2022 Building Energy Efficiency Standards went into effect on January 1, 2023. Buildings whose permit applications are dated on or after January 1, 2020, must comply with the 2022 Standards. The CEC updates the standards every 3 years.

Title 24 California Green Building Standards Code

California Code of Regulations, Title 24, Part 11, is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings. The code is updated on a regular basis, with the most recent update consisting of the 2022 California Green Building Code Standards that became effective January 1, 2023. Local jurisdictions are permitted to adopt more stringent requirements as State law provides methods for local enhancements. The State Building Code provides the minimum standard that buildings need to meet in order to be certified for occupancy, which is generally enforced by the local building official. The 2022 California Green Building Code Standards are also considered some of the most stringent energy efficiency and green building standards in the country.

Below lists the key California Green Building Standards Code (CALGreen) requirements that are relevant to the proposed project:

1. **Site Development (Division 5.1)**
    - **Stormwater Pollution Prevention**: Required for projects disturbing less than 1 acre of land (Section 5.106.1).
    - **Bicycle Parking**: Short-term and long-term bicycle parking must be provided, with exceptions for warehouse-type occupancies (Sections 5.106.4.1.1–5.106.4.1.5).
    - **EV Capable Spaces**: Electrical capacity and conduit must be installed to support future EV charging infrastructure (Section 5.106.5.3).
2. **Energy Efficiency**
    - Must comply with Title 24, Part 6 (Energy Code), which includes lighting controls, heating, ventilation, and air conditioning (HVAC) efficiency, and building envelope standards relevant to warehouse operations.

3. **Water Efficiency (Division 5.3)**
    - **Indoor Water Use**: Fixtures must meet efficiency standards (e.g., low-flow toilets, urinals, faucets).
    - **Outdoor Water Use**: Landscape irrigation systems must include weather- or soil moisture-based controllers.
4. **Material Conservation (Division 5.4)**
    - **Construction Waste Management**: At least 65 percent of nonhazardous construction and demolition waste must be recycled or salvaged (Section 5.408.1).
    - **Volatile Organic Compounds (VOC) Limits**: Adhesives, sealants, paints, coatings, and flooring systems must meet VOC emission limits to reduce indoor air contaminants.
5. **Environmental Quality (Division 5.5)**
    - **Air Quality Measures**: HVAC systems must include MERV 13 filters; duct openings and registers must be sealed during construction.
    - **Moisture Control**: Vapor barriers and drainage systems are required to prevent mold and moisture intrusion.

Regional

San Joaquin Council of Governments Regional Transportation Plan/Sustainable Communities Strategy

The 2022 San Joaquin Council of Governments (SJCOG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted August 25, 2022, is San Joaquin County's long-range transportation and land use plan that integrates environmental, economic, energy, housing, and public health goals. It satisfies requirements under SB 375 by identifying a land use and transportation scenario aimed at reducing GHG emissions through strategies such as promoting compact growth, increasing transportation choices, improving energy efficiency in transportation systems, and supporting transit and active mobility. The RTP/SCS covers a planning horizon out to 2046, collecting projected transportation improvement projects across the region—including highways, local roads, transit, bicycle, and pedestrian facilities—and providing guidance for jurisdictions across the County on aligning land use decisions with State goals. Also included in the Plan are policy tools and investment priorities that will enable the region to progress toward meeting State energy targets.

Local

City of Tracy

City of Tracy General Plan

The City of Tracy General Plan (General Plan) contains several goals, objectives, and policies intended to facilitate the conservation of energy and improve energy efficiency in the City. Listed below are the General Plan goals, objectives, and policies relevant to this analysis.

Goal OSC-5 Efficient use of resources throughout the City of Tracy

Objective OSC-5.1 Promote resource conservation.

Policy P1 The City shall promote development patterns and construction standards that conserve resources through appropriate planning, housing types and design, and energy conservation practices.

Policy P2 The City shall encourage the establishment and maintenance of trees on public and private property to create an urban forest.

Policy P3 The City shall encourage landscaping that is water- and energy-efficient.

Policy P4 The City shall encourage buildings to incorporate energy- and water-efficient technologies.

Objective OSC-5.2 Ensure that development is designed for maximum energy efficiency.

Policy P1 New development projects should be designed for solar access and orientation. Maximum efficiency is gained by siting homes on an east–west axis.

Policy P2 New development projects should include measures to reduce energy consumption through site and building design, material selection and mechanical systems.

Policy P3 Use of on-site alternative energy sources, such as photovoltaic (PV) cells for commercial, residential, and industrial users shall be encouraged.

Policy P4 The City shall encourage businesses to replace diesel vehicles with less polluting alternatives such as compressed natural gas (CNG), bio-based fuels, hybrids and electric cars.

Objective OSC-5.3 Promote sustainability and energy efficiency and conservation through the City's direct actions.

Policy P5 The City shall support public and private efforts to develop and operate alternative systems of wind, solar and other electrical production that take advantage of local renewable resources.

Policy P6 Future development projects shall consider the following design features, during the Specific Plan, PUD, subdivision, and design/development review: solar access and orientation, natural ventilation, energy-efficient landscaping and energy-efficient and conserving building design and technologies.

Policy P10 The City shall support land use patterns that maximize energy efficiency, both by minimizing transportation and by making use of existing capital improvements.

Goal AQ-1 **Improved air quality and reduced greenhouse gas emissions.**

Objective AQ-1.2 Promote development that minimizes air pollutant and greenhouse gas emissions and their impact on sensitive receptors as a result of indirect and stationary sources.

Policy P4 New development projects should incorporate energy-efficient design features for HVAC, lighting systems and insulation that exceed Title 24.

Policy P5 Use of solar water and pool heaters is encouraged.

Policy P6 Installation of solar voltaic panels on new homes and businesses shall be encouraged.

Policy P7 Trees should be planted on the south- and west-facing sides of new buildings or building undergoing substantial renovation in order to reduce energy usage.

City of Tracy Sustainability Action Plan

The City of Tracy Sustainability Action Plan[34] was adopted in 2011 to achieve sustainability in numerous sectors including GHG emissions, energy, transportation, and land use. While the City of Tracy has adopted a Sustainability Action Plan that identifies broad goals and strategies to reduce GHG emissions and promote sustainability, the plan does not meet the criteria for a "qualified" Climate Action Plan under California Environmental Quality Act (CEQA) Guidelines. The Sustainability Action Plan includes specific measures to be implemented that the City estimates will reduce GHG emissions by 378,461 to 482,154 metric tons (MT) of CO_2e. These reductions would come in part from reductions in Vehicle Miles Traveled (VMT) and energy consumption, with the relevant sustainability measures listed below.

Energy

E-4 Energy-Efficient Products and Retrofits

a) Encourage new development to provide exterior electrical outlets so that electric lawnmowers and other landscaping equipment can be sufficiently powered.
b) Encourage the installation of programmable thermostat timers.
c) Encourage the installation of energy-efficient boilers.

Transportation and Land Use

T-3 Support for Bicycling

Promote bicycle usage through the following:

a) Continue to require bicycle parking for nonresidential and multi-family uses.
b) Amend the Zoning Ordinance to require shower facilities and dressing areas for significant new or redevelopment of nonresidential uses.

[34] City of Tracy. 2011. Sustainability Action Plan. Website: https://www.cityoftracy.org/home/showpublisheddocument/2950/637514921184370000. Accessed November 4, 2025.

T-13 Reduce Commute Trips

Support regional efforts to reduce commute trips, including the following:

a) Support San Joaquin Valley Unified Air Pollution Control District requirements that large employers establish employee trip reduction programs such as Rule 9410.

T-14 Parking Cash-Out Programs for Employees

Encourage businesses to offer parking cash-out programs and offer incentives to employees for giving up their employee provided parking space.

T-20 Employment-Generating and High-Density Infill Projects

Promote smart growth in Tracy through the following:

a) Increase the development of employment-generating uses, in particular in West Tracy areas.
b) Develop each phase of new development in Tracy as close to existing development as practical and maximize the density and range of uses for each phase of development in a manner consistent with the applicable General Plan and Zoning designations.

3.6.4 - Impacts and Mitigation Measures

The City, in its discretion as Lead Agency, has elected to utilize Appendix G to the CEQA Guidelines as thresholds of significance for this proposed project. According CEQA Guidelines Appendix G, to determine whether impacts related to energy are significant environmental effects, the following questions are analyzed and evaluated. The proposed project would have a potentially significant impact if it would:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Approach to Analysis

A discussion of the proposed project's energy use is presented below. The proposed project's anticipated energy use was estimated, including natural gas, electricity, and fuel consumption (for vehicles traveling to and from the project), for project construction and operation. Energy calculations are included as part of Appendix B of this Draft Environmental Impact Report (Draft EIR). The evaluation of construction- and operational-related energy impacts are considered in light of factors discussed in Appendix F (Energy Conservation) of the CEQA Guidelines.

Construction

Fuel consumption for on-site construction equipment and off-site construction vehicles are calculated using results and data used in the California Emissions Estimator Model (CalEEMod). Off-road equipment fuel consumption is based on the mix of construction equipment, number of pieces of equipment, duration of use, operating load factor, fuel type, and fuel consumption factors for the equipment. Fuel consumption for worker, vendor, and haul construction vehicles are also calculated based on CalEEMod inputs. The fuel consumption rates (miles per gallons) were obtained using the ARB EMFAC2021 web tool.[35] The rates were based on the County-specific inventory for the initial construction year and calculated for the vehicle categories for each vehicle type in CalEEMod. For workers, the assumed fleet is based on field observations and is 25 percent light-duty auto (LDA), 50 percent light-duty truck type 1 (LDT1), and 25 percent light-duty truck type 2 (LDT2). Haul trucks were assumed to be 100 percent diesel heavy heavy-duty truck (HHDT). Vendor trucks during building construction were assumed to be entirely diesel-fueled and 50 percent medium heavy-duty truck (MHDT) and HHDT, while asphalt vendor trucks were assumed to all be diesel-fueled HHDT.

Operation

Mobile Sources

Fuel consumption factors for operational mobile sources were calculated based on the VMT and operational fleet for each land use modeled in CalEEMod. The Emission Factors mobile source emissions model (EMFAC) web tool was used to develop fuel consumption rates corresponding to the County fleet for the operational year modeled in CalEEMod. These up-to-date inventories include electric and conventional vehicle inventory data as well as compressed natural gas (CNG) bus and truck data. Electric usage was characterized as kilowatt-hour per vehicle mile (kWh/vehicle mile) and fossil fuel usage by mpg. CNG usage is reported in equivalent gallons.

Building Energy

Natural gas and electricity estimates are based on CalEEMod energy calculations and include Title 24 and Non-Title 24 energy based on size, land use, and electricity demand forecast zone climate zone. CalEEMod energy calculations are based on 2019 Title 24, providing somewhat conservative estimates of building energy use.[36]

For this proposed project, which is all electric, natural gas usage was zeroed out in CalEEMod. Electrifying the proposed development substitutes natural gas end uses for electric end uses. Thus, it is expected that user's building would electrify the most common natural gas end uses, such as space heating, water heating, and range (i.e., cooktop plus oven). Additional natural gas end uses include dryer, auxiliary heat, solar water heater with natural gas backup, and other miscellaneous uses. These increased electricity demands are revised following calculational methods outlined in the California Air Pollution Control Officers Association (CAPCOA) Handbook –Measure E-15 (Require All Electric Development). The detailed energy calculation sheets are included as Appendix B.[37]

[35] California Air Resources Board (ARB). 2021. EMFAC Web Tool. Website: https://arb.ca.gov/emfac/emissions-inventory.
[36] California Air Pollution Control Officers Association (CAPCOA). 2022. California Emissions Estimator Model User Guide Version 2022.1.
[37] California Air Pollution Control Officers Association (CAPCOA). 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity.

Stationary Source

This analysis assumes eight emergency diesel generators would be installed provide backup power for electrical fire pumps. Pursuant to San Joaquin Valley Air Pollution Control District (Valley Air District) Rule 4702, these units are limited to 100 hours of operation per year for maintenance and reliability testing. A complete test cycle requires 2 hours, so each generator was modeled for 2 hours per day; up to 100 hours per year. Emergency operational hours (which would occur only during a power outage) are not included as reasonably foreseeable as the proposed project site is in an area with reliable power; and not in an area where Public Safety Power Shutoff (PSPS) have historically occurred.[38] Fuel consumption is calculated based on the number of pieces of equipment, duration of use, operating load factor, fuel type, and fuel consumption factors.

Impact Evaluation

Energy Use

Impact ENER-1:	**The proposed project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.**

For purposes of this analysis, the following Best Management Practices (BMPs) (to be incorporated as enforceable[39] project design features) that are relevant to energy consumption and conservation are considered. The full list of BMPs is provided Chapter 2, Project Description, Table 2-3.

BMP No. 1: Time Limitation for Off-road Diesel-powered Equipment During Construction. Each piece of off-road diesel-powered equipment used during project construction shall be prohibited from being in the "on" position for more than 10 hours per day.
BMP No. 3: Through the use of construction worker training and/or signage, applicant(s) shall limit heavy-duty construction equipment idling to no more than 2 minutes, and in no instance shall such idling exceed 5 minutes, and shall maintain vehicle speeds on unpaved roads to < 15 mph.
BMP No. 4: Electric hookups shall be provided to reduce the need for diesel generators for electric construction equipment and, should diesel generators be needed, all such diesel generators shall be equipped with emission control technology verified by the United States Environmental Protection Agency (EPA) and/or California Air Resources Board (ARB) to reduce particulate matter (PM) emissions by a minimum of 85 percent (also known as the ARB's Level 3 Verified Diesel Emission Control Strategy [VDECS]).
BMP No. 5: All construction diesel hauling trucks shall be model year 2010 or later.
BMP No. 7: Vehicle Queueing Reduction. The design of the Private Drive, which runs north–south through the center of the project site, will assist in reducing queueing on Grant Line Road.

[38] PSE Healthy Energy. California Public Safety Power Shutoff Interactive Map. Website: https://www.psehealthyenergy.org/work/california-public-safety-power-shutoff-interactive-map/?gad_source=1&gad_campaignid=21999448502&gbraid=0AAAADrMUuJjcG7cUrya7WxO0_RP3JDxb&gclid=Cj0KCQiAuvTJBhCwARIsAL6DemjYQCEoouq1AKVbjjBT78u9Dfr10ydc8O2NduFXkf1FwqeEviklXqUaAqjFEALw_wcB. Accessed December 12, 2025.

[39] The proposed project would be required to implement all BMPs via enforceable conditions of approval and/or other appropriate legal mechanism(s) as determined by the City.

BMP No. 10: A substantial amount of the proposed plant material for new facilities shall be native and drought-tolerant and therefore will use less water than other common species. Site perimeter and parking lot landscaping shall provide vegetated buffers that will include trees, tree canopies, and other vegetation.

BMP No. 11: Irrigation systems for new facilities shall include the use of deep root watering bubblers for parking lot trees to minimize water usage and ensure that water goes directly to the intended planting areas.

BMP No. 14: Vehicle Charging. Provide electrical vehicle charging stations per applicable provisions of Title 24 of the Building Code.

BMP No. 18: **Renewable Energy**: Project operations shall consider opportunities to utilize renewable energy, which may include solar power, power from Ava Energy (Ava), and/or a combination thereof, as follows. (1) Building roofs shall be constructed to be able to support solar panels; however, the scope and extent to which installation and utilization of solar panels occurs for the subject individual development proposal shall be at the discretion of the relevant owner(s) in collaboration with the tenant(s). (2) At a minimum, owner(s) shall provide solar and battery storage to offset consumption from the conditioned office space areas of each individual building using the CBECC T24 compliant energy model. (3) The relevant owner shall also consider opportunities to purchase power from Ava to serve as the primary source (rather than Pacific Gas and Electric Company [PG&E] as the primary source) for the subject individual development proposal and shall purchase power from Ava under the following circumstances:

- If Ava has the confirmed capacity to serve all of the power needs of the subject individual development proposal with 100 percent clean energy from their program at a commercially reasonable rate, the relevant owner and/or tenant shall purchase from Ava sufficient capacity to serve the subject individual development proposal, minus the amount of any renewable energy that would be provided via solar power to the extent pursued.
- If Ava has the confirmed capacity to serve some but not all of the power needs of the subject individual development proposal with 100 percent clean energy from their program at a commercially reasonable rate, the relevant owner and/or tenant shall purchase from Ava the amount of confirmed capacity to partially serve the subject individual development proposal, minus the amount of any renewable energy that would be provided via solar power to the extent pursued.
- If Ava does not have the confirmed capacity to serve any of the power needs of the subject individual development proposal from their program, the relevant owner and/or tenant shall purchase power from PG&E, minus the amount of any renewable energy that would be provided via solar power to the extent pursued.

BMP No. 19: All building roofs shall have a minimum Solar Reflectance Index of .80, lessening heat gain. Reflective cool roof materials are used to lower heat absorption, subsequently lowering energy requirements during the hot summer months. Roof material shall meet the applicable requirements for EPA's Energy Star energy efficiency program, and building management systems shall monitor performance and energy usage of heating, ventilation, and air conditioning (HVAC) systems.

BMP No. 20: HVAC comfort systems shall be controlled by a computerized building management system to maximize efficiency. HVAC units shall be high efficiency units.

BMP No. 21: Mechanical systems are site specifically commissioned and designed and field tested to ensure that the HVAC systems are performing to high efficiency standards. HVAC systems shall be all electric and will use High Efficiency Particulate Air (HEPA) filters.

BMP No. 22: Future HHDT Charging: To facilitate the installation of future electric charging stations for HHDTs, the plans shall identify an area for future HHDT charging stations and the relevant developer shall install conduit from the power source to the identified area.

BMP No. 25: Overall, at full buildout, the project site's building energy efficiency shall exceed Title 24 Building Envelope Energy Efficiency Standards by at least 1 percent.
BMP No. 26: All appliances to be installed shall meet or exceed Title 24 requirements.*
BMP No. 32: Anti-idling signs: Anti-idling signs indicating a 3-minute diesel truck engine idling restriction shall be posted at the project facilities along entrances to the project site and in the dock areas.
BMP No. 33: All exclusively on-site vehicles (i.e., forklifts, yard goats, pallet jacks, etc.) shall be electric or zero-emission vehicles.
BMP No. 34: Bicycle parking shall be provided, pursuant to applicable provisions in the City of Tracy Municipal Code.
BMP No. 35: On-site employee food options: During project operations, each building manager shall use diligent and good faith efforts to encourage at least two food truck vendors to serve project employees by inviting available vendors on-site on a regular basis.
BMP No. 36: Building organic waste (i.e., green waste, wood waste, food waste and fibers such as paper and cardboard) shall be recycled to the maximum extent feasible and in full compliance with Senate Bill 1383.
BMP No. 37: Transit/ride sharing information for construction employees: Each applicant, in connection with the construction of the relevant specific individual development proposal, shall provide information on available transit and ride sharing programs and services to construction employees.
BMP No. 39: SmartWay Program: Owners, operators or tenants, as applicable, shall enroll and participate in the SmartWay program for eligible businesses, which is a voluntary public-private program developed by the EPA that provides a system for tracking, documenting and sharing information about fuel use and freight emissions across supply chains and helps companies identify and select more efficient carriers, transportation modes, and equipment; this requirement shall apply to vehicles owned and controlled by the Project owners, operators or tenants, as applicable.
BMP No. 41: LEED® standard: Buildings shall achieve LEED® Certification and meet the applicable provisions of the California Green Building Standards Code (CALGreen).
Notes: * For purposes of a conservative analysis, this Draft EIR assumes that the proposed project would meet (not exceed) applicable Title 24 requirements.

Construction

As discussed below, the construction phase of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy.

Based on the anticipated schedule from Chapter 2, Project Description, Section 2.4.6, Construction and Phasing, it was assumed the construction would occur over a period of a total of approximately 36 months in two separate construction phases separated by a year. Specifically, it was assumed that the development of the Dermody Property (Phase 1) would occur from April 2026 through March 2027 and the development of the Suvik Property (Phase 2) would occur from April 2028 through March 2029. It is noted that, for purposes of a conservative analysis (i.e., analysis that likely yields

higher emissions than those that would occur during actual project construction), this EIR considers, where appropriate, a concurrent construction scenario in which both the Dermody and Suvik Properties would be developed simultaneously. However, for purposes of this energy assessment, even in a scenario where both phases overlap, the impacts related to energy consumption would not be materially different from the phased construction. That is because concurrent construction would not result in an increased use of fuel and electricity beyond that needed for a phased construction. Also, it is important to note that if the construction schedule were to move to later years, construction energy demand would likely decrease because of improvements in technology and more stringent regulatory requirements as older, less efficient equipment is replaced by newer and cleaner equipment. Project construction would require energy for the manufacture and transportation of building materials, preparation of the project site (e.g., demolition, site clearing, and grading), and the actual construction of the buildings and other site improvements. Petroleum-based fuels such as diesel fuel and gasoline would be the primary sources of energy for these tasks.

The types of on-site equipment used during construction of the proposed project would include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, frontend loaders, forklifts, generators, concrete pumps and cranes. Construction equipment is estimated to consume a total of approximately 529,861 gallons of diesel fuel over the entire construction duration (Appendix B).

Fuel use associated with construction vehicle trips generated by the proposed project was also estimated; trips include construction worker trips, haul truck trips for material transport, and vendor trips for construction material deliveries. Fuel use from these vehicles traveling to/from the project site was based on reasonable assumptions associated with (1) the projected number of trips the proposed project would generate during construction, (2) average trip distances by trip type, and (3) fuel efficiencies estimated in the ARB EMFAC. The specific parameters used to estimate fuel usage are included in Appendix B. In total, the proposed project is estimated to generate approximately 4,267 daily vehicle trips, which would utilize combined approximately 141,214 gallons of gasoline and diesel for vehicle travel during construction.

The proposed project would comply with all applicable State laws and regulations that limit idling from both on-road and off-road diesel-powered equipment. For example, the project would be subject to the ARB's Air Toxic Control Measure for Diesel-Fueled Commercial Motor Vehicles (Title 13, California Code of Regulations [CCR] § 2485), which is designed to reduce exposure to toxic air contaminants by restricting heavy-duty diesel truck idling. The project would also comply with ARB's In-use Off-road Diesel-Fueled Fleets Regulation, which limits equipment idling to no more than 5 consecutive minutes.

In addition to meeting these regulatory requirements, the proposed project would implement BMPs that go beyond State regulations to further minimize energy use and emissions during construction. These BMPs include posting signage at facility entrances and dock areas to enforce a more stringent 3-minute diesel truck idling limit (BMP No. 32); training construction workers and/or providing signage to restrict heavy-duty equipment idling to no more than 2 minutes and never exceeding 5 minutes (BMP No. 3); and imposing time limitations on off-road diesel-powered equipment, including prohibiting any piece of equipment from remaining in the "on" position for more than 10 hours per day (BMP No. 1).

Additionally, as a practical matter, it is reasonable to assume that the overall construction schedule and process would be designed to be as efficient as feasible in order to avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to the significant added expense associated with renting the equipment, maintaining it, and fueling it. For the foregoing reasons, the construction phase of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy. Construction-related energy impacts would be less than significant.

Operation

As discussed below, the operation phase of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy. The proposed project would consume energy as part of building operations and transportation activities. Project energy consumption is summarized in Table 3.6-1.

Table 3.6-1: Estimated Annual Project Energy Consumption

Energy Consumption Activity	Annual Consumption (approximate)
Electricity Consumption (warehouse)	29,782,342 kWh/year
Electricity Consumption (office)	2,108,535 kWh/year (minimum amount of electricity to be generated by on-site solar [BMP No. 18])
Diesel Consumption (emergency diesel generators)[1]	10,643 gallons/year
Passenger Vehicle Fuel Consumption	515,309 gallons of gasoline, 2,145 gallons of diesel, 6,495 gallons compressed natural gas, and 315,724 kWh of electricity
Medium Heavy-Duty Truck Fuel Consumption	329,744 gallons of diesel
Heavy Heavy-Duty Truck Fuel Consumption	2,946,856 gallons of diesel

Notes:
kBTU = kilo-British Thermal Unit
kWh = kilowatt-hour
VMT = Vehicle Miles Traveled
Operational Fuel Consumption based on EMFAC2021 Emissions Inventory, Vehicle Classification (Fleet Mix) EMFAC2021 Categories. The calculations are for the year 2028, the earliest year the proposed project is expected to be fully built and operational under the concurrent construction scenario, and for San Joaquin County, where the project site is located (Appendix B).

[1] These diesel emergency generator units are allowed 100 hours per year operation for maintenance and reliability testing per San Joaquin Valley Air Pollution Control District (Valley Air District) Rule 4702 and permit conditions for emergency standby engines.

The proposed project's buildings would be designed and constructed in accordance with the City's then-latest adopted energy efficiency standards, which are based on the State's Title 24 Energy Efficiency Standards for Nonresidential Buildings and Green Building Code Standards. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., HVAC and water heating systems), and indoor and outdoor lighting and are widely

regarded as the some of the most advanced and stringent building energy efficiency standards in the country. The proposed project would also be required to demonstrate consistency with Title 20 Appliance Efficiency Regulations by using appliances which meet certain appliance efficiency regulations. Implementation of these standards would demonstrate consistency with State regulations that enforce provisions to reduce energy consumption such as SB 32, SB 100, and SB 350 in addition to local policies incorporated under City General Goals OSC-5 and AQ-1.2 and City Sustainability Action Plan (SAP) Measure E-4. Compliance with statewide and local policies would reduce energy consumption under the broader regulatory framework requiring consistency with Title 24 and Title 20 standards. For example, as specified in Chapter 5, Part 11 of the Title 24 standards, the proposed project would be required to incorporate electrical conduit to facilitate future installation of EV charging infrastructure for HHDTs (BMP No. 22), which would complement the installation of electric vehicle charging stations planned for under the proposed project (BMP No. 14). In addition, as specified in Subchapter 5, Part 6 of the Title 24 standards, the proposed project would be required to comply with solar photovoltaic (PV) system requirements for all newly constructed nonresidential buildings (BMP No. 18). In general, as part of the proposed BMPs, building energy efficiency would exceed Title 24 Building Envelope Energy Efficiency Standards by at least 1 percent (BMP No. 25). As such, the design of the proposed project would facilitate the future commitment to renewable energy resources consistent with the objectives of SB 100. In addition, the project BMPs would require the proposed project to consider opportunities to utilize solar power, either directly or in combination with 100 percent clean energy purchased through Ava (BMP No. 18), use high efficiency electric HVAC units (BMP No. 20), and install appliances that meet or exceed Title 24 requirements (BMP No. 26). Additionally, the proposed project would achieve LEED® Certification and meet the applicable provisions of the California Green Building Standards Code (BMP No. 41). Therefore, building energy consumption would not be considered wasteful, inefficient, or unnecessary.

In addition, the proposed project would implement BMPs that provide ride sharing information, install bicycle parking (BMP No. 34), and encourage at least two food truck vendors to serve project employees by inviting available vendors on-site on a regular basis (BMP No. 35). These measures would help to reduce VMT from single-occupancy vehicles. Regional access to the project site is provided via I-205, which borders the project site. Moreover, as discussed in Section 3.14, Transportation, the proposed project would be required to implement various Transportation Demand Management (TDM) strategies per MM TRANS-1(a) that would contribute to fuel savings through incentives for project staff to utilize non-motorized transportation modes. Thus, transportation fuel consumption would not be wasteful, inefficient, or unnecessary. Impacts would be less than significant and no mitigation is necessary.

Level of Significance

Less than significant impact.

Energy Efficiency and Renewable Energy Standards Consistency

Impact ENER-2: The proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

The proposed project would be required to comply with existing State and local regulations, including measures in Title 24 of the California Code of Regulations, the SJCOG RTP/SCS, the City's SAP, and the City's General Plan. Further, the proposed project should not obstruct or conflict with the goals or policies established by these regulations and plans.

The buildings would be designed in accordance with all applicable laws and regulations, including the applicable provisions of Title 24 of the California Code of Regulations. Specifically, as stated in the project BMPs, the proposed project would meet and exceed by at least 1 percent the requirements of the Energy Efficiency Standards for Nonresidential Buildings (pursuant to SB 350) and the mandatory measures outlined in the applicable CALGreen codes. This commitment ensures enhanced building performance, reduced energy consumption, and alignment with statewide sustainability goals. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., HVAC and water heating systems), and indoor and outdoor lighting. The incorporation of the Title 24 standards into the design of the proposed project would ensure that the proposed project would not result in the use of energy in a wasteful manner. Additionally, in accordance with BMP No. 18, the proposed project would provide solar and battery storage to offset consumption from the conditioned office space areas of each individual building and would purchase power from Ava Energy if Ava has the confirmed capacity to serve all of the power needs (BMP No. 18). Even if the proposed project does not purchase energy from Ava, PG&E (like all electricity providers) would be required to comply with SB 350 and SB 100 requirements to procure electricity from increasingly renewable or carbon-free sources, culminating in 100 percent clean electricity by 2045. Furthermore, BMP No. 33 requires all exclusively on-site vehicles (i.e., forklifts, yard goats, pallet jacks, etc.) to be electric or ZEVs.

The SJCOG RTP/SCS, City's General Plan and City's SAP contain goals, objectives, and policies related to energy conservation that are relevant to this analysis as listed in Section 3.6.3 above. For instance, the SJCOG RTP/SCS aims to increase transportation choices and support activity mobility. As discussed within Table 3.8-5: Project's Consistency with SJCOG's 2022 RTP/SCS under Section 3.8, Greenhouse Gas Emissions, the proposed project would be consistent with all applicable RTP/SCS policies, including those for energy-efficient design (Policy 1). As previously mentioned, the proposed project would conform with this policy by meeting Title 24 standards through various measures, including by requiring the use of appliances which shall meet or exceed Title 24 requirements (BMP No. 26); by exceeding Title 24 Building Envelope Energy Efficiency Standards by 1 percent (BMP No. 25); and by providing EV charging station infrastructure to facilitate future truck electrification (BMP No. 22). The proposed project would also provide all EV charging stations required under Title 24 requirements (BMP No. 14), which would be done in accordance with CALGreen requirements. Additionally, the proposed project would incorporate energy-efficient design during project operations by requiring the use of all electric or ZEVs for all on-site equipment (BP No. 33). Therefore, the proposed project would be consistent with all applicable goals, objectives, and policies of the SJCOG RTP/SCS related to energy efficiency.

General Plan

As demonstrated in Table 3.6-2, below, the proposed project would be consistent with relevant General Plan policies related to renewable energy or energy efficiency.

Table 3.6-2: Project Consistency with City General Plan

Objectives/Policies	Category/Description	Consistency Analysis
Open Space and Conservation Element (OSC-5.1)		
Policy P1	Restricts the installation of wood-burning devices in new development.	**Consistent.** The proposed project would not include any hearths (woodstove and fireplaces) as mandated by this rule.
Policy P2	The City shall encourage the establishment and maintenance of trees on public and private property to create an urban forest.	**Consistent.** The proposed project would plant trees as part of on-site landscaping consistent with the requirements of Municipal Code Chapter 10.08, Article 26, except where modified by the Northeast Industrial (NEI) Specific Plan.
Policy P3	The City shall encourage landscaping that is water- and energy-efficient.	**Consistent.** The proposed project would incorporate irrigation systems designed with deep root watering bubblers designed to minimize water usage (BMP No. 11).
Policy P4	The City shall encourage buildings to incorporate energy- and water-efficient technologies.	**Consistent**. The proposed project would incorporate water-efficient irrigation systems (BMP No. 11) and appliances which would meet or exceed Title 24 energy efficiency requirements (BMP No. 26).
Open Space and Conservation Element (OSC-5.2)		
Policy P1	New development projects should be designed for solar access and orientation. Maximum efficiency is gained by siting homes on an east–west axis.	**Consistent.** The proposed project would provide solar ready roofs (BMP No. 18) designed and sited to maximize efficiency as mandated by this policy.
Policy P2	New development projects should include measures to reduce energy consumption through site and building design, material selection and mechanical systems.	**Consistent.** The proposed project would incorporate roof material that would meet applicable requirements for EPA's Energy Star energy efficiency program (BMP No. 18) and incorporate high efficiency HVAC units (BMP No. 21). The proposed project would result in building energy efficiency which would exceed Title 24 Building Envelope Energy Efficiency Standards by at least 1 percent (BMP No. 25)
Policy P3	Use of on-site alternative energy sources, such as photovoltaic (PV) cells for	**Consistent.** The proposed project would provide solar and battery storage to offset consumption from the conditioned

Objectives/Policies	Category/Description	Consistency Analysis
	commercial, residential, and industrial users shall be encouraged.	office space areas of each individual building. The proposed project would deploy renewable energy through solar power powered by Ava by considering opportunities to transition to Ava as the primary source for electricity (BMP No. 18).
Policy P4	The City shall encourage businesses to replace diesel vehicles with less polluting alternatives such as compressed natural gas (CNG), bio-based fuels, hybrids and electric cars.	**Consistent.** The proposed project would require the use of all electric or zero-emission equipment for all exclusively on-site vehicles (BMP No. 33). The proposed project would support the future use of all electric trucks through the installation of electric conduits for future charging stations (BMP No. 22).
Open Space and Conservation Element (OSC-5.3)		
Policy P5	The City shall support public and private efforts to develop and operate alternative systems of wind, solar and other electrical production that take advantage of local renewable resources.	**Consistent.** The proposed project would provide solar and battery storage to offset consumption from the conditioned office space areas of each individual building. The proposed project would deploy renewable energy through solar power powered by Ava by considering opportunities to transition to Ava as the primary source for electricity (BMP No. 18).
Policy P6	Future development projects shall consider the following design features, during the Specific Plan, PUD, subdivision, and design/development review: solar access and orientation, natural ventilation, energy-efficient landscaping and energy-efficient and conserving building design and technologies.	**Consistent.** The proposed project would use native and drought-tolerant species for landscaping in accordance with Municipal Code Chapter 10.08, Article 26 and the NEI Specific Plan. The proposed project would install a solar ready roof (BMP No. 18) which would be designed and sited to maximize efficiency as mandated by City policy. The proposed project would incorporate energy efficiency design features, including high efficiency HVAC systems (BMP No. 21) and roof material that would meet applicable requirements for EPA's Energy Star energy efficiency program (BMP No. 18). As a result, the proposed project would exceed Title 24 Building Envelope Energy Efficiency Standards by at least 1 percent (BMP No. 25). Additionally, the proposed project would require the use of appliances which meet or exceed Title 24 requirements (BMP No. 26).

Objectives/Policies	Category/Description	Consistency Analysis
Policy P10	The City shall support land use patterns that maximize energy efficiency, both by minimizing transportation and by making use of existing capital improvements.	**Consistent.** The proposed project would result in infill development consistent with the industrial uses envisioned under the NEI Specific Plan, making use of existing capital improvements that would allow for more efficient goods movement.
Air Quality Element (AQ-1.2)		
Policy P4	New development projects should incorporate energy-efficient design features for HVAC, lighting systems and insulation that exceed Title 24.	**Consistent.** The proposed project would install a high efficiency HVAC systems (BMP No. 21) and would building management systems shall monitor performance and energy usage of heating, ventilation, and air conditioning (HVAC) systems (BMP No. 19). The project's building energy efficiency would exceed Title 24 Building Envelope Energy Efficiency Standards by at least 1 percent (BMP No. 25). Additionally, the proposed project would require the use of appliances, including those for lighting, which would meet or exceed Title 24 requirements (BMP No. 26).
Policy P6	Installation of solar voltaic panels on new homes and businesses shall be encouraged.	**Consistent.** The proposed project would provide solar and battery storage to offset consumption from the conditioned office space areas of each individual building. The proposed project would deploy renewable energy through solar power powered by Ava by considering opportunities to transition to Ava as the primary source for electricity (BMP No. 18).
Policy P7	Trees should be planted on the south- and west-facing sides of new buildings or building undergoing substantial renovation in order to reduce energy usage.	**Consistent.** As shown in Exhibit 2-11 Dermody Property – Preliminary Landscape Plan, the proposed project would prioritize the planting of trees on the south and west-facing sides of the proposed buildings.

Sustainable Action Plan

The City's SAP provides the City with strategies for maximizing energy efficiency in order to meet public health, environmental, and economic goals stipulated in the City's General Plan.[40]

[40] City of Tracy. 2011. Sustainability Action Plan (SAP). Website: https://www.cityoftracy.org/home/showpublisheddocument/2950/637514921184370000. Accessed December 11, 2025.

Sustainability targets developed by the City for GHG emissions include a 15 percent reduction in per capita emissions from the 2006 baseline of 11.6 MT CO_2e. To meet these targets, the SAP requires the implementation of various measures, including those that would maximize energy efficiency in relation to building design and water usage.

For example, the proposed project would demonstrate consistency with SAP measures related to energy, including E-1 (Green Building Ordinance) through the use of reflective roofing materials, with a solar reflective index of 0.80, exceeding the 29 (i.e., 0.29) threshold required by the SAP (BMP No. 19); the use of all electric sources for all exclusive on-site equipment (BMP No. 33); and generate on-site solar energy and consider purchasing additional renewable energy from Ava (BMP No. 18). The proposed project would be consistent with E-2 (Energy Efficiency in Site Planning and Design) by requiring that all appliances used by the proposed project would meet or exceed Title 24 energy efficiency requirements (BMP No. 26) and by developing a building envelope upon full buildout would exceed Title 24 energy efficiency requirements (BMP No. 25). Furthermore, the proposed project would be consistent with E-4 (Energy-Efficient Products and Retrofits) through the use of roof material which meet Energy Star standards (BMP No. 19) and E-6 (Financing for Energy Efficiency and Renewable Energy Projects) through the use of solar ready roofs, solar and battery energy storage, and further coordination with Ava (BMP No. 18).

Additionally, the proposed project would reduce energy use through consistency with SAP measures related to water conservation, specifically W-1 (Potable Water Conservation through Development Standards, Public Education, and Municipal Waste water Reuse) through the use of native and drought-tolerant landscaping.

Compliance with applicable Title 24 standards and implementation of the project BMPs would ensure that the proposed project would not conflict with any of the SJCOG RTP/SCS, or Tracy General Plan and SAP energy conservation goals, measures, or policies related to the proposed project's building envelope, mechanical systems, and indoor and outdoor lighting.

As such, the proposed project would not conflict with or obstruct the applicable State plans and policies for renewable energy and energy efficiency. Impacts would be less than significant and no mitigation is necessary.

Level of Significance

Less than significant impact.

3.6.5 - Cumulative Impacts

The geographic scope of the cumulative energy analysis is the portion of Ava and PG&E's service areas that covers incorporated and unincorporated San Joaquin County. The geographic scope is appropriate because Ava and PG&E are the primary energy providers in the region and their service areas define the infrastructure and energy distribution systems that would be affected by the proposed project. Limiting the analysis to their service areas ensures relevance to the actual energy systems impacted. Moreover, cumulative energy impacts are best assessed within the same jurisdictional and operational context. By using the utility service areas within the County, the analysis captures other existing and

foreseeable projects that share energy infrastructure and demand patterns. Cumulative projects considered as part of this cumulative analysis include those identified in Table 3-1 in Chapter 3, Environmental Impact Analysis, and other past, present,[41] and reasonably foreseeable future projects within the Ava and PG&E service areas that covers the incorporated and unincorporated areas of San Joaquin County.

Electricity and Natural Gas

During operation, cumulative projects would be required to comply with the comprehensive regulatory framework as detailed in the Regulatory Setting, including, without limitation, applicable provisions of Title 24 Building Energy Efficiency Standards and CALGreen and policies listed in the City's Sustainable Action Plan and General Plan. Specifically, the buildings and other improvements that would be constructed as part of the various cumulative projects would be required to be designed in accordance with Title 24, California's Energy Efficiency Standards for Residential and Nonresidential Buildings, as applicable. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., HVAC and water heating systems), and indoor and outdoor lighting. Future cumulative development would also be required to meet even more stringent energy efficiency requirements through local and statewide policy, such as Title 24, Part 6, which would require, for example, that newly constructed residential homes include on-site photovoltaic solar systems, with some exceptions, as well as the incorporation of electrical conduit to facilitate future installation of EV charging infrastructure. Furthermore, PG&E, which supplies electricity to the project site and vicinity, would be required by SB 100 to incrementally increase the proportion of renewable electricity generation supplying its in-state retail sales until it reaches 100 percent carbon-free electricity generation by 2045.

Electricity would also be consumed during construction of the cumulative projects from the use of construction trailers and any electrically driven equipment, vehicles, or tools. Electricity consumed during construction of the cumulative projects would also be subject to the renewable electricity generation requirements established by SB 100, as PG&E would be the anticipated electricity supplier for the cumulative project areas. The incorporation of these regulations into the design of the cumulative projects would ensure that they would not result in the inefficient, unnecessary, or wasteful consumption of electricity or natural gas, and thus they would have a less than significant cumulative impact.

Similarly, the proposed project's energy use would be limited to that which is necessary for the construction and operation of the proposed project. As discussed above, the proposed project would be required to comply with applicable statewide and local laws, regulations, policies, and standards pertaining to energy efficiency and can reasonably be assumed to pursue greater energy efficiencies to the extent commercially practicable in its operation in the interest of reducing operating costs. Moreover, the proposed project's incorporation of numerous BMPs would further enhance energy efficiency in a number of ways. As such, the proposed project's incremental contribution to the

[41] To the extent past and/or present developments are considered part of the baseline, then these are not also treated as cumulative projects for purposes of evaluating cumulative impacts.

already less than significant cumulative impact would not be cumulatively considerable with respect to energy consumption in the form of electricity and natural gas.

Fuel

Cumulative projects would be required to comply with the comprehensive regulatory framework described in detail in the Regulatory Setting, above, including, without limitation, California Code of Regulations Title 13, Sections 2449(d)(2) and 2485, that limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. Further, cumulative projects would be required to adhere to the policies and measures listed in the City's Sustainable Action Plan and General Plan. Compliance with these laws and regulations by the cumulative projects would ensure that they would not result in the inefficient, unnecessary, or wasteful consumption of fuel and the cumulative impact would be less than significant.

As discussed in more detail above, the proposed project would consume vehicle fuel during both construction and operation. The proposed project would consume fuels in an amount necessary to construct and operate the proposed project and would not consume excessive amounts of fuel beyond what is necessary in the interest of avoiding unnecessary construction or operation costs. The proposed project would also be subject to all applicable laws and regulations with respect to fuel efficiency and would be required to implement all relevant BMPs. Therefore, the proposed project's incremental contribution to the already less than significant cumulative impact would not be cumulatively considerable with respect to the wasteful or inefficient use of energy.

Level of Cumulative Significance

Less than significant impact.

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3.7 - Geology and Soils

3.7.1 - Introduction

This section describes the existing geology and soils setting and the potential effects from implementation of the Tracy Northeast Business Park Project (proposed project). The descriptions and analysis in this section are based, in part, on information provided in the Geotechnical Engineering Report prepared by Terracon Consultants, Inc. (Appendix F), a Geotechnical Engineering Report prepared by RGI, dated June 24, 2025 (Appendix F), the City of Tracy 2035 General Plan (General Plan), the City of Tracy 2035 General Plan Environmental Impact Report (General Plan EIR), and the Northeast Industrial (NEI) Specific Plan. No comments were received during the Notice of Preparation (NOP) comment period related to Geology and Soils.

3.7.2 - Environmental Setting

Geologic Setting

San Joaquin County

San Joaquin County (County) lies within the geologic region of California referred to as the Great Valley geomorphic province. The Great Valley geomorphic province is characterized by a long alluvial plain that extends approximately 400 miles through Central California. The Great Valley can be further divided into the northern Sacramento Valley and the southern San Joaquin Valley. The valleys were created as a result of the uplift of the two mountain ranges that flank them, the Coast Ranges to the west and the Sierra Nevada mountain range to the east.[1]

City of Tracy

The City of Tracy (City) is located on the western margin of the Great Valley geologic province of California, adjacent to the Coast Range Province. Most of the City lies within the Great Valley between the Sierra Nevada geomorphic province to the east and the Coast Ranges to the west. These portions of the City fall into one of three categories of geomorphic unit: dissected uplands, low alluvial plains and fans, or river flood plains and channels.[2]

The southwestern portion of the City is located within the Diablo Range and generally consists of rolling hills cut by drainage channels. Starting from the vicinity of Interstate 580 (I-580) and proceeding northeast to the City, the topography flattens into the “low alluvial plains and fans” geomorphic unit. These gently sloping, broad fans are dissected by fewer drainage channels than the uplands. Surface water flow is directed to the northeast, except for engineered flow in human-made features such as the Delta-Mendota Canal and the California Aqueduct. Northeast of the canals, extending to the boundaries of the City Sphere of Influence (SOI), the “river flood plains and channels” geomorphic unit consists of relatively level topography, slightly sloping to the north.

[1] Environmental Science Associates (ESA). 2014. San Joaquin County 2035 General Plan EIR.
[2] City of Tracy. 1993. Final Environmental Impact Report for the City of Tracy Urban Management Plan/General Plan 1993, SCH No. 91092060.

Project Site

The project site is located in the northeastern portion of the City and is part of the low alluvial plains and fans geomorphic unit.

Existing Soils

San Joaquin County

Different soil types exist within San Joaquin County that are closely associated with alluvial action and deposition. Sand to gravel soils have been deposited along waterways due to the ancient course of the San Joaquin River. Areas in between waterways are rich in fine-grained clays and silts with extensive peat deposits present in the Delta. Silt and clay soils are fertile and support agriculture within San Joaquin County for a wide variety of crops. These fertile silts and clays pose some risk to structures as they can be expansive and cause significant damage. Peat deposits are subject to compaction through extraction of groundwater, oil and gas, loading, or natural causes. Peat compaction can lead to subsidence and significant damage to structures.[3]

The Natural Resources Conservation Service of the United States Department of Agriculture has mapped the soils throughout the County as part of its soil survey program. According to the most recent soil survey data, a total of 183 different soil units have been identified within the County. Although no one unit is predominant within the area, the Tokay fine sandy loam and the Rindge Muck units are more widely found (at 3.6 and 3.4 percent of the total area) than any of the other units.[4]

City of Tracy

The dominant soil types found within the City and its SOI include Capay clay and Capay-Urban Land Complex and Stomar clay loam. Other soil types within Tracy and its SOI include the following:[5]

- Calla-Carbona complex, 8 to 30 percent slopes (CGE/CZE)
- Carbona clay loam, 2 to 8 percent slopes (AC)
- Zacharias gravelly clay loam, 0 to 2 percent slopes (LR)
- Zacharias clay loam, 0 to 2 percent slopes (LS)

Project Site

Terracon prepared a Geotechnical Engineering Report addressing conditions on the Dermody Property on January 30, 2019. A Geotechnical Engineering Report prepared by RGI, dated June 24, 2025, addresses the Suvik Property. The reports are included in Appendix F and are collectively referred to as the "reports" unless specified otherwise.

As part of the Geotechnical Engineering Report prepared for the Dermody Property site, Terracon conducted 41 test soil borings ranging in depth from 6.5 feet to 51.5 feet below ground surface (BGS). Based on those soil borings, the project site contains the following soil types: lean clay, soft to stiff fine-grained soil, and silty sand. The lean clay soils range in depth from 3.5 feet to approximately

[3] Environmental Science Associates (ESA). 2014. San Joaquin County 2035 General Plan EIR.
[4] Ibid.
[5] Design, Community & Environment (DCE). 2005. City of Tracy General Plan Draft EIR.

20 feet BGS. Below the surface clays were interbedded layers of silts, sands, and clays.[6] Terracon also conducted soil corrosivity testing on project site soils. Laboratory testing of soil samples determined that project site soils have a high sulfate level, which indicates the soil would be corrosive to concrete used in project building materials. Table 3.7-1 summarizes the corrosivity testing results.

Table 3.7-1: Soil Corrosivity Test Results

Soil Boring Number	Sample Depth (feet below ground surface level)	Soil Description	Soluble Sulfate (ppm)	Soluble Chloride (ppm)	Electrical Resistivity (ohms-cm)	pH
B1	1–2.5	Lean Clay	116	30	1164	8.04
B13	1–2.5	Lean Clay	234	70	970	7.98
B21/23	1–2.5	Lean Clay	278	60	970	7.87

Notes:
ohms-cm = ohm centimeters
ppm = parts per million
Source: Terracon. 2019. Geotechnical Engineering Report.

As part of the report for parcels 213-170-24, 213-170-25, and 213-170-26 (Suvik Property), the geotechnical investigation included 10 test pits excavated to depths of 5 to 7 feet and two Cone Penetration Tests (CPTs) reaching depths of approximately 50 feet. The site soils primarily consist of lean clay (CL) and silty fat clay (CH), with deeper layers containing interbedded sands, silts, and clays. Soil corrosivity testing was conducted on near-surface samples, evaluating pH, resistivity, and chloride and sulfate concentrations. Results indicated that the soils are not corrosive to concrete or buried metal, with sulfate levels falling within ACI 318-19 Exposure Class S0, signifying low risk of sulfate attack. Although resistivity values were relatively low, they do not pose a concern for concrete durability in the proposed building materials.

Seismicity

The State of California is one of the most seismically active areas in the United States. The term *seismicity* describes the effects of seismic waves that are radiated from an earthquake fault in motion. While most of the energy released during an earthquake results in the permanent displacement of the ground, as much as 10 percent of the energy may dissipate immediately in the form of seismic waves. Seismicity can result in seismic-related hazards, such as fault rupture, ground shaking, and liquefaction. Faults form in rocks when stresses overcome the internal strength of the rock, and fault rupture occurs when movement on a fault breaks through to the surface and can result in damage to buildings, infrastructure, and persons. Ground movement during an earthquake can vary depending on the overall magnitude, distance to the fault, focus of earthquake energy, and type of geologic material. The composition of underlying soils, even those relatively distant from faults, can intensify ground shaking. Strong ground shaking from an earthquake can result in damage, with buildings shifted off their foundations and underground pipes broken.

[6] Terracon. 2019. Geotechnical Engineering Report.

San Joaquin County

San Joaquin County is located in a region that lies between two areas of seismic activity. The main active faults near the County are associated with the San Andreas Fault System of the greater San Francisco Bay Area and the Marsh Creek-Greenville active fault, located immediately west of the southern tip of the County.[7]

City of Tracy

The City of Tracy is located near several earthquake faults, including the San Andreas, Calaveras, Hayward, and Greenville Faults. Exhibit 3.7-1 illustrates the proximity of the City to the closest earthquake faults. The California Geologic Survey does not list the City on its list of cities affected by Alquist-Priolo Earthquake Fault Zones.[8] The Tracy-Stockton Fault, a Pre-Quaternary fault that passes beneath the City, is considered inactive.[9] An active fault is defined by the State Mining and Geology Board as one that has had surface displacement within Holocene time (about the last 11,000 years). The City has a low-to-moderate seismic history; the largest recorded measurable magnitude earthquake in the City measured 3.9 on the Richter Scale.[10]

Project Site

The project site is located northwest and adjacent to the City. As such, the project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known active faults cross the project site.

Slope Disturbance

Slope disturbance from long-term geologic cycles of uplift, mass wasting, intense precipitation or wind, and gravity can result in slope failure in the form of mudslides and rock fall. Mass wasting refers to a variety of erosional processes from gradual downhill soil creep to mudslides, debris flows, landslides, and rock fall—processes that are commonly triggered by intense precipitation or wind, which varies according to climactic shifts. Often, various forms of mass wasting are grouped together as landslides, which are generally used to describe the downhill movement of rock and soil. Soil creep is a long-term, gradual downhill migration of soil under the influence of gravity and is generally on the order of a fraction of an inch per year. These soils can creep away downslope sides of foundations and reduce lateral support.

Liquefaction is another earthquake hazard that can result in slope disturbance. Liquefaction is the transformation of soil from a solid to a liquefied state during which saturated soil temporarily loses strength, resulting from the buildup of excess pore water pressure. Soil susceptible to liquefaction includes loose to medium dense sand and gravel, low-plasticity silt, and some low-plasticity clay deposits. Four kinds of ground failure commonly result from liquefaction: lateral spread, flow failure, ground oscillation, and loss of bearing strength.[11]

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7 Environmental Science Associates (ESA). 2014. San Joaquin County 2035 General Plan EIR.
8 California Department of Conservation. 2025. CGS Information Warehouse: Regulatory Maps. Website: https://maps.conservation.ca.gov/cgs/informationwarehouse/regulatorymaps/. Accessed March 11, 2025.
9 Design, Community & Environment (DCE). 2005. City of Tracy General Plan Draft EIR.
10 Pacific Municipal Consultants. 1996. Northeast Industrial Concept Development Plan Draft Environmental Impact Report (prepared for the City of Tracy).
11 Environmental Science Associates (ESA). 2014. San Joaquin County 2035 General Plan EIR.

San Joaquin County

San Joaquin County is expected to experience slope disturbance and seismic hazards associated with ground shaking caused by earthquakes. The main seismic hazards in the County are ground shaking, liquefaction, and earthquake-induced settlement.[12]

City of Tracy

While there are seismically active faults outside of the Tracy Planning Area that can cause ground shaking within the City and its SOI, there are no known active faults within the City limits. The largest recorded measurable magnitude earthquake in Tracy was measured as 3.9 on the Richter Scale. A magnitude of 3.9 does not typically cause damage. The northern portion of the City has soils that have a low liquefaction potential. However, the south-central portion of the City is moderately susceptible to liquefaction due to loose, coarse-grained soil deposits.[13] The City contains a low risk for landslides due to its relatively level elevation. The only areas in the City potentially susceptible to landslides are the foothill areas in the southwest portion of the City and along riverbanks.[14] The City of Tracy contains expansive soils due to the clay-type soils located throughout the City and its SOI. In particular, areas in the northern and western portions of the City as well as soils in the vicinity of I-580 have high shrink/swell potential.

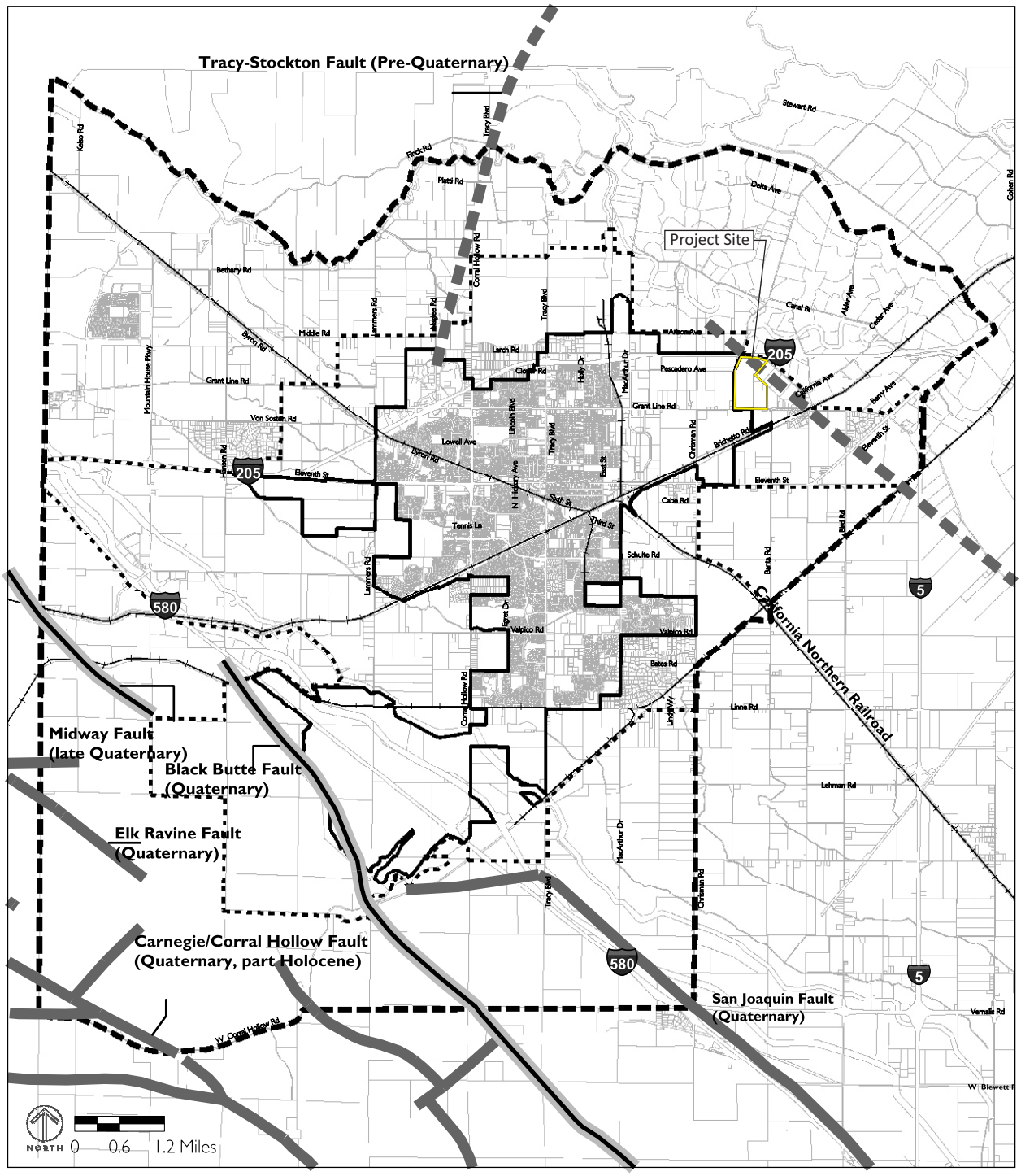
Project Site

The project site is relatively flat and low in elevation (approximately 15–30 feet above mean sea level) with a gentle topographic slope in the northeast direction.[15] The project site does not contain active faults that would cause geologic uplifting, ground rupture; nor does the project site contain steep slopes that would be susceptible to landslides. The project site is not designated as a liquefaction zone as identified by the California Geologic Survey (CGS). However, the analysis for the Dermody Property determined that the Dermody Property would be susceptible to liquefaction because the project site contains layers of relatively loose sandy and clay soils, which contain properties that are susceptible to liquefaction.[16]

The Suvik Property is not considered susceptible to liquefaction under the anticipated seismic conditions. A liquefaction analysis was performed using data from the CPTs, assuming a historic high groundwater level of 9 feet BGS and a design earthquake magnitude of 6.3 with a peak ground acceleration of 0.50g. The resulting Liquefaction Potential Index (LPI) values ranged from 0.13 to 1.08, which indicates a very low potential for liquefaction. Additionally, estimated seismic-induced settlements were minimal, with total post-liquefaction settlement calculated at approximately 0.66 inches, and differential settlement across 50 feet estimated at about 0.5-inch. These findings suggest that liquefaction is not a significant concern for the site, provided the report's recommendations are followed during design and construction.[17]

[12] Environmental Science Associates (ESA). 2014. San Joaquin County 2035 General Plan EIR.
[13] Design, Community & Environment (DCE). 2005. City of Tracy General Plan Draft EIR.
[14] Ibid.
[15] Cameron-Cole, LLC. 2024. Phase I Environmental Site Assessment: Tracy Northeast Business Park. December 31.
[16] Terracon. 2019. Geotechnical Engineering Report, Appendix F.
[17] RGI. 2025. Geotechnical Engineering Report, Appendix F.

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Source: City of Tracy

FCS
An ADEC Innovation

Exhibit 3.7-1
Regional Earthquake Fault Map

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Paleontological Resources

San Joaquin County

The majority of paleontological resources from San Joaquin County have been found in rock formations in the foothills of the Diablo Mountain Range. However, such resources could be found anywhere in the County, especially along watercourses such as the San Joaquin River and its tributaries.[18]

City of Tracy

The Neroly Formation, Moreno Shale deposits, and Panoche Formations could be indicators of potential paleontological resources. According to a records search of the University of California Museum of Paleontology (UCMP) Collections, 80 fossils have been found and recorded within San Joaquin County. Over half of them are dated to the Tertiary period, with Quaternary being the second most frequent period. These are the first and second periods of the Cenozoic Era respectively, during which modern flora, apes, large mammals, and eventually humans developed. The majority of fossils found within the City and its SOI have been vertebrate in nature. Additionally, one paleobotany fossil and one microfossil have been found. Sites are mainly located south of I-205, along the I-580 corridor and the Delta-Mendota Canal; some clustering is found in the southwest portion of the City, in the slopes of the Diablo Range foothills.[19]

Project Site

A Paleontological Records Search request was submitted to the UCMP on March 6, 2025, to determine the extent of significant paleontological resources in the project area and the potential of such resources to be uncovered during ground-disturbing activities associated with project construction. The UCMP completed its record search on March 25, 2025, and identified no significant paleontological resources directly within the project area. However, one vertebrate locality was uncovered approximately 6 miles southwest of the project site yielding a snout from a giant ground sloth (*Megalonyx jeffersoni)* in the gravel pits near a concrete plant and waste disposal site east of I-580 and South Tracy Boulevard. Geologic mapping by Sowers, Noller, and Lettis (1993) indicate the fossil locality to be uncovered from Holocene fluvial gravels and sands within spoils and disturbed ground (Qhq) at the gravel quarry near Corral Hollow Creek.

3.7.3 - Regulatory Framework

Federal

National Earthquake Hazards Reduction Program

The National Earthquake Hazards Reduction Program (NEHRP) was established by the United States Congress when it passed the Earthquake Hazards Reduction Act of 1977, Public Law 95–124. In establishing the NEHRP, Congress recognized that earthquake-related losses could be reduced through improved design and construction methods and practices, land use controls and redevelopment, prediction techniques and early warning systems, coordinated emergency

[18] Environmental Science Associates (ESA). 2014. San Joaquin County 2035 General Plan EIR.
[19] Design, Community & Environment. 2005. City of Tracy General Plan Draft Environmental Impact Report.

preparedness plans, and public education and involvement programs. The four basic goals remain unchanged:

- Develop effective practices and policies for earthquake loss reduction and accelerate their implementation.
- Improve techniques for reducing earthquake vulnerabilities of facilities and systems.
- Improve earthquake hazards identification and risk assessment methods, and their use.
- Improve the understanding of earthquakes and their effects.

Several key federal agencies contribute to earthquake mitigation efforts. There are four primary NEHRP agencies:

- National Institute of Standards and Technology of the Department of Commerce
- National Science Foundation
- United States Geological Survey (USGS) of the Department of the Interior
- Federal Emergency Management Agency (FEMA) of the Department of Homeland Security

Implementation of NEHRP priorities is accomplished primarily through original research, publications, and recommendations to assist and guide State, regional, and local agencies in the development of plans and policies to promote safety and emergency planning.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program, authorized by Section 402(p) of the federal Clean Water Act (CWA), controls water pollution by regulating point sources, such as construction sites and industrial operations that discharge pollutants into waters of the United States. A Storm Water Pollution Prevention Plan (SWPPP) is required to control discharges from a project site, including soil erosion, to protect waterways. A SWPPP describes the measures or practices to control discharges during both the construction and operational phases of the project and identifies project design features and structural and nonstructural Best Management Practices (BMPs) that will be used to control, prevent, remove, or reduce stormwater pollution from the site, including sediment from erosion.

Excavation Rules and Regulations

Title 29 in the Code of Federal Regulations, Part 1926, Subpart P, contains rules and regulations for site excavations. Subpart P applies to all open excavations made in the earth's surface. Specific excavation requirements regulate surface encumbrances, underground installations, access and egress, hazardous atmospheres, stability of structures, protection of employees from loose rock or soil, inspections, and walkthroughs.

Paleontological Resources Preservation Act

The Paleontological Resources Preservation Act of 2002 codifies the generally accepted practice of limited vertebrate fossil collection and limited collection of other rare and scientifically significant fossils by qualified researchers. Researchers must obtain a permit from the appropriate State or

federal agency and agree to donate any materials recovered to recognized public institutions where they would remain accessible to the public and other researchers.

Society of Vertebrate Paleontology Guidelines

The Society of Vertebrate Paleontology (SVP), a national scientific organization of professional vertebrate Paleontologists, has established standard guidelines that outline acceptable professional practices in the conduct of paleontological resource assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, specimen preparation, analysis, and curation. Most practicing professional Paleontologists in the nation adhere to the SVP assessment, mitigation, and monitoring requirements, as specifically spelled out in its standard guidelines.[20]

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code [PRC] §§ 2621–2630) was passed in 1972 to provide a Statewide mechanism for reducing the hazard of surface fault rupture to structures used for human occupancy. The main purpose of the Act is to prevent the siting of buildings used for human occupancy across the traces of active faults. It should be noted that the Act addresses the potential hazard of surface fault rupture and is not directed toward other earthquake hazards, such as seismically induced ground shaking or landslides.

The law requires the State Geologist to identify regulatory zones (known as Earthquake Fault Zones or Alquist-Priolo Zones) around the surface traces of active faults, and to depict these zones on topographic base maps, typically at a scale of 1 inch to 2,000 feet. Earthquake Fault Zones vary in width, although they are often 0.75-mile wide. Once published, the maps are distributed to the affected cities, counties, and State agencies for their use in planning and controlling new or renewed construction. Except for single-family wood frame and steel frame dwellings that are not part of a larger development (i.e., four units or more), local agencies are required to regulate development within the mapped zones. In general, construction within 50 feet of an active fault zone is prohibited.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (PRC §§ 2690–2699.6), which was passed in 1990, addresses earthquake hazards other than surface fault rupture. These hazards include strong ground shaking, earthquake-induced landslides, liquefaction, or other ground failures. Much like the Alquist-Priolo Earthquake Fault Zoning Act discussed above, these seismic hazard zones are mapped by the State Geologist to assist local government in the land use planning process. The Act states, “it is necessary to identify and map seismic hazard zones in order for cities and counties to adequately prepare the safety element of their general plans and to encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety.” The Act also

[20] The Society of Vertebrate Paleontology (SVP). 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Website: https://vertpaleo.org/wp-content/uploads/2021/01/SVP_Impact_Mitigation_Guidelines-1.pdf. Accessed March 11, 2025.

states, "cities and counties shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard."

California Building Code

The State of California provides minimum standards for building design through the California Building Standards Code (California Code of Regulations [CCR], Title 24). Where no other building codes apply, Chapter 29 regulates excavation, foundations, and retaining walls. The California Building Standards Code (CBC) applies to building design and construction in the State and is based on the federal Uniform Building Code (UBC) used widely throughout the country (generally adopted on a state-by-state or district-by-district basis). The CBC has been modified for California conditions with more detailed and/or more stringent regulations.

The State earthquake protection law (California Health and Safety Code § 19100, *et seq*.) requires that structures be designed to resist stresses produced by lateral forces caused by wind and earthquakes. Specific minimum seismic safety and structural design requirements are set forth in Chapter 16 of the CBC. The CBC identifies seismic factors that must be considered in structural design. Chapter 18 of the CBC regulates the excavation of foundations and retaining walls, and Appendix Chapter A33 regulates grading activities, including drainage and erosion control and construction on unstable soils, such as expansive soils and areas subject to liquefaction.

The CBC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities, including drainage and erosion control (Chapter 18, Appendix J). City of Tracy Ordinance 1247 adopts the 2019 Building and Fire Codes and amends the code to address local conditions.

California Public Resources Code

Section 5097 of the California Public Resources Code specifies procedures for unexpected discovery of paleontological resources. Section 5097.5 of the Code states that no person shall knowingly and willfully excavate upon or remove, destroy, injure, or deface any vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other paleontological feature, situated on public lands, except with express permission of the public agency having jurisdiction over such lands.

Local Regulations

City of Tracy General Plan

The General Plan establishes the following guiding and implementing policies associated with geology, soils, and seismicity that are relevant to this analysis:

General Plan Safety Element

Goal SA-1 **A reduction in risks to the Community from earthquakes and other geologic hazards.**

Objective SA-1.1 **Minimize the impacts of geologic hazards on land development.**

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

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

Objective SA-1.2 Implement measures related to site preparation and building construction that protect life and property from seismic hazards.

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

Objective CC-3.1 Identify and preserve cultural and historic resources.

Policy P5 Any archaeological or paleontological resources on private property shall be either preserved on their sites or adequately documented and conserved as a condition of removal. If any resources are found unexpectedly during development, then construction must cease immediately until accurate study and conservation. measures are implemented.

City of Tracy Municipal Code

Chapter 9.04–Building Code

The City adopted the 2022 CBC and included it in Municipal Code Chapter 9.04. Municipal Code Section 9.04.030, Permits, incorporates the 2022 California Building Code including Volumes 1 and 2 and Appendices C, F, H, and K by reference, which applies to new construction and alterations within city limits. New development is required to adhere to applicable building code requirements and industry standard seismic safety building practices.

Chapter 11.28–Water Management

Chapter 11.28.410, Grading Design Plan, requires a grading plan to be submitted as part of a Landscape Documentation Package. The grading plan would be created to minimize soil erosion, runoff, and water waste. The City requires grading design plans to include measures to prevent excessive erosion and runoff from entering surface water systems and recommends that project applicants:

(A) Grade so that all irrigation and normal rainfall remains within property lines and does not drain on to non-permeable hardscapes;

(B) Avoid disruption of natural drainage patterns and undisturbed soil; and

(C) Avoid soil compaction in landscape areas.

Chapter 11.34–Construction Activity Stormwater Measures

Chapter 11.34.220, Construction Activity Stormwater Measures, requires projects that request a building permit to comply with State stormwater requirements and submit and obtain approval of a SWPPP. In addition, this Chapter requires that projects maintain a copy of the approved SWPPP on-site for verification by a City inspector.

3.7.4 - Impacts and Mitigation Measures

Significance Criteria

The City is using Appendix G of the State California Environmental Quality Act (CEQA) Guidelines as thresholds of significance for this project. According to CEQA Guidelines, Appendix G Environmental Checklist, to determine whether impacts to geology and soils are significant environmental effects, the following questions are analyzed and evaluated. Would the proposed project:

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.
    ii. Strong seismic ground shaking?
    iii. Seismic-related ground failure, including liquefaction?
    iv. Landslides?
b) Result in substantial soil erosion or the loss of topsoil?
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?
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?
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Approach to Analysis

Impacts related to geology and soils were determined by reviewing information contained in the Geotechnical Engineering Report and a Paleontological Records Search prepared for the project site, both of which are provided in Appendix F.

As part of the Geotechnical Engineering Report, Terracon performed a field exploration of the project site as summarized in the project-specific Geotechnical Report dated January 30, 2019. A subsequent Geotechnical Engineering Report, prepared by RGI on June 24, 2025, addresses the Suvik

Property (Appendix F). Terracon conducted 41 test soil borings, ranging in depth from 6.5 to 51.5 feet BGS and conducted 13 CPTs at depths ranging from 20.5 to 50.5 feet BGS. RGI included 10 test pits excavated to depths of 5 to 7 feet and two CPTs reaching depths of approximately 50 feet. The laboratory testing results and specific locations of the test pits, borings and CPTs are included in the Geotechnical Engineering Reports in Appendix F. Published geologic and geotechnical information that summarizes the site conditions were also reviewed.

Additional evaluations of potential geologic and soil impacts of the project site were based on review of the General Plan EIR and other available documentation from the Association of Bay Area Governments (ABAG) and California Geological Survey.

Impacts to paleontological resources were determined by analyzing the UCMP Locality Search online database to identify vertebrate, invertebrate, microfossils, and plant localities within San Joaquin County. A records search was completed by the UCMP on March 25, 2025, to provide more complete information on the extent of fossil localities identified in the project area.

Impacts Evaluation

Earthquakes

Impact GEO-1:	**The proposed project could 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.
	ii) Strong seismic ground shaking.
	iii) Seismic-related ground failure, including liquefaction.
	iv) Landslides.

Construction

Impacts related to risks associated with seismic-related hazards are limited to operational impacts. No respective construction impacts would occur.

Operation

i) Ground Rupture

Based on Geotechnical Engineering Reports (Appendix F), the potential for ground rupture is low. There are no known active faults directly crossing the project site or the City of Tracy, and neither the project site nor the City is located within a designated Alquist-Priolo Earthquake Fault Zone. The closest fault to the project site is the San Joaquin Fault located in the southeast portion of the City, approximately 7 miles away, precluding the potential for ground rupture to occur. Therefore, no impact related to fault rupture would occur.

ii) Strong Seismic Ground Shaking

The project site is located in a seismically active region that could experience strong ground shaking during a seismic event. It could experience significant ground shaking from maximum credible

earthquakes occurring on the Calaveras, Hayward, San Andreas, or Greenville Faults. The intensity of future shaking would depend on the distance to the earthquake epicenter, magnitude of the earthquake, and the response of the underlying soil and bedrock. This represents a potentially significant impact.

The Geotechnical Engineering Report provided recommendations for excavation, foundation type, and building material in order to ensure new construction associated with the proposed project can withstand strong to very strong ground shaking. Mitigation Measure (MM) GEO-1 would ensure that implementation of the proposed project would incorporate recommendations contained in the Geotechnical Engineering Report as well as comply with all applicable seismic safety building standards contained in the CBC, including, without limitation, seismic design provisions, which would reduce the risk of loss, injury, or death. Furthermore, compliance with General Plan Policy P2 and Chapter 9.02 of the Municipal Code requires all construction, such as the proposed project, to conform to the most recent edition of the CBC. As such, with implementation of MM GEO-1 and compliance with other applicable policies, requirements, and standards, the proposed project would not expose people or structures to substantial adverse effects associated with seismic ground shaking. Therefore, impacts would be less than significant with mitigation.

iii) Seismic-related Ground Failure

The project site is not listed as a liquefaction hazard zone by the CGS; however, the Geotechnical Engineering Report determined that on-site soils on the Dermody Property are susceptible to liquefaction because of the shallow groundwater depth and soil conditions. The Geotechnical Engineering Report provided liquefaction modeling and determined that the project site could experience up to 1 inch of soil settlement. If unmitigated, soil settlement could cause building foundations to crack and risk the loss of life and property, a potentially significant impact. In order to reduce or avoid impacts related to liquefaction or other seismic-related ground failure, the Geotechnical Engineering Report included earthwork recommendations that contained criteria for grading, excavation, and fill replacement. The recommendations included criteria for site preparation, fill material types, and fill compaction that would reduce the potential for soil settlement to the maximum extent practicable.

The site-specific geotechnical investigation for the Suvik Property determined that it is not susceptible to liquefaction under anticipated seismic conditions. Liquefaction analysis, based on CPT data, a historic high groundwater level of 9 feet BGS, and a design earthquake magnitude of 6.3 with a peak ground acceleration of 0.50g, yielded LPI values ranging from 0.13 to 1.08, indicating a very low risk. Estimated seismic-induced settlements were minimal, with total post-liquefaction settlement of approximately 0.66 inch and differential settlement across 50 feet estimated at about 0.5 inch. However, to ensure continued geotechnical stability, the report recommends site preparation measures including removal of loose soils, placement and compaction of engineered fill, use of shallow spread footings on native soils or engineered fill, slab-on-grade construction with proper subgrade and moisture barriers, and implementation of surface drainage controls. Seismic design should follow ASCE 7-16 guidelines using Site Class D parameters. Although sulfate levels pose no risk to concrete, low soil resistivity may warrant protective measures for buried metal utilities. With the incorporation of these recommendations, which are required as Mitigation Measure (MM)

GEO-1, potential impacts related to liquefaction, seismic settlement, and soil corrosivity would be less than significant.

Implementation of MM GEO-1 would ensure that the recommendations contained in the Geotechnical Engineering Reports are incorporated into the proposed project construction and design plans. Therefore, impacts related to seismic-related ground failure risk would be less than significant with mitigation.

iv) Landslides

Susceptibility to landslide risk is increased where a property contains steep slopes, exposed hillsides, or near-vertical cuts often found near creek banks. The project site does not contain steep slopes, exposed hillsides, or vertical cuts. Because of the gently sloping nature of the project site, it does not contain a significant potential for landslides. As a result, implementation of the proposed project would not expose people or structures to a landslide hazard and impacts related to landslides would be less than significant.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM GEO-1 Prepare Grading and Construction Plans that Incorporate Geotechnical Engineering Report Recommendations.

Prior to issuance of the grading permit for each specific individual development proposal within the project site, the relevant applicant shall ensure that final grading, foundation, and construction plans incorporate the site-specific geotechnical recommendations contained in the applicable Geotechnical Engineering Report. These reports include:

- Geotechnical Engineering Report prepared by Terracon, dated January 30, 2019 (Dermody Property), and
- Geotechnical Engineering Report prepared by RGI, dated June 24, 2025 (Suvik Property).

The applicant(s) for development of individual development proposal(s) within the project site shall each coordinate with a City-approved Geotechnical Engineer and Engineering Geologist to tailor the grading and foundation plans for the relevant development proposal, as needed, to reduce risk related to known soil and geologic hazards. The subject final grading and construction plans for the relevant specific individual development proposal shall be reviewed by the City-approved Geotechnical Engineer to confirm compliance with this MM GEO-1.

Grading operations shall meet the applicable requirements of the recommendations included in the applicable Geotechnical Engineering Report. During construction, the

City-approved Geotechnical Engineer shall monitor construction of the relevant specific individual development proposal to ensure the earthwork operations are properly performed in accordance with the foregoing recommendations.

Level of Significance After Mitigation

Less than significant impact.

Soil Erosion or Topsoil Loss

Impact GEO-2:	**The proposed project would not result in substantial soil erosion or the loss of topsoil.**

Construction

During construction, the proposed project would include grading and excavation of approximately 450,000 cubic yards of material. The proposed project would disturb at least 1 acre of land and therefore would be required to obtain a Construction General Permit from the State Water Resources Control Board (State Water Board), consistent with the City's General Permit (No. CAS000004) and to comply with its conditions and requirements, which are designed to minimize potential erosion issues. Consistent with Chapter 11.34 of the Municipal Code, compliance with the City's NPDES permit would ensure the applicant(s) for individual development proposal(s) within the project site would each obtain and implement a SWPPP, in connection with the individual development proposal at issue, where BMPs are implemented that would prevent sediments and other pollutants from entering the stormwater system. Additionally, compliance with Municipal Code Chapter 11.28 would ensure that each relevant development proposal would obtain and implement a grading plan during construction, which would prevent significant erosion of soils. Therefore, with adherence to these existing requirements, impacts from construction would not result in substantial soil erosion or loss of topsoil. Construction-related impacts related to soil erosion and loss of topsoil would be less than significant.

Operation

Impacts related to soil erosion or loss of topsoil are limited to construction impacts. No respective operational impacts would occur.

Level of Significance

Less than significant impact.

Unstable Geologic Location

Impact GEO-3:	**The proposed project could 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.**

Construction

Impacts related to risks associated with location on an unstable geologic unit or soil are limited to operational impacts. No respective construction impacts would occur.

Operation

As discussed previously in Impact GEO-1(iii), the Geotechnical Engineering Report (Appendix F) identified soils that could be expected to experience up to 1 inch of liquefaction-induced settlement. Any such settlement across the project site would represent a significant impact. Additionally, project site soils would be corrosive to concrete used in building foundations and slabs, which could result in unstable building conditions leading to building collapse or damage. This is a potentially a significant impact.

In order to reduce or avoid impacts related to unstable soils, corrosive soils, or other seismic-related ground failure, the Geotechnical Engineering Report included earthwork recommendations. These recommendations included criteria for grading, excavation, and fill replacement that would prevent significant settlement of soils. In addition, the recommendations included concrete mix specifications that would prevent significant impacts from corrosive soils. Implementation of MM GEO-1 would ensure that the recommendations contained in the Geotechnical Engineering Report are incorporated into the project construction and design plans. Therefore, impacts related to seismic-related ground failure risk would be less than significant with mitigation.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Implement MM GEO-1

Level of Significance After Mitigation

Less than significant impact.

Expansive Soil

Impact GEO-4:	**The proposed project could be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.**

Construction

The Geotechnical Engineering Reports determined that expansive soils exist on-site. Without mitigation, the near-surface stiff to hard medium plasticity lean clay and high plasticity clay could become unstable during construction activity and after precipitation events, a potentially significant impact. The Geotechnical Engineering Reports contain recommendations for site preparation, excavation, and replacement fill that would include ground modifications that would spread out the loads from foundations and reduce the influence of the construction loads on soft soil layers, thus reducing the potential for unacceptable settlements. In addition, the Geotechnical Engineering Reports provide options for providing stable foundations by including building floor slabs with foundation systems on a minimum of 18 inches of lime-treated subgrade, or excavation and

replacement with engineered fill or a sand/slurry mixture.[21,22] Implementation of MM GEO-1 would ensure recommendations contained in the Geotechnical Engineering Reports are included in the grading plans and design of the proposed project. Therefore, impacts related to expansive soils would be less than significant with mitigation.

Operation

The Geotechnical Engineering Report determined that expansive soils exist on-site. The near-surface stiff to hard medium plasticity lean clay and high plasticity clay could become unstable after precipitation events. Additionally, these soils have the potential to swell and shrink as they gain and lose moisture, which could cause building foundations to crack or heave, resulting in substantial risks to life or property, which represents a potentially significant impact. However, the Geotechnical Engineering Reports include recommendations for site preparation, excavation, and foundation design that would address the site-specific conditions. Implementation of MM GEO-1 would ensure recommendations contained in the Geotechnical Engineering Reports are included in the design of the proposed project. Therefore, impacts related to expansive soils would be less than significant with mitigation.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Implement MM GEO-1

Level of Significance After Mitigation

Less than significant impact.

Wastewater Disposal Systems

Impact GEO-5:	**The proposed project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.**

Construction

Impacts related to soil capability of supporting the use of alternative wastewater disposal systems are limited to operational impacts. No construction impacts would occur.

Operation

All development on the project site would connect to the City's wastewater collection system and no alternative wastewater disposal system would be operated. Furthermore, General Plan Objective 7.3 requires that new development within the City demonstrate adequate wastewater treatment for a proposed project. Wastewater treatment capacity impacts are discussed further in Section 3.16,

[21] RGI. 2025. Geotechnical Engineering Report. The geotechnical investigation identified the presence of expansive clay soil on the Suvik Property, primarily within the upper five to six feet of the soil profile. These soils, classified as lean clay (CL) and silty fat clay (CH), exhibit moderate to high plasticity and are prone to volume changes with fluctuations in moisture content.

[22] Terracon. 2019. Geotechnical Engineering Report.

Utilities and Service Systems. Thus, there would be no operational impact related to soil capability of supporting the use of alternative wastewater disposal systems.

Level of Significance

No impact.

Impact GEO-6: The proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Construction

The Paleontological Report (Appendix F) concluded that the project site is located on Holocene alluvium, which is too young to be fossiliferous. The valley fill on the project site is at least hundreds of feet thick; thus, subsurface late Pleistocene or older deposits, which have the potential to be fossiliferous, are located at depths well below any excavation required for project construction.[23] Additionally, the records search conducted by the UCMP identified the closest paleontological resource to the project site to be uncovered was a snout from a giant ground sloth (*Megalonyx jeffersoni*) approximately 6 miles to the southwest that was uncovered in a gravel quarry near Corral Hollow Creek.

While it is unlikely that paleontological resources exist within or near the project site, there is always the possibility that subsurface construction activities associated with the proposed project, such as grading or trenching, could potentially damage or destroy previously undiscovered paleontological resources, which is a potentially significant impact. MM GEO-6 specifies the procedures to follow in the event a paleontological resource is uncovered. As a result, the proposed project would not directly or indirectly destroy a unique paleontological resource or feature with the implementation of MM GEO-6, and impacts would be less than significant with mitigation.

Operation

Impacts related to the potential to cause substantial adverse change in the significance of a unique paleontological resource or unique geologic feature are limited to construction. No respective operational impacts would occur.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM GEO-6 Inadvertent Discovery of Paleontological Resources or Unique Geologic Features During Project Construction

In the event a fossil is discovered during construction for the proposed project, excavations within 50 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified Paleontologist in accordance with Society of Vertebrate Paleontology (SVP) standards. The relevant applicant(s) for specific individual proposal(s) within the project site shall each include a standard

[23] Finger, Kenneth L., PhD. Paleontological Records Search. April 3, 2020.

inadvertent discovery clause in every proposed project-related construction contract to inform their respective contractors of this requirement. If the find is determined to be significant and if avoidance is not feasible, the Paleontologist shall design and implement a data recovery plan that is consistent with the applicable SVP standards. Any recovered fossil should be deposited in an appropriate repository, such as the University of California Museum of Paleontology (UCMP), where it will be properly curated and made accessible for future studies.

Level of Significance After Mitigation

Less than significant impact.

3.7.5 - Cumulative Impacts

The geographic scope of the cumulative geology and soils analysis is the project site and its vicinity. This is because adverse effects associated with many geological and soils issues tend to be localized; therefore, an area generally within a 0.5-mile radius of the project site would be the area most affected by such activities for purposes of this cumulative analysis. According to Chapter 3, Environmental Impact Analysis, Table 3-1, Cumulative Projects No. 9, No. 12, No. 30, and No. 43 would be within 0.5 mile of the project site.

Seismic-related Hazards

Similar to the proposed project, cumulative projects have the potential to experience strong ground shaking from earthquakes and would be exposed to the same ground shaking hazards and likewise would be subject to the same requirements under the comprehensive regulatory framework. Also similar to the proposed project, cumulative projects would be required to adhere to the applicable provisions of the CBC and applicable policies, requirements, and standards of the General Plan and Tracy Municipal Code to address seismic-related hazards, which would help to ensure that potential hazards associated with seismic ground shaking and ground failure are not significant. As such, the proposed project, in combination with other cumulative projects, would not have a significant cumulative impact.

Additionally, as discussed above, the proposed project would be required to implement the identified mitigation and otherwise adhere to all applicable laws and regulations addressing seismic-related hazards. Therefore, the proposed project would not result in a cumulatively considerable contribution to this already less than significant cumulative impact associated with seismic-related hazards.

Soil-related Hazards

Soil conditions associated with the proposed project, such as differential settlement, liquefaction, expansive soils, and soil creep, are specific to the project site and generally do not contribute to a cumulative effect. Given the close proximity, it is anticipated that some or all other cumulative projects may have similar soil conditions. However, similar to the proposed project, cumulative projects would be subject to all applicable standards and practices that include stringent geologic and soil-related hazard mitigations and would be required to adhere to all applicable General Plan

policies, Municipal Code provisions, and applicable standards and requirements of the CBC, all of which would ensure that soil-related hazard impacts are less than significant. As such, the proposed project, in conjunction with other cumulative projects, would not result in a significant cumulative impact associated with soil-related hazards. Additionally, as discussed above, the proposed project would be required to implement the identified mitigation and otherwise adhere to all applicable laws and regulations addressing soil-related hazards. Therefore, the proposed project would not result in a cumulatively considerable contribution to this already less than significant cumulative impact associated with soil-related hazards.

Paleontological Resources and Unique Geologic Features

The geographic scope of the cumulative unique geologic features and paleontological resources analysis is the project site and its immediate vicinity. This is because geologic resources and paleontological resource impacts tend to be localized since the integrity of any given resource depends on what occurs only in the immediate vicinity around that resource, such as disruption of soils.

Similar to the proposed project, construction activities associated with development of cumulative projects within the vicinity of the project site may have the potential to encounter undiscovered unique geologic features and paleontological resources. Also similar to the proposed project, these cumulative projects would be required to mitigate for any such impacts through compliance with applicable federal and State laws governing geologic resources and paleontological resources and other applicable mitigation measures. Moreover, the likelihood that unique geologic features and paleontological resources are present on the cumulative project areas is relatively low, given that the majority of soil disturbance associated with these cumulative projects would take place within Holocene soils too young to be fossiliferous. Although there is the possibility that previously undiscovered resources could be encountered by subsurface earthwork activities, the implementation of standard construction mitigation measures and General Plan Objective CC-3.1 and Policy 5 would ensure that undiscovered unique geologic features and paleontological resources are not adversely affected by cumulative project-related construction activities, which would prevent the destruction or degradation of potentially significant cultural resources in the vicinity of the project site. Therefore, because of the foregoing, along with the low potential for disruption, potential cumulative impacts to unique geologic features and paleontological resources as a result of the proposed project, in combination with other cumulative projects, would not have a significant cumulative impact. Additionally, as discussed above, the proposed project would be required to implement the identified mitigation in the event of an unexpected discovery of resources and otherwise comply with all applicable laws and regulations to address potential impacts to unique geologic features and paleontological resources. Therefore, the proposed project would not result in a cumulatively considerable contribution to this already less than significant cumulative impact associated with unique geologic features and paleontological resources.

Level of Cumulative Significance

Less than significant impact with mitigation

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3.8 - Greenhouse Gas Emissions

3.8.1 - Introduction

This section describes the existing greenhouse gas (GHG) emissions setting as well as the relevant regulatory framework. This section also evaluates the potential environmental impacts related to GHG emissions that could result from implementation of the proposed project. Information in this section is based, in part, on project-specific GHG emissions modeling outputs included in Appendix B.

During the Notice of Preparation (NOP) scoping period, the following comments were received related to GHG emissions:

- Recommends the proposed project consider Best Management Practices (BMPs) from "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act," a document published by the Department of Justice (DOJ).
- Recommends use of the cleanest-available trucks, including the use of zero and near zero-emissions technologies.
- Suggests incorporation of measures to ensure compliance with State anti-idling regulation (13 California Code of Regulations [CCR] § 2485 and 13 CCR § 2480) and inclusion of a more stringent 3-minute idling restriction and appropriate signage.
- Requests inclusion of requirements for the use of electric or zero-emission off-road equipment.
- Recommends incorporation of solar power systems as an emissions reduction strategy.
- Recommends the City requires all nonresidential buildings to provide electric infrastructure for on-road Zero-Emission Vehicles (ZEVs).

3.8.2 - Environmental Setting

Greenhouse Effect, Global Warming, and Climate Change

Earth's temperature is rising,[1] and although the global climate has varied over the long-range time scale, there is strong scientific consensus that the rapid heating in recent decades is both unusual and caused by GHG emissions from human activities such as the burning of fossil fuels including coal and oil.[2] Gases that trap heat in the atmosphere are referred to as GHGs. The effect is analogous to the way a greenhouse retains heat. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), chlorofluorocarbons (CFCs), and sulfur hexafluoride (SF_6). Atmospheric concentrations of CO_2, the most prominent GHG, have been increasing rapidly in recent decades from approximately 280 parts per million (ppm) before the start of the Industrial Revolution in the 1760s to more than 420 ppm as

[1] National Centers for Environmental Information (NCEI) National Oceanic and Atmospheric Administration (NOAA). 2024. Website: https://www.ncei.noaa.gov/access/monitoring/climate-at-a-glance/global/time-series. Accessed September 16, 2025.
[2] K. Myers et al. Consensus Revisited: Quantifying scientific agreement on climate change and climate expertise among Earth scientists 10 years later. Environmental Research Letters Vol.16 No. 10, 104030. October 20, 2021. Website: https://doi.org/10.1088/1748-9326/ac2774. Accessed September 16, 2025.

of 2025.[3] According to the Intergovernmental Panel on Climate Change (IPCC), it is *extremely unlikely* that global climate change of the past 50 years can be explained without the contribution from human activities.

As the concentration of these gases continues to increase in the atmosphere, Earth's temperature has increased by about 1.2 to 1.4°F (degrees Fahrenheit) since 1900.[4] Even if GHG emissions could be reduced to zero overnight, global temperatures would continue to rise in future years due to the build-up of GHGs that have already accumulated in the atmosphere and the oceans. As future emissions increase the atmospheric concentrations of CO_2 and other GHGs, the impacts of the warming greenhouse effect are projected to steadily worsen.

Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough GHG emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. Therefore, this Section 3.8, Greenhouse Gas Emissions, discusses and analyzes the proposed project's contribution to the cumulative GHG impact.

Greenhouse Gases

Greenhouse Gases and Global Emission Sources

Unlike emissions of criteria and toxic air pollutants, which have local or regional impacts, emissions of GHGs that contribute to global warming or global climate change have a broader, global impact. Global warming is a process whereby GHGs accumulating in the atmosphere contribute to an increase in the temperature of the earth's atmosphere. Anthropogenic (human-caused) GHG emissions include releases of these GHGs plus release of human-made gases with high global warming potential (GWP) (ozone-depleting substances such as CFC)[5] and aerosols, HFC, perfluorocarbons (PFC), and SF_6. The GHGs listed by the IPCC (CO_2, methane, N_2O, HFCs, PFCs, and SF_6) are discussed below, in order of abundance in the atmosphere.

The GWP is the potential of a gas or aerosol to trap heat in the atmosphere. The GWP of a gas is essentially a measurement of the radiative forcing of a GHG compared with the reference gas, CO_2.

Individual GHG compounds have varying potential for contributing to global warming. For example, methane is 25 times as potent as CO_2, while sulfur hexafluoride is 22,200 times more potent than CO_2 on a molecule-per-molecule basis. To simplify reporting and analysis, methods have been set forth to describe emissions of GHGs in terms of a single gas. The most commonly accepted method for comparing GHG emissions is the GWP methodology defined in the IPCC reference documents.[6] The IPCC defines the GWP of various GHG emissions on a normalized scale that recasts all GHG emissions in terms of carbon dioxide equivalents (CO_2e), which compares the gas in question to that

[3] Global Monitoring Library, National Oceanic and Atmospheric Administration (NOAA). 2024. Trends in CO_2. Website: https://gml.noaa.gov/ccgg/trends/. Accessed September 16, 2025.

[4] National Aeronautics and Space Administration (NASA). 2024. World of Change: Global Temperatures. Website: https://earthobservatory.nasa.gov/world-of-change/global-temperatures. Accessed September 16, 2025.

[5] CFCs destroy stratospheric ozone. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited CFCs production in 1987.

[6] United Nations Intergovernmental Panel on Climate Change (IPCC). 2007. Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the IPCC. Geneva, Switzerland.

of the same mass of CO_2 (by definition, CO_2 has a GWP of 1). The GWP of a GHG is a measure of how much a given mass of a GHG is estimated to contribute to global warming. Thus, to describe how much global warming a given type and amount of GHG may cause, the CO_2e is used. A CO_2e is the mass emissions of an individual GHG multiplied by its GWP. As such, a high GWP represents high absorption of infrared radiation and a long atmospheric lifetime compared to CO_2. One must also select a time horizon to convert GHG emissions to equivalent CO_2 emissions to account for chemical reactivity and lifetime differences among various GHG species. The standard time horizon for climate change analysis is 100 years. Generally, GHG emissions are quantified in terms of metric tons (MT) of CO_2e emitted per year.

The atmospheric residence time of a gas is equal to the total atmospheric abundance of the gas divided by its rate of removal.[7] The atmospheric residence time of a gas is, in effect, a half-life measurement of the length of time a gas is expected to persist in the atmosphere when accounting for removal mechanisms such as chemical transformation and deposition.

Table 3.8-1 lists the GWP of each GHG and its lifetime. Units commonly used to describe the concentration of GHGs in the atmosphere are parts per million (ppm), parts per billion (ppb), and parts per trillion (ppt), referring to the number of molecules of the GHG in a sampling of 1 million, 1 billion, or 1 trillion molecules of air. Collectively, HFCs, PFCs, and SF_6 are referred to as high GWP gases. CO_2 is by far the largest component of worldwide CO_2e emissions, followed by methane, N_2O, and high GWP gases, in order of decreasing contribution to CO_2e.

The primary human processes that release GHGs include the burning of fossil fuels for transportation, heating, and electricity generation; agricultural practices that release methane, such as livestock grazing and crop residue decomposition; and industrial processes that release smaller amounts of high GWP gases. Deforestation and land cover conversion have also been identified as contributing to global warming by reducing Earth's capacity to remove CO_2 from the air and altering Earth's albedo, or surface reflectance, thus allowing more solar radiation to be absorbed. Specifically, CO_2 emissions associated with fossil fuel combustion are the primary contributors to human-induced climate change. CO_2, methane, and N_2O emissions associated with human activities are the next largest contributors to climate change.

GHGs of California concern are defined by California Assembly Bill (AB) 32 (see the Regulatory Environment subsection below for a description) and include CO_2, CH_4, nitrogen oxides (NO_X), HFCs, PFCs, and SF_6. A seventh GHG, nitrogen trifluoride (NF_3), was also added under the California Health and Safety Code Section 38505(g)(7) as a GHG of concern. These GHGs are described in terms of their physical description and properties, GWP, atmospheric residence lifetime, sources, and atmospheric concentration in Table 3.8-1.

[7] Seinfeld, J.H., and S.N. Pandis. 2006. Atmospheric Chemistry and Physics: From Air Pollution to Climate Change, Second Edition. John Wiley & Sons.

Table 3.8-1: Description of Greenhouse Gases of California Concern

Greenhouse Gas	Physical Description and Properties	Global Warming Potential (100 years)	Atmospheric Residence Lifetime (years)	Sources
Carbon dioxide (CO_2)	Odorless, colorless, natural gas.	1	50–200	Burning coal, oil, natural gas, and wood; decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; oceanic evaporation; volcanic outgassing; cement production; land use changes.
Methane (CH_4)	Flammable gas and is the main component of natural gas.	25	12	Geological deposits (natural gas fields) extraction; landfills; fermentation of manure; decay of organic matter.
Nitrous oxide (N_2O)	Nitrous oxide (laughing gas) is a colorless GHG.	298	114	Microbial processes in soil and water; fuel combustion; industrial processes.
Chlorofluorocarbons (CFCs)	Nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (level of air at Earth's surface); formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms.	3,800–8,100	45–640	Refrigerants aerosol propellants; cleaning solvents.
Hydrofluorocarbons (HFCs)	Synthetic human-made chemicals used as a substitute for CFCs and contain carbon, chlorine, and at least one hydrogen atom.	140–11,700	1–50,000	Automobile air conditioners; refrigerants.
Perfluorocarbons (PFCs)	Stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface.	6,500–9,200	10,000–50,000	Primary aluminum production; semiconductor manufacturing.

Greenhouse Gas	Physical Description and Properties	Global Warming Potential (100 years)	Atmospheric Residence Lifetime (years)	Sources
Sulfur hexafluoride (SF_6)	Human-made, inorganic, odorless, colorless, and nontoxic, nonflammable gas.	22,800	3,200	Electrical power transmission equipment insulation; magnesium industry, semiconductor manufacturing; a tracer gas.
Nitrogen trifluoride (NF_3)	Inorganic, is used as a replacement for PFCs, and is a powerful oxidizing agent.	17,200	740	Electronics manufacture for semiconductors and liquid crystal displays.

Sources:
United Nations Intergovernmental Panel on Climate Change (IPCC). 2007. Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change (Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor, and H.L. Miller [eds.]). Cambridge University Press. Website: http://www.ipcc.ch /publications_and_data/ar4/wg1/en/contents.html. Accessed September 16, 2025.

United Nations Intergovernmental Panel on Climate Change (IPCC). 2007. Climate Change 2007: Synthesis Report. Contribution of Working Groups I, II and III to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change (Core Writing Team, Pachauri, R.K., and Reisinger, A. [eds.]). IPCC. Website: http://www.ipcc.ch/publications_and_data/ar4/syr/en/contents.html. Accessed September 16, 2025.

Global Climate Change Issue

Climate change is a global problem because GHGs are global pollutants, unlike criteria air pollutants and hazardous air pollutants (also called toxic air contaminants), which are pollutants of regional and local concern. Pollutants with localized air quality effects have relatively short atmospheric lifetimes, approximately 1 day; by contrast, GHGs have long atmospheric lifetimes of several years to several thousand years. GHGs persist in the atmosphere for a long enough time to be dispersed around the globe.

Although the exact lifetime of any particular GHG molecule depends on multiple variables and cannot be pinpointed, more CO_2 is currently emitted into the atmosphere than is sequestered. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through photosynthesis and dissolution, respectively. These are two of the most common processes of CO_2 sequestration. Of the total annual human-caused CO_2 emissions, approximately 54 percent is sequestered through ocean uptake, forest regrowth (primarily in the Northern Hemisphere), and other terrestrial sinks within a year, whereas the remaining 46 percent of human-caused CO_2 emissions is stored in the atmosphere.[8]

Similarly, effects of GHGs are borne globally, as opposed to the localized air quality effects of criteria air pollutants and hazardous air pollutants. The quantity of GHGs that it takes to ultimately result in climate change is not precisely known and cannot be quantified, and no single project would

[8] Seinfeld, J. H., and S.N. Pandis. 1998. Atmospheric Chemistry and Physics from Air Pollution to Climate Change. John Wiley & Sons.

measurably contribute to a noticeable incremental change in the global average temperature or to global or local climates or microclimate.

Emissions of GHGs have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change. A cumulative discussion and analysis of project impacts on global climate change is presented in this Draft Environmental Impact Report (Draft EIR) because, although no single project will contribute significantly to climate change, cumulative emissions from many projects affect global GHG concentrations and the climate system.

Statewide Climate Impacts

Impacts from increased temperatures are expected to result in more extreme weather, increased wildfire events, and sea level rise. Based on the most recent available data, as reported in the California Fourth Climate Change Assessment (2018),[9] California has seen a trend of increased average temperatures, more extreme hot days, fewer cold nights, longer growing seasons, less winter snow, and earlier snowmelt and rainwater runoff. According to updated records from NOAA and the California Office of Environmental Health Hazard Assessment (OEHHA), the Statewide average temperature increased by approximately 2.5°F from 1895 to 2020.[10] A larger proportion of total precipitation is falling as rain instead of snow. Sea level rose by as much as 7 inches along the California coast over the last century, leading to increased erosion and adding pressure to the State's infrastructure, water supplies, and natural resources. Within the past decade, California has experienced multiple extreme climate events, including the 2012–2016 drought, a dramatic reduction in Sierra Nevada winter snowpack, forest fires, and back-to-back years of record-setting heat in 2014 and 2015.

Local and Regional Climate Impacts

The San Joaquin Valley Area, where the project site is located, has experienced similar trends as the rest of California. The San Joaquin Valley's annual average maximum temperatures increased by 1°F (0.6°C [degrees Celsius]) over a recent 30-year period.[11]

Climate change is already affecting the San Joaquin Valley's communities and agriculture. These observed trends in the Valley are expected to continue in the future:

- **Substantial increases in temperatures and more extreme hot days.** Annual average maximum temperatures are projected to increase 4°F to 5°F by midcentury and 5°F to 8°F by the end of the century. If emissions continue to rise at high rates, projections indicate that half of the San Joaquin Valley counties will have average annual maximum temperatures over 80°F by the end of the century, which is more than an 8°F increase compared to historical conditions.[12]

[9] California Natural Resources Agency (CNRA). 2018. California's Fourth Climate Change Assessment: Statewide Summary Report. Website: https://climateassessment.ca.gov/state/. Accessed September 16, 2025.
[10] California Office of Environmental Health Hazard Assessment (OEHHA). 2022. Indicators of Climate Change in California. Website: https://oehha.ca.gov/climate-change. Accessed September 16, 2025.
[11] California Governor's Office of Land Use and Climate Innovation (LCI). 2022. San Joaquin Valley Region Report for California's Fourth Climate Change Assessment. Website: https://www.energy.ca.gov/sites/default/files/2022-01/CA4_CCA_SJ_Region_Eng_ada.pdf. Accessed September 16, 2025.
[12] Ibid.

- **More precipitation extremes, more rain, and less snow**. Precipitation will likely be more intense, increasing the fraction of precipitation falling from November to March from 75 percent (current conditions) to 80 percent (by the end of the century). This translates into longer dry seasons with 20 percent less precipitation on average that may lead to increased groundwater pumping to compensate the diminished surface water supplies.[13]
- **Snowpack in the Sierra Nevada has served as an essential water storage in the San Joaquin Valley, providing water during the drier season**. However, snowpack is gradually decreasing at high elevations and is projected to become scant at lower elevations by the end of the century.
- **As temperature increases, earlier snowmelt will shift peak flows by 2 to 4 months by the end of the century.** This shift may reduce surface water storage, increasing the mismatch between when the water is available (winter/spring) and when most of the water is used (summer).
- **Sea level rise.** Sea level rise increases flooding risk in Delta communities and San Joaquin County cities such as Stockton, threatening over 10,000 people. Over the past 100 years, sea level has risen 8 inches, and it could rise 2 feet by midcentury and 3.5 feet by the end of the century.
- **Increased frequency of wildfires.** Warming and greater precipitation extremes are increasing wildfires in California. Wildfires pose immediate threats to residents living in fire-prone areas, including burns and smoke inhalation, as well as secondary impacts to people further away from traveling smoke, such as asthma and respiratory irritation.[14]
- **Exacerbation of air quality problems and impacts on public health.** Extreme heat days are projected to increase for all San Joaquin Valley counties from current 4 or 5 extreme heat days per year to about 18 to 28 days toward midcentury and about 24 to 68 days toward the end of the century.[15] More extreme heat days correlate with higher ozone levels, leading to respiratory issues, heat-related illnesses, and increased vector-borne diseases.
- **Higher temperatures and impacts on Valley Fever.** Valley fever cases are more common in the San Joaquin Valley than in the rest of California, and this poorly studied illness could be exacerbated by the intensified combination of wetter conditions that allow the fungus to reproduce, and drier, windy periods that contribute to the spread of the spores from the soil into people's respiratory systems (dust storms). Current health services are insufficient, and climate change is increasing the necessity of emergency attention.[16]

[13] California Governor's Office of Land Use and Climate Innovation (LCI). 2022. San Joaquin Valley Region Report for California's Fourth Climate Change Assessment. Website: https://www.energy.ca.gov/sites/default/files/2022-01/CA4_CCA_SJ_Region_Eng_ada.pdf. Accessed September 16, 2025.
[14] Ibid.
[15] Ibid.
[16] Ibid.

California Greenhouse Gas Emissions Inventory

California contributed GHG emissions of 371.1 million metric tons (MMT) of CO_2e into the atmosphere in 2022.[17] Anthropogenic CO_2 is largely the byproduct of fossil fuel combustion and attributable to transportation, industry/ manufacturing, electricity generation, natural gas consumption, and agriculture processes. In California, the transportation sector is the largest emitter at approximately 39 percent of GHG emissions, followed by industrial at approximately 23 percent of GHG emissions.

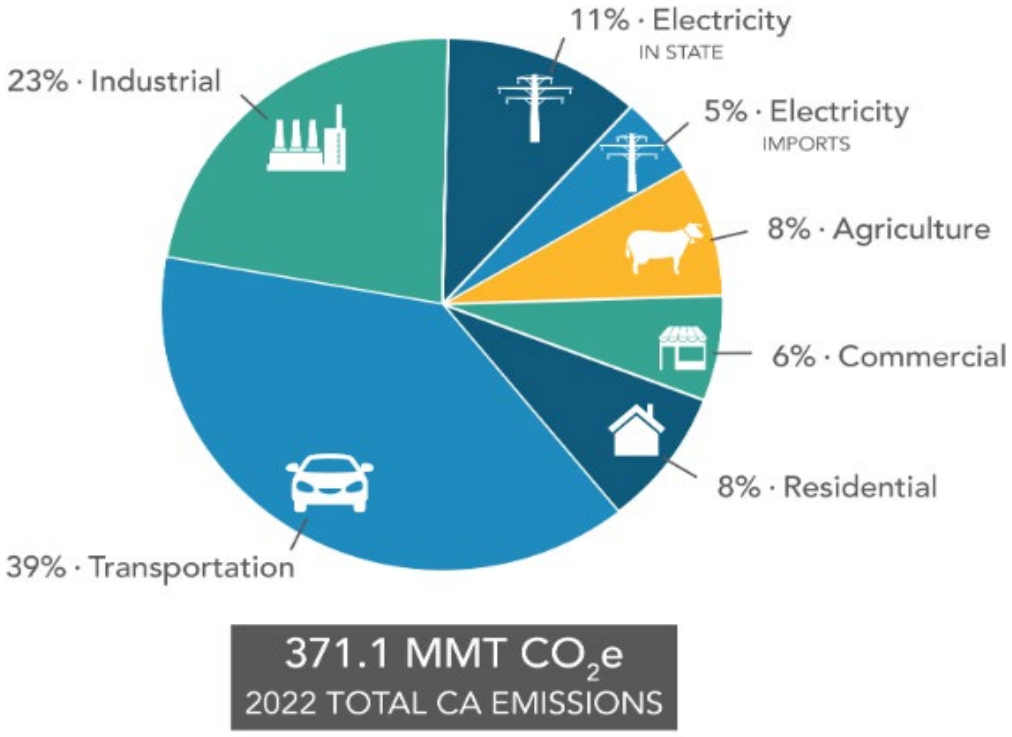


Figure 3.8-1: California GHG Emissions in 2022 by Economic Sector
Source of Data: California Air Resources Board (ARB). 2024. Current California GHG Emission Inventory Data 2000–2022 (2024 Edition). Website: https://ww2.arb.ca.gov/ghg-inventory-data. Accessed September 16, 2025

3.8.3 - Regulatory Framework

The following section describes federal, State, regional, and local laws, regulations, and policies that are specific to reducing GHG emissions and relevant to this analysis.

Federal

The United States Environmental Protection Agency (EPA) is the governing body responsible for regulating air pollution in the United States and setting nationwide air quality and emissions

[17] California Air Resources Board (ARB). 2024. Current California GHG Emission Inventory Data 2000–2022. Website: https://ww2.arb.ca.gov/ghg-inventory-data. Accessed September 16, 2025

standards. The EPA adopts and implements several regulations to reduce GHG emissions as well. These include GHG emission reduction standards for passenger cars and light-duty trucks, heavy-duty trucks (including buses), commercial aircraft and large business jets, heavy equipment (with spark-ignition engines and compression-ignition diesel engines), locomotives, marine vessels, recreational vehicles, and small equipment/tools.

California has implemented more stringent GHG emissions reduction regulations on the same sources listed above (excluding commercial aircraft and large business jets). Key State-level regulations are discussed below.

State

California has been on the forefront of regulating GHG emissions to address climate change through a variety of far-reaching and broad GHG legislation and executive orders. The following section outlines the major legislative pieces governing climate change in the State. These major pillars of legislation are supported by numerous other legislative actions, which are detailed in the supporting measures of their scoping plans. Other regulations such as the California Building Standards Code (CBC) and Energy Standards also indirectly reduce GHG emissions. See also Section 3.6, Energy, for additional discussion regarding the comprehensive regulatory framework governing GHG emissions.

Major Legislative Actions to Reduce GHGs

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark AB 32 California Global Warming Solutions Act of 2006, was specifically enacted to address GHG emissions. This was followed by a series of other executive orders, assembly bills, and senate bills that set GHG laws and policies for the State. The current framework and future goals are supported by three major pieces of legislation.

Key Targets

- **AB 32**: Reduce GHG emissions to 1990 levels by 2020.
- **SB 32**: Reduce GHG emissions 40 percent below 1990 levels by 2030.
- **Executive Order B-55-18:** Set the long-term Statewide goal of carbon neutrality by 2045.
- **AB 1279**: Achieve net-zero GHG emissions by 2045 and net-negative emissions.

To achieve these State-mandated emissions reduction targets, a document known as the Scoping Plan was required to be created by the California Air Resources Board (ARB) beginning in 2007 and be updated at least once every 5 years to "ensure the GHG emissions reduction activities to be adopted and implemented by the state board are complementary, nonduplicative, and can be implemented in an efficient and cost-effective manner." The Scoping Plan outlines strategies across nearly all levels of California's government and economy and defines—at a granular level—the regulatory actions needed to reduce GHG emissions from all economic sectors to meet the targets. While the Scoping Plan itself is not legally binding, the regulations and measures it recommends can lead to the creation of binding rules and regulations that must be followed by various sectors and entities within the State. These regulations are enforced by the ARB and other relevant agencies to ensure compliance with California's climate goals.

It is important to note that although AB 32, SB 32, Executive Order B-55-18, and AB 1279 establish California's Statewide GHG emission reduction goals, they do not specify how to measure a particular project's contribution to climate change, nor do they define a quantitative level at which project emissions become significant under the California Environmental Quality Act (CEQA). Statewide goals help inform the broader policy context, but they cannot be used on their own as CEQA thresholds because they operate at the Statewide, long-term planning scale, not the project-specific scale required under CEQA. Project-level significance is typically evaluated based on whether the project incorporates feasible measures to substantially reduce GHG emissions and demonstrates consistency with applicable plans, policies, and regulations adopted to reduce emissions. Projects that implement such measures and align with the State's climate objectives would not exceed thresholds.

2022 Scoping Plan

The 2022 Scoping Plan, which is the current Scoping Plan, addresses the target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. It lays out a plan based on bold steps to reduce GHGs to meet the anthropogenic emissions target and by expanding actions to capture and store carbon through the State's natural and working lands and using a variety of mechanical approaches. The major element of this unprecedented transformation is the aggressive reduction of fossil fuels wherever they are currently used in California, building on and accelerating carbon reduction programs that have been in place for a decade and a half. The plan calls for a rapid transition to zero-emission transportation; phasing out the use of fossil gas used for heating homes and buildings; development of sustainable transportation alternatives to reduce reliance on cars; and clamping down on use of chemicals and refrigerants with high GWP. The plan also identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.

The 2022 Scoping Plan reaffirms and clarifies the role of local governments in achieving the State's climate goals, particularly as it concerns the approval of new land use development projects and their environmental review under CEQA. It encourages local governments to adopt a CEQA-qualified Climate Action Plan (CAP) addressing three priority areas: (1) transportation electrification, (2) Vehicle Miles Traveled (VMT) reduction, and (3) building decarbonization. By prioritizing climate action in these three priority areas, local governments can help address the largest sources of GHGs within their jurisdiction. Local governments that prepare qualified CAPs that include strategies in these areas are further contributing to alignment between local climate action and the State's climate goals.

Statewide Initiatives and Regulations

The ARB also manages the cap-and-trade program to achieve GHG emission reductions from large industrial facilities. The ARB has pioneered a range of approaches in California that have set the standard for effective air and climate programs for the nation and the world. The ARB regulations, based on extensive research and established science, have driven innovation, leading to significant technological developments such as the production of low- and zero-emission cars and trucks and cleaner fuels.

Other State agencies responsible for regulating GHGs include:

- **California Energy Commission (CEC):** The State's energy policy and planning agency, responsible for climate change-related programs including energy efficiency and leading the State to a 100 percent clean energy reality. The CEC mandates building energy efficiency standards (in new and existing buildings) and manages the Renewable Portfolio Standard (RPS).
- **California Department of Resources Recycling and Recovery (CalRecycle):** California's recycling and waste management agency, responsible for implementation of State climate policies including landfill methane emissions reduction, waste-to-energy production, and composting requirements. CalRecycle implements food and yard waste recycling regulations, including mandates to cut organic waste disposal by 75 percent by 2025.
- **California Governor's Office of Land Use and Climate Innovation (LCI):** The LCI is California's long-range planning agency, responsible for implementing CEQA review and conducting Statewide research on all climate change policies and impacts.

The following policies target a wide range of sectors, including transportation, energy, building construction, and water use, and are designed to accelerate the transition to zero-emission technologies, improve energy and water efficiency, and reduce reliance on fossil fuels:

- **Advanced Clean Cars II (ACC II):** Designed to reach 100 percent new vehicle ZEVs and clean plug-in hybrid-electric vehicles (PHEVs) in California by the 2035 model year. However, in June 2025, President Trump signed into law congressional resolutions under the Congressional Review Act, invalidating EPA's preemption waivers for ACC II, the Advanced Clean Trucks rule, and the Low NO_X Omnibus Regulation.[18] These waivers were critical to California's authority under the Clean Air Act to set its own vehicle emissions standards. The ARB has strongly opposed the rescissions and is currently involved in legal challenges in connection therewith.
- **Advanced Clean Trucks:** The Advanced Clean Trucks regulation is designed to accelerate the transition to zero-emission medium- and heavy-duty vehicles in the State. The rule targets truck and chassis manufacturers, requiring them to sell an increasing percentage of ZEVs beginning with the 2024 model year. The sales requirements vary by vehicle type, with goals such as 75 percent of Class 4–8 straight trucks and 40 percent of truck tractors sold in California being zero-emission by 2035. As discussed above, in June 2025, President Trump signed into law congressional resolutions that rescinded EPA waivers previously granted for California's ACC II, Advanced Clean Trucks, and Low NO_X regulations, effectively revoking the legal basis for states to enforce these more stringent vehicle emission standards.
- **Advanced Clean Fleets:** The Advanced Clean Fleets Regulation is meant to complement the Advanced Clean Trucks regulation by advancing the introduction of vehicles that emit no criteria or GHG emissions, i.e., ZEV into California's truck and bus fleets requiring fleets that

[18] U.S. Congress. 2020. H.J.Res.88 – Providing congressional disapproval under Chapter 8 of Title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to "California State Motor Vehicle and Engine Pollution Control Standards; Advanced Clean Cars II; Waiver of Preemption; Notice of Decision." Website: https://www.congress.gov/bill/119th-congress/house-joint-resolution/88/text?s=1&r=2. Accessed September 9, 2025.

are well suited for electrification to transition to zero-emission technologies with requirements to both phase-in the use of ZEVs for targeted fleets.[19] However, in January 2025, the ARB withdrew its request for a waiver and authorization for the addition of the Advanced Clean Fleets Regulation to its emissions control program. The State and Local Government Agency Fleet Requirements portion of the Advanced Clean Fleets Regulation would remain. State and Local Government Agency fleets must still comply with the ZEV Purchase Schedule, which requires most governmental fleets to purchase at least 50 percent of their annual on-road medium- and heavy-duty vehicles as ZEVs beginning January 1, 2024, unless they utilize flexibility within the regulation. This compliance schedule requires vehicles to have a minimum age before becoming eligible for some of the exemptions.

- **Small Off-road Engine (SORE) Regulations:** Transition 100 percent of small off-road spark-ignition engines (at or below 25.5 horsepower and used in non-stationary equipment), which includes landscaping equipment, to zero-emission by 2035 (where feasible).[20]
- **Zero-emission Forklifts:** The regulation will achieve emission reductions of both criteria pollutants and GHG emissions by requiring the phase-out of forklifts using Large Spark-Ignition engines, such as those running on propane and gasoline.[21] The regulation is expected to result in a significant shift of the forklift segment in California to zero-emission technology.
- **Low Carbon Fuel Standard:** Increase the availability and use of low carbon fuels, including renewable diesel, biodiesel, renewable and natural gas by mandating that the fuel carbon intensity in California must achieve a 20 percent reduction by 2030.[22]
- **Renewable Portfolio Standard:** One of California's key programs for advancing renewable energy, it sets continuously escalating renewable energy procurement requirements for the State's load-serving entities. All entities must procure 60 percent of their electricity portfolio from renewable energy resources by 2030.
- **Building Energy Efficiency Standards–Title 24, Part 6 (Energy Code):** Contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings; the requirements have gradually increased in efficiency and technology over the past decades and are some of the most stringent in the nation. Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The current standard, known as the 2022 Energy Code, builds on California's technology innovations and includes encouraging heat pumps, requiring electric-ready single-family homes, and solar/battery storage standards for various building types. The 2022 Energy Code also strengthens ventilation standards to improve indoor air quality. The CEC updates the standards every 3 years.

[19] California Air Resources Board (ARB). 2024. Advanced Clean Fleets Regulation Enforcement Notice. October. Website: https://ww2.arb.ca.gov/sites/default/files/2024-10/241025acfnotice_ADA.pdf. Accessed September 15, 2025.
[20] California Air Resources Board (ARB). 2024. SORE–Small Engine Fact Sheet. Website: https://ww2.arb.ca.gov/resources/fact-sheets/sore-small-engine-fact-sheet. Accessed September 15, 2025.
[21] California Air Resources Board (ARB). 2024. Zero-Emission Forklifts. Website: https://ww2.arb.ca.gov/our-work/programs/zero-emission-forklifts. Accessed September 15, 2025.
[22] California Air Resources Board (ARB). 2024. Low Carbon Fuel Standard. Website: https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard/about. Accessed September 15, 2025.

- **California Green Building Standards Code–Title 24, Part 11:** This is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings. The code is updated on a regular basis, with the most recent update consisting of the 2022 California Green Building Code Standards that became effective January 1, 2023. Mandatory green building standards code for the State with the goal of reducing GHG emissions from buildings, also considered some of the most stringent in the nation. Below lists the key California Green Building Standards Code (CALGreen) requirements that are relevant to the proposed project:

Site Development (Division 5.1)

- **Stormwater Pollution Prevention**: Required for projects disturbing less than 1 acre of land (Section 5.106.1).
- **Bicycle Parking**: Short-term and long-term bicycle parking must be provided, with exceptions for warehouse-type occupancies (Sections 5.106.4.1.1–5.106.4.1.5).
- **Electric Vehicle Capable Spaces**: Electrical capacity and conduit must be installed to support future electric vehicle (EV) charging infrastructure (Section 5.106.5.3).

1. **Energy Efficiency**
   - Must comply with Title 24, Part 6 (Energy Code), which includes lighting controls, heating, ventilation, and air conditioning (HVAC) efficiency, and building envelope standards relevant to warehouse operations.
2. **Water Efficiency (Division 5.3)**
   - **Indoor Water Use**: Fixtures must meet efficiency standards (e.g., low-flow toilets, urinals, faucets).
   - **Outdoor Water Use**: Landscape irrigation systems must include weather- or soil moisture-based controllers.
3. **Material Conservation (Division 5.4)**
   - **Construction Waste Management**: At least 65 percent of nonhazardous construction and demolition waste must be recycled or salvaged (Section 5.408.1).
   - **Volatile Organic Compound Limits**: Adhesives, sealants, paints, coatings, and flooring systems must meet volatile organic compound (VOC) emission limits to reduce indoor air contaminants.
4. **Environmental Quality (Division 5.5)**
   - **Air Quality Measures**: HVAC systems must include MERV 13 filters; duct openings and registers must be sealed during construction.
   - **Moisture Control**: Vapor barriers and drainage systems are required to prevent mold and moisture intrusion.

- **Model Water Efficient Landscape Ordinance:** The Model Water Efficient Landscape Ordinance (MWELO) was required by AB 1881 Water Conservation Act. The bill required local agencies to adopt a local landscape ordinance at least as effective in conserving water as the MWELO by January 1, 2010. Reductions in water use of 20 percent consistent with (SBX-7-7) 2020 mandate are expected under the MWELO. New development projects that include landscaped areas of 500 square feet or more are subject to MWELO. MWELO requires measures such as more efficient irrigation systems, incentives for graywater usage, improvements for on-site stormwater capture, and limiting high-water use plants in landscaping.

Senate Bill 375—The Sustainable Communities and Climate Protection Act of 2008

SB 375 was signed into law on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits over 40 percent of the total GHG emissions in California. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

California Supreme Court GHG Ruling

In a November 30, 2015, ruling on the Newhall Ranch project, the California Supreme Court in *Center for Biological Diversity v. California Department of Fish and Wildlife* (2015) 62 Cal.4th 204 (*Newhall Ranch*) concluded that the EIR employed a legally permissible criterion of significance under CEQA—whether the project was consistent with meeting Statewide emission reduction goals—but the EIR's significance finding for the project was not supported by a reasoned explanation based on substantial evidence.[23]

In the *Newhall Ranch* opinion, the Court offered several different avenues by which jurisdictions can appropriately address this issue under CEQA, as summarized below:

Specifically, the Court advised that:

- **Substantiation of Project Reductions from Business as Usual**. A lead agency may use a Business as Usual (BAU) comparison based on the Scoping Plan's methodology if it also substantiates the reduction a particular project must achieve to comply with Statewide goals. (*Newhall Ranch*, *supra*, 62 Cal.4th at p. 229.)
- **Compliance with Regulatory Programs or Performance Based Standards**. A lead agency "might assess consistency with AB 32's goal in whole or part by looking to compliance with regulatory programs designed to reduce greenhouse gas emissions from particular activities." (Id., at p. 229.)
- **Compliance with GHG Reduction Plans or Climate Action Plans**. A lead agency may utilize "geographically specific greenhouse gas emission reduction plans" such as climate action plans or greenhouse gas emission reduction plans to provide a basis for the tiering or streamlining of project-level CEQA analysis. (Id., p. 230.)
- **Compliance with Local Air District Thresholds**. A lead agency may rely on "existing numerical thresholds of significance for greenhouse gas emissions" adopted by, for example, local air districts. (Ibid.)

[23] Supreme Court of California. 2015. *Center for Biological Diversity v. California Department of Fish and Wildlife*. November 30. Website: http://climatecasechart.com/case/center-for-biological-diversity-v-california-department-of-fish-and-wildlife/. Accessed September 15, 2025.

California Assembly Bill 98–Planning and Zoning: Logistics Use: Truck Routes

Assembly Bill (AB) 98, signed into law in September 2024 and effective January 1, 2026, establishes, among other things, Statewide siting and design requirements for the development and expansion of certain large warehouse facilities in California, specifically those 250,000 square feet or larger. The bill aims to mitigate air quality and public health impacts associated with freight and warehouse operations by requiring energy-efficient building designs, designated truck routing plans, and operational standards that reduce emissions and protect nearby communities. Key provisions include mandatory installation of solar panels, EV charging infrastructure, and cold storage plug-ins, as well as restrictions on truck and orientation of loading bays to minimize exposure for sensitive receptors. AB 98 also mandates a transition to zero-emission forklifts by 2030 and requires local jurisdictions to update their circulation elements to establish truck routes by 2028.Senate Bill 415 (Reyes 2025), known as the PLANS Act, refines California's regulatory framework for logistics use developments, building upon AB 98. SB 415 defines "logistics use development" as facilities primarily used for the movement or storage of goods via heavy-duty trucks and excludes certain temporary agricultural structures and buffer lands from the definition of "sensitive receptors." SB 415 mandates that new logistics developments comply with the California Green Building Standards Code in effect at the time of permitting and introduces requirements for "21st Century Warehouses" and "Tier 1" facilities, including EV infrastructure, solar readiness, and zero-emission equipment. Local jurisdictions must adopt truck route ordinances by 2028 (or 2030 for small cities) to manage freight traffic and reduce impacts on residential and sensitive areas.

The proposed project is not subject to AB 98/SB 415 requirements because AB 98/SB 415 does not apply to any "logistic projects," including warehouses, that "were subject to a commenced local entitlement process prior to September 30, 2024." (Gov. Code § 65098.1.5, subd. (c).)[24] The proposed project's development application was filed with the City prior to September 30, 2024.[25] The exemption "shall remain in effect from the time of the initial application submission through the completion of the entitlement process, including any necessary rezoning actions and through the development period." (Gov. Code § 65098.1.5, subd. (d).)

Best Management Practices for Warehouses

The California DOJ released a non-binding guidance document outlining best practices for warehouse projects under CEQA.[26] In it, local agencies and developers are encouraged to implement robust measures to reduce air quality and GHG impacts, particularly in overburdened communities. Projects should include a comprehensive analysis of both direct and cumulative emissions, including health risk assessments that evaluate potential exposure for nearby sensitive receptors. To help minimize health risks, the guidance recommends siting warehouse facilities with appropriate setbacks or physical buffers from sensitive land uses such as residences, schools, and healthcare

[24] The intent of the exemption language is to not place any undue burdens on investments that had been made and to not impact projects that were already in the pipeline prior to knowledge of AB 98's comprehensive regulations that could unwind design and siting considerations.

[25] Notably, even if an application has not been submitted, the project site has been subject to an extended entitlement process for the proposed use, which resulted in a denial of the prior application, which in of itself would be sufficient to meet the "commenced the local entitlement process" standard.

[26] California Office of the Attorney General. 2022. Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act. Website: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf. Accessed September 15, 2025.

facilities. Additional best practices include the use of zero-emission or near-zero-emission technologies for on-site equipment and vehicles—such as electric forklifts and yard trucks—as well as installing EV and truck charging infrastructure to support long-term emissions reductions. The guidance also encourages limiting idling, installing anti-idling signage, and designing site circulation to reduce queueing and emissions near residential areas. Incorporating solar panels and energy-efficient building systems is further recommended to reduce GHG emissions and the project's overall environmental impact.

Many of the guidance recommendations are similar to the requirements in AB 98/SB 415. As discussed further below, the proposed project incorporates many design features that are consistent with the intent of the AB 98/SB 415 requirements and Warehouse Best Practices guidance document.

San Joaquin Council of Governments Regional Transportation Plan/Sustainable Communities Strategy

The 2022 San Joaquin Council of Governments (SJCOG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted August 25, 2022, is San Joaquin County's long-range transportation and land use plan that integrates environmental, economic, housing, and public health goals.[27] It satisfies requirements under SB 375 by identifying a land use and transportation scenario aimed at reducing GHG emissions through strategies such as promoting compact growth, increasing transportation choices, and supporting transit and active mobility. The RTP/SCS covers a planning horizon out to 2046, collecting projected transportation improvement projects across the region—including highways, local roads, transit, bicycle, and pedestrian facilities—and providing guidance for jurisdictions across the County on aligning land use decisions with State goals. Also included in the plan are policy tools, investment priorities, and performance metrics (e.g., VMT, GHG emissions) that will enable the region to monitor progress toward meeting State targets.

San Joaquin Air Pollution Control District Regulations

On December 17, 2009, the San Joaquin Air Pollution Control District (Valley Air District) Governing Board adopted "Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA," and the policy "District Policy—Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency." The Valley Air District concluded that the existing science is inadequate to support quantification of the impacts that project-specific GHG emissions have on global climatic change. The Valley Air District found the effects of project-specific emissions to be cumulative, and without mitigation, their incremental contribution to global climatic change could be considered cumulatively considerable. The Valley Air District found that this cumulative impact is best addressed by requiring all projects to reduce their GHG emissions, whether through project design elements or mitigation.

The Valley Air District's approach is intended to streamline the process of determining whether project-specific GHG emissions would have a significant effect. Projects exempt from the requirements of CEQA and projects complying with an approved plan or mitigation program would

[27] San Joaquin Council of Governments (SJCOG). 2022. Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). Website: https://www.sjcog.org/DocumentCenter/View/10255/RTPSCS-CH1-9-with-ES. Accessed September 16, 2025.

be determined to have a less than significant cumulative impact. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources and must have a certified final CEQA document.

For non-exempt projects, those projects for which there is no applicable approved plan or program, or those projects not complying with an approved plan or program, the lead agency must evaluate the project against performance-based standards and would require the adoption of design elements, known as a Best Performance Standards (BPS), to reduce GHG emissions. The BPS have not yet fully been established, though they must be designed to affect a 29 percent reduction when compared with the BAU projections identified in the ARB's AB 32 Scoping Plan.

BAU represents the emissions that would occur in 2020 if the average baseline emissions during the 2002–2004 period were grown to 2020 levels, without control. These standards thus would carry with them pre-quantified emissions reductions, eliminating the need for project-specific quantification. Therefore, projects incorporating BPS would not require specific quantification of GHG emissions, and automatically would be determined to have a less than significant cumulative impact for GHG emissions.

For stationary source permitting projects, BPS means, "The most stringent of the identified alternatives for control of GHG emissions, including type of equipment, design of equipment and operational and maintenance practices, which are achieved-in-practice for the identified service, operation, or emissions unit class." The Valley Air District has identified BPS for the following sources: boilers; dryers and dehydrators; oil and gas extraction, storage, transportation, and refining operations; cogeneration; gasoline dispensing facilities; VOC control technology; and steam generators.

For development projects, BPS means, "Any combination of identified GHG emission reduction measures, including project design elements and land use decisions that reduce project-specific GHG emission reductions by at least 29 percent compared with business as usual."

Projects not incorporating BPS would require quantification of GHG emissions and demonstration that BAU GHG emissions have been reduced or mitigated by 29 percent. As stated earlier, the ARB's adjusted inventory reduced the amount required by the State to achieve 1990 emission levels from 29 percent to 21.7 percent to account for slower growth experienced since the 2008 recession. According to Valley Air District guidance, quantification of GHG emissions would be required for all projects for which the lead agency has determined that an EIR is required, regardless of whether the project incorporates BPS.

According to the Valley Air District Guidance, the Valley Air District takes a tiered approach for determining significance from GHG emissions as summarized below:

Tier 1 Project Exemption from CEQA.

Tier 2 Project complies with an adopted Statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Tier 3 The project achieves the 29 percent GHG Emissions Reduction Target by using approved BMPs.

Tier 4 GHG emissions are quantified and the project implements Best Performance Standards or achieves a GHG emissions reduction of 29 percent below BAU.

The 29 percent GHG emissions reductions is aligned with 2020 planning goals for AB 32. However, a BAU approach for post-2020 development projects would require an updated GHG emissions inventory for 2030 as well as a revised reduction target that are aligned with SB 32 goals of 40 percent reduction of GHG emissions from the 1990 baseline. These inventories and thresholds have not been developed to date by the Air District.

Local Regulations

The City of Tracy does not currently have a formal qualifying GHG emissions reduction plan or recommended emissions thresholds for determining significance associated with GHG emissions from development projects under CEQA. It does, however, have an adopted Sustainability Action Plan, discussed further below.

City of Tracy Sustainability Action Plan

The City of Tracy adopted its Sustainability Action Plan in 2011. The City's plan outlines the sustainability targets for the year 2020. Those targets relating to GHG emissions and their corresponding sustainability measures are presented below, which are relevant to this analysis.

Greenhouse Gas Emissions

Target No. 1 15 percent reduction in per capita emissions from the 2006 baseline of 11.6 metric ton (MT) of CO_2e.

However, this target is not meant for usage as a quantitative CEQA threshold. Moreover, it should be noted that year 2020 has already come and gone. Therefore, this per capita emissions target is no longer relevant for purposes of this analysis. Furthermore, the sustainability measures included with the City of Tracy Sustainability Action Plan do not apply to individual land use projects; nor is it appropriate to translate this target into requirements for an individual project since there is no clear mechanism to do so and the City has not adopted the foregoing as a quantitative threshold. See, e.g., *Golden Door Properties, LLC v. County of San Diego* (2018) 27 Cal.App.5th 892.

City of Tracy General Plan

In February of 2011, the City of Tracy adopted its current General Plan. The City's General Plan applicable goals and policies relating to the reduction of GHG emissions are listed below.

Air Quality Element

Goal AQ-1 Improved air quality and reduced greenhouse gas emissions

Objective AQ-1.1 Improve air quality and reduce greenhouse gas emissions through land use planning decisions.

Objective AQ-1.2 Promote development that minimizes air pollutant and greenhouse gas emissions and their impact on sensitive receptors as a result of indirect and stationary sources.

Policies

Policy P3 Developers shall implement Best Management Practices to reduce air pollutant emissions associated with the construction and operation of development projects.

Policy P4 New development projects should incorporate energy-efficient design features for HVAC, lighting systems and insulation that exceed Title 24.

Policy P5 Use of solar water and pool heaters is encouraged.

Policy P6 Installation of solar voltaic panels on new homes and businesses shall be encouraged.

Policy P7 Trees should be planted on the south- and west-facing sides of new buildings or building undergoing substantial renovation in order to reduce energy usage.

Policy P15 Encourage businesses to electrify loading docks or implement idling-reduction systems so that trucks transporting refrigerated goods can continue to power cab cooling elements during loading, layovers, and rest periods.

Objective AQ-1.3 Provide a diverse and efficient transportation system that minimizes air pollutant and greenhouse gas emissions.

Circulation Element

Goal CIR-1 A roadway system that provides access and mobility for all of Tracy's residents and businesses while maintaining the quality of life in the community.

Objective CIR-1.2 Provide a high level of street connectivity.

Policies

Policy P3 New development shall be designed to provide vehicular, bicycle and pedestrian connections with adjacent developments.

Objective CIR-1.8 Minimize transportation-related energy use and impacts on the environment.

Objective CIR-3.1 Achieve a comprehensive system of citywide bikeways and pedestrian facilities.

Policies

Policy P6 New development shall include pedestrian and bicycle facilities internal to the development and that connect to citywide facilities, such as parks, schools and recreational corridors, as well as adjacent development and other services.

Policy P7 New development sites for commercial, employment, educational, recreational and park-and-ride land uses shall provide bicycle parking and/or storage facilities.

Objective CIR-4.1 Promote public transit as an alternative to the automobile.

Economic Development Element

Objective ED-1.2 Support and encourage a sustainable local economy.

3.8.4 - Impacts and Mitigation Measures

Significance Criteria

As previously discussed, under CEQA and as held in the California Supreme Court's *Newhall Ranch* decision, GHG impacts would be considered significant if the proposed project would:

- Conflict with a compliant GHG Reduction Plan if adopted by the lead agency;
- Exceed any applicable Air District GHG Reduction Threshold; or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs.

These thresholds are consistent with the Appendix G Environmental Checklist questions of the CEQA Guidelines (listed below). The City of Tracy does not currently have an adopted qualifying GHG emissions reduction plan or adopted quantitative emissions thresholds for determining significance associated with GHG emissions from development projects under CEQA. Moreover, while the 29 percent GHG emissions reductions in the Valley Air District 2015 guidance are aligned with 2020 planning goals for AB 32, a BAU approach utilizing Valley Air District Tier 4 methods for post-2020 development projects would require an updated emission GHG inventory for 2030 as well as a revised reduction target that is aligned with SB 32 goals of 40 percent reduction of GHG emissions from the 1990 baseline; these inventories and thresholds have not been developed to date by the Valley Air District. Accordingly, there is no adopted quantitative emissions threshold from the City or the Valley Air District for purposes of this analysis. Therefore, the first impact criterion, "conflict with a compliant GHG Reduction Plan if adopted by the lead agency," is not applicable for the proposed project. Moreover, the other two impact criteria presented above closely align with the two Appendix G Environmental Checklist questions for GHG emissions. Therefore, the City, in its discretion, is utilizing Appendix G of the CEQA Guidelines as thresholds of significance for the proposed project.

The proposed project would have potential impacts related to GHG emissions if the project would:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Section 15064.4(b) of the CEQA Guidelines' amendments for GHG emissions states that a lead agency may take into account the following three considerations in assessing the significance of impacts from GHG emissions.

- **Consideration No. 1:** The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- **Consideration No. 2:** Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- **Consideration No. 3:** The extent to which the project complies with regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by a relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

Given the nature of GHG emissions and related impacts, individual projects do not generate sufficient GHG emissions to create a project-specific significant impact through a direct or indirect influence to climate change; therefore, the issue of climate change involves an analysis of whether a project's contribution toward an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past, present, and reasonably foreseeable probable future projects (CEQA Guidelines § 15355).

It is important to note that although AB 32, SB 32, Executive Order B-55-18, and AB 1279 establish California's Statewide GHG emission reduction goals, they do not specify how to measure a particular project's contribution to climate change, nor do they define a quantitative level at which project emissions become significant under CEQA. Statewide goals help inform the broader policy context, but they cannot be used on their own as CEQA thresholds because they operate at the Statewide, long-term planning scale, not at the project-specific scale required under CEQA.

For the same reasons, a net-zero GHG emissions target is not an appropriate CEQA threshold of significance to apply directly to individual projects because CEQA requires an evaluation of a project's incremental contribution to cumulative impacts, not its ability to achieve Statewide targets. Net-zero is a long-term Statewide endpoint intended to guide comprehensive sector-wide transformation by 2045. It is not a project-level performance standard, nor is it feasible or reasonable to expect every individual project to achieve net-zero emissions in order to be considered less than significant under CEQA.

Imposing a net-zero threshold at the project scale would (1) exceed CEQA's requirement to evaluate a project's incremental contribution to climate change, (2) ignore the role of Statewide programs and sector-wide reductions, and (3) lack substantial evidence supporting net-zero as a project-appropriate metric. Instead, CEQA thresholds must be grounded in evidence-based methodologies—

such as consistency with an adopted GHG Reduction Plan or a quantified efficiency-based threshold—that appropriately scale the Statewide goals to individual project impacts.

As noted above, the City of Tracy does not currently have an adopted qualifying GHG emissions reduction plan or adopted quantitative emissions thresholds for determining significance associated with GHG emissions from development projects under CEQA. Moreover, while the 29 percent GHG emissions reductions in the Valley Air District 2015 guidance are aligned with 2020 planning goals for AB 32, these inventories and thresholds have not been developed to date by the Valley Air District. Since no other local or regional qualifying CAP is in place that applies to the proposed project, and since there is no adopted quantitative threshold from either the City or the Valley Air District, the City, in its discretion as Lead Agency, has elected to evaluate the proposed project's potential GHG impacts based on an assessment for its consistency with the ARB's adopted 2022 Scoping Plan policies. This would be achieved with an assessment of the proposed project's consistency with relevant Scoping Plan measures contained in the ARB's 2022 Scoping Plan, as well as the latest RTP/SCS for the region the proposed project is located within (i.e., the SJCOG 2022 RTP/SCS, which was adopted on August 22, 2022). Therefore, this analysis provides a qualitative assessment of the proposed project's consistency with the applicable plans, policies, and regulations for the purposes of reducing GHG emissions to determine whether the proposed project would have a significant impact on the environment relative to GHGs.

Approach to Analysis

The California Emission Estimator Model (CalEEMod) Version 2022.1 is used to calculate and assess GHG emissions, which consist of those on-site and off-site construction and operational emissions generated from all facets of the proposed project. CalEEMod provides a uniform platform for government agencies, land use planners, and environmental professionals to calculate emissions from land use development and linear projects in California. The CalEEMod output includes notes as well as references to additional calculations included in Appendix B.

The discussion herein is specific to GHG emission quantifications only. See Section 3.3, Air Quality, Section 3.3.5, Methodology, for the comprehensive discussion of CalEEMod inputs for this project.

Electricity

GHG emissions modeling includes those indirect emissions from electricity consumption based on CalEEMod defaults for energy usage based on land use type and the 2019 Title 24 Building Standards. The energy consumption in megawatt-hour (MWh) per year is used in conjunction with the Energy Intensity of the purchased electricity to calculate the GHG emissions in CO_2e using the model default rate of CO_2 per megawatt of electricity produced, which is based on the local utility provider's default emissions rate in CalEEMod.

As part of the proposed project's BMP No. 18, the applicant is required to evaluate the potential to source electricity from Ava Energy (Ava) as the primary provider, rather than Pacific Gas and Electric Company (PG&E). However, because the extent to which Ava can supply 100 percent clean energy for the proposed development remains uncertain, the proposed project's GHG emissions from electricity consumption are conservatively estimated using default assumptions.

Water and Waste

CalEEMod includes calculations for indirect GHG emissions for electricity consumption, water consumption, and solid waste disposal. For water consumption, the model calculates embedded energy (e.g., treatment, conveyance, distribution) associated with providing each gallon of potable water to the project site. For solid waste disposal, GHG emissions are generated as solid waste generated by the proposed project decomposes in a landfill. CalEEMod defaults are assumed for the proposed project.

Refrigerants

During operation, there may be leakages of refrigerants (hydrofluorocarbons) from air conditioners and any refrigeration systems. Hydrofluorocarbons are typically used for refrigerants, which are long-lived GHGs. The defaults for refrigerants in CalEEMod do not reflect the most recent regulations and restrictions on refrigerant emissions; for this reason, refrigerant quantification was not included.

Impact Analysis

Greenhouse Gas Emissions

Impact GHG-1: The proposed project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Project Description/Design Features and Other Measures Relevant to Consistency Analysis

As described in more detail in Section 2.0, Project Description, the proposed project involves the construction and operation of up to 2,826,425 square feet of warehouse/distribution and/or manufacturing uses, including ancillary office uses and related improvements on approximately 169 acres (comprised of a total of five existing parcels). The project site is within unincorporated County land adjacent to the northeastern city limits and within the City's Sphere of Influence (SOI; 10-year planning horizon). The project site is directly east of the City's Northeast Industrial (NEI) Specific Plan area boundary. The project site has long been envisioned for industrial uses under the City's General Plan as reflected in its Industrial land use designation.

Consistent therewith, the proposed project's location is intended to maximize development of the existing under-utilized project site in order to provide for local and regional employment opportunities that take advantage of the project site's high level of location next to, and if approved become part of, the NEI Specific Plan (an industrial- and manufacturing-focused Specific Plan area); increase the City's revenue and allow for the expansion of the City's economic base, help improve the jobs/housing balance, reduce the commute for local and regional residents, and enable the proposed project to be used as part of the Central Valley supply chain and goods movement network.

For purposes of this analysis, the following Best Management Practices (to be incorporated as enforceable[28] project design features) that are relevant to reducing GHG emissions are considered. The full list of BMPs is provided in Chapter 2, Project Description, Table 2-3.

[28] The proposed project would be required to implement all BMPs via enforceable conditions of approval and/or other appropriate legal mechanism(s) as determined by the City.

Best Management Practices
BMP No. 1: Time Limitation for Off-road Diesel-powered Equipment During Construction. Each piece of off-road diesel-powered equipment used during project construction shall be prohibited from being in the "on" position for more than 10 hours per day.
BMP No. 3: Through the use of construction worker training and/or signage, applicant(s) shall limit heavy-duty construction equipment idling to no more than 2 minutes, and in no instance shall such idling exceed 5 minutes, and shall maintain vehicle speeds on unpaved roads to <15 mph.
BMP No. 4: Electric hookups shall be provided to reduce the need for diesel generators for electric construction equipment and, should diesel generators be needed, all such diesel generators shall be equipped with emission control technology verified by the United States Environmental Protection Agency (EPA) and/or California Air Resources Board (ARB) to reduce particulate matter (PM) emissions by a minimum of 85 percent (also known as the ARB's Level 3 Verified Diesel Emission Control Strategy [VDECS]).
BMP No. 5: All construction diesel hauling trucks shall be model year 2010 or later.
BMP No. 7: Vehicle Queueing Reduction. The design of the Private Drive, which runs north–south through the center of the project site, will assist in reducing queueing on Grant Line Road.
BMP No. 10: A substantial amount of the proposed plant material for new facilities shall be native and drought-tolerant and therefore will use less water than other common species. Site perimeter and parking lot landscaping shall provide vegetated buffers that will include trees, tree canopies, and other vegetation.
BMP No. 11: Irrigation systems for new facilities shall include the use of deep root watering bubblers for parking lot trees to minimize water usage and ensure that water goes directly to the intended planting areas.
BMP No. 14: Vehicle Charging. Provide electrical vehicle charging stations per applicable provisions of Title 24 of the Building Code.
BMP No. 18: Renewable Energy: Project operations shall consider opportunities to utilize renewable energy, which may include solar power, power from Ava Energy (Ava), and/or a combination thereof, as follows. (1) Building roofs shall be constructed to be able to support solar panels; however, the scope and extent to which installation and utilization of solar panels occurs for the subject individual development proposal shall be at the discretion of the relevant owner(s) in collaboration with the tenant(s). (2) At a minimum, owner(s) shall provide solar and battery storage to offset consumption from the conditioned office space areas of each individual building using the California Building Energy Code Compliance (CBECC) T24 compliant energy model. (3) The relevant owner shall also consider opportunities to purchase power from Ava to serve as the primary source (rather than Pacific Gas and Electric Company [PG&E] as the primary source) for the subject individual development proposal and shall purchase power from Ava under the following circumstances: • If Ava has the confirmed capacity to serve all of the power needs of the subject individual development proposal with 100 percent clean energy from their program at a commercially reasonable rate, the relevant owner and/or tenant shall purchase from Ava sufficient capacity to serve the subject individual development proposal, minus the amount of any renewable energy that would be provided via solar power to the extent pursued. • If Ava has the confirmed capacity to serve some but not all of the power needs of the subject individual development proposal with 100 percent clean energy from their program at a commercially reasonable rate, the relevant owner and/or tenant shall purchase from Ava the amount of confirmed capacity to partially serve the subject individual development proposal, minus the amount of any renewable energy that would be provided via solar power to the extent pursued. • If Ava does not have the confirmed capacity to serve any of the power needs of the subject individual development proposal from their program, the relevant owner and/or tenant shall purchase power from PG&E, minus the amount of any renewable energy that would be provided via solar power to the extent pursued.

Best Management Practices
BMP No. 19: All building roofs shall have a minimum Solar Reflectance Index of .80, lessening heat gain. Reflective cool roof materials are used to lower heat absorption, subsequently lowering energy requirements during the hot summer months. Roof material shall meet the applicable requirements for EPA's Energy Star energy efficiency program, and building management systems shall monitor performance and energy usage of heating, ventilation, and air conditioning (HVAC) systems.
BMP No. 20: HVAC comfort systems shall be controlled by a computerized building management system to maximize efficiency. HVAC units shall be high efficiency units.
BMP No. 21: Mechanical systems are site specifically commissioned and designed and field tested to ensure that the HVAC systems are performing to high efficiency standards. HVAC systems shall be all-electric and will use High Efficiency Particulate Air (HEPA) filters.
BMP No. 22: Future heavy heavy-duty truck (HHDT) Charging: To facilitate the installation of future electric charging stations for HHDTs, the plans shall identify an area for future HHDT charging stations and the relevant developer shall install conduit from the power source to the identified area.
BMP No. 25: Overall, at full buildout, the project site's building energy efficiency shall exceed Title 24 Building Envelope Energy Efficiency Standards by at least 1 percent.
BMP No. 26: All appliances to be installed shall meet or exceed Title 24 requirements.*
BMP No. 32: Anti-idling signs: Anti-idling signs indicating a 3-minute diesel truck engine idling restriction shall be posted at the project facilities along entrances to the project site and in the dock areas.
BMP No. 33: All exclusively on-site vehicles (i.e., forklifts, yard goats, pallet jacks, etc.) shall be electric or zero-emission vehicles.
BMP No. 34: Bicycle parking shall be provided, pursuant to applicable provisions in the City of Tracy Municipal Code.
BMP No. 35: On-site employee food options: During project operations, each building manager shall use diligent and good faith efforts to encourage at least two food truck vendors to serve project employees by inviting available vendors on-site on a regular basis.
BMP No. 37: Transit/ride sharing information for construction employees: Each applicant, in connection with the construction of the relevant specific individual development proposal, shall provide information on available transit and ride sharing programs and services to construction employees.
BMP No. 39: SmartWay Program: Owners, operators or tenants, as applicable, shall enroll and participate in the SmartWay program for eligible businesses, which is a voluntary public-private program developed by the EPA that provides a system for tracking, documenting and sharing information about fuel use and freight emissions across supply chains and helps companies identify and select more efficient carriers, transportation modes, and equipment; this requirement shall apply to vehicles owned and controlled by the Project owners, operators or tenants, as applicable.
BMP No. 41: LEED® standard: Buildings shall achieve LEED® Certification and meet the applicable provisions of the California Green Building Standards Code (CALGreen).
Notes: * For purposes of a conservative analysis, this Draft EIR assumes that the proposed project would meet (not exceed) applicable Title 24 requirements.

The proposed project also would be required to incorporate numerous Transportation Demand Management (TDM) measures to collectively achieve a 9 percent VMT reduction (MM TRANS-1(a)) and pay a VMT banking fee (MM TRANS-1(b)) to help reduce VMT. Furthermore, the proposed

project would implement MM TRANS-3, which would require a temporary pedestrian pathway extending from the north driveway to the existing Chrisman Road intersection to service pedestrians during project operation.

MM TRANS-1(a) Transportation Demand Management Measures

Prior to issuance of the first building permit for the relevant individual development proposal, the relevant applicant for the individual development proposal at issue shall submit to the City of Tracy Planning Department a Transportation Demand Management (TDM) program that incorporates all of the following five measures (as explained further in Table 3.14-9 of the Draft EIR):

1. Communication and Information Strategies–2 percent reduction;
    a. Travel Behavior Change Program: Involves the development of an employee-focused Travel Behavior Change Program that targets individuals' attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits. Provide a web site that allows employees to research other modes of transportation for commuting.
    b. Promotions and Marketing: Involves the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices with passive educational and promotional materials. Marketing and public information campaign to promote awareness of TDM program with an on-site coordinator to monitor program.
2. Commuting Strategies–1 percent reduction;
    a. Emergency Ride Home (ERH) Program: Provide an occasional subsidized ride to commuters who use alternative modes. Guaranteed ride home for people if they need to go home in the middle of the day due to an emergency or stay late and need a ride at a time when transit service is not available.
3. Shared Mobility Strategies–3 percent reduction;
    a. Ride Share Program: Increase vehicle occupancy by providing ride share matching services, designating preferred parking for ride share participants, designing adequate passenger loading/unloading and waiting areas for ride share vehicles, and providing a website or message board to connect riders and coordinate rides. Need a point person for the business on-site.
    b. Designated Parking Spaces for Car Share Vehicles: Reserved car share spaces closer to the building entrance.
4. Bicycle Infrastructure Strategies–3 percent reduction.
    a. Include Bike Parking Per City Code: Implement short- and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations.

b. Include Secure Bike Parking and Showers: Implement additional end-of-trip bicycle facilities to support safe and comfortable bicycle travel.
c. Bicycle Repair Station/Services: On-site bicycle repair tools and space to use them supports on going use of bicycles for transportation.

Provided, however, that if the relevant applicant determines that one of more of the foregoing TDM measures is not feasible in connection with the individual development proposal at issue, then the relevant applicant may obtain approval from the City of Tracy Planning Department of acceptable substitute TDM measure(s) pursuant to Section 3.14, Transportation, Table 3.14-9 of the Draft EIR.

The relevant applicant's TDM program, as described above, shall reflect a 9 percent reduction in VMT for the relevant individual development proposal.

MM TRANS-1(b) Payment of Applicable Banking Fee

In addition to the Transportation Demand Management (TDM) program required in MM TRANS-1(a), each applicant for an individual development proposal shall pay the applicable fee as set forth in the adopted Vehicle Miles Traveled (VMT) Mitigation Banking Fee in place and effective at the time the relevant applicant seeks to obtain building permits for its individual development proposal. Provided, however, that if the City Council has not adopted the Mitigation Banking Fee Program such that it is effective and in place at the time an applicant for an individual development proposal seeks to obtain a building permit, then payment of $633.11 (cost per VMT reduction for the relevant individual development proposal) shall constitute compliance with this MM TRANS-1(b).

MM TRANS-3 Temporary Pedestrian Pathway

Prior to issuance of building permits, the project applicant shall include a temporary pedestrian path extending from the northernmost driveway to the existing Chrisman Road intersection in the project building plans for review by the City of Tracy.

The proposed project would implement MM AIR-1a, which also has GHG benefits:

MM AIR-1a Zero-Emission Landscaping Equipment

Prior to the issuance of the first certificate of occupancy for the subject specific individual development proposal, the relevant property manager or facility owner shall submit documentation to the City of Tracy's Community Development Department demonstrating that all landscaping and grounds maintenance equipment (e.g., leaf blowers, string trimmers, hedge trimmers, and lawn mowers) used for property management and routine maintenance of the area within the

project site that is covered by the subject specific individual development proposal shall be fully electric-powered. The use of gasoline- or diesel-powered landscaping equipment shall be prohibited. Acceptable documentation may include purchase receipts, lease agreements, or third-party service contracts specifying that only electric landscaping equipment will be used.

Project Emissions

Construction

Based on the anticipated schedule set forth in Chapter 2, Project Description, Section 2.4.6, Construction and Phasing, it was assumed the construction would occur over a period of 36 months in two separate construction phases separated by a year. It was assumed that the development of the Dermody Property (referred to herein as Phase 1) would occur from April 2026 through March 2027, and the development of the Suvik Property (referred to herein as Phase 2) would occur from April 2028 through March 2029. The assumed phasing reflects the different ownerships as shown in Chapter 2, Project Description, Table 2-6, and reasonable assumptions regarding market absorption, project buildout, etc. However, for purposes of a conservative analysis (i.e., an analysis that likely yields higher emission results than what would occur during actual project construction) the air quality assessment also evaluated a concurrent construction scenario in which both the Dermody and Suvik Properties would be developed simultaneously. Modeling results for both sequential and concurrent construction schedules are provided in Section 3.3, Air Quality. Similarly, for purposes of a conservative analysis, total GHG emissions generated under the sequential phasing scenario and concurrent construction scenario were estimated using California Emissions Estimator Model (CalEEMod) Version 2022.1 and are presented in Table 3.8-2. [30]

Table 3.8-2: Construction GHG Emissions (Sequential Phasing and Concurrent Scenarios)

Sequential Phasing		
Property	**Year**	**GHG Emissions (MT CO_2e per year) (approximate)**
Dermody	2026	1,868
	2027	417
Suvik	2028	1,142
	2029	245
Total Project Construction Emissions		**3,672**
Concurrent Phasing		
Dermody	2026	1,868
	2027	417
Suvik	2026	1,156
	2027	251

[30] The project's construction and operational greenhouse gas (GHG) emissions are provided for informational and disclosure purposes only. These emissions are not compared to quantitative significance thresholds and do not form the basis of the GHG significance conclusions in this EIR.

Sequential Phasing		
Property	**Year**	**GHG Emissions (MT CO_2e per year) (approximate)**
Total Project Construction Emissions		**3,692**

Notes:
GHG = greenhouse gas
MT CO_2e = metric tons carbon dioxide equivalent
Source: Appendix B.

As noted above, the proposed project has elected to incorporate a number of BMPs as project design features, which would help reduce GHGs. For example, BMP No. 1 and BMP No. 2 would reduce equipment hours of use and idling. BMP No. 4 would require electric hookups which allow for the use of electric construction equipment. For purposes of a conservative analysis, the above BMPs were not assumed for purposes of calculating GHG emissions during construction, and therefore this reflects a conservative analysis.

Operation

Operational or long-term emissions occur over the life of a development project. Sources of emissions include motor vehicles and trucks, energy usage, water usage, waste generation, and area sources such as landscaping activities. The proposed project's operational emissions in year 2028 (full buildout year under the concurrent construction scenario) are presented in Table 3.8-3.

Table 3.8-3: Operational GHG Emissions

GHG Emissions Source	GHG Emissions (MT CO_2e per year) (approx.)
Area	42
Energy	216
Mobile–Trucks	32,231
Mobile–Cars	4,617
Waste	832
Water	900
Total Annual Project Emissions	**38,838**

Notes:
GHG = greenhouse gas
Area = Landscape Equipment
MT CO_2e = metric tons carbon dioxide equivalent
The emissions shown here are the "unmitigated" scenario without incorporation of MM AIR-1a and MM AIR-1b.

Source: Appendix B.

2022 Scoping Plan Consistency

The State's goal to reduce GHG emissions to 1990 levels by 2020 was originally established by AB 32, the Global Warming Solutions Act of 2006. Building on that framework, Senate Bill (SB) 32, adopted in 2016, set a more ambitious target of reducing GHG emissions to 40 percent below 1990 levels by 2030. The 2022 Scoping Plan identifies additional GHG reduction measures necessary to achieve the 2030 target, as well as to achieve the State's target of carbon neutrality by year 2045. These measures build upon those identified in the previous Scoping Plan updates. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. Table 3.8-4 summarizes the proposed project's consistency with applicable policies and measures of the 2022 Scoping Plan. As indicated in Table 3-8.4, the proposed project would not conflict with and would support the 2022 Scoping Plan.

Table 3.8-4: Project Consistency with 2022 Scoping Plan

Policy	Project Consistency
Transportation Electrification	
Convert local government fleets to ZEVs [Zero-Emission Vehicles]and provide EV [electric vehicle] charging at public sites	Consistent. While this goal is not applicable to an individual commercial development project, the proposed project would further the intent of this goal by incorporating EV charging stations per applicable provisions of Title 24 of the Building Code through Best Management Practice (BMP) No. 14. To provide for the future installation of EV charging stations for heavy heavy-duty trucks (HHDTs), the proposed project would implement BMP No. 22, which would involve the identification of an area for future HHDT charging stations and the installation of a conduit to the identified area. On a project-level, an obligation to use zero-emission heavy-duty trucks during operation is not feasible; among other reasons, neither the project applicants nor the City could effectively impose, implement, and enforce such an obligation for the life of the proposed project, given the current very significant cost and lack of widespread availability of such vehicles and the fact that the project applicants would not own the truck fleets. Instead, it is reasonable to conclude that project operations, including the truck fleets utilized by project operators, would adhere to the State of California's comprehensive regulatory framework, including applicable GHG emission limits for vehicles and trucks. The ARB, as the State's expert agency responsible for promoting and protecting public health, welfare, and environmental quality, continually develops and refines regulations to reduce GHG emissions and criteria pollutant emissions while accounting for technological feasibility and economic impacts. The California Air Resources Board (ARB) is also the lead agency for implementing California's climate programs under Assembly Bill (AB) 32 and subsequent legislation and oversees the State's mobile-source emission standards, fleet rules, and other measures that drive long-term reductions in truck emissions. Accordingly, the proposed project's operational truck activity would be governed by these ongoing Statewide programs rather than project-specific mandates.

Policy	Project Consistency
Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs Statewide (such as building standards that exceed State building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans)	**Consistent.** While this goal is not applicable to an individual commercial development project, the proposed project would support the deployment of ZEVs through compliance with applicable provisions of Title 24 of the Building Code through BMP No. 14 in addition to those classified as HHDTs through BMP No. 22.
VMT Reduction	
Reduce or eliminate minimum parking standards	**Consistent.** The proposed project would implement Transportation Demand Management (TDM) measures to reduce the number of available parking spaces for employees through Mitigation Measure (MM) TRANS-1(a). This would be supported by the promotion of a Travel Behavior Change Program to allow employees to research other modes of transportation for commuting, reducing the need for parking spaces. The proposed project would also incorporate a Ride Share program (MM TRANS-1(a)), including the designation of parking spaces for car share vehicles as well as the installation of bicycle parking spaces in compliance with the requirements of the City Code through BMP No. 34.
Implement Complete Streets policies and investments, consistent with general plan circulation element requirements	**Consistent.** As part of the proposed project's frontage improvements, the proposed project would construct a Class I path (that would accommodate both pedestrians and bicycles) both Grant Line Road and Paradise Road that would provide access to the existing sidewalk network. The proposed project would install bicycle parking pursuant to the City Code through implementation of BMP No. 34. The proposed project would also include bicycle parking and showers to support safe and comfortable bicycle travel within the project vicinity through implementation of MM TRANS-1(a). To maintain pedestrian accessibility during construction, the proposed project would implement MM TRANS-3 requiring the installation of a temporary pedestrian path extending from the northernmost driveway to the existing Chrisman Road intersection.
Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.	**Consistent.** The proposed project would facilitate increased access to transit through implementation of the Travel Behavior Change Program through MM TRANS-1(a), which would allow employees to research other modes of transportation, including transit. During construction this would be supported by implementation of BMP No. 37, which would involve the sharing of information on available transit to construction employees. Furthermore, the proposed project would support citywide efforts to expand access to transit services through payment of a Vehicle Miles Traveled (VMT) Mitigation Banking Fee through MM TRANS-1(b).
Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking	**Consistent.** The proposed project would support increased access to mobility options through implementation of BMP No. 37 requiring the sharing of information on available transit to construction employees. Upon buildout, the proposed project would continue these efforts through implementation of the Travel Behavior Change Program through MM TRANS-1(a), which would allow employees to research

Policy	Project Consistency
	cleaner modes of transportation, including electric shuttles, bike share, car share, and walking. As previously mentioned, implementation of MM TRANS-1(a) would include the incorporation of a Ride Share program and implementation of BMP No. 34 would result in the construction of bicycle parking spaces pursuant to the City Code. Furthermore, during construction, the proposed project would maintain pedestrian accessibility through implementation of MM TRANS-3 requiring the installation of a temporary pedestrian path extending from the northernmost driveway of the project site to the existing Chrisman Road intersection.
Implement parking pricing or Transportation Demand Management pricing strategies	**Consistent.** The proposed project would implement MM TRANS-1(a) which would include a Travel Behavior Change Program meant to allow employees to research pricing incentives, including cost-savings when using alternative forms of travel such as ride share.
Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood)	**Consistent.** While this goal is not relevant to the proposed project which is not mixed-use, transit-oriented, compact infill development, the proposed project is consistent with the intent of this goal and Senate Bill (SB) 375. The proposed project would generate vehicle travel associated with industrial operations and would result in a significant project-level VMT impact due to the nature of industrial land uses and goods movement. However, the proposed project supports the regional land use and GHG emission reduction objectives of SB 375 by locating new development within an area that the City has intentionally designated for industrial uses. This siting approach reflects a long-range planning strategy to concentrate similar operations in established industrial districts, thereby promoting infill development, reducing regional sprawl, and preserving other parts of the City for residential, commercial, and mixed-use growth. By placing the proposed project within an existing industrial zone that is served by appropriate infrastructure, freight corridors, and compatible surrounding land uses, the City minimizes the need to open new greenfield areas to accommodate necessary industrial activities. Although industrial operations inherently involve truck activity and associated emissions, concentrating these uses in planned industrial districts helps contain such impacts geographically, reduces truck travel distances, and enables the City and regional agencies to focus mitigation, transportation planning, and emission reduction strategies where they are most effective. To the extent feasible, the proposed project has been designed to support these SB 375 goals through efficient site circulation, proximity to major transportation routes, and infill development patterns that align with the region's Sustainable Communities Strategy.
Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g.,	**Consistent.** The proposed project would be developed in the Northeast Industrial (NEI) Specific Plan area, which is planned for and currently involves the development and operation of various industrial and commercial uses. The proposed project would occur on a previously developed site consisting of agricultural structures, an

Policy	Project Consistency
green belts, strategic conservation easements)	orchard, and row crop production that would not qualify as "greenfield" lands.
Building Decarbonization	
Adopt all-electric new construction reach codes for residential and commercial uses	**Consistent.** During construction, the proposed project would implement BMP No. 4, which would involve the installation of electric hookups to reduce the need for diesel generators. During operation, the proposed warehouses are all-electric and do not include natural gas plumbing.
Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers)	**Consistent.** The proposed project would enhance energy efficiency through BMP No. 19 by incorporating reflective cool roof materials to lower heat absorption, subsequently lowering energy requirements during the hot summer months. Implementation of BMP #19 would require that the proposed project use roof material meeting the EPA's Energy Star energy efficiency program standards. All HVAC systems would function as high efficiency units and would be monitored by a computerized building management system (BMP No. 20) and mechanical systems would be tested to ensure that the HVAC systems are performing to high efficiency standards (BMP No. 21). All appliances for the proposed project would meet or exceed Title 24 requirements (BMP No. 26) and at full buildout the project site's building energy efficiency would exceed Title 24 Building Envelope Energy Efficiency Standards by at least 1 percent (BMP No. 25). Additionally, the proposed project would achieve LEED® Certification and meet the applicable provisions of the California Green Building Standards Code (BMP No. 41). In addition, all HVAC comfort systems would be all-electric (BMP No. 21) and all exclusively on-site equipment (i.e., ,forklifts, yard goats, pallet jacks, etc.) shall be electric or zero-emission (BMP No. 33). Furthermore, per MM AIR-1a, all landscaping and grounds maintenance equipment (e.g., leaf blowers, string trimmers, hedge trimmers, and lawn mowers) used for property management and routine maintenance of the area within the project site that is covered by the subject specific individual development proposal shall be fully electric-powered.
Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances	**Consistent.** The proposed project would require all exclusively on-site equipment to be all-electric (BMP No. 33); the installation of electric hookups for all electric construction equipment (BMP No. 4); and the installation of all-electric HVAC comfort systems (BMP No. 21).
Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing)	**Consistent.** In accordance with BMP No. 18, the proposed project would provide solar and battery storage to offset consumption from the conditioned office space areas of each individual building. The proposed project would deploy renewable energy through solar power powered by Ava Energy (Ava) by considering opportunities to transition to Ava as the primary source for electricity (BMP No. 18). Even if the proposed project does not purchase energy from Ava, PG&E (like all electricity providers) would be required to comply with

Policy	Project Consistency
	SB 350 and SB 100 requirements to procure electricity from increasingly renewable or carbon-free sources, culminating in 100 percent clean electricity by 2045. Moreover, during project operation, the proposed project's buildings would be all-electric and would not include natural gas plumbing, which ensures that building operations, including heating, ventilation, and air conditioning (HVAC) (BMP No. 21) and water heating by electricity for the lifetime of the proposed project. Additionally, the project applicant would identify an area for future HHDT charging stations and the developer shall install conduit from the power source to the identified area.
Deploy renewable energy production and energy storage directly in new public projects and on existing public facilities (e.g., solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings)	**Consistent.** In accordance with BMP No. 18, the proposed project would provide solar and battery storage to offset consumption from the conditioned office space areas of each individual building. The proposed project would also deploy renewable energy through solar power powered by Ava by considering opportunities to transition to Ava as the primary source for electricity (BMP No. 18).
Source: 2022 Scoping Plan, Table 1, Appendix D.	

As demonstrated in Table 3.8-4, the proposed project would be broadly aligned and thus consistent with the Scoping Plan's long-term climate objectives.

Consistency with SJCOG'S 2022 RTP/SCS

The proposed project is also analyzed for consistency with the strategies contained in the latest adopted SJCOG RTP/SCS (i.e., SJCOG's 2022 RTP/SCS). With the passage of SB 375 in 2008, metropolitan planning organizations were required to develop an SCS, which must demonstrate an ambitious, yet achievable, approach to how land use development and transportation can work together to meet GHG emission reduction targets for cars and light trucks. These targets, set by the ARB, call for the region to reduce per capita emissions. The ARB approved SJCOG's targets for GHG reductions incorporated in the 2022 RTP/SCS, which included a 16 percent per capita GHG emissions reduction for automobiles and light trucks.[31,32] Furthermore, the RTP includes strategies related to goods-movement, safety and mobility improvements, and economic vitality considerations. Table 3.8-5 below provides a consistency analysis between the proposed project and SJCOG's 2022 RTP/SCS. As shown in Table 3.8-5, the proposed project is consistent with all applicable policies and would not result in any conflicts with the 2022 RTP/SCS policies as shown in Table ES.1 of the RTP/SCS.

[31] California Air Resources Board (ARB). 2025. Executive Order G-23-170. San Joaquin Council of Governments (SJCOG) 2022 Sustainable Communities Strategy. ARB Acceptance of GHG Quantification Determination. May 29.

[32] San Joaquin Council of Governments (SJCOG). 2022. Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). Chapter 6: Economic Vitality. Website: https://www.sjcog.org/608/Adopted-2022-RTPSCS-Plan. Accessed March 10, 2026.

Table 3.8-5: Project Consistency with the San Joaquin Council of Governments 2022 RTP/SCS

RTP/SCS Policy	Project Consistency
Policy 1: Enhance the Environment for Existing and Future Generations and Conserve Energy.	**Consistent.** The proposed project would enhance energy efficiency through Best Management Practice (BMP) No. 19 by incorporating reflective cool roof materials to lower heat absorption, subsequently lowering energy requirements during the hot summer months. Implementation of BMP No. 19 would require that the proposed project use roof material meeting the United States Environmental Protection Agency's (EPA's) Energy Star energy efficiency program standards. All heating, ventilation, and air conditioning (HVAC) systems would function as high efficiency units and would be monitored by a computerized building management system (BMP No. 20) and mechanical systems would be tested to ensure that the HVAC systems are performing to high efficiency standards (BMP No. 21). All appliances for the proposed project would meet or exceed Title 24 requirements (BMP No. 26) and at full buildout the project site's building energy efficiency would exceed Title 24 Building Envelope Energy Efficiency Standards by at least 1 percent (BMP No. 25). Additionally, the proposed project would achieve LEED® Certification and meet the applicable provisions of the California Green Building Standards Code (BMP No. 41). In addition, all HVAC comfort systems would be all-electric (BMP No. 21) and all exclusively on-site equipment (i.e., forklifts, yard goats, pallet jacks, etc.) shall be electric or zero-emission (BMP No. 33). Furthermore, per MM AIR-1a, all landscaping and grounds maintenance equipment (e.g., leaf blowers, string trimmers, hedge trimmers, and lawn mowers) used for property management and routine maintenance of the area within the project site that is covered by the subject specific individual development proposal shall be fully electric-powered. Therefore, the proposed project would be consistent with this policy aimed at conserving energy and reducing the associated GHG emissions.
Strategy No. 4: Improve air quality by reducing transportation-related emissions.	**No Conflict.** The proposed project includes a wide array of sustainability features, including those as described within Section 2, Project Description, and throughout Section 3 of this Draft EIR. Among other things, the project developer and/or applicant would provide electric vehicle (EV) charging stations per applicable provisions of Title 24 of the Building Code through BMP No. 14. To provide for the future installation of EV charging stations for heavy heavy-duty trucks (HHDTs), the proposed project would implement BMP No. 22, which would involve the identification of an area for future HHDT charging stations and the installation of a conduit to the identified area. In addition, participation in the EPA SmartWay Program (BMP No. 39) would reduce project-related greenhouse gas (GHG) emissions by promoting more efficient freight operations for vehicles owned and controlled by project owners, operators, or tenants. The program enables participants to track and benchmark fuel use and emissions, identify inefficiencies, and implement best practices such as improved routing, reduced idling, better vehicle maintenance, and use of more fuel-efficient

RTP/SCS Policy	Project Consistency
	equipment. These measures reduce fuel consumption and carbon dioxide emissions on a per-trip and per-ton-mile basis. The proposed project would also reduce transportation-related emissions through implementation of BMP No. 37 requiring the sharing of information on available transit to construction employees. Upon buildout, the proposed project would continue these efforts through implementation of the Travel Behavior Change Program through MM TRANS-1(a), which would allow employees to research cleaner modes of transportation, including electric shuttles, bike share, car share, and walking. As previously mentioned, implementation of MM TRANS-1(a) would include the incorporation of a Ride Share program and implementation of BMP No. 34 would result in the construction of bicycle parking spaces pursuant to the City Code. Furthermore, during construction, the proposed project would maintain pedestrian accessibility through implementation of MM TRANS-3 requiring the installation of a temporary pedestrian path extending from the northernmost driveway of the project site to the existing Chrisman Road intersection.
Policy 2: Maximize Mobility and Accessibility.	**Consistent.** The proposed project is compatible with the surrounding area. The proposed project's location would provide strategic access for goods in an area with other similar types of industrial development. The proposed project represents a logical continuation of the existing and planned development pattern envisioned in the General Plan and the NEI Specific Plan (as amended), which helps to ensure mobility and accessibility. As for worker and pedestrian mobility and accessibility, as part of the proposed project's frontage improvements, the proposed project would construct a Class I path (that would accommodate both pedestrians and bicycles) both Grant Line Road and Paradise Road that would provide access to the existing sidewalk network. The proposed project would install bicycle parking pursuant to the City Code through implementation of BMP No. 34. The proposed project would also include bicycle parking and showers to support safe and comfortable bicycle travel within the project vicinity through implementation of MM TRANS-1(a). To maintain pedestrian accessibility during construction, the proposed project would implement MM TRANS-3 requiring the installation of a temporary pedestrian path extending from the northernmost driveway to the existing Chrisman Road intersection.
Strategy No. 7: Provide transportation improvements to facilitate nonmotorized travel, including incorporation of complete streets elements as appropriate.	**Consistent.** The proposed project would help implement the City's land use vision by developing long-planned industrial uses within the NEI Specific Plan area (as amended). The proposed project is a warehouse project that would include development of additional features to facilitate nonmotorized travel, such as on-site bicycle parking (BMP No. 34) and sidewalks, where appropriate. Additionally, the fees associated with the development of the proposed project would fund additional localized improvements to adjacent roadways over time.
Strategy No. 8: Improve freight access to key economic centers.	**Consistent.** The proposed project would provide industrial facilities that would allow for more efficient supply of goods to the region, in an area planned for industrial uses located near other existing industrial uses. Industrial clustering shortens average truck and delivery distances because

RTP/SCS Policy	Project Consistency
	goods can be transferred, consolidated, and distributed within a concentrated employment center rather than being routed across dispersed locations. This reduces VMT, fuel consumption, and associated GHG emissions for both heavy-duty trucks and employee trips.
Strategy No. 9: Promote safe and efficient strategies to improve the movement of goods by water, rail, and truck.	**Consistent.** Although the proposed project is not a transportation project, it would advance this strategy by developing a warehouse that would facilitate the efficient movement of goods in an area located near other existing industrial uses.
Strategy No. 11: Support local and State efforts for transportation network resiliency, reliability and climate adaptation.	**Consistent.** The proposed project supports State and local efforts to enhance transportation network resiliency, reliability, and climate adaptation by improving access and infrastructure for freight movement. Specifically, the proposed project is designed to direct truck traffic along industrial corridors and Surface Transportation Assistance Act (STAA)-designated routes, reducing congestion and minimizing safety impacts on local communities. Additionally, the proposed project includes the installation of infrastructure and conduits to accommodate future HHDT charging stations (BMP No. 22), supporting the transition to zero-emission freight and aligning with long-term sustainability goals.
Strategy No. 14: Promote electric power, alternative fuels and autonomous technologies for freight and agriculture.	**Consistent.** The proposed project would install infrastructure for EV charging stations for passenger vehicles on-site (BMP No. 14). Additionally, the proposed project includes the installation of infrastructure and conduits to accommodate future HHDT charging stations (BMP No. 22), supporting the transition to freight electrification and aligning with long-term sustainability goals.
Strategy No. 22: Engage the public early, clearly, and continuously.	**Consistent.** The proposed project is subject to CEQA Guidelines, including the preparation of an Environmental Impact Report (EIR), which facilitates robust disclosure to the public and decision-makers. In addition, the proposed project is subject to all other noticing and hearing requirements pursuant to local and State laws and regulations. Early, clear, and continuous public engagement has been part of the entire CEQA and related entitlement process. Therefore, the proposed project would be consistent with this strategy.
Strategy. No 27: Maximize funding of existing transportation options.	**Consistent.** The proposed project is an industrial development that would pay its fair share of transportation impact fees and provide roadway improvements. The proposed project would not conflict with this strategy.

Notes:
[1] City of Tracy. 2022. Truck Route Map. Website: https://tracypd.com/wp-content/uploads/2022/12/Truck-Route-Maps.pdf. Accessed September 15, 2025.
Source: San Joaquin Council of Governments (SJCOG). 2022. Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). Website: https://www.sjcog.org/DocumentCenter/View/10255/RTPSCS-CH1-9-with-ES. Accessed September 16, 2025.

City's General Plan

As further demonstrated in Section 3.6, Energy, Table 3.6-2, the proposed project would be consistent with General Plan policies designed to maximize building efficiency through the use of by reducing energy consumption through building design (reflected in BMP No. 18, BMP No. 20, BMP No. 21, and BMP No. 25); investment in alternative energy sources (reflected in BMP No. 18); and

incorporation of energy- and water-efficient technologies (reflected in BMP No. 10 and BMP No. 26). As a result, the proposed project would be consistent with City policy designed to maximize energy efficiency, resulting in reduced GHG emissions consistent with General Plan Objective AQ-1.1 and all applicable policies listed under Objective AQ-1.2 in Section 3.8.3 Regulatory Framework.

City's Sustainability Action Plan

The City's Sustainability Action Plan (SAP) provides the City with strategies for reducing GHG emissions and consumption of nonrenewable resources in order to meet public health, environmental, and economic goals stipulated in the City's General Plan.[33]

Sustainability targets developed by the City for GHG emissions include a 15 percent reduction in per capita emissions from the 2006 baseline of 11.6 MT CO_2e. To meet these targets, the SAP requires the implementation of measures related to energy, transportation, and land use to reduce GHG emissions.

For example, the proposed project would demonstrate consistency with SAP measures related to energy, including E-1 (Green Building Ordinance) through the use of reflective roofing materials, with a solar reflective index of 0.80, exceeding the 29 (i.e., 0.29) threshold required by the SAP (BMP No. 19); the use all-electric sources for all exclusive on-site equipment (BMP No. 33); and the installation of a solar-ready roof (BMP No. 18). The proposed project would be consistent with E-2 (Energy Efficiency in Site Planning and Design) by requiring that all appliances for the proposed project to meet or exceed Title 24 requirements (BMP No. 26), and requiring, at full buildout, that the project site's building energy efficiency would exceed Title 24 Building Envelope Energy Efficiency Standards by at least 1 percent (BMP No. 25). Furthermore, the proposed project would be consistent with E-4 (Energy-Efficient Products and Retrofits) through the use of HVAC systems which meet Energy Star standards (BMP No. 20); E-6 (Financing for Energy Efficiency and Renewable Energy Projects) through the use of solar-ready roofs, solar and battery energy storage, and further coordination with Ava (BMP No. 18).

The proposed project would also demonstrate consistency with SAP measures related to transportation including T-2 (Reduced Parking Requirements) and T-13 (Reduce Commute Trips) through implementation of a Travel Behavior Change Program and a Ride Share Program through MM TRANS-1(a), which would reduce the number of employee commutes by single-occupancy vehicles. The proposed project would also be consistent with T-3 (Support for Bicycling) through the development of bicycle parking spaces in accordance with the City Code (BMP No. 34) and bicycle showers and a bicycle repair station through implementation of MM TRANS-1(a). The proposed project would also be consistent with T-4 (Support for Transit) and the objectives of T-5 (Smart Growth, Urban Design, and Planning) by providing information on available transit to workers during construction (BMP No. 37), which would be encompassed by the Travel Behavior Change Program, allowing employees to research alternative forms of transportation, including transit and walking, under MM TRANS-1(a). Furthermore, the proposed project would be consistent with T-17 (Increased Use of Low Carbon Fueled Vehicles) through the use of all-electric fuels for exclusively on-site

[33] City of Tracy. 2011. Sustainability Action Plan (SAP). Website: https://www.cityoftracy.org/home/showpublisheddocument/2950/637514921184370000. Accessed December 11, 2025.

equipment (BMP No. 33), which would be supported by the installation of electric hookups to reduce the need for diesel generators on-site (BMP No. 4).

The proposed project would also demonstrate consistency with SAP measures related to solid waste, including SW-1 (Diversion of Construction Water from Landfills), by complying with the provisions of Section 5.20.010 – Purpose of Chater 5.20 Integrated Solid Waste Regulations of the Tracy Municipal Code, and California Integrated Wate Management Act (AB 939), by diverting at least 50 percent of all demolition debris, including nonhazardous materials from landfills.[34] Additionally, the proposed project would be consistent with SW-2 (Increased Recycling and Waste Diversion) by recycling all building organic waste (e.g., green waste) to the maximum extent feasible in full compliance with SB 1383.

Additionally, the proposed project would also reduce energy use through consistency with SAP measures related to water conservation, specifically W-1 (Potable Water Conservation through Development Standards, Public Education, and Municipal Wastewater Reuse) through the use of native and drought-tolerant landscaping.

Conclusion

The proposed project is consistent with the key strategies and objectives of the ARB 2022 Scoping Plan. Additionally, the proposed project is consistent with the SJCOG 2022 RTP/SCS, which as approved by the ARB promotes planned and intentional growth, integrated land use and transportation planning, and reductions in regional GHG emissions (Appendix B).[35] Furthermore, the proposed project is consistent with the City's General Plan and SAP policies aimed at reducing GHG emissions. Taken together, the proposed project supports the State's overarching climate goal of reducing GHG emissions by 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.

Level of Significance

Less than significant impact

Conflict with Plan, Policy, or Regulation that Reduces Emissions

Impact GHG-2:	**The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.**

As discussed above, GHG emissions were evaluated based on whether the proposed project would be consistent with applicable GHG reduction goals, plans, policies, and regulatory requirements. As demonstrated above, the proposed project is consistent with the key strategies of the ARB 2022 Scoping Plan. Although it would result in a significant VMT impact under CEQA, the proposed project supports broader climate goals through EV charging infrastructure, energy-efficient design, and

[34] City of Tracy. 2025. Municipal Code. Chapter 5.20 Integrated Solid Waste Regulations. Section 5.20.010 – Purpose. Website: https://library.municode.com/ca/tracy/codes/code_of_ordinances?nodeId=TIT5SAHE_CH5.20INSOWARE. Accessed December 11, 2025.

[35] California Air Resources Board (ARB). 2025. Executive Order G-23-170. San Joaquin Council of Governments (SJCOG) 2022 Sustainable Communities Strategy. ARB Acceptance of GHG Quantification Determination. May 29.

future zero-emission freight provisions. It also aligns with the SJCOG's 2022 RTP/SCS, which promotes planned growth, integrated land use, and regional GHG reductions.

The proposed project would demonstrate consistency with all critical components of GHG reduction strategies required both Statewide and locally through implementation of MM TRANS-1(a), MM TRANS-1(b), MM TRANS-3, MM AIR-1a, and various BMPs to enhance use of renewable energy sources; increase the use of all-electric vehicles and appliances; install the use of high efficiency appliances, including HVAC systems; and reduce employee VMT. Implementation of these measures would also minimize mobile emissions to the maximum extent feasible by reducing employee commute trips and supporting citywide objectives to maximize multimodal accessibility, particularly for bicycle and pedestrian modes. As previously mentioned, implementation of these measures would ensure the proposed project's consistency with ARB's 2022 Scoping Plan goals for transportation electrification and VMT reduction and building decarbonization. This conformance is further supported by the proposed project's consistency with SJCOG's RTP/SCS goals for integrated land use and regional GHG reductions, including those associated with VMT, and the City's General Plan and SAP goals for reducing GHG emissions from energy, transportation, and solid waste. Thus, overall, despite the localized VMT impact, the proposed project supports the State's goals of GHG emission reduction. Therefore, impacts would be less than significant.

Level of Significance

Less than significant impact

3.8.5 - Cumulative Impacts

As the California Supreme Court has reasoned, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself. The challenge for CEQA purposes is to determine whether the impact of the project's emissions of greenhouse gases is cumulatively considerable, in the sense that 'the incremental effects of [the] individual 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.'" (*Newhall Ranch,* supra, 62 Cal.4th at p. 219.) "'With respect to climate change, an individual project's emissions will most likely not have any appreciable impact on the global problem by themselves, but they will contribute to the significant cumulative impact caused by greenhouse gas emissions from other sources around the globe. The question therefore becomes whether the project's incremental addition of greenhouse gases is 'cumulatively considerable' in light of the global problem, and thus significant.'" (Ibid.)

Because GHG emissions contribute to climate change on a Statewide and global scale, this analysis evaluates impacts within a broad cumulative context. California's total emissions and Statewide reduction goals provide an essential framework for understanding how individual projects collectively influence climate outcomes.

The proposed project would be consistent with relevant plans, policies, and regulations associated with GHGs, including the 2022 Scoping Plan, the SJCOG's 2022 RTP/SCS, the General Plan, and the SAP. Taking into account the proposed project's emissions, and the progress being made by the State toward reducing emissions in key sectors, such as transportation, industry, and electricity, the

proposed project would be consistent with State GHG Plans and would further the State's goals of reducing GHG emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. These plans support California's statutory and policy goals to reduce GHG emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050 and to ultimately achieve carbon neutrality by 2045. The proposed project does not obstruct the attainment of these goals and would comply with all applicable energy standards. Moreover, the proposed project would comply with all existing energy standards and would not be expected to result in significant adverse impacts on energy resources. As previously mentioned, this would be achieved through the implementation of MM TRANS-1(a), MM TRANS-1(b), MM TRANS-3, MM AIR-1a, and various BMPs that would ensure the proposed project's conformance with local and Statewide energy efficiency and GHG reduction goals. The proposed project would provide appropriate measures to reduce GHG emissions, including mobile emissions, within a previously developed site designated Industrial by the City of Tracy General Plan surrounded by existing industrial and agricultural development. These would be achieved through applicable mitigation measures and BMPs designed to reduce employee commute trips by supporting multimodal travel offered by transit, bicycle, and pedestrian facilities. As mentioned under Impact GHG-1, implementation of these BMPs and mitigation measures would also be required to support energy efficiency and renewable energy goals to reduce impacts on energy usage to the extent feasible. The proposed project would be required to implement these measures under a robust regulatory framework under the provisions of the ARB's 2022 Scoping Plan, the SJCOG's RTP/SCS, and the City's General Plan SAP goals. Therefore, a less than significant cumulative impact relative to this environmental topic would result.

Level of Cumulative Significance

Less than significant impact.

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3.9 - Hazards and Hazardous Materials

3.9.1 - Introduction

This section describes the existing hazards and hazardous materials conditions on the project site and its vicinity as well as the relevant regulatory framework. This section also evaluates the potential impacts related to hazards and hazardous materials that could result from implementation of the proposed project. Information included in this section is based, in part, on the Phase I Environmental Site Assessment for the Dermody Property (Dermody Phase I ESA) and the Limited Site Investigation (LSI) prepared for the Dermody Property, as well as the Phase I ESA prepared for the Suvik Property (Suvik Phase I ESA), and the 2024 Phase I ESA prepared for the project site (2024 Phase I ESA), all included as Appendix G. The following comments were received during the Notice of Preparation (NOP) scoping period related to hazards and hazardous materials:

- Before any hazardous materials/waste can be stored or used on-site, the owner/operator must report the use or storage of these hazardous materials to the California Environmental Reporting System (CERS) at cers.calepa.ca.gov/ and comply with the laws and regulations for the programs listed below (based on quantity of hazardous material in some cases).

3.9.2 - Environmental Setting

Fundamentals

Hazards

This description of existing conditions focuses on hazards from fire and overhead power lines, as well as hazardous materials and wastes. A hazard is a situation that poses a threat to life, health, property, or the environment. Hazards can be dormant or potential, with only a theoretical risk of harm. However, once a hazard becomes active, it can create an emergency. A hazardous situation that has already occurred is called an incident. Emergency response is action taken in response to an unexpected and dangerous occurrence to mitigate its impact on people, structures, or the environment. Emergency situations can range from natural disasters to problems with hazardous materials and transportation incidents.

Hazardous Materials and Wastes

Hazardous materials include but are not limited to hazardous materials, hazardous substances, and hazardous wastes, as defined in Section 25501 and Section 25117, respectively, of the California Health and Safety Code. A hazardous material is any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released; and any material that a handler or an administering regulatory agency under Health and Safety Code Section 25501 has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment. Various properties of a substance may cause that substance to be considered hazardous, including:

- Toxicity—causes human health effects;
- Ignitability—has the ability to burn;

- Corrosivity—causes severe burns or damage to materials; and
- Reactivity—causes explosions or generates toxic gases.

Hazardous Building Materials

Many older buildings contain materials consisting of hazardous materials. These materials include lead-based paint (LBP), asbestos-containing material (ACM), and polychlorinated biphenyls (PCBs).

Prior to the United States Environmental Protection Agency (EPA) ban in 1978, LBP was commonly used on interior and exterior surfaces of buildings. Disturbances such as sanding and scraping activities, renovation work, gradual wear and tear, old peeling paint, and paint dust particulates have been found to contaminate surface soils or cause lead dust to migrate and affect indoor air quality. Exposure to residual lead can cause severe health effects, especially in children.

Asbestos is a naturally occurring fibrous material that was extensively used as a fireproofing and insulating agent in building construction materials before such uses were banned by the EPA in the 1970s. In addition, many types of electrical equipment contained PCBs as an insulator, including transformers and capacitors. After PCBs were determined to be a carcinogen in the mid to late 1970s, the EPA banned PCB use in new equipment and began a program to phase out certain existing PCB-containing equipment. For example, fluorescent lighting ballasts manufactured after January 1, 1978, do not contain PCBs and are required to have a label clearly stating that PCBs are not present in the unit.

Hazardous Substances

A hazardous substance can be any biological, natural, or chemical substance, whether solid, liquid, or gas, that may cause harm to human health. Hazardous substances are classified based on their potential health effects, whether acute (immediate) or chronic (long-term). Dangerous goods are classified based on immediate physical or chemical effects, such as fire, explosion, corrosion, and poisoning. An accident involving dangerous goods could seriously harm human health or damage property or the environment. Harm to human health may happen suddenly (acute), such as dizziness, nausea, and itchy eyes or skin; or it may happen gradually over years (chronic), such as dermatitis or cancer. Some people can be more susceptible than others. Hazardous substances and dangerous goods range widely and can include antiseptic used for a cut, paint for walls, a cleaning product for the bathroom, chlorine in a pool, carbon monoxide from a motor vehicle, fumes from welding, vapors from adhesives, or dust from cement, stone, or rubber operations. Such hazardous substances can make humans very sick if they are not used properly.

Hazardous Wastes

Hazardous waste is any hazardous material that is to be discarded, abandoned, or recycled. The criteria that define a material as hazardous also define a waste as hazardous. Specifically, materials and waste may be considered hazardous if they are poisonous (toxic); can be ignited by open flame (ignitable); corrode other materials (corrosive); or react violently, explode, or generate vapors when mixed with water (reactive). Soil or groundwater contaminated with hazardous materials above specified regulatory State or federal thresholds is considered hazardous waste if it is removed from a site for disposal. If handled, disposed, or otherwise treated improperly, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or

through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. The California Code of Regulations, Title 22, Sections 66261.20–24 contains technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

Hazardous Materials Listing

The Cortese List is a list of known hazardous materials or hazardous waste facilities that meet one or more of the provisions of Government Code Section 65962.5, including:

- The list of hazardous waste and substances sites from the California Department of Toxic Substances Control (DTSC) EnviroStor database.[1]
- The list of Leaking Underground Storage Tank (LUST) sites by county and fiscal year from the California State Water Resources Control Board (State Water Board) GeoTracker database.[2]
- The list of solid waste disposal sites identified by the State Water Board with waste constituents exceeding hazardous waste levels outside the waste management unit.[3]
- The list of active cease-and-desist orders and cleanup and abatement orders from the State Water Board.[4]
- The list of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, as identified by the DTSC.[5]

Existing Fire-Related Conditions and Presence of Hazardous Materials

The hazards in the City of Tracy and its Sphere of Influence (SOI), including the project site, discussed in this section are related primarily to fire hazards and hazardous materials. Fire hazards and hazards from hazardous materials are typically site-specific, so existing conditions related to fire hazards and the transport, use, and disposal of hazardous materials are discussed below under "project site."

Although the City of Tracy contains mostly urban uses with little open space or foothill areas susceptible to wildfire hazards, fire hazards can present a considerable problem to vegetation and wildlife habitats throughout the City of Tracy and its SOI. Grassland fires are easily ignited, particularly in dry seasons. These fires are relatively easily controlled if they can be reached by fire equipment; the burned slopes, however, are highly subject to erosion and gullying. While brushlands are naturally adapted to frequent light fires, fire protection in recent decades has resulted in heavy

[1] California Department of Toxic Substances Control (DTSC). "Cortese" list of DTSC's EnviroStor database list of Hazardous Waste and Substances sites. DTSC's Hazardous Waste and Substances Site List—Site Cleanup (Cortese List). Website: https://www.envirostor.dtsc.ca.gov/public/. Accessed October 7, 2025.
[2] California State Water Resources Control Board (State Water Board). GeoTracker Database Map. Website: https://geotracker.waterboards.ca.gov/map/. Accessed October 7, 2025.
[3] California Environmental Protection Agency (Cal/EPA). 2020. Site Portal. Website: https://siteportal.calepa.ca.gov/nsite/map/results. Accessed October 7, 2025.
[4] Ibid.
[5] California Environmental Protection Agency (Cal/EPA). "Cortese" list of sites subject to Corrective Action pursuant to Health and Safety Code 25187.5. Website: https://www.calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/. Accessed October 7, 2025.

fuel accumulation on the ground. Wildfire is a serious hazard in outlying residential parcels and open lands adjacent to residential areas.[6]

City of Tracy

The City of Tracy contains extensive light industrial development, and some heavy industrial development that may be associated with hazardous materials uses within the Northeast Industrial (NEI) Specific Plan area and other locations within the City that may be associated with hazardous materials uses. Heavy industrial uses present potential risks to public safety because of materials or machinery that may result in an explosion or the release of hazardous substances, should an accident occur. In addition, several inactive, plugged natural gas wells are located throughout the City.[7] No particular routes for hazardous materials transportation are designated in the City;[8] however, the California Highway Patrol designates through-routes to be used for the transportation of hazardous materials. Hazardous materials such as asbestos and lead are also likely present in building materials and paints in older structures throughout the City.

The Tracy Fire Department provides fire protection and emergency medical services to 170 square miles and over 100,000 people, encompassing the City as well as all surrounding rural areas from the Stanislaus County line to the Alameda County line.[9] The City created a new Joint Exercise of Powers Agreement between the Tracy Fire Department and the Tracy Rural Fire Protection District forming the South San Joaquin County Fire Authority (South County Fire) in 2018. Emergency response in the City of Tracy and specified unincorporated areas (including the project site) is coordinated by the Tracy Fire Department and South County Fire, with South County Fire providing response services to hazardous materials incidents as well as fire protection and emergency medical services, as discussed further in Section 3.13, Public Services.

The South County Fire Community Risk Reduction Division is responsible for planning, outreach, and training for disaster management and emergency preparedness.[10]

The City of Tracy contains mostly urban uses with little open space or foothill areas susceptible to wildfire hazards. The southwestern most areas within the City's SOI contain some "Moderate" fire hazard zones.[11] According to the California Department of Forestry and Fire Protection (CAL FIRE) there are no High or Very High Fire Hazard Severity Zones in San Joaquin County, and therefore none in the City of Tracy; according to the California Public Utilities Commission (CPUC), there are no Tier 2-Elevated Zones or Tier 3-Extreme Zones within the City of Tracy.[12]

[6] Design, Community, and Environment. 2011. City of Tracy General Plan (prepared for City of Tracy). Page 8–16.
[7] California Department of Conservation. 2025. Geologic Energy Management Division Well Finder. Website: https://maps.conservation.ca.gov/doggr/wellfinder/. Accessed March 19, 2025.
[8] Design, Community, and Environment. 2011. City of Tracy General Plan (prepared for City of Tracy).
[9] South San Joaquin County Fire Authority (South County Fire). No date. History. Website: https://www.sjcfire.org/about-us/overview/history. Accessed October 7, 2025.
[10] South San Joaquin County Fire Authority (South County Fire) No date. Community Risk Reduction. https://www.sjcfire.org/community-risk-reduction. Accessed October 7, 2025.
[11] California Department of Forestry and Fire Protection (CAL FIRE). 2007. San Joaquin County Draft Fire Hazard Severity Zones in LRA.
[12] California Public Utilities Commission (CPUC). 2019. High Fire Threat District (HFTD). Website: https://ia.cpuc.ca.gov/firemap/. Accessed October 7, 2025.

Project Site

The project site is currently used for agricultural purposes. Several documents were prepared to evaluate the project site for the potential presence of hazardous materials, including organochlorinated pesticides and other chemicals commonly associated with agricultural operations, as summarized below.

The Dermody Phase I ESA and the subsequent LSI were completed for the Dermody Property by Terracon Consultants, Inc. (Terracon) dated December 21, 2018,[13] and May 10, 2019,[14] respectively. The Suvik Phase I ESA was completed by Environmental Assessment Specialists, Inc. (EAS) on June 12, 2020, for the remaining portions of the project site. The subsequent updated 2024 Phase I ESA was completed by Cameron-Cole, LLC, (Cameron-Cole) on December 31, 2024, for the entire 169 acre project site.[15] The results are summarized below.

Dermody Property

Dermody Phase I ESA

The Dermody property has historically been utilized for agricultural operations. Currently, approximately 118 acres of the project site are used for row crop production. Approximately 4.5 acres of the southwestern corner of the project site are used for farming activities, including an equipment storage yard, equipment and/or automotive maintenance, and hazardous material storage. Equipment maintenance associated with the farm activities is reportedly performed on the concrete pad on the east side of the haybarn. The hazardous material storage area was located primarily east of the haybarn and included pesticides, herbicides, and unlabeled oily drums. Pesticides and herbicides are reportedly mixed in the field and applied to the crops. A residential automotive maintenance area was observed in the residential garage and the gravel driveway south of the garage; however, this structure at 6735 West Grant Line Road was confirmed demolished as part of the preparation of the 2024 Phase I ESA.

According to the Dermody Phase I ESA, the properties at 6599 West Grant Line Road, located 26 feet to the southwest of the project site, and 6735 East Grant Line Road, located on-site in the southeast corner of the project site, have the following Recognized Environmental Conditions (RECs) or Controlled RECs (CRECs) identified in connection with the site.

- **Wastewater Pond (western portion of the project site):** Based on the duration of operations (approximately 25 years), unlined construction of the pond, absence of information pertaining to the management and regulatory oversight of the pond, reported operations (dairy farm), absence of subsurface investigation, and shallow depth to groundwater in the site vicinity (approximately 12.5 and 20 feet below ground surface [bgs]), the former wastewater pond located on the western portion of the project site is an REC.
- **Absence of Removal Records Associated with Historic Underground Storage Tank(s):** Underground storage tank (UST) removal records were not available for at least two 350-gallon gasoline USTs identified on the project site, believed to be installed in the 1970s. The

[13] Terracon Consultants, Inc. 2018. Phase I Environmental Site Assessment Tracy Ridge 6599 and 6735 W. Grant Line Road. December 21.
[14] Terracon Consultants, Inc. 2019. Limited Site Investigation Tracy Ridge 6599 and 6735 West Grant Line Road. May 10.
[15] Cameron-Cole, LLC. (Cameron-Cole). 2024. Phase I Environmental Site Assessment Tracy Northeast Business Park Grant Line Road Tracy, California. December 31.

exact location of the USTs is unknown, though it is presumed to be near the residential garage near the southwestern portion of the project site. At least one of the USTs was removed and the status of the second reported UST is not known. Based on the absence of UST removal records, the historical USTs represent a significant data gap and is considered an REC.

- **Historical Aboveground Storage Tank Fueling Areas:** Three gasoline and/or diesel fueling aboveground storage tanks (ASTs) ranging between approximately 200 gallons and 500 gallons in size were observed at the southwestern portion of the project site. During the site reconnaissance, the ASTs were observed on soil and not within secondary containment. Based on the project site's history of petroleum hydrocarbon use, absence of secondary containment, and poor housekeeping practices, the historical AST fueling area is an REC.
- **Petroleum Hydrocarbon Staining:** Multiple areas were observed to have surface stains at the southwestern corner of the project site. Based on-site observations, the potential cause of the stains appeared to be from spills and/or leaks associated with vehicle and/or equipment maintenance activities and leaking containers and/or improper storage or disposal of hazardous material containers. Based on the project site's history of petroleum hydrocarbon use, unknown nature of released materials, and poor housekeeping practices, the petroleum hydrocarbon staining represents an REC.
- **Unlabeled 55-Gallon Drum Storage Area:** Approximately ten 55-gallon unlabeled drums stored on soil were observed south of the cattle storm shed. Staining was not observed beneath the former drum area after removal; however, based on the unknown nature of materials stored in the drums and poor housekeeping practices, the former drum storage area represents an REC.
- **Burn Disposal Areas:** Two burn disposal areas approximately 35 square feet in size were observed east of the residence garage (confirmed demolished by the 2024 Phase I ESA) and north of the milk barn near the southwestern portion of the project site. Although there is no evidence that hazardous substances were disposed of at the burn area, the unknown nature of materials burned at this location and their potential for site contamination/releases represent an REC.
- **Off-site Groundwater Impacts from Adjoining Western Open-Inactive Leaking Underground Storage Tank Facility:** Herbicide, pesticide, and petroleum hydrocarbon contamination impacting groundwater was identified at the western-adjoining off-site former Haley's Flying Service property at concentrations above screening levels. Based on shallow depth to groundwater (11 feet bgs), open regulatory status, and reported pesticide, herbicide, and petroleum hydrocarbon contamination above screening levels, the off-site Haley's Flying Service represented an REC to the project site.

In addition, three domestic groundwater wells were found on-site.

Limited Site Investigation

Based on the conclusions of the Dermody Phase I ESA, an LSI was prepared to assess the potential impacts from the RECs previously identified in the southwestern corner of the Dermody property.

According to the LSI, a total of 21 discrete samples from various depths and locations on-site were collected.[16]

On April 9, 2019, Ground Penetrating Radar Services (GPRS), a subcontracted geophysical professional, performed a geophysical survey. GPRS utilized ground-penetrating radar and magnetometer survey methods to perform the survey. The purpose of the survey was to attempt to determine the presence or absence of septic tanks, USTs, product pipelines, and buried utilities in the vicinity of the proposed boring locations prior to subsurface exploration. The geophysical survey consisted of scanning the area of interest first with an electromagnetic instrument followed by a ground-penetrating radar scan to further evaluate any electromagnetic anomalies if present. The geophysical survey was performed in the specific soil boring locations.

Evidence of utility lines were identified near the prior residence (confirmed demolished in the 2024 Phase I ESA). The proposed boring locations were adjusted in the field based on indications of utilities. Evidence of USTs was not identified during the geophysical survey.

On April 9 and 10, 2019, Terracon Field Representative Patrick Keicher oversaw the drilling of 19 soil borings, B-1 through B-19, and the collection of two ash samples, ASH-1 and ASH-2 (ash/burn areas). The soil borings were taken at locations of potentially contaminated soil. The soil borings were completed by Woodward Drilling, a California State-licensed driller, using a limited access and track-mounted direct-push drill rig for borings B-1 and B-2 (borings taken from site of former dairy pond), B-17 (boring taken from site of septic system), and B-18 and B-19 (borings taken from site of septic system) and with hand augers for B-3 through B-16.

In general, Terracon encountered medium to high plasticity, brown, moist, very stiff lean clay near the surface to an approximate depth of 3 feet bgs. A medium plasticity, tan, moist, medium stiff silt was encountered beneath the lean clay to approximately 9 feet bgs, where a tannish-brown, dry to moist, medium dense poorly graded sand and a low plasticity, tannish brown, moist, medium stiff silt was encountered to the maximum explored depth of 10 feet bgs. Groundwater was not encountered at the maximum depth explored of 10 feet bgs.

The selected soil samples were analyzed for total petroleum hydrocarbons as gasoline (TPH-g), diesel (TPH-d), and motor oil (TPH-mo) and volatile organic compounds (VOCs), organochlorine pesticides (OCPs), chlorinated herbicides (CH), California Administrative Manual (CAM 17) metals, and polycyclic aromatic hydrocarbons (PAHs).

Soil Analytical Results

The following conclusions were made regarding the disposition of the soils on the project site:

- Staining or photoionization detector (PID) readings indicative of a release were not identified or recorded during field sampling activities.
- OCP, CH, PAH, and VOCs were not detected in the analyzed soil samples above laboratory reporting limits (RLs).

[16] Terracon Consultants, Inc. 2019. Limited Site Investigation. May 10.

- TPH-g, TPH-d, and TPH-mo were not detected in the samples analyzed, except for TPH-d (41 milligrams per kilogram [mg/kg]) and TPH-mo (120 mg/kg) in sample ASH-1.
- Arsenic-impacted soils are present in the soil samples collected from the project site. The arsenic impacts are within regional background concentrations, except for the ASH-2 sample.
- Metals were detected at various concentrations in the four soil samples above laboratory RLs. Arsenic concentrations in four samples exceed the residential screening levels, and two concentrations exceed the commercial/industrial non-cancer screening levels; however, the concentrations of arsenic detected appears consistent with naturally occurring arsenic as reported by the United States Geological Survey (USGS), except for the ASH-2 sample, which is likely associated with the material burned in the ash pile.

Based on the generally low concentrations of analytes observed in the soil samples, Terracon concluded that there does not appear to be a significant contaminant release from historical or current use of the project site in the immediate area of the investigation. The LSI concluded that no further investigation or remediation was required.

Suvik Property

Historically, the remaining portions of the project site (referred to as the Suvik Property) were vacant land as early as 1914 (Union Island, California, topographic map). The Suvik Property has been used as agricultural land (row crops and orchards) from at least 1937 until present.

EAS completed their site reconnaissance on June 3, 2020. The Suvik Phase I ESA[17] revealed no RECs in connection with the Suvik Property. However, the following Business Environmental Risks (BERs) were identified:

- A wide variety of pesticides, including those containing persistent compounds such as lead and arsenic, may have been used during this period. No information was obtained indicating evidence of improper storage, disposal, or application of these materials and a review of available historical aerial photographs did not show on-site improvements such as hangars, runways, or large barns that would indicate significant storage, formulation, and handling of these materials. However, given the planned extensive redevelopment and grading of the Suvik Property and the limited regulation of the potential storage and usage of agricultural chemicals during a significant period of the land's historic agricultural land use, there is a potential for accumulation of elevated levels of the aforementioned constituents. On-site soils may contain pesticides/herbicides above actionable levels. Therefore, it is recommended that soil sampling and testing be performed on the Suvik Property prior to redevelopment activities. Once the analysis has been completed, the results would verify that contaminated soils above action levels are/are not present.

[17] As noted above, this Suvik Phase I ESA evaluated the Suvik Property as well as the adjacent Zuriakat lands; the latter had been included in a former development application referred to as "Tracy Alliance." That application is no longer being pursued and is not relevant to this analysis; accordingly, reference to the Zuriakat lands is not further discussed herein and instead the evaluation focuses on findings relevant to the Suvik Property.

- Markers indicating the presence of an underground petroleum pipeline owned by Chevron Pipeline Company were observed along the northern side of West Grant Line Road, adjacent to the south of the Suvik Property.
- Two on-site irrigation wells were observed within the unpaved access roads along the western properly line (the Suvik Property).
- One plastic aboveground fertilizer tank (10-1-10 NPK, gross estimate 24,020 pounds/2499 gallons per tank manifest) is located adjacent to an on-site irrigation channel to the southeast corner of the Suvik Property. The fertilizer tank and associated irrigation channel feeder lines appeared to be in good condition with no evidence of spills or leaks.

2024 Phase I ESA

The subsequent 2024 Phase I ESA was prepared by Cameron-Cole, which analyzed the entirety of the 169-acre project site (both Dermody and Suvik properties). In this analysis, Cameron-Cole updated the Phase I ESA, including use, where appropriate, of data collected from the previous Dermody and Suvik Phase I ESAs and LSI conducted on the project site as part of its update, as well as the performance of updated site reconnaissance. Additionally, this analysis included an updated review of a regulatory database search of environmental records in accordance with the requirements of American Society for Testing and Materials (ASTM) E1527-21 Standard Practice obtained from Envirosite Corporation (Envirosite). Based on this analysis, Cameron-Cole made the following observations as part of this updated assessment:

- According to the Envirosite report, there are a total of 20 database listings within the Appropriate Minimum Search Distance (AMSD) of the project site. After extensive records review, the identified sites either have no evidence of a release, have been granted closure, have not had any identified violations, or, based upon the distance to the project site, nature and extent of contamination, current site conditions, and with consideration of available data collected within the project site, are not considered likely to pose an environmental risk to the project site. Based on these considerations, it is the opinion of Cameron-Cole that none of the off-site database listings constitutes RECs under the applicable standard. The listings identified on the project site are largely related to agricultural use and the transportation of hazardous waste off-site. Based on the records reviewed, it is the opinion of Cameron-Cole that none of the database listings identified on the project site constitute RECs under the applicable standard.
- At the time of site reconnaissance, Cameron-Cole observed numerous containers of hazardous substances or petroleum products. These containers include but may not be limited to hydraulic oil, transmission fluid, motor oil, diesel exhaust fluid, paint, wood finish, gear lubricant, herbicides, pesticides, and transmission fluid. A majority of these containers were empty at the time of site reconnaissance and were stored on impervious surfaces such as concrete. No indication of any leak, spill, or release was identified from any of these containers. Based on the lack of evidence of any leak, spill, or release from these containers, it is the opinion of Cameron-Cole that they do not constitute an REC under the applicable standard.

- Based on the findings of the LSI as summarized in the Dermody Phase I ESA, the 8 RECs identified by Terracon have not been found to impact the project site. Based on the summary provided by EAS and further based on its own updated evaluation, it is the opinion of Cameron-Cole that none of the conditions identified as RECs by Terracon constitute RECs under the applicable standard.

Accordingly, for purposes of the analysis in this section, no RECs are considered in the following evaluation.

3.9.3 - Regulatory Framework

Federal

Occupational Health and Safety Act

The Occupational Safety and Health Administration (OSHA) of the U.S. Department of Labor is responsible for implementing and enforcing federal laws and regulations that address worker health and safety. OSHA requires specific training for hazardous materials users and handlers, provision of information (procedures for personal safety, hazardous materials storage and handling, and emergency response) to employees who may be exposed to hazardous materials, and acquisition of material safety data sheets from materials manufacturers. Material safety data sheets describe the risks, as well as proper handling and procedures, related to hazardous materials. Employee training must include response and remediation procedures for hazardous materials releases and exposures. Construction workers and operational employees on construction sites are subject to these requirements.

Code of Federal Regulations, Titles 29 and 40

Regulations in Code of Federal Regulations Title 29 include requirements to manage and control exposure to LBP and ACM. In California, these requirements are implemented by the California Occupational Safety and Health Administration (Cal/OSHA) under California Code of Regulations Title 8 (see further discussion of California Code of Regulations Title 8 below). The removal and handling of ACM is governed primarily by EPA regulations under Code of Federal Regulations Title 40. The regulations require that the appropriate State agency be notified before any demolition, or before any renovations, of buildings that could contain asbestos or ACM above a specified threshold.

Resource Conservation and Recovery Act and Comprehensive Environmental Response, Compensation, and Liability Act

The EPA is responsible for implementing and enforcing federal laws and regulations pertaining to hazardous materials. The primary legislation includes the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), as amended by the Superfund Amendments and Reauthorization Act (SARA) of 1986 and the Emergency Planning and Community Right-to-Know Act (known as SARA Title III) of 1986. RCRA and the 1984 RCRA Amendments (known as the Hazardous and Solid Waste Amendments [HSWA]) regulate the treatment, storage, and disposal of hazardous and nonhazardous wastes and mandate that hazardous wastes be tracked from the point of generation to their ultimate fate in the environment, including detailed tracking of hazardous materials during transport and permitting of

hazardous material handling facilities. HSWA significantly strengthened the original RCRA framework by emphasizing waste minimization, phasing out land disposal of hazardous waste, and mandating corrective action for releases of hazardous substances. The amendments also expanded EPA's enforcement authority, imposed stricter standards for hazardous waste management, and introduced a comprehensive program for underground storage tanks. As permitted by RCRA, in 1992, the EPA approved California's program called the Hazardous Waste Control Law (HWCL), administered by DTSC, to regulate hazardous wastes in California, as discussed further below. The purpose of CERCLA is to identify and clean up chemically contaminated sites that pose a significant environmental health threat, and the Hazard Ranking System is used to determine whether a site should be placed on the National Priorities List for cleanup activities. SARA relates primarily to emergency management of accidental releases and requires annual reporting of continuous emissions and accidental releases of specified compounds that are compiled into a nationwide Toxics Release Inventory. Finally, SARA Title III requires formation of State and local emergency planning committees that are responsible for collecting material handling and transportation data for use as a basis for planning and provision of chemical inventory data to the community at large under the "right-to-know" provision of the law.

Hazardous Materials Transportation Act

Under the Hazardous Materials Transportation Act of 1975, the United States Department of Transportation (USDOT), Office of Hazardous Materials Safety regulates the transportation of hazardous materials on water, rail, and highways, through air, or in pipelines and enforces guidelines created to protect human health and the environment and reduce potential impacts by creating hazardous material packaging and transportation requirements. It also includes provisions for material classification, packaging, marking, labeling, placecarding, and shipping documentation. USDOT provides hazardous materials safety training programs and supervises activities involving hazardous materials. In addition, USDOT develops and recommends regulations governing the multimodal transportation of hazardous materials.

Spill Prevention, Control, and Countermeasure Rule

The Spill Prevention, Control, and Countermeasure (SPCC) Rule (amended 2010) of the Oil Pollution Prevention regulation (40 Code of Federal Regulations [CFR] 112) require the owner or operator of a tank facility with an aggregate storage capacity greater than 1,320 gallons to notify the local Certified Unified Program Agency (CUPA) and prepare an SPCC plan. The SPCC plan must identify appropriate spill containment measures and equipment for diverting spills from sensitive areas and must discuss facility-specific requirements for the storage system, inspections, recordkeeping, security, and training.

Clean Water Act

The Clean Water Act (CWA) (United States Code [USC] Title 33 § 1251, *et seq*.) is the major federal legislation governing water quality. The CWA established the basic structure for regulating discharges of pollutants into waters of the United States (not including groundwater). The objective of the act is

"to restore and maintain the chemical, physical, and biological integrity of the nation's waters."[18] The CWA establishes the basic structure for regulating the discharge of pollutants into waters of the United States. Responsibility for administering the CWA resides with the State Water Board and nine Regional Water Quality Control Boards (RWQCBs); the Central Valley RWQCB administers the CWA for western San Joaquin County. Section 404 of the CWA regulates temporary and permanent fill and disturbance of waters of the United States, including wetlands. The United States Army Corps of Engineers (USACE) requires that a permit be obtained if a project proposes to place fill in navigable waters and/or to alter waters of the United States below the ordinary high-water mark in non-tidal waters. Section 401 of the CWA requires compliance with State water quality standards for actions within State waters. Compliance with the water quality standards required under Section 401 is a condition for issuance of a Section 404 permit. Under Section 401 of the CWA, every applicant for a permit or license for any activity that may result in a discharge to a water body must obtain a State water quality certification from the RWQCB to demonstrate that the proposed activity would comply with State water quality standards.

State

Aboveground Petroleum Storage Act of 1990

The Aboveground Petroleum Storage Act (APSA) of 1990 was enacted by the California Legislature to prevent spills from aboveground petroleum storage tanks and protect public health and the environment. APSA requires facilities with a total petroleum storage capacity of 1,320 gallons or more to prepare and implement a SPCC plan in accordance with federal regulations (40 CFR 112), discussed above. Facilities must also submit a Tank Facility Statement, conduct regular inspections, pay annual fees, and report spills of 42 gallons or more. Exemptions apply to certain agricultural and construction sites, though federal SPCC requirements still apply.

California Hazardous Waste Control Law

The HWCL of 1972 is the primary hazardous waste statute in the State of California, and implements RCRA as a "cradle-to-grave" waste management system for handling hazardous wastes in a manner that protects human health and the environment and reduces potential resulting impacts of hazardous waste. The law specifies that generators of hazardous waste have the primary duty to determine whether their waste is hazardous and to ensure proper management. The HWCL also establishes criteria for the reuse and recycling of hazardous waste used or reused as raw materials. The law exceeds federal requirements by mandating source reduction planning and a much broader requirement for permitting facilities that treat hazardous waste. It also regulates several types of waste and waste management activities that are not covered by federal law.

California Health and Safety Code

The California Health and Safety Code Section 25141[19] defines hazardous waste as a waste or combination of waste that may:

[18] United States Environmental Protection Agency (EPA). 2018. Clean Water Act (CWA) and Federal Facilities. Website: https://www.epa.gov/enforcement/clean-water-act-cwa-and-federal-facilities#:~:text=CWA%20is%20the%20primary%20Federal,in%20compliance%20with%20a%20permit. Accessed October 7, 2025.

[19] FindLaw. 2020. California Code, Health and Safety Code–HSC § 25141. Website: https://codes.findlaw.com/ca/health-and-safety-code/hsc-sect-25141.html. Accessed October 7, 2025.

> . . . because of its quantity, concentration, or physical, chemical, or infection characteristics:
>
> (1) Cause or significantly contribute to an increase in mortality or an increase in serious irreversible or incapacitation-reversible illness.
>
> (2) Pose a substantial present or potential hazard to human health or the environment, due to factors including, but not limited to, carcinogenicity, acute toxicity, chronic toxicity, bioaccumulative properties, or persistence in the environment, when improperly treated, stored, transported, or disposed of or otherwise managed.

These regulations establish criteria for identifying, packaging, and labeling hazardous wastes; prescribe management practices for hazardous wastes; establish permit requirements for hazardous waste treatment, storage, disposal, and transportation; and identify hazardous waste that commonly would be disposed of in landfills.

Under both the RCRA and the HWCL, hazardous waste manifests must be retained by the generator for a minimum of 3 years. The generator must match copies of the manifests with copies of manifest receipts from the treatment, disposal, or recycling facility.

In accordance with Chapter 6.11 of the California Health and Safety Code (Health and Safety Code [HSC] §§ 25404, *et seq*.), local regulatory agencies enforce many federal and State regulatory programs through the CUPA program, including:

- Hazardous Materials Business Plans (HMBP) (HSC §§ 25501, *et seq.*);
- Uniform Fire Code requirements (Uniform Fire Code [UFC] § 80.103, as adopted by the State Fire Marshal pursuant to HSC § 13143.9);
- Underground storage tanks (HSC §§ 25280, *et seq.*);
- Aboveground storage tanks (HSC § 25270.5(c)); and
- Hazardous Waste Generator requirements (HSC §§ 25100, *et seq.*).

San Joaquin Environmental Health Department is the CUPA for San Joaquin County (which includes the City).[20] As the CUPA, San Joaquin Environmental Health Department enforces State statutes and regulations through the Hazardous Materials Unified Program Agency (HMUPA). The HMUPA oversees aboveground petroleum tanks; generation of hazardous materials; storage and treatment; USTs; generation of medical waste; the Accidental Release Prevention Program; and the Local Oversight Program (LOP), which interfaces with the State Water Board and the Central Valley RWQCB on LUSTs and UST release sites. An HMBP must be submitted if a facility ever handles any individual hazardous material in an aggregate amount equal to or greater than 55 gallons (liquids), 500 pounds (solids), or 200 cubic feet (gases). An HMBP must include:

- Details that include facility floor plans and identify the business conducted at the site;

[20] California Environmental Reporting System. 2015. Unified Program Regulatory Directory: San Joaquin County Environmental Health. Website: http://cersapps.calepa.ca.gov/Public/Directory/RegulatorDetails/1056. Accessed October 7, 2025.

- An inventory of hazardous materials handled or stored on the site;
- An emergency response plan; and
- A training program in safety procedures and emergency response for new employees who may handle hazardous materials, with an annual refresher course in the same topics for those same employees.

California Code of Regulations, Title 8

Cal/OSHA assumes primary responsibility for developing and enforcing workplace safety regulations. These regulations concern the use of hazardous materials in the workplace, including requirements for employee safety training; availability of safety equipment; accident and illness prevention programs; hazardous substance exposure warnings; and preparation of emergency action and fire prevention plans.

Cal/OSHA also enforces hazard communication program regulations, including procedures for identifying and labeling hazardous substances, and requires that safety data sheets be available for employee information and training programs. Cal/OSHA standards are generally more stringent than federal regulations.

California Code of Regulations, Title 8, Section 1529 authorizes Cal/OSHA to implement the survey requirements of Code of Federal Regulations Title 29 relating to asbestos. These federal and State regulations require facilities to take all necessary precautions to protect employees and the public from exposure to asbestos. Workers who conduct asbestos abatement must be trained in accordance with federal and State OSHA requirements. The San Joaquin Valley Air Pollution Control District (Valley Air District) oversees the removal of regulated ACM within San Joaquin County.

California Code of Regulations, Title 8, Section 1532.1 includes requirements to manage and control exposure to LBP. These regulations cover the demolition, removal, cleanup, transportation, storage, and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, monitoring, and compliance to ensure the safety of construction workers exposed to lead-based material. Loose and peeling LBP must be disposed of as a State and/or federal hazardous waste if the concentration of lead equals or exceeds applicable hazardous waste thresholds. Federal and State OSHA regulations require a supervisor who is certified in identifying existing and predictable lead hazards to oversee air monitoring and other protective measures during demolition activities in areas where LBP may be present. Special protective measures and notification of Cal/OSHA are required for highly hazardous construction tasks related to lead, such as manual demolition, abrasive blasting, welding, cutting, or torch burning of structures, where LBP is present.

California Code of Regulations Title 22, Division 4.5

California Code of Regulations, Title 22, Division 4.5 contains the Environmental Health Standards for the Management of Hazardous Waste, which includes California waste identification and classification regulations. California Code of Regulations, Title 22, Chapter 11, Article 3, Soluble Threshold Limits Concentrations/Total Threshold Limits Concentration Regulatory Limits, identifies the concentrations at which soil is determined to be a California hazardous waste. California's

Universal Waste Rule (22 CCR § 66273) provides an alternative set of management standards in lieu of regulation as hazardous wastes for certain common hazardous wastes, as defined in California Code of Regulations, Title 22, Section 66261.9. Universal wastes include fluorescent lamps, mercury thermostats, and other mercury-containing equipment. Existing structures may contain fluorescent light ballasts that could contain mercury or lead. The Alternative Management Standards for Treated Wood Waste (22 CCR § 67386) were developed by the DTSC to allow for disposal of treated wood as a nonhazardous waste to simplify and facilitate the safe and economical disposal of such waste. Chemically treated wood can contain elevated levels of hazardous chemicals (e.g., arsenic, chromium, copper, pentachlorophenol, or creosote) that equal or exceed applicable hazardous waste thresholds. The Alternative Management Standards provide for less stringent storage requirements and extended accumulation periods, allow shipments without a hazardous waste manifest and a hazardous waste hauler, and allow disposal at specific nonhazardous waste landfills.

Porter-Cologne Act

The Porter-Cologne Water Quality Control Act of 1969 (Porter-Cologne Act) is California's statutory authority for the protection of water quality. Under the Porter-Cologne Act, the State must adopt water quality policies, plans, and objectives that protect the State's waters for the use and enjoyment of the people. Regional authority for planning, permitting, and enforcement is delegated to the nine RWQCBs. The RWQCBs are required to formulate and adopt water quality control plans (also known as basin plans) for all areas of the region and establish water quality objectives in the plans. The Porter-Cologne Act sets forth the obligations of State Water Board and RWQCBs to adopt and periodically update water quality control plans that recognize and reflect the differences in existing water quality, the beneficial uses of the region's groundwater and surface water, and local water quality conditions and problems. It also authorizes the State Water Board and RWQCBs to issue and enforce waste discharge requirements and to implement programs for controlling pollution in State waters. Finally, the Porter-Cologne Act also authorizes the State Water Board and RWQCBs to oversee site investigation and cleanup for unauthorized releases of pollutants to soils and groundwater and in some cases to surface waters or sediments.

California Emergency Response Plan

California has developed an emergency response plan to coordinate emergency services provided by federal, State, and local governments and private agencies. Responding to hazardous materials incidents is one part of this plan. The plan is administered by the California Governor's Office of Emergency Services, which coordinates the responses of other agencies. The San Joaquin County Office of Emergency Services[21] coordinates response to emergencies in unincorporated areas of San Joaquin County.

California Department of Forestry and Fire Protection

CAL FIRE has mapped fire threat potential throughout California. CAL FIRE maps fire threat based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The threat levels include no fire threat, moderate, high, and very high fire threat. CAL FIRE produced a 2018 Strategic Fire Plan for California, which contains goals, objectives, and policies to

[21] San Joaquin County. 2024. Office of Emergency Services. Website: https://www.sjgov.org/department/oes/default. Accessed October 7, 2025.

prepare for and mitigate the effects of fire on California's natural and built environments. CAL FIRE's Office of the State Fire Marshal provides oversight of enforcement of the California Fire Code as well as overseeing hazardous liquid pipeline safety.

California Building Code

The State of California provided a minimum standard for building design through the 2022 California Building Standards Code (CBC), which is located in Part 2 of Title 24 of the California Code of Regulations. The 2022 CBC is based on the 2021 International Building Code but has been modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by local City and County building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of sprinklers in all new high-rise buildings and residential buildings; the establishment of fire resistance standards for fire doors, building material; and specific types of construction.

California Public Resources Code

The California Public Resources Code includes fire safety laws and regulations that restrict the use of equipment that may produce a spark, flame, or fire; require the use of spark arrestors[22] on construction equipment that use an internal combustion engine; specify requirements for the safe use of gasoline-powered tools in fire hazard areas; and specify fire suppression equipment that must be provided on-site for various types of work in fire prone areas.

These laws and regulations include the following:

- Earthmoving and portable equipment with internal combustion engines would be equipped with a spark arrester to reduce the potential for igniting a wildland fire (PRC § 4442);
- Appropriate fire suppression equipment would be maintained during the highest fire danger period—from April 1 to December 1 (PRC § 4428);
- On days when a burning permit is required, flammable materials would be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the construction contractor would maintain the appropriate fire suppression equipment (PRC § 4427); and
- On days when a burning permit is required, portable tools powered by gasoline-fueled internal combustion engines would not be used within 25 feet of any flammable materials (PRC § 4431).

San Joaquin County

San Joaquin Valley Air Pollution Control District

The Valley Air District has jurisdiction over the City of Tracy and unincorporated areas within San Joaquin County and deals with pollutants, including hazardous air pollutants such as asbestos.

[22] A spark arrester is a device that prohibits exhaust gases from an internal combustion engine from passing through the impeller blades where they could cause a spark. A carbon trap is commonly used to retain carbon particles from the exhaust.

Additional information on the Valley Air District and air quality is provided in Section 3.3, Air Quality, of this Draft EIR.

San Joaquin County Airport Land Use Compatibility Plan

The State Aeronautics Act requires the preparation and implementation of Airport Land Use Compatibility Plans (ALUCPs) for nearly all public airports in the State. ALUCPs are intended to ensure that land uses on land surrounding airports are compatible with airport operations. To accomplish this goal, the State Aeronautics Act established the Airport Land Use Commission (ALUC) in counties having public use airports. The ALUC is charged with developing, updating, and implementing ALUCPs.

The San Joaquin Council of Governments adopted the Countywide ALUCP[23] in 1983 and updated it in 2009. The most recent update for the ALUCP for the Tracy Airport was part of that update.

San Joaquin County Department of Environmental Health Certified Unified Program Agency

The San Joaquin County Department of Environmental Health CUPA is the administrative agency that coordinates and enforces numerous local, State, and federal hazardous materials management and environmental protection programs in the County. The programs include Aboveground Petroleum Storage Program, CUPA, Food and Restaurants Program, Hazardous Waste Generator Program, Housing Abatement Program, Land Use Program, Liquid Waste Program, Milk and Dairy Program, Recreational Health Program, Small Public Water Systems Program, UST Program, and California Accidental Release Program.

City of Tracy

City of Tracy Local Hazard Mitigation Plan

The City of Tracy updated its Hazard Mitigation Plan (HMP) in September of 2019.[24] The HMP identifies potential natural and human-made hazards, assesses their potential risks, and includes mitigation methods to reduce risks and determined the City is susceptible to floods, wildfires, severe weather, and earthquake hazards. The HMP includes 20 mitigation actions, including emergency response and evaluation plans, public outreach, building safety and retrofitting, emergency preparedness coordination, education, facility upgrades, and monitoring actions. The HMP contains the following goals aimed at reducing the vulnerability from natural hazards within the City:

Goal 1 **Minimize loss of life and property from hazards;**

Goal 2 **Support community resilience through continuity of essential services during a hazard event;**

Goal 3 **Increase education and awareness of vulnerability to and mitigation of hazards; and**

[23] This Countywide ALUCP applies to all airports within the San Joaquin County except Stockton Metropolitan Airport.

[24] Wood Environment & Infrastructure Solutions, Inc. 2019. City of Tracy Local Hazard Mitigation Plan. September. Website: https://www.cityoftracy.org/home/showpublisheddocument/1732/637452070945200000. Accessed October 7, 2025.

Goal 4 Improve City coordination and capabilities to mitigate hazards.

General Plan

Safety Element

The Safety Element, Chapter 8 of the City of Tracy General Plan (General Plan), discusses hazardous wastes and materials in the context of operations within the City and its SOI. According to the General Plan, San Joaquin County has prepared a Hazardous Material Area Plan, in accordance with the California Health and Safety Code (Division 20, Chapter 6.95, § 25500 *et seq.*) and California Code of Regulations (Title 19, Article 3, § 2270 *et seq.*). The Hazardous Material Area Plan is designed to protect human health and the environment through hazardous materials emergency planning, response and agency coordination and community right-to-know programs. The Hazardous Material Area Plan outlines the roles and responsibilities of federal, State, and local agencies in responding to hazardous material releases and incidents. The City of Tracy's Police and Fire Departments work with San Joaquin County to implement this plan.

Furthermore, the General Plan sets forth numerous goals, objectives, policies, and actions associated with hazards and relevant to this analysis, including the following:

Wildland Fires

Goal SA-3 Protection of lives and property from wildland fire hazards.

Objective SA-3.1 Evaluate the potential for wildland fire hazards when considering new development.

P1 All development in areas of potential wildland fire hazards shall include the following:

- Clearance around structures.
- Fire-resistant ground cover.
- Fire-resistant roofing materials.

P3 New developments shall satisfy fire flow and hydrant requirements, street widths and design requirements as established by the City.

Hazardous Materials and Waste

Goal SA-4 Protection from the harmful effects of hazardous materials and waste.

Objective SA-4.1 Minimize exposure to harmful hazardous materials and waste by Tracy residents.

P1 Adequate separation shall be provided between areas where hazardous materials are present and sensitive uses such as schools, residences and public facilities.

P2 When reviewing applications for new development and redevelopment in areas historically used for commercial or industrial uses, developers shall conduct the necessary level of environmental investigation to ensure that soils, groundwater and buildings affected by hazardous material releases from prior land uses and lead or asbestos potentially present in building materials, will not have a negative

impact on the natural environment or health and safety of future property owners or users.

P3 The safe transport of hazardous materials through Tracy shall be promoted by implementing the following measures:

- Maintain formally-designated hazardous material carrier routes to direct hazardous materials away from populated and other sensitive areas.
- Prohibit the parking of vehicles transporting hazardous materials on City streets.
- Require that new pipelines and other channels carrying hazardous materials avoid residential areas and other immobile populations to the extent possible.

P4 Emergency response plans shall be submitted as part of use applications for all large generators of hazardous waste.

P5 The City shall continue to encourage the reduction of solid and hazardous wastes generated within the City, in accordance with countywide plans.

Airport Safety

Goal SA-5 **Protection from the risks associated with aircraft operations at the Tracy Municipal Airport.**

Objective SA-5.1 Ensure that land uses within the vicinity of the Tracy Municipal Airport are compatible with airport restrictions and operations.

P1 Ensure that new development shall be consistent with setbacks, height and land use restrictions as determined by the Federal Aviation Administration and the San Joaquin County Airport Land Use Commission, as well as the policies of the City's Airport Master Plan.

Emergency Preparedness

Goal SA-6 **Preparation for emergencies.**

Objective SA-6.1 Prepare and update City emergency procedures in the event of natural or man-made disasters.

P1 Emergency access routes shall be kept free of traffic impediments.

Northeast Industrial Specific Plan

The NEI Specific Plan includes policies related to hazardous wastes and hazardous materials that are relevant to this analysis, including the following:

Hazardous Wastes and Waster Pollutants

1. All new industries locating with the area will be required to obtain a Discharge Permit from the Director of Utilities prior to occupancy. This permit shall establish the amount and quality of wastes allowed to be discharged into the City's sanitary sewer.

2. The quality of wastewater entering the City sewage system from the proposed uses shall be measured by the Biochemical Oxygen Demand (BOD) and Total Suspended Solids (TSS) levels referenced in the local Water Quality Control Board 208 Plan. Users that are not expected to comply with these standards will be required to provide on-site pretreatment facilities.
3. The storage and distribution of hazardous materials shall be subject to the rules of the San Joaquin County Health District.
4. Industries regularly using significant quantities of hazardous chemicals as defined by State Law in the course of their operations shall be required to obtain a Conditional Use Permit.

City of Tracy Municipal Code

Chapter 3.24, Emergency Organization and Function, of the City of Tracy Municipal Code provides regulations regarding emergency organization, including structure, duties, and functions of City staff during an emergency.

3.9.4 - Impacts and Mitigation Measures

Significance Criteria

The City, in its discretion as Lead Agency, is utilizing the questions in Appendix G of the State California Environmental Quality Act (CEQA) Guidelines to establish thresholds of significance for the proposed project. According to CEQA Guidelines Appendix G, to determine whether impacts related to hazards and hazardous materials have significant environmental effects, the following questions are analyzed and evaluated. Would the proposed project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
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?
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
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, create a significant hazard to the public or the environment?
e) Be 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 and result in a safety hazard or excessive noise for people residing or working the project area?
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Approach to Analysis

This evaluation focuses on whether the proposed project would result in changes to the physical environment that would cause or exacerbate adverse effects related to the use, transportation, disposal, accidental release, or emission of hazardous materials. The evaluation also includes a determination of whether the proposed project would result in changes to the physical environment that would impair or interfere with emergency response plans or would expose people or structures to significant risk associated with wildfire hazards (including dangers from overhead power lines). For the evaluation of potential construction-related and operational impacts from existing hazardous materials in project site soils, sediments, groundwater, surface water, and structures, the results of environmental sampling are compared to identified applicable screening levels as well as relevant background concentration levels. The following analysis is based, in part, on information provided by the General Plan, the NEI Specific Plan, the City's Municipal Code, the Dermody Phase I ESA and LSI prepared for the Dermody Property, the Suvik Phase I ESA prepared for the remaining portions of the project site, the subsequent updated 2024 Phase I ESA prepared for the entirety of the project site, and relevant State of California websites and related databases.

Additional analyses regarding potential hazards and health risk related to emissions of toxic air contaminants (TACs) are addressed in Section 3.3, Air Quality. Potential flooding and inundation hazards, including those related to erosion and mudflow, are addressed in Section 3.10, Hydrology and Water Quality. Potential traffic-related safety hazards are addressed in Section 3.14, Transportation. Other potential geotechnical-related safety hazards, such as earthquakes, are addressed in Section 3.7, Geology and Soils. Finally, potential risks associated with excessive noise exposure with respect to airport use or air traffic are addressed in Section 3.12, Noise.

Impact Evaluation

Routine Transport, Use, or Disposal of Hazardous Materials

Impact HAZ-1:	**The proposed project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.**

Construction

During construction, and as with other industrial projects, the proposed project would be expected to involve the routine transport, use, and disposal of typical hazardous materials, such as diesel fuels, aerosols, and paints. The proposed project would be subject to applicable laws and regulations, including those set forth in the Hazardous Materials Transportation Act, RCRA, CERCLA, California Public Resources Code, and other State and local laws and regulations that would reduce and limit the associated risks such that impacts would not be significant in this regard. Specifically, any handling, transporting, use, or disposal would be required to comply with the robust regulatory body of applicable laws and regulations as well as various applicable policies and programs set forth by various federal, State, and local agencies, including, among others, the EPA, California Department of Transportation (Caltrans), and California Environmental Protection Agency (Cal/EPA), as further detailed above in Section 3.9.3, Regulatory Framework.

During project site preparation and construction, the proposed project would require excavation and grading. Potential release of hazardous materials associated with construction is discussed below. Because certain on-site conditions vary as to the Dermody Property and the Suvik Property, this discussion addresses each portion of the project site specifically, where relevant. In addition to site-specific treatment of these respective properties, this analysis also contains significance determinations and identified mitigation, where appropriate, which apply to the entirety of the project site.

Dermody and Suvik Properties (Project Site)

Because of the nature of the agricultural uses on-site, ground disturbance during construction activities could result in a significant impact because agricultural soils can contain residual pesticides, herbicides, or other chemicals that were historically applied to crops. Disturbing surface and near-surface soils can generate dust that may contain trace amounts of these substances, as well as naturally occurring metals such as arsenic. Accordingly, standard dust mitigation measures would be required to be implemented during all development and soil handling activities. During any grading or excavation activities of the project site, development personnel must be advised to look for irregular conditions suggesting buried debris or other potential adverse environmental conditions. In addition, if any abnormal soils are discovered during project development, such as stained soils, hydrocarbon odors, or any other unusual odors, all construction activities in the immediate vicinity would be temporarily halted and a qualified hazardous material consulting firm would be contacted for further assessment and monitoring, pursuant to MM HAZ-1a.

Markers indicating the presence of an underground petroleum pipeline owned by Chevron Pipeline Company were observed along the northern side of West Grant Line Road, adjacent to the Suvik Property. Underground Service Alert of Southern California (DigAlert) provides services to the public for information on underground facility location for all planned excavation. Prior to excavation in the area of existing utilities, DigAlert requires calling 811 or submitting a ticket online at least two working days in advance to get the utilities located and marked. DigAlert requires maintenance of a "tolerance zone" of 24 inches plus the width of the utility, or a total of 24 inches on either side of the utility line, and hand digging within this zone to hand expose the lines. For safety, digging should occur within 24 inches of the utility line using hand tools only and only within the marking to avoid any damage to the lines. Pursuant to MM HAZ-1b, the applicant for development of either the Dermody Property or the Suvik Property shall consult with Chevron and contact DigAlert prior to any ground disturbance and construction in that area and thereafter to avoid construction within 24 inches of said pipeline.

Dermody Property

As described above and as more fully detailed therein, the Dermody Phase I ESA for the Dermody Property noted several RECs, including a wastewater pond (western portion of the project site), absence of removal records associated with historic UST(s), historical AST fueling areas, petroleum hydrocarbon staining, unlabeled 55-gallon drum storage area, burn disposal areas, and off-site groundwater impacts from an adjoining western open-inactive LUST facility.

Because of these RECs, an LSI was prepared for this portion of the project site. Based on the generally low concentrations of analytes observed in the soil samples, Terracon concluded that there

does not appear to be a significant contaminant release from historical or current use of this portion of the project site in the immediate area of the investigation. The LSI concluded that no further investigation or remediation was required.

The subsequent updated 2024 Phase I ESA prepared for the project site (covering both the Dermody and Suvik Properties) by Cameron-Cole included discussion of the findings of the Dermody Phase I ESA and the LSI prepared for the Dermody Property, as well as an updated site investigation. As further detailed therein, it was concluded in the 2024 Phase I ESA that no impact from any of the conditions identified as RECs in the Dermody Phase I ESA has been identified. This is because site reconnaissance conducted for the 2024 Phase I ESA observed no evidence of leaks, spills, or releases from containers or tanks, and no significant staining or stressed vegetation was present. Additionally, regulatory database searches and agency correspondence confirmed no open violations or unresolved releases affecting the property. Based on these findings, the 2024 Phase I ESA concluded that none of the conditions previously identified as RECs have resulted in impacts to the project site, and therefore, no RECs, Historical RECs (HRECs), or CRECs are currently present.

As explained in the 2024 Phase I ESA, arsenic-impacted soils are present in the soil samples collected from the project site. However, the arsenic impacts are within regional background concentrations, the typical levels of naturally occurring substances—such as metals—in soil or groundwater that are present in the region due to natural geologic processes, rather than from human activities or contamination events. Using regional background concentrations as a benchmark helps ensure that environmental assessments focus on contaminants that are truly related to site activities, rather than naturally occurring substance. However, the ASH-2 sample has elevated arsenic concentration and is not consistent with the regional background. This represents a localized, anthropogenic (human-caused) elevation of arsenic. However, the Phase I ESA does not identify this as an REC requiring further action because the exceedance is limited in extent (localized to the ash pile area); there is no evidence of a broader release or migration; and the detected concentration, while above background, may not exceed regulatory thresholds for action or may not pose a significant risk based on site use and exposure pathways. However, because the ASH-2 sample represents a localized, site-related elevation of arsenic that could pose a risk if not properly managed, identifying and addressing such areas is a standard and prudent approach in environmental due diligence and risk management. Accordingly, this would be considered a potentially significant impact. Therefore, Mitigation Measure (MM) HAZ-1c would be implemented to test soils for arsenic, and if soils contained hazardous levels of arsenic, then the mitigation requires remediation pursuant to and to the extent triggered by applicable laws and regulations as well as documentation of no further action by the DTSC.

Evidence of reported USTs on-site was identified. However, information pertaining to the location of the reported USTs was not identified in the regulatory databases or local agencies inquiries.[25] In

[25] Limitations to the Phase I ESA exist regarding USTs and ASTs, in as much as information was obtained by Cameron-Cole solely through its review of unobstructed and readily accessible areas, database information, and interviews. Such methods (which are considered industry standard) do not preclude the actual presence of subsurface equipment (including USTs) or regulated materials that are hidden from view due to historical activity, such as site paving, re-grading, construction, or debris pile storage. Similarly, it is possible that additional UST facilities not listed in regulatory database files may exist at the subject property or on properties adjacent to the subject property related to owner/operator registration negligence, filing errors with the State regulatory agency, or other reasons over which Cameron-Cole has no control or ability to determine.

addition, three gasoline and/or diesel fueling ASTs ranging between approximately 200 gallons and 500 gallons in size were observed at the southwestern portion of the project site. During the site reconnaissance, the ASTs were observed on soil and not within secondary containment. The LSI included targeted soil sampling and field screening in areas of concern and found no evidence of staining or elevated PID readings indicative of a release from USTs or ASTs. Laboratory analysis of soil samples did not detect petroleum hydrocarbons (including TPH-g, TPH-d, and TPH-mo) or VOCs above laboratory RLs, except for minor detections in a single sample that were well below regulatory thresholds and not indicative of a significant release. Metals detected in soil samples were consistent with naturally occurring background concentrations, with the exception of one sample associated with a former burn area, which did not present a risk requiring further action. Accordingly, Cameron-Cole identified that the on-site USTs/ASTs do not constitute RECs under the applicable standards. Based on the results of the LSI, the absence of physical evidence of a release, and the lack of regulatory concern, Cameron-Cole concluded that the historical use of USTs, ASTs, and pesticides on the subject property does not meet the definition of an REC under ASTM E1527-21.

However, if any of the reported historical USTs or ASTs are discovered during excavation activities, this could result in a significant impact if the tanks or associated piping are found to contain residual petroleum products or hazardous substances or if evidence of a past release (such as contaminated soil or groundwater) is encountered. In such a case, disturbance of these materials could pose a risk to human health or the environment, necessitate regulatory reporting, and require remediation in accordance with applicable federal, State, and local requirements. Accordingly, MM HAZ-1d has been identified, which when implemented, which would require disposal and decommission of the USTs and ASTs in accordance with applicable laws and regulations, including those set forth in the LOP and by the American Petroleum Institute Standards, which establishes industry best practices for the safe decommissioning, cleaning, and closure of USTs and ASTs containing petroleum products, respectively.

Approximately ten 55-gallon unlabeled drums stored on soil were observed south of the cattle storm shed. Staining was not observed beneath the former drum area after removal. Based on the findings of the LSI conducted by Terracon and the summarized in the ESA Phase I, no impact has been identified. Additionally, based on the available data as summarized in the ESA Phase I, it is the opinion of Cameron-Cole that these unlabeled drums do not constitute RECs under the applicable standard. As explained in the 2024 Phase I ESA, Cameron-Cole observed two empty 55-gallon drums of diesel motor oil located near the barn structures in the southwestern corner of the project site. No indication of any leak, spill, or release from these drums was identified. Consistent with existing law, any remaining unlabeled drums and containers would be disposed of in accordance with applicable local, State, and federal laws and regulations, which would ensure that any impacts remain less than significant.

Three domestic groundwater wells were found on-site. Because the wells are not to be used in the planned redevelopment of the project site, they would be properly abandoned, closed, or destroyed in accordance with local, State, and federal laws, regulations and guidelines, which would ensure that potential impacts relating to the wells would remain less than significant.

The Dermody Property contains two agricultural structures related to hay production (i.e., sheds for hay storage and equipment storage). The Suvik Property does not contain any structures. The proposed project would demolish the existing structures on-site. Given the age of the existing structures on the project site, it is conceivable that ACM and LBP may exist within these structures. Removal of these existing buildings could potentially create a significant hazard to the construction workers on the project site. This represents a potentially significant impact.

However, implementation of MM HAZ-1e would require the applicant for the development of the Dermody Property to conduct asbestos and lead-based paint surveys prior to demolition activities and safely remove and dispose of any such materials in accordance with applicable State standards and other legal requirements, which would ensure impacts are reduced to a less than significant level.

Suvik Property

Given the planned extensive development and grading of the Suvik Property and the historic storage and use practices related to agricultural chemicals during a significant period of these lands' historic agricultural land use, there is a potential for accumulation of elevated levels of lead and arsenic. On-site soils may contain pesticides/herbicides above actionable levels. Therefore, it is recommended that soil sampling and testing be performed on the Suvik Property prior to redevelopment; MM HAZ-1c would be implemented to require the testing of soils for lead and arsenic, and, if site soils contain hazardous levels of lead or arsenic, to also require remediation pursuant to and to the extent triggered by applicable laws and regulations, along with the provision of documentation of no further action by the San Joaquin Environmental Health Department or other relevant regulatory agency.

Two on-site irrigation wells were observed within the unpaved access roads along the western property line of the Suvik Property. Because the wells are not proposed to be used in the planned development of the project site, they would be properly abandoned/closed or destroyed in accordance with applicable local, State, and federal laws and regulations. This would ensure that impacts related to the wells remain less than significant.

With implementation of MM HAZ-1a, MM HAZ-1b, MM HAZ-1c, MM HAZ-1d, and MM HAZ-1e construction impacts associated with hazardous materials on the project site would be less than significant.

Operation

The San Joaquin Environmental Health Department performs routine inspections at facilities that are subject to HMBP requirements. The purpose of these inspections is to ensure compliance with applicable laws and regulations concerning HMBP requirements.

It is anticipated that the proposed project would involve the storage, handling, transport, use, or disposal of hazardous materials during operations that are typical of this type of light industrial use, including solvents, oils, cleaning agents, and petroleum. However, such operations would be required to comply with all applicable laws, regulations, policies, and programs set forth by various federal, State, and local agencies, including, among others, the EPA, RCRA, Caltrans, the Hazardous

Materials Transportation Act, and the City of Tracy HMP, as further detailed in Section 3.9.3, Regulatory Framework, above. Removal and disposal of hazardous materials would be conducted by a permitted and licensed contractor. Required compliance with applicable hazardous material laws and regulations would ensure that operation-related hazardous material storage, handling, transport, use, and disposal would not result in a significant hazard to the public or environment. Therefore, long-term operational impacts associated with hazardous materials are considered less than significant.

Level of Significance Before Mitigation

Potentially significant impact (Construction Only).

Less than significant impact (Operation).

Mitigation Measures

MM HAZ-1a Dust Mitigation and Soil Evaluation/Handling (Dermody and Suvik Property)

During any grading or excavation activities in connection with a specific individual development proposal within the project site, the applicant for the subject proposal shall cause to be prepared and implemented a site-specific Health and Safety Plan (HASP). The HASP shall address potential hazards associated with encountering contaminated soils, buried debris, or other adverse environmental conditions (if any). A copy of the HASP shall be provided to the City Planning staff prior to issuance of the subject grading permit to document compliance with this MM HAZ-1a.

As part of the HASP, relevant construction workers for the subject proposal shall be trained to recognize and report atypical conditions suggesting buried debris or potential environmental concerns in accordance with applicable laws and regulations. Accordingly, to satisfy the foregoing training requirement and to otherwise ensure safe handling of soils pursuant to applicable laws and regulations construction workers for the subject proposal shall receive instruction from a qualified hazardous materials consulting firm on the history of agricultural chemical use at the project site, the types of substances that may be present (such as pesticides, herbicides, and naturally occurring metals like arsenic), and the potential health and environmental risks associated with exposure. Training shall also include recognizing signs of any contaminated soils (such as unusual odors, discoloration, or debris), understanding dust control procedures, and knowing the appropriate response actions if suspect materials are encountered. Workers shall also be briefed on the importance of using personal protective equipment (PPE), following dust mitigation protocols, and promptly reporting any observations of suspect or unexpected conditions to supervisors or environmental professionals.

If any abnormal soils are discovered during activities in conjunction with the subject individual development proposal, such as stained soils, hydrocarbon odors, or any other unusual odors, all construction activities near the discovery shall be temporarily halted and the applicant for the relevant individual development

proposal shall contact a qualified hazardous material consulting firm for further assessment and implementation of any appropriate actions as may be required under applicable laws and regulations before re-commencement of construction activities in the affected area .

MM HAZ-1b Consultation with Chevron and DigAlert/Pipeline Setback (Suvik Property)

Prior to the issuance of a grading permit in connection with a specific individual development proposal within the Suvik Property along the northern side of West Grant Line Road, adjacent to the southern boundary of the Suvik Property, the relevant applicant Suvik Property shall consult with Chevron (www.chevron-pipeline.com; 800.762.3404) and DigAlert 811 to determine the location of the existing underground petroleum pipeline. Once identified, the relevant applicant shall coordinate, as appropriate, with the owner of the foregoing pipeline, including the identification of all requirements under applicable laws and regulations that the relevant applicant will be required to following during any ground disturbance and construction activities within proximity to the identified pipeline.

MM HAZ-1c Conduct Soil Sampling/Treatment for Specified Area (Dermody Property)

Prior to the issuance of a grading permit for a specific individual development proposal within the Dermody Property that includes the area within five (5) feet of the ASH-2 (as defined in the Dermody LSI and Dermody Phase I ESA), the relevant applicant shall retain a qualified consultant to perform soil testing within the ASH-2 area (and within five (5) feet of the ASH-2 area) to confirm presence or absence of hazardous compounds such as lead and arsenic within the subject area. A copy of the results of this evaluation shall be provided to City Planning staff. If the results of the evaluation confirm there is no presence of hazardous compounds within the relevant area, then this MM HAZ-1c shall be considered satisfied and no further mitigation under this MM HAZ-1c shall be required.

The testing shall be conducted by a qualified hazardous materials consulting firm utilizing industry standard protocols to prepare and implement the soils sampling plan. Screening levels (SLs) used to evaluate results shall be selected by the qualified hazardous materials consulting firm in accordance with applicable laws and regulations. Final screening level (SL) selection as well as relevant published regional background levels shall be documented in the sampling plan prior to implementation.

If the testing shows (1) there are metals concentrations, and (2) that any such metals concentrations exceed the applicable SLs but (3) they fall within published regional background levels (as identified in the sampling plan), no further action under this mitigation measure shall be required, which shall be considered satisfied.

If the testing shows (1) there are metals concentrations, and (2) that any such metals concentrations exceed the applicable SLs, and (3) they also exceed the published regional background levels (as identified in the sampling plan), then the affected soils encountered shall be properly characterized, treated, capped in place and/or disposed of in accordance with applicable local, State, and federal laws and regulations.

MM HAZ-1d Conduct Limited Site Investigation; Soil Sampling/Treatment (Suvik Property)

Prior to the issuance of a grading permit for a specific individual development proposal within the Suvik Property, the relevant applicant shall retain a qualified hazardous materials consultant to perform a Limited Site Investigation (Suvik LSI) for the area that is the subject of the specific individual development proposal, as identified on the subject grading permit, to confirm presence or absence of hazardous compounds such as lead and arsenic within the subject area. A copy of the Sukiv LSI results of this evaluation shall be provided to City Planning staff. If the results of the Suvik LSI confirm there is no presence of hazardous compounds within the relevant area, MM HAZ-1d would be considered satisfied and no further mitigation under this MM HAZ-1d shall be required.

If the Suvik LSI identifies the presence of hazardous compounds within the relevant area, the relevant applicant shall retain a qualified hazardous materials consultant to perform soils testing within the area(s) recommended by the Suvik LSI. The testing shall be conducted utilizing industry standard protocols to prepare and implement the soils sampling plan. Screening levels (SLs) used to evaluate results shall be selected by the qualified hazardous materials consulting firm in accordance with applicable laws and regulations. Final screening level (SL) selection as well as relevant published regional background levels shall be documented in the sampling plan prior to implementation.

If the testing shows (1) there are metals concentrations, and (2) that any such metals concentrations exceed the applicable SLs but (3) they fall within published regional background levels (as identified in the sampling plan), no further action under this mitigation measure shall be required, which shall be considered satisfied.

If the testing shows (1) there are metals concentrations, and (2) that any such metals concentrations exceed the applicable SLs, and (3) they also exceed the published regional background levels (as identified in the sampling plan), then the affected soils encountered shall be properly characterized, treated, capped in place and/or disposed of in accordance with applicable local, State, and federal laws and regulations.

MM HAZ-1e Proper Disposal and Decommission of Underground Storage Tanks and Aboveground Storage Tanks(Dermody Property only)

If any underground storage tanks (USTs) or aboveground storage tanks (ASTs) are discovered during excavation activities, the applicant for the subject individual development proposal within the Dermody Property shall dispose of and decommission any such USTs and/or ASTs in accordance with applicable laws and regulations, including those set forth in the Local Oversight Program (LOP) and the American Petroleum Institute Standards, respectively. In such case where this mitigation is triggered due to the presence of any USTs or ASTs discovered during excavation activities, the relevant applicant shall provide, in writing, to City planning staff reasonable documentation of the steps taken in satisfaction of this MM HAZ-1e.

MM HAZ-1f Conduct Asbestos and Lead Surveys Prior to Demolition (Dermody Property only)

Prior to the issuance of a demolition permit for an existing building within the Dermody Property, the applicant for the subject specific individual development of the Dermody Property shall retain a licensed professional to conduct asbestos and lead paint surveys. These surveys shall be conducted prior to the disturbance or removal of any suspect asbestos-containing materials (ACM) and lead-based paint (LBP), and these materials shall be characterized for asbestos and lead by a reliable method, which may include, but is not limited to, polarized light microscopy (PLM) for bulk asbestos analysis, transmission electron microscopy (TEM) for confirmation, and atomic absorption spectroscopy (AAS) or X-ray fluorescence (XRF) for lead determination. To the extent there is ACM and/or LBP present, then all activities involving ACM and LBP in connection with the subject proposal shall be conducted in accordance with applicable laws and regulations, including any removal being conducted by properly licensed abatement contractors.

Level of Significance After Mitigation

Less than significant impact with mitigation incorporated.

Hazardous Materials Upset Risk

Impact HAZ-2: The proposed project would not 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.

Construction

Construction activity on both the Dermody and Suvik Properties) would be expected to involve the transport, use, and disposal of hazardous materials, such as diesel fuels, aerosols, and paints, which are typical for construction of this type of light industrial uses. Transport, storage, handling, use, and disposal of hazardous materials can increase the risk of upset and accident conditions that could involve the likely release of hazardous materials into the environment. However, the transport, handling, storage, disposal, and use of these materials would be subject to compliance with all applicable laws and regulations including, among others, set forth in the Hazardous Materials

Transportation Act, California Public Resources Code, and other State and local laws and regulations implemented by relevant public agencies (including the EPA, Cal/EPA, Caltrans, and the County) that would reduce any such risk of upset and accident conditions and the associated risks of exposure. Therefore, construction impacts related to the risk associated with hazardous materials release due to upset and accident conditions would be less than significant.

Operation

During operation (on both the Dermody and Suvik Properties), tenants/operators may use potentially hazardous substances that are typical for this type of light industrial uses, including lubricants, hydraulic oils, and other substances. Small quantities of these and similar types of typical hazardous materials would be used on-site during operation of the proposed project, but not in sufficient quantities to create significant hazard in the unlikely event of upset or accident. These types of materials are common in such light industrial projects and represent a low risk to people and the environment when transported, stored, disposed of, used, and handled as intended and would not be expected to result in the release of hazardous materials into the environment. Additionally, the handling, transport, storage, use, and disposal of such substances would comply with all applicable local, State, and federal laws and regulations, which would limit risks of accident conditions. As such, operational impacts related to hazardous materials upset risk would be less than significant.

Level of Significance

Less than significant impact.

Hazardous Emissions Proximate to a School

Impact HAZ-3:	**The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.**

Construction

The project site is not located within 0.25 mile of an existing or proposed school. The closest school, Banta Elementary School, is located approximately 0.35 mile to the east. As such, the proposed project would not emit hazardous emissions or handle hazardous materials, substances, or waste within 0.25 mile of a school, and construction impacts would be less than significant.

For informational purposes, the following is provided. As described above, construction activity would be expected to involve typical hazardous materials, such as diesel fuels, aerosols, and paints, as with other industrial projects. However, the handling, transport, use, storage, and disposal of hazardous materials must comply with all applicable laws and regulations, including, among others, those set forth in the Hazardous Materials Transportation Act, California Public Resources Code, and other State and local laws and regulations, which further limits the risk of emissions or release of hazardous materials, substances, or waste that could pose a significant risk to people or the environment. Therefore, construction impacts in this regard would be less than significant.

Operation

The project site is not located within 0.25 mile of a school. As such, the proposed project would not emit hazardous emissions or handle hazardous materials, substances, or waste within 0.25 mile of a school, and operational impacts would be less than significant.

For informational purposes, the following is provided. As described above, because of the distance to the nearest school, the low probability of significant quantities of hazardous materials to be present on-site, and required project compliance with applicable laws and regulations pertaining to handling, storage, use, disposal and transport of hazardous materials, substances, or waste, less than significant impacts would occur. Therefore, operational impacts related to hazardous emissions proximate to a school would be less than significant.

Level of Significance

Less than significant impact.

Government Code Section 65962.5 Sites

Impact HAZ-4: **The proposed project is 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, could create a significant hazard to the public or the environment.**

Construction and Operation

As part of the subsequent updated 2024 Phase I ESA prepared for the project site by Cameron-Cole, updated regulatory database information was provided by Envirosite. The purpose of the records review was to identify RECs in connection with the project site.

Federal and State/Tribal Databases

Below are the facility listings identified on federal and State/Tribal databases within the ASTM-required search distances from the approximate site boundaries. Listings included in Federal Databases are provided in Table 3.9-1.

Table 3.9-1: Federal Databases

Database	Description	Distance (approx. miles)	Listings
ARCHIVED RCRA TSDF	Resource Conservation and Recovery Act hazardous waste transportation storage disposal and treatment facilities	0.5	0
RCRA TSDF	Resource Conservation and Recovery Act hazardous waste transportation storage disposal and treatment facilities	0.5	0
FEMA UST	FEMA underground storage tank listing	0.25	0
INDIAN UST R9	Underground Storage Tanks on Indian Land in EPA Region 9	0.25	0

Database	Description	Distance (approx. miles)	Listings
AST–CA	Listing of tank facilities that are subject to the California Aboveground Petroleum Storage Act	0.25	0
FID UST–CA	The State Water Resource Control Board's Facility Inventory Database underground storage tank locations listing	0.25	0
HIST AST–CA	Historical listing of tank facilities that are subject to the California Aboveground Petroleum Storage Act	0.25	0
HIST UST–CA	Historical UST listing	< 0.125	3
UST–CA	Listing of active underground storage tank facilities	0.25	0
UST_SANTA CLARA COUNTY–CA	Santa Clara County Underground storage tank sites listing	0.25	0
CERCLIS/NFRAP	Comprehensive Environmental Response, Compensation, and Liability Information System/No Further Remedial Action Planned	0.5	1
CERCLIS-HIST	Comprehensive Environmental Response, Compensation, and Liability Information System	0.5	0
FEDERAL FACILITY	Sites where Federal Facilities Restoration and Reuse Office (FFRRO) arranged cleanup for Base Closure and Property Transfer at Federal Facilities	1.0	0
CORRACTS	List of facilities where Resource Conservation and Recovery Act Corrective Action Program used to investigate and remediate hazardous releases	1.0	0
HIST CORRACTS 2	List of facilities where Resource Conservation and Recovery Act Corrective Action Program used to investigate and remediate hazardous releases that are no longer in current agency list	1.0	0
DELISTED NPL	National Priorities Delisted List of sites that were delisted and no longer require action	1.0	0
ERNS	Emergency Response Notification System records of reported spills	Site	0
FED E C	Federal listing of remediation sites with engineering controls	0.5	0
FED I C	Federal listing of remediation sites with institutional controls	0.5	0
RCRA IC EC	Sites with institutional or engineering controls related to Resource Conservation and Recovery Act	0.25	0
HIST RCRA CESQG	List of Resource Conservation and Recovery Act licensed conditionally exempt small quantity generators that are no longer in current agency list	0.25	0
HIST RCRA LQG	List of Resource Conservation and Recovery Act licensed large quantity generators that are no longer in current agency list	0.25	0

Database	Description	Distance (approx. miles)	Listings
HIST RCRA NONGEN	List of Resource Conservation and Recovery Act licensed non-generators that are no longer in current agency list	0.25	0
HIST RCRA SQG	List of Resource Conservation and Recovery Act licensed small quantity generators that are no longer in current agency list	0.25	0
RCRA LQG	Resource Conservation and Recovery Act listing of licensed large quantity generators	0.25	0
RCRA NONGEN	Resource Conservation and Recovery Act listing of licensed non-generators	< 0.125	8
RCRA SQG	Resource Conservation and Recovery Act listing of licensed small quantity generators	0.25	0
RCRA VSQG	Resource Conservation and Recovery Act listing of licensed very small quantity generators	0.25	1
INDIAN LUST R9	Leaking Underground Storage Tanks on Indian Land in EPA Region 9	0.5	0
LUST REG 2–CA	Leaking underground storage tanks in Region 2: Alameda Contra Costa San Francisco Santa Clara (north of Morgan Hill) San Mateo Marin Sonoma Napa Solano counties	0.5	0
SLIC REG 2–CA	List of Region 2 sites from GeoTracker Site Cleanup Program (formerly known as SLIC) database	0.5	0
NPL	List of priority contaminated sites among identified releases or threatened releases of hazardous substances pollutants or contaminants nationally	1.0	0
NPL EPA R9 GIS	Geospatial data for the Environmental Protection Agency Region 9 National Priority List subject to environmental regulation	1.0	0
SEMS_FINAL NPL	All Included National Priority List Sites	1.0	0
SEMS_PROPOSED NPL	All Proposed National Priority List Sites	1.0	0
ENIROSTOR–CA	California Department of Toxic Substances Control	0.5	1
OIL and GAS CLEANUP–CA	List of State Water Board Oil and Gas Cleanup Sites from GeoTracker Site Cleanup Program database	0.5	0
SWRCB CLEANUP CA	List of State Water Board Cleanups from Geotracker including CAF, Sampling Points, and Projects	0.5	0
TOXIC PITS–CA	Listing of Toxic Pit Cleanup Act sites	1.0	0
HWG–CA	Hazardous waste generator listing	< 0.125	11
SWF/LF–CA	Solid Waste Information System's facility listing of solid waste facilities and landfills	0.5	0
TRIBAL BROWNFIELDS	Tribal brownfield remediation site listing	0.5	0

Database	Description	Distance (approx. miles)	Listings
CDL–CA	Listing of Meth and clandestine drug labs maintained by the Department of Toxic Substances Control	Project Site	0
SCH–CA	Listing of possible hazardous material contamination sites on existing school properties	0.25	0
FED BROWNFIELDS	Federal brownfield remediation sites	0.5	0
LIENS 2	Comprehensive Environmental Response Compensation and Liability Act sites with liens	Project Site	0
HIST LIENS–CA	The Department of Toxic Substances Control's listing of property locations with environmental liens that is no longer in current agency list	Project Site	0
LIENS–CA	The Department of Toxic Substances Control's listing of property locations with environmental liens	Project Site	0
HMIRS (DOT)	Hazardous Material spills reported by the Department of Transportation	Project Site	0
TRIBAL ODI	Indian land open dump inventory for all regions	0.5	0
SWRCY–CA	Listing of facilities which perform recycled material processing activities	0.5	0

Source: Cameron-Cole, LLC. (Cameron-Cole). 2024. Phase I Environmental Site Assessment Tracy Northeast Business Park Grant Line Road Tracy, California. December 31. Accessed March 20, 2025.

Table 3.9-2 provides a summary of the additional non-federal environmental records reviewed along with each record's AMSD from the subject property. Table 3.9-3 provides a summary, organized by address, of each listing identified in the databases listed in Table 3.9-1 and Table 3.9-2, along with which databases the listing was found in.

Table 3.9-2: Non-federal Databases Summary Table

Database	Description	Distance (miles)	Listings
COAL GAS	Coal Gas Plants	1.0	0
CORRECTIVE ACTIONS_2020	Wastes–Hazardous Waste–Corrective Action	0.5	0
DOD	Department of Defense	1.0	0
ECHO	EPA Enforcement and Compliance History Online	Project Site	0
FUDS	Formerly Used Defense Sites	1.0	0
HIST DOD	Department of Defense historical sites	1.0	0
HIST PCS ENF	Historical Enforced Permit Compliance Facilities	Project Site	0
ICIS	Integrated Compliance Information System	Project Site	0

Database	Description	Distance (miles)	Listings
LUCIS	Land Use Control Information Systems	0.5	0
LUCIS 2	Land Use Control Information Systems 2	0.5	0
NPL AOC	Areas related to NPL remediation sites	1.0	0
NPL LIENS	National Priority List Liens	Project Site	0
PADS	PCB Activity Database Systems	Project Site	0
PCB TRANSFORMER	Polychlorinated Biphenyl (PCB) Waste	Project Site	0
PFAS NPL	PFAS NPL Sites	0.5	0
PFAS TRIS	PFAS TRIS Sites	0.5	0
PFAS UCMR3	PFAS UCMR Samples	0.5	0
CALEPA SITES–CA	Cal/EPA Regulated Sites from the Certified Unified Program Agencies (CUPA)	0.25	9
CIWQS–CA	California Integrated Water Quality System	Project Site	0
CIWQS 2–CA	California Integrated Water Quality System	Project Site	0
DRYCLEANERS–CA	Drycleaners	0.25	0
FA–CA	Financial Assurance	Project Site	0
FA 2–CA	Financial Assurance for Solid Waste Facilities	Project Site	0
HAZNET–CA	Hazardous Waste Manifests	0.25	9
HIST HAZNET–CA	Historical Hazardous Waste Manifests	0.25	0
HIST HWP–CA	Historical EnviroStor Permitted Facilities	1.0	0
HIST LDS–CA	Historical Land Disposal Sites	0.5	0
HIST MCS–CA	Historical Military Cleanup Sites	1.0	0
HIST NFA–CA	Historical No Further Action Sites	0.5	0
HWM-COMMERCIAL FACILITIES–CA	Hazardous Waste Management Commercial Facilities	0.25	0
HWP–CA	EnviroStor Permitted Facilities	1.0	1
HWT–CA	Hazardous Waste Transporters	0.25	0
LDS–CA	Land Disposal Sites	0.5	0
MCS–CA	Military Cleanup Sites	1.0	0
MWMP–CA	Medical Waste Management Program	0.25	0
MWMP 2–CA	Medical Waste Management Program	0.25	0
NFA–CA	No Further Action Sites	0.5	0
NFE–CA	Unconfirmed contaminated properties listing	0.5	1

Database	Description	Distance (miles)	Listings
NPDES–CA	State Wastewater and National Pollutant Discharge Elimination System (NPDES) Permits	Project Site	0
PERCHLORATE 2–CA	Perchlorate contaminated sites	0.5	0
PFAS–CA	PFAS Site Listing	0.5	0
PFAS DOD–CA	PFAS Site Listing	0.5	0
PFAS GAMA–CA	PFOS and PFAS GAMA Well Sampling program	0.5	2
RFR–CA	Regulated Facility Report	Project Site	0
WDR–CA	Waste Discharge Requirement Sites	Project Site	0
WDS–CA	Waste Discharge System	Project Site	0
Source: Cameron-Cole, LLC. (Cameron-Cole). 2024. Phase I Environmental Site Assessment Tracy Northeast Business Park Grant Line Road Tracy, California. December 31. Accessed March 20, 2025.			

Table 3.9-3: Listed Facilities Summary

Facility Name and Location	Estimated Distance/Direction/Gradient	Database Listing	Is the Facility an REC, CREC, or HREC to the Site?
Tracy Land Partners Holdco, LLC, 6735 East Grant Line Road	Project Site	ECHO, HWG–CA, RCRA_NONGEN	No, based on file review discussed in Appendix G
Mattos Farms, 6735 West Grant Line Road	South/Up-Gradient	HIST UST–CA	No, based on file review discussed in Appendix G
Mike Mattos, 6735 Grant Line Road	South/Up-Gradient	CALEPA SITES–CA	No, based on file review discussed in Appendix G
J.B. Terminal, 6700 West Grant Line Road	South/Up-Gradient	CALEPA SITES–CA, HIST UST–CA	No, based on file review discussed in Appendix G
Ferreira and Silva Dairy, 6200 West Grant Line Road	South/Up-Gradient	CIWQS–CA, HIST UST–CA	No, based on file review discussed in Appendix G
Ferreira and Silva Dairy, 6204 West Grant Line Road	South/Up-Gradient	HAZNET–CA, HWG–CA, RFR–CA	No, based on file review discussed in Appendix G
AT&T Mobile, 6245 California Avenue	North/Down-Gradient	CALEPA SITES–CA, ECHO, HAZNET–CA, HWG–CA, RCRA_NONGEN	No, based on file review discussed in Appendix G
City of Tracy, 2399 East Grant Line Road	South/Up-Gradient	HWG–CA, RCRA_NONGEN	No, based on file review discussed in Appendix G
First Class Service Trucking Company Inc.,	South/Up-Gradient	HAZNET–CA, HWG–CA	No, based on file review discussed in Appendix G

Facility Name and Location	Estimated Distance/Direction/Gradient	Database Listing	Is the Facility an REC, CREC, or HREC to the Site?
2370 East Grant Line Road			
US Foods, 2301 Chabot Court	South/Up-Gradient	CALEPA SITES–CA, HAZNET–CA, HWG–CA, RCRA_NONGEN	No, based on file review discussed in Appendix G
Custom Painting Inc., 2301 East Paradise Road	South/Up-Gradient	HAZNET–CA, HWG–CA, RCRA_NONGEN	No, based on file review discussed in Appendix G
Legacy Real Estate and Associates, 6599 West Grant Line Road	East/Cross-Gradient	HAZNET–CA, HWG–CA	No, based on file review discussed in Appendix G
Travln Toys, 21200 Paradise Road	North/Down-Gradient	CALEPA SITES–CA, HAZNET–CA, HWG–CA, RCRA_NONGEN	No, based on file review discussed in Appendix G
Ryder Integrated Logistics, 2795 Paradise Avenue	West/Cross-Gradient	CALEPA SITES–CA	No, based on file review discussed in Appendix G
Hawthorne Hydroponics, LLC., 2300 Chabot Court	South/Up-Gradient	CALEPA SITES–CA, HAZNET–CA, HWG–CA, RCRA_NONGEN, RCRA_VSQG	No, based on file review discussed in Appendix G
Smart & Final Distribution, 2795 South Paradise Avenue, Ste 170	West/Cross-Gradient	CALEPA SITES–CA, HAZNET–CA, HWG–CA, RCRA_NONGEN	No, based on file review discussed in Appendix G
Ryder System Inc., 2795 North Paradise Avenue	West/Cross-Gradient	CALEPA SITES–CA, HAZNET–CA, HWG–CA, RCRA_NONGEN	No, based on file review discussed in Appendix G
Empty (was Ferreira and Silva Dairy), 6200 Grant Line	South/Up-Gradient	CALEPA SITES–CA	No, based on file review discussed in Appendix G
Haley Flying Service, 21000 Paradise Road	North/Down-Gradient	CERCLIS NFRAP, ENVIROSTOR–CA, NFE–CA	No, based on file review discussed in Appendix G
USGS-374500121220001, 37.755472, -121.374972	East/Cross-Gradient	PFAS GAMA–CA	No, based on file review discussed in Appendix G
TRCY-11, 37.755474, -121.374969	East/Cross-Gradient	PFAS GAMA–CA	No, based on file review discussed in Appendix G
Source: Cameron-Cole, LLC. (Cameron-Cole). 2024. Phase I Environmental Site Assessment Tracy Northeast Business Park Grant Line Road Tracy, California. December 31. Accessed March 20, 2025.			

Summary of Findings

In the updated Phase I ESA, Cameron-Cole identified several sites associated with hazardous materials based on the records review detailed above. However, Cameron-Cole identified no RECs, HRECs, CRECs, or BERs associated with the sites listed in Table 3.9-3. This includes each site identified

in the Dermody Phase I ESA and LSI as sites of containing possible RECs, including Legacy Real Estate & Associates (6599 West Grant Line Road, located on-site in the southwest corner of the project site) and Mattos Farms (6735 West Grant Line Road, located 26 feet southwest of the project site), which are former users of the Dermody Property, and off-site Haley Flying Service (2395 East Pescadero Avenue, formerly 21000 Paradise Road).

Cameron-Cole identified two active USTs in the records review, belonging to Mattos Farms (6735 W. Grant Line Road), and Ferreira & Silva Dairy (6200 W Grant Line Road), which are located 26 feet southwest and 49 feet southeast from the project site respectively. No record of any spill, leak, release, inspection, or violation has been identified by Cameron-Cole in relation to the identified USTs. Cameron-Cole also identified one registered LUST cleanup site found approximately 39 feet southeast of the project site at J.B. Terminal (6700 Grant Line Road W), which was granted closure by the oversight agency on September 19, 1995. Groundwater monitoring and reporting were carried out from 1990 to 1995 by Resna Inc. Based on the closed status, extent of contamination, and considering the age of the release, Cameron-Cole determined that the J.B. Terminal site is not likely to pose an environmental risk to the project site and is therefore not considered to constitute an REC.

Haley Flying Service (2395 East Pescadero Avenue, formerly 21000 Paradise Road), located approximately 1,569 feet north of the project site, was identified by Cameron-Cole to be a registered voluntary agreement cleanup site under the RWQCB. The facility was a former aerial agricultural chemical application operation. Potential contaminants of concern include pesticides/herbicides and petroleum hydrocarbons released into the soil and an aquifer used for drinking water supply. Spills from the loading operations and tank rinsing on-site are believed to have caused the soil and—to a lesser extent—groundwater contamination. The most recently identified groundwater data was collected in 2006 as part of an investigation in which six borings were advanced. The results from these samples identified toxaphene as high as 22 micrograms per liter (µg/L), endosulfan sulfate at 0.84-µg/L, and endosulfan II at 1.2-µg/L. However, Cameron-Cole determined that, based on the information included in the Dermody Phase I ESA and the LSI conducted by Terracon, the site does not constitute an REC under the applicable standard.

Although no RECs, HRECs, CRECs, or BERs were identified during the 2024 Phase I ESA, the existence of contaminated soils and USTs could result in a potentially significant impact, increasing risk to human health through exposure, and risk of contamination of the surrounding environment. As such, the proposed project would be required to implement MM HAZ-1a and MM HAZ-1c to reduce impacts to less than significant levels. As such, impacts related to development on land that is on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 creating a significant hazard to the public or the environment would be less than significant with mitigation incorporated.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Implement MM HAZ-1a and MM HAZ-1c.

Level of Significance After Mitigation

Less than significant impact with mitigation incorporated.

Proximity to Airport Safety Hazard

Impact HAZ-5: **The proposed project would not be 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, and result in a safety hazard or excessive noise for people residing or working in the project area.**

Construction and Operation

The proposed project would not be located within an airport land use plan; in addition, it is located greater than 5 miles northeast of the Tracy Municipal Airport (which is the nearest public or public use airport). Therefore, no construction or operational impact related to exposure of people to safety hazards or excessive noise in proximity to an airport would occur.

Level of Significance

No impact.

Emergency Response and Evacuation

Impact HAZ-6: **The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.**

Construction and Operation

As part of the proposed project, the project site would be annexed into the City. The City does not have any adopted emergency response plan or emergency evacuation plan. However, the City's Local HMP would be applicable to the project site. During construction, it is expected that construction equipment and vehicles would be accessing and leaving the project site, which in turn could potentially temporarily impede evacuation or emergency vehicle access.

During operation, employee vehicles, as well as other project-related vehicles and trucks, would need to access and leave the project site. City of Tracy Local HMP does not include specific evacuation routes. However, main arterial roads into and out of the project vicinity that would serve as evacuation routes in case of emergency; these would be Interstate 205 (I-205) in the east–west direction and I-5 in the north–south direction as well as Paradise Road and Grant Line Road.

As discussed further in Section 3.17, Wildfire, given there are several alternate routes that provide access to these evacuation routes, the proposed project would not impair implementation of or physically interfere with these evacuation routes or emergency response during construction or operation. With adherence to the applicable procedures of the City of Tracy Local HMP, which require compliance with local fire and police department directives, and applicable General Plan policies related to emergency response, the proposed project would not impair implementation of or physical interfere with emergency response or evacuation. Therefore, construction and operational impacts related to emergency response and evacuation would be less than significant.

Level of Significance

Less than significant impact.

Wildland Fires

Impact HAZ-7: The proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Construction and Operation

The project site is located adjacent to the northeast city limits and I-205. The area surrounding the project site is mostly agricultural land and light industrial warehouses. In addition, the unincorporated community of Banta lies southeast of the project site. As such, the project site is surrounded by urban development and managed land without steep terrain or unmanaged open space areas prone to wildfires. The closest open space area is located approximately seven miles south of the project site. The project site has not previously experienced wildfire. Given that the project site is not located in or near an area of steep terrain or historical wildfire burn, there is a low likelihood that the project site would expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildfire risk.

As described previously and discussed further in Section 3.17, Wildfire, no lands within the City or the project site are in a High or Very High Fire Hazard Severity Zone as designated by CAL FIRE.[26] The closest Fire Hazard Severity Zone is located 8.22 miles southwest of the project site adjacent to the City's southwestern border across I-580. According to the CPUC, there are no Tier 2-Elevated Zones or Tier 3-Extreme Zones within the City of Tracy.[27] The closest fire prone areas located in a designated fire hazard zone are the southwest areas of the City's SOI, over 7 miles southwest of the project site.

As discussed in more detail in Section 3.13, Public Services, Impact PUB-1, the proposed project would be adequately served by fire protection services from the Tracy Fire Department. Furthermore, project structures would be required to comply with applicable provisions of the California Fire Code with respect to emergency access and use of building materials that would limit the spread of wildfire to the greatest extent feasible. Compliance with applicable State and local plans, laws, and regulations would decrease the risk of impacts related to wildland fire hazards. In addition, the General Plan includes goals (Goal SA-3), objectives (Objective SA-3.1), and policies (Policy PI and Policy P3) that incorporate requirements for fire-safe construction into the land use planning process (see Section 3.9.3, Regulatory Framework). Therefore, because the proposed project would be required to adhere to all applicable laws, regulations, plans and policies, impacts related to wildland fire risk would be less than significant.

[26] California Department of Forestry and Fire Protection (CAL FIRE). 2025. Fire Hazard Severity Zone Viewer. Website: https://experience.arcgis.com/experience/6a9cb66bb1824cd98756812af41292a0. Accessed October 8, 2025.

[27] California Public Utilities Commission (CPUC). 2024. FireMap. Website: https://ia.cpuc.ca.gov/firemap/. Accessed October 7, 2025. Tier 2-Elevated Zones and Tier 3-Extreme Zones are designations used in California's official fire hazard mapping to identify areas with increased wildfire risk, especially as it relates to utility infrastructure and public safety.

Level of Significance

Less than significant impact.

3.9.5 - Cumulative Impacts

A project's impacts related to hazards and hazardous materials are generally site-specific and typically do not combine with impacts from cumulative projects to result in significant cumulative impacts, as such the geographic scope of the cumulative hazards and hazardous materials analysis is the project site and its immediate vicinity. Accordingly, relevant cumulative projects are limited to those within 1 mile of the proposed project, including Cumulative Projects No. 9, 12, 22, 30, 33, and 43, listed in Chapter 3, Environmental Impact Analysis, Table 3-1, as well as the proposed project.

Hazardous Materials Exposure Risk

In general, exposure to hazardous materials is site-specific and tends to have localized adverse effects. A combination of federal, State, and local laws and regulations limit or otherwise minimize the potential for exposure to hazardous materials. Cumulative development listed in Table 3-1 consists predominantly of residential, industrial, commercial, public, and roadway improvements. The types and sizes of cumulative development anticipated in the project vicinity would not be anticipated to involve large quantities of hazardous materials or activities that transport, store, dispose of, use, or handle hazardous materials. Similar to the proposed project, other cumulative developments would be subject to all applicable laws and regulations, including, among others, those set forth in the Hazardous Materials Transportation Act, California Public Resources Code, and other State and local laws and regulations that would reduce and limit the associated risks. Any handling, transporting, use, or disposal would be required to comply with applicable laws, regulations, policies, and programs set forth by various federal, State, and local agencies, including the EPA, Resource Conservation and Recovery Act (RCRA), Caltrans, and HMP.

Also, cumulative projects listed in Chapter 3, Environmental Impact Analysis, Table 3-1, may include demolition of existing structures that have the potential to contain hazardous building materials. Building materials may contain ACM and LBP. To address potential release of hazardous materials, the City would require the applicants of cumulative developments to assess structures and comply with standard conditions of approval/mitigation measures (e.g., required testing, removal, and proper disposal) to minimize release of ACM or LBP prior to any demolition. Additionally, a comprehensive regulatory framework involving regional, State, and federal laws and regulations would apply to these cumulative projects, which would further ensure a less than significant cumulative impact related to exposure to hazardous materials.

New developments in the vicinity of the project site would be subject to the same regulatory requirements as the proposed project. As such, large or unexpected releases of hazardous materials that would often contribute to significant cumulative impacts would not be expected from the cumulative projects. In addition, compliance with existing federal, State, and local regulations regarding the treatment and management of hazardous materials would ensure that the proposed project would not combine with cumulative projects in the vicinity to result in a significant cumulative impact.

For the above reasons, there would be a less than significant cumulative impact in this regard.

Similarly, the proposed project would be required to adhere to standard conditions of approval and identified mitigation, and otherwise ensure compliance with all applicable laws, regulations, plans, and policies related to transport, use, and disposal of hazardous materials, as discussed above. For these reasons, the proposed project's incremental contribution to this less than significant cumulative impact would not be cumulatively considerable.

Hazards and Emergency Response

The geographic scope of the cumulative hazards and emergency response analysis is the main service areas of the South San Joaquin County Fire Authority and the Tracy Police Department, as these are the main entities that provide emergency response in the City of Tracy. The main arterial streets that would act as the most likely evacuation routes for relevant cumulative developments out of the City are I-205 (east–west), I-205 (north–south), and I-580 (east–west). Planned uses as proposed by the cumulative projects are contemplated in the General Plan, would result in predominantly infill development, and would not significantly increase need for emergency services, including those related to wildfires. Additionally, regional growth projections and fire and police service provisions are taken into account in local planning efforts, such as the City's General Plan, to ensure disruptions to the regular operations of these services do not occur. Furthermore, all construction would be required to adhere to all applicable laws and regulations, including those in the California Fire Code, which are designed to minimize the potential for the release of hazardous materials or uncontrolled fires. Once development is proposed, the City would assess the needs for fire protection services and inform efforts to improve or expand needed facilities.

As listed in Table 3-1, relevant cumulative development consists predominantly of residential, industrial, commercial, public, and roadway improvements. The types of cumulative development would increase the population, as contemplated in the City's General Plan. All cumulative development would, however, be required to comply with emergency access requirements as standard conditions of approval for the City's development review permits. Furthermore, the cumulative development in the City would be required to ensure no permanent road closures and would not be permitted to significantly impede emergency access routes or interfere with emergency response. As such, there would be a less than significant cumulative impact associated with hazards and emergency response.

Similarly, the proposed project would be required to adhere to standard conditions of approval and identified mitigation and otherwise ensure compliance with all applicable laws, regulations, plans, and policies related to emergency access routes and emergency response requirements. For these reasons, the proposed project's incremental contribution to this less than significant cumulative impact would not be cumulatively considerable.

Wildland Fires

The geographic scope of the cumulative wildfire analysis is the City of Tracy and southwestern portion of San Joaquin County. This is an appropriate geographic scope because of the topography and existing development (including natural and man-made fire breaks), a fire event beyond this

geographic scope is unlikely to significantly affect the proposed project and any fires starting in the project site and vicinity would not likely significantly affect lands beyond this geographic scope. As described previously and discussed further in Section 3.17, Wildfire, no lands within the City or the project site are in a High or Very High Fire Hazard Severity Zone as designated by CAL FIRE.[28] The closest State Responsibility Area (SRA) Fire Hazard Severity Zone is located over 7 miles southwest of the project site, adjacent to the City's southwestern border across I-580, which provides a natural fuel break; therefore, no potentially significant impact would occur. Nonetheless, for informational purposes and to thoroughly consider the potential wildfire risks associated with the proposed development of the project site, and in the interest of public safety and full disclosure, the City has considered each of the risk categories as discussed below.

Additionally, a combination of federal, State, and local laws and regulations limit or minimize the potential for exposure to wildfires by ensuring new development is constructed and operated according to the CBC and incorporate applicable requirements for fire-safe construction into land use planning. Relevant cumulative development listed in Table 3-1 (See Chapter 3.0, Environmental Setting) consists predominantly of residential, commercial, and industrial developments, while roadway improvements would be implemented by the City, County, and Caltrans separately.

There would be cumulative project construction (including, in certain circumstances, the installation and/or maintenance of associated infrastructure such as roads, fuel breaks, emergency water sources, power lines or other utilities). As above, similar to the proposed project, the main arterial streets that would act as evacuation routes for cumulative developments out of the City would be I-205 (east–west), I-205 (north–south), and I-5 and the I-580 (east–west). As discussed in Section 3.13, Public Services, similar to the proposed project, uses proposed by the cumulative projects would not significantly increase the need for emergency services and all development would be required to comply with applicable emergency access and related requirements, which would be imposed as enforceable standard conditions of approval. Also similar to the proposed project, cumulative development would not result in permanent road closures nor impede established emergency access routes or interfere with emergency response requirements. For the above reasons, cumulative development, as with the proposed project, would not exacerbate wildfire risk. Thus, for these reasons, and given that none of the cumulative projects are within high wildfire risk areas (as noted above), there would be a less than significant cumulative impact related to wildfire hazards during construction or operation.

Similarly, the proposed project would be required to adhere to all applicable laws, regulations, plans, and policies related to wildfire hazards, including applicable regulations in the CBC and California Fire Code. For these reasons, the proposed project's incremental contribution to this less than significant cumulative impact would not be cumulatively considerable.

Level of Cumulative Significance

Less than significant cumulative impact.

[28] California Department of Forestry and Fire Protection (CAL FIRE). 2025. Fire Hazard Severity Zone Viewer. Website: https://experience.arcgis.com/experience/6a9cb66bb1824cd98756812af41292a0. Accessed October 8, 2025.

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3.10 - Hydrology and Water Quality

3.10.1 - Introduction

This section describes the existing hydrology and water quality setting and potential effects from implementation of the Tracy Northeast Business Park Project (proposed project) on the project site and its surrounding area. Descriptions and analysis in this section are based, in part, on information contained in the Flood Protection Technical Memorandum prepared by Wood Rodgers (Flood Protection Technical Memorandum, provided in Appendix H), Water Supply Assessment (WSA) (Appendix K), City of Tracy General Plan (General Plan), Northeast Industrial (NEI) Specific Plan and NEI Specific Plan Environmental Impact Report (NEI EIR), San Joaquin County 2035 General Plan and San Joaquin County 2035 General Plan EIR (County General Plan EIR), and City of Tracy Erosion and Sediment Control Plan (ESCP). The following comments were received during the Notice of Preparation (NOP) scoping period related to hydrology and water quality:

- States that the project applicant would need to provide written confirmation from water providers that improvements have been constructed or financial arrangements have been made for any improvements required by the Lead Agency and that the Lead Agency has or will have the capacity to serve the proposed development.

3.10.2 - Environmental Setting

Surface Hydrology

San Joaquin River Basin

The San Joaquin River Basin covers 15,880 square miles and includes the entire area drained by the San Joaquin River. It includes all watersheds tributary to the San Joaquin River and the Delta south of the Sacramento River and south of the American River watershed. The principal streams in the basin are the San Joaquin River and its larger tributaries: the Cosumnes, Mokelumne, Calaveras, Stanislaus, Tuolumne, Merced, Chowchilla, and Fresno Rivers.[1]

Project Site

The project site is located within the San Joaquin River Basin. The main waterway near the project site is the Old River, a tributary of the San Joaquin River, located approximately 0.4 mile north of the project site across Interstate 205 (I-205).

Surface Water Quality

City of Tracy

The City and its Sphere of Influence (SOI) are located within the San Joaquin Hydrologic Basin Planning Area under the jurisdiction of the Central Valley Regional Water Quality Control Board

[1] Central Valley Regional Water Quality Control Board (Central Valley RWQCB). 2019. The Water Quality Control Plan (Basin Plan) for the California Regional Water Quality Control Board Central Valley Region. Fifth Edition, page 1-2. Website:https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201902.pdf. Accessed September 24, 2025.

(Central Valley RWQCB). The Central Valley RWQCB Basin Plan outlines the beneficial water uses[2] that the California State Water Resources Control Board (State Water Board) will protect, water quality objectives, and strategies for achieving these objectives. The State of California requires small communities to implement development standards to protect water quality under the "General Permit for Waste Discharge Requirements for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s) Order No. “2013-0001-DWQ" (MS4 Permit). On February 5, 2013, the second Phase II Small MS4 General Permit was adopted and became effective on July 1, 2013. The Cities of Lathrop, Lodi, Manteca, Patterson, Tracy, and San Joaquin County (Partners) collaborated to develop a Multi-Agency Post-Construction Standards Manual to meet the MS4 permit requirement.[3]

Project Site

The project site is located within the San Joaquin Hydrologic Basin Planning Area under the jurisdiction of the Central Valley RWQCB. No bodies of water under the jurisdiction of the Central Valley RWQCB are located on or near the project site. The closest water body to the project site is the Old River, which is approximately 0.4 mile north across I-205.

Groundwater

City of Tracy

The City and its SOI overlie the San Joaquin Valley Groundwater Basin-Tracy Groundwater Subbasin (Tracy Subbasin). The Tracy Subbasin underlies portions of San Joaquin, Contra Costa, and Alameda Counties and is bounded to the west by the Diablo Range, to the north by the Mokelumne and San Joaquin Rivers, to the east by the San Joaquin River, and to the south by the San Joaquin-Stanislaus county line.

Within the City of Tracy, groundwater is generally present below the ground surface at depths of 100 feet or more. However, depths to groundwater become very shallow toward the central and northern portions of the City where the topography becomes flatter.

The City currently operates nine groundwater wells, with a total extraction capacity of approximately 18,300 gallons per minute (gpm), or 26 mgd.[4] Four wells (Production Wells 1, 2, 3 and 4) are located near the City’s John Jones Water Treatment Plant (JJWTP) and pump directly into the JJWTP clearwells where the groundwater is blended with treated surface water. The other wells (Lincoln Well, Lewis Manor Well [Well 5], Park and Ride Well [Well 6], Ball Park Well [Well 7], and Well 8) are located throughout the City and pump water directly into the distribution system after disinfection. Well 8, located near the intersection of Tracy Boulevard and 6th Street, was designed as an Aquifer Storage and Recovery (ASR) well and has been put into service as an ASR well as permitted by the Central Valley RWQCB (see further discussion of ASR in Section 3.16, Utilities and Service Systems).

[2] The Central Valley RWQCB defines beneficial water uses as part of its Basin Plans, which guides water quality objectives and regulatory actions. These uses are essential to maintaining water quality standards and protecting public health, ecosystems, and cultural practices.

[3] City of Tracy. 2024. Storm Water Management. Website: https://www.cityoftracy.org/our-city/departments/utilities/water-resources/storm-water-management. Accessed September 24, 2025.

[4] West Yost Associates. 2025. Northeast Business Park Project Water Supply Assessment Prepared for the City of Tracy. August 27.

Basin Description

The following section describes the Tracy Subbasin, including its water-bearing formations, water levels, and water quality.

The Tracy Subbasin covers an area of approximately 373 square miles. It is bounded on the northwest by the Old River south to the tri-county confluence point and on the south by the Clifton Forebay where it then follows the Contra Costa-Alameda county line to the foothills of the Coastal Range mountains. The northeast boundary follows the San Joaquin River south to the San Joaquin County line with a slight jog to include the City of Lathrop on the west side of the river. The southern border of the Subbasin generally follows the San Joaquin-Stanislaus county line, with some irregular areas belonging to the Delta-Mendota Subbasin to the south. The western border follows the Coastal Range foothills from the San Joaquin-Stanislaus county line north to the Contra Costa-Alameda county line. The Subbasin is a mix of Delta islands (mostly agriculture) and waterways along with urban and agricultural communities on the southern edge.[5]

Adjacent to the Tracy Subbasin are the Eastern San Joaquin Subbasin to the east, the Delta-Mendota Subbasin to the south, and the Sacramento Valley Groundwater Basin to the north. The three subbasins, not including the Sacramento Valley Groundwater Basin, are part of the San Joaquin Valley Groundwater Basin. The San Joaquin River and one of its major west side tributaries, Corral Hollow Creek, provide drainage from the Tracy Subbasin. The San Joaquin River flows northward into the Sacramento and San Joaquin Delta and discharges into San Francisco Bay.

The Tracy Subbasin consists of continental deposits of Late Tertiary to Quaternary age. These deposits include the Tulare Formation, Older Alluvium, Flood Basin Deposits, and Younger Alluvium. The cumulative thickness of these deposits increases from a few hundred feet near the Coast Range foothills on the west to about 3,000 feet along the eastern margin of the Subbasin.

Each of these formations is described below.

- The Tulare Formation is exposed in the Coast Range foothills along the western margin of the subbasin and dips eastward toward the axis of the San Joaquin Valley. The Tulare Formation is approximately 1,400 feet thick and consists of semi-consolidated, poorly sorted, discontinuous deposits of clay, silt, and gravel. The Corcoran Clay occurs near the top of the Tulare Formation and confines the underlying freshwater deposits. The eastern limit of the Corcoran Clay is near the eastern boundary of the subbasin. The Tulare Formation is moderately permeable, with most of the larger agricultural, municipal, and industrial wells completed below the Corcoran Clay and capable of producing up to about 3,000 gpm. Smaller, domestic wells are typically completed above the Corcoran Clay, where the groundwater is often of poor quality. Specific yield values[6] for the Tulare Formation in the San Joaquin Valley and Delta area range from 7 to 10 percent.
- The Older Alluvium is approximately 150 feet thick and consists of loosely to moderately compacted sand, silt, and gravel deposited in alluvial fans during the Pliocene and Pleistocene

[5] GEI Consultants. 2021. Tracy Subbasin Groundwater Sustainability Plan, Chapter 1-3. November 1.

[6] Specific Yield (written here as "yield value") is the volume of water that an aquifer can drain under gravity per unit volume of aquifer material.

eras. The Older Alluvium is widely exposed between the Coast Range foothills and the Delta and is moderately to locally highly permeable.

- The Flood Basin Deposits occur in the Delta portion of the subbasin and are the distal equivalents of the Tulare Formation and Older and Younger alluvial units. The Flood Basin Deposits consist primarily of silts and clays with occasional interbeds of gravel along the present waterways. Because of their fine-grained nature, the Flood Basin Deposits have low permeability and generally yield low quantities of water to wells. Occasional zones of fresh water are found in the Flood Basin Deposits, but they generally contain poor quality groundwater. The maximum thickness of the Flood Basin Deposits is about 1,400 feet.
- The Younger Alluvium includes those deposits that are currently accumulating, including sediments deposited in the channels of active streams, as well as overbank deposits and terraces of these active streams. The Younger Alluvium, consisting of unconsolidated silt, fine- to medium-grained sand, and gravel, is present to depths of less than 100 feet below ground surface (BGS) along the channel of Corral Hollow Creek. Sand and gravel zones in the Younger Alluvium are highly permeable and, where saturated, yield significant quantities of water to wells.

Groundwater Yield

According to the WSA prepared for the City by West Yost in 2025, the City is able to withdraw up to 9,000 acre-feet per year (AFY) from the Tracy Subbasin on an average annual basis. This usage would be within the City's estimated 22,000 AFY share of the aquifer's estimated total safe yield of 28,000 AFY (total includes City groundwater usage as well as groundwater usage within West Side Irrigation District, Naglee-Burk Irrigation District, Plain View Water District (now part of the Byron-Bethany Irrigation District [BBID]), and Banta-Carbona Irrigation District). It was also estimated that this groundwater usage would result in a groundwater level drop of 10 feet but would stabilize at this level. In 2015, the City commissioned a study to determine what the effect would be if the City were to pump between 16,000 and 22,000 AFY for a single year to meet its demands during a drought emergency when no surface water supplies were available. The study considered potential impacts on groundwater levels, groundwater quality, and land subsidence. The approach to this study was to estimate drawdown beneath the City, including drawdown caused by well interference, under scenarios wherein all of the City's wells were pumped for a single year at rates needed to meet the stated demands. Drawdown estimates were made using analytical methods and aquifer hydraulic property data from pumping tests performed at two of the City's wells. Results showed that the City does have capacity to pump its wells to meet these single dry year demands, but that drawdown in the City's wells and at locations proximate to the City would exceed that which has been historically observed. It was estimated that groundwater levels would recover from their drawdown within approximately 7 years.[7]

Groundwater Quality

Groundwater quality in the Tracy Subbasin varies spatially and with depth. In general, the northern part of the Tracy Subbasin is characterized by a sodium water type, and the southern part of the Tracy Subbasin is characterized by calcium-sodium type water. The northern part of the Tracy

[7] West Yost Associates. 2025. Northeast Business Park Project Water Supply Assessment Prepared for the City of Tracy. August 27.

Subbasin is also characterized by a wide range of anionic water types, including bicarbonate; chloride; and mixed bicarbonate-chloride. Major anions in the southern part of the Tracy Subbasin include sulfate-chloride and bicarbonate-chloride.[8]

One water quality concern that the City actively manages is Total Dissolved Solids (TDS). The City's groundwater supply typically meets the primary maximum contaminant level (MCL) of 1,000 mg/L but frequently exceeds the secondary MCL of 500 mg/L.[9] In 2024, the TDS concentration in the City's groundwater supply ranged from 110 to 890 mg/L and averaged 668 mg/L. Because the TDS concentrations are significantly higher in the groundwater supply than in the City's other water supply sources, to meet the secondary MCL in its overall water supply, the City typically scales back its groundwater production from its estimated sustainable yield of 9,000 AFY, particularly in normal rainfall years.[10]

The City continues to rely on groundwater for peaking, and under drought conditions, it typically increases its groundwater production as needed to meet demands when surface water supplies become more limited. Groundwater quality is not expected to impact the reliability of available water supplies in the 2020 Urban Water Management Plan (2020 UWMP) planning horizon.[11]

Project Site

The project site is located within the City of Tracy's existing SOI and overlies the Tracy Subbasin. Groundwater on the project site was encountered at depths of about 15 to 20 feet below the existing ground surface.[12] The Dermody Property contains three existing domestic wells. The Suvik Property does not include wells on-site.

Stormwater Runoff

City of Tracy

Existing developed areas within the City generally drain from south to north toward Old River. Drainage facilities serving these areas include surface drainage via streets, underground storm drains, open channels and channel parkways, irrigation tailwater facilities that accept urban runoff, detention basins, pumping facilities, and temporary retention basins.

There are five stormwater runoff watersheds within the City's SOI: Eastside Channel Watershed, Westside Channel Watershed, Lammers Watershed, Mountain House Watershed, and Tracy Hills Watershed. Most the City's stormwater runoff discharges to one of four outfalls that eventually discharge to the Old River to the north.

Project Site

The project site is located within the Eastside Channel Watershed. The Eastside Channel Watershed is the easternmost watershed in the City's SOI and is roughly 9.8 square miles in overall area. The primary drainage feature within the Eastside Channel Watershed is the Eastside Channel that

[8] West Yost Associates. 2025. Northeast Business Park Project Water Supply Assessment Prepared for the City of Tracy. August 27.
[9] EKI Environment and Water. 2021. 2020 Urban Water Management Plan – Prepared for the City of Tracy. June.
[10] West Yost Associates. 2025. Northeast Business Park Project Water Supply Assessment Prepared for the City of Tracy. August 27.
[11] EKI Environment and Water. 2021. 2020 Urban Water Management Plan – Prepared for the City of Tracy. June.
[12] Raney Geotechnical, Inc. 2025. Geotechnical Engineering Report – Paradise and Grantline Buildings. June 24

extends north from Eleventh Street to the Sugar Cut Outfall north of I-205, generally along the alignment of MacArthur Drive (Exhibit 3.10-1). The Eastside Channel is a channel parkway that includes landscaping and a linear bike path from Eleventh Street to a location about 0.75 mile to the north, where it becomes a non-landscaped open channel extending to the Sugar Cut Outfall. A second, significant drainage feature within the Eastside Channel Watershed is the City Outfall Channel that extends north from Grant Line Road about 0.25 mile west of MacArthur Drive and joins the Eastside Channel on the south side of I-205. The City Outfall Channel is an open channel that provides a drainage outfall for three trunk line storm drains in Grant Line Road, draining the downtown area and established development areas to the north of the downtown area, including the project site.[13]

Flooding and Inundation

City of Tracy

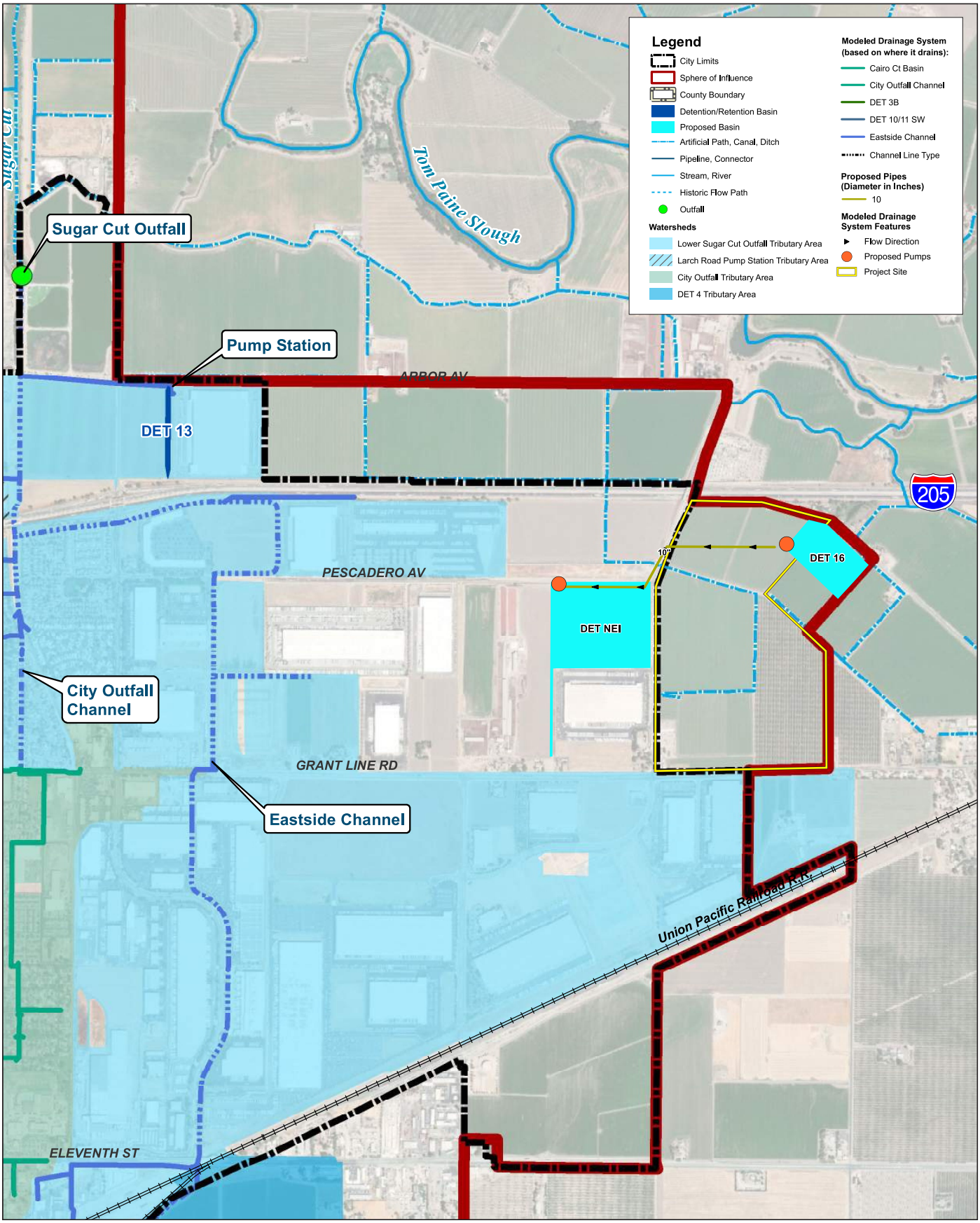
Flood Hazard Zone

Flood zones are determined by the Federal Emergency Management Agency (FEMA) and used to create Flood Insurance Rate Maps (FIRMs) that designate these zones. The most recent FIRMs for the City were updated on October 16, 2009. Most of the land within the City's municipal boundaries is included in Zone X, which is the designation for lands outside of the 100-year floodplain. Portions of the northern area of the City's SOI fall within FIRM Zone A, which indicates the 100-year flood plain. Lands within the FEMA-designated 100-year floodplain or Zone A are subject to mandatory flood insurance purchase as required by FEMA. Because the City participates in the National Flood Insurance Program (NFIP), it must require development permits to ensure that construction materials and methods will mitigate, to the extent feasible, future flood damage. Nonresidential structures must have their utility systems above the base flood elevation or be of flood-proof construction.[14]

Dam Failure Inundation

Some areas in the northern portion of the City's SOI have the potential to be affected by dam failure inundation such as from the San Luis Reservoir, New Melones, and New Exchequer dams.[15] The northern part of the NEI Specific Plan area would have the potential of flooding in the event of dam failure resulting from an earthquake.[16]

[13] Stantec. 2022. Citywide Storm Drainage Master Plan (SDMP) (prepared for the City of Tracy), page 2.3. Website: https://www.cityoftracy.org/home/showpublisheddocument/14031/638009991183070000. Accessed November 26, 2024.
[14] Design, Community, and Environment CE. 2005. City of Tracy General Plan Draft EIR (prepared for the City of Tracy), page 4.12-3.
[15] Ibid.
[16] Design, Community, and Environment CE. 2006. City of Tracy General Plan Amendment to the Draft EIR (prepared for the City of Tracy), page 104.



Source: Wood Rodgers, March 2020.

Exhibit 3.10-1

Drainage Downstream from the Project Site and Location of On-Site Stormwater Detention Basin and NEI Detention Basin

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Tsunami and Seiche Inundation

A seiche is a wave generated in a bay or lake, which is analogous to the back-and-forth sloshing of water in a bathtub. Seiches can be caused by winds, changes in atmospheric pressure, underwater earthquakes, or landslides into the water. Tsunamis are large sea waves generated by earthquakes. These waves travel across the ocean at hundreds of miles an hour and can cause waves cresting tens of feet high. Since the City has no ocean frontage and is located inland across several mountain ranges from the ocean, the risk of a tsunami is very low. In addition, the City is not located near a large standing body of water that would be affected by a seiche.[17]

Project Site

The northern portion of the project site is in the 100-year floodplain of the San Joaquin River according to the FEMA Special Flood Hazard Area (SFHA) shown on the FEMA FIRM Panel 06077C0595F with an effective date of October 16, 2009.[18,19] Exhibit 3.10-2 illustrates the FEMA 100-year floodplain inundation area on and near the project site. The flood zone's designation for the SFHA is Zone AE (Elevation 24) for the area of concern, which is east of Paradise Road and south of I-205. The elevations are on North American Vertical Datum of 1988.[20] The remainder of the project site lies in Flood Zone X, delineating an area of minimal flood hazard.[21]

The Flood Protection Technical Memorandum was used for the 2017 Central Valley Flood Protection Plan, which included hydrologic information therein, and hydraulic modeling to evaluate several scenarios for floodplain impacts. The scenarios evaluated were for 2017 conditions and 2067 conditions, which were considered to evaluate resiliency to climate change. To provide a reasonable worst-case scenario, the models considered likely levee breaches to determine maximum 200-year flood elevation levels on the project site. The closest evaluated levee breach is on the western bank of the Paradise Cut, approximately 0.5 mile to the south of I-5 and 4.13 miles east of the project site.

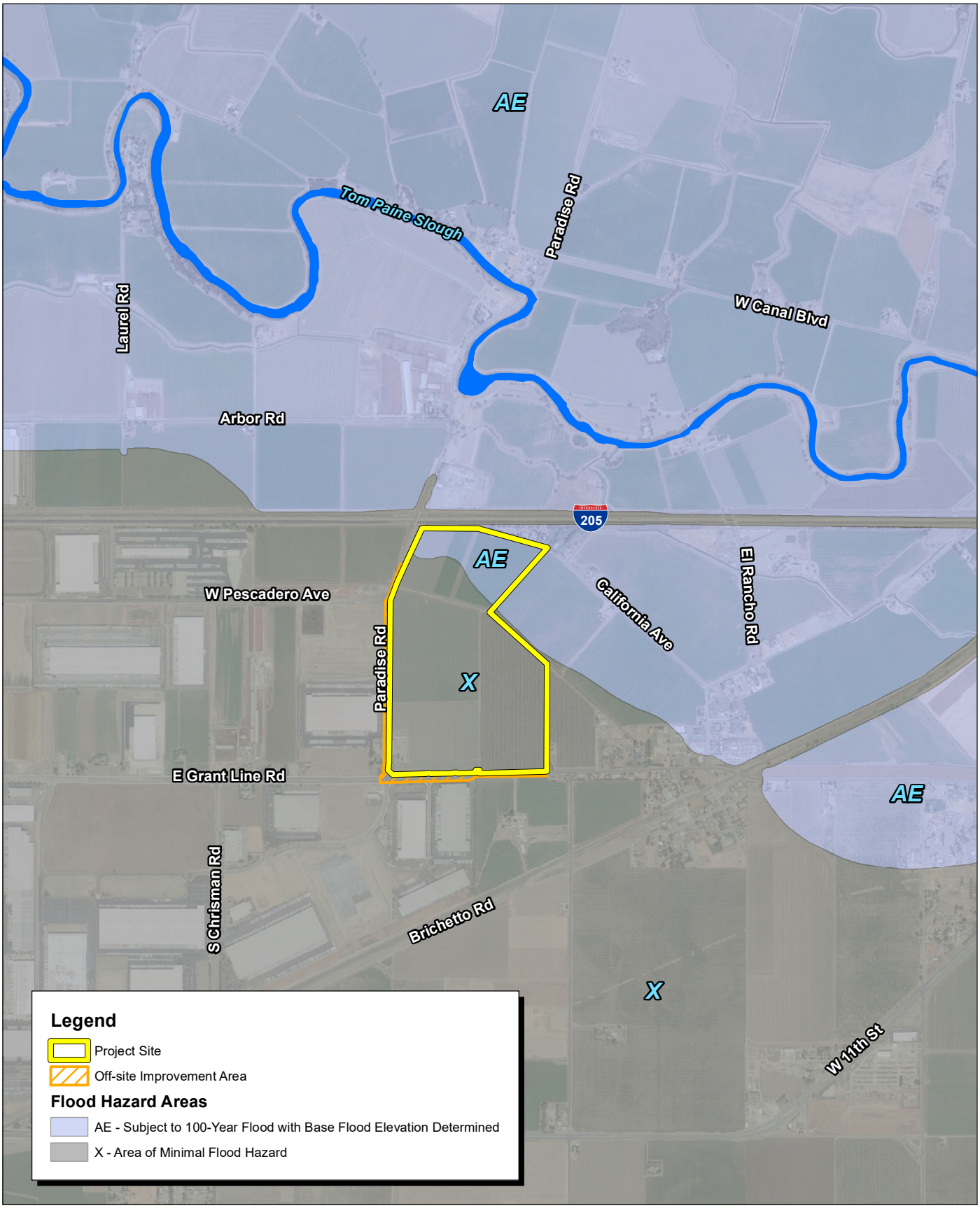
The site-specific Flood Protection Technical Memorandum also evaluated the proposed project's on-site stormwater detention basin because the proposed project would locate this basin at the lowest point on the project site, which is within a 100-year floodplain. The project site currently drains into a ditch that discharges into a tributary to Tom Paine Slough. The City is requiring the proposed project's on-site stormwater detention basin that would serve the proposed project to be located at the project site's low point; and for a pump to be included in order to allow discharge into Detention Basin (DET), DET NEI, which would be pumped into the City's Eastside Channel.

Based on the foregoing analysis, the project site could be inundated with flood water associated with the failure of the San Luis Reservoir, located over 50 miles southeast of the project site, and the New Melones Dam, located 48.86 miles east of the project site.[22]

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17 Design, Community, and Environment CE. 2005. City of Tracy General Plan Draft EIR (prepared for the City of Tracy), page 4.12-4.
18 Federal Emergency Management Agency (FEMA). 2025. FEMA Flood Map Service Center: Search by Address. Website: https://msc.fema.gov/portal/search?AddressQuery=tracy%20ca. Accessed March 25, 2025.
19 Federal Emergency Management Agency (FEMA). 2009. Flood Insurance Rate Map (FIRM)Number 06077C0595F. October 16.
20 Ibid.
21 Ibid.
22 Design, Community, and Environment CE. 2005. City of Tracy General Plan Draft EIR (prepared for the City of Tracy), Figure 4.12-2.

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Source: Google Earth Aerial Imagery, August 2018. FEMA NFHL Map Image Data.

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Feet

Exhibit 3.10-2
FEMA Flood Map

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CITY OF TRACY
TRACY NORTHEAST BUSINESS PARK
ENVIRONMENTAL IMPACT REPORT

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3.10.3 - Regulatory Framework

Federal

Clean Water Act

The Clean Water Act (CWA) (33 United States Code [USC] §§ 1251, *et seq*.) is the major federal legislation governing water quality and establishes the basic structure for regulating discharges of pollutants into waters of the United States (not including groundwater) and waters of the State. The objective of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the nation's waters."

The CWA authorizes the United States Environmental Protection Agency (EPA) to implement pollution control programs. Under the CWA, it is unlawful for any person to discharge any pollutant from a point source into navigable waters, unless a National Pollutant Discharge Elimination System (NPDES) permit is obtained. In addition, the CWA requires each state to adopt water quality standards for receiving water bodies and to have those standards approved by the EPA. Water quality standards consist of designated beneficial uses for a particular receiving water body (e.g., wildlife habitat, agricultural supply, fishing), along with water quality objectives necessary to support those uses.

Responsibility for protecting water quality in California resides with the State Water Board and nine RWQCBs. The State Water Board establishes Statewide policies and regulations for the implementation of water quality control programs mandated by federal and State water quality statutes and regulations, as discussed further below. The RWQCBs develop and implement water quality control plans (basin plans) that consider regional beneficial uses, water quality characteristics, and water quality problems. Water quality standards applicable to development proposals within San Joaquin County, including the proposed project, are listed in the Central Valley RWQCB Basin Plan.

Section 303—Water Quality Standards and Total Maximum Daily Loads

Section 303(c)(2)(b) of the CWA requires states to adopt water quality standards for all surface waters of the United States based on the water body's designated beneficial use. Where multiple uses exist, water quality standards must protect the most sensitive use. Water quality standards are typically numeric, although narrative criteria based on biomonitoring methods may be employed where numerical standards cannot be established or where they are needed to supplement numerical standards.

CWA Section 303(d) requires states and authorized Native American tribes to develop a list of water quality–impaired segments of waterways. The list includes waters that do not meet water quality standards necessary to support a waterway's beneficial uses even after the minimum required levels of pollution control technology have been installed. Listed water bodies are to be priority ranked for development of a Total Maximum Daily Load (TMDL). A TMDL is a calculation of the total maximum daily load (amount) of a pollutant that a water body can receive daily and still safely meet water quality standards. The TMDLs include waste load allocations for urban stormwater runoff as well as municipal and industrial wastewater discharges, with allocations apportioned for individual MS4s

and wastewater treatment plants, including those in the City. For stormwater, load reductions would be required to meet the TMDL waste load allocations within the 20 years required by the TMDLs.

The State Water Board, RWQCBs, and EPA are responsible for establishing TMDL waste load allocations and incorporating approved TMDLs into water quality control plans, NPDES permits, and Waste Discharge Requirements (WDRs) in accordance with a specified schedule for completion. The Central Valley RWQCB develops TMDLs for the City.

Section 401—Water Quality Certification

Section 401 of the CWA requires compliance with State water quality standards for actions within State waters. Under CWA Section 401, an applicant for a Section 404 permit (to discharge dredged or fill material into waters of the United States) must first obtain a certificate from the appropriate agency stating that the fill is consistent with the State's water quality standards and criteria. In California, the State Water Board delegates authority to either grant Section 401 water quality certification or waive the requirements to the nine RWQCBs. The Central Valley RWQCB is responsible for Section 401 water quality certifications within San Joaquin County, including the project site.

Section 402—National Pollution Discharge Elimination System Permits

The RWQCBs administer the NPDES stormwater permitting program, under Section 402(d) of the federal CWA, on behalf of the EPA. The objective of the NPDES program is to control and reduce levels of pollutants in water bodies from discharges of municipal and industrial wastewater and stormwater runoff. CWA Section 402(d) establishes a framework for regulating nonpoint-source stormwater discharges (33 USC § 1251). Under the CWA, discharges of pollutants to receiving water are prohibited unless the discharge complies with an NPDES permit. The NPDES permit specifies discharge prohibitions, effluent limitations, and other provisions, such as monitoring deemed necessary to protect water quality based on criteria specified in the National Toxics Rule (NTR), the California Toxics Rule (CTR), and the relevant basin plan.

Discharge prohibitions and limitations in an NPDES permit for wastewater treatment plants are designed to maintain public health and safety, protect receiving water resources, and safeguard the water's designated beneficial uses. Discharge limitations typically define allowable effluent quantities for flow, biochemical oxygen demand, total suspended matter, residual chlorine, settleable matter, total coliform, oil and grease, pH, and toxic pollutants. Limitations also typically encompass narrative requirements regarding mineralization and toxicity to aquatic life. Under the NPDES permits issued to the City/County to operate the treatment plants, the City/County is required to implement a pretreatment program. This program must comply with the regulations incorporated in the CWA and the General Pretreatment Regulations (Code of Federal Regulations [CFR] Title 40, Part 403 [40 CFR 403]).

Section 404—Discharge of Dredged or Fill Materials Into Jurisdictional Waters

Section 404 of the CWA regulates temporary and permanent fill and disturbance of wetlands and waters of the United States. Under Section 404, the discharge (temporary or permanent) of dredged or fill material into waters of the United States, including wetlands, typically must be authorized by the United States Army Corps of Engineers (USACE) through either the Nationwide Permit (general

categories of discharges with minimal effects) or the Individual Permit. The term "waters of the United States" is defined in accordance with the USACE regulations at 33 Code of Federal Regulations Part 328.3(a) as:

1. Waters which are:
    a. Currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;
    b. The territorial seas; or
    c. Interstate waters;
2. Impoundments of waters otherwise defined as waters of the United States under this definition, other than impoundments of waters identified under paragraph (a)(5) of this section;
3. Tributaries of waters identified in paragraphs (a)(1) or (2) of this section that are relatively permanent, standing or continuously flowing bodies of water;
4. Wetlands adjacent to the following waters:
    a. Waters identified in paragraph (a)(1) of this section; or
    b. Relatively permanent, standing or continuously flowing bodies of water identified in paragraph (a)(2) or (a)(3) of this section and with a continuous surface connection to those waters;
5. Intrastate lakes and ponds not identified in paragraphs (a)(1) through (4) of this section that are relatively permanent, standing or continuously flowing bodies of water with a continuous surface connection to the waters identified in paragraph (a)(1) or (a)(3) of this section.

The following are not "waters of the United States":

1. Waste treatment systems, including treatment ponds or lagoons, designed to meet the requirements of the CWA;
2. Prior converted cropland designated by the Secretary of Agriculture. The exclusion would cease upon a change of use, which means that the area is no longer available for the production of agricultural commodities. Notwithstanding the determination of an area's status as prior converted cropland by any other federal agency, for the purposes of the CWA, the final authority regarding CWA jurisdiction remains with the United States Environmental Protection Agency (EPA);
3. Ditches (including roadside ditches) excavated wholly in and draining only dry land and that do not carry a relatively permanent flow of water;
4. Artificially irrigated areas that would revert to dry land if the irrigation ceased;
5. Artificial lakes or ponds created by excavating or diking dry land to collect and retain water and which are used exclusively for such purposes as stock watering, irrigation, settling basins, or rice growing;

6. Artificial reflecting or swimming pools or other small ornamental bodies of water created by excavating or diking dry land to retain water for primarily aesthetic reasons;
7. Waterfilled depressions created in dry land incidental to construction activity and pits excavated in dry land for the purpose of obtaining fill, sand, or gravel unless and until the construction or excavation operation is abandoned and the resulting body of water meets the definition of waters of the United States; and
8. Swales and erosional features (*e.g.,* gullies, small washes) characterized by low volume, infrequent, or short duration flow.

Waters of the United States do not include prior converted cropland. Notwithstanding the determination of an area's status as prior converted cropland by any other federal agency, for the purposes of the CWA, the final authority regarding CWA jurisdiction remains with the EPA and/or USACE.

"Wetland" refers to areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and seasonal wetlands. Wetlands are considered jurisdictional if they fall under one of the categories of waters of the United States defined above. The USACE jurisdiction typically extends up to the ordinary high water mark (OHWM).

In general, a USACE permit must be obtained before placing fill in wetlands or other waters of the United States. The type of permit depends on the impacted acreage, the purpose of the proposed fill, and other factors.

River and Harbors Act Section 10

Section 10 of the Rivers and Harbors Act of 1899 requires that regulated activities conducted below the ordinary high-water elevation of navigable waters of the United States be approved and permitted by the USACE. Regulated activities include the placement or removal of structures, work involving dredging, disposal of dredged material, filling, excavation, or any other disturbance of soils/sediments or modification of a navigable waterway. Navigable waters of the United States are those waters of the United States that are subject to the ebb and flow of the tide shoreward to the mean high-water mark and/or are presently used, or have been used in the past, or may be susceptible to use to transport interstate or foreign commerce. Section 10 also regulates tributaries and backwater areas that are associated with navigable waters of the United States and are located below the ordinary high-water elevation of the adjacent navigable waterway.

A project proponent can apply for a permit/letter of permission for work regulated under Section 404 (CWA) and Section 10 (Rivers and Harbors Act) by completing and submitting one application form. An application for a USACE permit will serve as an application for both Section 404 and Section 10 permits.

Federal Antidegradation Policy

The federal antidegradation policy (40 CFR § 131.12) is designed to protect existing water uses, water quality, and national water resources. This federal regulation directs states to adopt a statewide policy that includes the following primary provisions:

- Existing instream uses and the water quality necessary to protect those uses shall be maintained and protected.
- Where existing water quality is better than necessary to support fishing and swimming conditions, that quality shall be maintained and protected unless the state finds that allowing lower water quality is necessary for important local economic or social development.
- Where high-quality waters constitute an outstanding national resource, such as waters of national and state parks, wildlife refuges, and waters of exceptional recreational or ecological significance, that water quality shall be maintained and protected.

National Toxics Rule and California Toxics Rule

In 1992, the EPA promulgated the NTR under the CWA to establish numeric criteria for priority toxic pollutants for 14 states to bring all states into compliance with the requirements of CWA Section 303(c)(2)(B). The NTR established water quality standards for 42 pollutants not covered under California's Statewide water quality regulations at that time. As a result of the court-ordered revocation of California's Statewide basin plans in September 1994, the EPA initiated efforts to promulgate additional federal water quality standards for California. In May 2000, the EPA issued the CTR, which includes all the priority pollutants for which the EPA has issued numeric criteria not included in the NTR.

National Flood Insurance Act and Flood Disaster Protection Act

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 were enacted to reduce the need for flood protection structures and limit disaster relief costs by restricting development in floodplains. FEMA, established in 1979, is responsible for predicting hazards from flooding events and forecasting the level of inundation under various conditions. As part of its duty to develop standards for delineating fluvial and coastal floodplains, FEMA provides information on FIRMs about the potential for flood hazards and inundation and, where appropriate, designates regions as SFHAs. SFHAs are defined as areas that have a 1 percent chance of flooding in a given year.

FEMA also administers the NFIP, a federal program that enables property owners in participating communities to purchase insurance as protection against flood losses in exchange for state and community floodplain management regulations that reduce future flood damages.

State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act of 1969 (Porter-Cologne Act) is California's statutory authority for the protection of water quality. Under the Porter-Cologne Act, the State must adopt water quality policies, plans, and objectives that protect the State's waters for the use and

enjoyment of the people. Regional authority for planning, permitting, and enforcement is delegated to the nine RWQCBs. The RWQCBs are required to formulate and adopt basin plans for all areas in the region and establish water quality objectives in the plans. The Porter-Cologne Act sets forth the obligations of the State Water Board and RWQCBs to adopt and periodically update basin plans. The Central Valley RWQCB is responsible for lands within San Joaquin County, including the project site.

Basin plans are the regional water quality control plans required by both the CWA and the Porter-Cologne Act that establish beneficial uses, water quality objectives, and implementation programs for each of the nine regions in California. The Porter-Cologne Act also requires waste dischargers to notify the RWQCBs of their activities by filing reports of waste discharge and authorizes the State Water Board and RWQCBs to issue and enforce WDRs, NPDES permits, CWA Section 401 water quality certifications, and other approvals. The RWQCBs are also authorized to issue waivers to reports of waste discharge and WDRs for broad categories of "low threat" discharge activities that have minimal potential to cause adverse water quality effects when implemented according to prescribed terms and conditions.

California Code of Regulations (Wetlands and Waters Definition)

The State Water Board indicates that no single accepted definition of wetlands exists at the State level, and that the RWQCBs may have different requirements and levels of analysis regarding the issuance of water quality certifications. Generally, an area is a wetland if, under normal circumstances:

(1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both;

(2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and

(3) the area's vegetation is dominated by hydrophytes or the area lacks vegetation.

Under California law, waters of the State mean "any surface water or groundwater, including saline waters, within the boundaries of the state." As such, water quality laws apply to both surface water and groundwater. After the U.S. Supreme Court decision in *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers* (53 USC § 159), the Office of Chief Counsel of the State Water Board released a legal memorandum confirming the State's jurisdiction over isolated wetlands.[23] The memorandum stated that under the Porter-Cologne Act, discharges to wetlands and other waters of the State are subject to State regulation, and this includes isolated wetlands. In general, the State Water Board regulates discharges to isolated waters in much the same way as it does for waters of the United States, using the Porter-Cologne Act rather than CWA authority.

National Pollutant Discharge Elimination System Stormwater Permit

The NPDES permits all involve similar processes, which include submitting notices of intent for discharging to water in areas under the Central Valley RWQCB's jurisdiction and implementing Best

[23] California State Water Resources Control Board (State Water Board). 2001. Effect of *Swancc v. United States* on the 401 Certification Program. January 25.

Management Practices (BMPs) to minimize those discharges. The Central Valley RWQCB may also issue site-specific WDRs, or waivers to WDRs, for certain waste discharges to land or waters of the State.

Construction Activity

The State Water Board stormwater general permit for construction activity (Order 2009-009-DWQ, as amended by Order Nos. 2010-0014-DWQ and 2012-0006-DWQ) applies to all construction activities that would disturb 1 acre of land or more. Construction activities subject to the General Construction Permit include clearing, grading, stockpiling, and excavation. Dischargers are required to eliminate or reduce non-stormwater discharges to storm sewer systems and other waters.

Through the NPDES and WDR processes, the State Water Board seeks to ensure that the conditions at a project site during and after construction do not cause or contribute to direct or indirect impacts on water quality (i.e., pollution and/or hydromodification) upstream and downstream. To comply with the requirements of the Construction General Permit, a project applicant must file a notice of intent with the State Water Board to obtain coverage under the permit; prepare a Storm Water Pollution Prevention Plan (SWPPP); and implement inspection, monitoring, and reporting requirements appropriate to the subject project's risk level as specified in the SWPPP. The SWPPP includes a site map, describes construction activities and potential pollutants, and identifies BMPs that will be employed to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources, such as petroleum products, solvents, paints, and cement. The permit also requires the discharger to consider using post-construction permanent BMPs that will remain in service to protect water quality throughout the life of the subject project. All NPDES permits also have inspection, monitoring, and reporting requirements.

Project sites served by the combined sewer system are not required to obtain coverage under the NPDES Construction General Permit.

Industrial General Stormwater Permit

The Statewide stormwater NPDES permit for general industrial activity (Order 2014-0057-DWQ, superseding Order 97-03-DWQ) regulates discharges associated with 10 broad categories of industrial activities, such as operation of wastewater treatment works and recycling facilities. The industrial general permit requires the implementation of Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology to achieve performance standards. The permit also requires development, approval, and implementation of a SWPPP that identifies the site-specific sources of pollutants and describes the measures at the facility applied to reduce stormwater pollution. A monitoring plan is also required.

Stormwater

In November 1990, the EPA published regulations establishing NPDES permit requirements for municipal and industrial stormwater discharges. Phase I of the permitting program applied to municipal discharges of stormwater in urban areas where the population exceeded 100,000 persons. Phase II of the NPDES stormwater permit regulations, which became effective in March 2003, required that NPDES permits be issued for construction activity for projects disturbing 1 acre or more, but less than 5 acres. Phase II of the municipal permit system (known as the NPDES General

Permit for Small MS4s, Order No. 2003-0005-DWQ as amended by 2013-0001-DWQ) required small municipalities of fewer than 100,000 persons to develop stormwater management programs. This permit authorizes discharges of stormwater and some categories of non-stormwater that are not "significant contributors of pollutants."

Provision C.3 in the Municipal Regional Permit requires site designs for new developments and redevelopments to minimize the area of new roofs and paving and treat runoff, and in some cases, control the rates and durations of site runoff. Where feasible, pervious surfaces should be used instead of paving so that runoff can infiltrate to the underlying soil. Runoff should be dispersed to landscaping where possible. Remaining runoff from impervious areas must be treated using bioretention. In some developments, the rates and durations of site runoff must also be controlled.

The C.3 requirements are separate from, and in addition to, requirements for erosion and sediment control and for pollution prevention measures during construction. In addition, project applicants must execute agreements to allow municipalities to verify that stormwater treatment and flow-control facilities that are approved as part of new development are maintained in perpetuity.

California Toxics Rule and State Implementation Policy

The CTR, presented in 2000 in response to requirements of EPA's NTR, establishes numeric water quality criteria for approximately 130 priority pollutant trace metals and organic compounds. The CTR criteria are regulatory criteria adopted for inland surface waters, enclosed bays, and estuaries in California that are on the CWA Section 303(c) list for contaminants. The CTR includes criteria for the protection of aquatic life and human health. Human health criteria (water- and organism-based) apply to all waters with a municipal and domestic water supply beneficial use designation as indicated in the basin plans. The Policy for Implementation of Toxics Standards for Inland Surface Waters, Enclosed Bays, and Estuaries of California, also known as the State Implementation Policy, was adopted by the State Water Board in 2000. It establishes provisions for translating CTR criteria, NTR criteria, and basin plan water quality objectives for toxic pollutants into:

- NPDES permit effluent limits,
- Effluent compliance determinations,
- Monitoring for 2,3,7,8-tcdd (dioxin) and its toxic equivalents,
- Chronic (long-term) toxicity control provisions,
- Site-specific water quality objectives, and
- Granting of effluent compliance exceptions.

The goal of the State Implementation Plan is to establish a standardized approach for permitting discharges of toxic effluent to inland surface waters, enclosed bays, and estuaries throughout the State.

Sustainable Groundwater Management Act

On August 29, 2014, the California Legislature passed comprehensive groundwater legislation contained in Senate Bill (SB) 1168 and SB 1319, and Assembly Bill (AB) 1739, which are collectively referred to as the Sustainable Groundwater Management Act (SGMA). This legislation was signed by Governor Brown on September 16, 2014, and it became effective on January 1, 2015. The legislative

intent of SGMA is to provide sustainable management of groundwater basins, enhance local management of groundwater, establish minimum standards for sustainable groundwater management, and provide local groundwater agencies with the authority and the technical and financial assistance necessary to sustainably manage groundwater.

The Tracy Subbasin is designated by the State as a medium priority basin. As such, the Tracy Subbasin is subject to the requirements of SGMA, which include the formation of a one or more Groundwater Sustainability Agencies (GSAs) and the development and implementation of one or more Groundwater Sustainability Plans (GSPs) by January 31, 2022. If the statutory deadline is not met for GSP development and/or implementation, the State has the authority to intervene and manage groundwater within non-compliant subbasins. SGMA requires that adopted GSPs result in sustainable groundwater management which avoids undesirable results.

Originally, the Tracy Subbasin contained areas of San Joaquin, Contra Costa, and Alameda Counties. The Banta-Carbona Irrigation District (BCID), BBID, City of Tracy, City of Lathrop, Stewart Tract, West Side Irrigation District, and San Joaquin County are GSAs within the Tracy Subbasin. The GSAs recognize that developing and adopting a single GSP for the subbasin would be the most efficient way of achieving sustainability and preventing State intervention into local groundwater management.

Working with San Joaquin County and the Tracy Subbasin GSAs, a Memorandum of Agreement (MOA) has been developed for the development of the San Joaquin County GSP for the Tracy Subbasin. Under the terms of the MOA, San Joaquin County is designated as the lead entity to enter into an agreement with the City of Brentwood to coordinate the allocation of grant funds.

The City, BCID, BBID,[24] City of Lathrop, San Joaquin County, and Stewart Tract are the six GSAs formed in the Tracy Subbasin and are working cooperatively to develop a single GSP. The Tracy Subbasin GSAs were awarded a California Department of Water Resources (DWR) grant to develop the GSP. Pursuant to the Grant Agreement, each GSA designated an appointee to form the GSP Coordination Committee, and San Joaquin County was appointed as the Grant Administrator. The Grant Administrator or any two appointees may call meetings of the GSP Coordination Committee as needed in the GSP development process.

The Tracy City Council adopted the Final GSP in November 2021. As one of the six GSAs that are managing the Tracy Subbasin, the City has been actively involved in GSP development activities and will continue to be involved throughout SGMA implementation. The City has one appointee (and an alternate) on the Tracy Subbasin GSP Coordination Committee, which meets quarterly, and the Technical Committee, which meets monthly.

[24] West Side Irrigation District (WSID) officially merged with Byron-Bethany Irrigation District (BBID) in September 2020, which occurred after the release of the draft GSP chapters.

Regional

Central Valley Regional Water Quality Control Plan

The Central Valley RWQCB implements the San Joaquin/Sacramento Rivers Basin Plan, a master policy document for managing water quality in the region. The Basin Plan establishes beneficial water uses for waterways and water bodies within the region. The San Joaquin River Basin Plan has jurisdiction over the City.[25]

Groundwater Management Plan for the Northern Agencies in the Delta-Mendota Canal Service Area and a Portion of San Joaquin County

In 1996, the City adopted the Northern Delta-Mendota Canal Groundwater Management Plan (GMP) pursuant to Water Code sections 10750 *et seq*., also known as AB 3030. The plan was developed in coordination with other Delta-Mendota Canal northern agencies, including: BCID, BBID, Del Puerto Water District, Patterson Irrigation District, West Stanislaus Irrigation District, West Side Irrigation District, and San Joaquin County. The 1996 GMP included information on groundwater levels and quality, conjunctive management of groundwater and surface water resources, and measures to protect groundwater resources within the plan area.

In 2011, the GMP was revised to include additional information to comply with new provisions adopted by the State Legislature which included:

- The DWR to establish a priority schedule for monitoring groundwater basins and elevation reports as well as issuing recommendations to local entities to improve water quality.
- The State to allow local entities to determine best methods of groundwater monitoring to meet local demand.
- The DWR to implement groundwater monitoring if local agencies fail to do so. This will result in loss of eligibility for State grant funds.

Multi-agency Post-construction Stormwater Standards Manual

The Cities of Lathrop, Lodi, Manteca, Patterson, and Tracy and portions of unincorporated San Joaquin County (collectively Agencies) are each classified as Phase II Municipal Separate Storm Sewer System (MS4) communities. In 2013, the California State Water Resources Control Board (State Water Board) adopted a NPDES general permit for Phase II MS4 communities to regulate stormwater and non-stormwater discharges from MS4s to waters of the United States. As part of the Phase II Permit, the Agencies are required to develop/update post-construction standards to address stormwater quality for regulated new development and redevelopment projects (Provision E.12). The Agencies have collaborated to prepare the 2015 Multi-agency Post-Construction Stormwater Standards Manual (Manual) to assist the development community in complying with the requirements of Provision E.12 of the Phase II Permit and local ordinances.

[25] Central Valley Regional Water Quality Control Board (Central Valley RWQCB). 2019. The Water Quality Control Plan (Basin Plan) for the California Regional Water Quality Control Board Central Valley Region. Fifth Edition. Website: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201902.pdf. Accessed November 25, 2024.

Local

Tracy General Plan

Public Facilities and Services Element

The General Plan Public Services and Facilities Element sets forth the following goals, objectives, and policies that are relevant to hydrology and water quality for purposes of this analysis:

Goal PF-7	**Meet all wastewater treatment demands and federal and State regulations.**
Objective PF-7.1	Collect, transmit, treat, and dispose of wastewater in ways that are safe, sanitary, and environmentally acceptable.
Policy P1	The City shall maintain wastewater conveyance, treatment, and disposal infrastructure in good working condition in order to supply municipal sewer service to the City's residents and businesses.
Policy P2	The City shall expand the existing wastewater treatment plant to the extent possible or pursue a single new west side facility instead of building new facilities at multiple locations to meet future needs.
Policy P3	New habitable structures located within the city limits shall connect to the public wastewater collection system.
Objective PF-7.2	Pursue safe, environmentally-responsible and affordable methods of disposing of treated effluent.
Policy P1	Areas used for the land application of treated effluent may also be used for agriculture.
Objective PF-7.3	Promote coordination between land use planning and wastewater conveyance, treatment, and disposal.
Policy P1	Wastewater collection and treatment facilities shall be designed to serve expected buildout of the areas served by these facilities but constructed in phases to reduce initial and overall costs.
Policy P2	The City shall construct new wastewater trunk lines as needed. Individual development projects shall be responsible for construction of all collection lines other than trunk lines.
Policy P3	The approval of new development shall be conditioned on the availability of sufficient capacity in the wastewater collection and treatment system to serve the project.
Policy P4	"Package" treatment plants shall not be allowed in the City.

Policy P5	New development shall fully fund the cost of new wastewater treatment and disposal facilities.
Objective PF-7.4	Pursue innovative solutions for wastewater treatment and disposal that are compatible with the environment.
Policy P1	New wastewater treatment plants should be located to allow for distribution of recycled water to application areas by gravity flow where feasible.
Policy P4	The City shall establish wastewater treatment demand reduction standards for new development and redevelopment to reduce per capita and total demand for wastewater treatment.
Goal PF-8	**Protect property from flooding**
Objective PF-8.1	Collect, convey, store, and dispose of stormwater in ways that provide an appropriate level of protection against flooding, account for future development, and address applicable environmental concerns.
Policy P1	Stormwater infrastructure shall be maintained in good condition.
Policy P2	Stormwater infrastructure shall minimize local flooding by attaining capacity that conforms with the Storm Drainage Master Plan and City Design Standards.
Policy P3	New permanent stormwater infrastructure shall be designed to serve dual purposes to the extent possible. This includes the following: • Drainage facilities integrated into recreation corridors with bike paths, sidewalks, and landscaping. • Drainage channels integrated with transportation and environmental corridors. • Stormwater detention basins shall incorporate active and passive recreation areas where feasible. These areas shall not count toward parks dedication requirements.
Policy P4	When temporary retention or detention facilities are no longer needed after an outfall system is constructed, the sites shall be backfilled and disconnected from the storm drainage system.
Policy P5	The City shall ensure a fair and equitable distribution of costs for stormwater system upgrades, expansion and maintenance.
Policy P6	Design of storm drainage facilities shall be consistent with State and federal requirements, including NPDES requirements.

Policy P7 Planning for stormwater facilities should consider possible future retrofitting needs associated with changing regulations pertaining to stormwater quality, including NPDES requirements.

Objective PF-8.2 Provide effective storm drainage facilities for development projects.

Policy P1 To the extent feasible, new development projects shall incorporate methods of reducing storm runoff within the project to reduce the requirements for downstream storm drainage infrastructure and improve stormwater quality.

Policy P2 New storm drainage facilities shall meet adopted City standards, including the standards and policies contained in the Storm Water Management Plan, the Storm Drainage Master Plan, and the Parkways Design Manual.

Policy P3 New development projects shall only be approved if necessary, stormwater infrastructure is planned and is in compliance with environmental regulations.

Policy P4 If sufficient downstream stormwater infrastructure has not yet been constructed, new development projects shall be required to implement temporary on-site retention facilities in conformance with City standards.

Safety Element

The General Plan Safety Element contains the following goals, objectives, policies, and actions to reduce impacts related to flood hazards.

Goal SA-2 **A reduction of hazards related to flooding or inundation**

Objective SA-2.1 Minimize flood risks to development.

Policy P1 Development shall only be allowed on lands within the 100-year flood zone, if it will not:

- Create danger to life and property due to increased flood heights or velocities caused by excavation, fill, roads and intended use.
- Create difficult emergency vehicle access in times of flood.
- Create a safety hazard due to the unexpected heights, velocity, duration, rate of rise and sediment transport of the flood waters expected at the site.
- Create excessive costs in providing governmental services during and after flood conditions, including maintenance and repair of public facilities.
- Interfere with the existing waterflow capacity of the floodway.
- Substantially increase erosion and/or sedimentation.
- Contribute to the deterioration of any watercourse or the quality of water in any body of water.

Policy P2 Public and private development in the 100-year flood zones shall have the lowest floor elevated at least 1 foot above the base flood level, or be of flood-proof construction.

Policy P3 The City shall prevent the construction of flood barriers within the 100-year flood zone that divert flood water or increase flooding in other areas.

Policy P4 Property owners within the 100-year floodplain are encouraged to purchase National Flood Insurance, which reduces the financial risk from flooding and mudflows.

Objective SA-2.2 Maintain a high level of preparedness in the event of flooding.

Policy P1 The City shall maintain operational contingency plans for essential public facilities in the event of flooding.

Policy P2 The City shall locate, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, or identify construction or other methods to minimize damage if these facilities are located in flood hazards zones.

Policy P3 The City shall continue to work with other public agencies responsible for flood protection, including the Central Valley Flood Protection Board, the San Joaquin Office of Emergency Services, and the US Army Corps of Engineers.

Goal LU-6 **Land development that mitigates its environmental, design and infrastructure impacts.**

Objective LU-6.1 Minimize the impact of industrial development or aggregate mining on adjacent uses.

Policy P1 New industrial or mining uses shall be designed to not adversely impact adjacent uses, particularly residential neighborhoods, with respect to, but not limited to, noise, dust and vibration, water quality, air quality, agricultural resources and biological resources.

Northeast Industrial Specific Plan

Storm Drainage

The distribution, location, and extent of the storm drainage improvements within the NEI Specific Plan area shall be subject to the NEI Phase I Finance and Implementation Plans, dated December 1999 (Resolution Numbers 99- 462 and 99-485), April 1, 2003 (Resolution Number 2003-100), January 4, 2005 (Resolution Number 2005-023), February 21, 2006 (Resolution Number 2006-069), and April 15, 2008 (Resolution Number 2008-065), and the NEI Phase II Finance and Implementation Plans, dated January 2006 (Resolution Number 2006-038) and January 15, 2008 (Resolution Number 2008-010). All future storm drainage improvements will also be subject to any revisions or updates to the NEI Finance and Implementation Plans, and subject to the development impact fee as established in those plans.

Municipal Code

Chapter 9.52 Floodplain Regulations

This chapter addresses floodplain regulations and requirements for new development and construction within Flood Hazard Areas delineated by FIRMs published by FEMA.

Chapter 11.32 Storm and Surface Water Management Enterprise and Utility

The purpose of this chapter is to provide for an effective means to adequately manage the City's storm drainage facilities through the requirement of development impact fees. These fees shall be used to fund the operation, maintenance, construction, and reconstruction of the City's storm and surface water management system.

Chapter 11.34 Stormwater Management and Discharge Control

Chapter 11.34 aims to protect water quality by reducing pollutants in urban stormwater discharges to the maximum extent practicable. The Municipal Code requires new development to acquire a permit prior to construction, which includes requirements identifying BMPs for any activity, operation, or facility that may cause or contribute to pollution or contamination of stormwater. In addition, the Municipal Code requires applicants to demonstrate intent to comply with the permit, submit of a SWPPP, and make the SWPPP available for inspection and review by a City inspector.

3.10.4 - Impacts and Mitigation Measures

Significance Criteria

The City, in its discretion as Lead Agency, is using Appendix G of the State California Environmental Quality Act (CEQA) Guidelines as thresholds of significance for the proposed project. According to CEQA Guidelines Appendix G Environmental Checklist, to determine whether impacts related to hydrology and water quality are significant environmental effects, the following questions are analyzed and evaluated. Would the proposed project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin?

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
   i) Result in substantial erosion or siltation on- or off-site;
   ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
   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
   iv) Impede or redirect flood flows?

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Approach to Analysis

Impacts related to hydrology and water quality were determined, in part, by reviewing information regarding regional and local hydrology, climate, topography, and geology contained in the Flood Protection Technical Memorandum prepared by Woods Rodgers, the WSA prepared for the proposed project (Appendix K), the General Plan, the General Plan Environmental Impact Report, the NEI Specific Plan and NEI Specific Plan EIR, the San Joaquin County 2035 General Plan and San Joaquin County 2035 General Plan EIR, and the City of Tracy ESCP.

The evaluation of impacts is based on a comparison of existing conditions to anticipated conditions once the proposed project is constructed and operational, such as changes in impervious area, as well as facilities potentially located within flood zones. Specifically, the impact evaluation focuses on the effect of the proposed project on surface and groundwater quality, groundwater supply, and drainage (in terms of erosion, siltation, flooding, stormwater system exceedance, and polluted runoff). Water quality conditions are compared with applicable water quality standards and WDRs by identifying potential contaminants and pollution pathways, amount of impervious area, and runoff treatment requirements.

This analysis relies, in part, on the Flood Protection Technical Memorandum, which evaluated impacts to flooding by determining the 200-year flood elevation on the project site and analyzed any criteria (including, among others, finish floor elevations of structures, which would be required to reside above the 100/200-year flood elevation) that would be appropriate for the proposed structures within the proposed project and its on-site stormwater detention basin. Finally, as part of the analysis, inundation and flooding on the project site are assessed by considering the potential failure of levees along the San Joaquin River and reviewing potential inundation zone elevations relative to the final grade elevations of planned facilities and features for each project.

Impact Evaluation

Surface and Groundwater Quality

Impact HYD-1:	**The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.**

Construction

Construction activity for the proposed project would expose soils on the project site to potential erosion, and to potential pollutants related to the use of construction equipment. Runoff from graded areas could carry eroded soils and pollutants into the storm drainage systems and into the Old River, which is the closest water body to the project site and a tributary of the San Joaquin River, and eventually the San Joaquin River. This could increase sedimentation, degrade downstream water

quality, and potentially affect the groundwater table. However, as discussed below, with the compliance with all applicable laws and regulations intended to reduce development projects' impacts on surface and groundwater quality, the proposed project would result in less than significant construction impacts on surface or groundwater quality.

Because the construction would disturb more than one acre of land, the proposed project would be required to comply with all applicable laws and regulations including the terms of the Construction General Permit, which require the preparation and implementation of a SWPPP that includes BMPs to ensure reduction of pollutants from construction activities that could potentially enter surface waters. Additionally, implementation of the SWPPP would also prevent pollutants from entering the Tracy Subbasin by requiring the inclusions of BMPs, such as the use of biofiltration swales and bioretention basins, which would prevent pollutants from moving off-site through the treatment of stormwater on-site. These BMPs would minimize the amount of products of erosion from moving off-site into receiving waters by treatment on-site. Furthermore, compliance with Chapter 11.34 of the City's Municipal Code would ensure that each applicant, in connection with its respective individual development proposal, implements the BMPs contained in the relevant SWPPP which would be verified by a City inspector during the construction period. All project applicants would be required to confirm that the proposed project's on-site stormwater detention basin and bioretention treatment areas could accommodate project flows to the satisfaction of the City and that post-development stormwater flow rates would not substantially exceed predevelopment rates pursuant to the applicable C.3 requirements. The proposed project's on-site stormwater detention basin would be required to comply with applicable provisions of the Multi-agency Post-construction Stormwater Standards Manual, which identifies BMPs to control the potential pollutant load of stormwater runoff.

As a result, construction-related project impacts would not violate any water quality standards or WDRs or otherwise substantially degrade surface or groundwater quality. Therefore, impacts in this regard related to surface and groundwater and respective water quality would be less than significant.

Operation

The project site is in an urbanizing area, long-planned for industrial uses, characterized by agricultural and light industrial uses with a mix of impervious and pervious surfaces. The proposed project would result in approximately 3,579,827 square feet of new impervious surfaces compared to existing conditions that would in turn generate stormwater runoff, which may carry pollutants such as pesticides, fertilizers, and deposits of fluids and metals from motor vehicles into the Old River or allow seepage of such pollutants into the associated groundwater table. However, as discussed below, with the compliance with all applicable laws and regulations intended to reduce development projects' impacts on surface and groundwater quality, the proposed project would result in less than significant operational impacts on surface or groundwater quality.

The proposed project would be subject to applicable C.3 requirements in the Municipal Regional Permit, which includes implementation of a Storm Water Management Plan (SWMP) applicable to the proposed project's design and post-project operation and maintenance to be approved by the RWQCB. Two fundamental components are associated with the SWMP: (1) treatment for pollutants

collected in stormwater using Low Impact Development (LID) measures, and (2) no net increase in the erosion potential of the receiving stream over the pre-project (existing) condition. All LID treatment measures would be required to be designed in accordance with applicable engineering criteria in the Multi-agency Post-construction Stormwater Standards Manual. Implementation of the SWMP would require the preparation of a clearly defined Operations and Maintenance (O&M) Plan to ensure that installed stormwater treatment measure(s) and hydromodification management control(s)[26] are inspected and properly operated and maintained for the life of the project.

The primary treatment control measure would be the proposed project's 12.44-acre on-site stormwater detention basin with a pump station that would be owned and managed by the City. The proposed project's on-site stormwater detention basin would be in the northern portion of the project site, along the terminus of California Avenue, and would connect to the City's NEI detention basin west of the project site (see Exhibit 3.10-1).[27] The proposed project's on-site stormwater detention basin would accommodate the stormwater discharge for the Dermody Property prior to the start of operations on the Dermody Property. Following Phase 1 of the proposed project, each subsequent applicant for its respective individual development proposal within the project site would be required to confirm that the proposed project's on-site stormwater detention basin and bioretention treatment areas could accommodate project flows to the satisfaction of the City pursuant to applicable standards and requirements and that post-development stormwater flow rates would not substantially exceed predevelopment rates pursuant to the applicable C.3 requirements. The proposed project's on-site stormwater detention basin would be required to comply with applicable provisions of the Multi-agency Post-construction Stormwater Standards Manual which identifies BMPs to control the potential pollutant load of stormwater runoff. Additionally, Chapter 11.32 of the Municipal Code requires each applicant for its respective individual development proposal within the project site to pay applicable stormwater impact fees in connection with their respective development proposals, which would help to further ensure the operation, maintenance, and replacement of existing and future stormwater facilities through funding of each development proposal's pro rata fair share. Each applicant for its respective individual development proposal within the project site would be required to prepare a clearly defined O&M Plan in connection with its respective individual development proposal to ensure that installed stormwater treatment measures and hydromodification management controls are inspected and properly operated and maintained for the life of the relevant individual development proposal. Therefore, pursuant to the foregoing and with each applicants' compliance with all other applicable laws and regulations, operation-related project impacts related to surface and groundwater and respective water quality would be less than significant.

Level of Significance

Less than significant impact.

Mitigation Measures

None.

[26] Hydromodification controls are required for projects that replace on acre or more of impervious surface.

[27] As of the publication of this Draft EIR, the NEI detention basin is currently operational, and modifications are being completed. It would be available to accept stormwater from the project site once the proposed project is operational.

Groundwater Supply/Recharge

Impact HYD-2: The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin.

Construction

Impacts related to depletion of groundwater supplies or interference with groundwater recharge are limited to operational impacts. No respective construction impacts related to groundwater would occur in the project site because construction activities would not involve or affect groundwater or the use of groundwater. No dewatering would be required.

Operation

The proposed project would not directly include the use of groundwater on-site Rather the proposed project, would be served from the City's existing and future portfolio of water supplies. A Geotechnical Engineering Report prepared by Rainey Geotechnical, Inc. (Appendix F) conducted cone penetration tests (CPTs) to depths of about 50 feet below the existing ground surface in order to ascertain the existence of groundwater. Free groundwater was encountered with the CPTs performed in June of 2025 at depths of about 15 to 20 feet below the existing ground surface. The project site is also primarily used for agricultural production and is therefore currently dominated by pervious surfaces. Implementation of the proposed project would result in approximately 3,579,827 square feet of new impervious surfaces, which could interfere with groundwater recharge rates. However, the proposed project would include a stormwater collection system which would direct runoff into an on-site stormwater detention basin. The design of the proposed project's on-site stormwater detention basin includes filters to remove sediments and organic materials that might otherwise reduce groundwater percolation rates and thus would help facilitate groundwater recharge.

Therefore, despite the increase in impervious surfaces that would occur with the proposed project, implementation of the proposed project would not significantly impact groundwater recharge rates compared to the pre-project conditions for the foregoing reasons. Since the proposed project would not directly require the use of groundwater during operation, but, rather would rely on the City's portfolio, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin.

Level of Significance

No impact (construction only).
Less than significant impact (operation).

Mitigation Measures

None.

Drainage Leading to Erosion/Siltation, Flooding, Additional Sources of Polluted Runoff, or Impedance of Flood Flows

Impact HYD-3: **The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

- **i) Result in substantial erosion or siltation on- or off-site;**
- **ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;**
- **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**
- **iv) Impede or redirect flood flows?**

i) Construction-related Erosion and Siltation

The proposed project would have a significant impact if it were to substantially alter the existing drainage pattern of the project site in a manner that would result in substantial erosion or siltation on- or off-site. In general, such drainage effects could occur from grade changes at the project site, exposure of soils for periods of time during precipitation events, or alterations to creek beds. As discussed below, with the compliance with applicable laws and regulations intended to minimize the amount of erosion and siltation resulting from construction activities, the proposed project's construction impacts related to erosion and siltation would be less than significant.

The project site is not located adjacent or near any creek beds and the proposed project does not propose any alteration to a stream, creek bed, or river. Construction activity could result in substantial erosion or siltation due to a drainage pattern alteration and could therefore result in polluted runoff entering the City's stormwater drainage system and the Old River, which is the closest water body to the project site. However, the proposed project would be required to implement a SWPPP as part of its Construction General Permit in accordance with applicable laws and regulations. The SWPPP is designed to ensure that erosion and siltation are prevented or minimized to the maximum extent feasible during construction through the implementation of standard BMPs. In accordance with Chapter 11.34 of the Municipal Code, each applicant for an individual development proposal within the project site would be required to implement the BMPs contained in the relevant SWPPP in connection with the subject individual development proposal, which would be verified by a City inspector during the construction period. Pursuant to the SDMP in effect at the time building permit applications are filed, the SWPPP would include a construction site monitoring program that demonstrates the project site is in compliance with the Construction General Permit; therefore, the proposed project would also be required to adhere to the monitoring program mandate required by the Construction General Permit, as required pursuant to applicable laws and regulations .

Therefore, although construction activities have the potential to generate increased sedimentation, compliance with applicable policies, laws and regulations contained within Chapter 11.34 of the Municipal Code, as well as implementation of the SWPPP, would minimize the potential to increase erosion or siltation to the maximum extent practicable. With the implementation of these uniformly

applied standards and procedures, construction impacts related to alteration of drainage pattern resulting in erosion or siltation would be less than significant.

Operation-related Erosion and Siltation

Development of the project site would result in approximately 3,579,827 square feet of new impervious surfaces compared to existing conditions. Thus, project operation could result in increased amounts of stormwater runoff that could carry pollutants into Old River and ultimately San Joaquin River.

The proposed project would include an approximately 12.44-acre on-site stormwater detention basin with pump station that would be owned and managed by the City. It would be designed pursuant to all applicable standards and requirements to treat stormwater on-site, which would prevent erosion and siltation from increasing pollutant loads in the stormwater system and Old River. With respect to the Dermody Property, bioretention treatment areas would be constructed around the proposed buildings and would also be interspersed throughout the parking lots (see Exhibit 2-10b in Chapter 2, Project Description). With respect to the Suvik Property, similar features are anticipated, although the design of these improvements would be finalized as part of the subsequent Development Review Permit process for the Suvik Property. Stormwater that would be collected in the bioretention treatment areas would either evaporate or infiltrate through a bioretention filter into surrounding soils.

In addition, the proposed project would be required to comply with the City of Tracy NPDES program, SWMP, and all relevant provisions of the Municipal Code and other applicable requirements and standards related to stormwater pollution, including the provision of appropriately sized bioretention areas for pretreatment of stormwaters in accordance with applicable C.3 requirements as implemented by the Central Valley RWQCB. Through adherence to the policies and standards listed above as well as other applicable laws and regulations, the proposed project's operation would not substantially increase erosion or siltation. Therefore, impacts would be less than significant.

ii) Construction-related Surface Runoff

The proposed project would not substantially increase storm flow from the project site during construction. The proposed project includes construction of a stormwater detention basin on-site as identified in the current adopted City of Tracy Citywide Storm Drainage Master Plan. The proposed approximately 12.44-acre stormwater detention basin with a pump station would be located along the northeast site boundary. Additionally, the proposed stormwater basin would be installed first, which would ensure that stormwater flows would be detained before leaving the project site in accordance with applicable C.3 requirements. As such, construction impacts would be less than significant.

Operation-related Surface Runoff

The proposed project would increase the amount of impervious surfaces on the project site. However, the proposed project's increase in impervious surfaces would be accounted for in the design of the proposed project's on-site stormwater detention basin with pump station to ensure

that compliance with all applicable laws and regulations would occur. This, for example, would ensure that post-project flows (both in rate and amount) would not exceed pre-project flows in accordance with applicable C.3 requirements. Therefore, operation of the proposed project would not result in any increase in flooding on or off-site as compared to existing conditions. The proposed project includes an on-site stormwater detention basin designed to reduce runoff volume and pollutants from the project site from entering the City stormwater drainage system or waterways, in accordance with Provision C.3 in the Municipal Regional Permit as implemented by the Central Valley RWQCB. Therefore, impacts related to surface runoff resulting in flooding on or off-site would be less than significant.

iii) Construction-related Exceedance of Storm Drain Capacity

The existing stormwater sheet flows from the project site to the northeast toward I-205 and into Pescadero Irrigation District facilities; this stormwater does not currently enter into a City-maintained facility.

The proposed project would not substantially increase storm flow from the project site during construction. Each applicant for an individual development proposal would be required to implement a SWPPP as part of its Construction General Permit for the subject proposal. As discussed above, the SWPPP is designed to ensure that stormwater generation and pollutants are prevented or minimized to the maximum extent feasible during construction through the implementation of standard BMPs. Consistent with Chapter 11.34 of the Municipal Code and other applicable laws and regulations, each individual development proposal within the project site would be required to implement the BMPs contained in the relevant SWPPP in connection with the subject individual development proposal, which would be verified by a City inspector during the construction period. Therefore, the construction impact related to exceedance of storm drain capacity and stormwater pollution would be less than significant.

Operation-related Exceedance of Storm Drain Capacity

As noted above, the existing stormwater sheet flows from the project site to the northeast toward I-205 and into Pescadero Irrigation District facilities; this stormwater does not currently enter into a City-maintained facility.

Development of the project site would result in approximately 3,579,827 square feet of new impervious surfaces compared to existing conditions. However, the proposed project, as part of the individual development proposal to occur on the Dermody Property, would install an approximately 12.44-acre on-site stormwater detention basin with a pump station along the northeast site boundary that would be owned and managed by the City. Bioretention treatment areas would be located around the buildings on the Dermody Property and would also be interspersed throughout the parking lots (see Exhibit 2-10b in Chapter 2, Project Description). Stormwater that would be collected in the bioretention treatment areas would either evaporate or infiltrate through a bioretention filter into surrounding soils.

Proposed bioretention treatment areas would be designed to reduce runoff rate and volume entering the City stormwater drainage system or waterways, in accordance with Provision C.3 in the

Municipal Regional Permit as implemented by the Central Valley RWQCB, and all other applicable standards and requirements. In addition, the proposed project would be required to comply with the City of Tracy NPDES program, SWMP, and all relevant provisions of the Municipal Code related to stormwater pollution, including the provision of appropriately sized bioretention areas for pretreatment of stormwaters in accordance with C.3 guidelines. Furthermore, compliance with Chapter 11.34 of the Municipal Code would ensure that stormwaters are collected and conveyed in accordance with all applicable State and federal standards. The proposed project would also be required to comply with applicable standards and other requirements of the NPDES permit, and each applicant for an individual development proposal within the project site would be required to prepare, submit, and obtain approval of a Final Storm Water Control Plan and Stormwater Control Operation and Maintenance Plan in connection with the relevant individual development proposal to the City's Public Works and Community Development Department for approval. These plans would prevent pollutants from moving off-site through the treatment of stormwater on-site (consistent with BMPs required in the Multi-agency Post-construction Stormwater Standards Manual). Thus, operation of the proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the operational impact related to additional sources of polluted runoff would be less than significant.

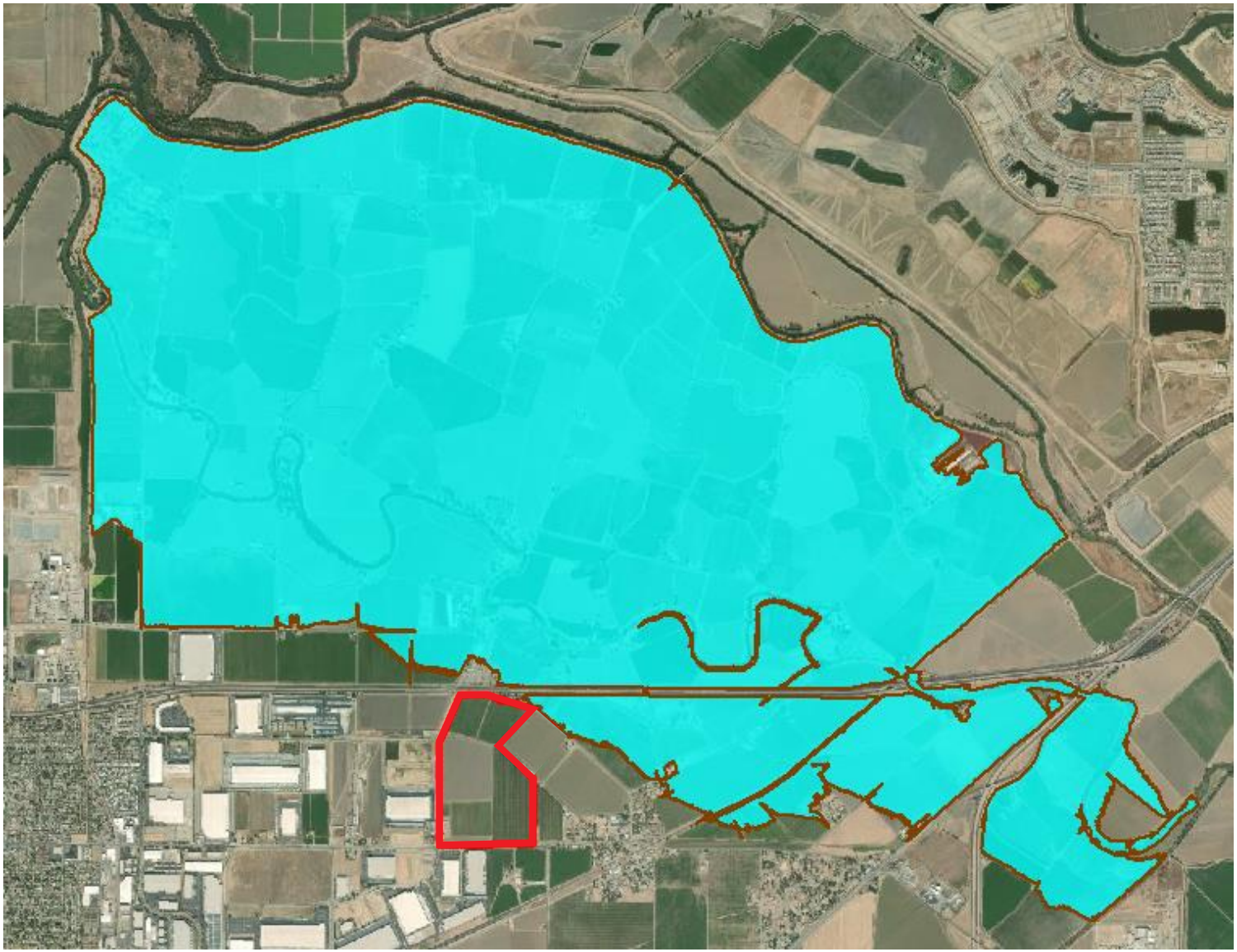
iv) Construction-related Impacts to Flood Flows

The northern portion of the project site is in the 100-year floodplain of the San Joaquin River according to the FEMA SFHA shown on the FEMA FIRM Panel 06077C0595F with an effective date of October 16, 2009 (Exhibit 3.1-3).[28,29] The flood zone's designation for the SFHA is Zone AE (Elevation 24) for the area of concern, which is east of Paradise Road and south of I-205. The elevations are on North American Vertical Datum of 1988.[30] The remainder of the project site lies in Flood Zone X, which delineates an area of minimal flood hazard.[31]

Impacts related to impedance of flood flows would only occur during the operational phase of the project because of the existence of new structures on-site. As such, no construction impedance of flood flow impacts would occur.

[28] Federal Emergency Management Agency (FEMA). 2025. FEMA Flood Map Service Center: Search by Address. Website: https://msc.fema.gov/portal/search?AddressQuery=tracy%20ca. Accessed March 25, 2025.
[29] Federal Emergency Management Agency (FEMA). 2009. Flood Insurance Rate Map Number 06077C0595F. October 16.
[30] Ibid.
[31] Ibid.

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Source: Wood Rodgers, January 13, 2021.

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Exhibit 3.10-3
Regional Flooding above Project Site

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Operation-related Impacts to Flood Flows

The project site could be subject to flooding in the event of a levee failure along the San Joaquin River or Paradise Cut, which is a distributary of the San Joaquin River. The levees along the San Joaquin River and Paradise Cut near the City do not currently meet FEMA criteria for Urban Level of Flood Protection (ULOP). ULOP refers to the level of protection that is necessary to withstand flooding that has a 1-in-200 chance of occurring in any given year using criteria consistent with, or developed by, the DWR.[32] San Joaquin County acquired $1.4 billion in June of 2023 to update these levees to FEMA standards, and construction is still underway.[33] Therefore, the analysis to determine the flood levels must consider failure of the levees along the river.[34] According to the Flood Protection Technical Memorandum, the volume of the breach flow would need to be sufficient to inundate over 10 square miles prior to flows reaching the project site. The downstream inundation area is illustrated in Exhibit 3.10-3.

The Flood Protection Technical Memorandum concluded that the 200-year flood levels at the project site would be virtually the same as the FEMA 100-year flood levels, which is estimated to be 24 feet (North American Vertical Datum of 1988). Maximum flood depths at the project site would be controlled by existing ground elevations of tributaries of the San Joaquin River, including Old River and Sugar Cut Channel, which would influence potential flows to the project site. Because the ground elevations around the southern end of the Sugar Cut Channel (21.2 feet) are greater than the projected 200-year flood elevation in the Old River (estimated at 17 feet), flood flows would be limited to existing drainage channels. The Flood Protection Technical Memorandum concluded that a levee breach at the Paradise Cut would result in 200-year flood elevations of at most 24 feet on the project site, which is similar to the 100-year flood elevation. Elevation across the site ranges from 24 to 33 feet relative to mean sea level.

Consequently, the Flood Protection Technical Memorandum determined it would be reasonable to plan for a 200-year flood elevation of 25 feet and all new structures within the project site would need to have a lowest finished floor elevation at least one foot, 26 feet, above the 200-year flood level associated with levee failure. In addition, although the FEMA SFHA only covers a portion of the project site, the same minimum finished floor elevation would apply to all portions of the proposed project. As such, the proposed project would have a lowest finished floor elevation of 26 feet above the 200-year flood level associated with levee failure to ensure flood impacts to the project site remain less than significant

Runoff from the project site would be diverted from its current release point to the northeast into the proposed project's on-site stormwater detention basin that would be pumped to the west (into DET NEI) and eventually the San Joaquin River. The low point of the project site is at an approximate elevation of 17.5 feet, 6.5 feet below the FEMA 100-year floodplain elevation.

[32] California Department of Water Resources (DWR). 2013. Urban Level of Flood Protection Criteria. November.
[33] San Joaquin County. 2023. Press Release: Stockton Property Owners Say Yes to $1.4 Billion in Levee Improvements. June 21. Website: https://www.sjgov.org/press-releases/press-release-detail/2023/06/21/stockton-property-owners-levee-improvements. Accessed March 26, 2025.
[34] Wood Rodgers. 2021. Technical Memorandum: Flood Protection at the Tracy Alliance Project Site. January 13.

As a result, the proposed project's on-site stormwater detention basin would be located within a known flood hazard zone. The City of Tracy Design Standards (City's Design Standards)[35] requires basins to be emptied within 10 days. The proposed project's on-site stormwater detention basin would need to drain at 3 cubic feet per second (cfs) to fulfill this requirement and would be required to be designed such that this mandate could be achieved pursuant to applicable performance standards.[36]

The 100-year floodplain impacts on the project site would only result from the unlikely event of a levee failure along the San Joaquin River or Paradise Cut. Furthermore, the volume of the breach flow would need to be sufficient to inundate over 10 square miles prior to flows reaching the project site, which is an extreme and unlikely event. If flood flows reached the project site, they would fill available storage in the proposed project's on-site stormwater detention basin below the flood level and any additional flood flow volumes would be pumped into the Eastside Channel. The Flood Protection Technical Memorandum determined the only impact of the proposed stormwater detention basin flooding from a breach would be that some additional volume may end up being pumped into the Eastside Channel. According to the Citywide Storm Drainage Master Plan, the proposed stormwater detention basin (DET 16) is only intended to divert runoff away from the area that would be inundated in a regional 100-year event. Therefore, it would not matter whether or not further capacity is available in the event of regional flooding due to a levee breach because runoff from the area upstream from the proposed stormwater detention basin would not make regional flooding worse. Therefore, the impact of additional volume being pumped into the Eastside Channel in the event of a levee failure would be less than significant.

The Flood Protection Technical Memorandum notes that unlike most other areas of the City, the location of the proposed project's on-site stormwater detention basin has a defined existing conveyance downstream from it. Although it may be reasonable to pump all of the increased runoff from the area tributary to the proposed project's on-site stormwater detention basin into the City's Eastside Channel drainage system, it may be feasible to discharge some runoff (possibly up to the pre-project runoff volume) into the existing downstream system, even with the basin draining at the required 3 cfs. Any allowable discharge into the Tom Paine Slough system could reduce the capacity required for the proposed project's on-site stormwater detention basin. Pursuant to the foregoing and with the applicants' compliance with all other applicable laws and regulations, including designing the proposed project's on-site stormwater detention basin and all structures on-site consistent with City's Design Standards, recommendations provided in the Flood Protection Technical Memorandum, and all applicable performance standards included in the Citywide Storm Drainage Master Plan in effect at the time building permits are requested, impacts related to impedance of flood flows would be less than significant.

Level of Significance Before Mitigation

No impact (construction only).
Less than significant impact (operation).

[35] City of Tracy. 2020. City of Tracy Design Standards, Section 5: Storm Drainage Design Standards. February 18.
[36] Wood Rodgers. 2021. Technical Memorandum: Flood Protection at the Tracy Alliance Project Site. January 13.

Mitigation Measures

None.

Risk of Pollutant Release Due to Inundation

Impact HYD-4: A portion of the proposed project would be located in a flood hazard zone but would not result in release of pollutants due to project inundation.

Construction and Operation

The northern portion of the project site is in the 100-year floodplain of the San Joaquin River according to the FEMA SFHA shown on the FEMA FIRM Panel 06077C0595F with an effective date of October 16, 2009.[37][38] The flood zone's designation for the SFHA is Zone AE (Elevation 24) for the area of concern, which is east of Paradise Road and south of I-205. The elevations are on North American Vertical Datum of 1988.[39] The remainder of the project site lies in Flood Zone X, which delineates an area of minimal flood hazard.[40]

As described in Impact HYD-3, in the event of a levee failure along the San Joaquin River or Paradise Cut, which is a distributary of the San Joaquin River, sufficient to inundate over 10 square miles prior to flows reaching the project site, the northern portion of the project site could be inundated; it is located within a flood hazard zone as determined by FEMA. To address potential inundation, the proposed project would comply with applicable provisions of the City's Municipal Code (Title 9 Building Regulations, Chapter 9.52 Floodplain Regulations). In addition, the proposed project would employ the recommendations included in the Flood Protection Technical Memorandum as a condition of approval. Additionally, as discussed above, although it may be reasonable to pump all of the increased runoff from the area tributary to the proposed project's on-site stormwater detention basin into the City's Eastside Channel drainage system, it may be feasible to discharge some runoff (possibly up to the pre-project runoff volume) into the existing downstream system, even with the basin draining at the required 3 cfs. Any allowable discharge into the Tom Paine Slough system could reduce the capacity required for the proposed project's on-site stormwater detention basin, further reducing inundation risk. Compliance with applicable regulations, and the recommendation in the Flood Protection Technical Memorandum and site-specific Hydrology Study, would ensure that the proposed project would not be subject to a substantial risk of inundation and drainage would be improved such that the proposed project would not be at significant risk of pollutant release.

The project site is not located near the ocean and would not be susceptible to inundation from a tsunami. The project site is not located near a large, enclosed body of water and is not susceptible to inundation from a seiche.

With compliance to the applicable State and federal laws and regulations discussed above, the proposed project would not be a risk for inundation from flooding, tsunami, or seiche. Therefore, impacts related to risk of pollutant release due to inundation would be less than significant.

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[37] Federal Emergency Management Agency (FEMA). 2025. FEMA Flood Map Service Center: Search by Address. Website: https://msc.fema.gov/portal/search?AddressQuery=tracy%20ca. Accessed March 25, 2025.

[38] Federal Emergency Management Agency (FEMA). 2009. Flood Insurance Rate Map (FIRM) Number 06077C0595F. October 16.

[39] Ibid.

[40] Ibid.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

None.

Water Quality Control or Sustainable Groundwater Management Plans Consistency

Impact HYD-5: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Construction

For the reasons described above, the proposed project would not conflict with the City's NPDES program. Given that construction for the proposed project would disturb more than one acre of land, the proposed project would be required to comply with the terms of the Construction General Permit, which would require the preparation and implementation of SWPPPs in connection with each individual development proposal within the project site, which would include BMPs to ensure reduction of pollutants from construction activities potentially entering surface waters. Additionally, the proposed 12.44-acre stormwater basin would be installed first, which would ensure that stormwater flows would be detained and filtered prior to infiltration. Therefore, construction impacts related to a water quality control plan or GMP consistency, including consistency with the NPDES General Permit and the Tracy Subbasin Groundwater Sustainability Plan, would be less than significant.

Operation

The project site is located within the San Joaquin Hydrologic Basin Planning Area under the jurisdiction of the Central Valley RWQCB. The proposed project would be required to comply with applicable goals and policies as set forth by the Central Valley RWQCB. The Tracy Regional GMP is the sustainable GMP that would govern development that occurs on the project site. As described in Impact HYD-2, the project site is located within the boundaries of the Tracy Subbasin and has limited potential to adversely impact groundwater recharge rates due to existing poorly drained soils and shallow groundwater levels. Although the City utilizes groundwater from the Tracy Subbasin as part of its water supply, the City's use of groundwater over the last few years has significantly declined, primarily due to the availability of higher-quality surface water supplies from the South County Water Supply Project (SCWSP). In the future, although the City can sustainably extract up to 9,000 AFY of groundwater on a continuous basis, the City's use of groundwater under normal hydrologic conditions is anticipated to be lower, as available higher-quality surface water supplies would be utilized first. Assuming normal year hydrologic conditions, annual groundwater use is anticipated to be 2,500 AFY. This anticipated future groundwater pumpage is significantly below the City's maximum historical groundwater pumpage and the average annual operational yield of 9,000 AFY; this results in further capacity to accommodate increased groundwater pumpage. In the event of a severe water supply shortage or emergency, the City could increase production dramatically, up to 22,000 AFY. The proposed project's operation would not include the use of groundwater. Additionally, the proposed project would not significantly decrease groundwater supplies because

the design of the proposed project's on-site stormwater detention basin includes filters to remove sediments and organic materials that might further reduce groundwater percolation rates.

Given that the City has determined it would have adequate groundwater supplies to serve the project site (see Appendix H), the proposed project would not conflict with or obstruct implementation of the relevant water quality control plan or the relevant sustainable GMP. Therefore, operational impacts related to water quality control plan or GMP consistency would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None.

3.10.5 - Cumulative Impacts

Hydrology

Cumulative impacts related to hydrology and water quality typically occur within a defined watershed or basin. Therefore, all cumulative developments within the San Joaquin River Basin, including those relevant cumulative projects listed in Chapter 3, Environmental Impact Analysis, Table 3-1, Cumulative Projects, have been considered in this analysis since they are located within the San Joaquin River Basin, which eventually drains into the San Joaquin River and ultimately into the Pacific Ocean. Similar to the proposed project, all cumulative projects would be required to comply with applicable laws and regulations implemented by the relevant public agencies including the Central Valley RWQCB, as well as relevant policies in the General Plan and other applicable codes, ordinances, and policies, which prevent a project from increasing off-site surface water flow from existing conditions and further ensures that projects adhere to BMPs during construction to prevent pollutants from being carried off-site. Additionally, regional development would be required to comply with applicable regional, State and federal laws and regulations regarding flooding to ensure impacts are less than significant in this regard. With compliance with these laws and regulations, in combination with implementation of applicable provisions in the General Plan (including, but not limited to, Objective PF-7.3: Policies P1, P2, P3, P4, and P5, Objective PF-7.4: Policies P1 and P4, and Objective PF-8.2: Policies, P1, P2, P3, P4) as well as relevant Municipal Code provisions, the proposed project, in combination with other cumulative projects, would result in a less than significant cumulative impact related to hydrology.

As discussed in detail above, the proposed project would also be required to comply with applicable laws and regulations implemented by the relevant public agencies including the Central Valley RWQCB, as well as relevant policies in the General Plan, required to demonstrate consistency with the General Plan and other applicable codes, ordinances, and policies related to preventing pollutants from being conveyed off-site. The combination of the requirement to adhere to these laws, regulations and policies as well as identified BMPs would ensure that the proposed project's contribution to this already less than significant cumulative impact would not be cumulatively considerable. Thus, there would be a less than significant cumulative impact related to hydrology.

Water Quality

The geographic context for consideration of cumulative impacts related to surface water quality is the San Joaquin River Basin. All cumulative projects would involve short-term construction and long-term operational activities that would have the potential to degrade water quality in downstream water bodies, including the San Joaquin River. Pursuant to applicable laws and regulations, all cumulative project construction, similar to the proposed project, would be required to obtain a Construction General Permit from the State Water Board, which would require preparation of a SWPPP that would control potential discharges of contaminants into the San Joaquin River. Also, similar to the proposed project, these cumulative projects would also be required to prepare a SWMP and comply with the applicable General Plan policies and relevant provisions of the Municipal Code during operation. For these reasons, there would be a less than significant cumulative impact with respect to surface water quality.

As noted above, the proposed project would also be required to obtain a Construction General Permit from the State Water Board and prepare a SWPPP as well as a SWMP. Similarly, the proposed project would also be mandated to comply with all applicable laws and regulations, including, among others, applicable General Plan Policies (including, but not limited to, Objective PF-7.3: Policies P1, P2, P3, P4, and P5, Objective PF-7.4: Policy P3, and Objective PF-8.2: Policies, P1, P2, P3, P4), and applicable provisions of the Municipal Code during operation. For these reasons and as further discussed above, there would be a less than significant cumulative impact related to surface water quality and the proposed project's contribution to this already less than significant cumulative impact would not be cumulatively considerable.

The geographic context for consideration of cumulative impacts related to groundwater quality and management is the Tracy Groundwater Subbasin. All cumulative projects would involve short-term construction and long-term operational activities that would have the potential to impact groundwater quality and management. Similar to the proposed project, construction related to relevant cumulative projects would be required to obtain a Construction General Permit from the State Water Board, which would require preparation of a SWPPP that would control pollutants that could seep into groundwater. Also similar to the proposed project, operations of these cumulative projects would be required to comply with all applicable laws and regulations imposed by the relevant public agencies including the Central Valley RWQCB, thereby ensuring that stormwater is pre-treated via bioretention and is otherwise handled pursuant to all applicable standards and requirements to ensure that percolation to the groundwater table would not result in degradation of groundwater quality. In addition, similar to the proposed project, the cumulative projects would include bioretention areas that meet specific performance standards to remove sediments and organic materials that might reduce groundwater percolation rates and other project features that would help facilitate groundwater recharge. For these reasons, there would be a less than significant cumulative impact to groundwater quality.

Similarly, as discussed in detail above, the proposed project would be mandated to comply with applicable General Plan policies and applicable provisions of the Municipal Code, as well as other governing laws and regulations, during operation. For these reasons and as further discussed above, there would be a less than significant cumulative impact related to groundwater quality and the

proposed project's contribution to this already less than significant cumulative impact would not be cumulatively considerable.

Flooding

The geographic context for consideration of cumulative impacts related to flooding is the San Joaquin River Basin. The basin covers 15,880 square miles and includes the entire area drained by the San Joaquin River. It includes all watersheds tributary to the San Joaquin River and the Delta south of the Sacramento River and south of the American River watershed. These areas may experience flooding impacts, as a large majority of lands bordering these waterbodies fall within the 100-year flood zone. As such, cumulative projects within these areas, including those relevant cumulative projects listed in Chapter 3, Environmental Impact Analysis, Table 3-1, Cumulative Projects, would be required to comply with applicable federal, State, County, and City regulations related to development in flood zones. This includes the California Building Standards Code (CBC), which imposes development standards for buildings in flood zones.

At the City level, as discussed in the General Plan, portions of the City are in a floodplain. Flooding occurs mainly near the northern areas of the City closer to I-205. A small portion of the northern part of the NEI Specific Plan area is within the 100-year flood zone and any flooding impacts could affect other parcels in the NEI Specific Plan area. According to the General Plan, the City anticipates urban growth in this portion of the City. Relevant cumulative development projects in the floodplain, similar to the proposed project, would be required to install stormwater facilities pursuant to applicable performance standards to ensure projects and vicinity would not be susceptible to flooding. Similar to the proposed project, the City would review cumulative development proposals to ensure they are in accordance with applicable guidelines, ordinances, and permitting requirements, including, without limitation, relevant General Plan Policies (including, but not limited to, Objective PF-8.1: Policies P1, P2, P3, P4, P5, P6, P7, Objective PF-8.2: Policies P1, P2, P3, and P4, Objective SA-2.1: Policies P1, P2, P3, and P4) and applicable Municipal Code provisions. Thus, there would be a less than significant cumulative impact related to flooding.

The proposed project would also be required to adhere to the stringent criteria set forth in the City's Design Standards and other performance standards set forth in applicable laws and regulations. For example, the proposed project is incorporating an on-site stormwater detention basin into its design that would adhere to all applicable performance standards to ensure no flooding impacts. For these reasons and as further discussed above, the proposed project's contribution to this already less than significant cumulative impact would not be cumulatively considerable.

Thus, there would be a less than significant cumulative impact related to flooding and the proposed project's contribution to the less than significant cumulative impact would not be cumulatively considerable.

Level of Cumulative Significance

Less than significant impact.

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3.11 - Land Use and Planning

3.11.1 - Introduction

This section describes existing conditions related to land use and planning with respect to the project site and vicinity as well as the relevant regulatory framework. This section also evaluates potential impacts related to land use and planning that could result from project implementation. Information included in this section is based, in part, on review of applicable land use policies and regulations, including those within the City of Tracy General Plan (General Plan), Northeast Industrial (NEI) Specific Plan and NEI Environmental Impact Report (EIR), San Joaquin County Airport Land Use Compatibility Plan, and San Joaquin County Local Agency Formation Commission (LAFCo) policies. During the Notice of Preparation (NOP) scoping period, the following comments were received related to land use and planning:

- Renewable energy, windmills if any, should be reviewed by Airport Land Use Commission.[1]
- General comments regarding land use consistency with existing uses.

3.11.2 - Environmental Setting

Physical Land Use

Surrounding Area

To the North

Single-family homes and a cell tower are located north of the project site across California Avenue. A vehicle dealership and agricultural lands are located farther to the north, across Interstate 205 (I-205). Further to the north are additional agricultural lands, some with single-family homes and associated agricultural structures, a dairy operation, and the Tom Paine Slough.

To the East

Agricultural lands with associated single-family homes and agricultural structures are located to the east. Further to the east is the unincorporated community of Banta, including residential, commercial, office, and industrial uses and additional agricultural lands.

To the South

Light industrial warehouses, as well as agricultural lands with associated single-family homes and agricultural structures, are located to the south, across Grant Line Road. Further south are additional agricultural lands and similar associated structures. The Tracy Animal Services Unit lies directly southwest of the project site.

[1] Windmills are not proposed as part of the project. The City of Tracy is not located in a high-wind resource area, making turbine performance and cost-effectiveness questionable compared to more predictable alternatives like solar photovoltaics. Industrial parcels may also face challenges meeting setback and structural requirements under the California Building Code. Accordingly, the presence of windmills is too speculative to address further.

To the West

A light industrial warehouse, vacant lots, and agricultural lands are located to the west, across Paradise Road.

Project Site

The project site is within unincorporated San Joaquin County (County) adjacent to the City of Tracy's (City's) northeastern City limits, bordering the City of Tracy NEI Specific Plan area, and within the City's Sphere of Influence (SOI) (10-year planning horizon). The project site consists of five existing parcels, as shown in Exhibit 2-3 and listed in Table 2-1. The project site is located at the northeast corner of Grant Line Road and Paradise Road (see Exhibit 2-2), bound by I-205 to the north, a portion of the terminus of California Avenue to the northeast, agricultural land to the east, Grant Line Road to the south, and Paradise Road to the west. The Tracy Municipal Airport is approximately 5.82 miles southwest of the project site; the project site is not within the Airport Influence Area.

The project site is relatively flat. The Dermody Property is currently occupied by two sheds used for hay storage and equipment storage, as shown in Table 3.11-1. The Suvik Property does not contain any structures, only an orchard. Several private dirt farm roads provide access within the project site between crop fields. In addition, there are streetlights and power and telecommunication lines in various locations immediately surrounding the project site. The project site is designated under the City's General Plan as Industrial and is designated under the County's General Plan as A/UR.

Table 3.11-1: Age and Square Footage of Existing Structures

Building Identification	Building Use	Approximate Construction Date	Number of Stories	Approximate Square Footage (square feet)
Hay Barn	Hay Storage	1960s	1	10,500
Shop/Garage Barn	Shop/Storage/Debris	1960s	1	1,400
Source: Cameron-Cole. 2024. Phase I Environmental Site Assessment: Tracy Northeast Business Park. December 31.				

Land Use Designations and Zoning

Surrounding Area

Exhibits 2-5 and 2-6 in Chapter 2, Project Description, depict existing land use designations and zoning for surrounding properties, as further described below.

To the North

Area north of the project site is within the unincorporated County; the San Joaquin County General Plan designates these surrounding lands as General Agriculture (A/G). The San Joaquin County Zoning Map zones the area as AG-40.

To the East

The area east of the project site is within the unincorporated County; the San Joaquin County General Plan designates these surrounding lands as General Agriculture (A/G). The San Joaquin County Zoning Map zones the area as AG-40.

To the South

The area southeast of the project site is within the unincorporated County; the San Joaquin County General Plan designates these surrounding lands as General Agriculture (A/G). The San Joaquin County Zoning Map zones the area as AG-40.

The area southwest of the project site is within the City's municipal boundaries; the City of Tracy General Plan designates these surrounding lands as Industrial (I). The City of Tracy Zoning Map zones the area as NEI Specific Plan, which designates the area as Light Industrial Land Uses (LI) and General Commercial (GC).

To the West

The area west of the project site as Industrial is within the City's municipal boundaries; the City of Tracy General Plan designates these surrounding lands. The City of Tracy Zoning Map zones the area as NEI Specific Plan, which designates the area as LI and GC.

Project Site

The San Joaquin County General Plan designates the project site as Agriculture-Urban Reserve (A/UR). The San Joaquin County Zoning Map zones the project site as AG-40. Because the project site is within the City of Tracy's SOI (10-year planning horizon), the Tracy General Plan designates the project site under the City's General Plan as Industrial (I). However, because the project site is not within the City's municipal boundaries, there is no existing City zoning on the project site.

3.11.3 - Regulatory Framework

Regional

Regional Transportation Plan/Sustainable Communities Strategy

The 2022 RTP/SCS (the Plan, or RTP/SCS), published by the San Joaquin Council of Governments (SJCOG), is a long-range integrated transportation planning document for San Joaquin County through 2042 that was adopted on August 22, 2022. The Plan functions as the Sustainable Communities Strategy, mandated by Senate Bill (SB) 375, which aims to reduce greenhouse gas (GHG) emissions through investment in roadway operations and maintenance, as well as through transit and the promotion of housing near transit areas. The Plan is a focused update that builds upon the sustainability goals and transportation investment strategies developed in the original 2014 Plan. The Plan focuses on implementation activities that incorporate new technologies and innovations and key socioeconomic, demographic, and development trends from the previous 4 years.

Local

San Joaquin County General Plan

The San Joaquin County General Plan 2035 applies to all unincorporated lands within the County and includes objectives, policies, and implementation programs that pertain to the following: type of development to be encouraged; where new development should occur; how new and existing residences should be provided with services and utilities; and when development should take place. The County General Plan identifies property in the SOI of each city and identifies that most of the anticipated growth in the SOI will occur as a result of city annexations and expansions. It can be expected that by 2035 much of the land currently within each city SOI will be annexed into each respective city.

San Joaquin Local Agency Formation Commission

Established by State law in 1963, LAFCo is responsible for coordinating changes in local governmental agency boundaries, including annexations and detachments of territory; incorporations of cities; formations of special districts; and consolidations, mergers, and dissolutions of special districts. LAFCo also reviews ways to reorganize, simplify, and streamline governmental structures and has the authority to initiate proposals involving district consolidation, mergers, and reorganizations. In addition, LAFCo is responsible for reviewing out-of-agency service agreements between property owners and service providers.

LAFCo also develops and updates SOIs for each city and special district within the County. Spheres are planning tools used to provide guidance for individual proposals involving jurisdictional changes (current and future) and are intended to encourage efficient provision of community services and prevent duplication of service delivery. Territory must be within a city or district's SOI in order to be annexed.

As noted above, LAFCo approval is necessary for changes to a city's municipal limits or a city's SOI. Under the California Environmental Quality Act (CEQA), for purposes of the proposed project, LAFCo is a responsible agency that will consider the information in this Draft EIR in its review of the proposed reorganization.[2] As detailed in Government Code Section 56668, LAFCo must consider the 17 factors in Government Code Section 56668 when reviewing a proposal for annexation (and related other boundary changes), as noted further below.

Government Code Section 56668

When reviewing an annexation proposal, factors that LAFCo must consider include, but are not limited to, the following:

- Population and population density; land area and land use; assessed valuation; topography, natural boundaries, and drainage basins; proximity to other populated areas; the likelihood of significant growth in the area, and in adjacent incorporated and unincorporated areas, during the next 10 years.
- The need for organized community services; the present cost and adequacy of governmental services and controls in the area; probable future needs for those services and controls; probable effect of the proposed incorporation, formation, annexation, or exclusion and of alternative

[2] A reorganization involves two or more proposed boundary changes.

courses of action on the cost and adequacy of services and controls in the area and adjacent areas.

- The effect of the proposed action and of alternative actions, on adjacent areas, on mutual social and economic interests, and on the local governmental structure of the county.
- The conformity of both the proposal and its anticipated effects with both the adopted LAFCo policies on providing planned, orderly, efficient patterns of urban development, and the policies and priorities in Government Code Section 56377.
- The effect of the proposal on maintaining the physical and economic integrity of agricultural lands, as defined by Government Code Section 56016 to mean land currently used for the purpose of producing an agricultural commodity for commercial purposes, land left fallow under a crop rotational program, or land enrolled in an agricultural subsidy or set-aside program.
- The definiteness and certainty of the boundaries of the territory, the nonconformance of proposed boundaries with lines of assessment or ownership, the creation of islands or corridors of unincorporated territory, and other similar matters affecting the proposed boundaries.
- A regional transportation plan adopted pursuant to Government Code Section 65080 and the proposed annexation's consistency with city or county general and specific plans.
- The SOI of any local agency which may be applicable to the proposal being reviewed.
- The comments of any affected local agency or other public agency.
- The ability of the newly formed or receiving entity to provide the services that are the subject of the application to the area, including the sufficiency of revenues for those services following the proposed boundary change.
- Timely availability of water supplies adequate for projected needs as specified in Government Code Section 65352.5.
- The extent to which the proposal will affect a city or cities and the county in achieving their respective fair shares of the regional housing needs.
- Any information or comments from the landowner or landowners, voters, or residents (as applicable) of the affected territory.
- Any information relating to existing land use designations.
- The extent to which the proposal will promote environmental justice.
- Information contained in a local hazard mitigation plan, information contained in a safety element of a general plan, and any maps that identify land as a very high fire hazard zone or maps that identify land determined to be in a State Responsibility Area (SRA).

Additionally, the Commission must measure a proposal's consistency with its adopted policies when reviewing an application for a change of organization or reorganization. The following San Joaquin LAFCo General Standards for Annexation and Detachment are relevant to this analysis:[3]

1. Spheres and Municipal Service Reviews

   The annexation or detachment must be consistent with the internal planning horizon of the SOI. The land subject to annexation shall normally lie within the first planning increment (5–10 year) boundary. The annexation must also consider the applicable Municipal Service Review. An annexation shall be approved only if the Municipal Services Review and the SOI Plan demonstrates that adequate services can be provided with the timeframe needed by the inhabitants of the annexed area. If detachment occurs, the sphere will be modified accordingly.

   LAFCo generally will not allow spheres of influence to be amended concurrently with annexation proposals. Proposed annexations of land that lie outside of the first planning horizon (5–10 year) are presumed to be inconsistent with the SOI Plan. In such a case, the agency must first request LAFCo to consider a sphere amendment pursuant to the above policies. If the amendment is approved, the agency may then proceed with the annexation proposal. A change of organization or reorganization will not be approved solely because an area falls within the SOI of any agency.

   As an exception to the presumed inconsistency mentioned above, Master Plan and Specific Plan developments may span several planning horizons of the SOI. Annexation of the entire project area may be desirable in order to comprehensively plan and finance infrastructure and provide for amenity-based improvements. In these cases, no amendment of the planning horizon is necessary, provided project phasing is recognized in the SOI Plan.

2. Plan for Services
   Every proposal must include a Plan for Services that addresses the items identified in Section 56653 of the Government Code. The Plan for Services must be consistent with the Municipal Service Review of the Agency. Proponents must demonstrate that the city or special district is capable of meeting the need for services.

3. Contiguity
   Territory proposed to be annexed to a city must be contiguous to the annexing city or district unless specifically allowed by statute. Territory is not contiguous if the only connection is a strip of land more than 300 feet long and less than 200 feet wide, that width to be exclusive of highways. The boundaries of a proposed annexation or reorganization must not create or result in areas that are difficult to serve.

4. Development within Jurisdiction
   Development of existing vacant or non-prime agricultural lands for urban uses within the existing jurisdiction or within the SOI should be encouraged before any proposal is approved which would allow for or lead to the development of existing open space lands for non-open space uses which are outside of the existing jurisdiction of the local agency or outside of the existing SOI of the local agency. (Section 56377)

[3] San Joaquin County Local Agency Formation Commission (LAFCo). 2012. Change of Organization Policies and Procedures. December 14.

5. Progressive Urban Pattern
   Annexations to agencies providing urban services shall be progressive steps toward filling in the territory designated by the affected agency's adopted SOI. Proposed growth shall be from inner toward outer areas.

6. Piecemeal Annexation Prohibited
   LAFCo requires annexations and detachments to be consistent with the schedule for annexation that is contained in the agency's SOI Plan. LAFCo will modify small piecemeal or irregular annexations, to include additional territory in order to promote orderly annexation and logical boundaries, while maintaining a viable proposal. In such cases, detailed development plans may not be required for those additional areas but compliance with CEQA is required.

7. Definite and Certain Boundaries
   All boundaries shall be definite and certain and conform to lines of assessment or ownership. The Commission's approval of boundary change proposals containing split parcels will typically be subject to a condition requiring the recordation of a parcel map, lot line adjustment or other instrument to avoid creating remnants of legal lots.

8. Service Requirements
   An annexation shall not be approved merely to facilitate the delivery of one or a few services to the detriment of the delivery of a larger number of services or service more basic to public health and welfare.

9. Adverse Impact of Annexation on the Other Agencies
   LAFCo will consider any significant adverse effects upon other service recipients or other agencies serving the area and may condition any approval to mitigate such impacts. Significant adverse effects shall include the effect of proposals that negatively impact special districts' budgets or services or require the continuation of services without the provision of adequate funding. LAFCo will not approve detachments from special districts or annexations that fail to provide adequate mitigation of the adverse impact on the district. LAFCo may determine an appropriate temporary mitigation, if any, and impose that temporary mitigation to the extent it is within its powers. If the needed mitigation is not within LAFCo's authority and approval would, in the opinion of the Commission, seriously impair the District's operation, the Commission may choose to deny the application.

10. District's Proposal to Provide New, Different, or Divestiture of a Particular Function or Class of Services
    In addition to the Plan for Services specified in Section 2 of these Policies and Procedures any application for a new, different, or divestiture of a service shall also include the requirements outlined in Section 56824.12 of the Government Code. Applications for such request will be considered a change of organization and shall follow the requirements of such an application as outlined in the Cortese-Knox-Hertzberg Act and within these policies and procedures. The factors enumerated in Sections 56668 and 56824.14 of the Government Code shall be considered by the Commission at the time of consideration of the application for such functions.

The following LAFCo General Standards for City Annexations are relevant to this analysis:[4]

1. Annexation of Streets
   Annexations shall reflect the logical allocation of streets and right-of-way as follows:
   - Territory should be included within the annexation to assure that the city reasonably assumes the burden of providing adequate roads to the property to be annexed. LAFCo will require cities to annex streets where adjacent lands that are in the city will generate additional traffic or where the annexation will isolate sections of county road. Cities shall include all contiguous public roads that can be included without fragmenting governmental responsibility by alternating city and county road jurisdiction over short section of the same roadway.
   - When a street is a boundary line between two cities the centerline of the street may be used as the boundary or may follow a boundary reached by agreement of the affected cities.

2. Pre-zoning Required
   The Cortese-Knox-Hertzberg Act requires the City to pre-zone territory to be annexed and prohibits subsequent changes to the General Plan and/or pre-zoning designations for a period of two years after completion of the annexation, unless the city council makes a finding at a public hearing consistent with the provisions of Government Code Section 56375(e). In instances where LAFCo amends a proposal to include additional territory, the Commission's approval of the annexation will be conditioned upon the pre-zoning of the new territory.

   The City of Tracy prepared a Municipal Services Review (MSR) for the San Joaquin LAFCo in 2019. The MSR provides the required information for project annexation. As a responsible agency, LAFCo will utilize this Draft EIR to make the CEQA findings required to approve the reorganization proposal for the proposed project and will utilize the MSR as well as the proposed Plan for Services and other application materials in considering the merits of the reorganization request. A copy of the NOP was sent to LAFCo during the NOP scoping period, and LAFCo did not comment on the scope of environmental review for the proposed project.

San Joaquin County Airport Land Use Compatibility Plan

The SJCOG, which serves as the Airport Land Use Commission (ALUC) for San Joaquin County, amended its Countywide Airport Land Use Compatibility Plan (ALUCP) in 2018. The intention of the Countywide ALUCP is to protect and promote the safety and welfare of residents and airport users near public use airports in the County, while promoting continued operation of those airports. Specifically, the Countywide ALUCP seeks to protect the public from adverse effects of airport noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and ensure that no structures or activities encroach upon or adversely affect use of navigable airspace. A copy of the NOP was sent to SJCOG during the NOP scoping period, and SJCOG did not have comments related the proposed scope of environmental review as it relates to the ALUCP.

Regardless of location within the County, ALUC review is required in addition to Federal Aviation Administration (FAA) notification in accordance with 14 Code of Federal Regulations, Part 77, for any

[4] San Joaquin County Local Agency Formation Commission (LAFCo). 2012. Change of Organization Policies and Procedures. December 14.

proposal for construction or alteration under the following conditions, none of which apply to the proposed project:

a) If requested by the FAA.

b) Any construction or alteration that is more than 200 feet above ground level at its site.

c) Any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes:
   - 100 to 1 for a horizontal distance of 20,000 feet of a public use or military airport from any point on the runway of each airport with its longest runway more than 3,200 feet.
   - 50 to 1 for a horizontal distance of 10,000 feet of a public use or military airport from any point on the runway of each airport with its longest runway no more than 3,200 feet.
   - 25 to 1 for a horizontal distance of 5,000 feet of the nearest takeoff and landing area of a public use heliport.

d) Any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards.

e) Any construction or alteration located on a public use airport or heliport regardless of height or location.

City of Tracy General Plan

The project site is designated under the City's General Plan as Industrial. Primary land uses allowed under this designation consist of flex/office space, manufacturing, warehousing and distribution, and ancillary uses for workers' needs (e.g., restaurants, parks, consumers services, etc.).

The General Plan establishes the following guiding goals, objectives and implementing policies associated with land use planning that are relevant to this analysis:

Land Use Element

Goal LU-1 **A balanced and orderly pattern of growth in the City**

Objective LU-1.1 Establish a clearly defined urban form and city structure.

Policy P2 The City shall maintain a Sphere of Influence that is consistent with the long-term land use vision in this General Plan.

Goal LU-2 **Expanded economic opportunities in Tracy**

Objective LU-2.1 Balance residential development with jobs, retail growth and the ability to provide services.

Policy P1 The City's priorities for future growth, in order of priority, are job-generating development to match the skills of Tracy residents; diversification of housing types suitable for Tracy's workforce, including those types suitable for Tracy's workforce; and continued growth of the retail base.

Objective LU-2.3 Expand the City's industrial base.

Policy P1 The Northeast Industrial Area should contain a mix of heavy industrial, light industrial, warehouse, and distribution users to maximize rail and highway access on large parcels of land. The Northeast Industrial Area should also contain commercial uses and services to meet the daily needs of workers.

Goal LU-6 **Land development that mitigates its environmental, design and infrastructure impacts**

Objective LU-6.1 Minimize the impact of industrial development or aggregate mining on adjacent uses.

Policy P1 New industrial or mining uses shall be designed to not adversely impact adjacent uses, particularly residential neighborhoods, with respect to, but not limited to, noise, dust and vibration, water quality, air quality, agricultural resources and biological resources.

Policy P2 All proposed development shall comply with existing applicable County and State waste management plans and standards.

Policy P3 Use of berms, landscaped buffer zones, sound walls, and other similar measures between quarrying operations and noise-sensitive adjacent uses is encouraged to ensure consistency with standards established in City's Noise Element of the General Plan.

Objective LU-6.2 Ensure land use patterns that minimize conflicts between transportation corridors and neighboring uses.

Policy P1 Uses that are compatible with the noise, air quality and traffic impacts associated with freeways, such as auto-oriented commercial and industrial uses, should be located near and along freeway corridors whenever possible.

Objective LU-6.4 Ensure that development conforms to flood safety requirements.

Policy P1 The City shall ensure that development permitting occurs in a manner to provide public safety in flood-prone areas.

Goal LU-8 **No urbanization in unincorporated County areas as defined by this General Plan or the San Joaquin County General Plan, whichever is more restrictive, without annexation to the city, a pre-annexation agreement, or a letter of support from the City.**

Objective LU-8.1 Participate proactively in land use decision-making within Tracy's Planning Area in pursuit of the above-stated goal.

Policy P1 The City shall strongly oppose all development in the area defined by Goal LU-8 unless the property is annexed, unless there is a pre-annexation agreement, or unless San Joaquin County receives a letter of support from the City of Tracy.

Policy P3 The City shall support existing San Joaquin County agricultural land use designations in the Planning Area and strongly oppose changes that result in increased urbanization.

Air Quality Element

Goal AQ-1 Improved air quality and reduced greenhouse gas emissions

Objective AQ-1.1 Improve air quality and reduce greenhouse gas emissions through land use planning decisions.

Policy P1 The City shall promote land use patterns that reduce the number and length of motor vehicle trips.

Policy P4 Employment areas should include a mix of support services to minimize the number of trips.

Objective AQ-1.2 Promote development that minimizes air pollutant and greenhouse gas emissions and their impact on sensitive receptors as a result of indirect and stationary sources.

Policy P9 New developments shall follow the current requirements of the Valley Air District [Valley Air District] with respect to wood-burning fireplaces and heaters.

Policy P10 Stationary air pollutant emission sources (e.g., factories) shall be located an appropriate distance away and downwind from residential areas and other sensitive receptors.

Policy P12 New sources of toxic air pollutants shall prepare a Health Risk Assessment as required under the Air Toxics “Hot Spots” Act and, based on the results of the Assessment, establish appropriate land use buffer zones around those areas posing substantial health risks.

Policy P13 Dust control measures consistent with San Joaquin Valley Air Pollution Control District rules shall be required as a condition of approval for subdivision maps, site plans, and all grading permits

Policy P14 Developments that significantly impact air quality shall only be approved if all feasible mitigation measures to avoid, minimize or offset the impact are implemented.

Policy 15 Encourage businesses to electrify loading docks or implement idling-reduction systems so that trucks transporting refrigerated goods can continue to power cab cooling elements during loading, layovers, and rest periods.

Objective AQ-1.3 Provide a diverse and efficient transportation system that minimizes air pollutant and greenhouse gas emissions.

Northeast Industrial Specific Plan

The NEI Specific Plan describes specific land uses that are Permitted (P) and Conditionally Permitted (C) under each land use designation for lands that fall within the boundaries of the NEI Specific Plan area. All LI uses within the NEI Specific Plan area are subject to compliance with the NEI Specific Plan Environmental Performance Standards. The following table from the NEI Specific Plan shows permitted and conditionally permitted land uses for the LI designation as provided in Table 3.11-2.[5]

Table 3.11-2: Permitted and Conditionally Permitted Land Uses for the Light Industrial Land Uses Designation

Land Uses	Permitted and Conditionally Permitted Land Uses
Agricultural, including dairies	P
Accessory uses and structures; not including warehouses located on the same site as a permitted use	P
Administrative, executive, research, medical offices	P
Call centers	P
Accessory uses and structures located on the same site as a conditional use	C
Warehousing and distribution facilities	P
Manufacturing, repair, assembly, or packaging of products from previously prepared materials, such as cloth, plastic, leather, or semi-precious metals or stones, but not including such operations such as saw or planning mills, any manufacturing involving primary production of wood, metal, or chemical products from raw materials	P
Manufacture of food products, pharmaceuticals, biotechnology products and the like, but not including fish or meat products, sauerkraut, vinegar, or the like, or rendering or refining of fats and oils.	P
Laboratories, including chemical, physical materials testing, electronic, agricultural, photographic film processing, and general research	P
Electrical industrial apparatus manufacturing, service, and repairs, including motors, generators, welding equipment, electrical transmission and distribution equipment, and turbines and pumps.	P
Manufacture, repair of optical electronic, timing, and measuring instruments	P
Dairy products plants	P
Machine shops	P
Heating, plumbing, and ventilating equipment manufacturing, servicing, repairs	P
Refrigerator, furnace, water heater, and other household appliance manufacturing, service and repairs, not incidental to retail sales	P

[5] City of Tracy. 2012. Northeast Specific Plan. July 17.

Land Uses	Permitted and Conditionally Permitted Land Uses
Furniture and cabinet assembling whose activities are carried on entirely within an enclosed building and which have no construction yards on the lot	P
Parcel delivery service and vehicle storage inside and outside the building	P
Truck terminals	P
Mini storage	P
Equipment storage	P
Janitorial services and supplies	P
Printing, including lithographing, engraving, and other such similar reproduction services	P
Automotive supply stores	C
Rental yards, including the rental of hand tools, garden tools, power tools, trucks, trailers, and other similar equipment	C
Building materials sales, lumberyards (outside storage)	C
Repair, painting, and body work for automotive, motorcycle, and farm machinery	C
Boat sales, service, repair	C
Service stations provided all operations except sales of gas and oil are conducted within an enclosed building. Sales shall be limited to petroleum products and automotive accessories, and retail products typically found in a convenience store.	C
Wholesale trade business	C
Intermediate manufacturing uses involving the processing of raw materials, including food and paper processing, wineries, and concrete mixers	C
Mineral and hydrocarbon extraction	C
Recycling (collection and sorting)	C
Note: P = Permitted Use C = Conditional Use that is permitted upon approval of conditional use permit	

There are also use restrictions in the NEI Specific Plan Environmental Performance Standards as outlined below:

No use shall be permitted to exist or operate on any lot which:

1. Emits dust, sweepings, dirt, cinders, fumes, odors, radiation, gases and vapors, or discharges liquid or solid wastes or other harmful matter into the atmosphere or any body of water which may, according to the appropriate agency, adversely affect the health and safety persons within the area or the health and safety of persons in adjacent areas or the use of adjacent properties.

2. Discharges waste or any harmful substance, as defined by the Municipal Code, into any public sewer or storm drainage system.
3. Produces intense glare or heat, unless such use is performed only within an enclosed or screened area, and then only in such manner that glare, or heat emitted will not be discernible from any exterior lot line.
4. Creates a sound pressure level in violation of any regulation of any public body having jurisdiction. This requirement shall also be applicable to the disposal of trash and waste materials.
5. Allows the visible emissions of smoke (outside any building) other than the exhausts emitted by motor vehicles or other transportation facilities or any emissions in violation of any regulation of any public body having jurisdiction. This requirement shall also be applicable to the disposal of trash and waste materials.
6. Creates a ground vibration that is perceptible, without instruments, at any point along any of the exterior lot lines.

The NEI Specific Plan establishes development standards and design guidelines for projects within its boundaries. For LI uses, this includes, among other standards, a maximum floor area ratio (FAR) of 0.5 and building height of 60 feet. Other relevant standards and guidelines are included below.

Streetscapes

1. The design of the streetscape should integrate, in a consistent and creative manner, plant materials, paths, berming, lighting, and signage to produce an attractive and functional environment.
2. All landscaping should employ a mix of trees, shrubs, groundcovers and turf, where appropriate. The plant palette should be relatively limited and applied in groupings of similar species rather than a few plants of many different species planted together. The use of water conserving plantings, such as California natives and drought-tolerant trees, shrubs, and turf is encouraged, and compliance with the State's water efficient landscape guidelines is required.
3. The use of lawn substitutes is encouraged in all medians and for parkways. The use of turf should be minimized and reserved for areas of high use or visibility and temporary median planting in anticipation of future street widths.
4. Automatic irrigation is required for all landscape areas. Plants should be watered and maintained on a regular basis. Irrigation systems should be designed so as not to overspray walks, buildings, and parking areas, etc. The use of water conserving systems, such as drip irrigation for shrub and tree planting, is encouraged.
5. Tree plantings should reflect street hierarchy with larger trees along arterial streets and smaller trees on industrial streets. Tree plantings shall be symmetrical and of the same species in the parkways on both sides of the streets. One tree species or mixture of species shall be planted consistently at regular intervals along the entire length of a street. Spacing interval shall be no greater than 40 feet on center. Where trees are planted in medians, the plantings shall be

continuous and at regular intervals. Spacing of median trees shall be no greater than 30 feet on center. Different tree species shall be planted at intersections to highlight these areas.

6. Adequate sight lines shall be maintained at all times.

Building Setbacks

1. Building setback from any property line adjacent to a street or Caltrans right-of-way shall be 25 feet minimum. Rear and side yard building setbacks from property lines not adjacent to a street or Caltrans right-of-way shall be 15 feet minimum.
2. A 5 foot wide landscape setback is required along property lines not adjacent to a right-of-way. On the property lines perpendicular to the street frontage on industrial streets, the landscaped setback is only required to a point 150 feet onto the parcel from the street right-of-way or 50 feet back of building face, whichever is greater.
3. Parking setback from any property line along a public street or the Caltrans right-of-way for commercial land uses shall be 10 feet and for industrial uses shall be 15 feet.
4. Parking shall not be permitted within 15 feet of the office face or portion of a building. On industrial buildings, a 15 foot setback to the parking area shall be provided at building entries.

Parking and On-Site Vehicular Circulation

1. Parking, on-site circulation, and loading area standards shall be as required by the provisions of Title 10, Article 26, Off-street Parking Requirements of the Tracy Municipal Code unless modified below or as part of the Development Review approval.
2. Parking lots containing 10-20 spaces may include a maximum of 20 percent of the total number of spaces for compact cars. These spaces shall be designed and marked in accordance with City standards and distributed throughout the lot. Parking areas containing 20 or more spaces may include a maximum of 30 percent of the total number of spaces for compact cars.

Loading and Unloading Spaces

1. Sufficient off-street loading and unloading spaces shall be provided on each site, and adequate provisions and space shall be made for maneuvering freight vehicles and handling all freight. All loading activity, including turnaround and maneuvering, shall be made on-site.
3. In industrial areas, truck loading areas and docks shall not be permitted between building(s) and the street unless the building(s) are set back from the curb a minimum of 125 feet and doors are screened by landscaping, berms, and/or fences.
4. Buildings, structures, and loading facilities shall be designed and placed upon the site so that vehicles, whether rear loading or side loading, may be loaded or unloaded at any loading dock, door, or area without extending beyond the property line.

Landscaping

Minimum on-site landscaping requirements shall be established by Off-street Parking Requirements (Title 10, Article 26 of the Tracy Municipal Code), except as modified below.

Summary of Requirements	Industrial
Landscaped frontage setback	15 feet
Minimum number of trees in parking area	1 tree per 10 spaces
Percentage of landscaping in parking areas with over 60 cars	10 percent

5. While commercial uses benefit from a well-landscaped parking area and visibility from the street, views of industrial uses benefit from a more generously landscaped streetscape. Thus, parking lot landscaping requirements for industrial uses may be reduced as specified in the Off-street Parking Requirements in order to create a large landscape setback along the street. These provisions allow the reduction of 50 percent of the required landscaping based on the provision of a 15-foot landscape setback along the street frontage. The 15-foot strip may be included in the calculation of the total parking lot landscaping requirement. The remainder of the landscaping requirement must be distributed over the lot(s) to provide shade and landscape building frontage. Canopy trees shall be evenly distributed throughout the parking area to provide shade.
6. On-site landscaping along right-of-way between property lines and buildings, parking lots, or vehicular circulation improvements shall be installed by the property owner. This landscaping shall be designed as an extension of the adjacent public right-of-way landscaping. Completion of landscaping on the site shall be simultaneous with completion of the building and other improvements on the site.
7. Landscaping shall not obstruct sight lines at street or driveway intersections.
8. In place of the wheel stops at parking lots, landscape areas and pedestrian walkways may be extended not more than 2 feet into required parking spaces, to include a 6-inch concrete curb. In such cases, no credit toward parking lot landscape requirements shall be given for the resulting additional landscaping.
9. Screening of the parking area from public right-of-way in industrial areas shall be provided with a 2.5- to 3-foot-high element, measuring from the top of the parking area pavement. Screening may consist of one or a combination of the following:
    a. Berms landscaped with ground cover, trees, and shrubs;
    b. Solid, low profile, decorative masonry walls;
    c. Evergreen shrubbery which, when solely used as screening, shall be continuously maintained to provide solid screening.
10. Generous landscaping screening is required adjacent on all street frontages for industrial areas. These areas should be landscaped with a combination of trees, shrubs, and ground cover to soften views of parking areas.
11. Tree planting and selection and massing should be compatible with streetscape plantings. Provide minimum one tree per 400 square feet of landscape setback. The plant palette should be relatively limited and applied in groupings of similar species rather than a few plants of many different species planted together.

12. The use of water conserving plantings, such as California natives and drought-tolerant trees, shrubs, and turf is encouraged. The use of turf in the narrow planting islands is discouraged.
13. Live plant materials shall be used in all landscaped areas. The use of gravel, colored rock, bark, and other similar materials are not acceptable as a sole groundcover material.
14. All trees shall be of 24-inch box size minimum at planting with a minimum branching height 5 years after installation of 10 feet above road or parking surfaces and 6 feet at pedestrian areas. Shrubs shall be of 5-gallon size minimum with a maximum on center spacing of 24 inches. Likewise, groundcover may be planted at 1-gallon size minimum with a maximum spacing of 12 inches on center.
15. Automatic irrigation is required for all landscaped areas. Irrigation systems shall be designed so as not to overspray walks, buildings, and parking areas.

Screening and Storage

1. All exterior trash areas, storage structures, and service areas shall be screened from public view with a wall or fence of a minimum height of 8 feet above the street curb level. Storage areas shall be set back a minimum of 50 feet from streets, unless fully enclosed in an architecturally compatible enclosure.
2. No storage areas are allowed within the landscape easements, front setbacks, or side or rear yard landscaped buffers.
3. Roof-mounted equipment shall be screened from street view. Pad-mounted transformers, utility connections, and meter boxes shall be screened and integrated into the site plan.
4. The design of masonry walls, fencing, trash enclosures, and similar accessory site elements should be compatible with the architecture of the building and should use similar materials. Where masonry walls are along property frontage, they should enhance the entrance to the property and should not impair traffic safety by obscuring views. Long expanses of wall surfaces should be architecturally designed to prevent monotony.
5. The use of chain-link fences shall be discouraged, and no chain-link fences shall be visible from any public right-of-way.

City of Tracy Municipal Code

The Municipal Code regulates land use and development activities within City limits. Title 10 contains the Zoning Ordinance, which establishes zoning districts, allowable land use activities, and development standards. The NEI Specific Plan serves as both a planning and regulatory document (by serving as the zoning) for lands within the NEI Specific Plan area. However, as set forth more fully in the NEI Specific Plan, the City of Tracy Municipal Code supplements the NEI Specific Plan with respect to certain provisions that are not expressly addressed in the NEI Specific Plan.

Northeast Industrial Specific Plan Zoning

The project site would be pre-zoned "Northeast Industrial Specific Plan."[6] The Municipal Code Section 10.08.3022 defines this zoning district as such:

> The zoning within the Northeast Industrial Specific Plan Zone is governed by the Northeast Industrial Area Specific Plan. In addition, the I-205 overlay zone applies to portions of this Northeast Industrial Specific Plan zone.

The project site would be pre-zoned LI under the NEI Specific Plan, and thus subject to all applicable provisions in the NEI Specific Plan. This land use category/zoning and what it allows are described more fully therein and below:[7]

> Light industrial land uses would be compatible with existing industrial land uses . . . as well as with freeway noise, and rail noise and vibration.
>
> Several types of light industrial land uses are appropriate in the Northeast Industrial Area. It is anticipated that warehousing and distribution businesses with low employee densities will be the predominant development type. This development pattern is similar to those that have located in Tracy in recent years.
>
> The City of Tracy is also interested in attracting higher employee density businesses to the area. It is anticipated that there may be a future demand for a "Flex-Tech" development that would accommodate research & development businesses and call centers.

Off-street Parking Requirements

The NEI Specific Plan states that parking standards shall be as required by Chapter 10.08, Article 26 of the Municipal Code, which sets forth required amounts of vehicular and bicycle parking, except as may be reduced via applicable provisions of the NEI Specific Plan. The Municipal Code requires an industrial warehouse to provide one auto parking space per 1,000 square feet of the first 20,000 square feet of gross floor area, plus one space per 2,000 square feet of the second 20,000 square feet of gross floor area, plus one space per 4,000 square feet of the remaining square feet of gross floor area.[8] Additionally, parking lots with over 40 automobile spaces are required to provide bicycle parking at 5 percent of the number of automobile spaces.[9]

3.11.4 - Impacts and Mitigation Measures

Significance Criteria

The City, in its discretion as Lead Agency, is utilizing State CEQA Guidelines Appendix G as thresholds of significance for evaluating impacts for the proposed project. According to the City, the proposed project would have a potential impacts related to land use and planning if the proposed project would:

[6] As noted in Section 2.0, Project Description, in connection with this pre-zoning, the NEI Specific Plan would be amended to include the project site within the NEI Specific Plan area boundaries (along with other conforming amendments to ensure consistency).
[7] City of Tracy. 2012. Northeast Industrial Specific Plan. July 17.
[8] City of Tracy. 2018. Municipal Code Section 10.08.3480—Parking spaces required.
[9] City of Tracy. Municipal Code Section 10.08.3510—Bicycle parking.

a) Physically divide an established community.
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.

Approach to Analysis

Analysis in this section focuses on whether project implementation would physically divide an established community and whether the proposed project would conflict with land use plans, policies, or regulations adopted to avoid or mitigate an environmental effect. Conflicts and inconsistencies with a policy, in and of themselves, do not constitute significant environmental impacts for purposes of CEQA. Rather, it is only where there is a conflict or inconsistency that (1) involves a policy that was adopted for the purpose of avoiding or mitigating an environmental effect, and (2) the conflict at issue would result in a significant environmental impact. Environmental impacts that would result from the proposed project in other environmental topic areas are discussed throughout Chapter 3 of this Draft EIR. The potential for land use impacts was assessed through review of applicable land use policy documents.

Impact Evaluation

Divide an Established Community

Impact LAND-1: The proposed project would not physically divide an established community.

Construction

Impacts related to physical division of an established community are limited to operational impacts. No respective construction impacts would occur.

Operation

The physical division of an already established community typically refers to construction of a linear feature, such as an interstate highway, railroad tracks, or the removal of a means of access that would impact mobility within an existing community and an outlying area. The proposed project does not include elements that could divide an established community, and therefore would not result in a significant impact. The proposed project consists of multiple light industrial facilities and related improvements on parcels that would be annexed to the City limits, which are currently contiguous thereto and within the City's SOI (10-year planning horizon).

The project site is currently developed with and historically been used for agricultural uses. The Dermody Property contains only agricultural structures related to hay production (i.e., sheds for hay storage and equipment storage). The Suvik Property does not contain any structures, only an orchard. Approximately 118 acres of the Dermody Property is currently used for hay production, including alfalfa and winter wheat.

The development of the proposed project would not involve construction or operation of any type of linear feature that would impair mobility with an existing community, nor would it remove a means of access in a manner that would impede travel or otherwise constitute division of an established community. Rather, as shown in Chapter 2, Project Description, Exhibit 2-7, the proposed project would be designed in accordance with relevant NEI Specific Plan policies, which would help ensure a cohesive,

integrated site and circulation plan, taking into account ready access to nearby transportation corridors. The proposed project does not involve the construction or operation of a linear feature, such as an interstate highway, railroad tracks, or the removal of a means of access that would impact mobility within an existing community and an outlying area. Therefore, no operational impacts would occur.

Level of Significance

No impact.

Conflict with Applicable Plans, Policies, or Regulations

Impact LAND-2:	**The proposed project would not cause a significant environmental impact due to conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.**

Construction

Impacts related to consistency with applicable land use plans and policies are limited to operational impacts. No respective construction impacts would occur.

Operation

As discussed below, the proposed project would not conflict with any applicable land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Local Agency Formation Commission General Standards for Annexation Consistency

Spheres and Municipal Service Reviews and Plan for Services

The project site is located within the City's existing SOI (10-year planning horizon). As noted above, the SOI is the plan for the probable physical boundaries and service area of a local agency, as determined by LAFCo. The project site is within the City's existing SOI and therefore has already been contemplated for future inclusion within the City's municipal boundaries. The City's inclusion of the project site via its designation under the City's General Plan as Industrial is consistent with the land use vision for the proposed project and the SOI.

The proposed project would include several utilities and service improvements, including 10-inch potable water lines to serve the Dermody Property, connecting to the proposed buildings and accommodating fire hydrants around the site. The proposed project would also include the installation of sanitary sewer lines connecting the proposed buildings to existing sewer infrastructure. Building 1 would include two 8-inch sewer lines connecting to a 15-inch line on Paradise Road; Building 2 would include a 6-inch line connecting to the same 15-inch line on Paradise Road; and Building 3 would include both a 6-inch line connecting to a 10-inch line on Grant Line Road and an 8-inch line connecting to the 15-inch line on Paradise Road.

The proposed project would also include a comprehensive stormwater management system featuring a 12.44-acre on-site detention basin located along the northeast site boundary, designed to connect to the City's existing NEI detention basin. The basin, once constructed, would be dedicated to and managed by the City. The project would also include bioretention treatment areas around buildings and parking lots, along with a 12-inch forced main storm drain line along the corner of I-205 East and Paradise Road to

connect the proposed on-site detention basin to the City's NEI detention basin adjacent to the western boundary of the project site. The proposed project would also include 12-inch forced main storm drain lines connecting the bioretention treatment areas to the proposed detention basin. Similar potable water, storm drainage, and sanitary sewer systems are anticipated for the remaining portions of the project site, although the design of these improvements would be finalized as part of the subsequent Development Review Permit process for the Suvik Property.

In addition, this Draft EIR analyzes the proposed project with respect to the applicable 2019 City MSR, which further demonstrates that adequate services can be provided (see Sections 3.13, Public Services, and 3.16, Utilities and Service Systems). The 2019 MSR analyzed all land within the City's SOI and the project site is identified as being within the City's existing SOI, located in planning subarea 16. The City's MSR update determined that the City would have adequate capacity and funds to support expanded services as part of the anticipated development of the SOI. This included a capital improvement program that identified and planned funds for specific infrastructure improvements, as well as the approval and implementation of various master plans that identified necessary transportation and wet utility infrastructure upgrades. As noted above, the City has planned for this type of light industrial development on the project site for years, as indicated by its urban General Plan designation of Industrial.

The proposed project includes a reorganization involving annexation into the City of Tracy and detachment from the Fire District, thereby constituting a change of organization under the Cortese-Knox-Hertzberg Act. In accordance with LAFCo General Standard 13, the proposed project includes a comprehensive Plan for Services that addresses potable water, sanitary sewer, stormwater management, and other essential utilities, consistent with Government Code Section 56653. The City of Tracy's 2019 MSR confirms the City's capacity to provide these services, supported by capital improvement programs and master plans. The project also complies with the requirements of Government Code Sections 56824.12 and 56824.14, which mandate evaluation of service adequacy, financial feasibility, and impacts on existing service providers. The proposed infrastructure improvements—including water and sewer connections, stormwater detention facilities, and roadway annexations—are designed to ensure seamless service delivery and avoid adverse impacts to other agencies. As such, the project satisfies all applicable criteria under LAFCo Standard 13 and supports an orderly and efficient extension of urban services.

Accordingly, the proposed project would be consistent with the LAFCo Policy requiring a Municipal Service Review and SOI Plan for Services to demonstrate that adequate services can be provided within the timeframe needed to service the inhabitants of the annexed area. As discussed in Section 3.16, Utilities and Service Systems, the City can accommodate wastewater, water, and storm drainage demands of the proposed project, and the proposed project has incorporated as design features the necessary infrastructure and improvements to ensure the proposed project is adequately served by the various City services and utilities and constructed in accordance with all applicable City Master Plans and other requirements and specifications.

Contiguity

The project site is contiguous to the existing City of Tracy limits (as well as the NEI Specific Plan area), as that term is defined under LAFCo Law, because it abuts and shares a common boundary with the City (which does not involve only a "cherry stem" strip of land). Moreover, the boundaries of the proposed reorganization, which would involve the annexation of the project site into the City's municipal boundaries (along with the related detachment from the Fire District) would not create or result in areas that are difficult to serve, as explained more fully in the 2019 MSR and also in Sections 3.13, Public Services, and 3.16, Utilities and Service Systems.

Progressive Urban Pattern

The project site is within the City's existing SOI (within the 10-year planning horizon), and would represent a progressive step toward filling in the SOI in this area of the City, consistent with the longtime planning vision of this City for the area as reflected in the City's General Plan, which has long designated the project site for industrial uses. Additionally, the project site is adjacent to existing City limits (as well as the NEI Specific Plan area) and is furthering outward growth that is not isolated and would not constitute "leapfrog" development or otherwise facilitate urban sprawl. Rather, the proposed reorganization would reflect a logical and orderly extension of the City's boundaries.

Piecemeal Annexation Prohibited

As discussed below, the proposed reorganization would not constitute a piecemeal annexation approach. The project site has been included within the City's SOI for almost three decades, and has been designated for urban development under the City's General Plan for 29 years. The proposed project would be consistent with the General Plan's land use designation and other relevant goals and policies (as further detailed below), which provides guidance for development based on anticipated growth in both jobs and the resident population. And as noted above, the proposed reorganization reflects a logical and orderly extension of urban growth and the City's boundaries, which would ensure the project site is developed in a comprehensive and thoughtful manner consistent with other nearby lands in the NEI Specific Plan area.

Definite and Certain Boundaries

Project boundaries that would be presented in the proposed reorganization application would be definite and certain and conform to Assessor's Parcel Number (APN) lines and/or ownership of legal lots and would not contain any split parcels.

Service Requirements

As discussed in detail in the 2019 MSR (as well as in Sections 3.13, Public Services, and 3.16, Utilities and Service Systems), the City has the capacity to adequately serve the areas within its municipal boundaries as well as its existing SOI, including the proposed project on the project site. Moreover, the project site is contiguous to the City's municipal boundaries and other existing urban development, which facilitates the efficient extension of existing utilities and transportation facilities. As described more fully herein, the proposed project would connect to and/or otherwise utilize existing utility lines for service to the proposed project, and would also construct and/or pay applicable development impact fees toward the construction of identified infrastructure and improvements, consistent with the City's Master Plans. As such, the proposed project would not adversely impact the delivery of services that are basic to public

health and welfare as required by the General Standards for Annexation. Please refer to Section 3.16, Utilities and Service Systems, for an in-depth discussion on service delivery.

Adverse Impact of Annexation on the Other Agencies

As discussed in detail in the 2019 MSR (as well as in Sections 3.13, Public Services; and 3.16, Utilities and Service Systems), the City has the capacity to adequately serve the areas within its municipal boundaries as well its existing SOI, including the proposed project on the project site, without impairing the City's ability to serve existing and other proposed uses, and the proposed reorganization reflects a logical and orderly extension of service boundaries and would result in the efficient delivery of services. All applicable impact fees would be paid by each applicant for individual development proposals within the project site, which would further ensure that new development "pays its own way."

Annexation of Streets

The reorganization proposal reflects a logical and orderly extension of the City's boundaries and would include the annexation of territory such that the circulation plan and street network would not fragment governmental responsibility between the City and the County. For example, Paradise Road, which runs along the project site boundary (from Grant Line Road to I-205) would be annexed into the City as part of the proposed project as shown in Chapter 2, Project Description, Exhibit 2-8a.

Pre-zoning Required

The project site would be pre-zoned NEI Specific Plan and this zoning designation would not be permitted to be changed within two years of the completion of the reorganization. Table 3.11-3 evaluates the proposed project's consistency with the criteria outlined in Government Code Section 56668.

Table 3.11-3: Consistency Analysis (Government Code Section 56668)

Section	Consistency Determination
Section 56668(a): Population and population density; land area and land use; assessed valuation; topography, natural boundaries, and drainage basins; proximity to other populated areas; the likelihood of significant growth in the area, and in adjacent incorporated and unincorporated areas, during the next 10 years.	**Consistent:** The project site is within the City's SOI (10-year planning horizon) and the proposed project would represent a progressive step toward infill of the SOI in this area of the City, consistent with the long-term planning vision of the City for Industrial uses, as reflected in its General Plan and Northeast Industrial (NEI) Specific Plan.
Section 56668(b): (1) The need for organized community services; the present cost and adequacy of governmental services and controls in the area; probable future needs for those services and controls; probable effect of the proposed incorporation, formation, annexation, or exclusion and of alternative courses of action on the cost and adequacy of services and controls in the area and adjacent areas. (2) "Services," as used in this subdivision, refers to governmental services whether or not the services are services that would be provided by local agencies	**Consistent:** The proposed project would include infrastructure improvements, such as tie-ins with existing water lines and wastewater lines, and stormwater basins and storm drainage improvements throughout the project site, to properly serve the proposed project. As discussed in Section 3.13, Public Services, and Section 3.16, Utilities and Service Systems, the proposed project would be required to pay all necessary applicable fees for utility service connections, would be adequately served by local fire and police services, and would not result in substantial adverse impacts

Section		Consistency Determination
subject to this division, and includes the public facilities necessary to provide those services.		associated with the provision of fire and police services. In 2019, the City of Tracy prepared a Municipal Services Review (MSR), which evaluated existing and future service conditions. It was determined that the City has an appropriate process in place to plan and fund municipal services that would ensure that adequate water, wastewater, stormwater, fire, and police staffing and facilities are maintained to serve the City's existing population as well and future growth within the Sphere of Influence (SOI).
Section 56668(c): The effect of the proposed action and of alternative actions, on adjacent areas, on mutual social and economic interests, and on the local governmental structure of the county.		**Consistent:** The project site is within the City's SOI (10-year planning horizon) and the proposed project would represent a progressive step toward infill of the SOI in this area of the City, consistent with the long-term planning vision of the City for Industrial uses, as reflected in its General Plan and NEI Specific Plan. The proposed project is consistent with the surrounding industrial uses. The development would generate sales tax and new employment opportunities.
Section 56668(d): The conformity of both the proposal and its anticipated effects with both the adopted commission policies on providing planned, orderly, efficient patterns of urban development, and the policies and priorities in Section 56377. (Section 56377 is reproduced below)		**Consistent:** As discussed in Section 3.2, Agricultural and Forestry Resources, although the project site contains Prime Farmland, the proposed project is consistent with the land use designation and intensity of development established by the City's General Plan and NEI Specific Plan; thus, conversion to industrial use was envisioned as part of the buildout under the General Plan and NEI Specific Plan. The project site would be included as part of the NEI Specific Plan, which is in the northeastern sector of the City that has been identified for industrial growth. With direct access to Interstate 205 (I-205) and rail transportation, the project site (and the remaining portions of the NEI Specific Plan area) are well situated to attract and support business without the need for major infrastructure expenditures, and result in the siting of industrial uses in proximity to other similar uses and appropriately distanced and buffered from sensitive receptors. This enables the City to facilitate goals of economic development and employment generation, while also helping to ensure the availability of lands in other locations in the City (and its SOI) for non-industrial uses; this encourages an appropriately diverse and balanced approach to land use consistent with the City's General Plan.
Section 56377	In reviewing and approving or disapproving proposals which could reasonably be expected to induce, facilitate, or lead to the conversion of existing open space lands to uses other than open space uses, the commission shall consider all of the following policies and priorities: (a) Development or use of land for other than open space uses shall be guided away from existing prime agricultural lands in open space use toward areas containing non-prime agricultural lands, unless that action would not promote the planned, orderly, efficient development of an area. (b) Development of existing vacant or non-prime agricultural lands for urban uses within the existing jurisdiction of a local agency or within the Sphere of Influence of a	

Section		Consistency Determination
	local agency should be encouraged before any proposal is approved which would allow for or lead to the development of existing open space lands for non-open-space uses which are outside of the existing jurisdiction of the local agency or outside of the existing Sphere of Influence of the local agency.	Although previously addressed in the NEI Specific Plan EIR certified by the City, for purposes of a comprehensive and conservative analysis, this Draft EIR acknowledges that the proposed project would result in the loss of Prime Farmland as a result of the construction of the proposed urban uses. The project site's surrounding area contains many industrial uses, and thus the proposed project is a logical expansion of industrial uses in the area and siting the proposed industrial use at the project site would promote planned, orderly, efficient development of the area.
Section 56668(e): The effect of the proposal on maintaining the physical and economic integrity of agricultural lands, as defined by Section 56016. (Section 56016 is reproduced below.)		**Consistent:** As discussed in Section 3.2, Agricultural and Forestry Resources, although the project site contains Prime Farmland, the proposed project is consistent with the land use designation and intensity of development established by the City's General Plan and NEI Specific Plan; thus, conversion to industrial use was envisioned as part of buildout under the General Plan and NEI Specific Plan.
Section 56016	"Agricultural lands" means land currently used for the purpose of producing an Agricultural commodity for commercial purposes, land left fallow under a crop rotational program, or land enrolled in an agricultural subsidy or set-aside program.	
Section 56668(f): The definiteness and certainty of the boundaries of the territory, the nonconformance of proposed boundaries with lines of assessment or ownership, the creation of islands or corridors of unincorporated territory, and other similar matters affecting the proposed boundaries.		**Consistent:** The project site boundaries that would be presented in the annexation application would be definite, would conform to APN lines and/or ownership of legal lots, and would not contain any split parcels.
Section 56668(g) and (h): A regional transportation plan adopted pursuant to Section 65080, and consistent with city or county general and specific plans. (Section 65080 is not reproduced below due to length; however, its information was used in this analysis and the link to Section 65080 is provided in the table sources.)		**Consistent:** As discussed throughout this Land Use section and Section 3.14, Transportation, the proposed project would be consistent with all transportation policies that are relevant to the proposed project. The project site would be included as part of the NEI Specific Plan, which is in the northeastern sector of the City that has been identified for industrial growth. With direct access to I-205 and rail transportation, the project site (and the remaining portions of the NEI Specific Plan area) are well situated to attract and support business without the need for major infrastructure expenditures, and result in the siting of industrial uses in proximity to other similar uses and appropriately distanced and buffered from sensitive receptors. This enables the City to facilitate goals of economic development and employment generation while also helping to ensure the availability of lands in other locations in the City

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		(and its SOI) for non-industrial uses; this encourages an appropriately diverse and balanced approach to land use consistent with the City's General Plan.
Section 56668(i): The Sphere of Influence of any local agency that may be applicable to the proposal being reviewed.		**Consistent:** The proposed project is within the City's SOI (10-year planning horizon).
Section 56668(j): The comments of any affected local agency or other public agency.		**Consistent:** Notification of the annexation will be circulated to local and affected agencies and all comments submitted will be considered by the Local Agency Formation Commission (LAFCo).
Section 56668(k): The ability of the newly formed or receiving entity to provide the services that are the subject of the application to the area, including the sufficiency of revenues for those services following the proposed boundary change.		**Consistent:** The proposed project would be served by municipal services, fire services, police services, and other public services as demonstrated in Sections 3.13, Public Services, and 3.16, Utilities and Service Systems. The project applicant would either install and/or provide the applicable fair share costs of all infrastructure necessary to serve the proposed project. Additionally, the proposed project would pay all applicable development impact fees.
Section 56668(l): Timely availability of water supplies adequate for projected needs as specified in Section 65352.5. (Section 65352.5 is reproduced below.)		**Consistent:** A Water Supply Assessment (WSA) was prepared for the proposed project and is included as Appendix X. As discussed in Section 3.10, Hydrology and Water Quality, and Section 3.16, Utilities and Service Systems, there are sufficient water supplies for the proposed project.
Section 65352.5	(a) The Legislature finds and declares that it is vital that there be close coordination and consultation between California's water supply agencies and California's land use approval agencies to ensure that proper water supply and management planning occurs to accommodate projects that will result in increased demands on water supplies or impact water resource management. (b) It is, therefore, the intent of the Legislature to provide a standardized process for determining the adequacy of existing and planned future water supplies to meet existing and planned future demands on these water supplies and the impact of land use decisions on	

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	the management of California's water supply resources. (c) Upon receiving, pursuant to Section 65352, notification of a city's or a county's proposed action to adopt or substantially amend a general plan, a public water system, as defined in Section 116275 of the Health and Safety Code, with 3,000 or more service connections, shall provide the planning agency with the following information, as is appropriate and relevant: 1. The current version of its urban water management plan, adopted pursuant to Part 2.6 (commencing with Section 10610) of Division 6 of the Water Code. 2. The current version of its capital improvement program or plan, as reported pursuant to Section 31144.73 of the Water Code. 3. A description of the source or sources of the total water supply currently available to the water supplier by water right or contract, taking into account historical data concerning wet, normal and dry runoff years. 4. A description of the quantity of surface water that was purveyed by the water supplier in each of the previous five years. 5. A description of the quantity of groundwater that was purveyed by the water supplier in each of the previous five years. (1) A description of all proposed additional sources of water supplies for the water supplier, including the estimated dates by which these additional sources should be available and the	

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	quantities of additional water supplies that are being proposed. (2) A description of the total number of customers currently served by the water supplier, as identified by the following categories and by the amount of water served to each category: (A) Agricultural users. (B) Commercial users. (C) Industrial users. (D) Residential users. (8) Quantification of the expected reduction in total water demand, identified by each customer category set forth in paragraph (7), associated with future implementation of water use reduction measures identified in the water supplier's urban water management plan. (9) Any additional information that is relevant to determining the adequacy of existing and planned future water supplies to meet existing and planned future demands on these water supplies.	
Section 56668(m): The extent to which the proposal will affect a city or cities and the county in achieving their respective fair shares of the regional housing needs as determined by the appropriate council of governments consistent with Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7.		**Not Applicable:** The proposed project is consistent with the City's General Plan and NEI Specific Plan designations of the project site. Neither the General Plan nor the NEI Specific Plan envisions the project site to be developed for residential uses.
Section 65580	The Legislature finds and declares as follows: (a) The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every Californian, including farmworkers, is a priority of the highest order. (b) The early attainment of this goal requires the cooperative participation of government and	

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	the private sector in an effort to expand housing opportunities and accommodate the housing needs of Californians of all economic levels. (c) The provision of housing affordable to low- and moderate-income households requires the cooperation of all levels of government. (d) Local and State governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community. (e) The Legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors and community goals set forth in the general plan and to cooperate with other local governments and the State in addressing regional housing needs. (f) Designating and maintaining a supply of land and adequate sites suitable, feasible, and available for the development of housing sufficient to meet the locality's housing need for all income levels is essential to achieving the State's housing goals and the purposes of this article.	
Section 56668(n): Any information or comments from the landowner or landowners, voters, or residents of the affected territory.		**Consistent:** The site owners, who own the entirety of the affected territory (i.e., the project site) are in support of the proposed project. The proposed project's Notice of Preparation (NOP) was sent to the neighboring property owners in January 2025. Pursuant to applicable laws and regulations, neighboring property owners would also be notified of the availability of CEQA documents and public meetings/hearings for the proposed project. These individuals will have the opportunity to submit comments to the City and LAFCo.

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Section 56668(o): Any information relating to existing land use designations.	**Consistent:** The proposed project would be consistent with the City's General Plan and NEI Specific Plan designations for the project site and would reflect the planned urban development vision for the project site, which consists of multiple light industrial facilities and related improvements.
Section 56668(p): The extent to which the proposal will promote environmental justice. As used in this subdivision, "environmental justice" means the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins, with respect to the location of public facilities and the provision of public services, to ensure a healthy environment for all people such that the effects of pollution are not disproportionately borne by any particular populations or communities.	**Consistent:** With approval of the proposed annexation into the City, all future public services and utilities would be provided by the City, pursuant to the developers' fair share contribution to all necessary improvements and infrastructure to ensure development "pays its own way." With respect to air quality emissions, Section 3.3, Air Quality, confirms there would be no significant construction- or operational-related health risk impacts to nearby sensitive receptors. The project site would be included as part of the NEI Specific Plan, which is in the northeastern sector of the City that has been identified for industrial growth. With direct access to I-205 and rail transportation, the project site (and the remaining portions of the NEI Specific Plan area) are well situated to attract and support business without the need for major infrastructure expenditures and result in the siting of industrial uses in proximity to other similar uses and appropriately distanced and buffered from sensitive receptors. This enables the City to facilitate goals of economic development and employment generation while also helping to ensure the availability of lands in other locations in the City (and its Sphere of Influence) for non-industrial uses; this encourages an appropriately diverse and balanced approach to land use consistent with the City's General Plan. The proposed project would provide for local and regional employment opportunities that take advantage of the project area's high level of accessibility, allow for the expansion of the City's economic base, help improve the jobs/housing balance, and reduce the commute for regional residents. The proposed project would promote numerous sustainability and energy conservation policies, including those contained in the Tracy Sustainability Action Plan, as well as through the voluntary incorporation of various Best Management Practices and other measures/features as enforceable conditions of approval, such as, among others, using

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		good faith and diligent efforts to facilitate the installation of a community solar array, sensitive design and buffering with respect to loading docks, prohibition of cold storage uses, and Transport Refrigeration Units (TRUs), installation of conduit to facilitate future electric vehicle (EV) charging stations for heavy heavy-duty (HHD) trucks, incorporation of LEED® building standards, and the incorporation of design elements to help ensure efficient traffic circulation patterns. (See Table 2-3, Section 2.0, Project Description.) Therefore, the proposed project would not result in environmental injustice issues with respect to the provision of public services. See Section 3.2, Air Quality; Section 3.14, Transportation; Section 3.13, Public Services; and Section 3.16, Utilities and Servies Systems, for additional information in this regard.
Section 56668(q): Information contained in a local hazard mitigation plan, information contained in a safety element of a general plan, and any maps that identify land as a very high fire hazard zone pursuant to Section 51178 or maps that identify land determined to be in a State Responsibility Area pursuant to Section 4102 of the Public Resources Code, if it is determined that such information is relevant to the area that is the subject of the proposal. (Sections 51178 of the Government Code and Section 4102 of the Public Resources Code are reproduced below.)		**Consistent:** As discussed in Section 3.9, Hazards and Hazardous Materials, the proposed project would result in less than significant impacts with mitigation with respect to hazards and hazardous materials. In addition, as discussed in Section 3.17, Wildfire, the project site is not located in a Fire Hazard Severity Zone, nor is it located in a State Responsibility Area (SRA) or a "Very High Fire Hazard Zone" in a local, State, or federal responsibility area. Thus, the proposed project would result in no wildfire impacts.
Section 51178	The State Fire Marshal shall identify areas in the State as moderate, high, and very high fire hazard severity zones based on consistent statewide criteria and based on the severity of fire hazard that is expected to prevail in those areas. Moderate, high, and very high fire hazard severity zones shall be based on fuel loading, slope, fire weather, and other relevant factors including areas where winds have been identified by the Office of the State Fire Marshal as a major cause of wildfire spread.	
Section 4102	"State responsibility areas" means areas of the State in which the financial responsibility of preventing and suppressing fires has been determined by the board pursuant to	

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	Section 4125, to be primarily the responsibility of the State.	

Notes:
1. City of Tracy. 2019. Final Tracy Municipal Services Review. July. Website: https://www.sjlafco.org/files/c0af4bab6/tracy---july-2019.pdf. Accessed December 5, 2024.

Airport Land Use Compatibility Plan Consistency

The proposed project is not within the Airport Land Use Compatibility Zone. The proposed project does not reach the standard height and distance from an airport that would require ALUC review and FAA notification.

General Plan Consistency

The County General Plan land use designation for the project site is A/UR. However, with project approval and completion of the related reorganization proposal, the County General Plan would no longer apply to the proposed project as the project site would be annexed into the City of Tracy. For these reasons, the City is serving as the Lead Agency and is processing the land use entitlement applications for the proposed project.

That said, the County's A/UR land use designation is designed to identify existing agricultural land intended for future urban development, and therefore the proposed project is consistent in this regard. This is consistent with the existing City of Tracy General Plan land use designation of Industrial for the project site; this reflects the planned urban development vision for the project site, which contemplates a variety of light industrial uses including warehousing and distribution. Therefore, the proposed project is consistent with the City's existing urban land use designation.

One of the factors LAFCo must consider when reviewing a proposal for reorganization is the effect of the proposal on maintaining the physical and economic integrity of agricultural lands, as defined by Government Code Section 56016. Similar to the discussion above, although the proposed project would result in a reduction of agricultural land, the proposed project is consistent with the City of Tracy General Plan land use designation of Industrial for the project site and reflects the planned urban development vision for the project site. See also Section 3.2, Agricultural and Forestry Resources, for additional information and analysis in this regard.

Table 3.11-4 summarizes the proposed project's consistency with relevant goals, objectives, and policies of the City General Plan.

Table 3.11-4: General Plan Consistency Analysis

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
2—Land Use	Objective LU-1.1	Establish a clearly defined urban form and city structure.	**Consistent:** The proposed project contains elements that address land use,

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
			design, infrastructure, and phasing to ensure that development occurs in a logical, orderly, and planned manner. The proposed project represents a logical continuation of the existing and planned development pattern envisioned in the General Plan and the NEI Specific Plan (as amended), which helps to ensure a clearly defined urban form and city structure.
	LU-1.1 P2	The City shall maintain a Sphere of Influence that is consistent with the long-term land use vision in this General Plan.	**Consistent:** The proposed project would be located entirely within the City of Tracy's existing SOI and is consistent with all applicable use and development regulations, including, without limitation, those set forth in the NEI Specific Plan (as amended). The proposed project does not propose any amendment of the City's SOI. Rather, the proposed project would help implement the City's land use vision by developing long-planned industrial uses within the NEI Specific Plan area (as amended).
	Goal LU-2	Expanded economic opportunities in Tracy.	**Consistent:** The proposed project would generate both temporary and permanent local jobs and thus expand economic opportunities in the City and is consistent with the planned growth anticipated under the General Plan. In addition, buildout of the proposed project would generate significant tax revenue for the City's benefit.
	Objective LU-2.1	Balance residential development with jobs, retail growth and the ability to provide services.	**Consistent:** The proposed project involves only nonresidential, employment-generating uses that would create significant temporary and permanent local jobs consistent with planned growth and would therefore contribute to the jobs/housing balance.
	LU-2.1 P1	The City's priorities for future growth, in order of priority, are job-generating development to match the skills of Tracy residents; diversification of housing types suitable for Tracy's workforce, including those types	**Consistent:** As a significant employment-generating use, the proposed project would create a substantial number of temporary and permanent jobs consistent with the skills and availability of the local workforce and assist in fulfilling the City's first

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		suitable for Tracy's workforce; and continued growth of the retail base.	priority for growth anticipated by the General Plan. Given the nature of the proposed project, it is anticipated that the employees would likely come primarily from the local job market. Moreover, the proposed project would help to support the City's jobs-to-housing ratio (goal ratio of 1.5) as established by the California Department of Housing and Community Development (HCD); current ratio: 1.35[1,2,3]
	Objective LU-2.3	Expand the City's industrial base.	**Consistent:** The proposed project consists of a significant industrial development on land long planned for this type of use, adjacent to similar uses within the NEI Specific Plan area and therefore would expand the City's industrial base consistent with the planned growth anticipated in the General Plan.
	LU-2.3 P1	The Northeast Industrial Area should contain a mix of heavy industrial, light industrial, warehouse, and distribution users to maximize rail and highway access on large parcels of land. The Northeast Industrial Area should also contain commercial uses and services to meet the daily needs of workers.	**Consistent:** The City has already designated the project site as Industrial under its General Plan, and the proposed project would be annexed into the City. In addition, the proposed project involves the amendment of the NEI Specific Plan to incorporate the project site; the proposed project would then be governed by the relevant provisions of this plan and would contribute additional light industrial and uses consistent with the land use vision. The proposed project would contribute to an approximate mix of uses within the NEI Specific Plan area. As part of its proposed Best Management Practices (BMPs), the proposed project would also use diligent and good faith efforts to encourage at least two food truck vendors to serve project employees by inviting available vendors on-site on a regular basis to serve the daily needs of on-site workers.
	Goal LU-6	Land development that mitigates its environmental, design and infrastructure impacts.	**Consistent:** As detailed throughout Section 3 of this Draft EIR, development of the proposed project would mitigate, to the extent feasible, its significant environmental impacts, including those

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
			related to design and infrastructure. Moreover, project development would meet all of the applicable requirements and standards for energy conservation and sustainability to enhance sustainable uses and reduce greenhouse gas (GHG) emissions, decrease water consumption, and energy consumption.
	Objective LU-6.1	Minimize the impact of industrial development or aggregate mining on adjacent uses.	**Consistent:** As detailed more fully herein, this Draft EIR analyzes impacts to surrounding areas where applicable and imposes feasible mitigation measures to minimize or avoid significant or potentially significant environmental impacts to the extent required under CEQA. Moreover, the proposed project would be developed within the NEI Specific Plan area (as amended) in accordance with the planned industrial vision for these lands.
	LU-6.1 P1	New industrial or mining uses shall be designed to not adversely impact adjacent uses, particularly residential neighborhoods, with respect to, but not limited to, noise, dust and vibration, water quality, air quality, agricultural resources and biological resources.	**Consistent:** Please see Sections 3.12, Noise; Section 3.10, Hydrology and Water Quality; Section 3.3, Air Quality; Section 3.2, Agriculture and Forestry Resources; and Section 3.4, Biological Resources. As discussed in each topical section, the proposed project would include design features and feasible mitigation measures that help to ensure the proposed project is compatible with and does not adversely impact adjacent uses. Moreover, the proposed project would be developed within the NEI Specific Plan (as amended) in accordance with the planned industrial vision for this area to help ensure compatibility of uses, consistent with the City's long-held planning vision.
	LU-6.1 P2	All proposed development shall comply with existing applicable County and State waste management plans and standards.	**Consistent:** The proposed project would participate in commercial solid waste collection provided by the City and otherwise be required to comply with all applicable standards and plans. See Section 3.16, Utilities and Service Systems, for further discussion.
	LU-6.1 P3	Use of berms, landscaped buffer zones, sound walls, and other similar measures	**Consistent:** The proposed project does not involve quarrying uses. Furthermore,

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
		between quarrying operations and noise-sensitive adjacent uses is encouraged to ensure consistency with standards established in City's Noise Element of the General Plan.	it would be located at a distance from the nearest sensitive receptor such that noise impacts associated with daily operations would be less than significant and consistent with standards established in the City's Noise Element and Municipal Code. See Section 3.12, Noise, for further discussion.
	LU-6.2 P1	Uses that are compatible with the noise, air quality and traffic impacts associated with freeways, such as auto-oriented commercial and industrial uses, should be located near and along freeway corridors whenever possible.	**Consistent:** The proposed project would house industrial uses and be located adjacent to I-205. The proposed project would include feasible mitigation measures to reduce impacts related to noise, air quality and traffic, as detailed more fully herein.
	LU-6.4 P1	The City shall ensure that development permitting occurs in a manner to provide public safety in flood-prone areas.	**Consistent:** The proposed project would provide a stormwater detention basin that would be designed in accordance with applicable standards and requirements to accommodate 100-year flood flows and convey stormwater off-site via the Eastside Channel to prevent flooding. Please refer to Section 3.10, Hydrology and Water Quality, for additional information.
	Goal LU-8	No urbanization in unincorporated County areas as defined by this General Plan or the San Joaquin County General Plan, whichever is more restrictive, without annexation to the city, a pre-annexation agreement, or a letter of support from the City.	**Consistent:** The project site is currently unincorporated County land but would be annexed into the City of Tracy upon City and LAFCo approval, consistent with the City's current General Plan land use designation of Industrial for the project site. No urbanization or development would occur prior to annexation; thus, the proposed project would not result in urbanization in unincorporated County areas without annexation, a pre-annexation agreement, or City support.
	LU-8.1 P1	The City shall strongly oppose all development in the area defined by Goal LU-8 unless the property is annexed, unless there is a pre-annexation agreement, or unless San Joaquin County receives a letter of support from the City of Tracy.	**Consistent:** The project site would be annexed into the City of Tracy upon approval by LAFCo. No urbanization or development would occur prior to annexation; thus, the proposed project would not result in urbanization in unincorporated County areas without annexation, a pre-annexation agreement, or City support.

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
	LU-8.1 P3	The City shall support existing San Joaquin County agricultural land use designations in the Planning Area and strongly oppose changes that result in increased urbanization.	**Consistent:** The project site would be annexed into the City of Tracy upon approval by the City and LAFCo and is designated in the City General Plan for industrial uses. Further, the County land use designation for the site of A/UR identifies and reserves this agricultural land for future urban development, and thus the proposed project is supportive of the existing A/UR land use designation.
3—Community Character	Goal CC-1	Superior design quality throughout Tracy.	**Consistent:** The NEI Specific Plan, which would apply to the proposed project, contains development standards and design guidelines that ensure high-quality design and development that would not conflict with applicable regulations governing scenic quality. Refer to Section 3.1, Aesthetics for further discussion.
7—Open Space and Conservation	OSC-4.4 P1	The City of Tracy shall oppose urbanization in lands outside of the Sphere of Influence, with particular emphasis on the preservation of undeveloped lands between the City of Tracy and the adjacent communities of Mountain House and Lathrop.	**Consistent:** The proposed project is located within the City's SOI (10-year planning horizon).
	OSC-5.3 P6	Future development projects shall consider the following design features, during the Specific Plan, PUD, subdivision, and design/development review: solar access and orientation, natural ventilation, energy-efficient landscaping and energy-efficient and conserving building design and technologies.	**Consistent:** The proposed project's buildings would be designed, constructed and operated in accordance with the City's latest adopted energy efficiency standards, which are based on the State's Building Energy Efficiency Standards. These are widely regarded as the most advanced and stringent building energy efficiency standards and compliance would ensure that building energy consumption would not be wasteful, inefficient, or unnecessary.
7—Public Facilities and Services	PF-1.2 P2	The City shall build and require roadways that are adequate in terms of width, radius and grade to facilitate access by City fire-fighting apparatus, while also maintaining and improving Tracy's neighborhood character and hometown feel.	**Consistent:** The proposed project would be developed within the NEI Specific Plan and would therefore reflect a cohesive circulation plan that adheres to all requirements and standards, including those imposed by the City's Fire Department and the Public Works Improvement Standards for roadway

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
			design. All public roads within the project site, including all emergency access roads and any associated gates, would be maintained by the City.
	PF-1.2 P5	New developments shall satisfy fire flow and hydrant requirements and other design requirements as established by the Fire Department.	**Consistent:** As part of operation, the proposed project would be required to comply with applicable provisions of the Tracy Municipal Code, the California Building Standards Code (CBC), and the California Fire Code (CFC). Specifically, the proposed project would be required to satisfy the applicable standards for fire safety such as fire flow requirements for buildings, fire hydrant location and distribution criteria, automated sprinkler systems, and fire-resistant building materials. Refer to Section 3.16, Utilities and Service Systems, for additional information.
	PF-2.2 P2	Physical site planning should be used as an effective means of preventing crime. This can be achieved by locating walkways, open spaces, landscaping, parking lots, parks, play areas and other public spaces in areas that are visible from buildings and streets.	**Consistent:** All parking lots and landscaping would be located adjacent to the street with buildings centered on the project site, which would enhance visibility, thereby helping to reduce/prevent crime. Project lighting would be provided throughout the project site to further provide effective site planning, taking into due consideration appropriate safety concerns.
	Objective PF-8.1	Collect, convey, store and dispose of stormwater in ways that provide an appropriate level of protection against flooding, account for future development and address applicable environmental concerns.	**Consistent:** The proposed project would provide a stormwater detention basin that would be designed to meet all applicable standards and requirements and thus accommodate 100-year flood flows and convey stormwater off-site via the Eastside Channel to prevent flooding. Please refer to Section 3.10, Hydrology and Water Quality, for additional information.
	PF-8.1 P3	New permanent stormwater infrastructure shall be designed to serve dual purposes to the extent possible. This includes the following: • Drainage facilities integrated into recreation corridors with bike paths, sidewalks and landscaping.	**Consistent:** Given the industrial nature of the project vicinity and broader NEI Specific Plan area, there are no recreation or environmental corridors on the project site. The proposed project would provide a stormwater detention basin that would be designed

Element	Goal/Objective/Policy		Consistency Determination
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		• Drainage channels integrated with transportation and environmental corridors. Stormwater detention basins shall incorporate active and passive recreation areas where feasible. These areas shall not count toward parks dedication requirements.	to meet all applicable design standards, including accommodating 100-year flood flows and convey stormwater off-site via the Eastside Channel. Please refer to Section 3.10, Hydrology and Water Quality, for additional information.
	PF-8.1 P6	Design of storm drainage facilities shall be consistent with State and federal requirements, including National Pollutant Discharge Elimination System (NPDES) requirements.	**Consistent:** The proposed project would develop the stormwater detention basin according to all applicable local, State, and federal requirements, including, without limitation, City Municipal Code and General Plan standards as well as NPDES requirements. Refer to Section 3.10 Hydrology and Water Quality and Section 3.16, Utilities and Service Systems for further discussion.
	PF-8.1 P7	Planning for stormwater facilities should consider possible future retrofitting needs associated with changing regulations pertaining to stormwater quality, including NPDES requirements.	**Consistent:** The proposed project would develop the stormwater detention basin according to all applicable local, State and federal requirements, including, without limitation, City Municipal Code and General Plan standards as well as NPDES requirements. The City's Storm Drainage Master Plan and Municipal Code standards would guide the design to ensure long-term functionality and regulatory compliance. Furthermore, if retrofitting is necessary and required as stormwater quality regulations evolve, the proposed project would comply with applicable City requirements, consistent with the City's standard development review and permitting processes. Refer to Section 3.10 Hydrology and Water Quality and Section 3.16, Utilities and Service Systems for further discussion.
	PF-8.2 P2	New storm drainage facilities shall meet adopted City standards, including the standards and policies contained in the Storm Water Management Plan, the Storm Drainage Master Plan, and the Parkways Design Manual.	**Consistent:** The proposed project would develop the stormwater detention basin in accordance with the 2012 Storm Drainage Master Plan, and according to all applicable local, State, and federal requirements, including City Municipal Code and General Plan standards. Refer to Section 3.10 Hydrology and Water Quality,

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
			and Section 3.16, Utilities and Service Systems, for further discussion.
9—Noise Element	N-1.1 P2	Land uses shall require appropriate interior noise environments when located in areas adjacent to major noise generators.	**Consistent:** The proposed project would be developed in the NEI Specific Plan area, which is planned for and currently involves the development and operation of various industrial and commercial uses; in so doing, this type of comprehensive planning helps to alleviate compatibility and adjacency concerns**.** Project land uses would be consistent with surrounding normal noise levels, including other industrial use and interstate traffic noise, and would involve appropriate interior noise environments meeting all applicable standards and requirements. Refer to Section 3.12, Noise, for further discussion.
10—Air Quality	Goal AQ-1	Improved air quality and reduced greenhouse gas emissions.	**Consistent:** The proposed project would be subject to various regulatory measures adopted to ensure ambient air quality standards are met to the extent feasible. The proposed project would not be a source of significant toxic or hazardous air pollutants and odors, and was not found to have a significant impact with respect to GHG. Refer to Section 3.3, Air Quality, and Section 3.8, Greenhouse Gas, for further discussion.
	AQ-1.2 P1	The City shall assess air quality impacts using the latest version of the CEQA Guidelines and guidelines prepared by the San Joaquin Valley Air Pollution Control District.	**Consistent:** The proposed project would be subject to various regulatory measures adopted to ensure ambient air quality standards are met. This Draft EIR evaluated the proposed project's potential air quality impacts pursuant to CEQA and San Joaquin Valley Air Pollution Control District (Valley Air District) Guidelines. Refer to Section 3.3, Air Quality, for further discussion.
	AQ-1.2 P4	New development projects should incorporate energy-efficient design features for HVAC, lighting systems and insulation that exceed Title 24.	**Consistent:** The proposed project's buildings, including the heating, ventilation, and air conditioning (HVAC), lighting systems, and insulation, would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on

Element	Goal/Objective/Policy		Consistency Determination
	No.	Text	
			the State's Building Energy Efficiency Standards. These are widely regarded as the most advanced and stringent building energy efficiency standards and compliance would ensure that building energy consumption would not be wasteful, inefficient, or unnecessary.
	AQ-1.2 P7	Trees should be planted on the south- and west-facing sides of new buildings or building undergoing substantial renovation in order to reduce energy usage.	**Consistent.** Project landscaping trees are included in the project design and would be consistent with the NEI Specific Plan requirements for placing one tree per five parking spaces, and otherwise would comply with all applicable landscaping requirements.

Notes:
[1] California Department of Finance. 2024. City/County Population and Housing Estimates, January 1, 2024.
[2] United States Census. "OnTheMap" Tool. Website: https://onthemap.ces.census.gov/. Accessed November 26, 2024.
[3] There were 43,700 jobs and 29,623dwelling units within the City limits in 2022. This represents a jobs-housing ratio of approximately 1.5, which indicated that there are more jobs than homes in the City.

Northeast Industrial Specific Plan Consistency

Implementation of the proposed project would require an amendment to the NEI Specific Plan to include the project site within its boundaries (and other conforming amendments to ensure consistency). When a project seeks a plan amendment as a component of the project itself, to rectify inconsistency with the existing designation or zoning, the amendment necessitates a legislative policy decision by the City and does not signify a potential environmental effect. As such, the proposed Specific Plan Amendment and pre-zoning, if approved, constitute an aspect of the proposed project that would serve to correct what would otherwise be a conflict.

The proposed project would be designed to incorporate applicable development standards and design guidelines that comply with relevant provisions in the NEI Specific Plan. For example, the individual development proposal for the Dermody Property includes a maximum FAR of 0.5; a maximum height of 60 feet; a minimum setback of 10 feet, all of which comply with the applicable development standards for the LI designation. Land use on the project site would be warehousing or distributing with incorporated office use as permitted for LI (see Table 3.11-2) and/or other light industrial uses that are permitted in the NEI Specific Plan. Accordingly, the proposed project would be consistent with the urban, industrial character of the surrounding NEI Specific Plan area.

Tracy Municipal Code Consistency

Planning and Zoning Code

The project site would be pre-zoned "Northeast Industrial Specific Plan." In connection therewith, the proposed project includes an amendment to the NEI Specific Plan boundaries to incorporate the project site (and other conforming amendments to ensure consistency). With these actions, the provisions of

the NEI Specific Plan would serve as zoning for the lands within its boundaries, including the project site. The proposed light industrial, warehouse and distribution, and/or other light industrial uses would be consistent with this zoning.

Development of the proposed project would be required to adhere to all applicable development standards and design guidelines set forth in the NEI Specific Plan and the Municipal Code.

Off-Street Parking Code

Pursuant to Municipal Code Chapter 10.08, Article 26, the proposed project would be required to provide a total of approximately 1,026 parking spaces and a total of approximately 60 bicycle parking stalls. The proposed project would provide approximately 855 auto spaces, 530 trailer spaces, and 46 bicycle spaces on the Dermody Property, consistent with applicable standards. Development on the Suvik Property would be confirmed consistent with all applicable requirements as part of the subsequent Development Review Permit process, which would require that it adhere to the applicable auto and trailer parking requirements. As such, based on currently available information and the maximum development assumptions, a total of approximately 276 automobile parking stalls and a total of 14 bicycle parking stalls would be provided on the Suvik Property. This would result in the proposed project adhering to all applicable standards, including the provision of a total of approximately 1,131 automobile parking stalls, exceeding the required 1,026, and 60 bicycle stalls. Therefore, the proposed project would meet or exceed the parking requirements set forth in the Municipal Code.

Street Tree Ordinance

Pursuant to Municipal Code Chapter 7.08, Trees and Shrubbery, before removing or altering a street tree, the applicant of each individual development proposal must submit an application to the Parks and Community Services Department that includes the type, size, and condition of the existing tree; the reason for desiring removal or alteration of the existing tree; the type, size, and condition of the tree which is to be used as a replacement, if any; the type of planter which exists and the type which will be used in replacement; the estimated cost of removing or altering the existing tree and planting the new tree, if any, based on licensed contractor and supplier bids; and the proposed schedule for the removal and/or alteration of the existing tree. The Director of Parks and Community Services can authorize or prohibit the tree from being removed and can provide conditions of approval. In making his or her determination, the Director shall consider the inconvenience or hardship which retention of the tree would cause the property owner and the condition, age, desirability of variety and location of the tree.

Regional Transportation Plan/Sustainable Communities Strategy (The Plan)

The Plan aims to reduce greenhouse gas (GHG) emissions through coordinated investment in transportation infrastructure, promotion of compact and infill development, and support for employment centers near transit corridors. The proposed project aligns with these objectives by facilitating job-generating industrial development within the City's existing SOI, adjacent to existing urban infrastructure and transportation corridors, including I-205. The project site is designated for industrial use under the City's General Plan and promotes efficient land use patterns and access to regional transportation networks. The proposed infrastructure improvements—including water and sewer connections, stormwater detention facilities, and roadway annexations—are designed to ensure seamless service delivery and align with the Plan's goals. The proposed project's proximity to existing

and planned infrastructure, its contribution to local employment, and its integration with the City's long-term growth vision support the Plan's goals of reducing Vehicle Miles Traveled (VMT), improving air quality, and fostering sustainable economic development. Therefore, the proposed project is consistent with the Plan and contributes to the region's broader sustainability and climate goals. Refer to Table 3.8-5, Project Consistency with SJCOG's 2022 RTP/SCS, for more information.

Level of Significance

No impact (Construction only).
Less than significant impact (Operation).

3.11.5 - Cumulative Impacts

The geographic scope of this cumulative analysis is the City and its SOI, with a focus on the area surrounding the project site. This scope is appropriate because land use decisions for the proposed project and the majority of the cumulative projects identified in Table 3-1 are made at the municipal level by the City of Tracy. While some cumulative projects fall under the jurisdiction of San Joaquin County or Caltrans and are therefore subject to County or State-level land use authority, the City's General Plan and Municipal Code remain the primary regulatory frameworks guiding development within the City and its SOI. These planning documents establish the community's long-term land use vision and ensure consistency with State Planning and Zoning laws. The cumulative setting includes past, present, and reasonably foreseeable probable future developments within the City and its SOI.

As for the physical division of an established community, impacts associated with this threshold are project specific. The proposed project does not involve such features and would not impair connectivity or access within the surrounding area and would have no impact. Furthermore, cumulative projects listed in Table 3-1 are subject to review processes that require demonstration that no structures or infrastructure would obstruct existing circulation systems or divide established communities. All cumulative developments listed in Table 3-1 would be required to provide evidence through their development plans that indicates that no structures would be constructed that would obstruct roadways or other circulation systems prior to approval. Development within the City is guided by policies that promote cohesive urban form and integrated circulation networks, thereby minimizing the potential for physical division.

As discussed in this EIR, the proposed project would not result in the physical division of an established community. The project site is contiguous to existing City boundaries and is located within the City's SOI, with planned infrastructure improvements that support connectivity and access. The proposed circulation plan integrates with existing transportation corridors and is consistent with the NEI Specific Plan and General Plan policies. Accordingly, the proposed project would not contribute to a cumulatively significant impact related to the physical division of a community.

Development within the City is governed primarily by the City's General Plan and Municipal Code. These guiding regulations and planning documents set forth the land use vision for the community, facilitate logical and orderly development, and ensure consistency with the General Plan as required under State Planning and Zoning laws. All cumulative developments would be required to be consistent with and to conform to these planning documents and governing regulations. For cumulative projects, the Lead

Agency is required to issue findings demonstrating consistency with applicable General Plan and Municipal Code requirements to be approved. Projects listed in Table 3-1 that are within the boundaries of the Tracy Municipal Airport Land Use Compatibility Zone would be required to demonstrate consistency with the applicable airport land use compatibility criteria. Cumulative projects that are within the City's SOI and would be annexed into the City would be required to demonstrate consistency with applicable provisions of LAFCo regulations and local LAFCo policies, as well as all applicable General Plan and Municipal Code provisions, similar to the proposed project.

For the foregoing reasons, there would not be a significant cumulative impact related to division of an established community or conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Moreover, as discussed above, the proposed project would not impair mobility within an existing community, nor would it remove a means of access in a manner that would impede travel or otherwise constitute division of an established community. Rather, the proposed project would help ensure a cohesive, integrated site and circulation plan, taking into account ready access to nearby transportation corridors. Accordingly, the proposed project would not make a cumulatively considerable contribution to this less than significant cumulative land use impact.

Moreover, because the proposed project would be designed to incorporate applicable development standards and design guidelines that comply with relevant provisions in the NEI Specific Plan and other relevant provisions of the General Plan and Municipal Code, it would not result in a cumulatively considerable contribution to the less than significant cumulative impact related to land use plans, policies, and regulations.

Therefore, the proposed project in conjunction with other past, present, and reasonably foreseeable probable future projects would not result in a cumulatively significant impact related to land use and planning.

Level of Cumulative Significance

Less than significant impact.

3.12 - Noise

3.12.1 - Introduction

This section describes the existing noise conditions at the project site and its surrounding area, as well as the relevant regulatory framework. This section also evaluates potential environmental effects from proposed project implementation. Descriptions and analysis in this section are based, in part, on noise modeling performed by FirstCarbon Solutions. The noise modeling output is included in this Draft Environmental Impact Report (Draft EIR) as Appendix I. The following public comments were received during the Draft Environmental Impact Report (Draft EIR) Notice of Preparation (NOP) scoping period related to noise. This Draft EIR considered these comments, as appropriate, in preparing this analysis. The comments are summarized as follows:

- Consider trucks and on-site loading activity bringing disruptive noise levels to sensitive receptors during 24/7 operations.
- Analyze all reasonably foreseeable project noise impacts, including noise from both construction and operations, to off-site receptors.
- Consider adopting a lower significance threshold for incremental noise increases when baseline noise already exceeds total noise significance thresholds, to account for the cumulative impact of additional noise.

3.12.2 - Environmental Setting

Characteristics of Noise

Noise is generally defined as unwanted or objectionable sound. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and in the extreme, hearing impairment. Noise effects can be caused by pitch or loudness. *Pitch* is the number of complete vibrations or cycles per second of a wave that result in the range of tone from high to low; higher-pitched sounds are louder to humans than lower-pitched sounds. *Loudness* is the intensity or amplitude of sound.

Sound is produced by the vibration of sound pressure waves in the air. Sound pressure levels are used to measure the intensity of sound and are described in terms of decibels. The decibel (dB) is a logarithmic unit, which expresses the ratio of the sound pressure level being measured to a standard reference level. The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of less than 3 dB are only perceptible in laboratory environments. Audible increases in noise levels generally refer to a change of 3 dB or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. Only audible changes in existing ambient or background noise levels may be considered potentially significant, as explained further below.

The human ear is not equally sensitive to all frequencies within the audible sound spectrum, so sound pressure level measurements can be weighted to better represent frequency-based sensitivity

of average healthy human hearing. One such specific "filtering" of sound is called "A-weighting." A-weighted decibels (dBA) approximate the subjective response of the human ear to a broad frequency noise source by de-emphasizing very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies that are audible to the human ear. Because decibels are logarithmic units, they cannot be added or subtracted by ordinary arithmetic means. For example, if one noise source produces a noise level of 70 dB, the addition of another noise source with the same noise level would not produce 140 dB; rather, they would combine to produce a noise level of 73 dB.

Noise Descriptors

There are many ways to rate noise for various intervals, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} and Community Noise Equivalent Level (CNEL) or the day-night average level (L_{dn}) based on dBA. CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within one dBA of each other and are normally treated as interchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

Other noise rating scales of importance when assessing the annoyance factor include the maximum noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis are specified in terms of maximum levels denoted by L_{max} for short-term noise impacts. L_{max} reflects peak operating conditions and addresses the annoying aspects of intermittent noise.

Noise Propagation

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source, as well as ground absorption, atmospheric conditions (wind, temperature gradients, and humidity) and refraction, and shielding by natural and manmade features. Sound from point sources, such as an air conditioning condenser, a piece of construction equipment, or an idling truck, radiates uniformly outward as it travels away from the source in a spherical pattern.

The attenuation or sound drop-off rate is dependent on the conditions of the land between the noise source and receiver. To account for this ground-effect attenuation (absorption), two types of site conditions are commonly used in noise models: soft-site and hard-site conditions. Soft-site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. For point sources, a drop-off rate of 7.5 dBA per each doubling of the distance (dBA/DD) is typically observed over soft ground with landscaping, as compared with a 6 dBA/DD drop-off rate over hard ground such as asphalt, concrete, stone, and very hard packed earth. For line

sources, such as traffic noise on a roadway, a 4.5 dBA/DD is typically observed for soft-site conditions compared to the 3 dBA/DD drop-off rate for hard-site conditions. Table 3.12-1 briefly defines these measurement descriptors and other sound terminology used in this section.

Table 3.12-1: Sound Terminology

Term	Definition
Sound	A vibratory disturbance created by a vibrating object which, when transmitted by pressure waves through a medium such as air, can be detected by a receiving mechanism such as the human ear or a microphone.
Noise	Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
Ambient Noise	The composite of noise from all sources near and far in a given environment.
Decibel (dB)	A unitless measure of sound on a logarithmic scale, which represents the squared ratio of sound pressure amplitude to a reference sound pressure. The reference pressure is 20 micropascals, representing the threshold of human hearing (0 dB).
A-Weighted Decibel (dBA)	An overall frequency-weighted sound level that approximates the frequency response of the human ear.
Equivalent Noise Level (L_{eq})	The average sound energy occurring over a specified time period. In effect, L_{eq} is the steady-state sound level that in a stated period would contain the same acoustical energy as the time-varying sound that actually occurs during the same period.
Maximum and Minimum Noise Levels (L_{max} and L_{min})	The maximum or minimum instantaneous sound level measured during a measurement period.
Day-Night Level (DNL or L_{dn})	The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring between 10:00 p.m. and 7:00 a.m. (nighttime).
Community Noise Equivalent Level (CNEL)	The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added to the A-weighted sound levels occurring between 7:00 p.m. and 10:00 p.m. and 10 dB added to the A-weighted sound levels occurring between 10:00 p.m. and 7:00 a.m.
Source: Data compiled by FirstCarbon Solutions (FCS). 2025.	

Traffic Noise

The level of traffic noise depends on the three primary factors: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the number of trucks in the flow of traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and greater number of trucks. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires. Because of the logarithmic

nature of noise levels, a doubling of the traffic volume (assuming that the speed and truck mix do not change) results in a noise level increase of 3 dBA. Based on the Federal Highway Administration (FHWA) community noise assessment criteria, this change is "barely perceptible." For reference, a doubling of perceived noise levels would require an increase of approximately 10 dBA. The truck mix on a given roadway also has an effect on community noise levels. As the number of heavy trucks increases and becomes a larger percentage of the vehicle mix, adjacent noise levels increase.

Stationary Noise

A stationary noise producer is any entity in a fixed location that emits noise. Examples of stationary noise sources include machinery, engines, energy production, and other mechanical or powered equipment and activities such as loading and unloading or public assembly that may occur at commercial, industrial, manufacturing, or institutional facilities. Furthermore, while noise generated by the use of motor vehicles over public roads is preempted from local regulation, although the use of these vehicles is considered a stationary noise source when operated on private property such as at a construction site, a truck terminal, or warehousing facility. The emitted noise from the producer can be mitigated to acceptable levels either at the source or on the adjacent property through, for example, the use of proper circulation and site planning, setbacks, block walls, acoustic-rated windows, dense landscaping, or by changing the location of the noise producer.

The effects of stationary noise depend on factors such as characteristics of the equipment and operations, distance and pathway between the generator and receptor, and weather. Stationary noise sources may be regulated, for example, at the point of manufacture (e.g., equipment or engines), with limitations on the hours of operation, or with provision of intervening structures, barriers or topography.

Construction activities are a common source of temporary stationary noise. Construction-period noise levels are higher than background ambient noise levels but ultimately cease once construction is complete. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential or concurrent phases would change the character of the noise generated on each construction site and, therefore, would change the noise levels as construction progresses on a temporary basis. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 3.12-2 shows typical noise levels of construction equipment as measured at a distance of 50 feet from the operating equipment.

Table 3.12-2: Typical Construction Equipment Maximum Noise Levels, L_{max}

Type of Equipment	Specification Maximum Sound Levels for Analysis (dBA at 50 feet)
Impact Pile Driver	95
Auger Drill Rig	85
Vibratory Pile Driver	95
Jackhammers	85
Pneumatic Tools	85

Type of Equipment	Specification Maximum Sound Levels for Analysis (dBA at 50 feet)
Pumps	77
Scrapers	85
Cranes	85
Portable Generators	82
Rollers	85
Bulldozers	85
Tractors	84
Front-End Loaders	80
Backhoe	80
Excavators	85
Graders	85
Air Compressors	80
Dump Truck	84
Concrete Mixer Truck	85
Pickup Truck	55

Notes:
dBA = A-weighted decibel
Source: Federal Highway Administration (FHWA) 2006. Highway Construction Noise Handbook, August.

Noise from Multiple Sources

Because sound pressure levels in decibels are based on a logarithmic scale, they cannot be added or subtracted in the usual arithmetical way. Therefore, sound pressure levels in decibels are logarithmically added on an energy summation basis. In other words, adding a new noise source to an existing noise source, both producing noise at the same level, will not double the noise level. Instead, if the difference between two noise sources is 10 dBA or more, the louder noise source will dominate, and the resultant noise level will be equal to the noise level of the louder source. In general, if the difference between two noise sources is 0–1 dBA, the resultant noise level will be 3 dBA higher than the louder noise source, or both sources if they are equal. If the difference between two noise sources is 2–3 dBA, the resultant noise level will be 2 dBA above the louder noise source. If the difference between two noise sources is 4–10 dBA, the resultant noise level will be 1 dBA higher than the louder noise source.

Characteristics of Vibration

Groundborne vibration consists of rapidly fluctuating motion through a solid medium, specifically the ground, that has an average motion of zero and in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. The effects of groundborne vibration typically only causes a nuisance to people, but in extreme cases, excessive groundborne vibration has the potential to cause structural damage to buildings. Although groundborne vibration can be

felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Groundborne noise is an effect of groundborne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room, and may also consist of the rattling of windows or dishes on shelves.

Several different methods are used to quantify vibration amplitude such as the maximum instantaneous peak in the vibrations velocity, which is known as the peak particle velocity (PPV) or the root mean square (rms) amplitude of the vibration velocity. Because of the typically small amplitudes of vibrations, vibration velocity is often expressed in decibels—denoted as LV—and is based on the reference quantity of 1 microinch per second. To distinguish these vibration levels referenced in decibels from noise levels referenced in decibels, the unit is written as "VdB."

As noted above, although groundborne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. When assessing annoyance from groundborne vibration, vibration is typically expressed as rms velocity in units of decibels of 1 microinch per second, with the unit written in VdB. Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. Human perception to vibration starts at levels as low as 67 VdB. Annoyance due to vibration in residential settings starts at approximately 70 VdB.

Off-site sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible groundborne noise or vibration. Construction activities, such as blasting, pile driving and operating heavy earthmoving equipment, are common sources of groundborne vibration. Construction vibration impacts on building structures are generally assessed in terms of PPV. Typical vibration source levels from construction equipment are shown in Table 3.12-3.

Table 3.12-3: Vibration Levels of Construction Equipment

Construction Equipment	PPV at 25 Feet (inches/second)	rms Velocity in Decibels (VdB) at 25 Feet
Water Trucks	0.001	57
Scraper	0.002	58
Bulldozer—small	0.003	58
Jackhammer	0.035	79
Concrete Mixer	0.046	81
Concrete Pump	0.046	81
Paver	0.046	81
Pickup Truck	0.046	81
Auger Drill Rig	0.051	82
Backhoe	0.051	82
Crane (Mobile)	0.051	82
Excavator	0.051	82

Construction Equipment	PPV at 25 Feet (inches/second)	rms Velocity in Decibels (VdB) at 25 Feet
Grader	0.051	82
Loader	0.051	82
Loaded Trucks	0.076	86
Bulldozer—large	0.089	87
Caisson drilling	0.089	87
Vibratory Roller (small)	0.101	88
Compactor	0.138	90
Clam shovel drop	0.202	94
Vibratory Roller (large)	0.210	94
Pile Driver (impact-typical)	0.644	104
Pile Driver (impact-upper range)	1.518	112

Notes:
PPV = peak particle velocity
rms = root mean square
VdB = velocity in decibels
Source: Compilation of scientific and academic literature, generated by the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA). 2006. Highway Construction Noise Handbook. August.

The propagation of groundborne vibration is not as simple to model as airborne noise. This is because noise in the air travels through a relatively uniform medium, while groundborne vibrations travel through the earth, which may contain significant geological differences. Factors that influence groundborne vibration include:

- **Vibration source:** Type of activity or equipment, such as impact or mobile, and depth of vibration source;
- **Vibration path:** Soil type, rock layers, soil layering, depth to water table, and frost depth; and
- **Vibration receiver:** Foundation type, building construction, and acoustical absorption.

Among these factors that influence groundborne vibration, there are significant differences in the vibration characteristics when the source is underground compared to at the ground surface. In addition, soil conditions are known to have a strong influence on the levels of groundborne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock. Vibration propagation is more efficient in stiff clay soils than in loose sandy soils, and shallow rock seems to concentrate the vibration energy close to the surface, and can result in groundborne vibration problems at large distances from the source. Factors such as layering of the soil and depth to the water table can have significant effects on the propagation of groundborne vibration. Soft, loose, sandy soils tend to attenuate more vibration energy than hard, rocky materials. Vibration propagation through groundwater is more efficient than through sandy soils. There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an

expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation.

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil type, but it has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests. The vibration level (calculated below as "PPV") at a distance from a point source can generally be calculated using the vibration reference equation:

$$PPV = PPV_{ref} * (25/D)^n \text{ (in/sec)}$$

Where:

PPV_{ref} = reference measurement at 25 feet from vibration source
D = distance from equipment to the receptor
n = vibration attenuation rate through ground

According to Section 7 of the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual, an "n" value of 1.5 is recommended to calculate vibration propagation through typical soil conditions.[1]

Existing Noise Environment

Noise-Sensitive Land Uses

Noise-sensitive land uses generally consist of those uses for which quiet is an essential element of their intended purpose, as well as uses where exposure to noise would result in adverse effects. Residential dwellings are of primary concern, because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Other typical noise-sensitive land uses include schools, hospitals, convalescent facilities, hotels, religious institutions, libraries, and other uses where low noise levels are essential.

The closest noise-sensitive land uses adjacent to the project site are a single-family residence located approximately 45 feet east of the project site's southeast boundary, a single-family residence located approximately 80 feet north of the project site's northern boundary, and a single-family residence located approximately 100 feet west of the project site's southwest boundary.

Otherwise, the project site is surrounded primarily by industrial and agricultural land uses. The project site is bounded by I-205 to the north, California Avenue and single-family homes to the east, Grant Line Road to the south, and Paradise Road to the west. The dominant existing noise sources in

[1] Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September.

the project vicinity include traffic on local roadways, primarily from traffic on I-205 which runs along the northern boundary of the project site, and traffic on Paradise Road and Grant Line Road.

Existing Ambient Noise Measurements

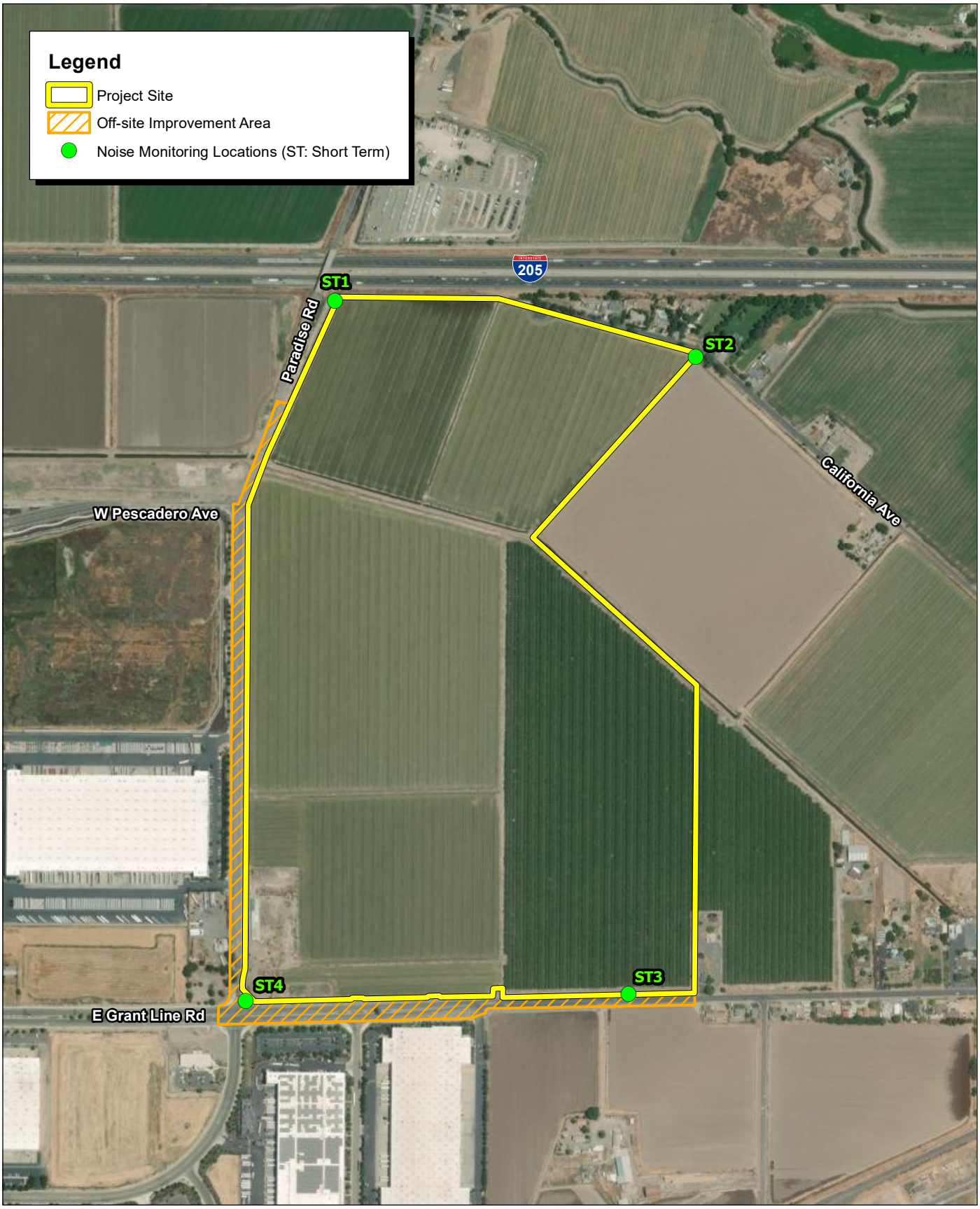
An ambient noise monitoring effort was conducted to document daytime ambient noise levels on the project site. Short-term noise monitoring was conducted by FCS on December 4, 2024, between 10:25 a.m. and 12:35 p.m. For purposes of a conservative analysis, the noise measurements were taken during the midday hours, as the midday hours typically have the highest daytime noise levels in urban environments, and at different locations. It should be noted that peak noise hours often vary slightly from peak traffic hours, as peak noise hours more closely align with high volume traffic that is still free flowing; while peak traffic hours often result in slower vehicle speeds due to the volume of traffic on the roadway. The measurements ranged between 55.1 dBA and 72.7 dBA equivalent sound level (L_{eq}) as shown in Table 3.12-4. Noise sources were primarily vehicle traffic along Paradise Road, Grant Line Road, and I-205 and dogs barking at the Tracy Animal Shelter, located at the southwest corner of Grant Line Road and Paradise Road immediately to the southwest of the project site. The noise measurement data sheets are provided in to Appendix I. The short-term existing noise measurement results are summarized in Table 3.12-4. The noise monitoring locations are shown in Exhibit 3.12-1.

Table 3.12-4: Noise Measurements

Site ID #	Location/Primary Noise Source Description	L_{eq}	L_{min}	L_{max}
ST-1	Northwest corner of project site on Assessor's Parcel Number 213-170-27 of the Dermody Property. Approximately 90 feet south of I-205 and 160 feet east of Paradise Road. 70 feet east of Gully along northwest side of Dermody Property. The primary noise source was traffic on I-205 and Paradise Road.	72.7	64.3	77.6
ST-2	Northeast corner of project site and APN 213-170-27 on Dermody Property. Approximately 35 feet south of California Ave and 35 feet southeast of two large trees. The primary noise source was traffic on I-205.	55.1	49.8	59.2
ST-3	Approximately 470 feet west of original ST-3 marker. On southern boundary of APN 213-170-24 on Suvik Property. North of entrance to 6200 Grant Line Road and south of orchards. The primary noise source was traffic on Grant Line Road and I-205.	70.6	46.3	81.6
ST-4	Southwest corner of project site on APN 213-170-27 of Dermody Property. Northeast corner of Paradise Road and Grant Line Road intersection. The primary noise source was traffic on Paradise Road, Grant Line Road, and I-205. Secondary noise sources included Tracy Animal Shelter on southwest corner of intersection from dogs continuously barking.	68.1	51.4	77.4

Notes:
dBA = A-weighted decibel
L_{eq} = equivalent sound level
Source: Attachment B

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Source: ESRI World Imagery. Kier & Wright Civil Engineers and Surveyors, Inc., October 2024.

FCS An ADEC Innovation

700 350 0 700 Feet

Exhibit 3.12-1
Noise Monitoring Locations

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Existing Traffic Noise Levels

Existing traffic noise levels on local roadways in the vicinity of the project site were calculated based on the intersection turning volume data provided in the traffic study prepared by Kimley-Horn.[2] Traffic noise levels were modeled using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108), with the addition of site-specific information such as roadway traffic volumes, roadway active width, source-to-receiver distances, travel speed, noise source and receiver heights, and the percentages of automobiles, medium trucks, and heavy trucks that the traffic is made up of throughout the day, among other variables. The modeled Average Daily Traffic (ADT) volumes were obtained by multiplying the PM peak-hour intersection traffic volumes from the traffic study prepared for the proposed project by a factor of 10. The factor of 10 is used to estimate ADT from the peak-hour traffic volumes as a simplification, since peak-hour traffic is typically 8 to 12 percent of ADT in an urban environment. The model inputs and outputs, including the 60 dBA, 65 dBA, and 70 dBA L_{dn} traffic noise contour distances, are provided in Appendix I. A summary of the modeling results is shown in Table 3.12-5.

Table 3.12-5: Existing Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 L_{dn} (feet)	Centerline to 65 L_{dn} (feet)	Centerline to 60 L_{dn} (feet)	L_{dn} (dBA) 50 feet from Centerline of Outermost Lane
MacArthur Drive–I-205 to Pescadero Avenue	12,500	100	211	452	72.1
MacArthur Drive–Pescadero Avenue to Grant Line Road	11,800	97	203	435	71.9
Paradise Road–Chrisman Road to Driveway 1	2,700	< 50	88	187	67.3
Paradise Road–Driveway 1 to Driveway 2	2,700	< 50	88	187	67.3
Paradise Road–Driveway 2 to Driveway 3	2,600	< 50	85	183	67.1
Paradise Road–Driveway 3 to Grant Line Road	2,600	< 50	88	184	66.2
Grant Line Road–MacArthur Drive to Chrisman Road	9,600	97	203	435	71.9
Grant Line Road–Chrisman Road to Paradise Road	13,700	121	257	551	73.4
Grant Line Road–Paradise Road to Driveway 4	19,200	151	321	690	74.9
Grant Line Road–Driveway 4 to Driveway 5	19,000	150	319	686	74.9
Grant Line Road–Driveway 5 to Driveway 6	19,000	150	319	686	74.9
Grant Line Road–Driveway 6 to Driveway 7	19,000	150	319	686	74.9
Grant Line Road–Driveway 7 to El Rancho Road	19,000	150	319	686	74.9

[2] Kimley-Horn. 2025. Local Transportation Analysis Northeast Business Park. August.

Roadway Segment	ADT	Centerline to 70 L_{dn} (feet)	Centerline to 65 L_{dn} (feet)	Centerline to 60 L_{dn} (feet)	L_{dn} (dBA) 50 feet from Centerline of Outermost Lane
Grant Line Road–El Rancho Road to 11th Street	12,700	115	244	524	73.1
Grant Line Road Bypass–Driveway 7 to 11th Street	NA	NA	NA	NA	NA

Note:
ADT = Average Daily Traffic
dBA = A-weighted decibel
L_{dn} = day/night average sound level
NA = not applicable (roadway segment does not exist)
Modeling results do not take into account mitigating features such as topography, vegetative screening, fencing, building design, or structure screening. Rather it assumes a worst-case of having a direct line of site on flat terrain.
Source: FirstCarbon Solutions (FCS). 2025.

3.12.3 - Regulatory Framework

Federal

Noise Control Act

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Promulgating noise emission standards for interstate commerce
- Assisting state and local abatement efforts
- Promoting noise education and research

The Federal Office of Noise Abatement and Control (ONAC) was initially tasked with implementing the Noise Control Act. However, the ONAC has since been eliminated, leaving the development of federal noise policies and programs to other federal agencies and interagency committees.

Among the agencies now regulating noise are the Occupational Safety and Health Administration (OSHA), which limits noise exposure of workers to 90 dB L_{eq} or less for 8 continuous hours or 105 dB L_{eq} or less for 1 continuous hour; the United States Department of Transportation (USDOT), which assumed a significant role in noise control through its various operating agencies; and the Federal Aviation Administration (FAA), which regulates noise of aircraft and airports. Surface transportation system noise is regulated by a host of agencies, including the FTA. Transit noise is regulated by the FTA, while freeways that are part of the interstate highway system are regulated by the FHWA.

Since the federal government has preempted the setting of standards for noise levels that can be emitted by transportation sources, local jurisdictions are limited to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

Federal Transit Administration Standards and Guidelines

FTA has established industry accepted standards and guidelines for vibration impact criteria and impact assessment. These standards and guidelines are published in its Transit Noise and Vibration Impact Assessment document.[3] The FTA guidance includes recommended thresholds for construction vibration impacts for various structural categories as shown in Table 3.12-6.

Table 3.12-6: Federal Transit Administration Construction Vibration Impact Criteria

Building Category	PPV (in/sec)	Approximate VdB
I. Reinforced Concrete, Steel, or Timber (no plaster)	0.5	102
II. Engineered Concrete and Masonry (no plaster)	0.3	98
III. Nonengineered Timber and Masonry Buildings	0.2	94
IV. Buildings Extremely Susceptible to Vibration Damage	0.12	90

Notes:
PPV = peak particle velocity
VdB = velocity in decibels
Source: Federal Transit Administration (FTA) 2018. Transit Noise and Vibration Impact Assessment Manual. September.

FTA has also established construction noise impact guidelines for detailed construction noise impact analyses. The construction noise impact criteria identify thresholds for various types of receiving land uses. For example, the daytime 8-hour average threshold for receiving residential land uses is 80 dBA $L_{eq(8hr)}$ and the nighttime threshold is 70 dBA $L_{eq(8hr))}$. The threshold for receiving commercial land uses is 85 dBA $L_{eq(8hr)}$ for daytime and nighttime construction activity. The threshold for receiving industrial land uses is 90 dBA $L_{eq(8hr)}$ for daytime and nighttime construction activity.

State

California General Plan Provisions/Land Use Compatibility Guidelines

Established in 1973, the California Department of Health Services Office of Noise Control was instrumental in developing regularity tools to control and abate noise for use by local agencies. One significant model is the "Land Use Compatibility for Community Noise Environments Matrix," which allows the local jurisdiction to delineate compatibility of sensitive uses with various incremental levels of noise.[4]

Government Code Section 65300 mandates that the legislative body of each county and city in California adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines rank noise/land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable.

[3] Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September.
[4] California Department of Health Services Office of Noise Control. 1976. Land Use Compatibility for Community Noise Environments Matrix.

Local

The project site is located within unincorporated area of San Joaquin County, adjacent to the City's northeastern city limits, adjacent to the City of Tracy Northeast Industrial (NEI) Specific Plan area, and also within the City's SOI (10-year planning horizon). The project site would be annexed into the City of Tracy upon the LAFCo approval. The City of Tracy addresses noise in the Noise Element of the General Plan[5] and in the Municipal Code.[6]

City of Tracy General Plan

In accordance with Government Code Section 65300, the Noise Element in the City's General Plan establishes standards to help address noise land use compatibility issues for new development or redevelopment projects. In addition to the specific land use compatibility guidelines noted in Table 3.12-7 below, there are other relevant goals, policies, actions, and standards provided in the Noise Element that are considered to provide the basis for decision-makers in determining land use compatibility issues with noise sources associated with proposed developments and redevelopments (including the proposed project) from a planning perspective, and also are considered as part of the California Environmental Quality Act (CEQA) review in determining whether the proposed project would result in a significant impact and to identify any required feasible mitigation measures.

Table 3.12-7 shows a summary of different land uses in the City and their associated acceptable and unacceptable noise levels for new developments and redevelopments, as originally presented in Figure 9-3 [Table 3.12-7] of the Noise Element. For example, for new office buildings, business commercial, and professional land use development, environments with ambient noise levels ranging up to 70 dBA L_{dn} as "normally acceptable"; while environments with ambient noise levels ranging up to 80 dBA L_{dn} are considered "conditionally acceptable" and new construction should only be undertaken after a detailed analysis of noise reduction requirements are made and needed noise insulation features are included in the design.

Table 3.12-7: Land Use Compatibility for Community Noise Environment

Land Use Category	Exterior Noise Exposure (L_{dn})					
	55	60	65	70	75	80
Single-family Residential						
Multi-family Residential, Hotels, and Motels		(a)				
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches						

[5] City of Tracy. 2011. City of Tracy General Plan. February 1. Website: https://www.ci.tracy.ca.us/documents/2011_General_Plan.pdf. Accessed April 9, 2020.

[6] City of Tracy. 2019. City of Tracy Municipal Code. December 16. Website: https://library.municode.com/ca/tracy/codes/code_of_ordinances?nodeId=TIT4PUWEMOCO_CH4.12MIRE_ART9NOCO. Accessed April 9, 2020.

Land Use Category	Exterior Noise Exposure (L_{dn})					
	55	60	65	70	75	80
Office Buildings, Business Commercial, and Professional						
Auditoriums, Concert Halls, Amphitheaters						

Notes:

(a) Residential development sites exposed to noise levels exceeding 60 L_{dn} shall be analyzed following protocols in Appendix Chapter 12, Section 1208A, Sound Transmission Control, California Building Code.

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements.

Conditionally Acceptable: Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.

Unacceptable: New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

The City of Tracy General Plan includes the following goals and policies that address noise and are relevant to the analysis for the proposed project:

Chapter 9, Noise Element

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

Policy P8 Measures to attenuate exterior and/or interior noise levels to acceptable levels shall be incorporated into all development projects. Acceptable, conditionally acceptable and unacceptable noise levels are presented in Figure 9-3 [Table 3.12-7 above].

Objective N-1.2 Control sources of excessive noise.

Policy P1 The City's Noise Ordinance, as revised from time to time, shall prohibit the generation of excessive noise.

Policy P2 Mitigation measures shall be required for new development projects that exceed the following criteria:

- Cause the L_{dn} at noise-sensitive uses to increase by 3 dB or more and exceed the "normally acceptable" level.
- Cause the L_{dn} at noise-sensitive uses to increase 5 dB or more and remain "normally acceptable."
- Cause new noise levels to exceed the City of Tracy Noise Ordinance limits.

Policy P4 All construction in the vicinity of noise-sensitive land uses, such as residences, hospitals, or convalescent homes, shall be limited to daylight hours or 7:00 a.m. to 7:00 p.m. In addition, the following construction noise control measures shall

be included as requirements at construction sites to minimize construction noise impacts:

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise-generating construction equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
- Utilize "quiet" air compressors and other construction-related stationary noise sources where such technology exists.

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

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

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

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

City of Tracy Municipal Code

Title 4, Chapter 12, Article 9 of the Tracy Municipal Code prohibits unnecessary, excessive, and annoying noises from all sources to promote and maintain the health, safety, and welfare of its residents. According to Section 4.12.750, the general sound level limits for industrial districts during operation are as follows: no person shall cause or allow the creation of any noise to the extent that the 1-hour average sound level, at any point on or beyond the boundaries of the property on which the sound is produced to exceed 75 dBA $L_{eq(h)}$.

Noise Ordinance Section 4.12.820 prohibits the operation of any pneumatic or air hammer, pile driver, steam shovel, derrick, steam, or electric hoist, parking lot cleaning equipment or other appliance, the use of which is attended by loud or unusual noise between the hours of 10:00 p.m. and 7:00 a.m.

3.12.4 - Thresholds of Significance

Significance Criteria

The City has decided, in its discretion, to utilize Appendix G of the CEQA Guidelines as the thresholds of significance for the proposed project. According to Appendix G, Environmental Checklist, of the CEQA Guidelines, noise impacts resulting from the implementation of the proposed project would be considered significant if the project would:

a) Generate 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.

b) Generate excessive groundborne vibration or groundborne noise levels.

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, expose people residing or working in the project area to excessive noise levels.

Thresholds Utilized for Temporary and Permanent Noise Increase Impacts

For purposes of this analysis, the following criteria are used to evaluate the significance of noise and vibration resulting from implementation of the proposed project.

- A significant impact would occur if the proposed project would generate 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, as follows:
  - For temporary construction noise, pursuant to General Plan Objective N-1.2, Policy P-4, a significant impact would occur if construction activities would result in a substantial temporary increase in ambient noise levels outside of the City's standard permissible hours for construction (daylight hours or 7:00 a.m. to 7:00 p.m.). In addition, based on the City's adoption of the FTA's construction noise thresholds for the proposed project, a significant temporary increase would be an increase in excess of the average daily noise levels of 80 dBA $L_{eq(8\text{-}hour)}$ as measured at a receiving residential land use and 85 dBA $L_{eq(8\text{-}hour)}$ as measured at a receiving commercial land use.[7]
  - For project-related traffic noise, pursuant to General Plan Objective N-1.2, Policy P-2, a significant impact would occur if the proposed project would (1) cause the L_{dn} at noise-sensitive uses to increase by 5 dBA or more and remain "normally acceptable" (as shown in Table 3.12-7); or (2) cause the L_{dn} at noise-sensitive uses to increase by 3 dBA or more and exceed the "normally acceptable" level (as defined in Table 3.12-7).
  - For project-related stationary operational noise sources, pursuant to General Plan Objective N-1.2, Policy P-2, a significant impact would occur if the proposed project would (1) cause the L_{dn} at noise-sensitive uses to increase by 5 dBA or more and remain "normally acceptable" (as shown in Table 3.12-7); or (2) cause the L_{dn} at noise-sensitive uses to increase by 3 dBA or more and exceed the "normally acceptable" level (as defined in Table 3.12-7); or (3) cause noise levels to exceed the Noise Ordinance Section 4.12.750 limits of 75 dBA for any 1-hour average period at any point on or beyond the project boundary; or (4) involve the operation of any pneumatic or air hammer, pile driver, steam shovel, derrick, steam, or electric hoist, parking lot cleaning equipment or other appliance, the use of which is attended by loud or unusual noise between the hours of 10:00 p.m. and 7:00 a.m. (Noise Ordinance § 4.12.820).

[7] While this threshold includes additional requirements compared to the noise restrictions set forth in the City's Municipal Code, the City, in its discretion, utilizes this threshold with respect to temporary noise increases to ensure a conservative analysis.

Thresholds Utilized for Construction and Operational Vibrational Impacts

For purposes of this analysis, the City, in its discretion as Lead Agency, has elected to utilize the following criteria to evaluate the significance of groundborne vibration resulting from implementation of the proposed project. It should be noted that, if groundborne vibration levels do not exceed levels considered to be perceptible, then groundborne noise levels would not be perceptible in most interior environments. Therefore, this analysis focuses on determining exceedances of groundborne vibration levels.

- A significant impact would occur if the proposed project would generate groundborne vibration levels in excess of applicable standards. The City of Tracy has not adopted criteria for construction groundborne vibration impacts or for operational groundborne vibration impacts that would be applicable to this project.
  - Therefore, for purposes of this analysis, the FTA's construction vibration impact criteria are utilized. The FTA threshold of 0.2 in/sec PPV is the potential damage criteria threshold for buildings of nonengineered timber and masonry construction.
  - For operational impacts, a significant impact will occur if project ongoing activities would produce groundborne vibrations that are perceptible without instruments by a reasonable person at the property lines of the site.

Thresholds Utilized for Airport Noise Impacts

- 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, a significant impact would occur if the proposed project would expose people working in the project area to excessive noise levels, which are considered incompatible with the proposed land use.

Methodology

Construction Noise Analysis Methodology

A reasonable worst-case scenario was analyzed assuming each piece of modeled equipment would operate simultaneously at the nearest reasonable locations to the closest noise-sensitive receptor during the grading phase as that is the phase that requires the use of the loudest types of construction equipment. Noise emission levels recommended by FHWA's Highway Construction Noise Handbook, summarized in Table 3.12-2, were used to ascertain the noise generated by specific types of construction equipment. As an enforceable Best Management Practice (BMP) required as part of the air quality emissions analysis prepared for this project, the proposed project would use Tier 4 compliant engines or better for all off-road construction vehicles/equipment. This BMP would meet the requirement of Policy P4 for all internal combustion engine-driven equipment to be equipped with intake and exhaust mufflers that are in good condition and appropriate for the equipment. In addition, in compliance with Policy P4, as an enforceable BMP, the proposed project will locate stationary noise-generating construction equipment as far as possible from nearby sensitive receptors and will utilize "quiet" air compressors and other construction-related stationary noise sources where such technology exists.

The calculation spreadsheet with the detailed modeling assumptions is in Appendix I.

Traffic Noise Analysis Methodology

For the purposes of this analysis, as noted above, traffic noise levels along selected roadway segments in the project vicinity would result in a significant impact if the proposed project would (1) cause the L_{dn} at noise-sensitive uses to increase by 5 dBA or more and remain "normally acceptable" (as shown in Table 3.12-7); or (2) cause the L_{dn} at noise-sensitive uses to increase by 3 dBA or more and exceed the "normally acceptable" level (as defined in Table 3.12-7).

The FHWA highway traffic noise prediction model (FHWA-RD-77-108) was used to evaluate traffic-related noise conditions in the vicinity of the project site. The ADT volumes used in this analysis were obtained from the traffic analysis prepared for the proposed project by Kimley-Horn.[8] The resultant noise levels were weighed and summed over a 24-hour period in order to determine the CNEL values. The FHWA-RD-77-108 Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level. Adjustments are then made to account for the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway); the total ADT and the percentage of ADT that flows during the day, evening, and night; the travel speed; the vehicle mix on the roadway; a percentage of the volume of automobiles, medium trucks, and heavy trucks; the roadway grade; the angle of view of the observer exposed to the roadway; and the site conditions ("hard" or "soft") as they relate to the absorption of the ground, pavement, or landscaping.

The level of traffic noise depends on the three primary factors: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the number of trucks in the flow of traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and greater number of trucks. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires. Because of the logarithmic nature of traffic noise levels, a doubling of the traffic volume (assuming that the speed and truck mix do not change) results in a noise level increase of 3 dBA. Based on the FHWA community noise assessment criteria, this change is "barely perceptible." For reference, a doubling of perceived noise levels would require an increase of approximately 10 dBA. The truck mix on a given roadway also has an effect on community noise levels. As the number of heavy trucks increases and becomes a larger percentage of the vehicle mix, adjacent noise levels increase.

The model analyzed the noise impacts from the nearby roadways onto the project vicinity, which consists of the area that has the potential of being impacted from the on-site noise sources as well as the project-generated traffic on the nearby roadways. The roadways were analyzed based on a single-lane-equivalent noise source combining both directions of travel. A single-lane-equivalent noise source exists when the vehicular traffic from all lanes is combined into a theoretical single lane that has a width equal to the distance between the two outside lanes of a roadway, which provides almost identical results to analyzing each lane separately where elevation changes are minimal.

[8] Kimley-Horn. 2025. Local Transportation Analysis Northeast Business Park. August.

Stationary Source Noise Analysis Methodology

The proposed project would generate noise from new mechanical equipment sources and parking lot and truck loading activity. To provide a conservative analysis, the highest end of the range of reference noise levels for these stationary noise sources, the usage factors of these activities, and the distance to the nearest sensitive receptor land uses were used to calculate the reasonable worst-case hourly average noise levels from each noise source as measured at the nearest sensitive receptor land uses. The calculation spreadsheet with the detailed modeling assumptions is provided in Appendix I.

Vibration Impact Analysis Methodology

The City of Tracy does not have adopted criteria for construction groundborne vibration impacts. Therefore, as noted above, the FTA's vibration impact criteria is utilized to evaluate potential vibration impacts resulting from construction activities. The FTA has established standards for vibration impact criteria and impact assessment. These guidelines are published in FTA's Transit Noise and Vibration Impact Assessment document,[9] and are summarized in Table 3.12-6, in the regulatory discussion above. Reasonable worst-case scenario construction vibration impacts were analyzed as measured at the closest structure to the construction footprint where heavy construction equipment would operate.

3.12.5 - Impacts and Mitigation Measures

This section discusses potential impacts associated with the construction and operation of the proposed project and provides feasible mitigation measures where appropriate.

Substantial Noise Increase in Excess of Standards

Impact NOI-1:	**The proposed project would not generate 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.**

Impact Analysis

Construction

For purposes of this analysis, a significant impact would occur if construction activities would result in a substantial temporary increase in ambient noise levels outside of the permissible hours for construction (7:00 a.m. to 7:00 p.m.) that would result in annoyance or sleep disturbance of nearby sensitive receptors. In addition, while the City does not have any adopted quantitative thresholds for construction activities, this analysis uses the noise limits established by the FTA to identify the potential for impacts due to substantial temporary construction noise. The FTA identifies construction noise limits in the Transit Noise and Vibration Impact Assessment Manual. During daytime hours, a significant temporary increase would be an increase in excess of the average daily noise levels of 80 dBA $L_{eq(8\text{-hour})}$ as measured at a receiving residential land use and 85 dBA $L_{eq(8\text{-hour})}$ as measured at a receiving commercial land use.

[9] Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September.

Construction-related Traffic Noise

Haul truck trips, construction worker vehicle trips, and other construction-related trips would occur over the course of the proposed project's construction. Haul truck trips typically have the greatest potential to result in substantial off-site noise increases along nearby roadways. The previously discussed Municipal Code noise limits have no applicability to road-legal trucks operating on public roads, but the following analysis nevertheless demonstrates that the proposed project's haul trucks would have a less than significant impact on roadside noise levels in the vicinity of the project site.

Construction of the proposed project is estimated to have up to approximately 1,693 truck trips per day during any phase of project construction, based on the air quality modeling estimates prepared for the proposed project. Typically, an approximate doubling of traffic volumes is required to cause 3 dBA noise increases, which are considered barely noticeable. As shown in Table 3.12-5, existing ADT volumes along roadway segments accessing the project site range from approximately 2,600 to 19,000. The proposed project's construction trips would not double existing traffic volumes on any roadway segment in the project vicinity and would result in a less than 1 dBA increase in traffic noise levels, as determined pursuant to the methodology/modeling described above. As such, the proposed project's construction trips would not result in noticeable (much less substantial) noise increases along surrounding roadways, and this impact would be less than significant.

Construction Equipment Operational Noise

Construction of the proposed project would generate noise during site preparation, grading, building construction, paving, and architectural coatings activities.

Grading activities typically generate the highest level of construction noise as these often require extensive use of heavy-duty, diesel-powered earthmoving equipment. For the proposed project, grading would have the greatest—and noisiest—construction vehicle requirements, as a fleet of grading vehicles would be required to grade the project site and off-site areas. Other construction activities would have less-intensive vehicle use. For example, building construction could at times require a crane truck, several construction forklifts, and skid steer loaders. Based on the construction equipment reference noise levels shown in Table 3.12-2, these vehicles are much quieter than the types of heavy-duty excavators, graders, and bulldozers that would be required to grade the project site. Given this consideration, the following analysis assesses noise impacts that may result from the proposed project's grading activities for purposes of a conservative analysis.

A conservative but reasonable assumption is that heavy construction equipment would operate simultaneously and continuously over at least a 1-hour period in the vicinity of the closest existing residential receptors but would move linearly over the project site as they perform their earthmoving operations, spending a relatively short amount of time adjacent to any one receptor.

The nearest off-site noise-sensitive receptor to the proposed construction footprint is the single-family residence located on the southeast of the project site, which would be located approximately 65 feet from the closest footprint of construction activity where heavy machinery are conservatively assumed to operate. At this distance, relative worst-case hourly average construction noise levels would attenuate to 79 dBA L_{eq}. The calculation spreadsheet with detailed modeling assumptions is provided in Appendix I.

These reasonable worst-case construction noise levels would only occur periodically throughout the day as construction equipment operates along the nearest project boundaries. Additionally, these noise levels would drop off at a rate of 6 dBA per doubling of distance as the equipment moves over the project site. Therefore, the calculated reasonable worst-case 8-hour average noise level for construction assuming construction equipment moves over the project site would be 73 dBA $L_{eq(8\text{-}hour)}$ as measured at the nearest residential receptor.

Therefore, these calculated reasonable worst-case construction noise levels would not exceed the FTA's average daily thresholds of 80 dBA $L_{eq(8\text{-}hour)}$ as measured at the nearest residential receptors. In addition, the proposed project would be required to comply with the City's permissible hours for construction activity, which would preclude nighttime construction activity and related noise impacts (except in very limited circumstances of pouring concrete with City approval). In addition, as noted under the methodology discussion, as an enforceable BMP, the proposed project would also satisfy the requirement of Policy P4 that all internal combustion engine-driven equipment be equipped with intake and exhaust mufflers in good condition and appropriate for the equipment, locate stationary noise-generating construction equipment as far as possible from nearby sensitive receptors, and utilize "quiet" air compressors and other construction-related stationary noise sources where such technology exists. Therefore, the proposed project would not result in substantial temporary increase in ambient noise levels at off-site sensitive receptors above established standards, and construction noise impacts on sensitive receptors in the project vicinity would be less than significant.

Operations

The proposed project would result in an increase in traffic on local roadway segments in the project vicinity. In addition, implementation of the proposed project would introduce new stationary operational noise sources to the ambient noise environment in the project vicinity, including parking lot and loading/unloading activity, and new mechanical ventilation equipment operation. The potential for a substantial increase in ambient noise levels resulting from these noise sources is analyzed below.

Mobile Source (Traffic) Noise

For project-related traffic noise, a significant impact would occur if the proposed project would (1) cause the L_{dn} at noise-sensitive uses to increase by 5 dBA or more and remain "normally acceptable" (as shown in Table 3.12-7); or (2) cause the L_{dn} at noise-sensitive uses to increase by 3 dBA or more and exceed the "normally acceptable" level (as defined in Table 3.12-7).

Table 3.12-8 shows a summary of the traffic noise levels for Background, Background Plus Project, Cumulative, and Cumulative Plus Project conditions as measured at 50 feet from the centerline of the outermost travel lane.

Table 3.12-8: Traffic Noise Increase Summary

Roadway Segment	Background (dBA) L_{dn}	Background Plus Project (dBA) L_{dn}	Increase Over Background (dBA)	Cumulative (dBA) L_{dn}	Cumulative Plus Project (dBA) L_{dn}	Increase Over Cumulative (dBA)
MacArthur Drive–I-205 to Pescadero Avenue	**72.5**	**72.8**	0.3	**73.7**	**73.7**	0.0
MacArthur Drive–Pescadero Avenue to Grant Line Road	**72.2**	**72.4**	0.2	**73.3**	**73.3**	0.0
Paradise Road–Chrisman Road to Driveway 1	67.3	68.3	1.0	68.8	**71.3**	2.5
Paradise Road–Driveway 1 to Driveway 2	67.3	68.3	1.0	68.8	**71.3**	2.5
Paradise Road–Driveway 2 to Driveway 3	67.3	68.2	0.9	68.7	**70.2**	1.5
Paradise Road–Driveway 3 to Grant Line Road	66.2	67.4	1.2	67.6	69.0	1.4
Grant Line Road–MacArthur Drive to Chrisman Road	**72.6**	**73.0**	0.4	**74.0**	**74.3**	0.3
Grant Line Road–Chrisman Road to Paradise Road	**73.6**	**73.9**	0.3	**73.9**	**74.1**	0.2
Grant Line Road–Paradise Road to Driveway 4	**75.1**	**75.4**	0.3	**75.7**	**75.9**	0.2
Grant Line Road–Driveway 4 to Driveway 5	**75.0**	**75.4**	0.4	**75.7**	**75.9**	0.2
Grant Line Road–Driveway 5 to Driveway 6	**75.0**	**75.4**	0.4	**75.7**	**75.9**	0.2
Grant Line Road–Driveway 6 to Driveway 7	**75.0**	**75.5**	0.5	**75.7**	**75.9**	0.2
Grant Line Road–Driveway 7 to El Rancho Road	**75.0**	**75.6**	0.6	**75.7**	63.5	-12.2
Grant Line Road–El Rancho Road to 11th Street	**73.4**	**74.1**	0.7	**63.5**	**63.5**	0.0
Grant Line Road Bypass–Driveway 7 to 11th Street	NA	NA	NA	NA	75.8	NA

Notes:
dBA = A-weighted decibel
L_{dn} = day/night average sound level
NA = not applicable (roadway segment does not exist under the indicated scenario)
BOLD = noise levels that exceed "normally acceptable" levels for the land uses adjacent to the modeled roadway segment, (which, for example, is 60 dBA L_{dn} for receiving residential receptors).
"-12.2" = negative values represent a decrease in traffic noise levels due to the full closure to Grant Line Road under this scenario
Source: FirstCarbon Solutions (FCS). 2025.

Under background and cumulative no-project scenarios, the traffic noise level exceeds the "normally acceptable" level for the land uses adjacent to some of the modeled roadway segments. (For example, the "normally acceptable" level for single-family residential land uses is 60 dBA L_{dn} according to the City's General Plan standards show in Table 3.12-7). Thus, based on the significance criteria identified above, a 3 dBA increase over conditions that would exist without the proposed project would be considered a substantial permanent increase.

As shown in Table 3.12-8, under Background Plus Project conditions the greatest traffic noise level increase would be a 1.2 dBA increase along Paradise Road from Driveway 3 to Grant Line Road compared to conditions without the proposed project. This increase in traffic noise levels is below the 3 dBA increase that would be considered a substantial permanent increase in noise levels compared with noise levels that would exist without the proposed project.

As shown in Table 3.12-8, under Cumulative Plus Project conditions the highest traffic noise level increase with implementation of the proposed project would occur along Paradise Avenue. Along this roadway segment, the proposed project would result in an increase in traffic noise levels of 2.5 dBA over cumulative conditions without the proposed project. This greatest increase in traffic noise levels is below the 3 dBA increase that would be considered a substantial permanent increase in noise levels compared with noise levels that would exist without the proposed project. Therefore, project-related traffic would not result in a substantial permanent increase in traffic noise levels in excess of applicable standards, and would represent a less than significant impact.

Stationary Source Noise

For project-related stationary operational noise sources, a significant impact would occur if the proposed project would (1) cause the L_{dn} at noise-sensitive uses to increase by 5 dBA or more and remain "normally acceptable" (as shown in Table 3.12-7); or (2) cause the L_{dn} at noise-sensitive uses to increase by 3 dBA or more and exceed the "normally acceptable" level (as defined in Table 3.12-7); or (3) cause new noise levels to exceed the City of Tracy Noise Ordinance limits of 75 dBA L_{eq} for any 1-hour average period at any point on or beyond the project boundary; or (4) involve the operation of any pneumatic or air hammer, pile driver, steam shovel, derrick, steam, or electric hoist, parking lot cleaning equipment, or other appliance, the use of which is attended by loud or unusual noise, between the hours of 10:00 p.m. and 7:00 a.m. (Noise Ordinance § 4.12.820).

Parking Lot Activities

Typical parking lot activities include people conversing, doors shutting, and vehicles idling which generate noise levels ranging from approximately 60 dBA to 70 dBA L_{max} at 50 feet. These activities are expected to occur periodically throughout the day and evening,[10] as visitors and staff arrive and leave parking lot areas at the project site.

Assuming compliance with applicable minimum setback requirements for all parcels within the project site (which would serve as buffers from nearby sensitive receptors), the acoustic center of proposed parking areas would be more than 50 feet from project property lines that adjoin other properties. Assuming a reasonable worst-case scenario of one parking movement for every parking

[10] This analysis conservatively takes into account the 24-hour/day, 7 day/week anticipated operational schedule.

stall within a single hour, this would result in an hourly average noise level of 62 dBA L_{eq} as measured at the project boundary adjoining other properties. These noise levels are well below the City's hourly average noise level threshold of 75 dBA $L_{eq(h)}$, as measured at any point on or beyond the project boundary. Therefore, proposed parking lot activity noise levels would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of the City's established noise performance threshold. Also, the proposed project would not involve parking lot cleaning equipment that would result in loud or unusual noise between the hours of 10:00 p.m. and 7:00 a.m. because parking lot cleaning activities would be restricted to daytime hours, consistent with Noise Ordinance Section 4.12.820.

In addition, the nearest noise-sensitive receptor to the proposed parking areas of the western parcels is the single-family residence located west of the project site near the intersection of Grant Line Road and Paradise Avenue, which would be located approximately 180 feet from the acoustic center of the nearest parking area. At this distance, hourly average parking lot activity would attenuate to below 47 dBA L_{eq} as measured at the nearest residential receptor. Assuming a reasonable worst-case scenario of one parking movement for every parking stall every hour of the day would result in day-night average noise level of 53 dBA L_{dn} as measured at the nearest residential façade. This is well below the City's "normally acceptable" threshold of 60 dBA L_{dn} for residential land uses. This is also below the existing traffic noise levels along roadway segments adjacent to this receptor, based on the existing traffic noise modeling results shown in Table 3.12-5. Therefore, parking lot noise levels would not exceed existing ambient noise levels as measured at the nearest residential receptor and would not result in a substantial permanent increase in ambient noise levels in the project vicinity above the applicable standard.

Therefore, the proposed project would not generate 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, and the impact of noise produced by project-related parking lot activities to off-site sensitive receptors would be less than significant.

Mechanical Equipment Operations

Implementation of the proposed project would include operation of new mechanical ventilation equipment. Noise levels for commercial grade mechanical ventilation equipment range up to approximately 78 dBA L_{eq} at a distance of approximately 3 feet.[11]

Assuming compliance with applicable minimum setback requirements for all parcels within the project site (which would serve as buffers from nearby sensitive receptors), proposed rooftop mechanical ventilation systems would be setback by more than 50 feet from project property lines that adjoin other properties. At this distance, hourly average noise levels from operation of these systems would attenuate to below 42 dBA L_{eq} as measured at the nearest project boundary adjoining other properties. These noise levels are well below the City's hourly average noise level threshold of 75 dBA $L_{eq(h)}$. Therefore, proposed rooftop mechanical ventilation system operational noise levels

[11] Based on specifications of commercial grade mechanical ventilation equipment available on the market in California at the time of this analysis.

would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of the City's established noise performance threshold.

The nearest noise-sensitive receptor to proposed rooftop mechanical ventilation systems on the western parcels is the single-family residence located southeast of the project site on Grant Line Road, which would be located approximately 135 feet from the nearest location where rooftop mechanical ventilation systems could be installed. At this distance, hourly average noise levels from operation of proposed ventilation systems would attenuate to below 32 dBA L_{eq} as measured at the nearest residential façade. Assuming a reasonable worst-case scenario of the ventilation system operating every hour of the day would result in day-night average noise level of 38 dBA L_{dn} as measured at the nearest residential façade. This is well below the City's "normally acceptable" threshold of 60 dBA L_{dn} for residential land uses. This is also below the existing traffic noise levels along roadway segments adjacent to this receptor, based on the existing traffic noise modeling results shown in Table 3.12-5 above. Therefore, noise levels from proposed mechanical ventilation equipment operations would not exceed existing ambient noise levels as measured at the nearest residential receptor and would not result in a substantial permanent increase in ambient noise levels in the project vicinity above the applicable standard. Because the proposed project would not generate a substantial temporary or permanent increase in ambient noise levels in the project vicinity in excess of applicable standards established in the local general plan or noise ordinance, the impact of noise produced by proposed mechanical ventilation equipment operations to off-site sensitive receptors would be less than significant.

Truck Loading Activities

Noise would also be generated by truck loading and unloading activities at the loading docks of the proposed industrial buildings.[12] Typical noise levels from truck loading and unloading activity can range from 70 dBA to 80 dBA L_{max} as measured at 50 feet.[13]

Assuming compliance with applicable minimum setback requirements for all parcels within the project site (which would serve as buffers from nearby sensitive receptors), proposed truck loading areas would be setback more than 100 feet from nearest project property line adjoining other properties. Assuming a reasonable worst-case scenario of a truck loading event for every proposed truck loading dock within a single hour would result in an hourly average noise level of 72 dBA L_{eq} as measured at the project boundary adjoining other properties. These noise levels are below the City's hourly average noise level threshold of 75 dBA $L_{eq(h)}$. Therefore, proposed truck loading activity noise levels would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of the City's established noise performance threshold.

The nearest noise-sensitive receptor to the proposed truck loading areas of the western parcels is the single-family residence located west of the project site near the intersection of Grant Line Road and Paradise Avenue, which would be located approximately 300 feet from the nearest truck loading areas. However, the loading docks would be located on the sides of buildings facing away from the nearest off-site residential receptor. Therefore, at this distance, and assuming minimal noise reduction for the shielding the buildings would provide, this would result in reasonable worst-case

[12] This analysis conservatively takes into account the 24-hour/day, 7 day/week anticipated operational schedule.
[13] Based on historic noise measurement data collected by FirstCarbon Solutions (FCS).

day-night average noise level of 55 dBA L_{dn} as measured at the nearest residential façade. Therefore, truck loading activities would not result in an increase in noise levels at the nearest sensitive receptor in excess of 5 dBA above the City's "normally acceptable" threshold of 60 dBA L_{dn} for residential land uses (as defined in Table 3.12-7). This is also below the existing traffic noise levels along roadway segments adjacent to this receptor, based on the existing traffic noise modeling results shown in Table 3.12-5 above.

Therefore, truck loading noise levels would not exceed existing ambient noise levels as measured at the nearest residential receptor and would not result in a substantial permanent increase in ambient noise levels in the project vicinity above the applicable standard. Because the proposed project would not generate 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, the impact of noise produced by project-related truck loading activities to off-site sensitive receptors would be less than significant.

Level of Significance

Less than significant impact.

Mitigation Measures

None.

Groundborne Vibration/Noise Levels

Impact NOI-2:	**The proposed project would not result in generation of excessive groundborne vibration or groundborne noise levels.**

A significant impact would occur if the proposed project would generate groundborne vibration or groundborne noise levels in excess of applicable standards. Groundborne noise is generated when vibrating building components radiate sound, or noise generated by groundborne vibration. In general, if groundborne vibration levels do not exceed levels considered to be perceptible, then groundborne noise levels would not be perceptible in most interior environments. Therefore, this analysis focuses on determining exceedances of groundborne vibration levels. It should be noted that the analysis below demonstrates that groundborne vibration levels would be less than significant, and therefore, it can reasonably be concluded that groundborne noise impacts would therefore be similarly less than significant.

The City of Tracy has not adopted criteria for construction groundborne vibration impacts or for operational groundborne vibration impacts that would be applicable to this project. Therefore, for purposes of this analysis, as noted above, the City, in its discretion, elects to utilize the FTA's construction vibration impact criteria are utilized. For example, the FTA threshold of 0.2 in/sec PPV is the potential damage criteria threshold for buildings of non-engineer timber and masonry construction. For operational impacts, a significant impact would occur if project ongoing activities would produce groundborne vibrations that are perceptible without instruments by a reasonable person at the property lines of the site.

Construction

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of a construction site respond to these vibrations with varying results ranging from no perceptible effects at the low levels, to slight damage at the highest levels. Table 3.12-3 provides approximate vibration levels for various construction activities.

Tracy is located in the Central Valley, which generally has alluvial soils that are relatively soft and stable. These conditions often allow for shallow foundations or slab-on-grade construction rather than deep piles. Business parks usually involve low- to mid-rise buildings with lighter structural loads compared to high-rise or heavy industrial facilities. These loads can be supported by conventional spread footings or mat foundations without the need for pile driving. Therefore, of the variety of equipment used during construction of this component of the project, the large vibratory rollers that would be used in the site preparation phase of construction would produce the greatest groundborne vibration levels. Large vibratory rollers produce groundborne vibration levels ranging up to 0.210 in/sec PPV at 25 feet from the operating equipment.

The nearest off-site structure to where the heaviest construction equipment would operate during construction of the proposed project is the single-family home located southeast of the project site on Grant Line Road. This structure would be located approximately 65 feet from the nearest construction footprint where a large vibratory roller would operate. At this distance, operation of a large vibratory roller could result in groundborne vibration levels up to 0.05 in/sec PPV. This is well below the FTA's damage threshold criteria of 0.2 PPV for non-engineer timber and masonry buildings.

Therefore, construction activities would not result in generation of excessive groundborne vibration levels at receptors in the project vicinity and construction-related groundborne vibration impacts to off-site receptors would be less than significant.

Operation

The City of Tracy has not adopted criteria for operational groundborne vibration impacts that is applicable to the project. Therefore, for purposes of this analysis, a significant impact would occur if project ongoing activities would produce groundborne vibrations that are perceptible without instruments by a reasonable person at the property lines of a site. Implementation of the proposed project would not include any permanent sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any receiving property line. Therefore, project operational groundborne vibration level impacts would be less than significant.

Level of Significance

Less than significant impact.

Mitigation Measures

None.

Excessive Noise Levels from Airport Activity

Impact NOI-3:	**The proposed project would not expose people residing or working in the project area to excessive noise levels 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.**

The project site is not located within the vicinity of a private airstrip. Additionally, there is not a private airstrip located within a 5-mile radius of the project. The closest public airport is the Tracy Municipal Airport, located more than 2 miles, approximately 5.3 miles, southwest of the project site. The project site is also not located within an airport land use plan planning area and is located outside of the 55 dBA CNEL airport noise contours of this airport and any public or public use airport. As such, operation of the proposed project would not expose people working at the project site to excessive noise levels associated with public airport or public use airport noise. Therefore, no impact related to exposure of persons residing or working at the project site to excessive noise levels associated with airport activity would occur.

Level of Significance

No impact.

3.12.6 - Cumulative Impacts

The geographic scope for the cumulative analysis for noise and vibration impacts is limited to areas within 500 feet of the project site boundary for on-site noise sources, because of the localized nature of noise and vibration impacts. This analysis first evaluates whether the impacts of cumulative development, combined with the proposed project, would result in a cumulatively significant noise or vibration impact. If there is a cumulative significant impact, this analysis then considers whether the incremental contribution of the impacts associated with the implementation of the proposed project would be cumulatively considerable. Both conditions must apply for the proposed project's cumulative effects to rise to the level of significance.

Cumulative Analysis Methodology

The geographic scope of the cumulative noise analysis is limited by the range of potential noise impacts. Noise impacts tend to be localized; therefore, noise impacts for construction, operational mobile, and operational stationary noise sources are limited to approximately 500 feet from the source. Noise impacts for airport-related noise sources are limited to the areas within an airport's 65 dBA CNEL noise contours.

Groundborne vibration impacts are also very localized. Therefore, potential cumulative impacts from groundborne vibration would be limited to 50 feet from the type of single event activity (such as temporary construction) that could occur with implementation of the proposed project. In addition, the only cumulatively considerable contribution to permanent or ongoing operational groundborne vibration conditions in the project vicinity would result from introduction of new permanent sources of groundborne vibration that exceed the applicable threshold to an existing impacted environment.

The cumulative impact analysis evaluates whether the impacts of the proposed project, together with the impacts of cumulative development listed in Chapter 3, Environmental Impact Analysis, Table 3-1, Cumulative Projects, could result in a cumulatively significant impact with respect to noise. The analysis also considers whether the proposed project's incremental contribution to any identified significant cumulative impact would be cumulatively considerable. Both conditions must apply for the proposed project's cumulative effects to rise to the level of a significant impact. If there is no impact associated with respect to a particular CEQA threshold, discussion of cumulative impacts is not required. Accordingly, cumulative discussion is limited to the potential impacts as discussed below.

Construction Noise

The geographic scope of the cumulative noise analysis is limited by the range of potential noise impacts. Noise impacts tend to be localized; therefore, noise impacts for construction-related noise sources are limited to approximately 500 feet from the source. Based on the cumulative projects list (see Chapter 3, Environmental Impact Analysis, Table 3.1 of this document), there are no major long-term development projects undergoing construction within 500-feet of the project boundaries that would combine with the proposed project to result in a cumulatively significant construction noise or construction traffic noise impact. In addition, as shown in the construction noise impact analysis above, project-related construction noise impacts would be less than significant. Therefore, the proposed project would not result in a significant cumulative temporary construction noise impact. This impact would be less than significant.

Operational Traffic Noise

If there is an identified cumulative operational traffic noise impact in the project vicinity, and if the proposed project would result in a considerable contribution to the impact, then the project's impact would be cumulatively considerable. For purposes of this analysis, an incremental contribution would be a perceptible 3 dBA or greater increase with implementation of the proposed project because a 3BA increase in traffic noise is generally considered the minimum change that is perceptible to the human ear and therefore represents a meaningful incremental contribution to cumulative noise levels. As shown in Table 3.12-8, several roadway segments would experience traffic noise levels in excess of the "normally acceptable" land use compatibility standard for the adjoining noise-sensitive (residential) uses (as defined in Table 3.12-7). However, none of these segments would experience a 3-dBA or greater increase in traffic noise levels under cumulative year 2042 traffic conditions compared to noise levels that would exist without the proposed project. Therefore, the proposed project, in combination with cumulative projects, would not result in a significant cumulative operational traffic noise impact. This impact would be less than significant.

Operational Stationary Noise

For stationary operational noise sources, a significant impact would occur if the cumulative projects would cause the L_{dn} at noise-sensitive uses to increase by 3 dB or more and exceed the "normally acceptable" level (as defined in Table 3.12-7), or cause the L_{dn} at noise-sensitive uses to increase 5 dB or more and remain "normally acceptable" (as defined in Table 3.12-7) or cause new noise levels to exceed the City of Tracy Noise Ordinance limits of 75 dBA for any 1-hour average period at any point on or beyond the project boundary.

As shown in the stationary source noise impact discussion under Impact NOI-1 above, reasonable worst-case stationary source operational noise would not cause the L_{dn} at noise-sensitive uses to increase by 3 dB or more and exceed the "normally acceptable" level (as defined in Table 3.12-7), or cause the L_{dn} at noise-sensitive uses to increase 5 dB or more and remain "normally acceptable" level (as defined in Table 3.12-7), or cause new noise levels to exceed the City of Tracy Noise Ordinance limits of 75 dBA for any 1-hour average period at any point on or beyond the project boundary. Therefore, the proposed project, in combination with cumulative projects, would not result in a significant cumulative operational stationary source noise impact. This impact would be less than significant.

Construction Vibration

The geographic scope of the cumulative construction vibration analysis is the project vicinity, including surrounding sensitive receptors. Construction vibration impacts are very localized; therefore, the area surrounding the project site (approximately 100 feet) would be the area most affected by proposed project construction activities.

There are no major long-term development projects undergoing construction within 100 feet of the project boundaries that would combine with the proposed project to result in a cumulative significant construction vibration impact. In addition, as shown in the construction vibration impact analysis above, project-related construction vibration impacts would be less than significant as measured at the nearest off-site receptors. Therefore, the proposed project, in combination with cumulative projects, would not result in a significant cumulative construction vibration impact. This impact would be less than significant.

Operational Vibration

Because operational vibration impacts are very localized, the only potential sources of cumulatively considerable contribution to vibration conditions in the project vicinity would result from introduction of past, present and reasonably foreseeable future permanent sources of groundborne vibration in the project site vicinity. The only major sources of groundborne vibration in the project vicinity is railroad activity along the rail line located approximately 1,325 feet southeast of the project site. As discussed above, implementation of the proposed project would not introduce any new permanent sources to the project vicinity that would result in groundborne vibration levels that would be perceptible without instruments as measured at sensitive receptors in the project vicinity and would also not increase railroad activity. Therefore, the proposed project, in combination with cumulative projects, would not result in a significant cumulative operational vibration impact. This impact would be less than significant.

Level of Cumulative Significance

Less than significant impact.

Airport Noise Impacts

The geographic scope of the cumulative noise analysis is limited by the range of potential noise impacts. Noise impacts for airport-related noise sources are limited to the areas within the airport's 65 dBA CNEL noise contours or within an airport land use plan planning area. As identified above, the project site is located well outside of the 65 dBA CNEL airport noise contours and is not located

within an airport land use plan planning area. Therefore, cumulative developments, combined with the proposed project, would not constitute a significant cumulative airport noise impact. Therefore, implementation of the proposed project, given the location of the project site, would not result in a significant cumulative airport noise impact to this already less than significant cumulative impact and there would be no impact in this regard.

Level of Cumulative Significance

No impact.

3.13 - Public Services

3.13.1 - Introduction

This section describes the existing conditions related to public services in the City of Tracy (City) with respect to the project site and vicinity, as well as the relevant regulatory framework. This section also evaluates the potential impacts related to public services that could result from implementation of the proposed project. Information in this section is based, in part, on information obtained from the City of Tracy General Plan (General Plan), the City of Tracy Municipal Code, as well as information received from staff within the Tracy Police Department and from the Fire Marshal for the South San Joaquin County Fire Authority (South County Fire). No comments were received during the Notice of Preparation (NOP) scoping period related to public services.

3.13.2 - Environmental Setting

Fire Protection and Emergency Medical Services

City of Tracy

South County Fire provides fire protection and emergency medical services to 170 square miles and over 100,000 people, encompassing the City as well as all surrounding rural areas from the Stanislaus county line to the Alameda county line.[1] The City created a new Joint Exercise of Powers Agreement (JPA) between the member agencies, Tracy Fire Department and the Tracy Rural Fire Protection District (Tracy Rural), forming South County Fire in 2018. This JPA allowed the two member agencies to centralize responsibility in an effort to provide services across jurisdictional boundaries. Under this JPA, the Tracy Fire Department was fully integrated into South County Fire and no longer functions as a stand-alone department in terms of operational control. Instead, the City itself holds a position on South County Fire's board of directors, along with Tracy Rural. Tracy Rural still operates as a stand-alone district but offers resources and jurisdictional coverage to the South County Fire.

South County Fire provides all-risk fire protection services, including, but not limited to, Advanced Life Support (ALS), emergency medical service, fire suppression, hazardous materials, and rescue. Residents and visitors of our community receive fire service from the Authority as a single jurisdiction. South County Fire (which reflects the member agencies' combined resources) maintains seven stations and an administrative office. Five stations are located within the City, while two are located within the service area boundaries of Tracy Rural. The closest available resource regardless of member agency affiliation has emergency response authority to emergencies within the South County Fire service area.

Based on the most recent available information, South County Fire staffs seven front line Type 1 engines, one front line ladder truck, a Type 1 Hazardous Materials Team, one Type 1 water tender, and a Type 3 light rescue trailer. South County Fire employs a force consisting of 75 professional firefighters, five reserve firefighters, a fire chief, two division chiefs, three battalion chiefs, an emergency medical services manager, a fire marshal, a training officer, three civilian fire inspectors, a

[1] South San Joaquin County Fire Authority (South County Fire). History. Website: https://www.sjcfire.org/about-us/overview/history. Accessed November 27, 2024.

plans examiner, a permit technician, and a three-person administrative support staff.[2] A minimum of 22 personnel are maintained for daily operations. Since firefighters are often the first to arrive to emergency sites, they provide many other valuable services to the community in addition to fire suppression, including ALS emergency medical treatment, technical rescue services, and response to hazardous material releases.

South County Fire maintains a goal for the initial company of firefighters to arrive on scene for City fire and EMS incidents within 6 minutes, 30 seconds 90 percent of the time; this goal applies to the City and annexed areas undetached from Tracy Rural. The 6.5-minute goal includes 30 seconds for the call to be received at the primary Public Safety Answering Point (PSAP) and information obtained, then measures 1 minute for dispatch processing, 1 minute for fire station staff turnout, and 4 minutes for travel time. For the 2017/2018 year, in the City and annexed areas undetached from Tracy Rural, South County Fire met this overall goal 71 percent of the time for EMS incidents, 68 percent of the time for structure fire incidents, and 77 percent of the time of all other incident types (not EMS or structure fire incidents).[3]

In the rural areas served by Tracy Rural, the response goal is to arrive on scene within 10 minutes 90 percent of the time. The 10-minute goal includes 30 seconds for the call to be received at the primary PSAP and information obtained, then measures 1 minute for dispatch processing, 1 minute for fire station staff turnout, and 7.5 minutes for travel time. The project site falls within the service area of Tracy Rural. In these rural areas, for the 2017/2018 year, South County Fire met this overall goal 77 percent of the time for EMS incidents, 83 percent of the time for structure fire incidents, and 77 percent of the time for all other incident types (not EMS or structure fire incidents).[4]

The average response time for the 2015/2016 year was approximately 9 minutes and 30 seconds. In 2023, South County Fire responded to 10,572 calls for emergency services.[5]

South County Fire also provides ALS emergency medical services to citizens located within the San Joaquin County Emergency Medical Services Agency (San Joaquin County EMS Agency) Zone C, which includes the project site. American Medical Response is the private ambulance service provider under contract with the San Joaquin County EMS Agency. South County Fire currently has approximately 41 paramedics who provide ALS service from seven stations where seven units are equipped with a minimum of one paramedic. All other South County Fire personnel are trained to the Emergency Medical Technician level. Because of the large geographical area covered by South County Fire, air ambulances (helicopters) are frequently used to deliver medical care in remote areas to avoid unnecessary delays in patient transport.[6]

[2] South San Joaquin County Fire Authority (South County Fire). History. Website: https://www.sjcfire.org/about-us/overview/history. Accessed November 27, 2024.
[3] City of Tracy. 2019. Final Tracy Municipal Services Review. July. Website: https://www.sjlafco.org/files/c0af4bab6/tracy---july-2019.pdf. Accessed November 3, 2025.
[4] Ibid.
[5] South San Joaquin County Fire Authority (South County Fire). 2023 Annual Report. Website: https://www.flipsnack.com/659BB577C6F/2023-annual-report/full-view.html. Accessed November 3, 2025.
[6] South San Joaquin County Fire Authority (South County Fire). History. Website: https://www.sjcfire.org/about-us/overview/history. Accessed November 27, 2024.

Project Site

South County Fire would provide fire protection services to the project site. Fire Station 92 at 1035 East Grant Line Road is the nearest fire station to the project site, approximately 1.4 miles to the west. Even though the project site is located within the Tracy Rual Service Area, as noted above, the closest available resource regardless of member agency affiliation (i.e., Tracy Fire Department or Tracy Rural) will always respond to emergencies within the South County Fire service area. The next closest station is Fire Station 96 at 1800 West Grant Line Road, approximately 3.6 miles west of the project site. There are currently agricultural uses and associated structures related to hay production on the project site, generating some nominal amount of associated fire protection and emergency response needs.

Police Protection

City of Tracy

The Tracy Police Department is currently headquartered at 1000 Civic Center Drive. The Police Department contains three bureaus: Bureau of Field Operations, Bureau of Support Services, and the Bureau of Investigations, and currently has approximately 105 sworn law enforcement personnel and 61 professional staff. Tracy Police Department Bureau of Field operations operates three shifts to cover a daily 24-hour time period. Day shift is from 5:30 a.m. to 4:30 p.m., swing shift is from 2:00 p.m. to 1:00 a.m., and grave shift is from 8:00 p.m. to 7:00 a.m. Each team consists of one Sergeant (Supervisor) with a minimum of five officers patrolling and responding to all calls within the City of Tracy ranging from parking complaints to crimes against persons.

The Support Operations Bureau consists of a Records unit, the Communications Unit, the Fiscal Management and Planning Unit, and Animal Services Unit. The goal of the Support Operations Bureau is to provide essential support services efficiently and effectively for line operations of the department and to the community members of the City. The Investigations Bureau includes the General Investigations Unit, the Special Investigations Unit, and the Forensic Services Unit.

The Police Department does not have a service ratio target; however, based on the most recent available information, the ratio of police officers per thousand residents is just over 1 per 1,000 population. The official City of Tracy population estimate in 2024 was 96,609.[7] In 2024, the Tracy Police Department responded to a total of approximately 125,235 telephone calls, 8.4 percent less that the amount handled in 2023, 69,897 of which were calls for service and 33,126 were 9-1-1 calls.[8] Table 3.13-1 provides a summary of incoming call trends for 2022 through 2024.

The Department divides calls into three categories, Priority 1, 2, and 3 calls. Priority 1 calls are defined as life threatening situations. Priority 2 calls are not life threatening but require immediate response. Priority 3 calls cover all other calls received by the police. The Police Department's year to

[7] California Department of Finance. E-4 Population Estimates for Cities, Counties, and the State, 2021–2024 with 2020 Census Benchmark. Website: https://dof.ca.gov/Forecasting/Demographics/Estimates/e-4-population-estimates-for-cities-counties-and-the-state-2021-2024-with-2020-census-benchmark/. Accessed November 27, 2024.

[8] City of Tracy Police Department. 2025. 2024 Annual Report.

date (YTD) average response time for Priority 1 calls within City limits is approximately 5 minutes and 22 seconds.[9] The Police Department's response time goal for Priority 1 calls is less than 7 minutes.[10]

Table 3.13-1: Incoming Calls to the Communications Unit (2022 through 2024)

Category	2022 Calls	2023 Calls	2024 Calls
Total Incoming Calls	127,926	136,681	125,235
Calls for Service	69,113	75,648	69,897
9-1-1 Calls	33,062	34,905	33,126
Sources: Tracy Police Department. 2023. 2022 Annual Report. Tracy Police Department. 2024. 2023 Annual Report. Tracy Police Department. 2025. 2024 Annual Report.			

The Police Department annually reviews its need for increases in personnel and equipment based on the Police Department's response times, expected budget, and expected growth and demand for law enforcement services. New police facilities are funded through the collection of development impact fees, which are reviewed regularly to ensure that the fees adequately address the facility demands of planned development. Tracy currently funds its law enforcement operations almost exclusively through the General Fund; however, a Community Facilities District (CFD) has been formed to ensure adequate funding to provide police operations to serve new residential development.

Project Site

Tracy Police Department headquarters is approximately 2.3 miles southwest of the project site. There are currently agricultural uses and associated structures related to hay production on the project site, generating nominal police protection and emergency response needs.

Schools

City of Tracy

The Tracy Unified School District (TUSD) provides K-12 education to the residents of Tracy. The City and its planning area are also served by Jefferson Elementary School District, Lammersville Unified School District, Banta Elementary School District, and New Jerusalem School District.

The TUSD comprises seven elementary schools, four K-8 schools, two middle schools, three high schools, a community day school, two continuation high schools, and an adult school program. The Jefferson Elementary School District includes four elementary schools and provides education for students in southern Tracy and south of Tracy. The Lammersville Unified School District includes six elementary schools and one high school for the areas of western Tracy and western unincorporated areas, including the communities of Lammersville and Mountain House. Banta Elementary School

[9] City of Tracy. 2025. Public Records Request 25-914 – Police Department Inquiry. November 3.
[10] City of Tracy. 2019. Final Tracy Municipal Services Review. July. Website: https://www.sjlafco.org/files/c0af4bab6/tracy---july-2019.pdf. Accessed November 3, 2025.

District includes an elementary school and a K-8 charter school serving areas of eastern Tracy and the unincorporated community of Banta and surrounding areas. New Jerusalem School District operates a K-8 public school, two K-8 charter schools, a home charter school program, an online charter school, an online charter high school completion program, and a charter high school. New Jerusalem School District serves the unincorporated community of New Jerusalem and surrounding areas.

Project Site

The project site is within the service areas of Banta Elementary School District and Tracy High School. There are no existing residences on-site and thus no existing student demand on the Banta Elementary School District or Tracy High School.

Parks

City of Tracy

As of 2022, which is the most recent available information, the City had approximately 364 acres of existing public park land at 85 sites.[11] Additionally, the City owns approximately 86 acres at the planned Holly Sugar Park.[12] Legacy Fields, located on Tracy Boulevard north of Interstate 205 (I-205), is envisioned as a 166-acre sports park at full buildout. Phase 1 of the facility's Master Plan consists of 72 acres and, once complete, will consist of 10 ballfields, eight soccer fields, three restroom/concession buildings, one restroom building, paved parking lots, a maintenance yard, and landscaping throughout the Legacy Fields site.

As of 2018, which is the most recent available information, Tracy's 364 acres of existing park land provides approximately 4.05 acres of park land per 1,000 residents, meeting the goal of 4 acres per 1,000 residents established in the 2013 Parks Master Plan.[13]

Project Site

Glover Park, a mini park at 584 Pescadero Avenue, is the nearest park to the project site, approximately 1.7 miles to the west. Nonresidential service areas are not subject to park requirements in the Parks Master Plan since these types of uses do not generate any significant park demand. According to the Parks Master Plan the project site would be in the future Eastside Industrial service area which does not include any planned residential uses.[14]

Libraries

City of Tracy

The Tracy Branch Library of the Stockton-San Joaquin County Public Library system is located at 20 East Eaton Avenue in central Tracy within Lincoln Park. The Tracy Branch Library includes approximately 130,000 library volumes, CDs, books on tape, e-books, DVDs, and other items.

[11] City of Tracy. 2022. Citywide Parks, Recreation, and Trails Master Plan. October.
[12] Ibid.
[13] Ibid.
[14] Ibid.

Project Site

The Tracy Branch Library is approximately 2.5 miles southwest of the project site. There are currently no residences on the project site and thus no associated library service needs are currently being generated.

3.13.3 - Regulatory Framework

State

California Fire Code and California Building Standards Code

The International Fire Code and the International Building Code, established by the International Code Council (ICC) and amended by the State of California, prescribe performance objectives and materials to be used to achieve acceptable levels of fire protection. Standard fire safety requirements necessary to demonstrate compliance with the California Fire Code include the installation of fire sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors building materials and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures within wildfire hazard areas. The California Fire Code also regulates fire department access, fire protection systems and devices, fire and explosion hazards safety, hazardous materials storage and use, and standards for building inspection.

California Health and Safety Code

California Health and Safety Code, Sections 13100–13135, set forth the following related to fire protection that is relevant to this analysis:

Section 13100.1 The functions of the office of the State Fire Marshall, including the California Department of Forestry and Fire Protection (CAL FIRE), shall be to foster, promote, and develop ways and means of protecting life and property against fire and panic.

Section 13104.6 The Fire Marshall has the authority to require fire hazards to be removed in accordance with the law relating to removal or public nuisances on tax-deeded property.

California Senate Bill 50

Senate Bill (SB) 50 (funded by Proposition 1A, approved in 1998) limits the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development, and provides instead for a standardized developer fee. SB 50 generally provides for a 50/50 State and local school facilities funding match. SB 50 also provides three levels of statutory impact fees. The application level depends on whether State funding is available, whether the school district is eligible for State funding, and whether the school district meets certain additional criteria involving bonding capacity, year-round school, and percentage of movable classrooms in use.

California Government Code, Section 65995(b) and Education Code, Section 17620

SB 50 amended Section 65995 of the California Government Code, which contains limitations on Section 17620 of the Education Code, the statute that authorizes school districts to assess development fees within school district boundaries. Section 65995(b)(3) of the Government Code requires the maximum square footage assessment for development to be increased every 2 years, according to inflation adjustments. Based on the most recent available information, as of January 24, 2024, the State approved increasing the allowable amount of statutory school facilities fees (Level I School Fees) to $5.17 per square foot of assessable space for residential development of 500 square feet or more, and to $0.84 per square foot of chargeable covered and enclosed space for commercial/industrial development.[15] School districts may levy higher fees if they apply to the State and meet certain conditions set forth in the statute.

Regional

San Joaquin County Local Hazard Mitigation Plan

The Local Hazard Mitigation Plan (LHMP) intends to provide strategies for the County and other local jurisdictions to identify and implement mitigation actions for reducing damages from various natural and technological disasters. The LHMP outlines a process for assessing and analyzing those hazards to which San Joaquin County is most vulnerable. The process can improve the County's resilience by performing a hazard risk assessment, using available tools to complete a capabilities assessment, and then identifying mitigation actions for these hazards. The LHMP analyzes the risk posed to people and property by earthquakes, landslides, floods, wildfires, drought, severe weather, and other hazards, such as climate change, and considers mitigation actions that the County could implement before such events. The goal is to reduce the risk to life and safety and the risk of property damage and service disruption caused by these natural hazards

Local

Tracy Municipal Services Review

The Municipal Services Review (MSR) evaluates existing and future service conditions and reviews the advantages and disadvantages of various government service structure options in the form of written determinations. The MSR reviews the City's ability to provide services to residents and businesses within its existing boundaries as well as the future residents and businesses within 10-Year and 30-Year Horizons.

City of Tracy General Plan

The City of Tracy General Plan sets forth the following goals, objectives, policies, and actions that are relevant to public services:

Land Use Element

Goal LU-1 A balanced and orderly pattern of growth in the City.

[15] California Office of Public School Construction. 2024. Annual Adjustment to SFP Grants and Developer Fee History. Website: https://www.dgs.ca.gov/OPSC/Resources/Page-Content/Office-of-Public-School-Construction-Resources-List-Folder/Annual-Adjustment-to-SFP-Grants-and-Developer-Fee-History. Accessed December 5, 2024.

Objective LU-1.3 Ensure that public facilities such as schools, parks and other community facilities are accessible and distributed evenly and efficiently throughout the City.

LU-1.3 P1 Schools and parks should be located and designed to serve as focal points of neighborhood and community life and should be distributed in response to user populations.

LU-1.3 P2 Schools and parks should be accessible by automobile and bicycle and within walking distance from residential areas.

Public Facilities and Services Element

Goal PF-1 **Minimal loss of life and property from fires, medical emergencies, and other types of emergencies.**

Objective PF-1.1 Strive to continuously improve the performance and efficiency of fire protection services.

PF-1.1 P1 The City shall provide fire and emergency response facilities and personnel necessary to meet residential and employment growth in the City.

PF-1.1 P2 The City shall ensure that new development pays a fair and equitable amount to offset the costs for fire facilities by collecting a Public Buildings Impact Fee, or by requiring developers to build new facilities.

Objective PF-1.2 Promote coordination between land use planning and fire protection.

PF-1.2 P1 Fire hazards shall be identified and mitigated during the project review and approval process.

PF-1.2 P2 The City shall build and require roadways that are adequate in terms of width, radius and grade to facilitate access by City firefighting apparatus, while also maintaining and improving Tracy's neighborhood character and hometown feel.

PF-1.2 P3 The City shall plan fire station locations to maintain or enhance current response levels.

PF-1.2 P4 Fire stations shall be constructed in new development areas in order to meet the Fire Department's adopted response time requirements**.**

PF-1.2 P5 New developments shall satisfy fire flow and hydrant requirements and other design requirements as established by the Fire Department.

PF-1.2 P6 The City shall use physical site planning as an effective means of preventing wildland fires by requiring the following:

- Drought-resistant native plants incorporated into public works projects.

- More than one ingress/egress road to any neighborhood in areas subject to wildland fires.
- Roadways with grades that accommodate emergency vehicles.
- Structures that are constructed of fire-resistant materials.

Goal PF-2 **A safe environment in Tracy through the enforcement of law.**

Objective PF-2.1 Plan for ongoing management and development of law enforcement services.

PF-2.1 P1 Maintain adequate police staffing, performance levels and facilities to serve Tracy's existing population as well as any future growth.

PF-2.1 P2 The City shall ensure that new development pays a fair and equitable amount to offset the capital costs for police service and expansion by collecting a public facilities impact fee.

Objective PF-2.2 Promote coordination between land use planning and law enforcement.

PF-2.2 P1 Law enforcement hazards shall be identified and mitigated during the project review and approval process.

PF-2.2 P2 Physical site planning should be used as an effective means of preventing crime. This can be achieved by locating walkways, open spaces, landscaping, parking lots, parks, play areas and other public spaces in areas that are visible from buildings and streets.

PF-2.2 P3 Police sub-stations shall be constructed in new development areas in order to meet the City's response time requirements.

Goal PF-3 **Sufficient educational facilities to meet the demands of existing and new development.**

Objective PF-3.3 Ensure that new development is responsible for its impacts on local schools.

PF-3.3 P1 The City, in cooperation with school districts, shall reserve land for purchase by the districts for the construction of new schools or the collection of school impact fees in accordance with State law.

Goal PF-4 Public buildings that are a source of civic pride for all residents.

Objective PF-4.1 Support the needs of the community through the construction and maintenance of public buildings, such as City Hall, community centers, libraries, and the public works facility.

PF-4.1 P4 The City shall ensure that new development pays its fair share of the costs of public buildings by collecting the Public Buildings Impact Fee.

Objective PF-4.2 Provide sufficient library service to meet the informational, cultural and educational needs of the City of Tracy.

PF-4.2 P1 The City shall look for opportunities to expand library services in Tracy to keep pace with new development. Consideration should be given to expanding the existing facility and building another branch library to better serve residents located in other areas of the City.

PF-4.2 P2 The City shall ensure that new residential development pays its fair share of the Public Buildings Impact Fee for the cost of library expansion.

Safety Element

Goal SA-2 **A reduction of hazards related to flooding or inundation.**

Objective SA-2.2 Maintain a high level of preparedness in the event of flooding.

SA-2.2 P2 The City shall locate, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, or identify construction or other methods to minimize damage if these facilities are located in flood hazard zones.

Goal SA-3 **Protection of lives and property from wildland fire hazards.**

Objective SA-3.1 Evaluate the potential for wildland fire hazards when considering new development.

SA-3.1 P3 New development shall satisfy fire flow and hydrant requirements, street widths and design requirements as established by the City.

SA-3.1 P5 The City of Tracy Fire Department shall train regularly for urban and wildland firefighting conditions.

City of Tracy Municipal Code

Chapter 9.04–Building Code

The purpose of this chapter is to provide minimum standards to safeguard life or limb, health, property, and public welfare by: regulating the design, construction, and quality of materials for all buildings or structures in the City; regulating the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area, and maintenance of all buildings or structures in the City; providing for the issuance of permits and collection of fees therefor; and providing for penalties for the violation thereof.

Chapter 9.06–Fire Protection and Prevention

The purpose of this chapter is to provide regulations governing the safeguarding of life and property from fire and explosion hazards arising from the storage, handling and use of hazardous substances, materials and devices, and from conditions hazardous to life or property in the occupancy of new

and existing buildings and premises as herein provided and to provide safety to fire fighters and emergency responders during emergency operations; providing for the issuance of permits and collection of fees therefor; and to provide minimum standards to safeguard life or limb, health or property, and public welfare by regulating the design, construction and quality of materials for all buildings or structures in the City.

Title 13–Development Impact Fees

This title imposes fees which shall be imposed upon development projects for the purpose of mitigating the impact that the development projects have upon the City's ability to provide specified public facilities.

3.13.4 - Impacts and Mitigation Measures

Significance Criteria

The City, in its discretion as Lead Agency, is using Appendix G of the California Environmental Quality Act (CEQA) Guidelines as thresholds of significance for the proposed project. As set forth in CEQA Guidelines Appendix G Environmental Checklist, to determine whether impacts related to public services are significant environmental effects, the following question is analyzed and evaluated. Would the proposed 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:
>
> a) Fire protection
> b) Police protection
> c) Schools
> d) Parks
> e) Other public facilities

Approach to Analysis

FirstCarbon Solutions (FCS) evaluated potential impacts on public services, in part, through review of the relevant provisions of the City General Plan and consultation with South County Fire, the Tracy Police Department, TUSD, and Tracy Branch Library. FCS sent Public Service Questionnaires to South County Fire, Police Department, TUSD, and Tracy Branch Library on April 21, 2020, and updated requests to South County Fire and the Police Department in December 2024, to ask for existing information and get their input on the potential impacts from the proposed project on their respective services; no responses were received to either inquiry.

The City of Tracy receives funds for the provision of public services through development fees, property taxes, and connection and usage fees. As land is developed within the City and annexed into the City of Tracy, these fees are imposed and collected. The City of Tracy reviews these fee structures on an annual basis to ensure that they provide adequate financing to cover the provision

of City services. The City's Community and Economic Development, Public Works, and Finance Departments are responsible for continual oversight to ensure that the fee structures are adequate. The City reviews the referenced fees and user charges on an annual basis to determine the correct level of adjustment required to reverse any deficits and assure funding for needed infrastructure going forward. The City includes discussion of these fees and charges as part of the annual budget hearings.

Specific Thresholds of Significance

As noted above, pursuant to the City's threshold as reflected in Appendix G of the CEQA Guidelines, public service impacts from project implementation would be considered significant if the project would:

> 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:
>
> a) Fire Protection?
> b) Police Protection?
> c) Schools?
> d) Parks?
> e) Other public facilities?

Impact Evaluation

Need for New or Altered Fire Protection Facilities

Impact PUB-1:	**The proposed project would not 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 fire protection.**

Construction

In 2019, the City of Tracy prepared a Municipal Services Review (which remains the current MSR), which evaluated existing and future service conditions, including fire protection services. It was determined during that MSR process that the City has an appropriate process in place to plan and fund fire protection services that would ensure that adequate fire protection staffing, performance objectives, and facilities are maintained to serve the City's existing population as well and future growth within the City's boundaries as well as its Sphere of Influence (SOI).[16]

[16] City of Tracy. 2019. Final Tracy Municipal Services Review. July. Website: https://www.sjlafco.org/files/c0af4bab6/tracy---july-2019.pdf. Accessed December 5, 2024.

South County Fire would provide fire protection for the proposed project. Fire Station 92, a City-owned fire station, is the nearest station approximately 1.4 miles west of the project site. As noted above, under the JPA which formed South County Fire, the closest available resource regardless of member agency affiliation (i.e., Tracy Fire Department or Tracy Rural) will always respond to emergencies within the South County Fire service area. The next closest station is Fire Station 96 at 1800 West Grant Line Road, approximately 3.6 miles west of the project site.

In the event of a fire or other emergency during project construction, South County Fire would dispatch the closest resources to all emergency and non-emergency calls for service, likely either from Fire Station 92 or Fire Station 96. As noted above, in the rural areas served by Tracy Rural, South County Fire's response time goal is to arrive on scene within 10 minutes 90 percent of the time. Based on the 2019 MSR, in these rural areas, South County Fire met this overall goal 77 percent of the time for EMS incidents, 83 percent of the time for structure fire incidents, and 77 percent of the time for all other incident types (not EMS or structure fire incidents) in the 2017/2018 year. However, since the date of its publishing, South County Fire has acquired a new fire station (Station 95) and has plans to construct an additional station (Station 99) over the next 10 years in order to address the current response time deficiency, as well as the expected demand of new developments.

As part of project construction, the proposed project would result in a certain amount of fire protection demand as a result of equipment use and standard construction operations. However, the construction activities would be located close to two stations, Fire Stations 92 and 96, and South County Fire has sufficient capacity to serve the project site in the event of a fire or other emergency; as noted, upon annexation into the City of Tracy, the proposed project would be required to pay development impact fees, property taxes, and connection and usage fees to support provision of public services such as fire protection. These fees are subject to annual review to ensure that they cover the provision of City services and various City departments make adjustments to ensure funding for needed infrastructure.

Moreover, the proposed project's construction would be governed by applicable provisions of the California Building Standards Code (CBC), which is adopted by the Tracy Municipal Code as set forth in Chapter 9.04 Building Code, and the California Fire Code, which is adopted by the City as set forth in Tracy Municipal Code Chapter 9.06 Fire Protection and Prevention. In compliance with the California Fire Code, Part 9 of the CBC, during construction, the proposed project would be required to follow applicable fire safety standards related to provision of fire apparatus access and acquisition of building permits. Specifically, CBC Section 105.7.17 requires plans be submitted and a permit to install, improve, modify, or remove public or private roadways, driveways, and bridges for which Fire Department access is required by the Fire Code; compliance with this requirement would ensure adequate driveway/entry turning radius, height clearance, and fire hydrant access for fire trucks and engines at the project site during construction. Given the foregoing, project construction would not create the need for new or altered fire protection facilities to maintain acceptable service ratios, response times, or other performance objectives for fire protection. Therefore, construction impacts related to fire protection would be less than significant.

Operation

Consistent with the long-term land use vision for the project site, the proposed project would involve the operation of new industrial uses, which would result in new employees; this would result in an increase in calls for fire protection and emergency medical services to a certain degree. However, given the nature of the proposed light industrial and ancillary office uses, this increase is not expected to be atypical or substantial. While the type of occupancy and associated potential use and/or transport of typical hazardous materials typical may also increase calls for service or require special equipment to a certain degree, the types of hazardous material used would be typical in nature and anticipated to be limited to fertilizers, herbicides, pesticides, solvents, cleaning agents, and similar materials used for daily site operations and for building and landscape maintenance activities, as discussed further in Section 3.9, Hazards and Hazardous Materials. The use of these materials during project operation would be limited in both quantity and concentration in accordance with the type of industrial and ancillary office uses contemplated and applicable laws and regulations. However, the project operational activities would be located close to two stations, Fire Stations 92 and 96, and South County Fire has sufficient capacity to serve the project site in the event of a fire or other emergency through its annual budgeting process.

In addition, as part of operation, the proposed project would be required to comply with applicable provisions of the Tracy Municipal Code, the CBC, and the California Fire Code. Specifically, the proposed project would be required to follow applicable standards for fire safety such as fire flow requirements for buildings, fire hydrant location and distribution criteria, installation and operation of automated sprinkler systems, and incorporation of fire-resistant building materials. Primary vehicle access to the project site would be from two driveways along Grant Line Road and three driveways along Paradise Road. The proposed project would also include an Emergency Vehicle Access (EVA) driveway from Paradise Road located north of Building A.

As discussed further in Section 3.9, Hazards and Hazardous Materials, Grant Line Road and Paradise Road are public City streets that run east–west and north–south, respectively, along the project frontages, facilitating EVA to the project site during project operation.

As such, given the close proximity of the project site to these major arterial corridors as well as I-205 and I-5, it is not expected that the proposed project would increase use of existing fire protection or emergency medical response facilities such that new or altered fire protection facilities would be required to maintain applicable response times, performance objectives, or service ratios. Furthermore, the project applicant(s) would be required to pay applicable review and development impact fees toward fire protection facilities and apparatus. This funding would be utilized by South County Fire in accordance with its Strategic Plan and related capital facilities planning efforts, which would further help to ensure that South County Fire can continue to provide adequate fire protection services to the Tracy community and unincorporated areas within South County Fire's service area.

Based on the foregoing, operational impacts related to the need for new or altered fire protection facilities would be less than significant.

Level of Significance

Less than significant impact.

Mitigation Measures

None.

Need for New or Altered Police Protection Facilities

Impact PUB-2: The proposed project would not 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 police protection.

Construction

In 2019, the City of Tracy prepared a Municipal Services Review (which remains the most current MSR), which evaluated existing and future service conditions, including police protection services. It was determined that the City has an appropriate process in place to plan and fund police protection services that would ensure that adequate police staffing, performance objectives, and facilities are maintained to serve the City's existing population as well as other planned future growth within its municipal boundaries and the SOI.[17] As described above, the Tracy Police Department had a YTD average response time to Priority 1 calls of 5 minutes and 22 seconds, exceeding its goal of less than 7 minutes for Priority 1 calls.[18]

The San Joaquin County Sheriff's Department currently provides law enforcement services to the project site. As part of the project approval from the San Joaquin Local Agency Formation Commission (LAFCo) of the reorganization proposal, the project site would be annexed into the City. After annexation, the Tracy Police Department would provide law enforcement services to the project site as it does to other residents and businesses throughout the Tracy community.

As part of project construction, the proposed project would result in a certain amount of police protection demand. As noted above, Tracy Police Department headquarters is approximately 2.3 miles southwest of the project site; however, response is not likely to originate from the station but rather from officers who are consistently patrolling the area. During construction, the proposed project would implement appropriate security measures, such as provision of adequate lighting, appropriate security personnel/monitoring, and a project boundary fence around the subject construction area to prohibit access to unauthorized persons other than construction personnel. With adequate police capacity as noted above and provision of appropriate security measures, demand for police services during project construction is anticipated to be nominal and would not create the need for new or altered police protection facilities. Impacts would be less than significant.

[17] City of Tracy. 2019. Final Tracy Municipal Services Review. July. Website: https://www.sjlafco.org/files/c0af4bab6/tracy---july-2019.pdf. Accessed December 5, 2024.

[18] City of Tracy. 2025. Public Records Request 25-914 – Police Department Inquiry. November 3.

Operation

Consistent with the long-term land use vision for the project site, the proposed project would involve the operation of new industrial uses, which would result in new employees; this would result in an increase in calls for police protection services to a certain degree. In addition to calls for service related to the new number of employees occupying the project site, an increase in 4,267 vehicle trips, both personal vehicles and delivery trucks, is expected, as detailed more fully in Section 3.15, Transportation. Primary access to the project site during operation would be from Grant Line Road and Paradise Road. Responses to calls for service would likely be from patrolling officers pursuant to industry standard practices and consistent with typical service patterns provided by the Police Department throughout the City. The Police Department's response time goal for Priority 1 calls, as described above, is less than 7 minutes. The Police Department's YTD average response time for Priority 1 Calls is approximately 5 minutes and 22 seconds.[19] Therefore, the Police Department currently exceeds its response time goal.

As stated above, the Police Department annually reviews its need for increases in personnel and equipment, based on the Police Department's response times, expected budget, and expected growth and demand for law enforcement services. New police facilities are funded through the collection of development impact fees, which are reviewed regularly to ensure that the fees adequately address the facility demands of planned development. The City currently funds its law enforcement operations almost exclusively through the General Fund; additionally, a CFD has been formed to ensure adequate funding to provide police operations to serve new residential development.

As new specific plans and development projects within the City's SOI are considered, the City reviews the specific details of each project to: (1) identify the associated demand for new police facilities and operations, and (2) identify whether the City's funding, including fees and assessments generated by the new development through the payment of development impact fees, sales tax revenues, and annual CFD assessments, will be adequate to address the demand for police services. Prior to approving any new development project, the City can ensure that any CFD associated with the proposed project, development agreement provisions for funding police services, and development impact fee schedule is appropriately adjusted to reflect anticipated funding gaps.[20] As such, the proposed project would be required to contribute development impact fees in accordance with City regulations and would be reviewed by the City to ensure adequate police facilities would be provided in the vent of its development. In addition, as stated above, the Police Department currently exceeds its response time goal of less than 7 minutes for Priority 1 calls. Therefore, the City would have the capacity to provide police services to the proposed project and would have adequate revenue to expand police services, sufficient to ensure that such services are maintained for existing development and are made available for the proposed project. For the foregoing reasons, impacts would be less than significant.

[19] City of Tracy. 2025. Public Records Request 25-914–Police Department Inquiry. November 3.

[20] City of Tracy. 2019. Final Tracy Municipal Services Review. July. Website: https://www.sjlafco.org/files/c0af4bab6/tracy---july-2019.pdf. Accessed November 3, 2025.

Level of Significance

Less than significant impact.

Mitigation Measures

None.

Need for New or Altered School Facilities

Impact PUB-3:	**The proposed project would not 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 or other performance objectives for schools.**

Construction

Impacts related to provision of or need for construction of new or expanded school facilities are limited to operational impacts. No construction impacts would occur.

Operation

The proposed project would develop light industrial and ancillary office uses. As described in Section 4, Effects Found not to be Significant, the proposed project could result in indirect population growth due to the creation of employment opportunities. Once operational, given the nature of the proposed project's uses and the range of employment opportunities, the project site would likely be staffed primarily by employees local to the Tracy community and vicinity. Based on the light industrial nature of the proposed project, it is expected that approximately 2,103 employees would work on-site at full buildout.[21] Because the population of the City is currently estimated at 96,609, the total number of employees who may work at the project site represents a relatively nominal increase of approximately 2 percent of the current population of the City.[22] Additionally, at full buildout the City's General Plan was expected to result in an increase of approximately 163,000 employees within the City, with the proposed project constituting less than 1 percent of this total. The City is served by the Tracy Joint Unified School District, which serves approximately 15,023 students, and consists of 12 elementary schools, three middle schools, and four high schools. As described in Section 4, Effects Found not to be Significant, the proposed project would not include any residential units. Therefore, the proposed project would not result in an increase in school enrollment and would not require new or altered school facilities. Furthermore, the project applicant(s) would be required to pay all applicable school impact fees, which would further reduce any nominal indirect impacts in this regard. Accordingly, impacts would be less than significant.

Level of Significance

No impact (construction only).
Less than significant impact (operation).

[21] Economic and Planning Systems. 2024. Economic Impact Analysis. December 20.

[22] State of California Department of Finance. E-4 Population Estimates for Cities, Counties, and the State, 2021-2024 with 2020 Census Benchmark. Website: https://dof.ca.gov/Forecasting/Demographics/Estimates/e-4-population-estimates-for-cities-counties-and-the-state-2021-2024-with-2020-census-benchmark/. Accessed September 26, 2025.

Mitigation Measures

None.

Need for New or Altered Park Facilities

Impact PUB-4:	**The proposed project would not 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 or other performance objectives for parks.**

Construction

Impacts related to provision of and need for construction of new or expanded park facilities are limited to operational impacts. No construction impacts would occur.

Operation

The proposed project would develop light industrial and ancillary uses. Based on the light industrial nature of the proposed project, it is expected that approximately 2,103 employees would work on-site.[23] Because the population of the City is currently estimated at 96,609, the total number of employees that may work at the project site represents a relatively nominal increase of approximately 2 percent of the current population of the City.[24] As of 2018, Tracy's 364.3 acres of park land provides 4.05 acres of park land per 1,000 residents, meeting the goal of 4 acres per 1,000.[25] While it is reasonable to assume that some employees may utilize park facilities during their work day to a certain degree, this use would be limited given the nature of the industrial use and the location of the project site. Additionally, the City currently exceeds its park service goal. As described in Section 4, Effects Found Not to be Significant, the proposed project would not include any residential units that would directly result in the creation of additional park demand that would result in a significant increase in population or existing park use. Moreover, there are ample existing park facilities within the Tracy community, including A.R. Glover Park within 2 miles of the project site to the west, which would be available to serve the nominal increased demand that could occur as a result of the proposed project. Therefore, the proposed project would not require new or altered park facilities and impacts would be less than significant.

Level of Significance

No impact (construction only).
Less than significant impact (Operation).

Mitigation Measures

None.

[23] Economic and Planning Systems. 2024. Economic Impact Analysis. December 20.
[24] State of California Department of Finance. E-4 Population Estimates for Cities, Counties, and the State, 2021-2024 with 2020 Census Benchmark. Website: https://dof.ca.gov/Forecasting/Demographics/Estimates/e-4-population-estimates-for-cities-counties-and-the-state-2021-2024-with-2020-census-benchmark/. Accessed September 26, 2025.
[25] City of Tracy. 2022. Citywide Parks, Recreation & Trails Master Plan. October 4.

Need for New or Altered Library or Other Public Facilities

Impact PUB-5:	**The proposed project would not 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 or other performance objectives for libraries or other public facilities.**

Construction

Impacts related to provision of and need for construction of new or expanded library or other public facilities are limited to operational impacts. No construction impacts would occur.

Operation

The proposed project would develop light industrial and ancillary uses. While it is reasonable to assume that some employees may utilize library or other public facilities during their workday to a certain degree, this use would be limited given the light industrial nature of the proposed project and the location of the project site.

Moreover, there are existing library facilities within the Tracy community, including Tracy Branch Library within 3 miles of the project site to the southwest, which would be available to serve the nominal increased demand that could occur as a result of the proposed project. The proposed project would not create a need to construct new or altered library or other public facilities and impacts would be less than significant.

Level of Significance

No impact (construction).
Less than significant impact (operation).

Mitigation Measures

None.

3.13.5 - Cumulative Impacts

The geographic scope of the cumulative public service analysis is the service area of each of the providers serving the proposed project. No cumulatively significant impacts have been identified for any of these areas, as all service providers are able to achieve the requisite level of service, capacity, or response time, for the reasons described below.

Cumulative projects, including those listed in Table 3-1, in conjunction with the proposed project would result in commercial, industrial, and roadway development. As noted in Table 3-1, all cumulative projects involving commercial, and industrial developments are within City jurisdiction, while roadway developments would be implemented by the City, County, and the California Department of Transportation (Caltrans) separately.

Fire Protection Facilities

The geographic scope of the cumulative fire protection and emergency medical services analysis is the South County Fire service area, which encompasses 170 square miles and over 100,000 people, including the City as well as all surrounding rural areas from the Stanislaus county line to the Alameda county line.

Buildout of the relevant cumulative projects, including those identified in Table 3-1, would result in an increased demand for fire protection and emergency medical services during construction and operation, similar to the proposed project, which over time could trigger the need for new or altered fire protection facilities. To help offset increased demand, similar to the proposed project, cumulative projects would be required to pay all applicable fees to South County Authority consistent with relevant strategic planning and public facilities planning efforts. This funding would be available to support the construction of new or altered facilities over time to help ensure that applicable response times, performance objectives and service ratios are maintained. South County Fire's 2022–2025 Strategic Plan contains provisions for conducting periodic evaluations on fire service adequacy to accommodate planned growth. Each cumulative project would undergo separate review to determine whether proposed growth inducement would be consistent with local planning accommodations. To the extent significant impacts would occur as a result of these new or altered facilities, these impacts would be identified and required to be mitigated to the extent feasible as part of the relevant CEQA process. All cumulative developments, similar to the proposed project, would also be required to adhere applicable provisions of the California Fire Code, Part 9 of the CBC, in terms of meeting standards for fire safety such as fire flow requirements for buildings, fire hydrant location and distribution criteria, automated sprinkler systems, and fire-resistant building materials.

With adherence to the CBC and payment of applicable fees, cumulative projects would not result in additional needs for new or altered fire protection or emergency medical facilities not already analyzed within the City and County General Plans, and cumulative impacts would be less than significant. Since the proposed project would have a less than significant impact related to fire protection services, the proposed project would not have a cumulatively considerable contribution to the already less than significant cumulative impact.

Police Protection Facilities

The geographic scope of the cumulative police protection analysis is the service area of the Tracy Police Department, which consists of the Tracy city limits.

Buildout of the relevant cumulative projects, including those identified in Chapter 3, Environmental Impact Analysis, Table 3-1 and shown to be within city limits on Chapter 3, Environmental Impact Analysis, Exhibit 3-1, Cumulative Projects Map, would result in an increased demand for police protection services during construction and operation, similar to the proposed project, which over time could trigger the need for new or altered police protection facilities. To help offset increased demand, similar to the proposed project, cumulative projects would be required to pay all applicable fees to the City consistent with relevant strategic planning and public facilities planning efforts. This funding would be available to support the construction of new or altered facilities over time to help

ensure that applicable response times, performance objectives, and service ratios are maintained. To the extent significant impacts would occur as a result of these new or altered facilities, these impacts would be identified and required to be mitigated to the extent feasible as part of the relevant CEQA process. All cumulative developments, similar to the proposed project, would also be expected to incorporate reasonable security and safety measures appropriate for the specific type of use, which would further help to reduce impacts associated with police protection services, and would be reviewed for impacts on law enforcement services and required to address any potential impacts with mitigation. Because demand for law enforcement services varies substantially by project (clientele, hours of operation, crime prevention measures, etc.), it is unlikely that there would be substantial overlap in demand that would result in a cumulatively significant impact such that new or expanded police protection facilities are necessary beyond the City's existing capacity and regular review of service levels for future developments.

With payment of applicable fees, cumulative projects would not result in additional need for new or altered police protection facilities not already analyzed within the City General Plan, and impacts would be less than significant. Since the proposed project would have a less than significant impact related to fire protection services, the proposed project would not have a cumulatively considerable contribution to the already less than significant cumulative impact.

School Facilities

The geographic scope of the cumulative school facilities analysis includes the service areas of TUSD, Jefferson Elementary School District, Lammersville Unified School District, Banta Elementary School District, and New Jerusalem School District. Relevant cumulative projects, including those listed in Chapter 3, Environmental Impact Analysis, Table 3-1, would result in some residential development that could increase demand on school facilities. The school districts are undertaking planned modernization of existing campuses and infrastructure upgrades. Importantly, these modernizations are part of long-term strategic growth initiatives and district-wide planning efforts rather than being driven by a single development project. The funding sources for these projects include local bonds and special tax measures.

To offset any increased demand, similar to the proposed project, cumulative projects would be required to pay all applicable fees to the City consistent with applicable State law. This funding would be available to support the construction of new or altered facilities over time to help ensure that applicable response times, performance objectives, and service ratios are maintained. To the extent significant impacts would occur as a result of these new or altered facilities, any such future impacts would be identified and required to be mitigated to the extent feasible as part of the relevant CEQA process. Pursuant to Government Code Section 65995, payment of adopted development fees is considered "full and complete mitigation" for impacts to school facilities, and local governments are prohibited from assessing additional fees or exactions for school impacts. As part of project entitlement processes, cumulative project applicants, similar to the proposed project, would be responsible for paying the applicable school facility fees. With payment of impact development fees, cumulative projects would not result in additional need for new or altered school facilities not already analyzed within the City General Plan and accounted for in District plans and impacts would

be less than significant with the construction and operation of planned for facilities and payment of development impact fees.

Because the proposed project would not include the development of any residences, and therefore would not increase the population in the area, the proposed project would not contribute considerably to cumulative impacts associated with schools and the proposed project would not have a cumulatively considerable contribution to the less than significant impact.

Park Facilities

The geographic scope of the cumulative park facilities analysis is the city limit. Buildout of the relevant cumulative projects, including those identified in Table 3-1 and shown to be within city limits on Chapter 3, Environmental Impact Analysis, Exhibit 3-1, Cumulative Projects Map, would result in an increased demand for new and/or altered park facilities to maintain the 4/1,000 service ratio. To help offset this increased demand, relevant cumulative projects would be required to provide parkland (or pay applicable development fees, which the City would use over time to develop new and/or altered facilities). To the extent significant impacts would occur as a result of these new or altered facilities, these impacts would be identified and required to be mitigated to the extent feasible as part of the relevant CEQA process. With payment of applicable park impact fees and/or otherwise satisfying park dedication obligations by cumulative projects, there would be a less than significant cumulative impact related to additional need for new or altered parks and recreational facilities not already analyzed within the City General Plan and impacts would be less than significant. Because the proposed project would not include the development of any residences, and therefore would not increase the population in the area, the proposed project would not contribute considerably to cumulative impacts associated with parks.

Library or Other Public Facilities

The geographic scope of the cumulative library and other public facilities analysis is the city limit. Buildout of the relevant cumulative projects, including those identified in Chapter 3, Environmental Impact Analysis, Table 3-1 and shown to be within city limits on Chapter 3, Environmental Impact Analysis, Exhibit 3-1, Cumulative Projects Map, would result in an increased demand for library or other public services to maintain applicable response times, performance objectives or service ratios. To help offset this increase, cumulative developments, similar to the proposed project, would be required to pay applicable development impact fees consistent with relevant strategic planning and public facilities planning efforts. This funding would be available to support the construction of new or altered facilities over time to help ensure that applicable response times, performance objectives and service ratios are maintained. To the extent significant impacts would occur as a result of these new or altered facilities, any such future impacts would be identified and required to be mitigated to the extent feasible as part of the relevant CEQA process. With payment of fees by cumulative projects, there would be a less than significant cumulative impact regarding additional need for new or altered library or other public facilities not already analyzed within the City General Plan.

Because the proposed project would not include the development of any residences, and therefore, would not substantially increase the population in the area, the proposed project would not make a

cumulatively considerable contribution to cumulative impacts associated with libraries or other public facilities.

Level of Cumulative Significance

Less than significant impact.

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3.14 - Transportation

3.14.1 - Introduction

This section describes existing conditions related to transportation on the project site and vicinity as well as the relevant regulatory framework. This section also evaluates the potential impacts related to transportation that could result from implementation of the proposed project. Information in this section is based, in part, on the project-specific California Environmental Quality Act (CEQA) Transportation Review Memorandum (CEQA Memorandum),[1] and Local Transportation Analysis (LTA)[2] included as Appendix J of this Draft Environmental Impact Report (Draft EIR). The following comment was received during the NOP scoping period related to transportation (Appendix A):

- States that the additional truck traffic associated with the proposed project could have significant cumulative effects on the residents of Banta in combination with other recent and planned projects in the Northeast Industrial (NEI) Specific Plan area.

3.14.2 - Existing Conditions

The following describes the existing roadways that provide access to the project site and vicinity. The existing roadway network is shown on Exhibit 3.14-1.

Roadway Facilities

State

Interstate 205

Interstate 205 (I-205) is an interstate highway that connects I-5 with I-580 in San Joaquin County and is located in the northern area of the City of Tracy. The highway provides access from the San Francisco Bay Area to northern San Joaquin County. I-205 contains three lanes in each direction, eastbound and westbound. I-205 is adjacent to the north of the project site.

Regional

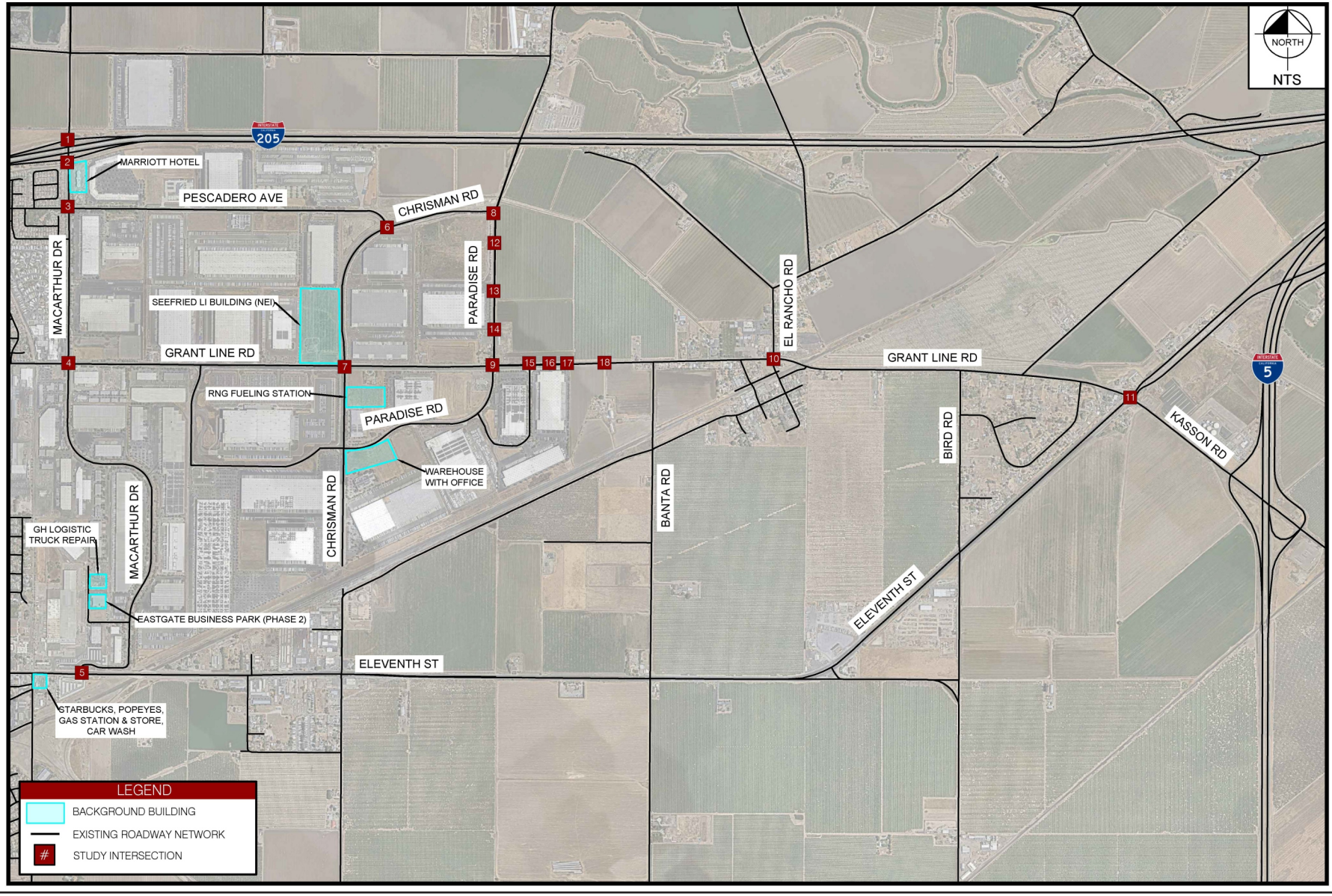
The following roadways within the project vicinity are in the San Joaquin Council of Governments (SJCOG) Regional Congestion Management Program (RCMP).

Grant Line Road

Grant Line Road is an east–west, four-lane, divided major arterial with a speed limit of 45 miles per hour (mph) (within the project vicinity). Grant Line Road extends from Byron Road in the northwestern portion of the City to 11th Street in Banta and provides local and regional access to and from the City of Tracy. Bike and bus facilities are present along Grant Line Road. The portion of Grant Line Road located within the RCMP extends from Byron Road to Chrisman Road.

[1] Kimley-Horn. 2026. Northeast Business Park CEQA Transportation Review. April 28.
[2] Kimley-Horn. 2026. Local Transportation Analysis – Northeast Business Park. January.

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Source: Kimley-Horn and Associates, Inc., August 2025.

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An ADEC Innovation

Exhibit 3.14-1
Background Conditions Study Area and Intersections

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Chrisman Road

Chrisman Road is a north–south, two-lane, divided major arterial with a speed limit of 40 mph. North Chrisman Road currently extends from Grant Line Road to the railroad and from the railroad to 11th Street, where it becomes South Chrisman Road. No road access is present at the railroad and North Chrisman Road only provides access to local warehousing and distribution centers. Therefore, no through traffic occurs on North Chrisman Road. The RCMP extents of Chrisman Road are from Vernalis Road to Grant Line Road.

MacArthur Drive

MacArthur Drive is a north–south major arterial that extends from I-205 to the Governor Edmund G. Brown California Aqueduct. Within the project vicinity, North MacArthur Drive is a two-lane divided major arterial from I-205 to Stonebridge Drive and a two-lane undivided major arterial from Stonebridge Drive to 11th Street. The speed limit is 40 mph and bus, and bike facilities are present along MacArthur Drive. The RCMP extents of MacArthur Drive are from Linne Road to I-205.

11th Street

11th Street is an east–west, undivided major arterial with left-turn pockets, two-way left-turn lanes, and a speed limit of 45 mph (within the project vicinity). 11th Street extends from I-205 (to the west) to I-5 (to the east) and provides regional and local access to/from the City of Tracy. Bus and bike facilities are present along 11th Street. The RCMP extents of 11th Street are from I-205 to I-5.

Local

Paradise Road

Paradise Road is a north–south, two-lane, undivided minor arterial with left-turn pockets and a speed limit of 40 mph. Paradise Road provides regional access to and from the northeast region of the City of Tracy. No bike or bus facilities are present along Paradise Road.

Pescadero Avenue

Pescadero Avenue is an east–west, two-lane, undivided minor arterial with left-turn pockets and a two-way left-turn lane. Pescadero Avenue extends from MacArthur Drive to Paradise Road with a speed limit of 35 mph. No bike or bus facilities are present along Pescadero Avenue.

California Avenue

California Avenue is an east–west, two-lane, undivided local roadway serving residential and commercial areas within the City of Tracy. No dedicated bicycle lanes or sidewalks are present along California Avenue.

Study Area

The study area includes the main roadways and intersections around the project site that would be most impacted by the proposed project's traffic volumes. Study intersections were selected based on the proposed project's trip generation, estimated trip distribution, and recent traffic studies in the vicinity. The study intersections consist of the following 18 intersections within the project site vicinity and are shown below as well as in (Exhibit 3.14-1).

- **Intersection No. 1:** I-205 Westbound Off/On Ramps and MacArthur Drive
- **Intersection No. 2:** I-205 Eastbound Off/On Ramps and MacArthur Drive
- **Intersection No. 3:** MacArthur Drive and Pescadero Avenue
- **Intersection No. 4:** MacArthur Drive and Grant Line Road
- **Intersection No. 5:** MacArthur Drive and 11th Street
- **Intersection No. 6:** Chrisman Road and Pescadero Avenue
- **Intersection No. 7:** Chrisman Road and Grant Line Road
- **Intersection No. 8:** Chrisman Road and Paradise Road
- **Intersection No. 9:** Paradise Road and Grant Line Road
- **Intersection No. 10:** El Rancho Road/Seventh Street and Grant Line Road
- **Intersection No. 11:** 11th Street and Grant Line Road/Kasson Road
- **Intersection No. 12:** Paradise Road and Project Driveway 1
- **Intersection No. 13:** Paradise Road and Project Driveway 2
- **Intersection No. 14:** Paradise Road and Project Driveway 3
- **Intersection No. 15:** Grant Line Road and Project Driveway 4
- **Intersection No. 16:** Grant Line Road and Project Driveway 5
- **Intersection No. 17:** Grant Line Road and Project Driveway 6
- **Intersection No. 18:** Grant Line Road and Project Driveway 7

Existing Conditions and Methodology for Vehicle Level of Service (Non-CEQA LOS Operational Analysis)

SB 743 requires an analysis of project VMT. Accordingly, the evaluation of intersection LOS under various project conditions is provided for informational purposes only. Analysis of potential deficiencies caused by the proposed project at roadway intersections is based on the concept of Level of Service (LOS) utilizing the relevant LOS criteria identified by the maintaining agency (in this case, in the City, the County and Caltrans). The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. Levels of Service for this non-CEQA LOS operational study were determined using methods defined in the Highway Capacity Manual, 7th Edition (HCM) and Synchro 12 traffic analysis software.[3] For roundabouts, lane LOS values are based on average delay, and the V/C ratio (degree of saturation) per lane is considered acceptable if it is less than 0.85. Sidra Intersection 9.1 was utilized to determine the V/C ratio.

HCM methodologies include procedures for analyzing side street stop controlled (SSSC), All-way Stop Controlled (AWSC), signalized intersections, and roundabouts (RAB). The SSSC procedure defines LOS as a function of average control delay for each minor street approach movement. Conversely, the AWSC and signalized intersection procedures, as well as roundabouts, define LOS as a function of average control delay for the overall intersection. Table 3.14-1 and Table 3.14-2 relates the operational characteristics associated with each LOS category for signalized and unsignalized intersections as well as roundabouts.

[3] Transportation Research Board. 2022. Highway Capacity Manual 7th Edition: A Guide for Multimodal Mobility Analysis.

Table 3.14-1: Signalized and Unsignalized Intersection LOS Criteria

Level of Service	Description	Signalized (Average control delay per vehicle in seconds/vehicle)	Unsignalized (Average control delay per vehicle in seconds/vehicle)
A	Free flow with no delays; users are virtually unaffected by others in the traffic stream.	Less than 10	Less than 10
B	Stable traffic; traffic flows smoothly with few delays.	Less than or equal to 10 to 20	Less than or equal to 10 to 15
C	Stable flow but the operation of individual users becomes affected by other vehicles; modest delays.	Less than or equal to 20 to 35	Less than or equal to 15 to 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak-hours.	Less than or equal to 35 to 55	Less than or equal to 25 to 35
E	Unstable flow with operating conditions at or near the capacity level; long delays and vehicle queueing.	Less than or equal to 55 to 80	Less than or equal to 35 to 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queueing.	Greater than or equal to 80	Greater than or equal to 50

Source: Transportation Research Board. 2022. Highway Capacity Manual 7th Edition: A Guide for Multimodal Mobility Analysis.

Table 3.14-2: Roundabout Level of Service Definitions

Level of Service	Description	LOS by Volume-to Capacity Ratio[1]	
		v/c ≤ 1.0	v/c > 1.0
A	Free flow with no delays; users are virtually unaffected by others in the traffic stream.	A	F
B	Stable traffic; traffic flows smoothly with few delays.	B	F
C	Stable flow but the operation of individual users becomes affected by other vehicles; modest delays.	C	F
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak-hours.	D	F
E	Unstable flow with operating conditions at or near the capacity level; long delays and vehicle queueing.	E	F
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queueing.	F	F

Notes:
[1] For approaches and intersection wide assessment, LOS is defined solely by control delay.
Source: Transportation Research Board. 2022. Highway Capacity Manual 7th Edition: A Guide for Multimodal Mobility Analysis.

Project-related operational deficiencies are determined by comparing conditions without the proposed project to those with the proposed project. Project-related operational deficiencies at study intersections are created when traffic from a development project causes the LOS to fall below the maintaining agency's LOS criteria or causes already deficient intersections to deteriorate further to a certain level.

Roadway facilities evaluated in this non-CEQA LOS operational study are located in and maintained by three agencies: the County of San Joaquin, City of Tracy, and the California Department of Transportation (Caltrans) District 10. Each agency's LOS criteria are discussed below in the regulatory framework.

Existing Level of Service

The existing conditions analysis reflects the roadway network and traffic volumes at the time of the data collection. The study intersections are presented in Exhibit 3.14-1. The roadway network reflects intersection geometry, traffic control, signal timing, and turning movement volumes as of the April 2025 data collection. Turning movement volumes were collected for the study intersections #1 through #9 on Tuesday, November 19, 2024, while intersections #10 and #11 were collected on Tuesday, April 8, 2025. Both data collection dates represent typical weekdays when schools were in session and weather was fair. Passenger, heavy vehicle, bicycle, and pedestrian movements were counted during both the AM peak period (4:00 a.m. to 9:00 a.m.) and the PM peak period (3:00 p.m. to 7:00 p.m.). In addition, 72-hour Average Daily Traffic (ADT) "tubular" counts were collected on Paradise Road (north of Grant Line Road), on Grant Line Road (between Paradise Road and Banta Road) on November 19–21, 2024 and April 8–10,2025, and on Grant Line Road (east of El Rancho Road) on April 8–10, 2025 to determine the AM and PM peak-hours. Analysis of the tubular and intersection turning movement counts, included in Appendix A of the LTA, show the following traffic patterns:

- Grant Line Road experiences its morning peak demand between 6:45 a.m. to 7:45 a.m. and its afternoon peak demand between 5:30 p.m. to 6:30 p.m.

Count data was reviewed to select the appropriate traffic volumes for use in the existing conditions analysis. This analysis conservatively uses the peak-hour volumes, peak-hour factor (PHF), and heavy vehicle percentages from each study intersections' AM and PM peak-hour.

Table 3.14-3 provides the LOS of the existing study intersections. As seen in the table, only intersection #9 (Paradise Road and Grant Line Road) does not currently operate at an acceptable LOS.

Table 3.14-3: Existing Conditions LOS Results

No.	Intersection	LOS and V/C Standard	Control Type	Existing Conditions							
				AM Peak-hour				PM Peak-hour			
				MVMT	Delay	LOS	V/C	MVMT	Delay	LOS	V/C
1	MacArthur Drive and I-205 WB	—	Signal	—	41.3	D	—	—	31.8	C	—
2	MacArthur Drive and I-205 EB	—	Signal	—	26.0	C	—	—	24.0	C	—
3	MacArthur Drive and Pescadero Avenue	E	Signal	—	17.1	B	—	—	21.2	C	—
4	MacArthur Drive and Grant Line Road	D	Signal	—	25.5	C	—	—	37.8	D	—
5	MacArthur Drive and 11th Street	D	Signal	—	11.4	B	—	—	16.1	B	—
6	Chrisman Road and Pescadero Avenue	D	Signal	—	9.5	A	—	—	13.4	B	—
7	Chrisman Road and Grant Line Road	D	Signal	—	19.3	B	—	—	20.1	C	—
8	Chrisman Road and Paradise Road	D	AWSC	—	8.0	A	—	—	8.2	A	—
9	Paradise Road and Grant Line Road	D	Signal	—	29.7	C	—	—	**92.0**	**F**	—
10	El Rancho Road/Seventh Street and Grant Line Road	D	Signal	—	10.9	B	—	—	34.6	C	—
11	11th Street and Grant Line Road/Kasson Road	D	RAB	—	19.0	C	0.854	—	26.4	C	1.056
12	Paradise Road and Project Driveway #1	D	SSSC	Intersection Does Not Exist Under This Condition							
	Worst Approach										
13	Paradise Road and Project Driveway #2	D	SSSC	—	—	—	—	—	—	—	—
	Worst Approach			*EB*	*9.9*	*A*	—	*EB*	*10.0*	*B*	—
14	Paradise Road and Project Driveway #3	D	SSSC	—	—	—	—	—	—	—	—
	Worst Approach			*EB*	9.7	*A*	-	*EB*	*10.1*	*B*	—
15	Grant Line Road and Project Driveway #4	D	SSSC	Intersection Does Not Exist Under This Condition							
	Worst Approach										

No.	Intersection	LOS and V/C Standard	Control Type	Existing Conditions							
				AM Peak-hour				PM Peak-hour			
				MVMT	Delay	LOS	V/C	MVMT	Delay	LOS	V/C
16	Grant Line Road and Project Driveway #5	D	SSSC	Intersection Does Not Exist Under This Condition							
	Worst Approach										
17	Grant Line Road and Project Driveway #6	D	Signal	—	6.2	A	—	—	4.8	A	—
18	Grant Line Road and Project Driveway #7	D	SSSC	Intersection Does Not Exist Under this Condition							
	Worst Approach										

Notes
1. Analysis performed using HCM 7th Edition methodology in Synchro™ 12 Software and Delay and v/c (HCM 6) methodology in SIDRA HCM Software.
2. Overall Level of Service (LOS) standard for the City is D. For intersections within 0.25 -mile of an interchange, overall LOS standard is E. The County of San Joaquin LOS standard is D. Caltrans no longer has a LOS standard.
3. SSSC–Side Street Stop Control, Signal–Signalized Intersection, AWSC–All-way Stop Controlled, MVMT–approach movement direction
4. Deficient LOS and volume to capacity ratio (V/C) is denoted by **bold text.**
5. Delay indicated in seconds/vehicle.
6. With a roundabout V/C of 0.85-1.00, it is encouraged to conduct additional sensitivity analysis to evaluate delay and queues.

Background Conditions

Traffic operations were evaluated at study intersections under Background Conditions. For purposes of this analysis, Background Conditions reflect Existing Plus Approved Projects. In order to evaluate the Background Conditions, the trip generation, distribution, and assignment were identified for each Approved Project, and the traffic volumes were added to the study intersections.

Background Trip Generation, Distribution, and Assignment

The following projects are currently approved, pending approval, or under construction but not fully occupied or operational at the time of analysis:

- GH Logistics Truck Repair–6,000-square-foot automobile care center
- Marriott Hotel–108 rooms
- Starbucks, Popeyes, gasoline station and store, car wash
- Warehouse with Office–90,000-square-foot warehouse
- RNG Fueling Station and Parking Lot–156 spaces
- Seefried LI Building (NEI)–335,157-square-foot warehouse
- Eastgate Business Park Phase 2–26,019-square-foot warehouse

Trip Generation

Table 3.14-4 shows the estimated trip generation for the Approved Projects. Trip generation values are either derived from a previous traffic study or estimated using Institute of Transportation

Engineers (ITE) for purposes of this analysis if a traffic study was not previously completed. Approved Projects' trips were distributed along the roadway network based on existing travel patterns and traffic count data.

Table 3.14-4 shows the trip generation estimates for Approved Projects which are estimated to generate and add approximately 397 AM peak-hour trips (227 IN/170 OUT) and 487 PM peak-hour trips (224 IN/263 OUT) to Existing Conditions. These trips are, however, distributed throughout the study intersections and do not occur at a single site.

Table 3.14-4: Background (Approved Projects) Trip Generation

Land Use Type	ITE Land Use Code[1]	Size	Weekday AM			Weekday PM		
			Total Peak-hour	In	Out	Total Peak-hour	In	Out
Approved Project								
GH Logistics Truck Repair	942	6 ksf	14	9	5	19	9	10
Marriott Hotel	310	108 Rooms	50	28	22	64	33	31
RNG Fueling Station and Parking Lot[3]	Custom	156 Spaces	136	68	68	136	68	68
Warehouse with Office	150	90 ksf	15	12	3	16	4	12
Seefried LI Building[4]	150	335.2 ksf	64	49	15	67	19	48
Eastgate Business Park Phase 2	150	26 ksf	4	3	1	5	1	4
Carwash[2]	948	1 Carwash Tunnel	—	—	—	78	39	39
Popeyes[2]	934	2.8 ksf	27	14	13	24	12	12
Starbucks[2]	937	2.2 ksf	41	21	20	23	11	12
Gas Station and Convenience Store[2]	945	12 Vehicle Fueling Position	46	23	23	55	28	27
Approved Project Total			**397**	**227**	**170**	**487**	**224**	**263**

Notes:
1. Weekday trip generation average rates used Institute of Transportation Engineers (ITE), "Trip Generation", 11th Edition, 2021
2. Land Uses with Vehicle Pass-By Rates and Data and Diverted Percentage Reduction, Institute of Transportation Engineers (ITE), "Trip Generation", 11th Edition, 2021
3. Trip generation used by Kimley-Horn and Associates, Memorandum: Compressed Natural Gas (CNG)/Alternative Energy Fueling Station Traffic Review, May 5, 2022
4. Trip generation used by Kimley-Horn and Associates, Memorandum: Seefried Warehouse (D22-0045) Local Transportation Analysis, November 10, 2023[6]. With a roundabout V/C of 0.85-1.00, it is encouraged to conduct additional sensitivity analysis to evaluate delay and queues.

Trip Distribution and Assignment

Trip distribution for Approved Projects were split by vehicle type because passenger cars and trucks (including a mix of light and heavy trucks) have different origins and destinations. Many of the NEI warehouses have specific truck driveways where all inbound and outbound truck traffic is routed. In addition, the City of Tracy prohibits trucks along certain roadways and intersections. Therefore, the distribution of passenger cars and trucks were identified separately. The distribution and assignment for Approved Projects were based on previous studies or estimated for this analysis if a traffic study was not previously conducted.

Background Conditions Level of Service

The Background Conditions are based on Existing counts plus Approved Projects. Figure 5 illustrates the Background Conditions study intersections plus the location of the Approved Projects. Table 3.14-5 provides a summary of the LOS results, and the following study intersections operate at an unacceptable LOS:

- Intersection #9–Paradise Road and Grant Line Road
  - PM peak-hour–LOS F
- Intersection #10—Seventh Street/El Rancho Road and Grant Line Road
  - PM peak-hour–LOS E

Table 3.14-5: Background (2028) Conditions LOS Results

No	Intersection (Maintain/Controlling Agency)	LOS and V/C Standard	Control Type	Existing Conditions								Background Conditions									
				AM Peak-hour				PM Peak-hour				AM Peak-hour					PM Peak-hour				
				MVMT	Delay	LOS	V/C	MVMT	Delay	LOS	V/C	MVMT	Delay	Δ	LOS	V/C	MVMT	Dealy	Δ	LOS	V/C
1	MacArthur Drive and I-205 WB (Caltrans)	—	Signal	—	41.3	D	—	—	31.8	C	—	—	41.1	-0.2	D	—	—	31.3	-0.5	C	—
2	MacArthur Drive and I-205 EB (Caltrans)	—	Signal	—	26.0	C	—	—	24.0	C	—	—	29.2	3.2	C	—	—	26.2	2.2	C	—
3	MacArthur Drive and Pescadero Avenue (City)	E	Signal	—	17.1	B	—	—	21.2	C	—	—	18.0	0.9	B	—	—	22.3	1.1	C	—
4	MacArthur Drive and Grant Line Road (City)	D	Signal	—	25.5	C	—	—	37.8	D	—	—	28.5	3.0	C	—	—	43.9	6.1	D	—
5	MacArthur Drive and 11th Street (City)	D	Signal	—	11.4	B	—	—	16.1	B	—	—	12.1	0.7	B	—	—	17.3	1.2	B	—
6	Chrisman Road and Pescadero Avenue (City)	D	Signal	—	9.5	A	—	—	13.4	B	—	—	10.3	0.8	B	—	—	13.4	0.0	B	—
7	Chrisman Road and Grant Line Road (City)	D	Signal	—	19.3	B	—	—	20.1	C	—	—	25.4	6.1	C	—	—	32.8	12.7	C	—
8	Chrisman Road and Paradise Road (City)	D	AWSC	—	8.0	A	—	—	8.2	A	—	—	8.0	0.0	A	—	—	8.3	0.1	A	—
9	Paradise Road and Grant Line Road (City)	D	Signal	—	29.7	C	—	—	**92.0**	**F**	—	—	34.8	5.1	C	—	—	**107.5**	**15.5**	**F**	—
10	El Rancho Road/Seventh Street and Grant Line Road (County)	D	Signal	—	10.9	B	—	—	34.6	C	—	—	12.8	1.9	B	—	—	**70.2**	**35.6**	**E**	—

No	Intersection (Maintain/Controlling Agency)	LOS and V/C Standard	Control Type	Existing Conditions								Background Conditions									
				AM Peak-hour				PM Peak-hour				AM Peak-hour					PM Peak-hour				
				MVMT	Delay	LOS	V/C	MVMT	Delay	LOS	V/C	MVMT	Delay	Δ	LOS	V/C	MVMT	Dealy	Δ	LOS	V/C
11	11th Street and Grant Line Road/Kasson Road (County)	D	RAB	—	19.0	C	0.854	—	26.4	C	1.056	—	20.7	1.7	C	0.876	—	32.5	0.099	C	1.155
12	Paradise Road and Project Driveway #1 (City)	D	SSSC	Intersection Does Not Exist Under This Condition								Intersection Does Not Exist Under This Condition									
	Worst Approach																				
13	Paradise Road and Project Driveway #2 (City)	D	SSSC	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Worst Approach			EB	9.9	A	—	EB	10.0	B	—	EB	9.9	0.0	A	—	EB	10.1	0.1	B	—
14	Paradise Road and Project Driveway #3 (City)	D	SSSC	—	—	—	—	—	—	—	—	EB	9.8	0.0	A	—	EB	10.2	0.1	B	—
	Worst Approach			EB	9.7	A	—	EB	10.1	B	—										
15	Grant Line Road and Project Driveway #4 (City)	D	SSSC	Intersection Does Not Exist Under This Condition								Intersection Does Not Exist Under This Condition									
	Worst Approach																				
16	Grant Line Road and Project Driveway #5 (City)	D	SSSC	Intersection Does Not Exist Under This Condition								Intersection Does Not Exist Under This Condition									
	Worst Approach																				
17	Grant Line Road and Project Driveway #6 (City)	D	Signal	—	6.2	A	—	—	4.8	A	—	—	6.9	0.7	A	—	—	5.4	0.6	A	—

No	Intersection (Maintain/Controlling Agency)	LOS and V/C Standard	Control Type	Existing Conditions								Background Conditions									
				AM Peak-hour				PM Peak-hour				AM Peak-hour					PM Peak-hour				
				MVMT	Delay	LOS	V/C	MVMT	Delay	LOS	V/C	MVMT	Delay	Δ	LOS	V/C	MVMT	Dealy	Δ	LOS	V/C
18	Grant Line Road and Project Driveway #7 (City)	D	SSSC	Intersection Does Not Exist Under This Condition								Intersection Does Not Exist Under This Condition									
	Worst Approach																				

Notes
1. Analysis performed using HCM 7th Edition methodology in Synchro™ 12 Software and Delay and v/c (HCM 6) methodology in SIDRA HCM Software
2. Overall Level of Service (LOS) standard for the City is D. For intersections within 1/4-mile of an interchange, overall LOS standard is E. The County of San Joaquin LOS standard is D. Caltrans no longer has a LOS standard.
3. SSSC–Side Street Stop Control, Signal–Signalized Intersection, AWSC–All-way Stop Controlled, MVMT–approach movement direction
4. Deficient LOS and V/C is denoted by **bold text**
5. Delay indicated in seconds/vehicle
6. With a roundabout V/C of 0.85-1.00, it is encouraged to conduct additional sensitivity analysis to evaluate delay and queues.
7. The year 2028 represents the near-term horizon by which currently approved, reasonably foreseeable development projects in the project vicinity are expected to be operational.

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Existing Public Transit Service and Facilities

Study Area

Existing transit service in the City of Tracy is provided by a local bus service (TRACER) and Altamont Corridor Express (ACE). The bus and rail system provides local and regional connectivity to residents of the City. The San Joaquin Regional Transit District (RTD) County Hopper service serves Tracy destinations.

Bus

TRACER and San Joaquin RTD

TRACER is a bus service the City of Tracy offers to residents. It provides both fixed route and paratransit services to major destinations throughout the City. Its hours of operation are Monday through Friday from 7:00 a.m. to 8:00 p.m. and Saturday from 9:00 a.m. to 7:00 p.m. TRACER does not operate on Sundays or holidays. In addition, Americans with Disability Act (ADA) Paratransit Service by TRACER is a door-to-door service available to City residents who complete a certification for the service and visitors with ADA documentation. The service is designed to serve ADA/Medicare passengers and those 65 and older.

The San Joaquin RTD County Hopper service travels down Grant Line Road in the project vicinity.

Rail

Altamont Corridor Express

The San Joaquin Regional Rail Commission (SJRRC) provides the ACE commuter rail transit service connecting Stockton to San José. ACE operates on weekdays, and also provides modified rail services on holidays. Under a weekday schedule, four westbound trains pass through the City with approximately 1-hour headways at 4:41 a.m., 6:06 a.m., 7:11 a.m., and 8:03 a.m. Four eastbound trains return through the City with approximately 1-hour headways, at 3:56 p.m., 5:11 p.m., 6:11 p.m., and 7:11 p.m. on weekdays. [4] TRACER makes connections with most departures and arrivals, providing transit to the Tracy Transit Station and other stops.

Project Site

Bus

The closest bus stop to the project site is approximately 0.5 mile west at the intersection of Grant Line Road and North Chrisman Road. The stop is served by San Joaquin RTD County Hopper Bus Route 797, connecting to Lathrop, Stockton, and Manteca on weekends.[5] The next nearest bus stop is 1.59 miles to the west at the Shops at Northgate Village. The stop is served by TRACER Route E, connecting to the Tracy Transit Station, and San Joaquin RTD County Hopper bus routes 90 and 97, connecting to Lathrop and Stockton.[6,7,8]

[4] San Joaquin Regional Rail Commission. 2020. Schedules and Fares. Website: https://acerail.com/schedules/. Accessed August 26, 2025.
[5] San Joaquin Regional Transit District. 2025. Route 797 Schedule. Website: http://sanjoaquinrtd.com/route-797/. Accessed August 26, 2025.
[6] City of Tracy. 2025. TRACER System Map and Bus Schedule. July 1.
[7] San Joaquin Regional Transit District. 2025. Route Maps. August 10. Website: https://sanjoaquinrtd.com/route-maps/. Accessed August 26, 2025.
[8] Ibid.

The TRACER Paratransit Service area boundary is adjacent to the southern and western project site boundaries.[9]

Rail

The Tracy Station is located at 4800 South Tracy Boulevard, approximately 4.70 miles southwest of the project site.

Bicycle Facilities

Caltrans Highway Design Manual and National Association of City Transportation Officials Urban Bikeway Design Guide define four major types of bicycle facilities:[10]

- **Class I: Multiuse Path—**These paths provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians with vehicle cross-flow minimized.
- **Class II: Bicycle Lane—**These bicycle lanes provide a restricted right-of-way and are designated for the use of bicycles for one-way travel with a striped lane on a street or highway. These bicycle lanes are generally a minimum of 5 feet wide, and vehicle/pedestrian cross-flow is permitted.
- **Class III: Bicycle Route with Sharrows—**These bikeways provide right-of-way designated by signs or pavement markings for shared use with motor vehicles. These bikeways include sharrows or "shared-lane markings" to highlight the presence of bicyclists.
- **Class IV: Buffered Bicycle Lanes—**These bicycle lanes consist of a physically separate lane for increased comfort and protection of bicyclists. These bicycle lanes can be physically separated by a barrier, such as planters or on-street parking, grade-separated from the roadway, or a painted buffer area. These can also be called cycle-tracks and can allow for one-way or two-way bicycle travel.

Study Area

The project site is situated on the edge of the City of Tracy bicycle network, which consists of a network of on- and off-street bicycle facilities. The following bike facilities currently exist within approximately 0.5 mile of the project site:

Grant Line Road

- Class II bike lane on the south side from Paradise Road to Chabot Court
- Class II bike lane from Paradise Road toward west

Paradise Road

- Class II bike lane along the project site's frontage

Chrisman Road

- Class I multiuse path along the south and east side of Chrisman Road to approximately 650 feet west of Paradise Road

[9] City of Tracy. 2025. TRACER Paratransit System Map. July 1.
[10] California Department of Transportation (Caltrans). 2015. Highway Design Manual, Chapter 1000 Bicycle Transportation Design. December 30.

Project Site

No existing Class I or Class III facilities exist near the project site. Class II facilities exist along Grant Line Road in the eastbound and westbound directions, west of Paradise Road.

Planned Bicycle Facilities

The City's Transportation Master Plan (TMP) identifies the following additional bicycle improvements within the approximately 0.5-mile study area around the project site as part of the planned facilities to serve the broader Tracy community:

- **Paradise Road**–Construct a Class I multiuse path along the proposed project's frontage from Grant Line Road to Chrisman Road.
- **Chrisman Road**–Construct a Class I multiuse path starting 600 feet west of Paradise Road along the south side, shifting to the north/west side of Chrisman Road at Paradise Road, and continuing to the planned Chrisman Road/Arbor Avenue intersection.
- **Grant Line Road**–Construct a Class II bike lane on the northern side of the road, extending 0.5 mile east of Paradise Road, which is along the project site's frontage. TMP currently indicates Class III, but Class II has been implemented along the corridor.

The Grant Line Realignment Project, which involves shifting a portion of Grant Line Road to a new southerly alignment to improve traffic flow and regional circulation, overseen and implemented by San Joaquin County will feature wide shoulders to accommodate Class III bicycle routes. As part of this Grant Line Realignment Project, the existing Grant Line Road will be converted to cul-de-sacs, and Class III facilities will be developed along the new roadway. Exhibit 3.14-2 depicts the existing and TMP-identified bicycle facilities within 0.5 mile of the project site.

Pedestrian Facilities

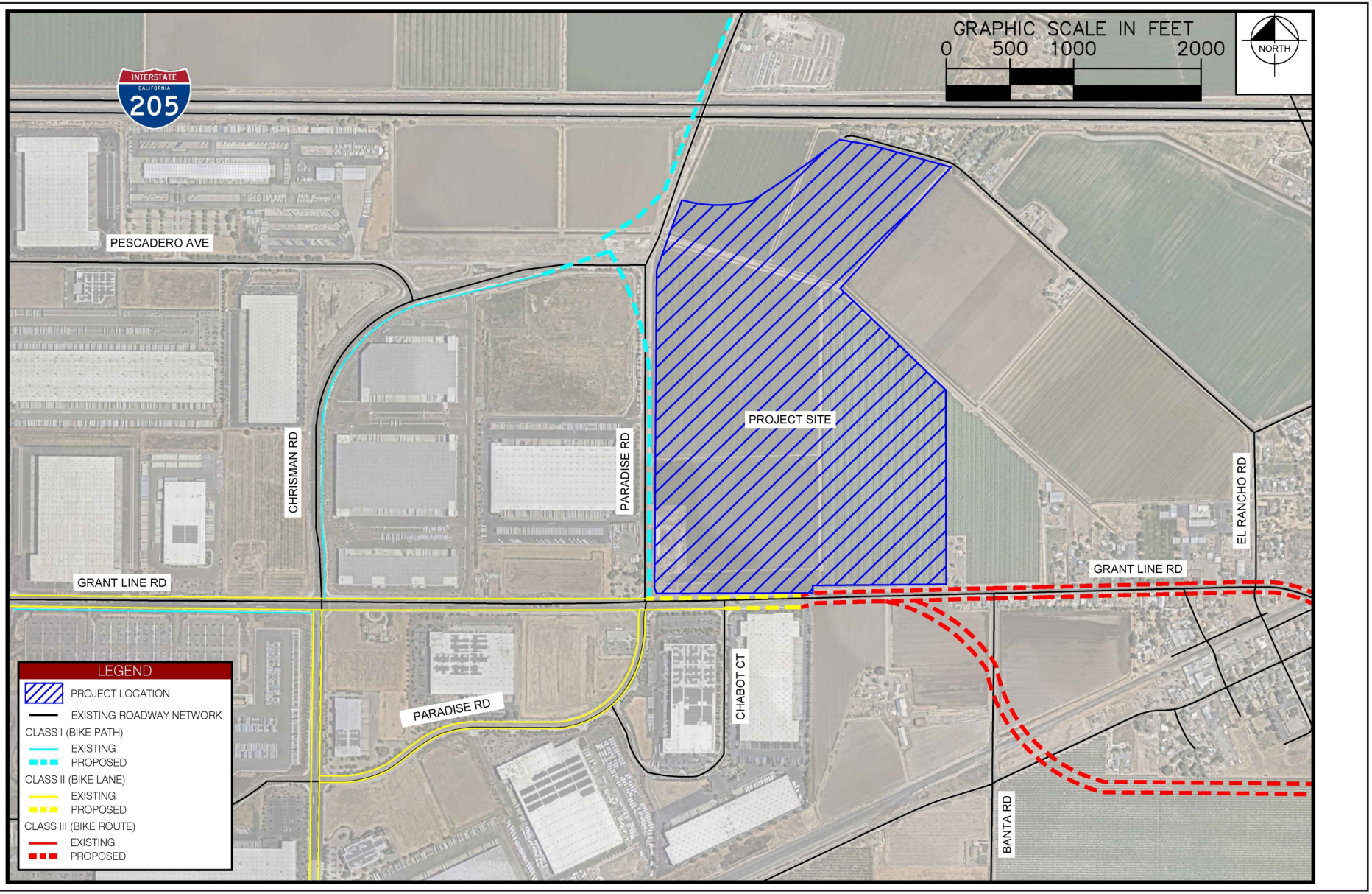
Study Area

There are sidewalks on the southern side of Grant Line Road, extending eastward from the Grant Line Road/East Paradise Road intersection for approximately 0.25 mile. There is also a sidewalk on the west side of Paradise Road, running northward from the Ryder Distribution Center entrance at 2795 Paradise Road to the Paradise Road/West Pescadero Avenue intersection; sidewalks are also located on both sides of East Paradise Road for approximately 0.7 mile from the Grant Line Road/East Paradise Road intersection to just west of the East Paradise Road/North Chrisman Road intersection. Sidewalks along both sides of the entirety of Chabot Court provides a pedestrian connection from East Paradise Road to Grant Line Road. There are no sidewalks along California Avenue.

Project Site

Grant Line Road provides sidewalk facilities on both sides of the road up until the project site's frontage. No sidewalks exist along the project site's frontage along Paradise Road. Sidewalks have not been developed at this location because the land is undeveloped.

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Source: Kimley-Horn and Associates, Inc., August 2025.

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An ADEC Innovation

Exhibit 3.14-2
Existing and Proposed Bicycle Facilities

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Planned TMP Pedestrian Facilities

The City of Tracy's TMP identifies the following, currently unconstructed, pedestrian facilities within the approximately 0.5-mile study area around the project site.

- Paradise Road–Construct a Class I multiuse path located along the project site's frontage from Grant Line Road to Chrisman Road.
- Grant Line Road–Construct a sidewalk located along the project site's frontage from Paradise Road to the city limits.
- Chrisman Road–Construct a Class I multiuse path to begin 600 feet west of Paradise Road along the south side, continuing with an 8-foot sidewalk on the south/west side of Chrisman Road toward the planned Chrisman Road/I-205 interchange.

It should be noted that the TMP does not show improvements to roadways outside of the current City limits but within the City's Sphere of Influence (SOI); however, the TMP contemplates that if development occurs and properties are annexed into the City, it would be the intention for them to construct frontage (e.g., sidewalks, landscaping, etc.) improvements consistent with applicable City standards.

Vehicle Miles Traveled

In 2018, the California state legislature, in approving Senate Bill (SB) 743, directed the California Governor's Office of Land Use and Climate Innovation (LCI) to develop guidelines for assessing transportation impacts under CEQA based on Vehicle Miles Traveled (VMT). In response to SB 743, CEQA and its implementing guidelines (CEQA Guidelines) were significantly amended regarding the methods by which lead agencies are to evaluate a project's transportation impacts. As described in CEQA Guidelines Section 15064.3(a):

> Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact.

This section of the Guidelines continues to set forth the criteria for analyzing transportation impacts. Currently, the City is studying its own thresholds, but none have yet been adopted. Accordingly, the City has decided, in its discretion, to utilize the threshold described in Section 3.14.4.a below, which is based on Appendix G of the CEQA Guidelines, as the appropriate VMT threshold for this analysis.

In 2013, SB 743 was signed into law by California Governor Jerry Brown with a goal of reducing greenhouse gas (GHG) emissions and promoting the development of infill land use projects, multimodal transportation networks, and diversity of land uses within developments. One significant outcome resulting from this statute is the removal of automobile delay and congestion, commonly known as LOS, as a basis for determining significant transportation impacts under CEQA Guidelines.

LCI has documented recommended analysis guidelines for SB 743 in its Technical Advisory on Evaluating Transportation Impacts in CEQA which provides for VMT as the principal measure to replace LOS for determining significant transportation impacts.[11] VMT is a measure of total vehicular travel that accounts for the number of vehicle trips and the length of those trips. LCI selected VMT, in part, because jurisdictions are already familiar with this metric. VMT is already used in CEQA to study other potential impacts such as GHG emissions, air quality, and energy impacts, and is used in planning for regional Sustainable Communities Strategies (SCS).

VMT also allows for an analysis of a project's impact throughout the City rather than only in the vicinity of the subject project, allowing for a better understanding of the full extent of a project's transportation-related impact.

It should be noted that SB 743 still allows local land use agencies to use LOS for other planning purposes outside the scope of CEQA. Understanding how the local roadway network functions from an engineering standpoint is still critical to local land use agencies to monitor traffic flow, identify safety issues, establish fees, and manage congestion. However, for the purposes of evaluating environmental impacts under CEQA, the new regulations have removed congestion from the range of required subjects analyzed within CEQA documents and the preceding non-CEQA operational LOS discussion is provided for informational purposes only.

Emergency Access and Routes

Study Area

The main arterial roads into and out of the project vicinity that would be used in case of emergency would be I-205 in the east–west direction and I-5 in the north–south direction. Although not expressly designated as such, given their nature and location, these roads act as the main evacuation routes into and out of the project vicinity.

Project Site

The main points of access to the project site are Paradise Road and Grant Line Road. Emergency access would be provided via three access points along each of these roadways.

3.14.3 - Regulatory Framework

Federal

No federal plans, policies, regulations, or laws related to transportation are applicable to the proposed project.

State

California Department of Transportation

Caltrans builds, operates, and maintains the State highway system, including the interstate highway system. Caltrans's mission is to improve mobility statewide. Caltrans operates under strategic goals to provide a safe transportation system, optimize throughput and ensure reliable travel times,

[11] California Governor's Office of Land Use and Climate Innovation (LCI). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. April.

improve the delivery of State highway projects, provide transportation choices, and improve and enhance the State's investments and resources. Caltrans controls the planning of the State highway system and accessibility to the system. Caltrans works with local and regional agencies to assess operations and develop funding sources for improvements to the State highway system. Caltrans requires encroachment permits from agencies or new development before any construction work may be undertaken within the State's right-of-way.

Local developments' effect on a Caltrans facility is governed by the Local Development Review (LDR) Safety Review Practitioner's Guidance dated February 2024. This guidance replaces the Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance dated December 2020, which, in turn, replaced the Guide for the Preparation of Traffic Impact Studies dated December 2002. This guidance reflects the shift away from level of service (LOS) for CEQA impact analysis, and Caltrans no longer has specific LOS thresholds for local development traffic studies. Because this Local Transportation Analysis is not being prepared for purposes of CEQA review, but instead in connection with the City's consideration of General Plan consistency, consideration of Caltrans' guidance is considered, for informational purposes, in the separate transportation CEQA review that has been completed for the Project.

Senate Bill 743

In response to SB 743, as noted above, the LCI updated the CEQA Guidelines to include new transportation-related evaluation metrics. In late 2018, updates to the CEQA Guidelines were finalized and adopted. These changes became effective on December 28, 2018. The updated CEQA Guidelines address SB 743 and require lead agencies to assess VMT impacts when analyzing potential environmental impacts of projects. The updated CEQA Guidelines indicate "a development project that is not exempt and that results in VMT greater than regional average for the land use type may indicate a significant impact." The latest direction from the LCI also lists new exemptions for certain projects with revised screening thresholds (e.g., 100 trips/day, map based, or near transit stations). The City has not yet established specific local VMT thresholds.

The updated guidelines eliminate the use of automobile delay metrics, such as LOS, from determining significant environmental impacts from vehicle travel. VMT has been identified as the most appropriate metric to evaluate a project's transportation impacts, as projects that result in lower-than-average VMT support goals of reducing GHG emissions, while projects that result in higher-than-average levels of vehicle travel contribute to an increasing rate of GHG emissions.

Regional

San Joaquin County Regional Congestion Management Program 2021

The purpose of the RCMP is to monitor congestion, identify congestion problems, and establish a programming mechanism aimed at reducing congestion. Designation of a regional transportation system supports RCMP monitoring activities and focuses the implementation of the RCMP on a core network of key transportation facilities that facilitate regional travel within San Joaquin County. Consistent with the implementation of SB 743 CEQA streamlining legislation, the RCMP discontinues the use of LOS for the evaluation of RCMP congestion deficiencies. The RCMP objectives include:

- Improve operational efficiency
- Facilitate goods movement
- Increase use and mode shift to the transit system
- Increase use and mode shift to the bike system
- Support investment in and development of complete streets
- Improve safety
- Support proactive system management
- Support proactive Transportation Demand Management (TDM) program

San Joaquin Council of Governments Capital Improvement Program

The SJCOG RCMP details the Capital Improvement Program (CIP), the action plan for the RCMP that provides a framework for the funding and implementation of regional projects that maintain or improve the transportation performance standards of the RCMP. The SJCOG is required to adopt a 7-year CIP every odd-numbered year, which is intended to maintain or mitigate transportation impacts to the region in addition to conforming to transportation-related vehicle emission air quality mitigation measures. All projects in the Regional Transportation Improvement Program must first be listed in the SJCOG's regional CIP. (This applies to most State-funded projects.)

County of San Joaquin

The County shall maintain Level of Service (LOS) standards consistent with the San Joaquin Council of Governments (SJCOG) Congestion Management Program (CMP) for State highways and designated County roadways and intersections of regional significance. Per the CMP, all designated CMP roadways and intersections shall operate at an LOS D or better except for roadways with "grandfathered" LOS (San Joaquin County General Plan Policy Document, December 2016).

Local

City of Tracy

For purposes of CEQA analysis, SB 743 requires that project VMT be analyzed for CEQA purposes and determination of significant impacts. The City's Draft 2022 TMP calculated VMT thresholds for residential, office and retail land uses. The City, as the lead agency for this EIR, adopts at its discretion these VMT thresholds for evaluating this proposed project's VMT impacts under CEQA. The office VMT threshold applies to businesses, where employees are the main cause of VMT. OPR suggests a 15 percent VMT reduction relative to existing local or regional average VMT levels. Therefore, the City's VMT threshold was set at 9.4 VMT per employee, which is 15% below existing county-wide average Work VMT per employee.

For purposes of the non-CEQA LOS operational analysis, the City of Tracy has established a minimum LOS D traffic operation standard in the General Plan. For intersections within 0.25 mile of a freeway, the City of Tracy has established a minimum LOS E standard. If an intersection already operates at a LOS E or F in existing conditions, either a Deficiency Plan is required or roadways are allowed to be "grandfathered" at their existing LOS.

Table 3.14-1 relates the operational characteristics associated with each LOS category for unsignalized intersections.

General Plan

Circulation Element

The Circulation Element specifies the general location and extent of existing major streets, LOS, transit facilities, and bicycle and pedestrian networks. As required by law, all facilities in the Circulation Element are correlated with the land uses foreseen in the Land Use Element.[12] The General Plan sets for the following goals and policies that are relevant to transportation in the Circulation Element:

Goal CIR-1 A roadway system that provides access and mobility for all of Tracy's residents and businesses while maintaining the quality of life in the community.

Objective CIR-1.1 Implement a hierarchical street system in which each street serves a specific, primary function and is sensitive to the context of the land uses served

Policy P1 The City should develop context-based street designs that allow for variations based on the expected function and location of the facility, and the surrounding land use context. These context-sensitive designs should have the following aims:

- Create aesthetically attractive streetscapes.
- Enhance multimodal transportation by increasing mobility and improving safety for autos, trucks, transit, pedestrians, and bicyclists.

Policy P2 The City shall preserve rights-of-way needed for future roadway and freeway interchange improvements through dedication or acquisition as adjacent properties develop or redevelop.

Policy P3 The City shall continue to apply traffic mitigation fee programs to fund transportation infrastructure, based on a fair share of facility use.

Policy P4 The Roadway Master Plan update shall identify necessary improvements to various intersections on I-205 and I-580 based on land use designations and with particular attention to Terminal Access Routes in accordance with Surface Transportation Assistance Act of 1982 (STAA).

Objective CIR-1.2 Provide a high level of street connectivity.

Policy P3 New development shall be designed to provide vehicular, bicycle, and pedestrian connections with adjacent developments.

Policy P5 New development shall be designed with a grid or modified grid pattern to facilitate traffic flows and to provide multiple connections to arterial streets.

[12] City of Tracy. 2011. City of Tracy General Plan. February 1.

Objective CIR-1.3 Adopt and enforce LOS standards that provide a high level of mobility and accessibility, for all modes, for residents and workers.

Policy P1 To the extent feasible, the City shall strive for LOS D on all streets and intersections, with the LOS standard for each facility to be defined in the Transportation Management Plan in accordance with the opportunities and constraints identified through the traffic projections and analysis performed for that Plan. The following exceptions to the LOS D standard may be allowed:

- LOS E or lower shall be allowed on streets and at intersections within one-quarter (1/4) mile of any freeway. This lower standard is intended to discourage interregional traffic from using Tracy streets.

Policy P2 The City may allow individual locations to fall below the City's LOS standards in instances where the construction of physical improvements would be infeasible, prohibitively expensive, significantly impact adjacent properties or the environment, or have a significant adverse effect on the character of the community, including pedestrian mobility, crossing times, and comfort/convenience.

Policy P3 Intersections may be permitted to fall below their adopted LOS standard on a temporary basis when the improvements necessary to preserve the LOS standard are in the process of construction or have been designed and funded but not yet constructed.

Policy P4 Roadways and freeways that are subject to State and regional agency oversight and/or are candidates for State-funded or federally funded improvements should conform to the operational service requirements of the applicable agency.

Policy P5 For long-range planning purposes, the LOS of major streets shall be determined based on an estimation of peak-hour conditions using future average daily traffic forecasts and standard Tracy relationships between daily traffic and peak PM hour traffic.

Policy P6 For project-specific development approvals, the LOS at major street intersections shall be determined based on the direct estimation of peak-hour conditions and should reflect the average condition prevailing throughout the peak-hour of a typical weekday for all traffic using the intersection.

Policy P7 Traffic studies for new developments within the City may be prepared if necessary and appropriate to determine the impacts of the project's traffic on the transportation system.

Policy P10 Exclusive right turn lanes in and out of major residential, commercial, industrial and office developments shall not reduce the width of public or private landscaping requirements.

Objective CIR-1.4 Protect residential areas from commercial truck traffic.

Policy P1 Significant new truck traffic generating uses shall be limited to locations along designated truck routes, in industrial areas or within 0.25 mile of freeways.

Policy P2 The City shall enforce designated truck routes based on the existing City ordinance.

Objective CIR-1.6 Maximize traffic safety for automobile, transit, bicycle users, and pedestrians.

Policy P1 The City shall design streets using context-sensitive design principles that enhance safety for all modes of travel.

Policy P2 New development shall implement traffic calming measures where necessary so long as connectivity is not diminished.

Objective CIR-1.7 Minimize traffic-related impacts such as noise and emissions on adjacent land uses.

Policy P1 Appropriate buffering and screening mechanisms shall be incorporated in development projects to limit the impacts associated with traffic. These buffering and screening mechanisms may include setbacks, landscaping, berms, sound walls, or other methods as appropriate.

Goal CIR-2 **Adequate interregional access.**

Objective CIR-2.1 Support regional planning and implementation efforts to improve interregional highways and interregional travel efficiency.

Policy P4 The City shall work with the City of Lathrop and San Joaquin County to preserve a right-of-way along the existing alignment of Middle Road/Arbor Avenue north of I-205 (a.k.a., Golden Valley Parkway) for the future construction of a regional roadway parallel to I-205. This process should determine appropriate funding mechanisms and the design of an interchange with I-205 at Chrisman Road.

Goal CIR-3 **Safe and convenient bicycle and pedestrian travel as alternative modes of transportation in and around the City.**

Objective CIR-3.1 Achieve a comprehensive system of citywide bikeways and pedestrian facilities.

Policy P6 New development shall include pedestrian and bicycle facilities internal to the development and that connect to citywide facilities, such as parks, schools, and recreational corridors, as well as adjacent development and other services.

Policy P7 New development sites for commercial, employment, educational, recreational, and park-and-ride land uses shall provide bicycle parking and/or storage facilities.

Goal CIR-4 **A balanced transportation system that encourages the use of public transit and high occupancy vehicles.**

Objective CIR-4.1 Promote public transit as an alternative to the automobile.

Policy P5 The City shall require development to provide for transit and transit-related increased modal opportunities, such as adequate street widths and curb radii, bus turnouts, bus shelters, park-and-ride lots, and multimodal transit centers through the development and environmental review processes, if appropriate.

Safety Element

The Safety Element sets forth policies to protect the community from risks associated with the effects of flooding, seismic and other geologic hazards, and wildland fires.[13] The General Plan sets forth the following goals and policies that are relevant to emergency access routes in the Safety Element:

Goal SA-6 **Preparation for emergencies.**

Objective SA-6.1 Prepare and update City emergency procedures in the event of natural or man-made disasters.

Policy P1 Emergency access routes shall be kept free of traffic impediments.

City of Tracy Bikeways Master Plan

The City of Tracy Bikeways Master Plan,[14] adopted in April 2005, is intended to serve as a long-range planning tool that enables the City to develop a unified network of bikeway routes that serves both recreational and commuter needs. The City of Tracy Bikeways Master Plan provides guidance that allows the City to not only meet the needs of the residents of Tracy as they travel within the city limits but also provides access to schools, parks, and employment centers and provides options for connectivity to adjacent City and County bike routes. There are four main goals that drive the City of Tracy Bikeways Master Plan:

- Safety
- Access
- Quality of life
- Implementation

[13] City of Tracy. 2011. City of Tracy General Plan. February 1.
[14] City of Tracy. 2005. City of Tracy Bikeways Master Plan. April.

Citywide Parks, Recreation and Trails Master Plan (PRTMP)

The Citywide Parks, Recreation, and Trails Master Plan (PRTMP), adopted on October 4, 2022 (Resolution No. 2022-150), provides a long-range policy framework for the planning and development of parks, recreation facilities, and a citywide system of trails that support pedestrian circulation and active transportation throughout the City and its Sphere of Influence. The PRTMP emphasizes the provision of off-street pedestrian facilities, including shared-use trails, walking loops, and greenway connections that link neighborhoods with parks, schools, community facilities, and open space areas, and that complement on-street pedestrian improvements identified in the General Plan and Transportation Master Plan. Pedestrian facilities identified in the PRTMP are intended to enhance walkability, recreational access, and multimodal connectivity and to support broader City goals related to public health and reduced reliance on automobile travel. The PRTMP functions as a policy-level planning document and does not approve or require project-specific pedestrian improvements; implementation of pedestrian facilities occurs incrementally through capital improvement programs, park development projects, and future development and annexation consistent with applicable City standards.

Citywide Roadway and Transportation Master Plan (TMP)

The current Citywide Roadway and TMP was prepared in November 2012. The TMP builds upon the goals and objectives as defined in the Circulation Element of the City's General Plan and the City's Sustainable Action Plan. The TMP looks to Horizon Year 2035 to provide the maximum possible infrastructure planning and to be consistent with the planned SJCOG Travel Demand Model update to Year 2035. In addition, the TMP provides a complete review of the City's transportation system and serves as a comprehensive planning document incorporating various strategies, principles, and design elements that balance existing and future transportation infrastructure needs while providing safe access for all user groups. In August 2022, the City released a draft update to the TMP. However, this updated TMP has not yet been adopted at the time of this Draft EIR's publication, and therefore the current TMP is the guiding document.

The TMP also identifies a comprehensive system of pedestrian facilities intended to support safe, continuous, and accessible walking routes throughout the City as part of a complete, multimodal transportation network. The TMP emphasizes the provision of sidewalks along both sides of arterial and collector roadways, closure of sidewalk gaps, installation of ADA-compliant curb ramps, and improved pedestrian crossings at key intersections and along high-volume corridors to enhance safety and connectivity. The TMP also prioritizes pedestrian access to schools, parks, transit stops, employment centers, and neighborhood commercial areas, and incorporates Complete Streets principles to balance pedestrian needs with vehicular, bicycle, and transit travel. Pedestrian improvements identified in the TMP are implemented incrementally through roadway projects, capital improvement programming, and development frontage improvements consistent with City standards, and function in coordination with off-street trails and recreational paths identified in other City planning documents.

Northeast Industrial Specific Plan

The Northeast Industrial Specific Plan (NEI Specific Plan) provides for efficient circulation by automobiles and trucks within the NEI Specific Plan area. The proposed land use mix, street

geometry, and proximity to the interstate freeway system help to minimize development-related impacts to Tracy's transportation network.

The distribution, location, and extent of the roadway improvements within the NEI Specific Plan area shall be subject to the NEI Phase I Finance and Implementation Plans, dated December 1999 (Resolution Numbers 99-462 and 99-485); April 1, 2003 (Resolution Number 2003-100); January 4, 2005 (Resolution Number 2005-023); February 21, 2006 (Resolution Number 2006-069); and April 15, 2008 (Resolution Number 2008-065), and the NEI Phase II Finance and Implementation Plans, dated January 2006 (Resolution Number 2006-038) and January 15, 2008 (Resolution Number 2008 010). All future roadway improvements will also be subject to any revisions or updates to the NEI Finance and Implementation Plans and would also be subject to the development impact fees established in those plans. Figures 6, 7A, and 7B in the NEI Specific Plan show the original roadway network and street sections for the NEI Specific Plan, which will be modified by the Finance and Implementation Plan process.[15]

Parking and On-site Vehicular Circulation

1. Parking, on-site circulation, and loading area standards shall be as required by the provisions of Title 10, Article 26, Off-Street Parking Requirements of the Tracy Municipal Code unless modified below or as part of the Development Review approval. Portions of off-street parking requirements are summarized below.
2. Parking lots containing 10-20 spaces may include a maximum of 20 percent of the total number of spaces for compact cars. These spaces shall be designed and marked in accordance with City standards and distributed throughout the lot. Parking areas containing 20 or more spaces may include a maximum of 30 percent of the total number of spaces for compact cars.
3. Minimum off-street parking standards are provided in Table 3.14-6.

Table 3.14-6: Minimum Off-Street Parking Requirements

Use	Minimum Parking Spaces Required
Warehouse	One space per 1,000 square feet of the first 20,000 square feet of gross floor area, plus one space per 2,000 square feet of the second 20,000 square feet of gross floor area, plus one space per 4,000 square feet of the remaining square feet of gross floor area.
Source: City of Tracy. 2012. Northeast Industrial Specific Plan.	

Loading and Unloading Spaces

1. Sufficient off-street loading and unloading spaces shall be provided on each site, and adequate provisions and space shall be made for maneuvering freight vehicles and handling all freight. All loading activity, including turnaround and maneuvering, shall be made on-site.

[15] City of Tracy. 2012. Northeast Industrial Specific Plan.

2. In commercial areas, truck loading areas and docks shall not be permitted between building(s) and the public street unless enclosed with architectural screen of material similar to building.
3. In industrial areas, truck loading areas and docks shall not be permitted between building(s) and the street unless the building(s) are set back from the curb a minimum of 125 feet and doors are screened by landscaping, berms, and/or fences.
4. Buildings, structures, and loading facilities shall be designed and placed upon the site so that vehicles, whether rear loading or side loading, may be loaded or unloaded at any loading dock, door, or area without extending beyond the property line.

Driveway Standards

Driveways should be carefully located so as not to impede the primary function of the streets, which is to carry through traffic. It should be noted that these spacing guidelines are minimum values. The goal should be to exceed them where possible.

1. Individual industrial parcels on major arterial streets may have driveways, but they should be carefully located so as not to impede the traffic efficiency. In general, parcels with frontage on the major arterials should have their entryway on side streets if possible. If a parcel's only frontage is on the major arterial, every effort should be made to consolidate access at a single driveway. Spacing standards for driveways on major arterials shall be as follows:
   a) Full access driveways: 500 feet minimum
   b) Partial access driveways (right in/out, left turn in): 500 feet minimum
   c) Right turn in and out: 350 feet minimum upstream from an intersection
   d) Right turn in and out: 200 feet minimum downstream from an intersection
2. On industrial streets, spacing for full access driveways is 450 feet, minimum. "T" intersections are encouraged over four-way intersections. Every effort should be made to consolidate driveways.
3. No driveway shall be located closer than 200 feet to the radius return point at intersections.
4. Driveways shall be a minimum of 25 feet wide. Subsequent development shall demonstrate that driveway width and placement can accommodate truck turning movement and clearing without blocking roadways.
5. Driveway width modifications may be approved with shared (ganged) driveways. Ganged driveways which serve two adjacent sites will be required to install landscaped islands along parking adjacent to the gang driveway and a landscape zone at the end of the common drive will act as a terminus to the view line down the ganged driveway.
   a) Full curb returns (as opposed to a standard driveway) shall be utilized for entries to all sites of over 10 acres in size or for common driveways that serve two adjacent sites that together total more than 10 acres.
6. Access driveways shall provide adequate length to accommodate off-street vehicle stacking needs during times of peak use.

7. Parcel entry should be clear, attractive, and inviting; circulation should direct employee and visitor traffic clearly through the site to main building entries and drop-off points and service trucks to loading.
8. In commercial areas, vehicular entries to the site shall be well defined and recognizable to motorists. Improvements should include accent paving, signs, special plantings, and lighting. Such improvements shall not block motorists' sight lines to oncoming traffic.

City of Tracy Municipal Code

Chapter 10.08 Article 26 of the Tracy Municipal Code sets forth the amounts of long-term and short-term bicycle parking that a project must provide. Projects are required to provide bicycle parking based on the required automobile parking. For projects with over 40 required spaces, bicycle parking is required at 5 percent of the automobile spaces.

In addition to bicycle parking requirements, Article 26 regulates the number of required automobile parking spaces, parking requirements for uses not specifically listed in the code, and allowances for compact car spaces. The article also includes parking area design policies, which establish minimum driveway widths, internal circulation standards, and conformance with City parking design standards to ensure safe vehicular access and maneuvering within project sites. Further, Article 26 requires the provision and maintenance of pedestrian access through parking lots, ensuring that pedestrian travel between parking areas and building entrances is accommodated as part of site design. The article also regulates loading spaces, parking garages, landscaping within parking areas, and ongoing maintenance and enforcement of parking facilities. Collectively, these provisions govern off-street parking supply, vehicular access, internal circulation, and pedestrian connectivity.

Chapter 3.08 is the City's primary codified traffic control framework, governing vehicle movement, pedestrian behavior, parking, speed limits, and traffic control devices.

3.14.4 - Impacts and Mitigation Measures

Significance Criteria

According to CEQA Guidelines Appendix G Environmental Checklist, to determine whether transportation impacts are significant environmental effects, the following questions are analyzed and evaluated. Would the proposed project:

a) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?
b) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
c) Result in inadequate emergency access?
d) Conflict with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

To analyze the proposed project's potential environmental impacts under CEQA under the foregoing significance thresholds, the City has established standards in the General Plan related to traffic circulation, bicycle and pedestrian circulation, and transit service. Currently, as explained more fully

above, the City is studying potential VMT thresholds but has not yet formally adopted any that would apply locally. Accordingly, for purposes of this analysis, the City has determined, in its discretion, to utilize the following criteria to evaluate the significance of transportation impacts under CEQA resulting from implementation of the proposed project.

Vehicle Miles Traveled

According to the Updated CEQA Thresholds of Significance and the Technical Advisory on Evaluating Transportation Impacts in CEQA, VMT impacts could have a significant effect on the environment if the proposed project would:

- Cause additional VMT per capita, per service population, or other appropriate efficiency measure.
- Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network.
- Conflict with a plan, ordinance, or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths (except for automobile LOS or other measures of vehicle delay).

Alternative Transportation, Bicycle Facilities, Pedestrian Facilities, and Transit Facilities

Transit Facilities

Generally, a project causes a significant impact to transit facilities and services if an element of it conflicts with existing or planned transit services. The evaluation of transit facilities shall consider if:

- A project creates demand for public transit services above the capacity which is provided or planned.
- A project or project-related mitigation disrupts existing transit services or facilities.
- A project or project-related mitigation conflicts with an existing or planned transit facility.
- A project or project-related mitigation conflicts with transit policies adopted by the City, TRACER, and ACE for their respective facilities in the study area.

Bicycle and Pedestrian Facilities

The City of Tracy Bikeways Master Plan as well as the other planning documents that address these elements (as identified in the Regulatory Framework, above) describes objectives necessary to ensure that bicycle facilities are safe and effective for City residents but does not provide specific significance thresholds. The City does not have significance thresholds with respect to pedestrian or bicycle facilities. Though the City does not provide specific significance thresholds with respect to bicycle or pedestrian facilities, using the Citywide Tracy Bikeways Master Plan and other relevant planning documents, along with City input as a guide, the following approach is used to determine significant impacts to these facilities.

A significant impact would occur if a project:

- Creates a hazardous condition that currently does not exist for pedestrians and bicyclists or otherwise interferes with pedestrian accessibility to the site and adjoining areas.
- Conflicts with an existing or planned pedestrian or bicycle facility.
- Conflicts with policies related to bicycle and pedestrian activity adopted by the City.

Design Feature Hazards

A significant impact would occur if a project violates roadway design policies set forth in the General Plan or the Tracy Municipal Code (see, e.g., Title 10, Chapter 10.08, Article 26 of the Tracy Municipal Code).

Emergency Access

The General Plan Circulation and Safety Elements do not provide significance thresholds for emergency access. Ordinance of the City of Tracy number 1247 adopts the 2022 California Fire Code and amends the code to address local conditions. Therefore, this Draft EIR will evaluate the proposed project using the significance threshold provided by the 2022 California Fire Code as follows:

- Emergency apparatus access must be provided with a driving surface of not less than 20 feet unobstructed within 150 feet of travel distance to all portion of all exterior walls of the proposed building.
- Buildings exceeding 30 feet require approved aerial apparatus access. An aerial apparatus roadway with a minimum unobstructed width of 26 feet shall be provided. This unobstructed 26-foot-wide roadway shall parallel one entire side of the building and must be no closer than 15 feet and no further than 30 feet from the building.

Roadway Facilities

LOS analysis is provided for informational purposes only, to inform the proposed project's conditions of approval (outside of the CEQA context) and to provide relevant data to the decision-makers regarding the proposed project's transportation-related operations. The following criteria were used to determine the proposed project's consistency with applicable General Plan policies and the potential need for related improvements:

Level of Service

City of Tracy

- Minimum LOS D traffic operation standard. For intersections within 0.25 mile of a freeway, the City has established a minimum LOS E standard. If an intersection already operates at a LOS E or F in existing conditions, either a Deficiency Plan is required or roadways are allowed to be "grandfathered" at their existing LOS.

County of San Joaquin

The County shall maintain Level of Service (LOS) standards consistent with the San Joaquin Council of Governments (SJCOG) Congestion Management Program (CMP) for State highways and designated County roadways and intersections of regional significance. Per the CMP, all designated CMP

roadways and intersections shall operate at an LOS D or better except for roadways with "grandfathered" LOS (San Joaquin County General Plan Policy Document, December 2016).

Approach to Analysis

Kimley-Horn and Associates (Kimley-Horn) prepared a CEQA Transportation Review and a non-CEQA operational LTA that evaluated impacts relating to transportation. Both analyses are provided in Appendix J. Both analyses consider conditions occurring during weekday AM and PM peak-hours.

Vehicle Miles Traveled

The City, in its discretion as lead agency, has elected to utilize the following VMT thresholds for purposes of this CEQA analysis, which are described more fully in the City's Draft 2022 TMP. As detailed more fully therein, the City's Draft 2022 TMP calculated VMT thresholds for residential, office and retail land uses. The office VMT threshold applies to businesses, where employees are the main cause of VMT. OPR suggests a 15 percent VMT reduction relative to existing local or regional average VMT levels. Therefore, the City's VMT threshold was set at 9.4 VMT per employee, which is 15% below existing county-wide average Work VMT per employee The proposed project was evaluated using the City of Tracy VMT Calculator. The City's VMT calculator estimates that the proposed project would generate 19.6 VMT per employee, which exceeds the City's 9.4 threshold by 10.2 VMT per employee and represents 209 percent of the threshold value. Thus, the proposed project is expected to result in a significant impact per the City's VMT threshold and SB 743 guidelines.

Consistency with San Joaquin Council of Governments Regional Congestion Management Program

The City's 2012 and Draft 2022 TMPs closely follow the goals and objectives of the RCMP. The improvement of RCMP roadways within the City of Tracy will include multimodal facilities for pedestrians, bicyclists, and transit. The RCMP roadways will also maintain travel time reliability, i.e., the City's General Plan policy maintains LOS D or better at intersection along RCMP roadways unless there are no feasible improvements identified for operational deficiencies. The City Draft 2022 TMP has identified extensive TDM measures and Mobility Hubs to promote a reduction in single-occupancy vehicle trips, consistent with the goals of the RCMP. The proposed project would pay traffic impact fees that will incrementally fund the RCMP network.

Intersection Level of Service Analysis Scenarios

LOS analysis is provided for informational purposes only, to inform the identification of project-related (non-CEQA) conditions of approval that would ensure consistency with applicable General Plan policies from an operational standpoint but subject to applicable laws related to nexus requirements.

Operation of the transportation network was evaluated under the following scenarios:

- **Background Conditions**–The Background Conditions scenario is based on current traffic conditions with the addition of Approved Project traffic volumes to the existing roadway

geometry and traffic control. Approved Projects included in Background Conditions are provided in Table 3.14-7.

Table 3.14-7: Approved Projects Included in Background Conditions

Project	Type	Size	Location
GH Logistics Truck Repair	Industrial	6,000 SF	1428 Mariani Court
Marriott Hotel	Commercial	58,800 SF	3550 North MacArthur Drive
Starbucks, Popeyes, Gasoline Station and Store, Car Wash	Commercial	5,584 SF	630 East 11th Street
Warehouse with Office	Industrial	90,000 SF	1850 North Chrisman Road.
RNG Fueling Station and Parking Lot	Industrial	156 Spaces	2200 North Chrisman Road
Seefried LI Building	Industrial	335,157 SF	1651 East Grant Line Road
Eastgate Business Park Phase 2	Industrial	26,019 SF	1398 Mariani Court

Notes:
SF = square feet
Source: Kimley-Horn and Associates. 2026. Northeast Business Park CEQA Transportation Review. April.

- **Background Plus Project Conditions**–The Background Plus Project Conditions scenario is based on current traffic conditions with the addition of Approved Project traffic volumes to the existing roadway geometry and traffic control plus traffic generated by the proposed project.
- **Cumulative Conditions**–The Cumulative Conditions scenario represents 2042 conditions. Future 2042 volumes were derived from the City of Tracy Travel Demand Model and TMP lane geometry and intersection control for all study intersections except for intersections #10 and #11, which utilized the Grant Line Road Corridor Plan by Fehr & Peers (November 2017).
- **Cumulative Plus Project Conditions**–The Cumulative Plus Project Conditions scenario is based on cumulative traffic conditions plus traffic generated by the proposed project.

Exhibit 3.14-1 and Exhibit 3.14-3 illustrate the study area for the Background and Cumulative Conditions scenarios, respectively. Exhibit 3.14-4 shows Background Conditions traffic volumes and lane geometry.

Trip Generation

For purposes of determining the reasonable worst-case effects of traffic on the surrounding street network, project trips are typically estimated between the hours of 4:00 a.m. and 9:00 a.m. and 3:00 p.m. and 7:00 p.m. on a weekday. While the proposed project itself may generate more traffic during other times of the day, the peak of "adjacent street traffic" represents the time period when the uses contribute to the greatest amount of congestion and, consequently, project-related operational deficiencies. A trip is defined in Trip Generation Manual as a single or one-directional vehicle movement with either the origin or destination at the project site. In other words, a trip can be

either “to” or “from” the site. In addition, a single customer visit to a site is counted as two trips (i.e., one to and one from the site).

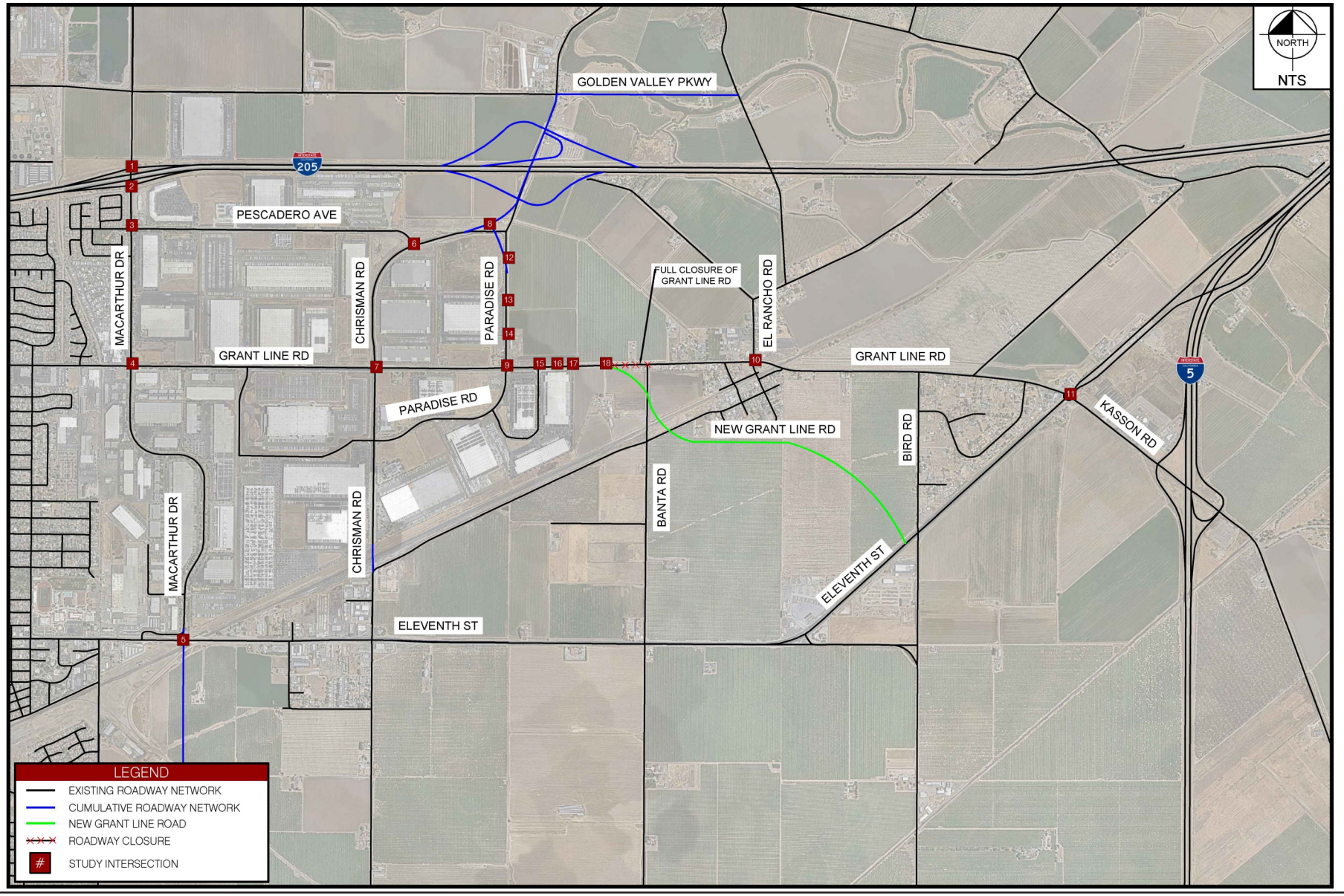
Kimley-Horn originally modeled trip generation rates for the proposed project as part of the CEQA Transportation Review prepared in February 2021. For purposes of a conservative analysis, these trip generation rates were updated in 2025 and are shown in Table 3.14-8. The City of Tracy model rates were utilized to determine AM and PM peak-hour trip rates. Since the model does not provide daily average rates and AM and PM distributions, ITE rates were supplemented using the following ITE Trip Generation Manual, 11th Edition,[16] Land Use Code: Land Use 150-High-Cube Transload and Short-Term Storage Warehouse and Land Use 154–Warehousing. These facilities are the most accurate land use assumptions based on reasonably available information because they incorporate trips for both the office space and the warehouse space consistent with the project description set forth in this Draft EIR. For example, Building B was assumed to be a warehousing facility and not a high-cube warehouse based on information provided by the Dermody Property applicant. ITE states that a high-cube warehouse is a building that typically has at least 200,000 gross square feet of floor area, and Building B does not meet this requirement.

The buildings to be developed on the Dermody Property are expected to generate a gross of approximately 2,625 daily trips, 241 trips (185 in/56 out) during the AM peak-hour, and 275 trips (77 in/198 out) during the PM peak-hour. Development on the Suvik Property is expected to generate a gross of approximately 1,642 daily trips, 145 trips (112 in/33 out) during the AM peak-hour, and 148 trips (41 in/107 out) during the PM peak-hour. It was conservatively assumed that no trip credits can be applied to the proposed land uses.

Therefore, the proposed project at full buildout is anticipated to generate a total of approximately 4,267 daily trips, 386 trips (297 in/89 out) during the AM peak-hour, and 423 trips (118 in/305 out) during the PM peak-hour. Table 3.14-8 summarizes the proposed project’s expected trip generation.

[16] Institute of Transportation Engineers. 2021. Trip Generation Manual, 11th Edition. September.

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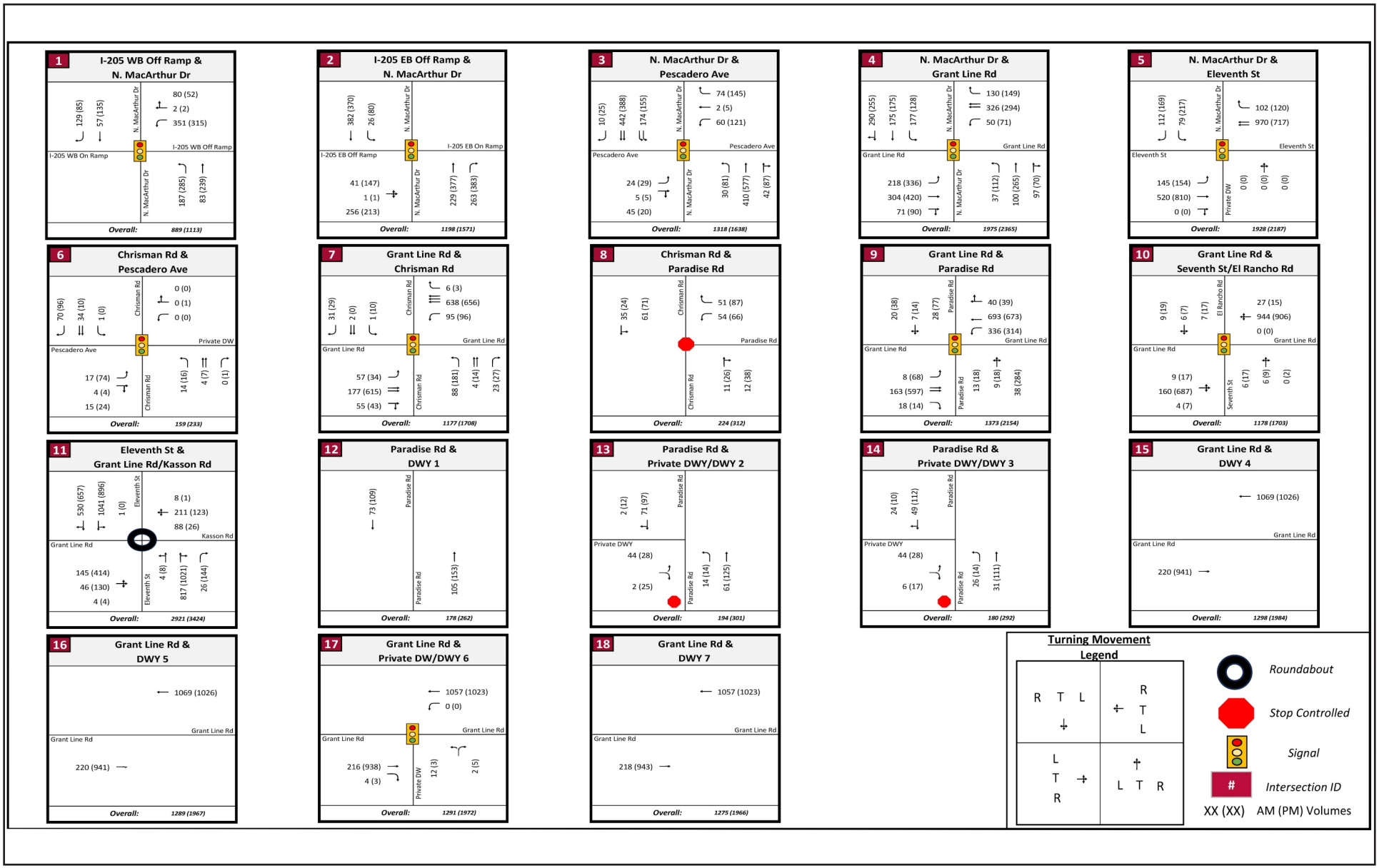


Source: Kimley-Horn and Associates, Inc., August 2025.

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An ADEC Innovation

Exhibit 3.14-3
Cumulative Conditions Study Area and Intersections

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Source: Kimley-Horn and Associates, Inc., August 2025.

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Exhibit 3.14-4
Background Conditions Traffic Volumes and Lane Geometry

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Table 3.14-8: Trip Generation

Land Uses	Project Size	Daily	AM Peak-hour			PM Peak-hour		
		Total[1]	Total Peak Hour[1]	In	Out	Total Peak Hour[1]	In	Out
Trip Generation Rates								
Project Use								
High-Cube Warehouse[1]	- ksf	1.40	0.12	77%	23%	0.14	28%	72%
Warehousing[2]	- ksf	1.71	0.17	77%	23%	0.18	28%	72%
Trips Generated								
Building A (High-Cube Warehouse)	**1,033.09 ksf**	**1,446**	**124**	**95**	**29**	**145**	**41**	**104**
Passenger Cars[3]		*998*	*86*	*66*	*20*	*100*	*28*	*72*
Medium-Duty Trucks[3]		*178*	*15*	*11*	*4*	*18*	*5*	*13*
Heavy Duty Trucks[3]		*270*	*23*	*18*	*5*	*27*	*8*	*19*
Building B (High-Cube Warehouse)	**494.21 ksf**	**692**	**59**	**45**	**14**	**69**	**19**	**50**
Passenger Cars[3]		*477*	*41*	*31*	*10*	*48*	*13*	*35*
Medium-Duty Trucks[3]		*85*	*7*	*5*	*2*	*8*	*2*	*6*
Heavy Duty Trucks[3]		*129*	*11*	*9*	*2*	*13*	*4*	*9*
Building C (Warehousing)	**283.96 ksf**	**487**	**58**	**45**	**13**	**61**	**17**	**44**
Passenger Cars[4]		*388*	*46*	*36*	*10*	*49*	*14*	*35*
Medium-Duty Trucks[4]		*39*	*5*	*4*	*1*	*5*	*1*	*4*
Heavy Duty Trucks[4]		*60*	*7*	*5*	*2*	*7*	*2*	*5*
Suvik Parcels (Warehousing)	**1,015.17 ksf**	**1,642**	**145**	**112**	**33**	**148**	**41**	**107**
Passenger Cars[4]		*1,307*	*115*	*89*	*26*	*118*	*33*	*85*
Medium-Duty Trucks[4]		*133*	*12*	*9*	*3*	*12*	*3*	*9*
Heavy Duty Trucks[4]		*202*	*18*	*14*	*4*	*18*	*5*	*13*
TOTAL TRIPS		**4,267**	**386**	**297**	**89**	**423**	**118**	**305**
Total Passenger Car		***3,169***	***288***	***222***	***66***	***315***	***88***	***227***
Total Medium-Duty Trucks		***436***	***39***	***29***	***10***	***43***	***11***	***32***
Total Heavy-Duty Trucks		***662***	***59***	***46***	***13***	***65***	***19***	***46***

Notes:

1. City of Tracy model rates were utilized for the AM and PM peak hour rates in addition to trip generation LU 154 average daily rate and AM and PM distribution (Institute of Transportation Engineers (ITE), "Trip Generation Manual, 11th Edition, 2021
2. Land Use Code 150–Warehousing trip generation fitted curve equation used (ITE's "Trip Generation Manual", 11th Edition, 2021) Average rate shown for informational purposes.

Land Uses	Project Size	Daily	AM Peak-hour			PM Peak-hour		
		Total[1]	Total Peak Hour[1]	In	Out	Total Peak Hour[1]	In	Out

3. Vehicle type splits derived from "Warehouse Truck Trip Study Data Results and Usage" by South Coast Air Quality Management District (SCAQMD), 2014.
4. Vehicle type splits derived from "Truck Trip Generation Study", City of Fontana, County of San Bernardino, California, August 2003.

Source: Kimley-Horn and Associates. 2026. Northeast Business Park Local Transportation Analysis. April

Trip Distribution and Assignment

Two trip distributions were created for the following scenarios:

- Background Plus Project
- Cumulative Plus Project

Trip distribution for the proposed project was split by vehicle type. Many of the NEI warehouses have specific truck driveways where all inbound and outbound truck traffic would be routed. In addition, the City of Tracy prohibits trucks along certain roadways and intersections. Therefore, the distribution of passenger cars and trucks were identified separately. Passenger cars are not prohibited on any roads.

The trip distribution was developed based on knowledge of the study area, existing traffic counts, the City of Tracy Travel Demand Model, and Replica Big Data. Furthermore, external distributions were narrowed to intermediate distributions for precise trip assignments. As the road network develops, trip distribution will change. The analysis scenarios incorporate these route changes.

Background Conditions Trip Distribution and Assignment

The Background Conditions distribution assumes network improvements according to background projects within the NEI Specific Plan. Road network improvements assumed for Background Conditions are provided in Appendix J.

The following lists the project distribution assumptions used for passenger cars trips for Existing and Near-Term Conditions:

- I-5, north of Grant Line Road–50 percent in/out
- Kasson Road, east of I-5–6 percent in/out
- I-5, south of Kasson Road–18 percent in/out
- Grant Line Road, west of MacArthur Drive–7 percent in/out
- I-205, west of MacArthur Drive–8 percent in/out
- MacArthur Drive, south of Grant Line Road–7 percent in/out
- Paradise Road, north of I-205–4 percent in/out

The following provides the Background trip distribution assumptions used for **truck project** trips:

- I-205, east of MacArthur Drive–53 percent in/out
- I-205, west of MacArthur Drive–33 percent in/out
- 11th Street to I-5 via MacArthur Drive–14 percent in/out

It should be noted that truck traffic is not permitted along Grant Line Road into the County. The distribution and assignment assume that trucks would need to travel along either 11th Street or Chrisman Road to access southbound I-5.

Exhibit 3.14-5 illustrates the distribution for passenger cars and Exhibit 3.14-6 illustrates the distribution for trucks in relation to the project site and study intersections for Background Plus Project Conditions.

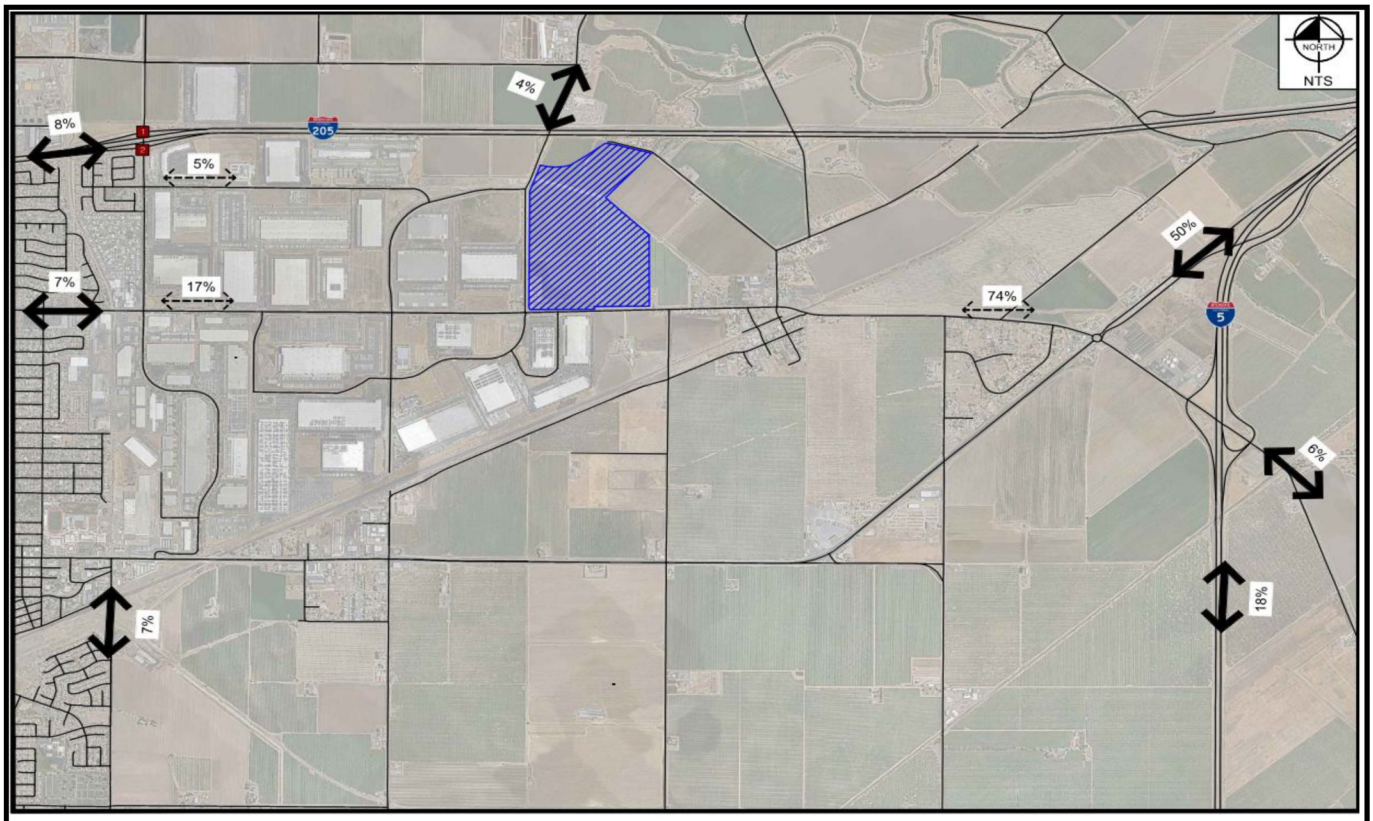
Exhibit 3.14-7 shows the net project trip assignment for passenger cars and Exhibit 3.14-8 shows the project trip assignments for trucks that would occur at study intersections during the AM and PM peak-hour during Background Conditions. Exhibit 3.14-9 shows traffic volumes and lane geometry during Background Plus Project Conditions.

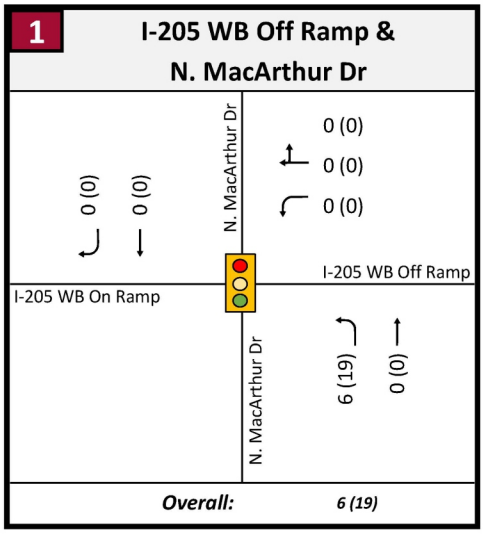
Cumulative Conditions Trip Distribution and Assignment

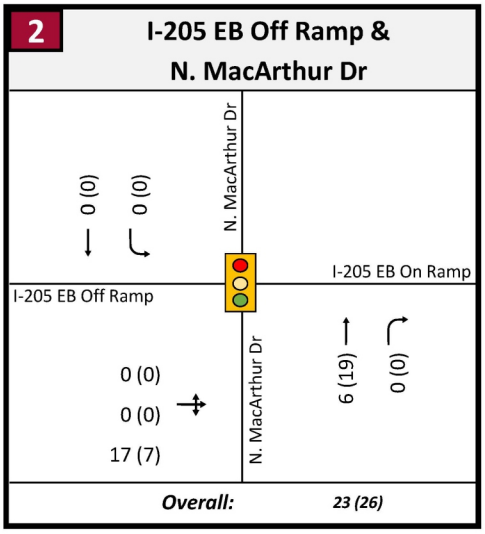
Cumulative Conditions represent 2042 conditions and take into account the future roadway network from the City's TMP Horizon Year (2035). Road network improvements assumed for Cumulative Conditions are indicated in Appendix J.

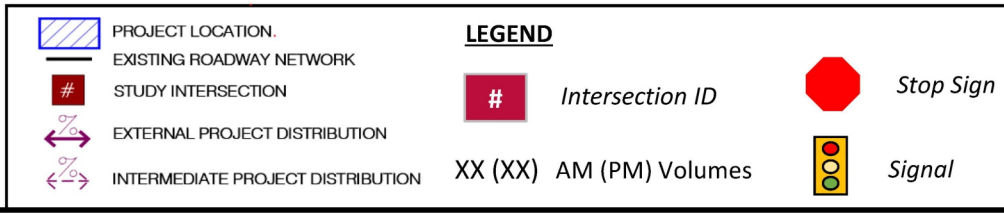
It should be noted that the County of San Joaquin has approved the construction of a four-lane arterial road for Grant Line Road to bypass the community of Banta. This new road (Grant Line Road Bypass) will start at the eastern Tracy city limits, move southeast to bypass Banta, and connect to 11th Street. The Final Environmental Document has been completed. The Grant Line Road Bypass project is entering the design phase with a projected opening in 2030. For purposes of the transportation analysis, the approved Grant Line Bypass Road's completion by 2030 is assumed and the distribution of truck trips takes this new route into account when describing project impacts.

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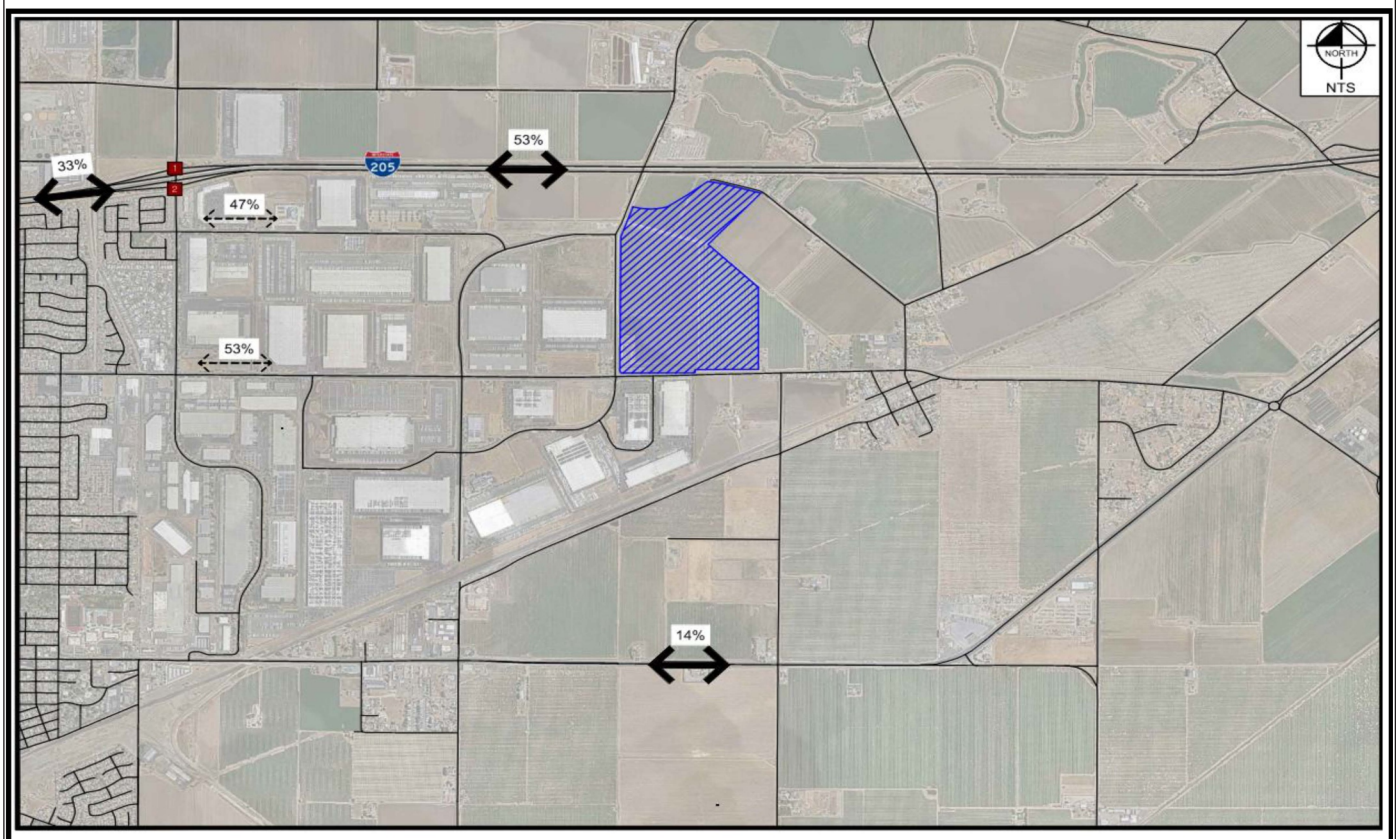


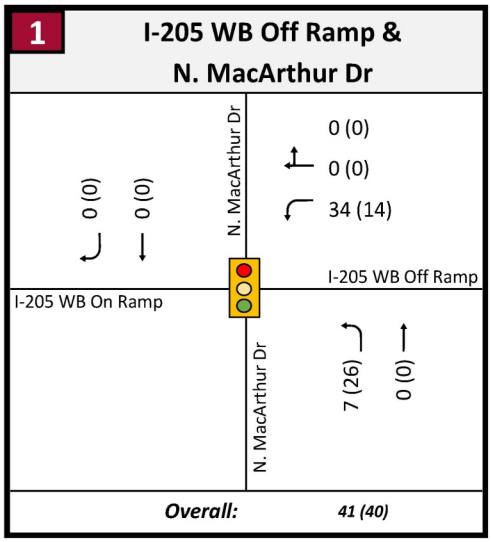
Source: Kimley-Horn and Associates, Inc., August 2025.

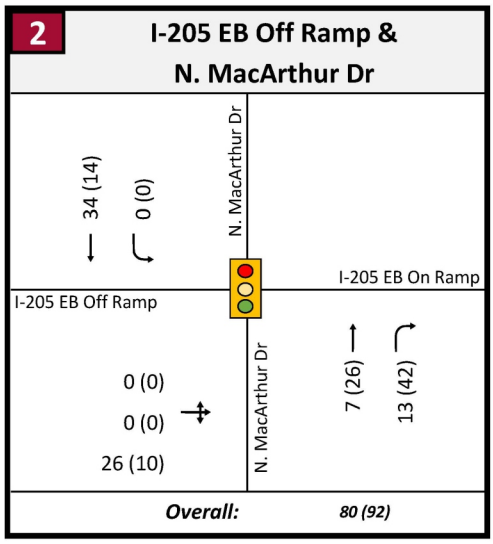
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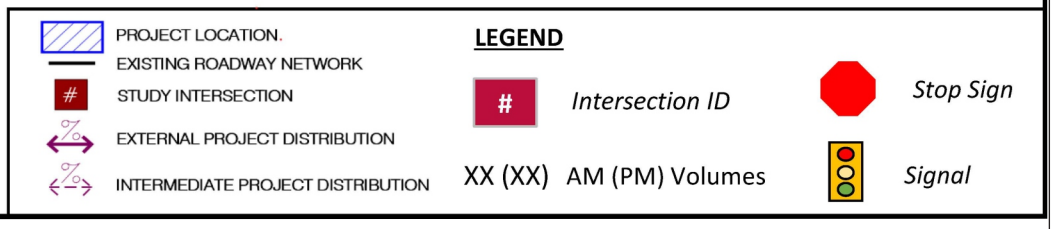
Exhibit 3.14-5
Background Plus Project Conditions Project Passenger Car Trip Distribution

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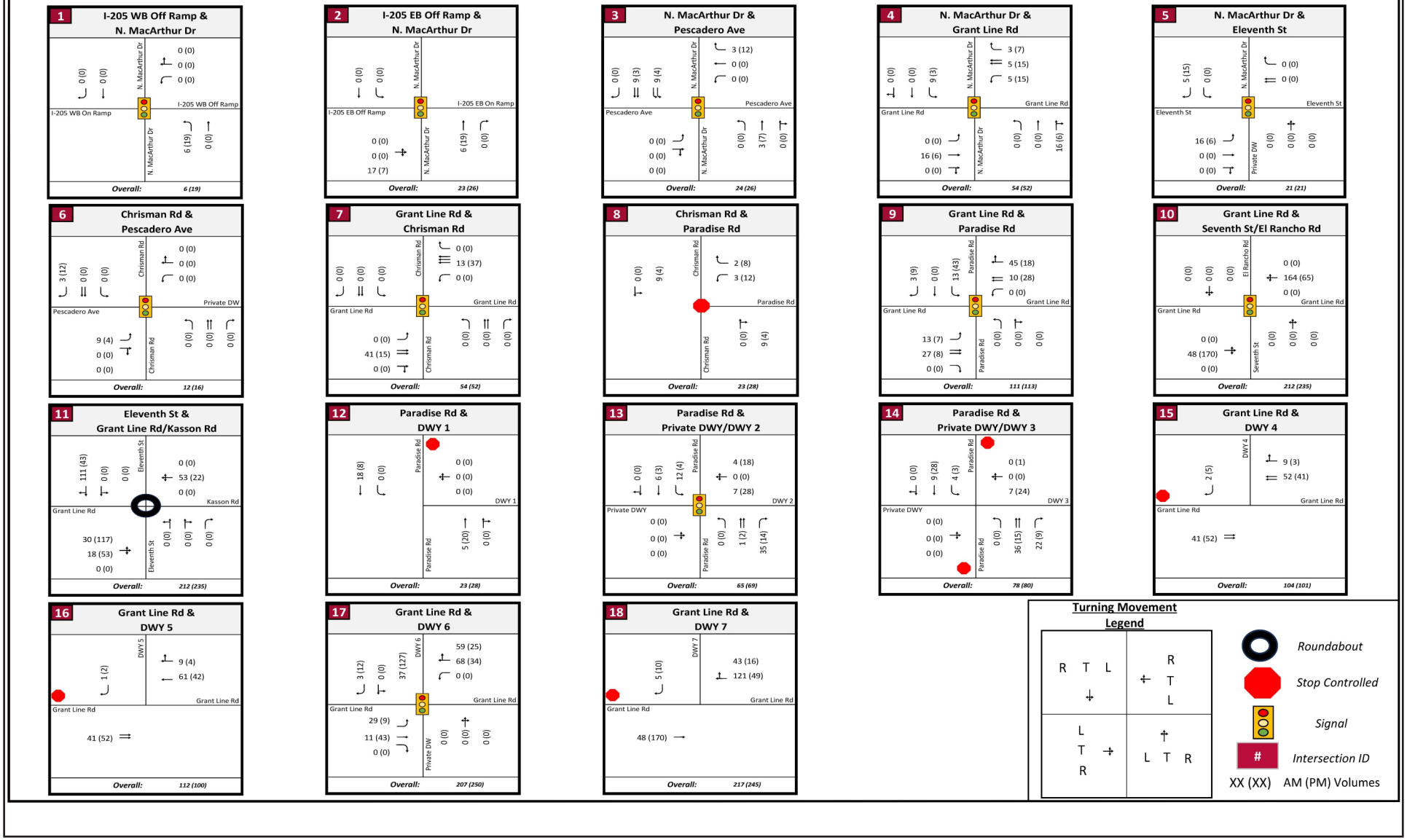


Source: Kimley-Horn and Associates, Inc., August 2025.

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Exhibit 3.14-6
Background Plus Project Conditions Project Truck Trip Distribution

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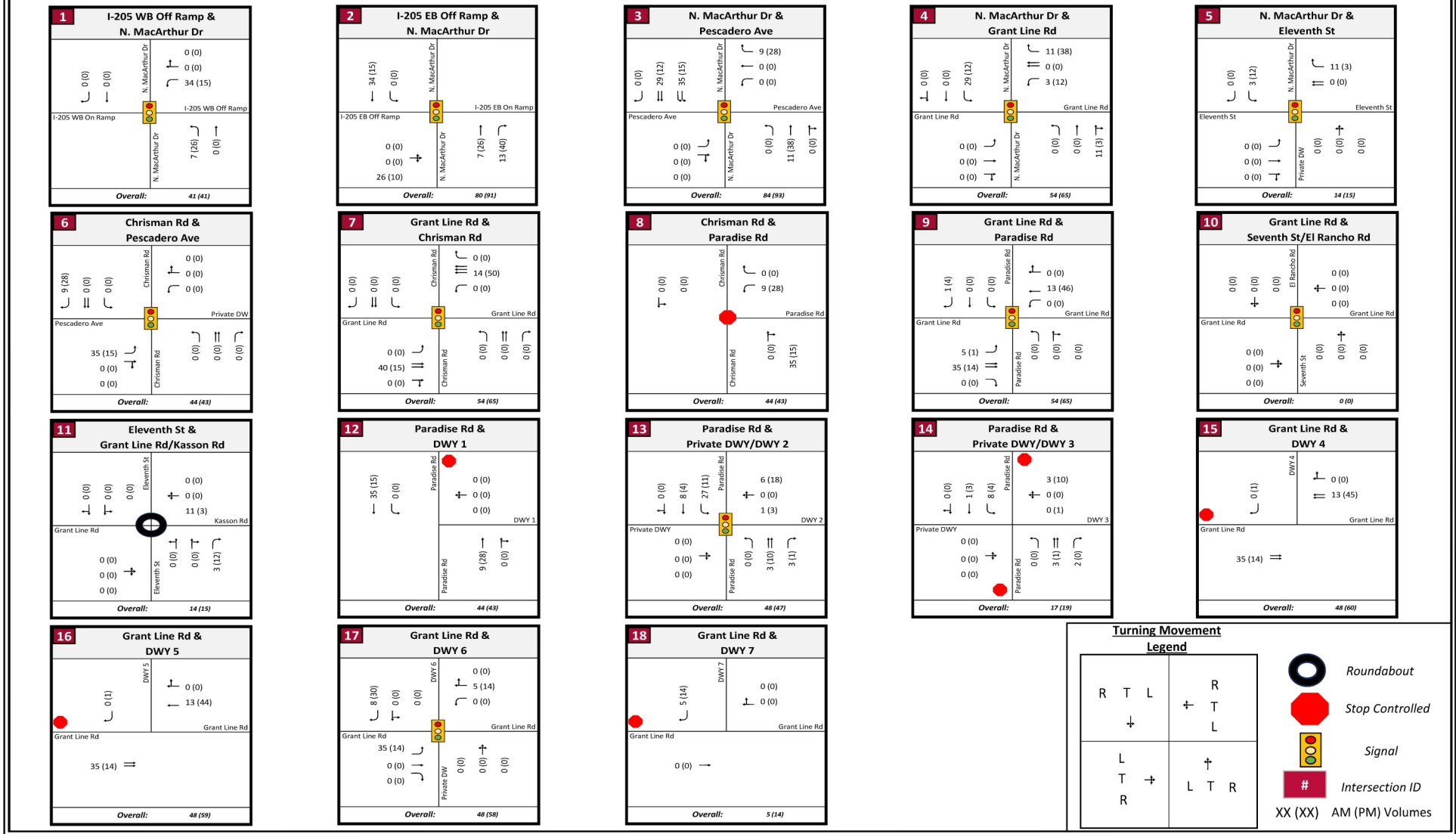


Source: Kimley-Horn and Associates, Inc., August 2025.

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Exhibit 3.14-7
Background Conditions Project Passenger Car Assignment

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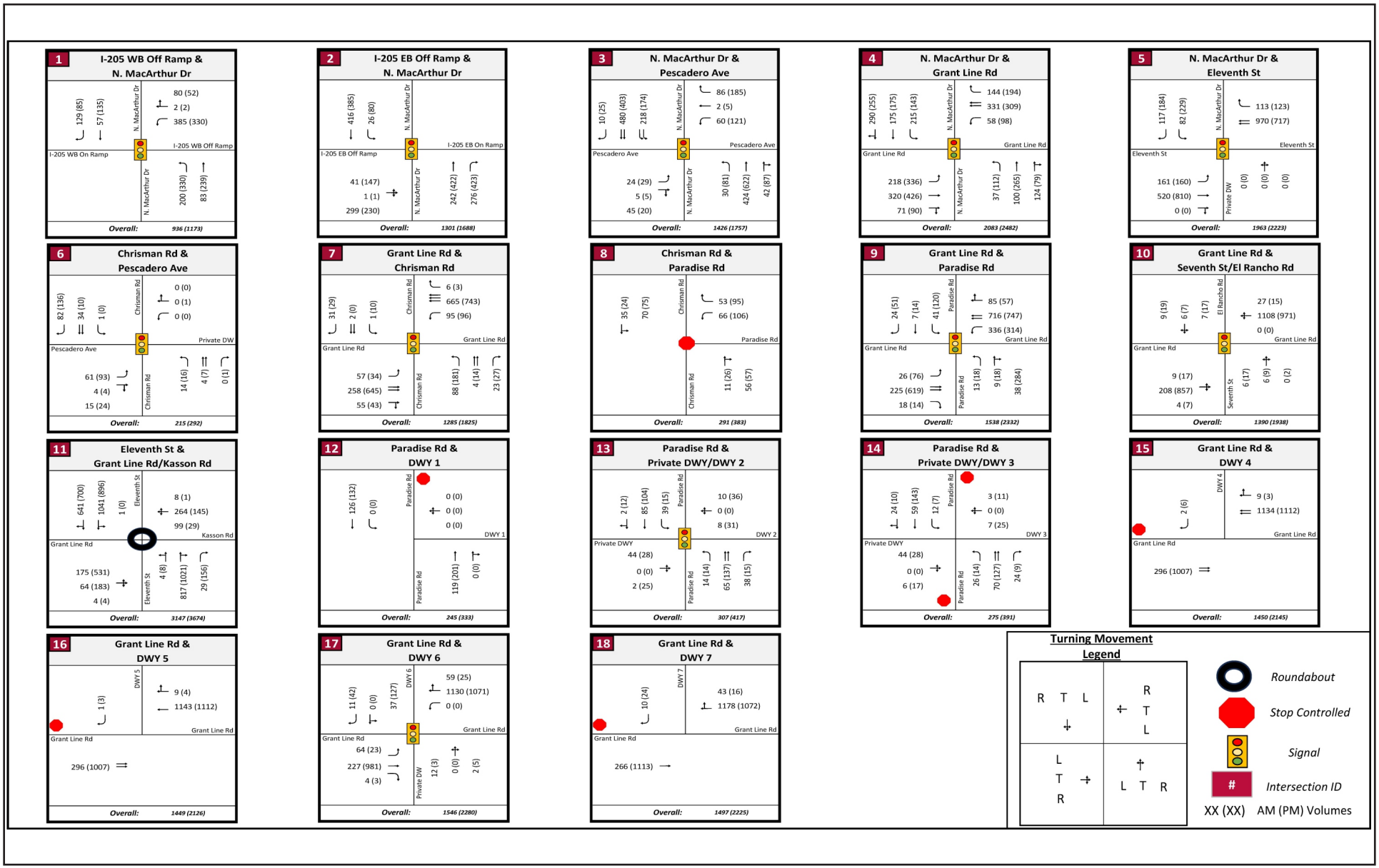


Source: Kimley-Horn and Associates, Inc., August 2025.

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Exhibit 3.14-8
Background Conditions Project Truck Assignment

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Source: Kimley-Horn and Associates, Inc., August 2025.

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Exhibit 3.14-9
Background Plus Project Conditions Volumes and Lane Geometry

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The following provides the Cumulative Conditions trip distribution assumptions for **passenger car** project trips:

- Kasson Road, east of I-5–6 percent in/out (Via Grant Line Road Bypass)
- I-5, south of Kasson Road–18 percent in/out (Via Grant Line Road Bypass)
- Grant Line Road west of Mac Arthur Drive–7 percent in/out
- I-205 east of Chrisman Road–50 percent in/out (Via future Chrisman Road)
- I-205 west of Chrisman Road–8 percent in/out (Via future Chrisman Road)
- Mac Arthur Drive south of Grant Line Road–7 percent in/out
- Chrisman Road, north of I-205–4 percent in/out

The following provides the Cumulative Conditions trip distribution assumptions used for **truck** project trips:

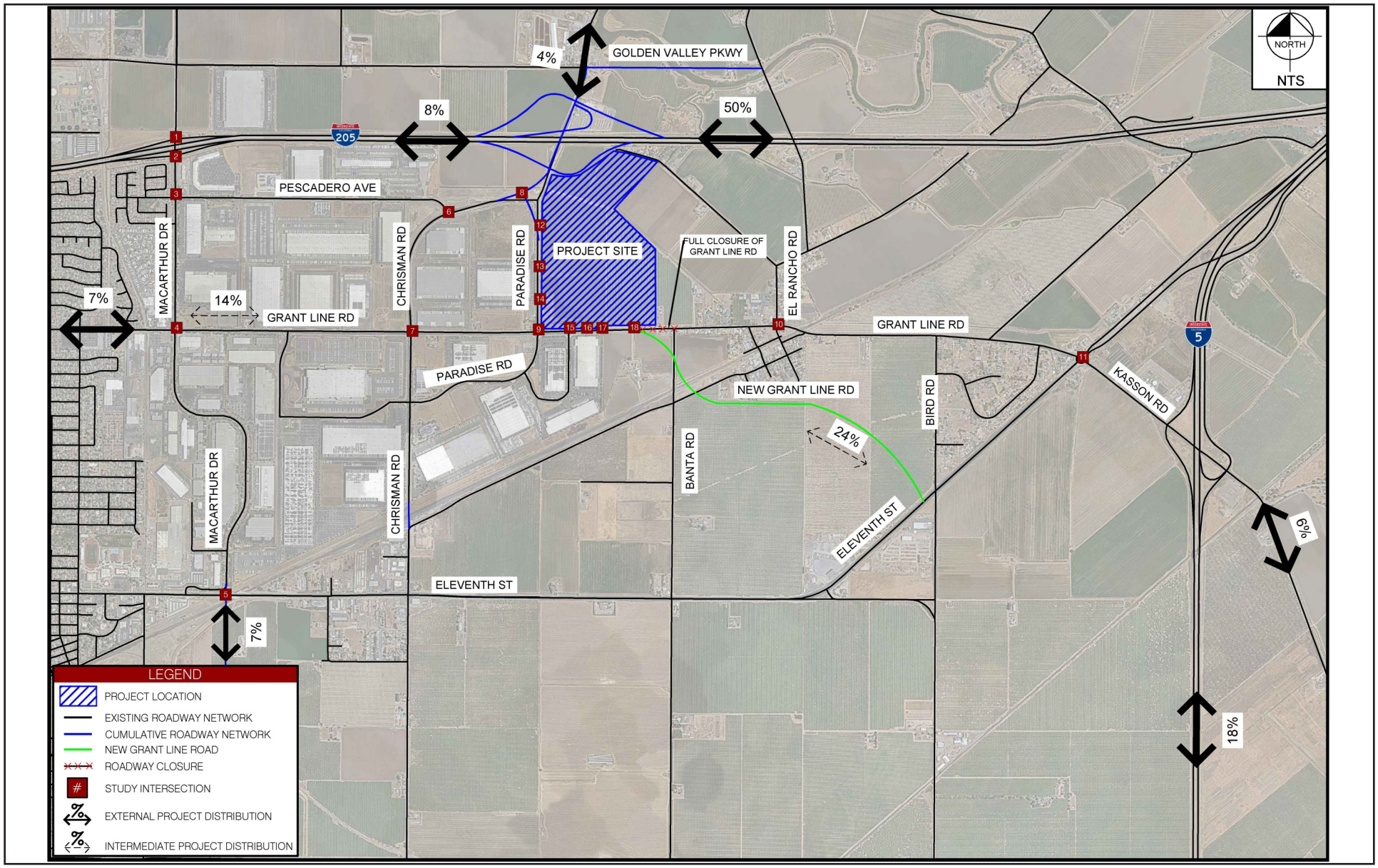
- Kasson Road, east of I-5–6 percent in/out (Via Grant Line Road Bypass)
- I-5, south of Kasson Road–8 percent in/out (Via Grant Line Road Bypass)
- I-205 east of Chrisman Road–53 percent in/out (Via future Chrisman Road)
- I-205 west of Chrisman Road–33 percent in/out (Via future Chrisman Road)

It should be noted that truck traffic is not permitted along Grant Line Road into the County. The distribution and assignment assume that trucks would need to travel along either 11th Street or Chrisman Road to access southbound I-5.

Exhibit 3.14-10 illustrates the assumed distribution for passenger cars and Exhibit 3.14-11 illustrates the assumed distribution for trucks in relation to the project site and study intersections during the Cumulative Conditions.

Exhibit 3.14-12 provides traffic volumes and lane geometry for passenger cars and Exhibit 3.14-13 provides traffic volumes and lane geometry for trucks that would occur at study intersections during the AM and PM peak-hour Cumulative Conditions. Exhibit 3.14-14 provides traffic volumes and lane geometry for passenger cars and trucks during Cumulative Plus Project Conditions.

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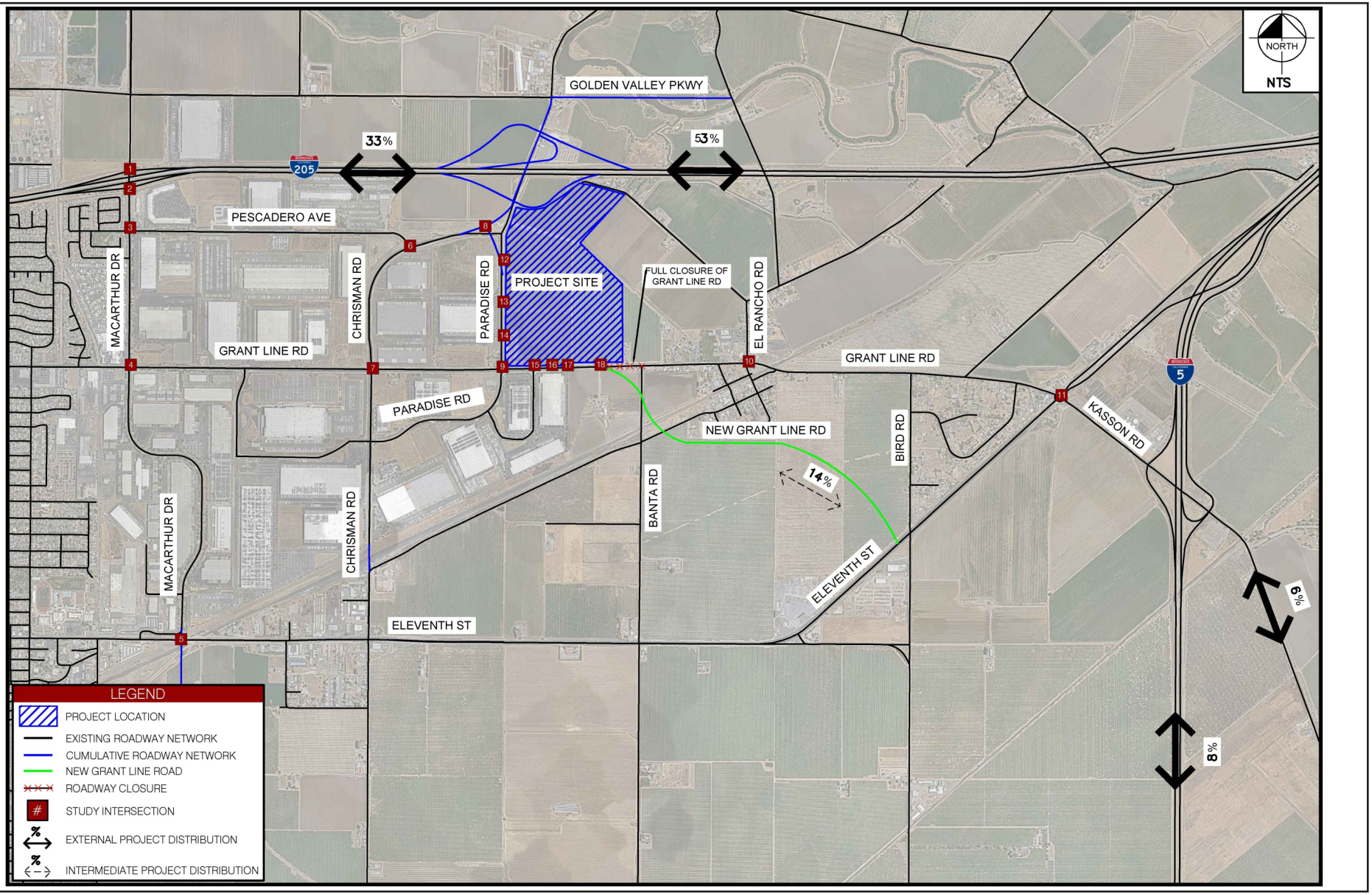


Source: Kimley-Horn and Associates, Inc., August 2025.

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Exhibit 3.14-10
Cumulative Conditions Project Passenger Car Trip Distribution

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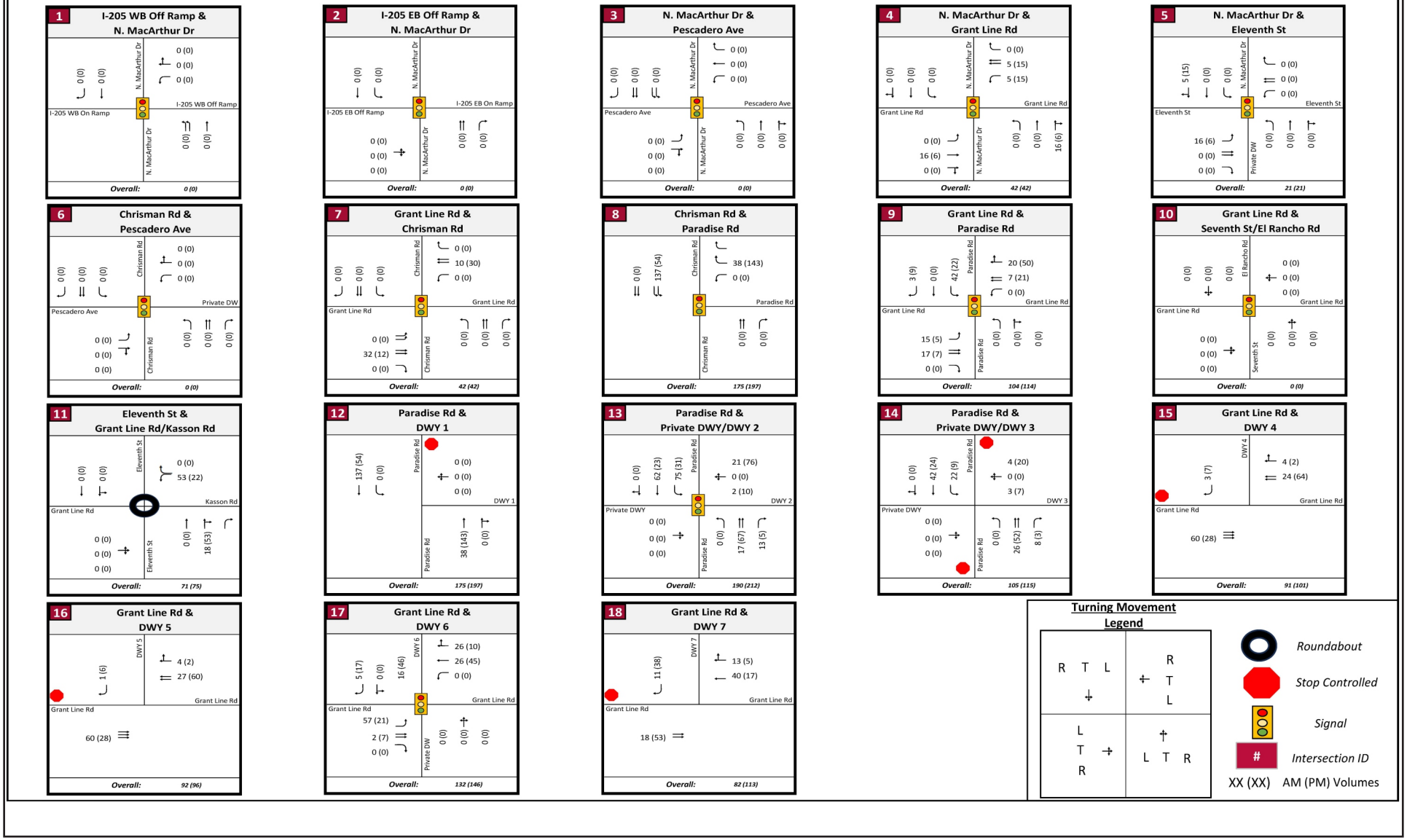


Source: Kimley-Horn and Associates, Inc., August 2025.

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Exhibit 3.14-11
Cumulative Conditions Project Truck Trip Distribution

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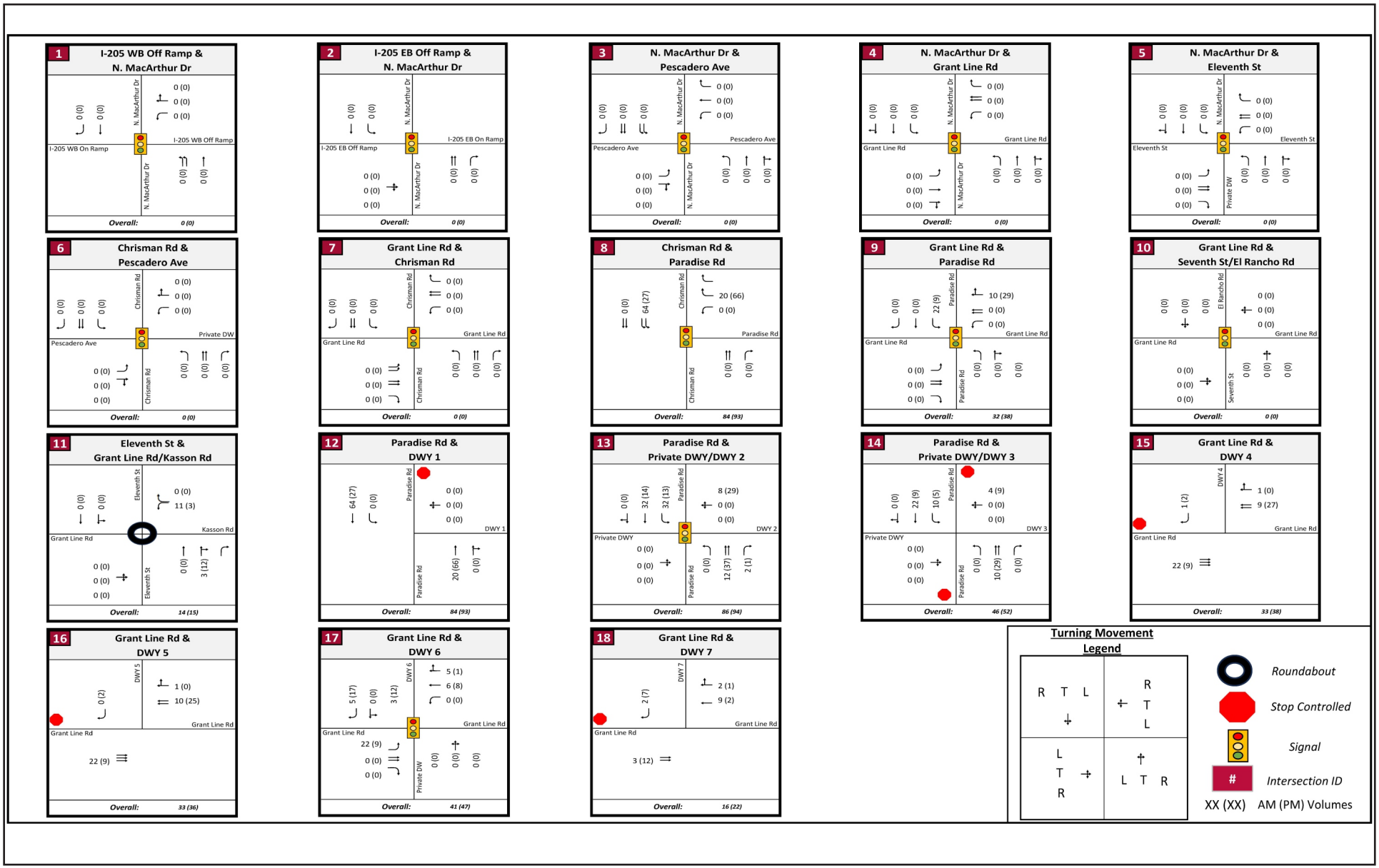


Source: Kimley-Horn and Associates, Inc., August 2025.

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Exhibit 3.14-12
Cumulative Conditions Project Passenger Car Volumes and Lane Geometry

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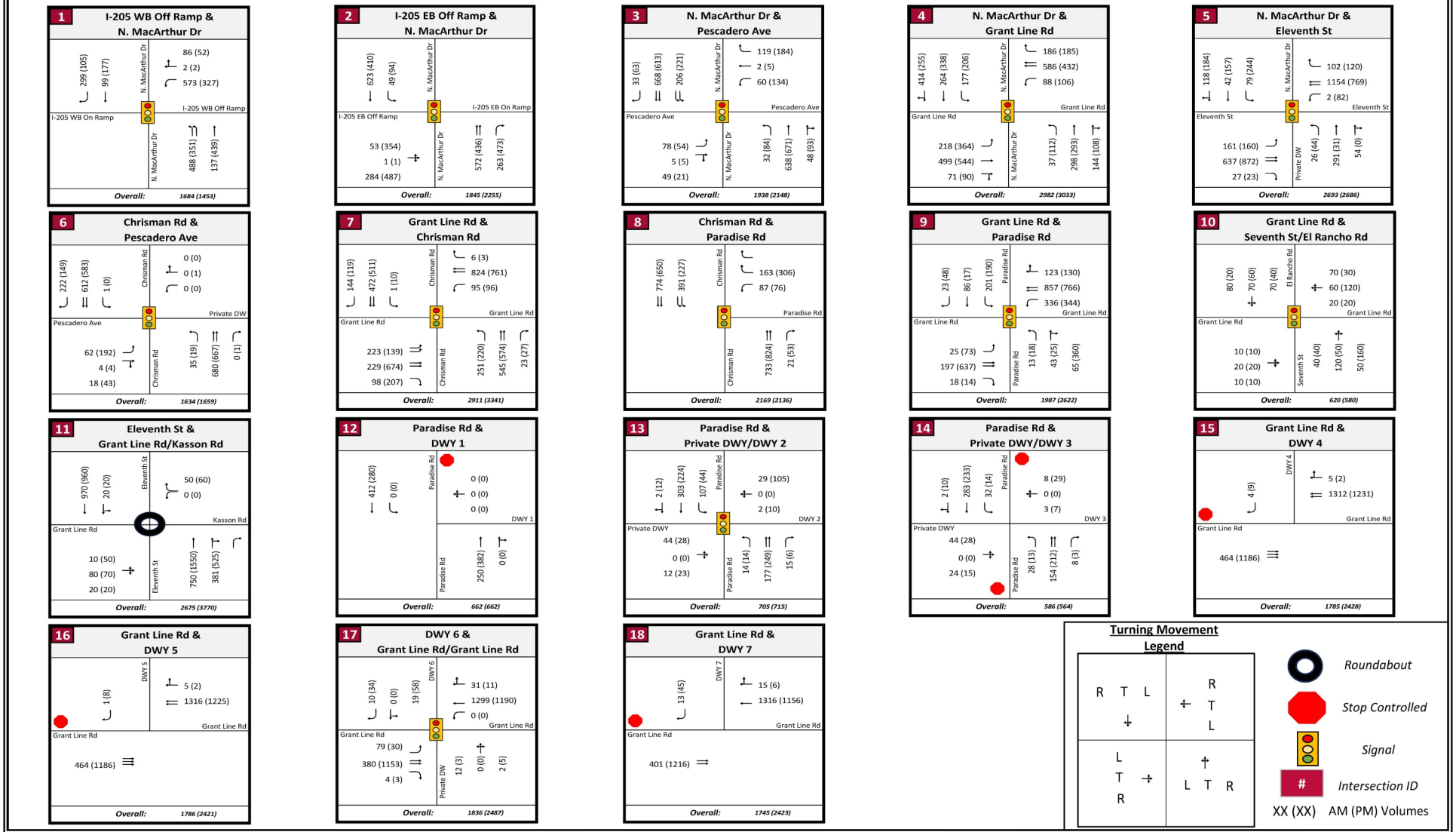


Source: Kimley-Horn and Associates, Inc., August 2025.

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Exhibit 3.14-13
Cumulative Conditions Project Truck Volumes and Lane Geometry

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Source: Kimley-Horn and Associates, Inc., August 2025.

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Exhibit 3.14-14
Cumulative Plus Project Conditions Volumes and Lane Geometry

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Impact Evaluation

Vehicle Miles Traveled

Impact TRANS-1: The proposed project would result in a substantial increase in vehicle miles traveled.

This analysis, as detailed more fully in the CEQA Transportation Review, evaluated the proposed project's VMT impacts using the City of Tracy VMT Calculator. For the surrounding industrial land use area, the City's draft threshold is 9.4 VMT per employee. The City's VMT calculator estimates that the proposed project would generate 19.6 VMT per employee, which exceeds the City's 9.4 threshold by 10.2 VMT per employee and represents 209 percent of the threshold value. Thus, the proposed project is expected to result in a significant impact per the City's VMT threshold and SB 743 guidelines.

For projects that would cause a significant VMT impact, feasible VMT reduction strategies such as introducing TDM or additional multimodal infrastructure can be implemented in an attempt to mitigate the VMT impact. Even if an applicant cannot fully mitigate a project's significant impact, CEQA requires the identification and implementation of feasible mitigation measures.

To mitigate VMT impacts, Mitigation Measure (MM) TRANS-1(a) would be implemented, which would require the applicant to implement a project-specific TDM program, along with the payment of the applicable banking fee (per MM TRANS-1(b)). This TDM program would involve the implementation of TDM measures that would individually reduce the proposed project's VMT and trips with the goal of obtaining a feasible maximum of 9 percent VMT reduction. The ability to effectively implement TDM measures depends on a variety of factors, including those related to the nature, scope, uses and location of the relevant development. Table 3.14-9 lists numerous examples of a range of general TDM measures, along with an indication of the maximum assumed VMT reduction that could be assigned to each measure. In addition, this table indicates those VMT measures determined by this analysis to be feasible to implement given the nature, scope, proposed uses and location of the proposed project, along with the assumed amount of VMT reduction.

Table 3.14-9: Description of Various Transportation Demand Management Measures

Transportation Demand Management Measure	Description	Maximum VMT Reduction	VMT Reduction Assumed for Project
Communication and Information Strategies			
Travel Behavior Change Program	Involves the development of a travel behavior change program that targets individuals' attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits. Provide a web site that allows employees to research other modes of transportation for commuting. Employee-focused travel behavior change program that targets individuals' attitudes, goals, and travel behaviors, educating participants	1%	1%

Transportation Demand Management Measure	Description	Maximum VMT Reduction	VMT Reduction Assumed for Project
	on the impacts of their travel choices and the opportunities to alter their habits. DIBS*.		
Promotions and Marketing	Involves the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices with passive educational and promotional materials. Marketing and public information campaign to promote awareness of TDM program with an on-site coordinator to monitor program. DIBS*.	1%	1%
Commuting Strategies			
Emergency Ride Home (ERH) Program	Provide an occasional subsidized ride to commuters who use alternative modes. Guaranteed ride home for people if they need to go home in the middle of the day due to an emergency or stay late and need a ride at a time when transit service is not available. DIBS*.	1%	1%
Shared Mobility Strategies			
Ride Share Program	Increase vehicle occupancy by providing ride share matching services, designating preferred parking for ride share participants, designing adequate passenger loading/unloading and waiting areas for ride share vehicles, and providing a website or message board to connect riders and coordinate rides. Need a point person for the business on-site.	2%	2%
Designated Parking Spaces for Car Share Vehicles	Reserved car share spaces closer to the building entrance.	1%	1%
Bicycle Infrastructure Strategies			
Include Bike Parking Per City Code	Implement short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations.	1%	1%
Include Secure Bike Parking and Showers	Implement additional end-of-trip bicycle facilities to support safe and comfortable bicycle travel.	1%	1%
Bicycle Repair Station/Services	On-site bicycle repair tools and space to use them supports ongoing use of bicycles for transportation.	1%	1%

Notes:
VMT = Vehicle Miles Traveled
*DIBS is a transportation program designed by the San Joaquin Council of Governments to incentivize carpooling or alternative modes of transportation. The website is located: https://www.dibsmyway.com/
Source: Kimley-Horn. 2026. Northeast Business Park CEQA Transportation Review. April.

For the TDM program, the following TDM measures are proposed:

1. Communication and Information Strategies–2 percent
2. Commuting Strategies–1 percent
3. Shared Mobility Strategies–3 percent
4. Bicycle Infrastructure Strategies–3 percent

As the proposed project exceeds the City's 9.4 threshold by 10.2 VMT per employee, a 52 percent reduction in project VMT would be needed to achieve the City's threshold of 9.4 VMT per employee.[17] The California Air Pollution Control Officers Association (CAPCOA) indicates that in general, it is assumed that up to 15 percent of VMT reduction can reasonably be achieved in suburban and rural settings. The City, in its discretion, has elected to utilize this 15 percent threshold as the amount by which the proposed project would need to mitigate. In other words, each relevant applicant would need to reduce the VMT that would otherwise occur in connection with implementation of the relevant specific individual development proposal by 15 percent (as compared to what would occur without mitigation). However, even when implementing the TDM program, the proposed project's VMT reduction would only reach 9 percent with all feasible TDM strategies adopted.

In addition to the opportunity to mitigate, to the extent feasible, the proposed project's VMT impacts via implementation of a TDM program, the City has established a draft VMT banking program which, once adopted, would provide another way to mitigate, to the extent feasible, project impacts.

The City of Tracy's draft VMT Banking Fee Program is a programmatic approach to respond to the need for feasible VMT mitigation programs. Programmatic approaches that rely on collectively funding larger projects allow a project to obtain an amount of mitigation commensurate with their impact, include only a single payment without the complexity of ongoing management, and do not require on going mitigation monitoring. Programmatic approaches can also provide a public benefit in terms of funding transportation improvements that would not otherwise be constructed, resulting in improvements to congestion, GHG emissions, increased transportation choices, and additional opportunities for active transportation.

In order to further reduce VMT impacts beyond the implementation of the TDM program, the proposed project would be required to implement MM TRANS-1(b), which requires payment of applicable VMT banking fees. The City's draft VMT Banking Fee Program calculates the cost per VMT reduction as $633.11. Therefore, to achieve the 6 percent reduction needed after implementation of the TDM program, the proposed project would be responsible to pay a total of $1,565,762.07. This is calculated as 6 percent being equivalent to a 1.176 VMT-per-employee reduction. Based on the project description, the estimated number of employees for the proposed project would be 2,103. For each employee, the project needs to reduce its VMT by 1.176 VMT at a cost of $633.11 per VMT. The calculation to determine the total cost to the project is as follows:

[17] 19.6 x 0.48 = 9.4

VMT Banking Fee = 2,103 employees x 1.176 VMT per employee x $633.11 per VMT = $1,565,762.07

The details of the VMT banking fee calculation have been provided in Table 3.14-10.[18] Provided, however, that in the event that the applicant of a specific individual development proposal ultimately determined that additional TDM measures described above could be incorporated that would result in more than 9% VMT reduction, then the amount of the VMT banking fee otherwise due would be reduced accordingly.

Table 3.14-10: VMT Banking Fee Calculations

Project Building Area (SF)	2,826,425
Project Employees	2,103
Project VMT/Employee	19.6
Project Total Employee VMT	41,218.8
VMT/Employee Reduction Needed to Meet Threshold	52%
TDM VMT Reduction Percentage	15%
Banking Fee VMT Reduction Percentage	6%
Banking Fee Amount	$1,565,762.07
Notes: SF = square feet Source: Kimley-Horn and Associates. 2026. Northeast Business Park CEQA Transportation Review. April.	

For the foregoing reasons, this Draft EIR proposes mitigation that enables the relevant applicant of each individual development proposal within the project site to mitigate its respective VMT impact to the extent feasible. If the relevant applicant for an individual development proposal (1) incorporates the foregoing five TDM measures into a project-specific TDM program and (2) pays the applicable banking fee (as discussed further below), this would satisfy MM TRANS-1(a) and MM TRANS-1(b) (described below) for purposes of the relevant individual development proposal. If an applicant determines that one of more of the foregoing five TDM measures is not feasible for the individual development proposal at issue, then the relevant applicant may obtain approval from the City of acceptable substitute TDM measure(s) pursuant to Table 3.14-9 and/or the relevant applicant determines that additional TDM measure(s) are, in fact, feasible to incorporate, the applicable banking fee would be adjusted accordingly to ensure that payment of this fee, in combination with selected TDM measures, would equate to the required 15 percent reduction.

However, even with implementation of the above-referenced TDM strategies (listed as 1-6, above) and payment of the applicable banking fee, as discussed above, it cannot be demonstrated with certainty that (1) payment of the applicable banking fee and/or (2) identified TDM measures can be feasibly implemented, such that the necessary VMT reductions would occur within the time frame of

[18] This assumes that the TDM program implemented by the proposed project results in a 9% VMT reduction.

the triggering impact. Therefore, for purposes of a conservative analysis, it is assumed that this impact would be significant and unavoidable.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM TRANS-1(a) Transportation Demand Management Measures

Prior to issuance of the first building permit for the relevant individual development proposal, the relevant applicant for the individual development proposal at issue shall submit to the City of Tracy Planning Department a Transportation Demand Management (TDM) program that incorporates measures one through four below (as identified in Table 3.14-9 of the Draft Environmental Impact Report (Draft EIR):

1. Communication and Information Strategies–2 percent reduction;
    a. Travel Behavior Change Program: Involves the development of a travel behavior change program that targets individuals' attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits. Provide a website that allows employees to research other modes of transportation for commuting. Employee-focused travel behavior change program that targets individuals' attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits.
    b. Promotions and Marketing: Involves the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices with passive educational and promotional materials. Marketing and public information campaign to promote awareness of TDM program with an on-site coordinator to monitor program.
2. Commuting Strategies–1 percent reduction;
    a. Emergency Ride Home (ERH) Program: Provide an occasional subsidized ride to commuters who use alternative modes. Guaranteed ride home for people if they need to go home in the middle of the day due to an emergency or stay late and need a ride at a time when transit service is not available.
3. Shared Mobility Strategies–3 percent reduction;
    a. Ride Share Program: Increase vehicle occupancy by providing ride share matching services, designating preferred parking for ride share participants, designing adequate passenger loading/unloading and waiting areas for ride share vehicles, and providing a website or message

board to connect riders and coordinate rides. Need a point person for the business on-site.

b. Designated Parking Spaces for Car Share Vehicles: Reserved car share spaces closer to the building entrance.

4. Bicycle Infrastructure Strategies–3 percent reduction.
   a. Include Bike Parking Per City Code: Implement short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations.
   b. Include Secure Bike Parking and Showers: Implement additional end-of-trip bicycle facilities to support safe and comfortable bicycle travel.
   c. Bicycle Repair Station/Services: On-site bicycle repair tools and space to use them supports on going use of bicycles for transportation.

Provided, however, that if the relevant applicant determines that one of more of the foregoing four TDM measures cannot be reasonably implemented in connection with the individual development proposal at issue, then the relevant applicant may obtain approval from the City of Tracy Planning Department of acceptable substitute TDM measure(s). Moreover, if the relevant applicant determines that additional TDM measures (as identified in Table 3.14-9 of the Draft EIR) can be reasonably implemented, then the relevant applicant may include such additional TDM measures in the subject TDM program (with a concomitant reduction in the banking fee paid pursuant to MM TRANS-1(b)).

The relevant applicant's TDM program, as described above, shall reflect a 9 percent reduction in VMT for the relevant individual development proposal.

MM TRANS-1(b) Payment of Applicable Banking Fee

In addition to the Transportation Demand Management (TDM) program required in MM TRANS-1(a), each applicant for an individual development proposal shall pay the applicable fee as set forth in the adopted Vehicle Miles Traveled (VMT) Mitigation Banking Fee in place and effective at the time the relevant applicant seeks to obtain building permits for its individual development proposal. Provided, however, that if the City Council has not adopted the Mitigation Banking Fee Program such that it is effective and in place at the time an applicant for an individual development proposal seeks to obtain a building permit, then payment of the VMT Banking Fee shall be calculated as described in Table 3.14-10 (e.g., 2,103 employees x 1.176 VMT per employee x $633.11 per VMT = $1,565,762.07) and shall constitute compliance with this MM TRANS-1(b). Provided, however, if upon the applicant's request, the City determines that an applicant can implement additional TDM measures (as identified in Table 3.14-9 of the Draft EIR) that will result in further VMT reductions, then the applicant, in its discretion, may include such additional TDM measures in the subject TDM program and may be eligible for a concomitant reduction in the banking fee.

Level of Significance After Mitigation

Significant and unavoidable impact.

Roadway Safety Hazards

Impact TRANS-2: The proposed project could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

To determine whether the proposed project would substantially increase hazards or create a safety impact, the analysis conducted by the CEQA Transportation Review was split into two types of review. The first review analyzed the proposed project's potential introduction of "a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)" that may create a safety or hazards impact.

The second review analyzed freeway off-ramp queueing at the nearest interchange to the project site, I-205 and MacArthur Drive. This analysis was completed per Caltrans' Local Development Review (LDR) Safety Review Practitioner's Guidance.[19] The LDR Guidance's focus is providing a safety review framework for local development with direct access to a Caltrans facility, but it can also be used by local agencies to assess safety impacts on the Caltrans system driven by local development near, but without direct access to, a Caltrans facility.

Geometric Design Feature Review

The proposed project would result in the modification of existing transportation facilities, including the introduction of new site driveways and access points. All new roadway, bicycle, and pedestrian infrastructure improvements constructed as part of the proposed project would be subject to, and designed in accordance with, applicable City of Tracy and industry design and safety standards to avoid creating a geometric design hazard or incompatible use. This includes Objective CIR-1.1–Policy P1 and Objective CIR-1.6–Policy P1 of the City's General Plan, which require context-sensitive design principles that enhance safety for all modes of travel.

Review of Potential Incompatible Uses

The project site is currently located outside of the Tracy city limits but within the City's SOI. Its location is adjacent to the development boundary between the City's NEI Specific Plan area, which is designated entirely for commercial or industrial uses, and rural San Joaquin County, with adjacent parcels designated as Agriculture/General. APNs 213-17-014 and 213-170-23 on the east side of the project site, are proposed to remain undeveloped and used as agricultural land. The north side of the proposed project would reserve right-of-way for the future I-205/Chrisman Road Interchange and a drainage basin. Therefore, parcels to the west and south are located within the City and are either already developed with industrial uses or are planned for future industrial uses. The proposed project, which is industrial, would be a compatible use with the adjacent industrial area as planned by the City.

[19] California Department of Transportation. 2024. Local Development Review (LDR) Safety Review Practitioners Guidance. February.

Parcels to the east are planned to remain agricultural. Agricultural land that currently utilizes farm equipment or other heavy machinery would maintain the same access and travel routes as existing conditions. It is understood that farm equipment occasionally uses or crosses Grant Line Road in existing conditions. The anticipated opening of the proposed project would occur before the opening of San Joaquin County's Grant Line Road Realignment project that would move non-local Banta vehicles to the south of the community. Therefore, passenger car vehicle volumes are projected to increase along Grant Line Road with the addition of the proposed project during the interim period before the bypass roadway is opened. However, the increase in volumes is not anticipated to create any new safety concerns with respect to farm equipment. No changes to the posted speed limit or the roadway cross-section east of the proposed project within the County are proposed that would adversely affect safety. Therefore, the proposed project would not create an incompatible use impact on the surrounding transportation network.

I-205/MacArthur Drive Freeway Ramp Queueing Analysis

The queueing analysis conducted by Kimley Horn in the CEQA Transportation Review prepared for the proposed project was based on the current I-205/MacArthur Drive Interchange geometry, traffic counts collected in November 2024, and signal timings provided by Caltrans.

The following analysis scenarios were analyzed:

- Existing Conditions
- Existing Plus Background Conditions
- Existing Plus Background Plus Project Conditions

For each scenario, SimTraffic simulations were run to study the sufficiency of each ramp's storage capacity. Ramp queueing analysis was performed for weekday AM and PM peak-hours. Existing signal timings were obtained from Caltrans and no modifications were made between Existing Conditions, Existing Plus Background Conditions, and Existing Plus Background Plus Project Conditions. The analysis utilized SimTraffic 12 with a 10-minute seeding period, four 15-minute periods, and 10 runs. The average and 95th percentile queues for each of the 10 runs was averaged.

Existing Conditions

The Existing Conditions analysis utilized turning movement count data collected on November 19, 2024. Existing operations and queueing at the I-205/MacArthur Drive Interchange were field-verified on the same day as the data collection. Subsequently, the SimTraffic models were calibrated to replicate the field conditions.

The heaviest demand for the westbound off-ramp was seen in the AM peak-hour. Field observations found that the westbound off-ramp had a maximum queue of approximately 1,020 feet. The total capacity of the ramp is 1,315 feet. Although the queue was long, it was observed that the queue was fully served by the green phase each cycle. The main turning movement at the ramp terminal intersection is a westbound left, causing the left-turn lane to exceed capacity and utilize the through lane.

The heaviest demand for the eastbound off-ramp was seen in the PM peak-hour. Field observations found that the maximum queue exceeded the ramp capacity of 1,015 feet. The I-205 mainline was also congested and slow-moving during the maximum off-ramp queueing. Therefore, speed differentials as outlined in Caltrans's LDR Guidance were not witnessed. It should be noted that during the SimTraffic model calibration process the maximum queueing that was witnessed by the field observations was not able to be replicated. Therefore, the 95th percentile queueing in this analysis was shown to be equal to capacity rather than displaying the queue value from the SimTraffic report.

Background Conditions

Background projects included Approved Projects within the proposed project's vicinity that would add trips to the I-205/MacArthur Drive Interchange and set a new baseline for analysis for potential safety impacts. Similar to the Approved Projects used for the trip generation discussed above, the following were selected for analysis:

- GH Logistics Truck Repair
- Marriott Hotel
- Starbucks, Popeyes, Gasoline Station and Store, Car Wash
- Warehouse with Office
- RNG Fueling Station and Parking Lot
- Seefried LI Building (NEI)
- Eastgate Business Park Phase 2

With the addition of Approved Projects to the existing volumes, no new queueing issues were found. It is qualitatively estimated that the eastbound off-ramp queue would extend further than existing conditions and, therefore, further into the mainline.

Background Plus Project Conditions

Background Plus Project Conditions were based on the Existing Conditions traffic volumes plus the traffic generated by the Approved Projects and the proposed project. With the addition of the proposed project, the westbound off-ramp 95th percentile queue during the PM peak-hour was found to exceed the available ramp storage. According to Caltrans's LDR Guidance, "Traffic safety mitigation may be requested if freeway exit ramp queueing does not occur under the existing condition, but project-generated traffic volumes would cause a queue to extend onto the freeway mainline, creating a speed differential of 30 mph or greater." Mainline speed data was pulled from the Performance Measurement System (PeMS) showing that the outside lane (Lane 3) average speed during the PM peak-hour was approximately 67 miles per hour. Therefore, the ramp queueing has a potential safety impact.

Background Plus Project Conditions with Mitigation

As discussed above, the I-205/MacArthur interchange westbound off-ramp Background Plus Project Conditions analysis finds that there would be a potentially significant impact due to the queue spillback to the mainline. Several strategies, including signal timing modifications and ramp improvements, could mitigate the queueing hazard impact. Therefore, a review of the signal timings

was completed first to determine whether signal timing modifications could mitigate the queueing. The review found that the priority movement for coordination was the northbound left turn leading to the westbound on-ramp instead of prioritizing the westbound off-ramp. A simulation was conducted by Kimley-Horn using revised signal timings that prioritized the westbound off-ramp while also maintaining acceptable operations for the rest of the interchange movements. The revised signal timings yielded an AM peak-hour westbound off-ramp queue reduction of more than 895 feet, mitigating the queue, while also reducing other movements queueing and only resulting in a slight queue increase for the northbound left turn. Therefore, the proposed project would be required to implement MM TRANS-2, which requires the applicant to pay fair share funding of future signal timing modifications in order to reduce the queueing impact. This mitigation measure would require coordination between the lead agency, City of Tracy, the applicant, and Caltrans. Despite this mitigation, because there is no assurance that the signal-timing modifications will be approved by Caltrans and thus fully resolve the issue, the impact must still be classified as significant and unavoidable under CEQA.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM TRANS-2 Signal Timing Modifications

The applicant shall be required to pay fair share funding of future signal timing modifications along the I-205/MacArthur interchange westbound off-ramp, in order to reduce AM peak-hour westbound off-ramp queue impacts.

Level of Significance After Mitigation

Significant and unavoidable impact.

Emergency Access

Impact TRANS-3: The proposed project would not result in inadequate emergency access.

Construction

During the construction period for each individual development proposal within the project site, it is anticipated that two-way travel would be maintained on Paradise Road and Grant Line Road. Should Paradise Road or Grant Line Road experience temporary one-way travel restrictions or be closed to travel, there are multiple access routes to I-205 and I-5 which act as the main evacuation routes into and out of the project vicinity. Construction detour signage would be provided. For the foregoing reasons, and as further discussed in Section 3.9, Hazards and Hazardous Materials), impacts associated with inadequate emergency access during construction would be less than significant.

Operation

The Dermody Property would include three vehicular access points on Paradise Road and three vehicular access points on Grant Line Road. The driveways on Paradise Road will be 50 feet wide; two of the driveways on Grant Line Road will be 26 feet wide, with the third driveway on Grant Line

Road measuring 38.5 feet wide, ensuring consistency with California Fire Code Section D103, which requires fire access roads to be a minimum of 26 feet wide. The northern driveway on Paradise Road is planned for use by emergency vehicles only.

The Suvik Property is assumed to have one right-in, right-out access driveway on Grant Line Road and cross-access to the Dermody Property on-site roadways, providing access to both Grant Line Road and Paradise Road. Fire access from Fire Station 92 (located 1.4 miles west of the project site) would be available via Grant Line Road and Paradise Road. The design of the on-site roadways and intersections will be subject to City of Tracy code and Public Works Department staff review and approval. At this time, no emergency vehicle turn templates have been provided by the applicant related to the Suvik Property. As such, during the design review for the Suvik Property, the proposed project would be required to provide emergency vehicle turn templates that meet City standards. For the foregoing reasons, and as further discussed in Section 3.9, Hazards and Hazardous Materials), impacts related to adequate emergency access would be less than significant.

Level of Significance

Less than significant impact.

Alternative Transportation Policies

Impact TRANS-4:	**The proposed project would not conflict with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.**

Construction

Transit Facilities

Grant Line Road provides sidewalk facilities on both sides of the road up until the project site's frontage. No sidewalks currently exist along the project site's frontage along Paradise Road as the land is undeveloped. The closest bus stop to the project site is approximately 0.5 mile west at the intersection of Grant Line Road and North Chrisman Road. The next nearest bus stop is approximately 1.59 miles to the west at the Shops at Northgate Village. The Tracy Station is the closest ACE station to the project site, located at 4800 South Tracy Boulevard approximately 4.70 miles southwest of the project site, and would provide ACE service to the project site.

Because there are no sidewalks currently provided along the proposed project frontage or along California Avenue, construction of the proposed project would not adversely affect or otherwise conflict with existing pedestrian access to TRACER or ACE or the service for these transit agencies. Should Paradise Road or Grant Line Road be temporarily shut down during construction, there are alternative roadway connections to these transit facilities and access to these facilities would remain available throughout construction. Therefore, construction impacts related to circulation system performance in terms of transit facilities would be less than significant.

Bicycle Facilities

No Class I or Class III facilities exist near the project site. Class II facilities exist along Grant Line Road in eastbound and westbound directions, west of Paradise Road. Because there are no existing bicycle

facilities along the frontage of Paradise Road or Grant Line or California Avenue, construction of the proposed project would not result in the temporary closure of bicycle facilities during construction. Therefore, construction impacts related to circulation system performance in terms of bicycle facilities would be less than significant.

Pedestrian Facilities

As described above, there are no sidewalks currently provided along Grant Line Road or Paradise Road along the proposed project frontage or along California Avenue. Therefore, construction of the proposed project would not result in temporary closures of sidewalk facilities. Construction impacts related to circulation system performance in terms of pedestrian facilities would be less than significant.

Operation

Transit Facilities

The closest bus stop to the project site is approximately 0.5 mile west at the intersection of Grant Line Road and North Chrisman Road. As part of the proposed project's frontage improvements, the proposed project would construct a Class I path (that would accommodate both pedestrians and bicycles) per the TMP for both Grant Line Road and Paradise Road. Therefore, the proposed project would provide a bicycle and pedestrian connection to the Class II bicycle facilities and sidewalks that exist along Grant Line Road in eastbound and westbound directions west of Paradise Road that would ultimately provide access to the nearest transit facility.

Paradise Road and Grant Line Road would still provide roadway access to these transit facilities. Given the nature of the proposed project and its location, it is anticipated that many employees would drive to the site and the proposed project would add a minimal number of additional transit riders and would not exceed existing transit capacity. Therefore, operation of the proposed project would not interfere with or otherwise adversely and significantly impact service for these transit agencies. Therefore, operational impacts related to circulation system performance in terms of transit facilities would be less than significant.

Bicycle Facilities

No Class I facilities exist near the project site. Class II facilities exist along Grant Line Road in eastbound and westbound directions west of Paradise Road. No Class III facilities exist near the project site. As part of the proposed project's frontage improvements, it is anticipated that the proposed project would construct a Class I path per the TMP for both Grant Line Road and Paradise Road. Therefore, the proposed project would provide a bicycle connection to the Class II facilities that exist along Grant Line Road in eastbound and westbound directions west of Paradise Road, which would improve the existing bicycle network. In addition, pursuant to the parking requirements of Tracy Municipal Code Chapter 10.08 Article 26, the proposed project would provide approximately 46 bicycle parking spaces. Bicycle racks (single-sided or double-sided racks or equivalent) would be located near the office entrances of each building to provide for the secure parking of bicycles. The required spaces for bicycle parking would be evenly distributed among the office locations within each building pursuant to applicable standards and requirements. Overall, the proposed project would not conflict with adopted policies, plans, or programs regarding bicycle facilities or otherwise

decrease the performance or safety of such facilities. Therefore, operational impacts related to circulation system performance in terms of bicycle facilities would be less than significant.

Pedestrian Facilities

As described above, there are no sidewalks currently provided along Grant Line Road or Paradise Road along the proposed project frontage or along California Avenue. As part of the proposed project's frontage improvements, the proposed project would construct a Class I path (that would accommodate both pedestrians and bicycles) per the TMP for both Grant Line Road and Paradise Road that would provide access to the existing sidewalk network. However, no pedestrian facilities are proposed connecting the northernmost driveway north to the existing intersection of Chrisman Road and Paradise Road at the opening of the proposed project. The planned I-205/Chrisman Road Interchange improvements would provide adequate pedestrian facilities from the project site to Chrisman Road and across I-205 in the future; however, the proposed project may result in a temporary significant impact to pedestrian facilities prior to the construction of the improvements to the interchange. It is not anticipated that the proposed project would substantially increase pedestrian activity in the project vicinity. As such, the proposed project would implement MM TRANS-3, which would require a temporary pedestrian pathway, potentially using temporary asphalt, extending from the north driveway to the existing Chrisman Road intersection to service pedestrians on opening day of the proposed project. With implementation of this mitigation, operational impacts to pedestrian facilities associated with the proposed project would be less than significant.

Level of Significance

Potentially significant impact.

Mitigation Measures

MM TRANS-3 Temporary Pedestrian Pathway

Prior to issuance of building permits, the project applicant shall include a temporary pedestrian path extending from the northernmost driveway to the existing Chrisman Road intersection in the project building plans for review by the City of Tracy.

Level of Significance After Mitigation

Less Than significant impact.

3.14.5 - Non-CEQA Level of Service Analysis (provided for information purposes only)

For the reasons explained above, the following non-CEQA analysis of intersection LOS under various project conditions is provided for informational purposes only. The analysis will inform the creation of conditions of approval for the proposed project, subject to applicable laws related to nexus requirements, to ensure consistency with applicable provisions of the General Plan.

Construction

The assessment of construction activity considers construction vehicles (including vehicles removing or delivering fill material, bulldozers, and other heavy machinery, as well as building materials delivery) and construction worker activity.

The proposed project would require a total of approximately 500,000 cubic yards of grading, which would be balanced on-site; therefore, no export or import of materials would be required. It is expected that equipment would be staged on the site prior to beginning work and would be removed at completion of the relevant construction phase**.** Trucks would be needed to bring building materials to the site prior to beginning work, and truck traffic would follow designated truck routes. Construction of the proposed project would require conformance to all City standards, policies, and regulations pertaining to vehicle traffic, which would reduce the potential for construction vehicle conflicts with other roadway users.

Operation

Background Plus Project Conditions

Traffic operations were evaluated at the study intersections under Background Plus Project Conditions. Exhibit 3.14-9 illustrates the Background Plus Project Conditions traffic volumes and geometry. Table 3.14-11 shows the LOS at study intersections during Background Plus Project Conditions.

The Background Plus Project Conditions are based on Background Conditions plus trips generated by the proposed project. The proposed project would construct roadway improvements along its Grant Line Road and Paradise Road frontages. The ultimate frontage along the future realigned Chrisman Road and I-205/Chrisman Road Interchange is not proposed to be constructed by the project and is estimated to be constructed for Cumulative Conditions.

The proposed project would construct the following street improvements along its frontage:

- Grant Line Road
  - Widen to add one additional westbound lane for a total of six lanes with a raised median between Paradise Road to city limits.
- Paradise Road
  - Widen to four lanes with a median and left-turn lanes.
- Paradise Road/Grant Line Road Intersection
  - Widen the north leg of Paradise Road to include one southbound right turn, one southbound through, one southbound left turn, and two northbound lanes.
  - Widen the east leg of Grant Line Road to add 1 westbound shared through/right turn lane.
  - Restripe the south leg of Paradise Road to add 1 northbound left-turn lane.
  - Revise signal to remove north/south split phasing.

Table 3.14-11: Background Plus Project Conditions Intersection Level of Service (Project at Full Buildout)

No	Intersection	LOS Standard	Control Type	Background Conditions								Background Plus Project Conditions										Project Induced Deficiency? (Y/N)
				AM Peak-hour				PM Peak-hour				AM Peak-hour					PM Peak-hour					
				MVMT	Delay	LOS	V/C	MVMT	Delay	LOS	V/C	MVMT	Delay	Δ	LOS	V/C	MVMT	Delay	Δ	LOS	V/C	
1	MacArthur Drive and I-205 WB	D	Signal	—	41.1	D	—	—	31.3	C	—	—	41.9	0.8	D	—	—	31.1	-0.2	C	—	N
2	MacArthur Drive and I-205 EB	D	Signal	—	29.2	C	—	—	26.2	C	—	—	37.2	8.0	D	—	—	27.3	1.1	C	—	N
3	MacArthur Drive and Pescadero Avenue	D	Signal	—	18.0	B	—	—	22.3	C	—	—	18.6	0.6	B	—	—	25.0	2.7	C	—	N
4	MacArthur Drive and Grant Line Road	D	Signal	—	28.5	C	—	—	43.9	D	—	—	39.2	10.7	D	—	—	54.2	10.3	D	—	N
5	MacArthur Drive and 11th Street	D	Signal	—	12.1	B	—	—	17.3	B	—	—	12.6	0.5	B	—	—	17.9	0.6	B	—	N
6	Chrisman Road and Pescadero Avenue	D	Signal	—	10.3	B	—	—	13.4	B	—	—	12.8	2.5	B	—	—	14.6	1.2	B	—	N
7	Chrisman Road and Grant Line Road	D	Signal	—	25.4	C	—	—	32.8	C	—	—	25.5	0.1	C	—	—	33.0	0.2	C	—	N
8	Chrisman Road and Paradise Road	D	AWSC	—	8.0	A	—	—	8.3	A	—	—	8.3	0.3	A	—	—	9.2	0.9	A	—	N
9	Paradise Road and Grant Line Road	D	Signal	—	34.8	C	—	—	107.5	F	—	—	22.1	-12.7	C	—	—	67.3	-40.2	E	—	N
10	El Rancho Road /Seventh Street and Grant Line Road	D	Signal	—	12.8	B	—	—	70.2	E	—	—	28.4	15.6	C	—	—	136.2	66.0	F	—	N
11	11th Street and Grant Line Road/Kasson Road	D	RAB	—	—	C	0.876	—	32.5	D	1.155	—	36.8	16.1	E	1.016	—	68.4	35.9	F	1.551	Y
12	Paradise Road and Project Driveway #1	D	SSSC	Intersection Does Not Exist Under This Condition								—	—	—	—	—	—	—	—	—	—	N
	Worst Approach											WB	0.0	-	*A*	-	WB	0.0	-	*A*	—	

No	Intersection	LOS Standard	Control Type	Background Conditions								Background Plus Project Conditions										Project Induced Deficiency? (Y/N)
				AM Peak-hour				PM Peak-hour				AM Peak-hour					PM Peak-hour					
				MVMT	Delay	LOS	V/C	MVMT	Delay	LOS	V/C	MVMT	Delay	Δ	LOS	V/C	MVMT	Delay	Δ	LOS	V/C	
13	Paradise Road and Project Driveway #2	D	SSSC/ Signal	—	—	—	—	—	—	—	—	—	28.1	—	C	—	—	18.1	—	B	—	N
	Worst Approach			*EB*	*9.9*	*A*	—	*EB*	*10.1*	*B*	—											
14	Paradise Road and Project Driveway #3	D	SSSC	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	N
	Worst Approach			*EB*	*9.8*	*0*	—	*EB*	*10.2*	*B*	—	*EB*	*10.4*	—	*B*	—	*WB*	*10.9*	—	*B*	—	
15	Grant Line Road and Project Driveway #4	D	SSSC	Intersection Does Not Exist Under This Condition								—	—	—	—	—	—	—	—	—	—	N
	Worst Approach											SB	14.7	—	*B*	—	SB	14.6	—	*B*	—	
16	Grant Line Road and Project Driveway #5	D	SSSC	Intersection Does Not Exist Under This Condition								—	—	—	—	—	—	—	—	—	—	N
	Worst Approach											SB	12.8	—	*B*	—	SB	12.6	—	*B*	—	
17	Grant Line Road and Project Driveway #6	D	Signal	—	6.9	A	—	—	5.4	A	—	—	40.8	33.9	D	—	—	24.8	19.4	C	—	N
18	Grant Line Road and Project Driveway #7	D	SSSC	Intersection Does Not Exist Under This Condition								—	—	—	—	—	—	—	—	—	—	N
	Worst Approach											SB	26.1	—	*D*	—	SB	24.7	—	*C*	—	

Notes:
1. Analysis performed using HCM 7th Edition methodology in Synchro™ 12 Software and Delay and v/c (HCM 6) methodology in SIDRA HCM Software
2. Overall Level of Service (LOS) standard for the City is D. For intersections within 1/4-mile of an interchange, overall LOS standard is E. The County of San Joaquin LOS standard is D. Caltrans no longer has a LOS standard.
3. SSSC–Side Street Stop Control, Signal–Signalized Intersection, AWSC–All-way Stop Controlled, MVMT–approach movement direction
4. Deficient LOS is denoted by bold text
5. Project caused LOS deficiency is denoted by bold and gray highlighted text
6. Delay indicated in seconds/vehicle
7. With a roundabout V/C of 0.85-1.00, it is encouraged to conduct additional sensitivity analysis to evaluate delay and queues.

As shown in Table 3.14-11, all intersections operate at acceptable LOS except for the following:

- Intersection #9—Paradise Road and Grant Line Road
  - PM peak-hour—LOS E
  - Although the LOS is deficient per the City's General Plan threshold, the delay is improved from Existing and Background Conditions due to the proposed project's constructed improvements. Therefore, the proposed project does not cause the deficiency at the intersection.
  - In addition, the delay is caused by high volumes of northbound right turns and westbound left turns. Intersection #7 Chrisman Road and Grant Line Road, the next intersection to the west and a parallel route of travel to the warehouses generating the high turning volumes, has additional capacity to accommodate these turns and it is envisioned that as operations degrade that drivers will seek this alternate, parallel route with capacity.
- Intersection #10—Seventh Street/El Rancho Road and Grant Line Road
  - County of San Joaquin jurisdiction
  - PM peak-hour—LOS F
  - This intersection would continue to operate below the County's LOS threshold. The proposed project does not cause the deficiency at the intersection.
- Intersection #11—11th Street and Grant Line Road/Kasson Road
  - County of San Joaquin jurisdiction
  - PM peak-hour—LOS F and V/C = 1.551
  - The County plans to review potential improvements at the roundabout in conjunction with the Grant Line Road Bypass project.

Cumulative Plus Project Conditions

As documented in the TMP and the NEI Specific Plan, there are significant vehicular capacity improvements planned in the study area by the year 2035. The following list provides the improvements that are anticipated to occur within the study area by 2035:

- Chrisman Road Extension
  - North of Grand Line Road
  - Between Grant Line and 11th Street
- Signalization at the intersection of Future Chrisman Road and Paradise Road
- Future interchange at I-205 and Paradise Road/Chrisman Road
- Widening improvements at the I-205 and MacArthur Drive interchange
- Construction of the Golden Valley Parkway (Exhibit 3.14-3)

The interchange geometry was determined using the Final Traffic Operations Analysis Report (TOAR) published by Fehr & Peers. Volumes were developed using the TMP 2035 model.

Cumulative volume growth in the study area was determined based on an evaluation of the City's Travel Demand model forecasts. Year 2035 turning movements were extrapolated from the TMP

2035 Horizon Year turning movements figures. For intersections without 2035 data, volumes were estimated using the intersection turning movements volumes provided in the TMP. Adjustments to the 2035 Horizon Year turning movement figures were made for the new NEI Phase 3 project proposed along Grant Line Road. Cumulative Conditions intersection geometry and traffic volumes is shown in Exhibit 3.14-12. It is assumed that signal timing changes will be implemented prior to 2035 to service traffic pattern changes and increases.

Cumulative Plus Project Conditions intersection geometry and traffic volumes are shown in Exhibit 3.14-14. Exhibit 3.14-12 shows Cumulative Plus Project Conditions intersection LOS. Cumulative Plus Project and Cumulative Plus Project Synchro output sheets are provided in Appendix J.

As shown in Table 3.14-12, at Cumulative Plus Project Conditions, the following study intersections operate at an unacceptable LOS:

- Intersection #9—Paradise Road and Grant Line Road
  - A Project Caused Deficiency
  - PM Peak-hour–LOS E
- Intersection #11—11th Street and Grant Line Road/Kasson Road
  - PM Peak-hour—LOS F and V/C = 1.521
  - This intersection would continue to operate at higher V/C>1 with the addition of the proposed project. The proposed project does not cause a deficiency at the intersection.

Table 3.14-12: Cumulative Plus Project Conditions Intersection Level of Service

	Intersection	LOS and V/C Standard	Control Type	Cumulative Conditions								Cumulative Plus Project Conditions										Project Induced Deficiency? (Y/N)
				AM Peak-hour				PM Peak-hour				AM Peak-hour					PM Peak-hour					
				MV MT	Delay	LOS	V/C	MV MT	Delay	LOS	V/C	MV MT	Delay	Δ	LOS	V/C	MV MT	Delay	Δ	LOS	V/C	
1	MacArthur Drive and I-205 WB	—	Signal	—	53.9	D[1.]	—	—	18.1	C	—	—	53.9	0.0	D	—	—	18.9	0.0	B	—	N
2	MacArthur Drive and I-205 EB	—	Signal	—	25.3	C	—	—	35.5	D	—	—	25.3	0.0	C	—	—	35.5	0.0	D	—	N
3	MacArthur Drive and Pescadero Avenue	E	Signal	—	21.3	C	—	—	22.7	C	—	—	21.3	0.0	C	—	—	22.7	0.0	C	—	N
4	MacArthur Drive and Grant Line Road	D	Signal	—	35.1	D	—	—	39.6	D	—	—	35.4	0.3	D	—	—	40.2	0.6	D	—	N
5	MacArthur Drive and 11th Street	D	Signal	—	21.8	C	—	—	21.1	C	—	—	22.4	0.6	C	—	—	21.3	0.2	C	—	N
6	Chrisman Road and Pescadero Avenue	D	Signal	—	9.6	A	—	—	12.8	B	—	—	9.6	0.0	A	—	—	12.8	0.0	B	—	N
7	Chrisman Road and Grant Line Road	D	Signal	—	34.9	C	—	—	32.1	C	—	—	35.0	0.1	D	—	—	32.6	0.5	C	—	N
8	Chrisman Road and Paradise Road	D	Signal	—	16.2	B	—	—	15.0	B	—	—	16.8	0.6	B	—	—	19.4	4.4	B	—	N
9	Paradise Road and Grant Line Road	D	Signal	—	24.6	C	—	—	52.3	D	—	—	31.2	6.6	C	—	—	**56.4**	**4.1**	**E**	—	Y
10	El Rancho Road/Seventh Street and Grant Line Road	D	Signal	—	10.2	B	—	—	10.1	B	—	—	10.2	0.0	B	—	—	10.1	0.0	B	—	N
11	11th Street and Grant Line Road/Kasson Road	D	RAB	—	11.0	B	0.620	—	**46.1**	**E**	**1.456**	—	13.1	2.1	B	0.701	—	**51.0**	**4.9**	**F**	**1.521**	N

Intersection		LOS and V/C Standard	Control Type	Cumulative Conditions								Cumulative Plus Project Conditions										Project Induced Deficiency? (Y/N)
				AM Peak-hour				PM Peak-hour				AM Peak-hour					PM Peak-hour					
				MV MT	Delay	LOS	V/C	MV MT	Delay	LOS	V/C	MV MT	Delay	Δ	LOS	V/C	MV MT	Delay	Δ	LOS	V/C	
12	Paradise Road and Project Driveway #1	D	SSSC	Intersection Does Not Exist Under This Condition								—	—	—	—	—	—	—	—	—	—	N
	Worst Approach											*WB*	0.0	—	*A*	—	*WB*	0.0	—	*A*	—	
13	Paradise Road and North Ryder Driveway/Project Driveway #2	D	SSSC/ Signal	—	—	—	—	—	—	—	—	—	9.1	—	A	—	—	10.6	—	B	—	N
	Worst Approach			*EB*	*10.6*	*B*	-	*EB*	*10.0*	*B*	—											
14	Paradise Road and South Ryder Driveway/Project Driveway #3	D	SSSC	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	N
	Worst Approach			*EB*	*10.7*	*B*	—	*EB*	*10.2*	*B*	—	*EB*	*12.7*	*2.0*	*B*	—	*EB*	*11.5*	*1.3*	*B*	—	
15	Grant Line Road and Project Driveway #4	D	SSSC	Intersection Does Not Exist Under This Condition								—	—	—	—	—	—	—	—	—	—	N
	Worst Approach											*SB*	*15.3*	-	*C*	—	*SB*	*14.8*	-	*B*	—	
16	Grant Line Road and Project Driveway #5	D	SSSC	Intersection Does Not Exist Under This Condition								—	—	—	—	—	—	—	—	—	—	N
	Worst Approach											*SB*	*15.3*	—	*C*	—	*SB*	*14.8*	—	*B*	—	
17	Grant Line Road and Project Driveway #6	D	Signal	—	3.6	A	—	—	3.7	A	—	—	4.0	—	A	—	—	4.7	1.0	A	—	N
18	Grant Line Road and Project Driveway #7	D	SSSC	Intersection Does Not Exist Under This Condition								—	—	—	—	—	—	—	—	—	—	N
	Worst Approach											*SB*	*15.9*	—	*C*	—	*SB*	*16.0*	—	*C*	—	

1. Overall Level of Service (LOS) standard for the City is D. For intersections within 1/4-mile of an interchange, overall LOS standard is E. The County of San Joaquin LOS standard is D. Caltrans no longer has a LOS standard.

3.14.6 - Cumulative Impacts

Vehicle Miles Traveled

Table 3-1, Section 3.0, Environmental Impact Analysis, identifies cumulative projects. The traffic demand model prepared by Kimey-Horn and Associates specifically includes Cumulative Projects No. 1, 2, 3, 9, 12, 22, 27, 56, 57, 59, 60, 61, 62, 63, and 64.

Transportation impact analysis is inherently cumulative because it is important to analyze a project's impact within the context of existing and future traffic conditions to which all projects contribute and, where appropriate, provide mitigation measures to reduce a project's contribution to any cumulative significant impacts identified to the degree feasible.

Cumulative impacts associated with transportation are analyzed and discussed in additional detail throughout this section. Cumulative projects would be required to comply with applicable State and local laws and regulations. If found to result in significant VMT impacts, the cumulative projects would be required to implement feasible TDM measures that would reduce VMT and encourage alternative modes of transportation, such as transit, bicycle use, and walking. The provision of transit, bicycle, and pedestrian facilities would depend on the nature of the cumulative project at issue and its location. Cumulative projects would also be required to include facilities based on future transportation studies prepared for that project and to pay into the City's VMT banking program once established. Under Cumulative Conditions, the total VMT generated by all projects in the area, including the proposed project, would exceed the City's draft threshold of 9.4 VMT per employee for industrial land uses at the project level. Even with implementation of feasible mitigation measures such as TDM programs and payment of VMT banking fees, cumulative VMT impacts remain significant and unavoidable.

The proposed project's incremental contribution to cumulative VMT conditions were evaluated using the "difference method" as documented in the CEQA Memorandum, Appendix J. Under this approach, the proposed project was isolated within a project-specific TAZ and analyzed under both existing-year and cumulative-year conditions using the City of Tracy travel demand model. The model-derived change in VMT per employee between these scenarios was then applied to the project's existing VMT per employee value obtained from the City of Tracy VMT Calculator.

This analysis indicates that while regional growth and planned transportation network improvements reduce average project VMT per employee from approximately 19.6 to 15.9 under cumulative conditions, the proposed project would continue to exceed the City's VMT threshold of 9.4 VMT per employee. Accordingly, as described in Impact TRANS-1, the proposed project's contribution to this significant cumulative impact would be cumulatively considerable even with the implementation of the mitigation required by MM TRANS-1(a) and MM TRANS-1(b).

The cumulative transportation analysis also incorporates planned regional roadway, bicycle, pedestrian, and transit improvements identified in the Citywide Roadway and Transportation Master Plan, the Northeast Industrial Specific Plan, the Grant Line Road Bypass Project, and the planned I-205/Chrisman Road Interchange. These improvements were assumed in the cumulative-year transportation network used to evaluate operational and VMT conditions.

In addition to TMP-identified improvements, the proposed project would construct a Class I multiuse path along Paradise Road, which is not identified in the TMP and represents a project-specific enhancement to the City's bicycle and pedestrian network. The project would also implement bicycle facilities along Grant Line Road consistent with, or exceeding, TMP policy intent. These improvements would incrementally contribute to multimodal connectivity under cumulative conditions but would not, by themselves, reduce cumulative VMT impacts below applicable thresholds.

Therefore, although the average VMT per employee for the project is expected to decrease by 3.7 VMT per employee by Cumulative Conditions, the cumulative VMT per employee is expected to be 15.9, which remains above the City's 9.4 threshold. Accordingly, even with implementation of all feasible TDM measures and payment of the applicable VMT mitigation banking fee, the cumulative VMT impact would remain significant and unavoidable. As such, the proposed project, in conjunction with other cumulative projects, would have a significant and unavoidable impact with respect to VMT, and, as described above, the proposed project's contribution would be cumulatively considerable.

Roadway Safety

Trucks used during the construction of cumulative projects, including those listed in Chapter 3, Environmental Impact Analysis, Table 3-1, would be required to utilize truck routes designated by the City and therefore would not conflict with the automobile traffic and bicycle and pedestrian activity along public streets. In the case of projects outside of the City, other San Joaquin County jurisdictions' engineering and planning departments would review project plans prior to construction permits in order to determine whether any construction traffic control plans would be required and would require the implementation of these, as necessary.

If any cumulative projects, including those listed in Chapter 3, Environmental Impact Analysis, Table 3-1, would redesign City streets in such a way that would significantly impact roadway safety, they would be required by the City to mitigate such impacts as feasible. Roadways constructed as part of the cumulative projects would be constructed to meet then-current applicable City and California Fire Code design standards. Cumulative project driveways and access points would be constructed in compliance with applicable provisions of the California Fire Code and other applicable regulations related to roadway safety and emergency access. While the area includes both industrial and agricultural uses, no changes are proposed that would create new incompatible uses or introduce hazardous geometric features. Farm equipment will continue to use designated routes, and the anticipated increase in vehicle volumes is not expected to create new safety concerns. As such, cumulative roadway safety and emergency access impacts in the City and the unincorporated community of Banta would be less than significant.

I-205/MacArthur Drive freeway ramp queueing analysis was conducted for Existing Conditions, Existing Plus Background Conditions, and Existing Plus Background Plus Project Conditions per Caltrans safety impact guidelines as outlined in the *Local Development Review (LDR) Safety Review Practitioner's Guidance*. The *Guidance* does not address or require Cumulative Conditions safety

analysis. Therefore, the project's safety impact in relation to ramp queueing is a less than significant cumulative impact.

Further, as described more fully above, the proposed project will construct new access points and frontage improvements designed in accordance with City standards, and cumulative projects are similarly required to implement safe roadway designs. Accordingly, the proposed project, in conjunction with relevant other cumulative projects listed in Chapter 3, Environmental Impact Analysis, Table 3-1, would not make a cumulatively considerable contribution to this less than significant cumulative impact associated with roadway safety or emergency access.

Emergency Access

The geographic scope includes the project site and adjacent corridors that serve as emergency routes, such as Grant Line Road, Paradise Road, and I-205. All cumulative projects are required to comply with City and California Fire Code requirements for emergency access, including minimum roadway widths and unobstructed access for emergency vehicles. The proposed project will provide multiple access points and ensure that emergency vehicle turn templates meet City standards. During construction, traffic control plans will be implemented to maintain emergency access and alternative routes are available should temporary closures occur. Cumulative projects in the area are similarly required to maintain emergency access and coordinate with local agencies. As a result, cumulative impacts related to emergency access are considered less than significant, and the proposed project does not make a cumulatively considerable contribution to any adverse impact in this area.

Transit, Bicycle, and Pedestrian Circulation and Facilities

The geographic scope includes the proposed project's transportation study area and adjacent corridors where cumulative projects may affect transit, bicycle, or pedestrian networks. With respect to pedestrian and bicycle facilities, Cumulative Project 55, I-205 and Chrisman Road Interchange, is the only reasonably foreseeable future project that shares a street with the proposed project. Paradise Road would be realigned with the construction of the I-205 and Chrisman Road Interchange. There are no bicycle or pedestrian facilities provided on Paradise Road along the proposed project frontage or I-205. Furthermore, cumulative projects are required to coordinate with the City and transit providers to ensure that temporary or permanent changes do not disrupt existing or planned transit services. Should any cumulative project temporarily affect access to transit, bicycle, or pedestrian facilities, mitigation measures such as alternative routing and signage would be implemented. As a result, cumulative impacts related to public transit, bicycle, and pedestrian facilities are considered less than significant. Therefore, cumulative impacts would be less than significant.

As part of the proposed project's frontage improvements, it is anticipated that the proposed project would construct a Class I path (that would accommodate both pedestrians and bicycles) per the TMP for both Grant Line Road and Paradise Road that would improve pedestrian and bicycle infrastructure. These improvements will enhance connectivity and safety for non-motorized users and support the City's goals for multimodal transportation. The proposed project would not make a cumulatively considerable contribution to this less than significant cumulative impact. Therefore,

cumulative impacts related to the circulation system in terms of transit, bicycle, and pedestrian facilities would be less than significant.

Level of Cumulative Significance Before Mitigation

Significant and unavoidable impact (VMT).

Less than significant impact (Roadway Safety).

Less than significant impact (Emergency Access).

Less than significant impact (Transit, Bicycle, and Pedestrian Circulation and Facilities).

Mitigation Measures

Implement MM TRANS-1(a) and MM TRANS-1(b)

Level of Cumulative Significance After Mitigation

Significant and unavoidable impact (VMT).

Less than significant impact (Roadway Safety).

Less than significant impact (Emergency Access).

Less than Significant impact (Transit, Bicycle, and Pedestrian Circulation and Facilities).

3.15 - Tribal Cultural Resources

3.15.1 - Introduction

This section describes the existing Tribal Cultural Resources (TCRs) setting in the region and project site and vicinity as well as the relevant regulatory setting. This section also evaluates the potential impacts related to TCRs that could result from implementation of the proposed project. Information in this section is based, in part, on information provided by the Native American Heritage Commission (NAHC) as well as subsequent consultation with tribal representatives identified by the NAHC who may have interest in or additional information on TCRs that may be impacted by project development (confidential Appendix D). In addition, information and recommendations pertaining to potential impacts to TCRs provided in the Phase I Cultural Resources Assessment (Phase I CRA) are also included in this section. For an analysis of the potential effects related to cultural resources, refer to Section 3-5, Cultural Resources. The following public comments were received during the Notice of Preparation (NOP) scoping period related to TCRs.

- States that Assembly Bill (AB) 52 and Senate Bill (SB) 18 may be required
- Recommends that the proposed project include consultation requirements to be in compliance with the California Environmental Quality Act (CEQA).

3.15.2 - Environmental Setting

Tribal Cultural Resources Components

The term "Tribal Cultural Resources" encompasses TCRs and burial sites. Below is a brief summary of each component:

- **Tribal Cultural Resources:** TCRs include sites, features, places, or objects that are of cultural value to one or more California Native American Tribes.
- **Native American Burial Sites and Cemeteries:** Burial sites and cemeteries are formal or informal locations where human remains have been interred and that are of cultural value to one or more California Native American Tribes.

Overall Tribal Cultural Resources Setting

Following is a brief overview of the pre-contact and ethnographic background of the project site, which provides a context within which to understand TCRs that may be present in the general project vicinity. This section is not intended to be a comprehensive review of the current academic resources available; rather, it serves as a general overview. Unless otherwise stated, information contained in this section is drawn directly from the Phase I CRA conducted by FirstCarbon Solutions

(FCS). Further details can be found in ethnographic studies, mission records, and major published sources referenced in the Phase I CRA. [1,2,3,4,5,6]

Pre-contact and Ethnographic Background

The Northern San Joaquin Valley remains one of the least thoroughly documented ethnographic areas of California, yet research indicates that Native American groups have occupied parts of northern San Joaquin County for over 10,000 years.

Early archaeological investigations in Central California were focused on sites located in the Sacramento-San Joaquin Delta region. The first published study, documenting investigations around Lodi and Stockton, appeared in 1929.[7] These initial archaeological reports were mostly descriptive, but in the 1930s, a more systematic approach emerged with excavations sponsored by Sacramento Junior College. Around the same time, the University of California at Berkeley undertook projects in the lower Sacramento Valley and Delta, identifying distinct site patterns based on variations among site assemblages.

This 1930s research established foundational temporal periods for Central California's pre-contact era and provided a preliminary chronological sequence.[8,9] Lillard observed that each cultural period appeared to lead directly to the next, with cultural influences radiating from the Delta region to other regions in Central California.[10] In the late 1940s and early 1950s, Beardsley identified artifact similarities across sites in the San Francisco Bay and Delta regions, which led him to develop the Central California Taxonomic System (CCTS), a model proposing a linear, uniform sequence of cultural development across the region.[11]

However, the CCTS system was later challenged by Gerow, who applied radiocarbon dating to argue that Early and Middle Horizon sites were, at least in part, contemporaneous rather than sequential, suggesting a more complex and overlapping cultural landscape.[12,13,14]

1 Kroeber, A.L. 1925. Handbook of the Indians of California. Bulletin 78. Bureau of American Ethnology. Smithsonian Institution.
2 Beardsley, R.K. 1948. "Cultural Sequences in Central California Archaeology." American Antiquity 14:1-28.
3 Bennyhoff, J. 1950. Californian Fish Spears and Harpoons. Berkeley: University of California Anthropological Records 9(4):295-338.
4 Chartkoff, J.L., and K.K. Chartkoff. 1984. The Archaeology of California. Stanford University Press.
5 Moratto, M.J. 1984. California Archaeology. Academic Press.
6 Jones, T.L., and Kathryn A. Klar. 2007. California Prehistory. AltaMira Press; Rowman & Littlefield Publishers, Inc.
7 Schenck, W.E., and E.J. Dawson. 1929. Archaeology of the Northern San Joaquin Valley. American Archaeology and Ethnology 25:286–413.
8 Lillard, J.B., and W.K. Purves. 1936. Bulletin 1, The Archaeology of the Deer Creek-Cosumnes Area, Sacramento Co., California. Sacramento Junior College, Department of Anthropology.
9 Lillard, J.B., R.F. Heizer, and F. Fenenga. 1939. Bulletin 2. An Introduction to the Archaeology of Central California. Sacramento Junior College, Department of Anthropology.
10 Lillard, J.B., R.F. Heizer, and F. Fenenga. 1939. Bulletin 2, An Introduction to the Archaeology of Central California. Sacramento Junior College, Department of Anthropology.
11 Beardsley, R.K. 1948. "Cultural Sequences in Central California Archaeology." American Antiquity 14:1-28.
12 Gerow, B.A. 1954. The Problem of Cultural Sequences in Central California Archaeology. Paper presented at the Annual Meeting of the American Association for the Advancement of Sciences.
13 Gerow, B.A. 1974. Comments on Fredrickson's Cultural Diversity. The Journal of California Anthropology 1(2):239–246.
14 Gerow, B.A., with R. Force. 1968. An Analysis of the University Village Complex with a Reappraisal of Central California Archaeology. Stanford University Press.

To address some of the flaws in the CCTS system, Fredrickson introduced a revision that incorporated a system of spatial and cultural integrative units.[15] Fredrickson separated cultural, temporal, and spatial units from each other and assigned them to six chronological periods: Paleo-Indian (12000 to 8000 Before Present [BP]); Lower, Middle, and Upper Archaic (8000 to 1500 BP); and Emergent (Upper and Lower, 1500 BP to historic period). The suggested temporal ranges are similar to earlier horizons, which are broad cultural units that can be arranged in a temporal sequence.[16] In addition, Fredrickson defined several patterns—a general way of life shared within a specific geographical region. These patterns include:

- Windmiller Pattern or Early Horizon (5000 to 3000 BP)
- Berkeley Pattern or Middle Horizon (3000 to 1500 BP)
- Augustine Pattern or Late Horizon (1500 BP to historic period)

Brief descriptions of these temporal ranges and their unique characteristics follow.

Windmiller Pattern or Early Horizon (5000 to 3000 BP)

Characterized by the Windmiller Pattern, the Early Horizon was centered in the Cosumnes district of the Delta and emphasized hunting rather than gathering, as evidenced by the abundance of projectile points in relation to plant processing tools. Additionally, atlatl, dart, and spear technologies typically included stemmed projectile points of slate and chert but minimal obsidian. The large variety of projectile point types and faunal remains suggests exploitation of numerous types of terrestrial and aquatic species.[17,18] Burials occurred in cemeteries and intra-village graves. These burials typically were ventrally extended, although some dorsal extensions are known with a westerly orientation and a high number of grave goods. Trade networks focused on acquisition of ornamental and ceremonial objects in finished form rather than on raw material. The presence of artifacts made of exotic materials such as quartz, obsidian, and shell indicate an extensive trade network that may represent the arrival of Utian populations into Central California. Also, indicative of this period are rectangular *Haliotis* and *Olivella* shell beads, and charmstones that usually were perforated.

Berkeley Pattern or Middle Horizon (3000 to 1500 BP)

The Middle Horizon is characterized by the Berkeley Pattern, which displays considerable changes from the Early Horizon. This period exhibited a strong milling technology represented by minimally shaped cobble mortars and pestles, although metates and manos were still used. Dart and atlatl technologies during this period were characterized by non-stemmed projectile points made primarily of obsidian. Fredrickson suggests that the Berkeley Pattern marked the eastward expansion of Miwok groups from the San Francisco Bay Area.[19] Compared with the Early Horizon, there is a higher proportion of grinding implements at this time, implying an emphasis on plant resources rather than

[15] Fredrickson, D.A. 1973. Early Cultures of the North Coast Ranges, California. Unpublished PhD dissertation, Department of Anthropology, University of California, Davis.
[16] Moratto, M.J. 1984. California Archaeology. Academic Press.
[17] Bennyhoff, J. 1950. Californian Fish Spears and Harpoons. University of California Anthropological Records 9(4):295–338.
[18] Ragir, S.R. 1972. The Early Horizon in Central California Prehistory. Contributions of the University of California Archaeological Research Facility 15.
[19] Fredrickson, D.A. 1973. Early Cultures of the North Coast Ranges, California. Unpublished PhD dissertation, Department of Anthropology, University of California, Davis.

on hunting. Typical burials occurred within the village with flexed positions, variable cardinal orientation, and some cremations. As noted by Lillard, the practice of spreading ground ochre over the burial was common at this time.[20] Grave goods during this period are generally sparse and typically include only utilitarian items and a few ornamental objects. However, objects such as charmstones, quartz crystals, and bone whistles occasionally were present, which suggest the religious or ceremonial significance of the individual.[21] During this period, larger populations are suggested by the number and depth of sites compared with the Windmiller Pattern. According to Fredrickson, the Berkeley Pattern reflects gradual expansion or assimilation of different populations rather than sudden population replacement and a gradual shift in economic emphasis.[22]

Augustine Pattern or Late Horizon (1500 BP to Historic Period)

The Late Horizon is characterized by the Augustine Pattern, which represents a shift in the general subsistence pattern. Changes include the introduction of bow and arrow technology; and most importantly, acorns became the predominant food resource. Trade systems expanded to include raw resources as well as finished products. There are more baked clay artifacts and extensive use of Haliotis ornaments of many elaborate shapes and forms. Burial patterns retained the use of flexed burials with variable orientation, but there was a reduction in the use of ochre and widespread evidence of cremation.[23] Judging from the number and types of grave goods associated with the two types of burials, cremation seems to have been reserved for individuals of higher status, whereas other individuals were buried in flexed positions. Johnson suggests that the Augustine Pattern represents expansion of the Wintuan population from the north, which resulted in combining new traits with those established during the Berkeley Pattern.[24]

Central California research has expanded from an emphasis on defining chronological and cultural units to a more comprehensive look at settlement and subsistence systems. This shift is illustrated by the early use of burials to identify mortuary assemblages and more recent research using osteological data to determine the health of pre-contact populations.[25] Although debate continues over a single model or sequence for Central California, the general framework consisting of three temporal/cultural units is generally accepted, although the identification of regional and local variation is a major goal of current archaeological research.

Northern Valley Yokuts

Prior to European-American contact, the Tracy area was inhabited by the Northern Valley Yokuts, whose territory stretched from the Calaveras River to the southern reaches of the San Joaquin River. The Northern Valley Yokuts were one of three major subgroups that occupied much of the San

[20] Lillard, J.B., R.F. Heizer, and F. Fenenga. 1939. Bulletin 2, An Introduction to the Archaeology of Central California. Sacramento Junior College, Department of Anthropology.

[21] Hughes, R.E. (editor). 1994. Toward a New Taxonomic Framework for Central California Archaeology: Essays by James A. Bennyhoff and David A. Fredrickson, assembled and edited by Richard E. Hughes. Contributions of the University of California No. 52, Archaeological Research Facility.

[22] Fredrickson, D.A. 1973. Early Cultures of the North Coast Ranges, California. Unpublished PhD dissertation, Department of Anthropology, University of California, Davis.

[23] Moratto, M.J. 1984. California Archaeology. Academic Press.

[24] Johnson, J.J. 1976. Archaeological Investigations at the Blodgett Site (CA-SAC-267), Sloughhouse Locality, California. Report to the U.S. National Parks Service, Western Regional Office, Tucson, Arizona.

[25] Dickel, D.N., P.D. Schulz, and H.M. McHenry. 1984. Central California: Prehistoric Subsistence Changes and Health. In Paleopathology at the Origins of Agriculture, edited by Mark Nathan Cohen and George J. Armelagos, pp. 439–462. Academic Press, Inc.

Joaquin Valley: The Northern Valley, the Foothill, and the Southern Valley Yokuts. Each of these ethnolinguistic groups was composed of autonomous, culturally, and linguistically related Tribes or smaller tribal units. Ethnographic evidence indicates that the general project area was part of the Northern Valley Yokuts territory.

The Northern Valley Yokuts, who lived along the San Joaquin River, its tributaries, and near the project site, are one of the least known of the California indigenous groups. This is largely due to the almost complete destruction of their tribal life in the early nineteenth century. What can be gleaned from the diaries and reports of Spanish soldiers and priests is that fish, waterfowl, and acorns were important food resources for the Northern Valley Yokuts. The local rivers and their tule marshes contained salmon, sturgeon, perch, suckers, and pike, which were caught using nets, weighted with stone sinkers and bone harpoons. Waterfowl, such as geese, ducks, and other aquatic birds, were abundant in the marshes and probably played a major role in the Northern Valley Yokuts subsistence base.[26] Unlike some other Tribes, the Yokuts domesticated dogs, which may have been raised for food.[27,28] Wild plant resources, especially acorns, were of prime importance and, in a good year, a valley oak could produce 300 to 500 pounds of acorns, which were then ground into meal and cooked into porridge. Additionally, tule reed roots were likewise gathered and ground into meal, traditionally prepared as porridge.[29]

Stone mortars and pestles, milling stones, hammers, choppers, and projectile points were manufactured from local rock sources. Notably, although obsidian was imported into the area, it was used infrequently for tools or weapons. Bone tools, particularly awls, were used in basket manufacture.[30] Most villages were built near rivers on elevated land to avoid flooding during heavy rains or spring runoff from the Sierras. Archaeological excavations in Merced and Fresno counties indicate that houses were single-family dwellings, probably made with an oval framework of lightweight poles covered by mats of tule reeds. Hard-packed earthen floors 25 to 40 feet in diameter were constructed several feet below ground level. Communities usually included a sweathouse and occasionally a large ceremonial structure. Yokuts community's sizes are uncertain, though primary settlements likely housed 200–250 inhabitants.[31]

Several Northern Valley Yokut Tribelets lived near what is now Stockton, including the Chulamni to the north and the Hoyima to the southeast. The Chulamni established villages along the Old River and San Joaquin River banks, as well as along creeks in the Diablo Range. During one of the earliest Spanish expeditions in 1810 and 1811, the Spanish named the largest Chulamni village site near Stockton "Pescadero."

European contact proved especially devastating for the Northern Valley Yokuts. This group was adversely impacted by missionization in the early 1800s, exposure to European diseases, and the

[26] Wallace, W.J. 1978. Northern Valley Yokuts. In Handbook of North American Indians, Vol. 8: California, edited by R.F. Heizer, 448–461. Smithsonian Institution.
[27] Kroeber, A.L. 1925. Bulletin 78, Handbook of the Indians of California. Bureau of American Ethnology. Smithsonian Institution.
[28] Wallace, W.J. 1978. Northern Valley Yokuts. In Handbook of North American Indians, Vol. 8: California, edited by R.F. Heizer, 448–461. Smithsonian Institution.
[29] Ibid.
[30] Ibid.
[31] Ibid.

influx of miners and settlers as a result of the 1849 Gold Rush.[32] Anthropologist Alfred Kroeber observed that their location in the open river valley left them especially vulnerable to "the full brunt of civilization,"[33] in contrast to mountain-dwelling Tribes that had greater protection from colonization.

Initial contact with the Spanish commenced early in the nineteenth century and normally consisted of sporadic visits by small exploration parties. However, between 1805 and the 1820s, Franciscan priests from the coastal missions began recruiting converts from further inland, and a large portion of the Yokuts' population was taken to various missions in San José, Santa Clara, Soledad, San Juan Bautista, and San Antonio. Many neophytes deserted and returned to their homes but were sought and brought back by Spanish soldiers. After Mexico gained independence from Spain in 1822, the missions were secularized and converted into parish churches. As a result, many Native Americans were released and returned to their former territories, although not always to their original locations.

After the American conquest of California in 1846, the remaining Northern Valley Yokuts were displaced by miners moving south, farmers seeking the valley's fertile soil, and railroad construction. By the time scholars began collecting information on California native groups, few individuals remained who could share details of pre-contact life.[34]

Contemporary Presence

Today, descendants of the Northern Valley Yokuts and other Yokuts groups are working to revitalize their culture and language, reclaiming parts of their heritage that were disrupted during colonial and post-colonial periods. Some Yokuts communities continue to reside in the San Joaquin Valley and are actively involved in efforts to preserve their traditions, advocate for land rights, and maintain cultural practices. The Yokuts legacy endures in the region, and their contributions to California's cultural heritage are increasingly recognized.

3.15.3 - Methodology

Records Searches to Identify Existing Tribal Cultural Resources

The information in this section is based, in part, on the Phase I CRA prepared for the proposed project by FCS in December 2024. The Phase I CRA used the methods below to analyze the potential impacts of project implementation.

Records Searches to Identify Existing Tribal Cultural Resources

NAHC Sacred Lands File Search and Tribal Correspondence

On September 24, 2024, FCS sent a letter to the NAHC in an effort to determine whether any sacred sites are listed on its Sacred Lands File for the project site. A response was received on October 7, 2024, indicating that the Sacred Lands File search failed to indicate the presence of Native American

[32] Wallace, W.J. 1978. Northern Valley Yokuts. In Handbook of North American Indians, Vol. 8: California, edited by R.F. Heizer, 448–461. Smithsonian Institution.
[33] Kroeber, A.L. 1925. Bulletin 78, Handbook of the Indians of California. Bureau of American Ethnology. Smithsonian Institution.
[34] Wallace, W.J. 1978. Northern Valley Yokuts. In Handbook of North American Indians, Vol. 8: California, edited by R.F. Heizer, 448–461. Smithsonian Institution.

TCRs in the immediate project vicinity. The NAHC included a list of 15 tribal representatives available for consultation. To help ensure that all Native American knowledge and concerns over potential TCRs that may be affected by the proposed project are appropriately addressed, a letter containing project information and requesting any additional information was sent to each identified tribal representative on October 11, 2024. Four total responses were received. Three responses were received on October 11, 2024. The Amah Mutsun Tribal Band indicated that the project site is outside of their traditional tribal territory and the Tribe had no comments about the proposed project. A response was received from the Confederated Villages of Lisjan Nation requesting FCS communicate with the Lead Agency that the Tribe looks forward to receiving an official request for consultation. The third response was from the Muwekma Ohlone Tribe of the San Francisco Bay Area stating that the Tribe is interested in the proposed project and would like to have further discussion in assisting with the proposed project, if needed. A fourth response was received on October 21, 2024, from the Northern Valley Yokut Tribe stating that the Tribe would like to consult on the proposed project and requested a site visit. No additional responses have been received to date.

Pedestrian Survey

On April 9, 2020, and November 14, 2024, FCS Archaeologists conducted pedestrian surveys for unrecorded cultural resources within the parcels that comprise the project area. The survey began in the north of the proposed development area and moved south, using east–west transects spaced at approximately 5-meter intervals across the proposed project footprint where possible. The visibility of native soils was generally poor (20 to 30 percent) due to vegetation and ground cover. Areas of poor visibility were intermittently inspected using a hand trowel and were largely composed of light brown (7.5YR 5/3) loam with low clay content. The soils were interspersed with small to large (3 to 30 centimeters) stones primarily composed of schist and chert.

Buried Site Potential

In addition to the pedestrian survey, the potential for not yet identified cultural resources in the vicinity was reviewed against geologic and topographic geographic information system data for the general area and information from other nearby projects. The proposed project was evaluated against a set of criteria identified in the geoarchaeological overview of the Central Valley that was prepared for the California Department of Transportation (Caltrans) Districts 6 and 9.[35] This study mapped the "archaeological sensitivity," or potential to support the presence of buried pre-contact archaeological deposits, throughout the Central Valley based on geology and environmental parameters including distance to water and landform slope. The methodology used in the study is applicable to other parts of California and concluded that sites consisting of flat, Holocene-era deposits in close proximity to water resources had a moderate to high probability of containing subsurface archaeological deposits when compared to earlier Pleistocene deposits situated on slopes or further away from drainages, lakes, and rivers.

[35] Meyer, J., D. Craig Young, and Jeffrey S. Rosenthal. 2010. Volume I: A Geoarchaeological Overview and Assessment of Caltrans District 6 and 9, Cultural Resources Inventory of Caltrans District 6/9 Rural Conventional Highways. Submitted to Central California Department of Transportation, District 6.

The project site is situated on relatively flat, developed land. According to the California Department of Conservation geological map (2015), the project site is situated on Pleistocene-Holocene marine and nonmarine (continental) sedimentary rock deposits, which contains older alluvium, lake, playa, and terrace unconsolidated and semi-consolidated deposits. The deposits are mostly nonmarine but includes marine deposits that are typically seen in coastal geology. Applying the criteria set forth above, all Holocene-era deposits have the potential to contain archaeological deposits, which increases with the ease of the slope and proximity to water resources. The Tom Paine Slough is directly north of the project site, and two historic built environment resources are recorded within the project boundaries. NAHC results were negative for TCRs in the project site and the 2024 pedestrian survey did not identify any unrecorded cultural resources over the course of the survey. The presence of one recorded pre-contact resource within a 0.5 mile of the project site and the poor soil visibility during the pedestrian survey indicates a low to moderate potential for unanticipated buried cultural resources to be impacted by project construction.

Summary of Existing Tribal Cultural Resources at the Project Site

The results of the Sacred Lands File (SLF) search and tribal correspondence indicate that no TCRs are within the project site or within the immediate project area. The results from the Central California Information Center (CCIC) indicate that one pre-contact resource has been recorded within a 0.5-mile of the project site. While no TCRs have been recorded within the project site, it is possible they could be discovered during project construction.

3.15.4 - Regulatory Framework

Federal

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA), as amended, established the National Register of Historic Places (NRHP), which contains an inventory of the nation's significant prehistoric and historic properties. Under the Code of Federal Regulations (36 Code of Federal Regulations [CFR] 60), a property is recommended for possible inclusion on the NRHP if it is at least 50 years old, has integrity, and meets one of the following criteria:

- It is associated with significant events in history, or broad patterns of events.
- It is associated with significant people in the past.
- It embodies the distinctive characteristics of an architectural type, period, or method of construction; or it is the work of a master or possesses high artistic value; or it represents a significant and distinguishable entity whose components may lack individual distinction.
- It has yielded, or may yield, information important in history or prehistory.

Certain types of properties are usually excluded from consideration for listing in the NRHP, but they can be considered if they meet special requirements in addition to meeting the criteria listed above. Such properties include religious sites, relocated properties, graves and cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years.

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) amended the Antiquities Act of 1906 (16 United States Code [USC] 431–433) and set a broad policy that archaeological resources are important to the nation and should be protected and required special permits before the excavation or removal of archaeological resources from public or Indian lands. The purpose of ARPA was to "secure, for the present and future benefit of the American people, the protection of archaeological resources and sites that are on public lands and Indian lands, and to foster increased cooperation and exchange of information between governmental authorities, the professional archaeological community, and private individuals having collections of archaeological resources and data that were obtained before October 31, 1979."

American Indian Religious Freedom Act

The American Indian Religious Freedom Act (AIRFA) of 1978 established federal policy to protect and preserve the inherent rights of freedom for Native American groups to believe, express, and exercise their traditional religions. These rights include but are not limited to access to sites, use and possession of sacred objects, and freedom to worship through ceremonials and traditional rites.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA) of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from federal and tribal lands. It clarifies the ownership of human remains and sets forth a process for repatriation of human remains and associated funerary objects and sacred religious objects to the Native American groups claiming to be lineal descendants or culturally affiliated with the remains or objects. It requires any federally funded institution housing Native American remains or artifacts to compile an inventory of all cultural items within the museum or with its agency and to provide a summary to any Native American Tribe claiming affiliation.

State

CEQA Guidelines Section 15064.5(a)—CEQA Definition of Historical Resources

CEQA Guidelines Section 15064.5(a), in Title 14 of the California Code of Regulations, defines a "historical resource" as:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.

(2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of

California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be a historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

Therefore, under the CEQA Guidelines, even if a resource is not included on any local, State, or federal register, or identified in a qualifying historical resources survey, a lead agency may still determine that any resource is a historical resource for the purposes of CEQA if there is substantial evidence supporting such a determination. A lead agency must consider a resource to be historically significant if it finds that the resource meets the criteria for listing in the California Register of Historical Resources (CRHR).

Archaeological and historical sites are protected pursuant to a wide variety of State laws, policies and regulations, as enumerated in the Public Resources Code. Cultural resources are recognized as nonrenewable resources and receive additional protection under the Public Resources Code and CEQA.

Public Resources Code Section 5024.1 and CEQA Guidelines Section 15064.5(a)—Definition of a Historic Resource

Public Resources Code Section 5024.1 and CEQA Guidelines Section 15064.5(a), in Title 14 of the California Code of Regulations, define a "historical resource" as a resource that:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

(2) Is associated with the lives of persons important in our past.

(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

(4) Has yielded, or may be likely to yield, information important in prehistory or history.

CEQA Guidelines Section 15064.5(a)(3)—California Register of Historical Resources Criteria

As defined by CEQA Guidelines, Sections 15064.5(a)(3)(A) through (D), a resource shall be considered historically significant if the resource meets the criteria for listing on the CRHR. The CRHR and many local preservation ordinances have employed the criteria for eligibility to the NRHP as a model (see criteria described above under the description of the NHPA), since the NHPA provides the highest standard for evaluating the significance of historic resources. A resource that meets NRHP criteria is clearly significant. In addition, a resource that does not meet NRHP standards may still be considered historically significant at a local or State level.

CEQA Guidelines Section 15064.5(c)—Effects on Archaeological Resources

CEQA Guidelines state that a resource need not be listed on any register to be found historically significant. CEQA Guidelines direct lead agencies to evaluate archaeological sites to determine whether they meet the criteria for listing in the CRHR. If an archaeological site is a historical resource, in that it is listed or eligible for listing in the CRHR, potential adverse impacts to it must be considered. If an archaeological site is considered not to be a historical resource but meets the definition of a "unique archaeological resource" as defined in Public Resources Code Section 21083.2, then it would be treated in accordance with the provisions of that section. If an archaeological resource is neither a unique archaeological resource nor a historical resource, the project's effects on those resources shall not be considered a significant effect under CEQA.

CEQA Guidelines Section 15064.5(d)—Effects on Human Remains

Native American human remains and associated burial items may be significant to descendant communities and/or may be scientifically important for their informational value. They may be significant to descendant communities for patrimonial, cultural, lineage, and religious reasons. Human remains may also be important to the scientific community, such as prehistorians, epidemiologists, and physical anthropologists. The specific stake of some descendant groups in ancestral burials is a matter of law for some groups, such as Native Americans (CEQA Guidelines § 15064.5(d); PRC § 5097.98). CEQA and other State laws and regulations regarding Native American human remains provide the following procedural requirements to assist in avoiding potential adverse effects on human remains within the contexts of their value to both descendant communities and the scientific community:

- When an initial study identifies the existence or probable likelihood that a project would affect Native American human remains, the Lead Agency shall contact and work with the appropriate Native American representatives identified through the NAHC. The applicant may develop an agreement for the treatment and disposal of the human remains and any associated burial items (CEQA Guidelines § 15064.5(d); PRC § 5097.98).
- If human remains are accidentally discovered, the County Coroner must be contacted. If the County Coroner determines that the human remains are Native American, the coroner must contact the NAHC within 24 hours. The NAHC must identify the most likely descendant (MLD) to provide for the opportunity to make recommendations for the treatment and disposal of the human remains and associated burial items (CEQA Guidelines § 15064.5(e)).
- If the MLD fails to make recommendations within 24 hours of notification or the project applicant rejects the recommendations of the MLD, the Native American human remains and associated burial items must be reburied in a location not subject to future disturbance within the project site (CEQA Guidelines § 15064.5(e); PRC § 5097.98).
- If potentially affected human remains or a burial site may have scientific significance, whether or not it has significance to Native Americans or other descendant communities, then under CEQA, the appropriate mitigation of effect may require the recovery of the scientific information of the remains/burial through identification, evaluation, data recovery, analysis, and interpretation (CEQA Guidelines § 15064.5(c)(2)).

Health and Safety Code Section 7050.5 (Treatment of Human Remains)

Section 7050.5 of the Health and Safety Code sets forth provisions related to the treatment of human remains. As the code states, "every person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law is guilty of a misdemeanor" except under circumstances as provided in Section 5097.99 of the Public Resource Code. The regulations also provide guidelines for the treatment of human remains found in locations other than a dedicated cemetery including responsibilities of the Coroner.

Public Resources Code Section 5097.98 (Discovery of Human Remains)

Section 5097.98 provides protocol for the discovery of human remains. It states that "whenever the commission receives notification of a discovery of Native American human remains from a County Coroner pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, it shall immediately notify persons it believes to be most likely descended from the deceased Native American." It also sets forth provisions for descendants' preferences for treatment of the human remains and what must be done if the commission is unable to identify a descendant.

California Public Resources Code Section 5097.91—Native American Heritage Commission

Section 5097.91 of the Public Resources Code established the NAHC, whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. Under Section 5097.9 of the Public Resources Code, a State policy of noninterference with the free expression or exercise of Native American religion was articulated along with a prohibition of severe or irreparable damage to Native American sanctified cemeteries, places of worship, religious or ceremonial sites or sacred shrines located on public property. Section 5097.98 of the Public Resources Code specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a County Coroner. Section 5097.5 defines as a misdemeanor the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands.

California Senate Bill 18—Protection of Tribal Cultural Places

SB 18 (California Government Code § 65352.3), signed into law in September 2004, incorporates the protection of California traditional tribal cultural places into land use planning for cities, counties, and agencies by establishing responsibilities for local governments to contact, refer plans to, and consult with California Native American Tribes as part of the adoption or amendment of any general or specific plan[36,37] proposed on or after March 1, 2005. SB 18 requires public notice to be sent to Tribes listed on the NAHC SB 18 Tribal Consultation list within the geographical areas affected by the proposed changes. Tribes must respond to a local government notice within 90 days (unless a shorter time frame has been agreed upon by the Tribe), indicating whether or not they wish to

[36] "The adoption or amendment of general plans or specific plans, or designation of open space." Tribal Consultation Process and Timeline. Website: https://lci.ca.gov/ceqa/docs/20220223-Tribal_Consultation_Checklist.pdf. Assessed September 23, 2025.

[37] Terrie L. Robinson, Tribal Consultation under AB 52: Requirements and Best Practices, California Native American Heritage Commission. Website: http://nahc.ca.gov/wp content/uploads/2015/04/AB52TribalConsultationRequirementsAndBestPractices_Revised_3_9_16.pdf. Accessed September 23, 2025.

consult with the local government. Consultations are for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code that may be affected by the proposed adoption or amendment to a general or specific plan.

California Assembly Bill 52—Effects on Tribal Cultural Resources

AB 52 (PRC § 21080.3.1, *et seq*.) was signed into law on September 25, 2014, and provides that any public or private "project with an effect that may cause a substantial adverse change in the significance of a Tribal Cultural Resource is a project that may have a significant effect on the environment." TCRs include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are" eligible for inclusion in the CRHR or included in a local register of historical resources. Under AB 52, prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency must begin consultation with a California Native American Tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American Tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the Tribe; and (2) the California Native American Tribe responds, in writing, within 30 days of receipt of the formal notification and requests the consultation.

Under prior law, TCRs were typically addressed under the umbrella of "cultural resources," as discussed above. AB 52 formally added the category of "Tribal Cultural Resources" to CEQA and extends the consultation and confidentiality requirements to all projects, rather than just projects subject to SB 18 as discussed above.

The parties must consult in good faith, and consultation is deemed concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect on a TCR (if such a significant effect exists); or (2) when a party concludes that mutual agreement cannot be reached. Mitigation measures agreed upon during consultation must be recommended for inclusion in the environmental document. AB 52 also identifies mitigation measures that may be considered to avoid significant impacts if there is no agreement on appropriate mitigation. Recommended measures include:

- Preservation in place
- Protecting the cultural character and integrity of the resource
- Protecting the traditional use of the resource
- Protecting the confidentiality of the resource
- Permanent conservation easements with culturally appropriate management criteria

California Public Resources Code Section 21074—Definition of Tribal Cultural Resources

AB 52 amended the CEQA statute to identify an additional category of resource to be considered under CEQA, called "Tribal Cultural Resources," and added Public Resource Code Section 21074, which defines "Tribal Cultural Resources" as follows:

(a) "Tribal Cultural Resources" are either of the following:

(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are either of the following:
   A) Included or determined to be eligible for inclusion in the CRHR.
   B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

(2) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American Tribe.

(b) A cultural landscape that meets the criteria of subdivision (a) is a Tribal Cultural Resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

(c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a Tribal Cultural Resource if it conforms with the criteria of subdivision (a).

Local

City of Tracy General Plan

The Tracy General Plan includes the following goals, policies, and actions related to the protection of TCRs that are relevant to this analysis.

Goal CC-3 **Preserve and Enhance Historic Resources**

Objective CC-3.1 Identify and Preserve Cultural and Historic Resources

Policy P4 As part of the development review process, there shall be a standard condition of approval that if any resources are found during construction, all operations within the project area shall halt until an assessment can be made by appropriate professionals regarding the presence of archaeological and paleontological resources and the potential for adverse impacts on these resources.

Policy P5 Any archaeological or paleontological resources on private property shall be either preserved on their sites or adequately documented and conserved as a condition of removal. If any resources are found unexpectedly during development, then construction must cease immediately until accurate study and conservation measures are implemented.

Policy P6 If Native American artifacts are discovered on a site, the City shall consult representatives of the Native American community to ensure the respectful treatment of Native American sacred places.

3.15.5 - Approach to Analysis

This evaluation focuses on whether the proposed project would significantly impact TCRs. The TCRs impact analysis is based, in part, on information collected from record searches at the NAHC and information from tribal consultation conducted pursuant to AB 52 and SB 18. Impacts are typically associated with construction and/or ground-disturbing activities that have the potential to immediately alter, diminish, or destroy all or part of the character and quality of Native American artifacts and/or human remains that could be uncovered.

3.15.6 - Thresholds of Significance

The City, as Lead Agency and in its discretion, utilizes the criteria in CEQA Guidelines Appendix G Environmental Checklist to determine whether TCRs impacts resulting from the implementation of the proposed project would be considered significant, which asks the following questions. Would the proposed project:

a) 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 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)?

b) Cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a 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?

3.15.7 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the proposed project and provides feasible mitigation measures where appropriate.

Significance of Tribal Cultural Resource Eligible for California Register or Local Listing

Impact TCR-1:	**The proposed project could cause a substantial adverse change in the significance of a Tribal Cultural Resource that is 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).**

Construction

A review of the CRHR, local registers of historic resources, and the CCIC records search, and an NAHC SLF search failed to identify any listed or eligible for listing TCRs on the project site that may be adversely affected by the proposed project. Record searches at the CCIC and reviews of federal and State historic registers, identified no TCRs within the project site. Additionally, NAHC confirmed that no sacred sites were listed in the SLF for the project site or the immediate area. Outreach to 15 tribal

representatives, resulting in four responses, further confirmed that no specific TCRs have been identified on the project site.

Moreover, pedestrian surveys conducted by qualified archaeologists found no evidence of TCRs on the site, despite limited soil visibility. Based on these findings, there is no evidence of known TCRs within the project boundaries. However, due to the presence of nearby archaeological sites and limited visibility, previously unidentified resources could be uncovered during construction and impacts would be potentially significant. Precautionary measures such as worker training and archaeological monitoring during initial ground disturbance are recommended.

While it is possible that previously unknown potentially eligible TCRs may be encountered during project construction, implementation of Mitigation Measure (MM) CUL-2a, MM CUL-2b, and MM CUL-3 would reduce potential impacts to a less than significant level. As such, construction-related impacts would be less than significant with the implementation of mitigation.

Operation

Impacts related to a project's potential to cause a substantial adverse change in the significance of a State-listed or eligible Tribal Cultural Resource are limited to construction impacts because, unlike construction which involves ground disturbance and has the potential to directly affect subsurface cultural materials or sacred sites, operational activities are limited to the ongoing use and maintenance of completed facilities. These activities do not involve excavation, grading, or other forms of physical disruption that could adversely affect TCRs. Additionally, the proposed project would incorporate precautionary measures such as worker training and archaeological monitoring measures to avoid culturally sensitive areas that may be encountered. No respective operational impacts would occur.

Level of Significance Before Mitigation

Potentially significant impact (construction only).
No impact (operation).

Mitigation Measures

Implement MM CUL-2a, MM CUL-2b, and MM CUL-3.

Level of Significance After Mitigation

Less than significant impact with mitigation incorporated.

Significance of Tribal Cultural Resource and Eligibility as Determined by Lead Agency

Impact TCR-2:	**The proposed project could cause a substantial adverse change in the significance of a Tribal Cultural 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.**

Construction

Tribal consultation efforts conducted by the City of Tracy pursuant to SB 18 and AB 52 to identify additional significant TCRs meeting the criteria set forth in Public Resources Code Section 5024.1 (c)

was initiated on February 18, 2025, and consultation letters were sent to each Tribe on the NAHC consultation list. To date no responses requesting to consult have been received. As such, tribal consultation efforts failed to identify additional significant TCRs in the project site. Should any undiscovered TCRs be encountered during project construction, implementation of MM CUL-2a, MM CUL-2b, and MM CUL-3 would ensure that undiscovered TCRs are not adversely affected by project-related construction activities. As such, construction-related impacts would be less than significant with the implementation of mitigation.

Operation

Impacts related to a project's potential to cause a substantial adverse change in the significance of a State-listed or eligible TCRs are limited to construction impacts. No respective operational impacts would occur.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Implement MM CUL-2a, MM CUL-2b and MM CUL-3.

Level of Significance After Mitigation

Less than significant impact.

3.15.8 - Cumulative Impacts

The geographic scope for the cumulative analysis is the project vicinity. This is because TCR impacts tend to be localized and the integrity of any given resource depends on what occurs in the immediate vicinity around that resource, such as disruption of soils; therefore, in addition to the project site itself, the area near the project site would be the area most affected by project activities (generally within a 0.5-mile radius). The cumulative setting includes existing agricultural and industrial uses. In addition, Cumulative Projects 9, 12, 30, 33, and 43, as shown in Table 3-1, Cumulative Projects, are all within a 0.5-mile radius of the project site. Compliance with applicable federal and State laws and regulations and relevant General Plan policies requiring standard conditions of approval for all cumulative projects and measures (similar to those imposed on the proposed project, i.e., MM CUL-2a, CUL-2b, and CUL-3) would reduce potentially cumulative impacts related to TCRs to a less than significant level.

With respect to the proposed project's contribution, although there is the possibility that previously undiscovered TCRs could be encountered by subsurface earthwork activities associated with the proposed project, the implementation of construction mitigation measures (MM CUL-2a, CUL-2b, and MM CUL-3) would ensure that the proposed project's contribution to the less than significant cumulative impact to undiscovered TCRs would not be cumulatively considerable.

Level of Cumulative Significance

Less than significant impact.

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3.16 - Utilities and Service Systems

3.16.1 - Introduction

This section describes the existing conditions related to utilities and service systems (water, wastewater, stormwater, solid waste, electric power, natural gas, and telecommunications facilities) in the City of Tracy (City) and the project site and vicinity as well as the relevant regulatory framework. This section also evaluates the potential impacts related to such utilities and service systems that could result from implementation of the proposed project.

Analysis in this section is based, in part, on information provided in the 2025 Water Supply Assessment and an Hydraulic Evaluation dated November 2020 (Appendix K), Flood Protection Technical Memorandum, 2020 Urban Water Management Plan (2020 UWMP), 2024 Citywide Water System Master Plan (2024 WSMP), 2012 Tracy Wastewater Master Plan (2012 WWMP), 2012 Citywide Storm Drainage Master Plan (2012 SDMP), the California Department of Resources Recycling and Recovery (CalRecycle), and the City of Tracy General Plan (General Plan). As of the publication of the Notice of Preparation (NOP), the 2023 Draft City of Tracy Wastewater Master Plan Update (Draft 2023 WWMP) and the 2022 Final Draft Citywide Storm Drainage Master Plan Update (Draft 2022 SDMP) are currently being finalized, but these documents have not yet been approved and adopted by the City. Because these documents have not yet been approved and adopted, they are not "applicable" to the proposed project under the California Environmental Quality Act (CEQA). Accordingly, with respect to wastewater and storm drainage, the technical analysis in this Draft Environmental Impact Report (Draft EIR) relies on the 2012 WWMP and 2012 SDMP, which are the relevant documents in place at the time of publication of the NOP. A plan is "applicable" when it has been adopted and the subject development project is subject to it. State CEQA Guidelines Section 15125 (specifying that the environmental setting should discuss "existing permits or plans" and "adopted plans" and should not discuss "hypothetical conditions.") See also Public Resources Code Section 21083.1; *Chaparral Greens v. City of Chula Vista* (1996) 50 CA4th 1134, 1145 ("A plan that is in draft form cannot be said to be nonetheless legally applicable, or enforceable, as to a particular project.") The following comments related to utilities were received as part of the NOP public scoping process.

- States that applicant must provide written confirmation from water providers for improvement constructions and the financing.
- Concerns regarding adequacy of infrastructure.

3.16.2 - Environmental Setting

Water

No rivers or natural bodies of water are present within the City of Tracy; however, Old River is located approximately 0.5 mile north of the project site, outside of the city limits within unincorporated San Joaquin County.

Water Supply Assessment

A Water Supply Assessment (WSA) was completed for the proposed project by West Yost in August 2025[1] and is provided in Appendix K. The purpose of the WSA was to perform the evaluation required by California Water Code Sections 10910 through 10915, as established by Senate Bill (SB) 610, in connection with the City of Tracy's (City) proposed Northeast Business Park Project (Proposed Project). The WSA evaluates the adequacy of the City's total projected water supplies, including existing water supplies and future planned water supplies, to meet the City's existing and projected future water demands, including those future water demands associated with the proposed project, under all hydrologic conditions (normal years, single dry years, and multiple dry years).

For the purposes of the WSA and this Draft EIR, "buildout" includes development within the City's Sphere of Influence (SOI) as envisioned by the General Plan and is assumed to occur in 2045.

Water Service Area

The City is in San Joaquin County, California, about 68 miles south of Sacramento and 60 miles east of San Francisco. The existing incorporated area of the City encompasses approximately 22 square miles. The City's General Plan includes the area outside of the city limits that the City expects to annex and urbanize in the future (i.e., the City's SOI). During the City's General Plan update process and in response to Local Agency Formation Commission (LAFCo) policies established in 2007, revisions to the City's SOI were made to more accurately reflect locations where the City may grow in the future and to identify locations where no urban growth is expected. The adopted revised SOI encompasses an area of approximately 42 square miles, approximately 26.6 square miles larger than the current city limits. The City's water service area is coterminous with the existing city limits. As future developments within the SOI are annexed to the City, it has been planned that they will be served by the City's water supply, as discussed in more detail below and in the WSA.

Water Source and Supply

The water supplies needed to serve the City's water service area, including the project site once annexed (i.e., existing water demands and planned future uses) are predominantly described in the 2020 UWMP and 2024 WSMP. Therefore, the descriptions provided below for the City's water supplies have been taken, for the most part, from the 2020 UWMP and 2024 WSMP, as further discussed in the WSA.

Sources of the City's water supply include the Central Valley Project (CVP) water via the Delta-Mendota Canal (DMC), the Stanislaus River, groundwater pumped from a total of nine wells operated by the City, and untreated surface water from the Byron-Bethany Irrigation District (BBID) pre-1914 rights (treated at the City's John Jones Water Treatment Plant [JJWTP]). These sources and other supplementary sources are described below.

Surface Water

The City currently receives water from the following sources:

[1] West Yost. 2025. Northeast Business Park Project Water Supply Assessment (prepared for the City of Tracy). August.

- Untreated surface water from the CVP delivered via the DMC and treated at the City's JJWTP
- Untreated surface water from pre-1914 rights held by the BBID delivered via the DMC and treated at the City's JJWTP
- Treated surface water from the Stanislaus River via the South County Water Supply Project (SCWSP) delivered by the South San Joaquin Irrigation District [SSJID]
- Groundwater pumped from nine groundwater wells located within the City.

Also, the City has an agreement with the Semitropic Water Storage District for storage of water supplies for use in dry years and has implemented an Aquifer Storage and Recovery (ASR) Program to allow for injection of surface water supplies into the underlying groundwater basin for storage and later extraction. Exhibit 3.16-1 shows the City's historical use of these existing water supplies, which are described in more detail below.

Central Valley Project Water via the Delta-Mendota Canal

The City has contractual entitlements for CVP water as detailed below. In the aggregate, the City's contractual entitlement to the Municipal and Industrial (M&I) reliability CVP water and assignments of agricultural reliability (Ag-reliability) CVP water from Banta-Carbona Irrigation District (BCID) and West Stanislaus Irrigation District (WSID) are referred to, collectively, as the City's "Existing Contract" with the United States Bureau of Reclamation (USBR). The total quantity of CVP water available to the City under its Existing Contract is 20,000 acre-feet per year (AFY) (10,000 AFY of M&I reliability water and 10,000 AFY of Ag-reliability water).

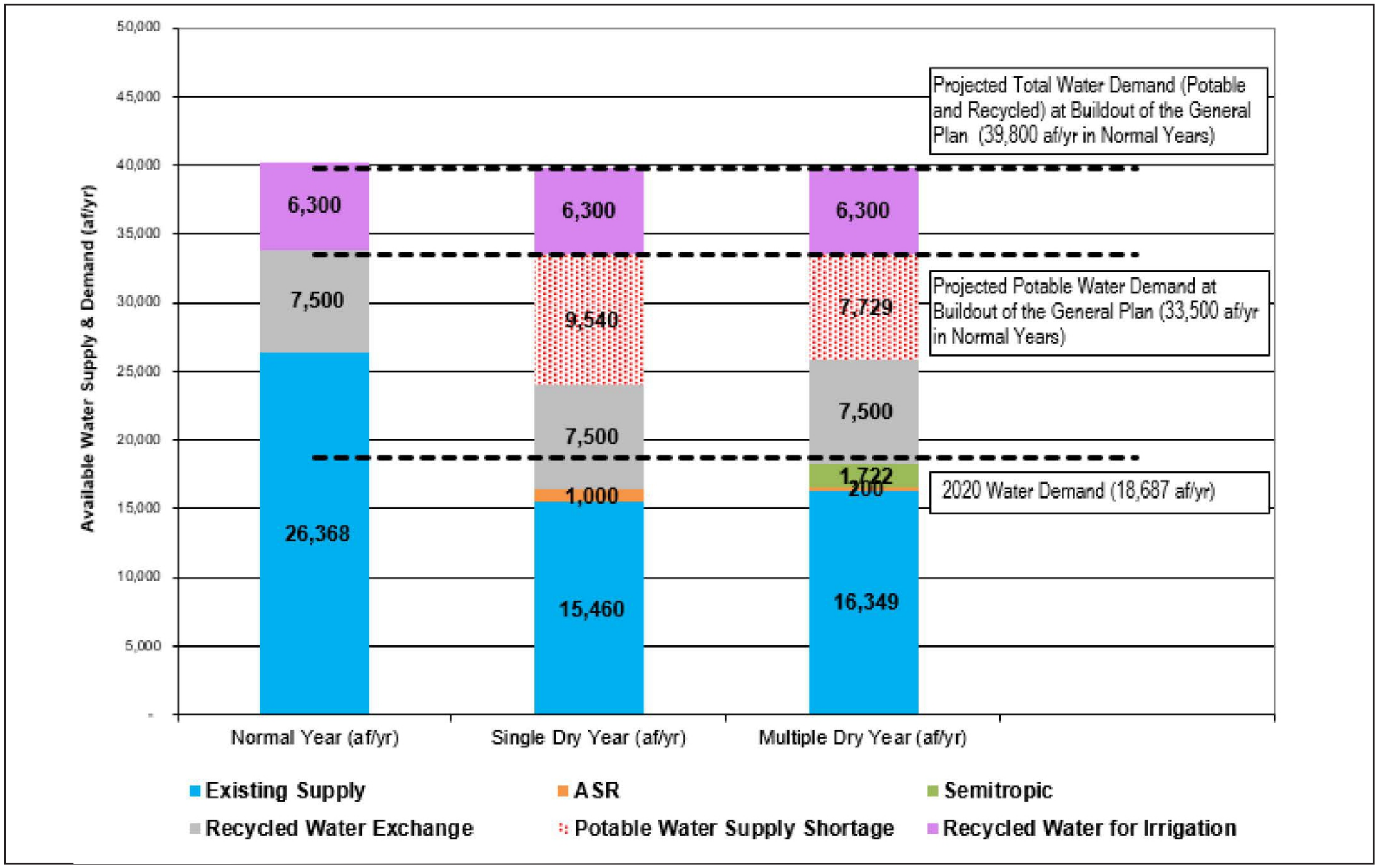
The City's CVP water supplies are treated at the City's JJWTP, which was originally constructed in 1979, expanded in 1988, and then expanded again in 2008. The JJWTP is located just north of the DMC in the southern portion of the City. As detailed in the WSA, with the latest plant expansion, the current treatment capacity of the JJWTP is 30 million gallons per day (mgd), which is sufficient to treat all the City's existing and future CVP water supplies.

The City also treats and serves CVP water purchased by others. Over the period 2010 through 2018, an average of approximately 630 AFY of water from the Plain View Water District's (now BBID's) USBR allocation was treated at the JJWTP and delivered to the Patterson Pass Business Park through the City's water distribution system. A comparable quantity of BBID water is anticipated to be treated and delivered annually to the Patterson Pass Business Park in the future. Neither the water supply nor the demand for Patterson Pass Business Park are included in the City supply and demand estimates because the water supply is BBID's, not the City's, and the City only provides water treatment, delivery, and billing services on a contractual basis for the Patterson Pass Business Park; the City does not manage either the supply or the demand.

Existing USBR Contract

In July 1974, the City entered into a 40-year contract with the USBR for an annual entitlement of 10,000 AFY of surface water with M&I reliability from the CVP via the DMC. The original USBR contract expired in 2014. The City and USBR entered into a series of 2-year interim renewal contracts to provide water service to the City while the terms of the new long-term contract renewal were negotiated.

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Source: City of Tracy, May 2023.

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An ADEC Innovation

Exhibit 3.16-1
Existing and Planned Future Water Supplies vs. Water Demand at Buildout (2045)

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In 2004, the USBR approved the assignment of 5,000 AFY of Ag-reliability CVP contract entitlement to the City from the BCID. Concurrently, the USBR approved the assignment of 2,500 AFY of Ag-reliability CVP contract entitlement water to the City from WSID with the option to purchase an additional 2,500 AFY of CVP contract entitlement from WSID, which was exercised and approved in December 2013.

In December 2021, the City entered into a new long-term contract with USBR, consolidating its previous M&I and Ag water contracts into a single agreement with a total entitlement of 20,000 AFY, now fully classified as M&I supply. This contractual change is expected to enhance the reliability of the City's CVP water deliveries, particularly during dry years, compared to the assumptions in the 2020 UWMP. Additionally, the City's historical use of CVP supplies has increased since the 2020 UWMP was completed, which may positively influence future dry year allocation calculations. Updated projections for CVP water deliveries will be reflected in the City's 2025 UWMP, scheduled for completion in June 2026.

South of Delta Allocations

The City's CVP water supplies are subject to allocations determined by the USBR for "South of Delta" contractors. Historical M&I and Ag allocations for the CVP water supplies are summarized in Table 3.16-1. Based on the historical record, the City's long-term average allocation of CVP water pursuant to the contract is anticipated to be at least 85 percent of the total entitlement. However, due to environmental concerns in the Delta and potential future impacts due to climate change, the normal year reliability of M&I CVP water was assumed to be 75 percent in the 2020 UWMP. In addition, for the City's 2020 UWMP, the City conservatively estimated that it would only receive 50 percent of its Ag-reliability contractual entitlement in normal water years.[2]

During dry years, a CVP M&I contractor is typically eligible for a minimum shortage allocation equal to 75 percent of adjusted historical use. Per the CVP M&I Water Shortage Allocation Plan, the minimum shortage allocation may be reduced further when the allocation of Ag-reliability water in that year is reduced below 25 percent of contract entitlement.

Table 3.16-1: Historical Allocations for United States Bureau of Reclamation Central Valley Water Project Water Supplies

Year	M&I Allocation for South of Delta Contractors (percent of contract supply)	Ag Allocation for South of Delta Contractors (percent of contract supply)
2005	100	85
2006	100	100
2007	75	50
2008	75	40
2009	60	10
2010	75	45
2011	100	80

[2] City of Tracy 2020 UWMP, June 2021, Section 7.1.2.1.

Year	M&I Allocation for South of Delta Contractors (percent of contract supply)	Ag Allocation for South of Delta Contractors (percent of contract supply)
2012	75	40
2013	70	20
2014	50	0
2015	Public health and safety needs or 25 percent of historical use, whichever is greater	0
2016	55 percent of historical use	5
2017	100 percent of contract amount	100
2018	Public health and safety needs or 75 percent of historical use, whichever is greater	50
2019	100 percent of historical use	75
2020	Public health and safety needs or 70 percent of historical use, whichever is greater	20
2021	25 percent of historical use	0
2022	Public health and safety needs	0
2023	100	100
2024	Public health and safety needs or 75 percent of historical use, whichever is greater	50
2025	Public health and safety needs or 75 percent of historical use, whichever is greater	50

Notes:
M&I = Municipal and Industrial
Source: West Yost. 2025. Northeast Business Park Project Water Supply Assessment (prepared for the City of Tracy). August.

Central Valley Project Water Supply Reliability

In February 2017, new guidelines and procedures went into effect associated with the updated CVP Municipal and Industrial Water Shortage Policy. In general, the policy provides for the following:

- When M&I contractor allocations are at 100 percent, the allocation of M&I water will be based on Contract Total.
- When M&I contractor allocations are below 100 percent, the allocation of M&I water will be based on a contractor's historical use of CVP M&I water.
- An M&I contractor's historical use will be determined by calculating the average quantity of CVP water put to beneficial use within the service area during the last 3 years of water deliveries that were unconstrained by the availability of CVP water.

The City's reliability assumptions in the 2020 UWMP are sufficiently conservative to adhere to the 2017 guidelines. The City's CVP water single dry year reliability was based on adjusted historical use and was assumed as 25 percent for M&I CVP water and 0 percent for Ag CVP water. Similarly, the

City's CVP water multiple dry year reliability was based on adjusted historical use and was assumed as 40 percent for M&I CVP water and 0 percent for Ag CVP water.

Surface Water from Byron-Bethany Irrigation District Pre-1914 Water Rights

Part of the proposed Tracy Hills Specific Plan area was annexed into the BBID and is entitled to water service from BBID, using BBID's pre-1914 appropriative water rights. This untreated surface water is delivered to the City via the DMC and is treated at the City's JJWTP before delivery to the Tracy Hills Specific Plan area. The City anticipates that up to 4,500 AFY of pre-1914 water rights water could be provided by BBID on a year-round basis to serve the Tracy Hills Specific Plan in the BBID service area. However, the volume of water available to the City through this agreement is limited to the demand in the BBID service area portion of the Tracy Hills Specific Plan. The projected potable water demand in this area is estimated to be 3,330 AFY at buildout. Because the water supply is based on pre-1914 appropriative rights, the supply is considered to be firm and well-established. For purposes of this analysis, and to ensure clarity with respect to the evaluation of water supply and demand, the Tracy Hills Specific Plan is referenced throughout the City's water supply and infrastructure planning documents' analysis because it is provided water from BBID, which does not provide water to the rest of the City.

Stanislaus River Water

The City receives treated surface water from the Stanislaus River, in partnership with the cities of Manteca, Lathrop and Escalon, and the SSJID. This partnership constructed the SCWSP, which consists of the 36 mgd Nick C. DeGroot Water Treatment Plant (DGWTP) near Woodward Reservoir in Stanislaus County and a transmission pipeline to deliver treated surface water to each city. The water supply source for the SCWSP is based on SSJID's senior pre-1914 appropriative water rights to the Stanislaus River, coupled with an agreement with the USBR to store water in New Melones Reservoir.

As part of the SCWSP, the City was initially allocated up to 10,000 AFY of water based upon SSJID's senior water rights. In August 2013, SSJID and the Cities of Tracy and Lathrop approved a Lathrop-Tracy Purchase, Sale, and Amendment Agreement for the sale of a portion of the City of Lathrop's SCWSP supply and capacity to the City of Tracy. The agreement provides the City with an additional 1,120 AFY of SCWSP supply and 2 mgd of SCWSP capacity. Thus, the City's current contractual amount of SCWSP water is 11,120 AFY.

Treated surface water deliveries from the SCWSP commenced in July 2005, and deliveries have been essentially uninterrupted since then. Although the City's full allocation was available in first few years, deliveries to the City were less than its allocation because the full allocation was not needed. However, in some years since 2009 the City has actually received more than its allocation.

Because of the seniority of the water rights underlying the SCWSP, SSJID's pre-1914 appropriative rights to Stanislaus River water, the City has historically assigned a high reliability to SCWSP water. However, in December 2018, the California State Water Resources Control Board (State Water Board) released amendments to the Water Quality Control Plan for the San Francisco/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan Amendment) which included significant changes and could result in significant surface water cutbacks. In its 2020 UWMP, SSJID presented a water reliability

analysis assuming that the Bay-Delta Plan Amendment will not be implemented given its uncertainties. As an SSJID retail agency customer, the City relies on SSJID for the reliability projections for the Stanislaus River water supply. Consistent with SSJID's approach, the City's 2020 UWMP assumes that the Bay-Delta Plan Amendment will not be implemented. However, to fully assess the potential impacts of the Bay-Delta Plan Amendment and better plan for the potential shortfalls, the City conducted a parallel set of reliability analyses assuming that the Bay-Delta Plan Amendment will be implemented and included it as Appendix G of its 2020 UWMP.[3]

Consistent with the City's 2020 UWMP and for the purposes of the WSA, the City is assumed to receive 100 percent of its SCWSP contractual entitlement in normal years. In future dry years, the City assumed that allocations would be based on the City's contractual entitlement rather than consumption in a given year. In single dry years, the City expects to receive 76 percent of its SCWSP water supply allocation during 2025, 2030, and 2035 and 56 percent during 2040 and 2045, based on information received from SSJID. In multiple dry years, the City expects to receive 56 to 100 percent of its SCWSP water supply allocation, depending on hydrological conditions.

The anticipated availability and reliability of the SCWSP supply under normal years, single dry years and multiple dry years may be revised based on updated evaluations in conjunction with resolutions of issues associated with the Bay-Delta Plan Amendment. Further, SSJID anticipates the likelihood that more water will be available for local purposes in 2040 based on more efficient water management and urban development displacing irrigated agricultural land uses.[4]

Groundwater

The City's surface water supply is supplemented by local groundwater. The City overlies a portion of the San Joaquin Valley Groundwater Basin-Tracy Subbasin (Tracy Subbasin). The City currently operates nine groundwater wells, with a total extraction capacity of about 18,300 gallons per minute (gpm), or 26 mgd[5] (GEI, 2015). Four wells (Production Wells 1, 2, 3, and 4) are located near the City's JJWTP and pump directly into the JJWTP clearwells, where the groundwater is blended with treated surface water. The other wells (Lincoln Well, Lewis Manor Well [Well 5], Park and Ride Well [Well 6], Ball Park Well [Well 7], and Well 8) are located throughout the City and pump water directly into the distribution system after disinfection. Well 8, located near the intersection of Tracy Boulevard and 6th Street, was designed as an ASR well and has been put into service as an ASR well as permitted by the Central Valley Regional Water Quality Control Board (Central Valley RWQCB). Additional information about groundwater, including a basin description, groundwater management, groundwater yield, groundwater quality, historical groundwater use, projected future groundwater use, and groundwater sufficiency are provided in Section 3.10, Hydrology and Water Quality, as well as Appendix K.

Semitropic Groundwater Storage Bank

The City has acquired the rights to store and recover water in the Semitropic Groundwater Storage Bank (Semitropic) operated by the Semitropic Water Storage District (Semitropic WSD). The

[3] City of Tracy 2020 UWMP, June 2021, Section 7.1.1.3.
[4] City of Tracy 2020 UWMP, June 2021, Section 7.1.1.2.
[5] GEI Consultants. 2015. Groundwater Assessment for Drought Emergency Conditions Requiring Groundwater to be Used as the Sole Source of Potable Water Supply (prepared for City of Tracy). August 10.

Semitropic facilities are located in Kern County alongside the California Aqueduct and the DMC. The first phase of Semitropic was initiated in the early 1990s and established 1 million acre-feet (AF) of storage for a group of agencies referred to as the Original Banking Partners. In response to increased demand for banking capacity, up to 650,000 AF of additional storage was created for the Stored Water Recovery Unit. When an agency purchases storage capacity in Semitropic, it is able to recover the volume of water it has banked over a period of three consecutive years (i.e., 3,000 AF equates to a maximum recovery rate of 1,000 AFY for 3 years).

The City originally entered into a pilot agreement with Semitropic WSD in June 2006 for 1,000 AF of water storage in Semitropic's Stored Water Recovery Unit. The pilot agreement was intended to establish the procedures for water deposits and withdrawals by the City and was terminated when the permanent agreement was implemented. In 2012, the City entered into a long-term agreement with Semitropic WSD for up to 10,500 AF of storage volume. This storage agreement allows the City to withdraw up to 3,500 AF of water annually for 3 years. To store water in Semitropic, the City withdraws less than its available allocation of CVP water from the DMC. This water travels through the DMC where it is diverted by Semitropic and used for local groundwater recharge. When the City wishes to withdraw water that it has banked previously, Semitropic arranges for the City to divert CVP water beyond its allocation from the DMC. This source of water is provided through either an exchange of Semitropic WSD's contractual entitlement to State Water Project (SWP) water or through direct "pump back" of stored groundwater into the California Aqueduct by Semitropic WSD.

Though the City could utilize this supply in any year, it is most valuable during extended drought years when the City's surface water supplies are reduced. The City anticipates that banking water at Semitropic will increase the reliability of the City's water supply and help close the potential future gap between supply and demand during drought conditions or other water supply shortage emergencies. If the City uses water from the Semitropic water bank in any given year, it would manage its supplies during subsequent years such that it could refill the water bank for future use. The City plans to actively maintain storage in Semitropic as feasible. As of 2024, the City has 4,887 AF available in storage at Semitropic.

Aquifer Storage and Recovery

The City has been implementing an ASR Program to store surplus treated surface water in the confined aquifer beneath Tracy and extract that water to meet peak demands or supplement surface water sources during dry years. The City has one former groundwater extraction well, Well 8, which has been operated as an ASR well since 2013 after the successful demonstration of ASR feasibility. Well 8 is located near the intersection of Tracy Boulevard and 6th Street and penetrates the Lower Tulare Formation.

The recharge water source of the City's ASR Program is treated SCWSP water. The City's SCWSP water supply is of exceptionally high water quality, with a total dissolved solids (TDS) concentration of approximately 68 milligrams per liter (mg/L). Since the TDS concentration of the recharge water source is much lower than that of the Lower Tulare Formation aquifer's native groundwater, operation of the City's ASR Program reduces the localized salinity of the aquifer, resulting in lower TDS content in water supplies extracted from Well 8 than would be expected in the absence of the ASR Program. Additionally, the reduced salinity in groundwater recovered from Well 8 results in

lower salt loading at the City's wastewater treatment plant (WWTP), which eventually reduces the salinity of effluent from the WWTP. This helps the City meet its RWQCB effluent salinity requirements and provides environmental benefits to the river ecosystems.

Injection of SCWSP water into the ASR well occurs during the winter months (i.e., November through April), when City demands are low. Extraction occurs primarily in the summer months to meet increased demands associated with irrigation needs and as needed during droughts and water shortage emergencies. It is estimated that between 685 and 915 AFY of potable water could be injected into the aquifer, assuming a 5-month continuous injection rate of 1.5 to 2.0 mgd at Well 8. The City's strategic plan for ASR operations at Well 8 involves injecting up to 1,000 AFY over 6 months during the winter and extracting 75 percent of the injection volume during the following summer. These operations would result in net injection into the Lower Tulare Formation aquifer, which will gradually create a "buffer supply" that the City can utilize in dry years or during water shortage emergencies.

Recycled Water

The City has invested in infrastructure to produce and deliver recycled water. The City's WWTP has sufficient treatment capacity to produce approximately 9.0 mgd of tertiary-treated recycled water meeting the Title 22 requirements, which can be reused for landscape irrigation and other nonpotable uses. The City's current recycled water system consists of a pump station at the WWTP and approximately 7.6 miles of recycled water transmission line from the WWTP west to Lammers Road and south to West Schulte Road. Currently the only service connection is for the Legacy Fields Sports Complex. Construction is underway to further extend the recycled water transmission line to serve other customers on the west side of the City.

Planned Uses Within the Service Area

The Legacy Fields Sports Complex is within the City's service border and utilizes recycled water for irrigation. Otherwise, no recycled water is used within the City's service area at this time. The City is planning to expand the existing recycled water system to serve future development areas, as well as a small number of existing parks and irrigated areas. New developments in the City are required to include recycled water distribution systems in accordance with the City's Recycled and Nonpotable Water Ordinance.[6]

The City intends to expand the existing recycled water system to serve nonpotable water demands in most of the new development areas. Recycled water is planned to be used at parks, sports fields, and other landscape areas, industrial facilities such as the Tracy Power Plant, fill stations for dust control during construction, street sweeping, and residential emergency landscape irrigation, and the proposed lakes at Tracy Village. Recycled water use was estimated to be 1,000 AFY in 2025, increasing to 6,300 AFY by 2045 as new development areas build out, based on the adopted unit water demand factors and the future dwelling units or gross acreage.

[6] City of Tracy. 2025. City of Tracy Municipal Code - Chapter 11.30. Website: https://library.municode.com/ca/tracy/codes/code_of_ordinances?nodeId=TIT11PUUT_CH11.30RENTAWA_11.30.040DUCOREWADISYREWAUSPE. Accessed September 3, 2025.

Several future service areas already have recycled water distribution pipelines installed by developers, including the Cordes Ranch, Ellis Specific Plan, and Tracy Hills service areas. These pipelines are not yet connected to the recycled water mains but instead are temporarily connected to the potable water system to meet irrigation demands. Once recycled water system construction is complete and the appropriate permitting is completed, the pipelines will be connected to the recycled water system and the temporary connections to the potable water system will be removed.

City of Tracy Water Supply Summary

Table 3.16-2 summarizes the existing and additional planned future water supplies within the City of Tracy.

Table 3.16-2: Summary of Existing and Additional Planned Future Water Supplies

Supply	Water Supply Entitlement (AFY)	Supply Used by City
Existing Water Supplies		
USBR CVP - Tracy Contract[a,b]	10,000	Yes
USBR CVP - BCID Contract[b,c]	5,000	Yes
USBR CVP - WSID Contract[b,d]	5,000	Yes
BBID (pre-1914)[e]	3,330	Yes
SCWSP (SSJID) (pre-1914)[f]	11,120	Yes
Groundwater[g]	9,000	Yes
Dry Year Supplies		
Semitropic Water Storage Bank[h]	3,500	Yes
Aquifer Storage and Recovery	1,000	Yes
Additional Planned Future Water Supplies		
Additional USBR CVP (BBID contract)[i]		No
Recycled Water Exchange (Potable)	7,500	No
Recycled Water (for nonpotable uses)[j]	6,300	No

Notes:
a. M&I reliability CVP water.
b. The information presented here reflects the City's 2020 UWMP. However, in December 2021, the City entered into a new long-term contract with USBR, consolidating its previous M&I and Ag water contracts into a single agreement with a total entitlement of 20,000 AFY, now fully classified as M&I supply. This contractual change is expected to enhance the reliability of the City's CVP water deliveries, particularly during dry years, compared to the assumptions in the 2020 UWMP. Additionally, the City's historical use of CVP supplies has increased since the 2020 UWMP was completed, which may positively influence future dry year allocation calculations. Updated projections for CVP water deliveries will be reflected in the City's 2025 UWMP, scheduled for completion in June 2026.
c. In June 2001, the USBR approved the assignment of 5,000 AFY of BCID's contractual entitlement to Ag-reliability CVP water.
d. In August 2001, the USBR approved the assignment of 2,500 AFY of WSID's contractual entitlement to Ag-reliability CVP water, with the option to purchase an additional 2,500 AFY in the future. In December 2013, the City and WSID approved the additional assignment.
e. The City anticipates that up to 4,500 AFY of BBID pre-1914 water will be available to serve the Tracy Hills Specific Plan development. This water is only available for use in the portion of Tracy Hills that lies within BBID Raw Water Service

Supply	Water Supply Entitlement (AFY)	Supply Used by City

Area 2, the CVP Consolidated Place of Use, so the quantity of supply is limited to potable water demand in this area. Therefore, the maximum BBID supply delivered to this area is reduced to 3,330 AFY.

f. Includes the 10,000 AFY allocation and the additional 1,120 AFY obtained through the 2013 Lathrop-Tracy Purchase, Sale, and Amendment Agreement.
g. The City is able to withdraw up to 9,000 AFY of groundwater from the Tracy Subbasin. However, due to the aging infrastructure and water quality issues in the City's groundwater supplies, the City is projecting to be able to withdraw up to 2,500 AFY in normal years. During dry years, the City anticipates increasing its groundwater production on a short-term basis from the normal year production of 2,500 AFY to 4,500 AFY.
h. The City has purchased 10,500 AF of water storage in the Stored Water Recovery Unit, which allows the City to withdraw up to 3,500 AFY for three consecutive years.
i. While up to 8,800 AFY of BBID's Ag-reliability CVP water may be available as agricultural lands are converted to other uses, for purposes of water supply planning, the City assumes this supply will not be available.
j. Based on the total projected recycled water demand at buildout of the City WSMP Update.

AFY = acre-feet per year
BBID = Byron-Bethany Irrigation District
CVP = Central Valley Project
M&I = Municipal and Industrial
SCWSP = South County Water Supply Project
USBR = United States Bureau of Reclamation
UWMP = Urban Water Management Plan
WSID = West Side Irrigation District
Source: West Yost. 2025. Northeast Business Park Project Water Supply Assessment (prepared for the City of Tracy). August.

Water Demand and Use

City of Tracy

Historical and Existing Water Demand

The City's water demand has increased significantly in the last 30 years. In 1986, the City's water demand was 8,104 AFY and by 2007 the City's water demand had increased to 19,176 AFY. The City's water demand decreased as a result of the economic downturn of 2008 through 2011 and water use reductions in response to drought conditions but have rebounded (increased) somewhat in recent years with the end of drought conditions and increased development activity. Table 3.16-3 shows the City's water demand (based on water production) from 2020 to 2024.

Table 3.16-3: Historical Potable Water Demand

Condition	2020	2021	2022	2023	2024
Total Water Demand (AFY)	19,527	19,627	18,886	18,024	19,187

Notes:
AFY = acre-feet per year
Source: West Yost. 2025. Northeast Business Park Project Water Supply Assessment (prepared for the City of Tracy). August.

Future Water Demand

The City's water demand is anticipated to continue to increase as approved projects build out and new developments are approved and constructed in accordance with the City's General Plan within the City's water service area. However, the rate of growth within the City's water service area has

slowed as a result of the City's Growth Management Ordinance (GMO), which was adopted in 1987, and amended in 2000 by the voter-initiative Measure A. The objective of the GMO and Measure A is to achieve a steady and orderly growth rate that allows for the adequate provision of services and community facilities and includes a balance of housing opportunities. Hence, water demands are not anticipated to increase as rapidly as they have in past years. Buildout for the City is not anticipated within the planning horizon of the WSA. However, in the 2020 UWMP and for the purposes of the WSA, buildout is assumed to occur in 2045 to be conservative in the water reliability analysis.

The 2020 UWMP projected water demands are shown in Table 3.16-4. The City's projected future water demand was determined based on adopted potable water use factors for various land uses, which were developed based on historical metered water use data, and anticipated timing of future development projects. Buildout of the proposed project is included in the 2040 and 2045 (buildout) water demand projections. The water demand projections include consideration for reduced future water use as a result of new building codes, improved water use efficiency, and implementation of water conservation measures. The projections also include savings from passive conservation which refers to water savings resulting from actions and activities that do not depend on direct financial assistance or educational programs from the City. These savings result primarily from the natural replacement of existing plumbing fixtures with water efficient models required under current plumbing code standards and the installation of water efficient fixtures and equipment in new buildings and retrofits as required under CALGreen Building Code Standards.

Table 3.16-4: Projected Future Water Demand

Condition	2025	2030	2035	2040	2045
Potable Water Demand, AFY	20,509	23,100	25,738	28,403	33,079
Recycled Water Demand, AFY	1,000	2,067	3,133	4,200	6,300
Total Water Demand, AFY	**21,509**	**25,167**	**28,871**	**32,603**	**39,379**

Notes:
AFY = acre-feet per year
Source: West Yost. 2025. Northeast Business Park Project Water Supply Assessment (prepared for the City of Tracy). August.

Dry Year Water Demand

The City currently has a water conservation program in place, as described in Chapter 9 of the 2020 UWMP. The projected future water demand presented in Table 3.16-4 includes continued implementation of the City's existing water conservation program demand management measures and is based on future normal hydrologic years. For purposes of the WSA, and to be conservative, the City assumes that dry year potable water demand is the same as normal year water demand. This is consistent with the assumptions used in the City's 2020 UWMP.

In the 2020 UWMP, the additional water conservation which may occur in single dry or multiple dry years is not assumed to happen. This is a conservative assumption as additional water conservation would likely occur as a result of the City's implementation of additional water conservation

measures as outlined in the City's Water Shortage Contingency Plan[7] in response to multiple dry years or other water supply shortages. The City's Water Shortage Contingency Plan includes shortage response actions to reduce water demand and manage supply for water shortage conditions of up to and greater than 50 percent.

The City has demonstrated its ability to reduce water demand when needed. The City's 2015 demand was significantly lower than 2014 demand in response to the Governor's April 2015 Executive Order B-29-15 mandating 25 percent water conservation Statewide. To reduce water use by 25 percent Statewide, the State Water Board adopted a regulation which placed each urban water supplier into one of eight tiers which were assigned a conservation standard, ranging between 4 percent and 36 percent. Each month, the State Water Board compared every urban water suppliers' water use with their use for the same month in 2013 to determine whether they were on track for meeting their conservation standard. The City was initially placed into Tier 7 with a water conservation standard of 28 percent as compared to 2013 use (the City's conservation standard was reduced to 25 percent in early 2016).

In response to the State Water Board's emergency drought regulations, the City Council authorized the implementation and amendment of the City's Phase III and IV water restrictions in June 2015, as outlined in Chapter 11.28 of the Tracy Municipal Code.[8] These measures proved effective, and by May 2016, the City's water demand had decreased by 32.6 percent compared to May 2013. Over the period from June 2015 to May 2016, cumulative water savings reached 27.2 percent relative to 2013 levels. These results reflect the strong commitment of Tracy's residents and businesses to water conservation. The City's successful response demonstrates its capacity to activate its Water Shortage Contingency Plan and effectively reduce water use during emergency supply conditions.

Projected Future Groundwater Use

The City may sustainably pump up to 9,000 AFY from the local groundwater basin. Since the hard, high TDS groundwater is of lower quality than the City's surface water sources, the City has scaled back its groundwater extraction in most years. However, the City will continue to rely on groundwater for peaking and drought and emergency water supply.

Table 3.16-5 shows the anticipated future groundwater production during a normal year and during dry years. As can be seen in Table 3.16-5, the City anticipates that total extraction during a normal year will be 2,500 AFY through the planning horizon. By reducing groundwater extraction on an average annual basis, the City will increase the overall quality of its drinking water (thus increasing customer satisfaction and reducing system maintenance and repair caused by the lower quality groundwater) and recharge the underlying aquifer (effectively increasing the availability of groundwater during a drought or emergency condition, i.e., "banking" groundwater). At the production volumes shown in Table 3.16-5, the City's groundwater supplies are considered to be 100 percent reliable.

[7] The City's Water Shortage Contingency Plan is incorporated into the Water Management Chapter of the Tracy Municipal Code Chapter 11.28 and Appendix K of the City's 2020 UWMP.

[8] City of Tracy. 2025. City of Tracy Municipal Code – Chapter 11.28 – Water Management. Website: https://library.municode.com/ca/tracy/codes/code_of_ordinances?nodeId=TIT11PUUT_CH11.28WAMA. Accessed September 3, 2025.

The projected uses of groundwater during droughts shown in Table 3.16-5 are consistent with the City's Groundwater Management Policy. In the event that the City is unable to secure additional high-quality surface water supplies in the future, the City is able to expand groundwater production up to 9,000 AFY. In the event of a severe water supply shortage or emergency, the City has the ability to increase production dramatically, up to 22,000 AFY.

Table 3.16-5: City of Tracy Projected Future Groundwater Production in Normal and Dry Years

Condition	2025 (AFY)	2030 (AFY)	2035 (AFY)	2040 (AFY)	2045 (AFY)
Total Groundwater Production During a Normal Year, AFY (a)	2,500	2,500	2,500	2,500	2,500
Total Groundwater Production During Dry Years, AFY (b)	4,500	4,500	4,500	4,500	4,500

Notes:
(a) Source: City of Tracy 2020 UWMP, Table 7-2 Projected Water Supply in Normal Years, June 2021.
(b) Source: City of Tracy 2020 UWMP, Sections 7.1.2.2 and 7.1.2.3, June 2021.
AFY = acre-feet per year
Source: West Yost. 2025. Northeast Business Park Project Water Supply Assessment (prepared for the City of Tracy). August.

Project Site

For the purposes of the WSA, it is assumed that all water demands will initially be met using potable water. This assumption reflects the fact that recycled water infrastructure has not yet been constructed in the northeastern portion of the City; until it becomes available, potable water (if available) may be used to meet nonpotable needs, such as landscape irrigation, within the proposed project area. Once recycled water becomes available in the northeastern portion of the City, it is anticipated that it will be used to meet the landscape irrigation needs of the proposed project. The water use factors applied in estimating the proposed project's demand are derived from the City of Tracy's Citywide Water System Master Plan Update (WSMP Update), dated May 2023. Table 3.16-6 provides a summary of the proposed project's water use factors and projected potable water use.

Table 3.16-6: Estimated Annual Water Demand for the Proposed Project

Land Use Designation	Total Area (gross acres)	Potable Water Use Area (acres)[a]	Landscaped area (acres)[b]	Unit Potable Water Use Factors (acre-feet per acre per year)	Annual Potable Water Use (AFY)
Industrial	144.10	122.48	–	1.3	159
		–	21.62	1.9	41
Stormwater Detention Basin	12.44(c)	–	2.44	1.9	5
Future Planned Interchange	12.51	–	–	–	0

Land Use Designation	Total Area (gross acres)	Potable Water Use Area (acres)[a]	Landscaped area (acres)[b]	Unit Potable Water Use Factors (acre-feet per acre per year)	Annual Potable Water Use (AFY)
Non-Revenue Water(d)	–	–	–	–	22
Total	169.05	122.48	24.06	–	227

Notes:
(a) 85 percent of the gross acres designated as industrial is used to calculate the industrial water demand.
(b) 15 percent of gross acres designated as industrial are assumed to be landscaped.
(c) 10 acres of the 12.44 total acres designated for the stormwater detention basin is assumed to not have an associated water demand. The remaining 2.44 acres is assumed to be landscaped.
(d) Non-revenue water is assumed equal to 9.6 percent of the total demand.
AFY = acre-feet per year
Source: West Yost. 2025. Northeast Business Park Project Water Supply Assessment (prepared for the City of Tracy). August.

As shown above, projected water demands for buildout of the proposed project total approximately 227 AFY, of which approximately 159 AFY is industrial demand, approximately 46 AFY is irrigation demand, and approximately 22 AFY is non-revenue water.

Water Infrastructure and Distribution

City of Tracy

The City provides water service to all the water users within the city limits and some areas within the SOI. For the properties within the SOI that the City does not serve, water is supplied through various agreements. The City's water service area is coterminous with the existing city limits. As future developments within the SOI, but outside the city limits, are approved, they will be annexed into the City upon LAFCo approval and served by the City's water supply. Figure 7.2 of the 2020 UWMP depicts the existing water distribution infrastructure serving the City. According to the 2020 UWMP, water is distributed to the City via supply lines located on the western side of the City.

Project Site

A 12-inch water line is located within Paradise Road.

Wastewater

City of Tracy

The City of Tracy's wastewater collection system consists of gravity sewer lines, pump stations, and force mains. The City's wastewater flows toward the northern part of the City where it is treated at the WWTP located just north of I-205 before being discharged into Old River, which is a distributary channel of the Southern Sacramento-San Joaquin Delta.

Project Site

An existing 15-inch wastewater line runs beneath Paradise Road and an existing 10-inch sanitary sewer line is located within Grant Line Road, part of the City's sanitary sewer system operated by the Public Works Department.[9]

Wastewater Generation

City of Tracy

The City projects an increase in residential, commercial, and industrial developments within its boundaries and its SOI as envisioned in the General Plan, requiring expansion of its existing wastewater conveyance and treatment infrastructure as detailed more fully in its adopted 2012 WWMP.

Project Site

The project site is in the East Side Industrial future service area, within the City's SOI and designated in the City's General Plan for industrial uses. Industrial operations are expected to produce approximately 750 gallons per day, per acre (gpd/ac).[10]

Wastewater Treatment

City of Tracy

The WWTP, which was upgraded in 2008, is located between MacArthur Drive and Holly Drive just north of I-205. The National Pollutant Discharge Elimination System (NPDES) permit, CA 0079154, allows for discharge of 10.8 mgd, and up to 16 mgd if applicable treatment facilities are constructed. The WWTP provides disinfected tertiary-level treatment meeting Title 22 requirements of the Code of Regulations from the State Water Board. The WWTP includes primary clarifiers, activated sludge, secondary clarifiers, flocculation, tertiary filtration, and disinfection.

The current daily average flow and treatment capacity is 10.8 mgd. Phase IIb expansion of the WWTP is nearly complete as of the date of this Draft EIR and the State Water Board is expected to approve an increase to 12.5 mgd by mid-2026. Another planned expansion project is expected to provide up to 13.8 mgd and is anticipated to be completed over the next 4 years.

No wastewater treatment currently occurs on-site.

Stormwater

Generation and Infrastructure

City of Tracy

The City's Public Works Department and the WSID manage Tracy's storm drainage system. The City and its entire SOI is confined to the following five watersheds:

- Eastside Channel Watershed
- Westside Channel Watershed

[9] De Novo Planning Group. 2019. Tracy Municipal Services Review. July.
[10] Carollo. 2023. Final Wastewater Master Plan Update, Table 4.5, October.

- Lanners Watershed
- Mountain House Watershed
- Tracy Hills Watershed

Stormwater drains through open channels, storm drains, and closed conduits that are owned, operated, and maintained by the City and the WSID. The majority of the City's stormwater management systems are gravity fed; however, pump stations are utilized to carry water over grades. Stormwater is discharged into Old River on the northern side of I-205 from four outfalls: (1) Sugar Cut, (2) 18-inch Storm Drain Force Main (Lammers Road), (3) WSID Main Drain, and (4) Patterson Run. Some of the developed areas within the SOI are not presently connected to facilities that drain to any of the above outfalls and are currently draining to temporary retention ponds until future facility connections are funded and constructed.

The project site lies within the Eastside Channel Watershed, which is the easternmost watershed in the SOI and is roughly 9.8 square miles in overall area, including minor existing developed areas in the County outside the City's SOI. The Eastside Channel Watershed can generally be characterized as encompassing roughly the east half of the developed area of the City, plus additional undeveloped areas within the City's SOI extending as far south as Linne Road, as far east as Banta Road and as far north as Arbor Avenue. It includes the majority of the City's downtown area, several Residential Specific Plan (RSP) subdivisions, the South MacArthur Subbasin, the Rocha future service area, the Chrisman Road future service area, the UR1 future service area, core residential and industrial areas north and east of the downtown area, the Northeast Industrial (NEI) Specific Plan area, industrial developments north of I-205, the majority of the Larch Clover area, the East Side Industrial future service area, and other existing and proposed development areas.

Project Site

There are no existing stormwater drainage facilities on or near the project site. The project site currently drains generally toward the northeast toward I-205 and into Pescadero Irrigation District facilities; this stormwater does not currently enter into a City-maintained facility. Instead, this stormwater currently drains into regional irrigation systems operated by the Pescadero Irrigation District, bypassing City-managed stormwater infrastructure.

Stormwater Treatment

City of Tracy

Stormwater runoff from the City is transported northward to four discharge points located on Old River, where it is treated and released. The State of California requires small communities to implement development standards to protect water quality under the "General Permit for Waste Discharge Requirements for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s) Order No. 2013-0001-DWQ."[11] These requirements are an extension of similar requirements imposed on larger communities (e.g., the Cities of Stockton, Modesto, and parts of the

[11] National Pollutant Discharge Elimination System (NPDES). 2013. General Permit for Waste Discharge Requirements (WDRs) for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s). Website: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2013/wqo2013_0001dwq.pdf. Accessed: December 5, 2024.

County of San Joaquin.) The development standards, also known as post-construction stormwater requirements, will become part of every regulated community's development process.

The Cities of Lathrop, Lodi, Manteca, Patterson, Tracy, and San Joaquin County (collectively, the Partners) collaborated to develop a Multi-agency Post-construction Standards Manual to meet the MS4 permit requirement. This multi-agency manual provides consistent guidance for developers and builders working in the region as well as agency staff. Stakeholders from the development community were involved in the development of the Multi-agency Post-construction Standards Manual, which was completed and adopted by the City of Tracy in August 2015.

Solid Waste

Solid Waste Collection

City of Tracy

The City has a franchise agreement with Tracy Delta Solid Waste Management, Inc. for the collection, transportation, and disposal of refuse and garbage, including the collection of recyclable material and yard waste.[12] The City Public Works Department provides solid waste and recycling services for areas within the city limits and certain surrounding unincorporated County areas.

The City's Public Works Department has a partnership with Tracy Disposal Service Company to provide residential and commercial solid waste collection and disposal, including recycling and organics services.[13, 14] Garbage is collected once a week and recycling and yard waste are collected on alternating weeks.[15]

Project Site

Currently, the project site generates minimal solid waste, which is collected by the Tracy Delta Solid Waste Management, Inc.

Solid Waste Generation

City of Tracy

The City generated approximately 128,986 tons of solid waste in 2023, the most recent year with data available.[16]

Project Site

The Dermody Property contains only agricultural structures related to hay production (i.e., sheds for hay storage and equipment storage). The Suvik Property does not contain any structures, only an orchard. Accordingly, the project site produces a minimal amount of solid waste.

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[12] City of Tracy. 2024. Garbage and Recycling Schedule. Website: https://www.cityoftracy.org/our-city/departments/public-works/recycling-solid-waste/garbage-recycling-schedule. Accessed December 5, 2024.

[13] City of Tracy. 2024. Recycling and Solid Waste. Website: https://www.cityoftracy.org/our-city/departments/public-works/recycling-solid-waste. Accessed December 6, 2024.

[14] Tracy Delta Solid Waste Management, Inc. Website: https://www.tdswm.com/. Accessed December 6, 2024.

[15] City of Tracy. 2024. Garbage and Recycling Schedule. Website: https://www.cityoftracy.org/our-city/departments/public-works/recycling-solid-waste/garbage-recycling-schedule. Accessed December 6, 2024.

[16] California Department of Resources Recycling and Recovery (CalRecycle). 2023. Disposal Rate Calculator: Jurisdiction Review Reports. Website: https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/DisposalRateCalculator. Accessed December 6, 2024.

Solid Waste Disposal

City of Tracy

The City's solid waste is taken to the Tracy Material Recovery Facility and Solid Waste Transfer (MRF) Station on South MacArthur Drive before being sent to the Foothill Sanitary Landfill on North Waverly Road, east of the City. The MRF has a daily intake capacity of approximately 1,500 tons of solid waste per day. The permitted capacity of the Foothill Landfill is 138 million cubic yards, and the facility currently has capacity to accommodate 125 million cubic yards of solid waste. Current permits indicate a closure in 2082.[17]

Project Site

Solid waste generated on the project site by existing uses is conveyed to Tracy MRF and eventually the Foothill Landfill by Tracy Delta Solid Waste Management.

Energy

The City of Tracy's electricity generation service is provided by Ava Community Energy (formerly East Bay Community Energy), a community choice energy provider that began serving residential, business, and municipal customers in Tracy in 2021.[5] While Ava procures and supplies the electricity, Pacific Gas and Electric Company (PG&E) continues to own and maintain the delivery infrastructure—power lines, meters, poles—and issues the bills. PG&E provides natural gas and electricity services to the City of Tracy. PG&E provides natural gas and electricity to approximately 15 million people throughout a 70,000-square-mile service area in northern and central California. PG&E produces or buys its energy from a mix of conventional and renewable generating sources, which travel through our electric transmission and distribution systems to reach customers.

Electricity

PG&E, which is regulated by the California Public Utilities Commission (CPUC), provides electricity to all or part of the 47 counties in California, including San Joaquin County. PG&E charges connection and user fees for all new development and sliding use-based rates for electrical and natural gas service. PG&E-owned generating facilities include nuclear, natural gas, and hydroelectric.

Natural Gas

PG&E provides natural gas to all or part of 39 counties in California comprising most of the northern and central portions of the State. PG&E obtains most of its natural gas supplies from western Canada and the balance from U.S. sources. PG&E operates approximately 49,100 miles of transmission and distribution pipelines and three underground storage fields with a combined storage capacity of approximately 48.7 billion cubic feet.

[17] California Department of Resources Recycling and Recovery (CalRecycle). 2024. SWIS Facility/Site Activity Details: Foothill Sanitary Landfill (39-AA-0004). Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1424?siteID=3097. Accessed December 6, 2024.

Electricity and Natural Gas Infrastructure, Demand, and Use

City of Tracy

Electricity and Natural Gas is provided to the City via distribution lines and infrastructure maintained by PG&E. As individual customers request electrical and/or natural gas service, all energy conservation programs, and energy management programs are offered. Additionally, PG&E reviews applications prior to development entitlement to identify the necessary utility easements for provision of gas and electric service.

Project Site

The project site is currently served by PG&E.

Telecommunications

Telecommunication services include telephone service (both landlines and mobile service) and internet service for businesses and homes.

City of Tracy

Telecommunications in the City are provided by AT&T, Xfinity, Comcast, and Verizon, as well as various local providers.

Project Site

Telecommunications services are provided by a combination of wired and wireless carriers. Xfinity (Comcast) offers high-speed cable internet, digital television, and voice services in the area, with a nearby service center located on West Grant Line Road. Additional providers such as Verizon offer wireless and fiber-based connectivity options and satellite services, including Starlink, further ensuring coverage. These providers collectively support both residential and commercial telecommunications needs at and around the project site.

3.16.3 - Regulatory Framework

Federal

Safe Drinking Water Act

The Safe Drinking Water Act authorizes the United States Environmental Protection Agency (EPA) to establish national standards for drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally occurring and man-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the United States to treat water to remove contaminants, except for private wells serving fewer than 25 people. In California, the State Department of Health Services conducts most enforcement activities provided for under this federal law.

Clean Water Act (National Pollutant Discharge Elimination System)

The Water Pollution Control Act of 1972, more commonly known as the Clean Water Act (CWA), regulates the discharge of pollutants into watersheds throughout the nation. Under the CWA, the EPA implements pollution control programs and sets wastewater standards.

The NPDES permit program was established within the CWA to regulate M&I discharges to surface waters of the United States. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities. Wastewater discharge is regulated under the NPDES permit program for direct discharges into receiving waters and by the National Pretreatment Program for indirect discharges to a sewage treatment plant.

State

California Porter-Cologne Water Quality Control Act

Under the Porter-Cologne Water Quality Control Act (Porter-Cologne), which was passed in California in 1969, the State Water Board has the ultimate authority over State water rights and water quality policy. Porter-Cologne also establishes nine RWQCBs to oversee water quality on a day-to-day basis at the local and regional level. The RWQCBs engage in a number of water quality functions in their respective regions and regulate all pollutant or nuisance discharges that may affect either surface water or groundwater.

California Urban Water Management Planning Act

The Urban Water Management Planning Act (California Water Code Sections 10610–10656) requires that all urban water suppliers with at least 3,000 customers prepare UWMPs and update them every 5 years. The Act requires that UWMPs include a description of water management tools and options used by that entity that will maximize resources and minimize the need to import water from other regions. Specifically, UWMPs must:

- Provide current and projected population, climate, and other demographic factors affecting the supplier's water management planning;
- Identify and quantify, to the extent practicable, the existing and planned sources of water available to the supplier;
- Describe the reliability of the water supply and vulnerability to seasonal or climatic shortage;
- Describe plans to supplement or replace that source with alternative sources or water demand management measures;
- Describe the opportunities for exchanges or transfers of water on a short-term or long-term basis (associated with systems that use surface water);
- Quantify past and current water use;
- Provide a description of the supplier's water demand management measures, including schedule of implementation, program to measure effectiveness of measures, and anticipated water demand reductions associated with the measures; and
- Assess the water supply reliability.

The 2020 UWMP was adopted by the City in June 2021 and includes projections of water demand and supply through 2045.

California Senate Bill 610 and 221

SB 610 amended State law, effective January 1, 2002, to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 (described further below) seek to promote more collaborative planning between local water suppliers and cities and counties by requiring detailed information regarding water availability be provided to decision-makers prior to approval of specified large development projects. For those projects that are covered under SB 610 and otherwise subject to CEQA, this law requires that detailed information be included in a WSA, which is then included in the CEQA document and the related administrative record that serves as the evidentiary basis for the subject discretionary approval action(s) by a city or county. The purpose of this coordination is to ensure that prudent water supply planning has been conducted, and that the water purveyor's projected water supplies are adequate during normal, single dry and multiple dry years during a 20-year period to meet the projected water demand associated with a proposed development project, in addition to the water purveyor's existing and other planned future uses. SB 610 amended California Water Code (Water Code) Sections 10910 through 10915 (inclusive) to require land use lead agencies to:

- Identify any public water purveyor that may supply water for a proposed development project; and
- Request a WSA from the identified water purveyor for all projects that are subject to SB 610 pursuant to Water Code Section 10912(a).

The purpose of the WSA is to demonstrate the sufficiency of the purveyor's water supplies to satisfy the water demands of a project while still meeting the water purveyor's existing and other planned future uses. Water Code Sections 10910 through 10915 delineate specific information that must be included in a WSA, which is then included in the CEQA document for consideration by the decision-makers as part of the CEQA process for the subject proposal.

- **Water Code Section 10910 (a):** Any city or county that determines that a project, as defined in Section 10912, is subject to CEQA (Division 13 [commencing with Section 21000] of the Public Resources Code) under Section 21080 of the Public Resources Code shall comply with this part.
- **Water Code Section 10912 (a):** "Project" means any of the following:
  (1) A proposed residential development of more than 500 dwelling units.
  (2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
  (3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
  (4) A proposed hotel or motel, or both, having more than 500 rooms.
  (5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.

(6) A mixed-use project that includes one or more of the projects specified in this subdivision.
(7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project.

Based on the following facts, according to Water Code Section 10910(a), SB 610 applies to the proposed project and a WSA is required because:

- The City has determined that the proposed project is subject to the CEQA and that an EIR is required.
- The proposed project, with more than 40 acres of industrial land use, meets the definition of a "Project" as specified in Water Code Section 10912(a) paragraph (5) as defined for an industrial development.

The proposed project has not been the subject of a previously adopted WSA and has not been included in an adopted WSA for a larger project.

California Senate Bill 221

In 2001, SB 221 amended State law to require that approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply. Per California Government Code Section 66473.7(a)(1), a subdivision means a proposed residential development of more than 500 dwelling units. As the proposed project does not include residential development, it is not subject to the requirements of SB 221.

California Water Conservation Act

The California Water Conservation Act (SB X7-7) was enacted in November 2009 and requires each urban water supplier to select one of four water conservation targets contained in California Water Code Section 10608.20 with the Statewide goal of achieving a 20 percent reduction in urban per capita water use by 2020. Under SB X7-7, urban retail water suppliers are required to develop water use targets and submit a water management plan to the California Department of Water Resources (DWR) by July 2011. The plan must include the baseline daily per capita water use, water use target, interim water use target, and compliance daily per capita water use.

California Model Water Efficient Landscape Ordinance

The Model Water Efficient Landscape Ordinance, codified in Title 23, Division 2, Chapter 2.7 of the California Code of Regulations, was adopted by the Office of Administrative Law in September 2009 and requires local agencies to implement water efficiency measures as part of their review of landscaping plans. Local agencies can either adopt the Model Water Efficient Landscape Ordinance or incorporate provisions of the ordinance into code requirements for landscaping. Model Water Efficient Landscape Ordinance establishes Statewide standards for the design, installation, and maintenance of water efficient landscapes to promote conservation and reduce water waste. The ordinance applies to new construction and rehabilitated landscapes with areas of 500 square feet or more and requires preparation of a Landscape Documentation Package, including water budgeting, irrigation design, and soil management plans. The ordinance encourages the use of drought-tolerant

plant species, efficient irrigation systems, and stormwater retention strategies. Local agencies are responsible for enforcement through plan review and permitting. The most recent update to Model Water Efficient Landscape Ordinance became effective on January 2, 2025, and emphasizes performance-based compliance by repealing prescriptive pathways and reinforcing water use efficiency standards.

Groundwater Management Act

The 1992 Groundwater Management Act, Assembly Bill (AB) 3030, established provisions by which local water agencies could develop and implement Groundwater Management Plans (GMPs). GMPs are generally designed to prevent local and regional aquifer overdrafting, which reduces available groundwater resources and which, under certain conditions, can lead to degradation of water quality and to land subsidence. The City has been, and continues to be, involved in both regional and local groundwater management efforts.

Sustainable Groundwater Management Act

On August 29, 2014, the California Legislature passed comprehensive groundwater legislation contained in SBs 1168 and 1319, and AB 1739, which are collectively referred to as the Sustainable Groundwater Management Act (SGMA). Governor Brown signed this legislation on September 16, 2014, and it became effective on January 1, 2015. The legislative intent of SGMA is to provide sustainable management of groundwater basins, enhance local management of groundwater, establish minimum standards for sustainable groundwater management, and provide local groundwater agencies with the authority and the technical and financial assistance necessary to sustainably manage groundwater.

The Tracy Subbasin is designated by DWR as a medium priority basin. As such, the Tracy Subbasin is subject to the requirements of SGMA, which include the formation of one or more Groundwater Sustainability Agencies (GSAs) and the development and implementation of one or more Groundwater Sustainability Plans (GSPs) by January 31, 2022. As described in the WSA, the GSP for the Tracy Subbasin was completed in November 2021 and was approved by DWR in February 2024. (Appendix K)

Originally, the Tracy Subbasin contained areas of San Joaquin, Contra Costa, and Alameda Counties. A grant application from the DWR was submitted by the City of Brentwood on December 27, 2018, on behalf of the original Tracy Subbasin. This application included funds to develop the San Joaquin County portion of the GSP. After the grant award, the Contra Costa County area was removed from the Tracy Subbasin while the City of Lathrop was added, forming the new Tracy Subbasin boundary. The BBID, City of Tracy, City of Lathrop, Stewart Tract, West Side Irrigation District, and San Joaquin County are GSAs within the new Tracy Subbasin. The GSAs recognized that developing and adopting a single GSP for the subbasin would be the most efficient way of achieving sustainability and preventing State intervention into local groundwater management.

Working with San Joaquin County and the Tracy Subbasin GSAs, a Memorandum of Agreement (MOA) was negotiated and signed, covering the development of the San Joaquin County GSP for the Tracy Subbasin. Under the terms of the MOA, San Joaquin County is designated as the lead entity to enter into an agreement with the City of Brentwood to coordinate the allocation of grant funds.

Groundwater Management Plan for the Northern Agencies in the Delta-Mendota Canal Service Area and a Portion of San Joaquin County

In 1996, the City adopted the Northern Delta-Mendota Canal Groundwater Management Plan[18] (1996 GMP) pursuant to Water Code Sections 10750, *et seq*., also known as AB 3030. The 1996 GMP was developed in coordination with other DMC northern agencies, including: BCID, BBID, Del Puerto Water District, Patterson Irrigation District, WSID, San Joaquin County, and the City of Tracy. The 1996 GMP included information on groundwater levels and quality, conjunctive management of groundwater and surface water resources, and measures to protect groundwater resources within the plan area.

In 2011, the GMP was revised to include additional information to comply with new provisions adopted by the State Legislature, which included:

- The DWR to establish a priority schedule for monitoring groundwater basins and elevation reports as well as issuing recommendations to local entities to improve water quality.
- The State to allow local entities to determine best methods of groundwater monitoring to meet local demand.
- The DWR to implement groundwater monitoring if local agencies fail to do so. This would result in loss of eligibility for State grant funds.

A public hearing regarding the revised 1996 GMP was held on February 7, 2012. The revised 1996 GMP was adopted by the Tracy City Council on May 1, 2012.

California Integrated Waste Management Act

To minimize the amount of solid waste that must be disposed of by transformation and land disposal, the State Legislature passed AB 939, the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. The legislation required each local jurisdiction in the State to set diversion requirements of 25 percent in 1995 and 50 percent in 2000; established a comprehensive Statewide system of permitting, inspections, enforcement, and maintenance for solid waste facilities; and authorized local jurisdictions to impose fees based on the types or amounts of solid waste generated. In 2007, amendments to the California Integrated Waste Management Act introduced a new per capita disposal and goal measurement system that moves the emphasis from an estimated diversion measurement number to using an actual disposal measurement number as a per capita disposal rate factor. As such, the new disposal-based indicator (pounds per person per year) uses only two factors: a jurisdiction's population (or in some cases employment) and its disposal as reported by disposal facilities.

California Public Utilities Commission

The CPUC regulates privately owned telecommunication, electric, natural gas, water, railroad, rail transit, and passenger transportation companies. It is the responsibility of the CPUC to (1) assure California utility customers safe, reliable utility service at reasonable rates; (2) protect utility

[18] AECOM. 2011. Groundwater Management Plan for the Northern Agencies in the Delta-Mendota Canal Service Area, Prepared for the San Luis & Delta-Mendota Water Authority. July.

customers from fraud; and (3) promote a healthy California economy. The Public Utilities Code, adopted by the legislature, defines the jurisdiction of the CPUC. PG&E is regulated by the CPUC.

Title 24, California's Energy Efficiency Standards for Residential and Nonresidential Buildings

Title 24, Part 6, of the California Code of Regulations establishes California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Standards). The 2022 Standards continue to improve upon the previous Standards for new construction of and additions and alterations to residential and nonresidential buildings. These standards apply to newly constructed buildings, as well as additions and alterations to existing buildings. The 2022 Standards build upon prior versions by promoting building decarbonization and energy efficiency through expanded requirements for electric heat pumps, solar photovoltaic systems, battery storage, and electric-ready infrastructure. For nonresidential buildings, the standards continue to establish minimum energy efficiency requirements for building envelope, mechanical systems (including heating, ventilation, air conditioning, and water heating), indoor and outdoor lighting, and illuminated signage. The update also strengthens ventilation standards to improve indoor air quality and supports California's broader goal of achieving carbon neutrality by midcentury.

Regional

Tracy Regional Groundwater Management Plan (Regional Groundwater Management Plan)

In addition to participating in the development of the Tracy Subbasin GMP, in 2005, the City was awarded a DWR grant for approximately $185,000 to prepare a Tracy Regional Groundwater Management Plan (Tracy Regional GMP) for the portion of the Tracy Subbasin that underlies the City. The Tracy Regional GMP was completed in March 2007. A key objective of the Tracy Regional GMP was the development of Basin Management Objectives (BMOs) for groundwater levels, groundwater quality, and land subsidence in the region.

Local

City of Tracy

General Plan

The General Plan sets forth the following goals, policies, and programs related to utilities and service systems that are relevant to this analysis.

Public Facilities and Services Element

Goal PF-5	**Reduction in the volume of solid waste.**
Objective PF-5.1	Reduce volumes of solid waste generated in Tracy through recycling and resource conservation.
Policy P1	Promote redesign, reuse, composting and shared producer responsibility of discarded materials.
Policy P5	Salvage and reuse of construction and demolition materials and debris is encouraged at all construction projects within the City.

Policy P8 Residential, industrial, commercial, and retail buildings should be designed or improved to accommodate an increase in the amount and type of recycled materials.

Objective PF-5.2 Ensure adequate solid waste collection and disposal.

Goal PF-6 **Adequate supplies of water for all types of users.**

Objective PF-6.1 Ensure that reliable water supply can be provided within the City's service area, even during drought conditions, while protecting the natural environment.

Policy P4 The City shall establish water demand reduction standards for new development and redevelopment to reduce per capita and total demand for water.

Objective PF-6.3 Promote coordination between land use planning and water facilities and service.

Policy P2 New developments shall dedicate land for utility infrastructure such as treatment facilities, tanks, pump stations and wells as needed to support the development of their project.

Policy P3 The City shall be responsible for construction of new transmission water lines, as needed to meet future needs. Individual development projects shall be responsible for the construction of all water transmission means.

Policy P4 All new water facilities shall be designed to accommodate expected capacity for buildout of areas served by these facilities but may be constructed in phases to reduce initial and overall costs.

Policy P5 The availability of sufficient, reliable water shall be taken into account when considering the approval of new development.

Policy P6 Costs for water service expansion shall be distributed among new water users fairly and equitably.

Objective PF-6.5 Use recycled water to reduce nonpotable water demands whenever practicable and feasible.

Policy P2 Recycled water piping systems ("purple pipe") shall be constructed as appropriate in all new development projects to facilitate the distribution and use of recycled water. The specific location and size of the recycled water systems shall be determined during the development review process.

Policy P4 The City shall plan for recycled water infrastructure in the City's Infrastructure Master Plans and, to the extent feasible, recycled water should be utilized for

nonpotable uses, such as landscape irrigation, dust control, industrial uses, cooling water and irrigation of agricultural lands.

Goal PF-7 **Meet all wastewater treatment demands and federal and State regulations.**

Objective PF-7.1 Collect, transmit, treat, and dispose of wastewater in ways that are safe, sanitary, and environmentally acceptable.

Policy P3 New habitable structures located within the city limits shall connect to public wastewater collection system.

Objective PF-7.3 Promote coordination between land use planning and wastewater conveyance, treatment, and disposal.

Policy P1 Wastewater collection and treatment facilities shall be designed to serve expected buildout of the areas served by these facilities but constructed in phases to reduce initial and overall costs.

Policy P2 The City shall construct new wastewater trunk lines as needed. Individual development projects shall be responsible for construction of all collection lines other than trunk lines.

Policy P3 The approval of new development shall be conditioned on the availability of sufficient capacity in the wastewater collection and treatment system to serve the project.

Policy P5 New development shall fully fund the cost of new wastewater treatment and disposal facilities.

Policy P6 Prior to any development approvals within an Urban Reserve, the City shall complete new wastewater master planning and wastewater treatment and disposal studies, particularly for the west side of the City. These studies are to be funded by proponents of new development and must show how adequate wastewater treatment will be provided to the Urban Reserve in question.

Objective PF-7.4 Pursue innovative solutions for wastewater treatment and disposal that are compatible with the environment.

Policy P3 Biosolid disposal shall be managed so as to minimize impacts to the environment and public health.

Policy P4 The City shall establish wastewater treatment demand reduction standards for new development and redevelopment to reduce per capita and total demand for wastewater treatment.

Goal PF-8 **Protect property from flooding.**

Objective PF-8.1. Collect, convey, store, and dispose of stormwater in ways that provide an appropriate level of protection against flooding, account for future development and address applicable environmental concerns.

Policy P1 Stormwater infrastructure shall be maintained in good condition.

Policy P2 Stormwater infrastructure shall minimize local flooding by attaining capacity that conforms with the Storm Drainage Master Plan and City Design Standards.

Policy P3 New permanent stormwater infrastructure shall be designed to serve dual purposes to the extent possible. This includes the following:

- Drainage facilities integrated into recreation corridors with bike paths, sidewalks, and landscaping.
- Drainage channel integrated with transportation and environmental corridors.
- Stormwater detention basins shall incorporate active and passive recreation areas where feasible. These areas shall not count toward parks dedication requirements.

Policy P5 The City shall ensure a fair and equitable distribution of costs for stormwater system upgrades, expansion, and maintenance.

Policy P6 Design of storm drainage facilities shall be consistent with State and federal requirements, including NPDES requirements.

Policy P7 Planning for stormwater facilities should consider possible future retrofitting needs associated with changing regulations pertaining to stormwater quality, including NPDES requirements.

Objective PF-8.2 Provide effective storm drainage facilities for development projects.

Policy P1 To the extent feasible, new development projects shall incorporate methods of reducing storm runoff within the project to reduce the requirements for downstream storm drainage infrastructure and improve stormwater quality.

Policy P2 New storm drainage facilities shall meet adopted City standards, including the standards and policies contained in the Storm Water Management Plan, the Storm Drainage Master Plan, and the Parkways Design Manual.

Policy P3 New development projects shall only be approved if necessary, stormwater infrastructure is planned and is in compliance with environmental regulations.

Policy P4 If sufficient downstream stormwater infrastructure has not yet been constructed, new development projects shall be required to implement temporary on-site retention facilities in conformance with City standards.

Northeast Industrial Specific Plan

The NEI Specific Plan includes the following goals, policies, and programs related to utilities and service systems that are relevant to this analysis.

Water Supply and Distribution

The distribution, location, and extent of the water improvements within the NEI Specific Plan area are subject to the NEI Phase I Finance and Implementation Plans, dated December 1999 (Resolution Numbers 99-462 and 99- 485), as amended or extended by subsequent resolutions dated April 1, 2003 (Resolution Number 2003-100), January 4, 2005 (Resolution Number 2005-023), February 21, 2006 (Resolution Number 2006-069), and April 15, 2008 (Resolution Number 2008-065). Improvements within the Specific Plan area are also subject the NEI Phase II Finance and Implementation Plans, dated January 2006 (Resolution Number 2006-038) and January 15, 2008 (Resolution Number 2008-010). Additional updates include the adoption of expanded storm drainage fees through Resolution No. 2018-204 and the establishment of Future Phases Water and Wastewater Development Impact Fees via Resolution No. 2019-211. Fees associated with NEI have been annually adjusted using the Engineering News Record (ENR) Construction Cost Index for San Francisco. These adjustments ensure that infrastructure funding keeps pace with inflation and construction costs.[19]

All future water and/or wastewater improvements will also be subject to any revisions or updates to the NEI Finance and Implementation Plans and subject to the applicable development impact fees as established in those plans.

Wastewater Collection and Disposal

The distribution, location, and extent of the wastewater conveyance treatment and discharge and any future improvements within the NEI Specific Plan area are subject to the same NEI Phase I Finance and Implementation Plans and resolutions identified above.

Storm Drainage

The distribution, location, and extent of the storm drainage improvements and any future improvements within the NEI Specific Plan area are subject to the same NEI Phase I Finance and Implementation Plans and resolutions identified above.

Hazardous Wastes and Water Pollutants

All new industries with the NEI Specific Plan area are required to obtain a Discharge Permit from the Director of Utilities prior to occupancy. The permit establishes the amount and quality of wastes allowed to be discharged into the City's sanitary sewer.

The quality of wastewater entering the City's sewage system from all proposed uses would be measured by the Biochemical Oxygen Demand and Total Suspended Solids levels referenced in the local Water Quality Control Board 208 Plan. Users that are not expected to comply with these standards would be required to provide on-site pretreatment facilities.

[19] City of Tracy Citywide Master Plan Fees and NEI Area Future Phases Water and Wastewater Impact Fees. Website: https://www.cityoftracy.org/home/showpublisheddocument/18320/638573519337400000. Accessed September 15, 2025.

City of Tracy 2020 Urban Water Management Plan

The City prepared the 2020 UWMP to meet the requirements of the California Urban Water Management Planning Act. The 2020 UWMP evaluates sources of the water supply for the City's projected population and future water demand until 2045, the planning horizon. The UWMPs are intended to help facilitate implementation of SB 610 and SB 221.

3.16.4 - Impacts and Mitigation Measures

Significance Criteria

The City has elected, in its discretion, to utilize the questions in the CEQA Guidelines Appendix G Environmental Checklist as thresholds of significance for the proposed project. As set forth in the CEQA Guidelines Appendix G Environmental Checklist, to determine whether impacts to utilities and service systems would have significant environmental effects, the following questions are analyzed and evaluated. The proposed project would have a potentially significant effect if:

a) It would require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

b) There would be insufficient water supplies available to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years.

c) Result in a determination by the wastewater treatment provider, which serves or may serve the proposed project, that it does not have adequate capacity to serve the proposed project's projected demand in addition to the provider's existing commitments.

d) It would 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.

e) If it would fail to comply with federal, State, and local management and reduction statutes and regulations related to solid waste.

Approach to Analysis

Water

A WSA was completed for the proposed project by West Yost in August 2025[20] and is provided in Appendix K. The purpose of the WSA was to perform the evaluation required by California Water Code Sections 10910 through 10915, as established by SB 610. The WSA evaluates the adequacy of the total project water supplies of the City (as the water purveyor to the proposed project), including existing water supplies and future planned water supplies, to meet the City's existing and projected future water demands, including those future water demands associated with the proposed project, under all hydrological conditions (normal years, single dry years, and multiple dry years).

[20] West Yost. 2021. Tracy Alliance Project Water Supply Assessment (prepared for the City of Tracy). December.

Wastewater

Wastewater production was calculated and compared with the City's treatment capacity to determine whether wastewater treatment requirements would be exceeded. The City's wastewater discharge permitting requirements were also reviewed, considered, and incorporated, as appropriate.

Stormwater

Stormwater production was calculated and compared with the City's stormwater facility treatment capacity to determine whether stormwater collection requirements would be exceeded.

Solid Waste

Solid waste production was calculated and compared with the applicable landfill capacity to determine whether landfill daily permitted capacity and total storage capacity would be exceeded. The City's and RecycleSmart's solid waste regulations and policies were also reviewed, considered, and incorporated, as appropriate.

Electricity and Natural Gas

Electricity and natural gas usage were calculated and compared to existing capacity to determine whether existing sources would meet project demands. Section 3.6, Energy, and Section 3.8, Greenhouse Gas Emissions, also address electricity and natural gas demands.

Telecommunications

The telecommunications providers and existing telecommunications infrastructure in the City of Tracy were identified and compared with the project demands to determine whether new or expanded facilities would be triggered to serve the proposed project.

Impact Analysis

Water, Wastewater, Stormwater, Electric Power, Natural Gas, and Telecommunications Facilities

Impact UTIL-1:	**The proposed project could require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.**

Construction

Water

Generation of Demand Construction of the proposed project would result in a relatively nominal amount of water use for dust control, mixing concrete, washing equipment and vehicles, fire flow, and other activities, such as personal consumption. Because construction would require a minimal, limited quantity of water and would last only during the phases of construction, based on the findings set forth in the WSA regarding available existing supply, it is reasonable to conclude that the City would have adequate water supply capacity to serve the relatively nominal construction demands in addition to its other existing commitments and new or expanded entitlements would

not be necessary. Therefore, construction impacts related to the need for new water infrastructure facilities because of nominal increased construction water demand would be less than significant.

Infrastructure Construction or Relocation of New or Expanded Facilities

As described above, the City has a water supply system that includes surface water, groundwater, recycled water, and water banking infrastructure to meet current and future demands. The system includes major transmission mains ranging from 12 to 24 inches in diameter, with smaller distribution lines typically ranging from 6 to 12 inches. Water is conveyed throughout the City via a grid of interconnected pipelines, with key infrastructure located along major corridors such as Grant Line Road, Tracy Boulevard, and Schulte Road. The City's current recycled water system consists of a pump station at the WWTP and approximately 7.6 miles of recycled water transmission line from the WWTP west to Lammers Road and south to West Schulte Road**.** Currently the only service recycled water connection is for the Legacy Fields Sports Complex. The implementation of the proposed project would result in the construction of new water line connections from existing water lines within Paradise Road. Except for the extension of new lines from existing infrastructure, no other new or expanded water infrastructure facilities would be triggered to serve the proposed project.

Potential impacts related to the construction or relocation of new or expanded existing water infrastructure (i.e., extension of lines) are included in the construction analyses throughout this Draft EIR, including, among others, in Section 3.3, Air Quality; Section 3.4, Biological Resources; Section 3.5, Cultural Resources; Section 3.6, Energy; Section 3.8, Greenhouse Gas Emissions; Section 3.12, Noise; Section 3.14, Transportation; and Section 3.15, Tribal Cultural Resources. Beyond the foregoing, there are no additional impacts associated with the construction or expansion of water infrastructure that would result in potentially significant impacts and no additional mitigation would be required to address potential impacts related to the construction of new or expanded water infrastructure facilities. Therefore, construction impacts in this regard would be less than significant.

Wastewater

Generation

Construction of the proposed project would result in the generation of wastewater associated with water used for dust control, mixing concrete, washing equipment and vehicles, and other activities, as well as wastewater generated from construction workers, but this demand is anticipated to be relatively nominal and would cease upon completion of construction. The WWTP would treat wastewater generated by construction of the proposed project consistent with applicable standards established by the Central Valley RWQCB and otherwise. As discussed under Impact UTIL-3, with current and future expansions, the WWTP would have sufficient capacity to serve the proposed project (during both construction and operation) and further expansions would not be required as a result of the proposed project. Therefore, construction impacts related to need for new or expanded wastewater infrastructure facilities as a result of wastewater generation would be less than significant.

Infrastructure Construction or Relocation of New or Expanded Facilities

For the reasons noted above, no new or expanded wastewater treatment facilities would be required to accommodate wastewater demand generated by construction of the proposed project.

In terms of wastewater conveyance facilities, as noted above, the City has an existing 15-inch wastewater line beneath Paradise Road and the existing 10-inch sanitary sewer line beneath Grant Line Road. The proposed project would install new lines to connect to the existing City sanitary sewer system operated by the Public Works Department via the existing 15-inch wastewater line beneath Paradise Road and the existing 10-inch sanitary sewer line beneath Grant Line Road. Based on the individual development application submitted in connection therewith, the development of the Dermody Property would be served as follows:

- **Building 1:** would be served via two proposed 8-inch sanitary sewer lines that would each connect to the existing 15-inch sanitary sewer line in Paradise Road.
- **Building 2:** would be served by a proposed 6-inch sanitary sewer line that would traverse the northern side of Building 1, connecting to the existing 15-inch sanitary sewer line in Paradise Road.
- **Building 3:** would be served by two sanitary sewer lines: (1) a proposed 6-inch sanitary sewer line that would connect to an existing 10-inch sanitary sewer line in Grant Line Road, and (2) a proposed 8-inch sanitary sewer line that would connect to the existing 15-inch sanitary sewer line in Paradise Road.

With respect to the remainder of the project site, since no individual development proposals have been submitted to the City for the Suvik Property at this time, the exact location and sizing of an on-site sanitary sewer system is not currently known. Rather, this information would be identified and reviewed by the City as part of subsequent engineering and related plans when individual development applications are submitted for this property; all proposed infrastructure in connection with these applications would be required to meet all applicable standards and requirements.

Potential construction impacts related to construction or expansion of wastewater infrastructure are included in the construction analyses throughout this Draft EIR including in Section 3.3, Air Quality; Section 3.4, Biological Resources; Section 3.5, Cultural Resources; Section 3.6, Energy; Section 3.8, Greenhouse Gas Emissions; Section 3.12, Noise; Section 3.14, Transportation; and Section 3.15, Tribal Cultural Resources. Beyond the foregoing, there are no additional impacts associated with the construction or expansion of wastewater infrastructure that would result in potentially significant impacts and no additional mitigation would be required to address potential construction impacts related to the need for expansion of wastewater infrastructure. Therefore, impacts related to the planned construction, expansion, and relocation of wastewater infrastructure facilities would be less than significant.

Stormwater

The construction of the proposed project itself would not result in the need for increased stormwater infrastructure improvements beyond those proposed on-site to serve the proposed project. Specifically, the proposed project is anticipated to construct various storm drainage improvements, including the proposed project's on-site stormwater detention basin, bioretention basins, and a 12-inch forced main storm drain line along Paradise Road. Potential construction impacts related to construction of the foregoing improvements are included in the construction analysis throughout this Draft EIR including in Section 3.3, Air Quality; Section 3.4, Biological

Resources; Section 3.5, Cultural Resources; Section 3.6, Energy; Section 3.8, Greenhouse Gas Emissions; Section 3.12, Noise; Section 3.14, Transportation; and Section 3.15, Tribal Cultural Resources. There are no additional impacts associated with the construction of new or expanded stormwater facilities that would result in potentially significant impacts and no additional mitigation would be required to address potential impacts related to construction or expansion of these facilities. Therefore, construction impacts related to planned construction, expansion, and relocation of stormwater facilities would be less than significant.

Electric Power

Demand and Consumption

Construction of the proposed project would consume electricity for construction work areas, field services (office trailers), and electric-driven equipment such as pumps and other tools. As on-site construction activities would be restricted between permitted construction hours (7:00 a.m. and 10:00 p.m. on weekdays or between the hours of 7:00 a.m. and 10:00 p.m. on weekends and federal holidays),[21] it is anticipated that the use of construction lighting would be relatively limited. As discussed more fully in Section 3.6, Energy, due to the temporary nature of construction and the financial incentives for developers and contractors to use energy-consuming resources in an efficient manner, construction demand and consumption of electricity would not be significant. Therefore, construction impacts related to need for new electrical supply infrastructure facilities because of electricity demand would be less than significant.

Infrastructure Construction, Expansion, or Relocation

Construction of the proposed project would include new connections from existing electrical lines along Grant Line Road to the proposed project. In addition, the existing overhead electrical line along the eastern side of Paradise Road would be removed and placed underground during construction. Potential construction impacts related to expansion of existing electrical infrastructure are included in the construction analysis throughout this Draft EIR including in Section 3.3, Air Quality; Section 3.4, Biological Resources; Section 3.5, Cultural Resources; Section 3.6, Energy; Section 3.8, Greenhouse Gas Emissions; Section 3.12, Noise; Section 3.14, Transportation; and Section 3.15, Tribal Cultural Resources. Beyond the foregoing, there are no additional impacts associated with the construction or expansion of electrical facilities that would result in potentially significant impacts, and no additional mitigation would be required to address potential impacts related to the need for relocation or construction of expanded electrical facilities. Therefore, construction impacts related to planned construction, expansion, and relocation of electrical infrastructure facilities would be less than significant.

Natural Gas

Demand and Consumption

Implementation of the proposed project would not consume natural gas for construction purposes. Therefore, there would be no construction impact related to need for new or expanded natural gas supply infrastructure facilities as a result of natural gas demand.

[21] City of Tracy Municipal Code. No date. Title 4, Chapter 12, Article 9. Website: https://library.municode.com/ca/tracy/codes/code_of_ordinances?nodeId=TIT4PUWEMOCO_CH4.12MIRE_ART9NOCO_4.12.720DEPO. Accessed: December 6, 2024.

Infrastructure Construction, Expansion, or Relocation

Implementation of the proposed project would include new connections from existing natural gas lines along Grant Line Road to the project site. Potential construction impacts associated with the expansion of existing natural gas infrastructure are included in the construction analysis throughout this Draft EIR including in Section 3.3, Air Quality; Section 3.4, Biological Resources; Section 3.5, Cultural Resources; Section 3.6, Energy; Section 3.8, Greenhouse Gas Emissions; Section 3.12, Noise; Section 3.14, Transportation; and Section 3.15, Tribal Cultural Resources. Beyond the foregoing, there are no additional impacts associated with the expansion of existing natural gas infrastructure and no additional mitigation would be required to address potential impacts related to the need for construction of expanded natural gas facilities. Therefore, construction impacts related to planned construction, expansion, and relocation of electrical infrastructure facilities would be less than significant.

Telecommunications

Demand

Implementation of the proposed project would use telecommunications (phone and internet) for construction field services (office trailers). Implementation of the proposed project would not result in a substantial demand for service. Therefore, construction impacts related to need for new telecommunications infrastructure facilities as a result of telecommunications demand would be less than significant.

Infrastructure Construction, Expansion, or Relocation

Implementation of the proposed project would include new connections from existing telecommunications lines to the proposed project site. Potential construction impacts related to expansion of existing telecommunications infrastructure are included in the construction analysis throughout this Draft EIR including in Section 3.3, Air Quality; Section 3.4, Biological Resources; Section 3.5, Cultural Resources; Section 3.6, Energy; Section 3.8, Greenhouse Gas Emissions; Section 3.12, Noise; Section 3.14, Transportation; and Section 3.15, Tribal Cultural Resources. Beyond the foregoing, there are no additional impacts associated with extension and expansion of existing telecommunications infrastructure and no additional mitigation measures would be required to address potential impacts related to construction of these facilities. Therefore, construction impacts related to planned construction, expansion, and relocation of telecommunications infrastructure facilities would be less than significant.

Operation

Water

For the purposes of this analysis, buildout is assumed to be 2045 to be conservative in the water supply analysis, but it is likely that buildout would occur beyond that planning horizon.

Water Supply Availability and Reliability

As discussed herein and detailed in the attached WSA, sufficient water supplies are available to serve the proposed project during normal, single dry, and multiple dry year scenarios with reliance on existing and additional supplies from future planned projects, including ASR Program Expansion,

Recycled Water Distribution Network and Exchange Program for additional CVP water supplies, and recycled water distribution for nonpotable use.

Water Code Section 10910 (c)(4) requires that a WSA include a discussion with regard to "whether the total projected water supplies, determined to be available by the city or county for the proposed project during normal, single dry, and multiple dry water years during a 20-year projection, will meet the projected water demand associated with the proposed project, in addition to existing and planned future uses, including agricultural and manufacturing uses." Accordingly, the WSA addresses these three hydrologic conditions through the year 2045.

Also, in response to drought conditions and the State of Emergency proclaimed by Governor Brown, first in January 2014 and again in April 2015, the WSA provides a discussion of the availability and reliability of the City's available water supplies to meet the City's water demands if the City's surface water supplies are limited under emergency water supply conditions.

The reliability of each of the City's existing and additional planned water supplies and their projected availability during normal, single dry, and multiple dry years is described below and summarized in Table 3.16-7.

Table 3.16-7: Water Supply Reliability in Normal, Single Dry, and Multiple Dry Years

Supply Source	Anticipated Reliability (% of Entitlement)		
	Normal Years	Single Dry Years	Multiple Dry Years
Current Water Supplies			
USBR CVP[a]			
M&I Reliability Water (Tracy Contract)[b]	75	25	40
Ag-Reliability Water (BCID and WSID Contract)	50	0	0
BBID for Tracy Hills Demand	100	100	100
South County Water Supply Project[c]	100	56-76	56-100
Groundwater[d]	100	100	100
Current Dry Year Supplies			
Semitropic Water Storage Bank[e]	—	0	67
Aquifer Storage and Recovery	—	100	100
Additional Planned Future Water Supplies			
USBR CVP (BBID contract) (Ag-Reliability Water)	0	0	0
Recycled Water Exchange (Potable)	100	100	100
Recycled Water (for nonpotable uses)[f]	100	100	100

Notes:
(a) The information presented here reflects the USBR CVP supplies as presented in the City's 2020 UWMP.
(b) Anticipated reliability percentage is based on historical use in accordance with 2017 USBR CVP Municipal and Industrial Water Shortage Policy Update.
(c) Based on information from the SSJID.

Supply Source	Anticipated Reliability (% of Entitlement)		
	Normal Years	Single Dry Years	Multiple Dry Years

(d) Although the City can sustainably extract up to 9,000 AFY of groundwater on a continuous basis, the City is planning to scale back its groundwater extraction in normal years to increase the overall quality of its water supply. With these reduced supply volumes, the groundwater resource is considered 100 percent reliable.
(e) Because of the difficulties experienced by the City in accessing stored water via the DMC, the City has conservatively assumed that 0 percent of the City's Semitropic water supply will be available in the first year of a multiple dry year period and 100 percent will be available in the second and third year. The 67 percent presented in this table for multiple dry years is the average value for a three-year period.
(f) Although recycled water supplies are currently available from the City's WWTP, required recycled water pipelines and pump stations to convey and deliver the recycled water to the recycled water use areas have not yet been constructed. See Section 6.3.1 of the WSA for additional information regarding the City's plan for implementation of its recycled water system.

AFY = acre-feet per year
BBID = Byron-Bethany Irrigation District
BCID = Banta-Carbona Irrigation District
CVP = Central Valley Project
SSJID = South San Joaquin Irrigation District
USBR = United States Bureau of Reclamation
WSID = West Side Irrigation District
Source: West Yost. 2025. Northeast Business Park Project Water Supply Assessment (prepared for the City of Tracy). August.

Normal Years

Normal or wet water years are those that match or exceed median rainfall and runoff levels. The reliability of each of Tracy's existing and future water supplies and their projected availability during normal year is outlined below:

- USBR CVP supplies:
  - The City's contract with the USBR for 10,000 AFY of DMC/CVP water is subject to M&I reliability. Based on the historical record, the City's long-term average allocation of DMC/CVP water pursuant to this contract is anticipated to be at least 85 percent of the total entitlement. However, due to recent environmental concerns in the Delta and potential future impacts due to climate change, the normal year supply of DMC/CVP M&I water is assumed to be 75 percent of the City's historical use. Based on a historical use of 5,930 AFY (i.e., the average quantity of CVP water put to beneficial use by the City during the last 3 years of water deliveries that were unconstrained by the availability of CVP water), the projected normal year supply is 4,448 AFY.
  - The City has received acquired assignments from BCID (5,000 AFY) and WSID (5,000 AFY) for a total entitlement of 10,000 AFY of DMC/CVP water. These supplies are subject to Ag-reliability. The City is conservatively estimating that it will receive 50 percent of its Ag-reliability contractual entitlement, or 5,000 AFY, in normal years.
- The City has acquired up to 4,500 AFY of pre-1914 appropriative water rights water from BBID. These supplies are restricted in their place of use, and therefore the supply is anticipated to be equal to the projected demand within that place of use (i.e., the Tracy Hills area), ranging from 800 AFY in 2025 to 3,300 AFY in 2045. The City anticipates being able to receive 100 percent of this supply in normal years.

- The City has a total contractual entitlement of 11,120 AFY of Stanislaus River water provided through the SCWSP, including 10,000 AFY from its original contract with SSJID and 1,120 AFY purchased from Lathrop. Based on information provided by SSJID, the City expects to receive 100 percent of its SCWSP water supply allocation during a normal water year.
- The City is able to withdraw up to 9,000 AFY of groundwater from the Tracy Subbasin. However, due to the aging infrastructure and water quality issues in the City's groundwater supplies, the City is projecting to be able to withdraw up to 2,500 AFY in normal years. This groundwater supply is considered to be 100 percent reliable.
- The City does not anticipate using its Semitropic water or ASR water in normal years.
- The City anticipates that a Recycled Water Distribution Network and Exchange agreement will be executed with the USBR by 2030 to provide additional CVP supplies to the City in exchange for the City discharging a like amount of tertiary-treated recycled water to the DMC. The City assumes that the Recycled Water Distribution Network and Exchange will be implemented as needed to meet future demand conditions and is currently projected to supply an amount ranging from 1,925 AFY in 2030 to 7,500 AFY in 2045. This water supply is considered to be 100 percent reliable.
- The City's recycled water supply is expected to be 100 percent reliable. Based on the projected nonpotable demands and assuming that the City makes investments in infrastructure and permitting, the City estimates that they will have access to 1,000 AFY of recycled water supply in 2025, increasing to 6,300 AFY by 2045.

The reliability of each of the City's existing and additional planned future water supplies and their projected availability during normal years is shown in Table 3.16-8.

Table 3.16-8: Projected Existing and Additional Planned Future Water Supplies Available in Normal Years at Buildout

Supply	Percent Allocation/ Entitlement	Projected Available Supplies, AFY
Existing Water Supplies		
USBR CVP - Tracy Contract[a,b]	75	4,448
USBR CVP - BCID Contract[b]	50	2,500
USBR CVP - WSID Contract[b]	50	2,500
Total CVP Supplies		**9,448**
BBID (pre-1914 to meet Tracy Hills demand)	100	3,300
SCWSP (SSJID) (pre-1914)	100	11,120
Groundwater	100	2,500
Semitropic Water Storage Bank[c]	0	0
Total Existing Potable Supplies		**26,368**

Supply	Percent Allocation/ Entitlement	Projected Available Supplies, AFY
Additional Planned Future Water Supplies		
Additional USBR CVP (BBID contract)	0	0
Aquifer Storage and Recovery[c]	0	0
Recycled Water Exchange	100	7,500
Recycled Water (nonpotable)	100	6,300
Total Additional Planned Future Potable Supplies		**7,500**
Total Potable Supplies		**33,868**
Total Additional Planned Future Nonpotable Supplies		**6,300**
TOTAL WATER SUPPLY		**40,168**

Notes:
Percent of historical use.
The information presented here reflects the USBR CVP supplies as presented in the City's 2020 UWMP.
Not used in normal years.
AFY = acre-feet per year
BBID = Byron-Bethany Irrigation District
BCID = Banta-Carbona Irrigation District
CVP = Central Valley Project
SCWSP = South County Water Supply Project
SSJID = South San Joaquin Irrigation District
USBR = United States Bureau of Reclamation
WSID = West Side Irrigation District
Source: West Yost. 2025. Northeast Business Park Project Water Supply Assessment (prepared for the City of Tracy). August.

Single Dry Year

During a single dry year, all of the City's existing surface water allotments are subject to some level of reduction. Assumed reductions are based on actual reductions in CVP deliveries experienced in the recent drought and the new USBR M&I Reliability Policy adopted in 2017. The actual reductions will vary with the severity of the regional water supply shortage and climatic conditions and the consideration of contract agreements.

The reliability of each of Tracy's existing and future water supplies and their projected availability during a single dry year is outlined below and summarized in Table 3.16-9.

- USBR CVP supplies:
  - The City's contract with the USBR for 10,000 AFY of DMC/CVP water is subject to M&I reliability. During a single dry year, the City estimates to receive 25 percent of the City's historical use. Based on the historical use of 5,930 AFY, the projected supply is 1,483 AFY.
  - The City has a total entitlement of 10,000 AFY of DMC/CVP Ag-reliability water. The City anticipates receiving 0 percent of its DMC/CVP Ag-reliability water in a single dry year.
- The City has acquired up to 4,500 AFY of pre-1914 appropriative water rights water from BBID. This supply is restricted with regard to the place of use (Tracy Hills). The City anticipates being

able to receive 85 percent of its contractual entitlement in a single dry year (3,825 AFY). As the projected demand is 3,300 AFY in 2045, which is lower than the 3,825 AFY of available supply, the reduction in reliability does not result in a reduction to actual amount of water used. Therefore, the supply in a single dry year is anticipated to be equal to the projected demand within the Tracy Hills area, ranging from 800 AFY in 2025 to 3,300 AFY in 2045.

- The City has a total contractual entitlement of 11,120 AFY of Stanislaus River water provided through the SCWSP. Based on information provided by SSJID, the City expects to receive 76 percent of its SCWSP water supply allocation during 2025, 2030, and 2035 and 56 percent during 2040 and 2045 during single dry year conditions.
- During a single dry year, the City anticipates increasing its groundwater production on a short-term basis from the normal year production of 2,500 AFY to 4,500 AFY. The groundwater supply is considered to be 100 percent reliable.
- The City anticipates that 700 AFY of water will be available for use in a single dry year through operation of its ASR well. An additional 300 AFY is estimated to be available by 2040, for a total of 1,000 AFY. This water supply is considered to be 100 percent reliable, assuming that the City is consistently able to refill the ASR storage during non-drought years to maintain at least 1,000 AF in storage at the beginning of a single dry year.
- The City has acquired 10,500 AFY of storage in Semitropic, which allows the City to withdraw up to 3,500 AFY for three consecutive years. Because of the difficulties experienced by the City in accessing stored water via the DMC on a short timeframe, the City has conservatively assumed that the Semitropic water will not be available in a single dry year.
- The City anticipates that a Recycled Water Distribution Network and Exchange agreement will be executed with the USBR by 2030 to provide additional CVP supplies to the City in exchange for the City discharging a like amount of tertiary-treated recycled water to the DMC. The City assumes that the Recycled Water Distribution Network and Exchange will be implemented as needed to meet future demand conditions and is currently projected to supply an amount ranging from 1,925 AFY in 2030 to 7,500 AFY in 2045. This water supply is considered to be 100 percent reliable.
- The City's recycled water supply is expected to be 100 percent reliable. Based on the projected nonpotable demands and assuming that the City makes investments in infrastructure and permitting, the City expects to have access to 1,000 AFY of recycled water supply in 2025, increasing to 6,300 AFY by 2045.

Table 3.16-9: Projected Existing and Additional Planned Future Water Supplies Available in a Single Dry Year at Buildout (2045)

Supply	Percent of Entitlement	Projected Available Supplies, AFY
Existing Water Supplies		
USBR CVP - Tracy Contract[a,b]	25	1,483
USBR CVP - BCID Contract[b]	0	0

Supply	Percent of Entitlement	Projected Available Supplies, AFY
USBR CVP - WSID Contract[b]	0	0
Total CVP Supplies		**1,483**
BBID (pre-1914 to meet Tracy Hills demand)	100	3,300
SCWSP (SSJID) (pre-1914)[c]	56	6,177
Groundwater[c]	100	4,500
Semitropic Water Storage Bank	0	0
Total Existing Potable Supplies		**15,460**
Additional Planned Future Water Supplies		
Additional USBR CVP (BBID contract)	0	0
Aquifer Storage and Recovery[d,e]	100	1,000
Recycled Water Exchange[d]	100	7,500
Recycled Water (nonpotable)[d]	100	6,300
Total Additional Planned Future Potable Supplies		**8,500**
Total Potable Supplies		**23,959**
Total Additional Planned Future Nonpotable Supplies		**6,300**

Notes:
AFY = acre-feet per year
BBID = Byron-Bethany Irrigation District
BCID = Banta-Carbona Irrigation District
CVP = Central Valley Project
SCWSP = South County Water Supply Project
SSJID = South County Water Supply Project
USBR = United States Bureau of Reclamation
WSID = West Side Irrigation District
Percent of historical use.
The information presented here reflects the USBR CVP supplies as presented in the City's 2020 UWMP.
Percentage of contract entitlement is based on information from SSJID for 2040 and later.
Groundwater and recycled water volumes assume the City invests in infrastructure and/or permitting.
ASR volumes assume surplus supplies are available in wet years to inject and store, as well as additional investment in ASR construction and operation.
Source: West Yost. 2025. Northeast Business Park Project Water Supply Assessment (prepared for the City of Tracy). August.

Multiple Dry Years

During multiple dry years, the City's surface water supplies (from both the CVP and SCWSP) may be significantly reduced. Thus, in the event of drought, the City will have to depend more heavily on conservation efforts, groundwater, and the proposed future supply projects.

The reliability of each of Tracy's existing and future water supplies and their projected availability during a 5-consecutive-year drought is outlined below and summarized in Table 3.16-10.

- USBR CVP supplies:

  - The City's contract with the USBR for 10,000 AFY of DMC/CVP water is subject to M&I reliability. During multiple dry years, the City estimates that it will receive 40 percent of the City's historical use. Based on the historical use of 5,930 AFY, the projected supply is 2,372 AFY.
  - The City has a total entitlement of 10,000 AFY of DMC/CVP Ag-reliability water. The City anticipates receiving 0 percent of its DMC/CVP Ag-reliability water in multiple dry years.

- The City has acquired up to 4,500 AFY of pre-1914 appropriative water rights water from BBID. This supply is restricted with regard to the place of use (Tracy Hills). The City anticipates being able to receive 85 percent of its contractual entitlement in multiple dry years (3,825 AFY). As the projected demand is 3,300 AFY in 2045 and is lower than the 3,825 AFY of available supply, the reduction in reliability does not result in a reduction to actual amount of water used. Therefore, the supply in multiple dry years is anticipated to be equal to the projected demand within the Tracy Hills area, ranging from 800 AFY in 2025 to 3,300 AFY in 2045.
- The City has a total contractual entitlement of 11,120 AFY of Stanislaus River water provided through the SCWSP. Based on information provided by SSJID, the City's SCWSP water supply reliability during multiple dry years ranges from 56 to 100 percent. The City's projected SCWSP supply is presented in Table 6-8.
- During multiple dry years, the City anticipates increasing its groundwater production on a short-term basis from the normal year production of 2,500 AFY to 4,500 AFY. The groundwater supply is considered to be 100 percent reliable.
- The City anticipates that 700 AF of water will be available for use in multiple dry years through operation of its ASR well. An additional 300 AF is estimated to be available by 2040 for a total of 1,000 AF. The City is assumed to be unable to refill the ASR storage during multiple dry years. Therefore, the annual ASR supply available is assumed to equal 20 percent of the total stored volume (i.e., 140 AFY between 2025 and 2035 and 200 AFY between 2040 and 2045). This water supply is considered to be 100 percent reliable assuming that the City is consistently able to refill the ASR storage in non-drought years to maintain at least 1,000 AF in storage at the beginning of a multiple dry year sequence.
- The City has acquired 10,500 AFY of storage in Semitropic, which allows the City to withdraw up to 3,500 AFY for three consecutive years. Because of the difficulties experienced by the City in accessing stored water via the DMC on a short timeframe, the City has conservatively estimated that the 0 percent of the City's storage will be available in the first year of a 5-consecutive-year drought, and 100 percent will be available over the following 4 years. Based on the City's current storage at Semitropic of 6,887 AF, the amount available in the second to fifth year of a 5-consecutive-year drought is assumed to be 1,722 AFY (6,887 AF divided by 4). A similar reliability estimate is provided for all dry year sequences under the assumption that the City is consistently able to refill the water bank in non-drought years to maintain at least 7,000 AFY in storage at the beginning of a multiple dry year sequence.
- The City anticipates that a Recycled Water Distribution Network and Exchange agreement will be executed with the USBR by 2030 to provide additional CVP supplies to the City in exchange for the City discharging a like amount of tertiary-treated recycled water to the DMC. The City assumes that the Recycled Water Distribution Network and Exchange will be implemented as

needed to meet future demand conditions and is currently projected to supply an amount ranging from 1,925 AFY in 2030 to 7,500 AFY in 2045. This water supply is considered to be 100 percent reliable.

- The City's recycled water supply is expected to be 100 percent reliable. Based on the projected nonpotable demands and assuming that the City makes investments in infrastructure and permitting, the City estimates that they will have access to 1,000 AFY of recycled water supply in 2025, increasing to 6,300 AFY by 2045.

The reliability of each of the City's existing and additional planned future water supplies and their projected availability during a 5-consecutive-dry year (multiple dry year) period at buildout is shown in Table 3.16-10.

Table 3.16-10: Projected Existing and Additional Planned Future Water Supplies Available in Multiple Dry Years at Buildout (2045)

Supply	Percent of Entitlement	Projected Available Supplies, AFY				
		Year 1	Year 2	Year 3	Year 4	Year 5
Existing Water Supplies						
USBR CVP - Tracy Contract[a,b]	40	2,372	2,372	2,372	2,372	2,372
USBR CVP - BCID Contract[b]	0	0	0	0	0	0
USBR CVP - WSID Contract[b]	0	0	0	0	0	0
Total CVP Supplies		2,372	2,372	2,372	2,372	2,372
BBID (pre-1914 to meet Tracy Hills Demand)	100	3,300	3,300	3,300	3,300	3,300
SCWSP (SSJID) (pre-1914)	See Note (c)	11,120	11,120	6,177	6,177	11,120
Groundwater[d]	100	4,500	4,500	4,500	4,500	4,500
Semitropic Water Storage Bank	100	0	1,722	1,722	1,722	1,722
Total Existing Potable Supplies		21,292	23,014	18,071	18,071	23,014
Additional Planned Future Water Supplies						
Additional USBR CVP (BBID contract)	0	0	0	0	0	0
Aquifer Storage and Recovery[d,e]	100	200	200	200	200	200
Recycled Water Exchange[d]	100	7,500	7,500	7,500	7,500	7,500
Recycled Water (nonpotable)[d]	100	6,300	6,300	6,300	6,300	6,300
Total Additional Planned Future Potable Supplies		7,700	7,700	7,700	7,700	7,700
Total Potable Supplies		28,992	30,714	25,771	25,771	30,714
Total Additional Planned Future Nonpotable Supplies		6,300	6,300	6,300	6,300	6,300
TOTAL WATER SUPPLY		**35,292**	**37,014**	**32,071**	**32,071**	**37,014**

Supply	Percent of Entitlement	Projected Available Supplies, AFY				
		Year 1	Year 2	Year 3	Year 4	Year 5

Notes:
(a) Percent of historical use.
(b) The information presented here reflects the USBR CVP supplies as presented in the City's 2020 UWMP.
(c) Information provided by SSJID.
(d) Groundwater and recycled water volumes assume the City invests in infrastructure and/or permitting.
(e) ASR volumes assume surplus supplies are available in wet years to inject and store, as well as additional investment in ASR construction and operation.
AFY = acre-feet per year
BBID = Byron-Bethany Irrigation District
BCID = Banta-Carbona Irrigation District
CVP = Central Valley Project
SCWSP = South County Water Supply Project
SSJID = South San Joaquin Irrigation District
USBR = United States Bureau of Reclamation
WSID = West Side Irrigation District
Source: West Yost. 2025. Northeast Business Park Project Water Supply Assessment (prepared for the City of Tracy). August.

Emergency Water Supply Conditions

During the recent drought conditions in California, water supply deliveries from the SWP and CVP (and other surface water supply sources throughout California) were severely reduced and even the availability of pre-1914 water rights was challenged. Many water supply agencies, including the City, implemented their Water Shortage Contingency Plans, including mandatory water conservation measures, to reduce water use. Even with 0 percent deliveries from the City's USBR CVP agricultural supplies in 2014, the diversity of the City's water supply portfolio, together with water conservation efforts by the City's customers, allowed the City to meet all water demands. If the recent drought were to re-occur and deliveries of surface water supplies were reduced further, the City's Water Shortage Contingency Plan would be enacted as needed.

The City's Water Shortage Contingency Plan includes shortage response actions for six water shortage levels up to greater than 50 percent shortage due to foreseeable or unforeseeable events. The City's Water Shortage Contingency Plan is included in Appendix K of the 2020 UWMP. The City may implement demand reduction actions, supply augmentation, mandatory restrictions, and other actions as appropriate for the shortage level to reduce the gap between supply and demand.

Further, the City has prepared a Water System Emergency Response Plan which provides a framework for emergency response by the City's Utilities Department by describing the department's emergency management organization, roles and responsibilities, and emergency policies and procedures. The Water System Emergency Response Plan provides action plans to be implemented to address the emergency.

Water Supply Sufficiency

Pursuant to Water Code Section 10910(c)(4), analyses were conducted to assess the sufficiency of total projected water supply for existing and planned future demands, including the demands of the proposed project, during normal, single dry, and multiple dry water years over a 20-year projection.

Table 3.16-11 summarizes the projected availability of the City's existing and planned future potable water supplies compared with projected water demands in normal, single dry, and multiple dry years at buildout. To be conservative, water demands were assumed to be at normal levels and unconstrained. With future planned projects implemented, the results of the assessment show that water supply is sufficient during normal years. However, during a single dry year or a multiple dry year period, the City must depend more heavily on conservation efforts, groundwater, and the proposed future supply projects to overcome the gap between supply and demand. As described in the WSA and the City's 2020 UWMP, these findings are primarily due to projected reduced reliability of the City's CVP supplies and SSJID supplies in dry years.

Table 3.16-11: Summary of Buildout Total Water Demand Versus Supply During Hydrologic Normal, Single Dry, and Multiple Dry Years

Hydrologic Condition		Supply and Demand Comparison, AFY
Normal Year		
Available Total Water Supply		40,168
Total Water Demand (with Proposed Project)		39,379
	Potential Surplus (Deficit)	789
	Percent Shortfall of Demand	—
Single Dry Year		
Available Total Water Supply		30,259
Total Water Demand (with Proposed Project)		39,379
	Potential Surplus (Deficit)	(9,120)
	Percent Shortfall of Demand	23%
Multiple Dry Years		
Year 1	Available Total Water Supply[(a)]	35,292
	Total Water Demand (with Proposed Project)	39,379
	Potential Surplus (Deficit)	(4,087)
	Percent Shortfall of Demand	10.4%
Year 2	Available Total Water Supply	37,014
	Total Water Demand (with Proposed Project)	39,379
	Potential Surplus (Deficit)	(2,365)
	Percent Shortfall of Demand	6.0%
Year 3	Available Total Water Supply	32,071
	Total Water Demand (with Proposed Project)	39,379
	Potential Surplus (Deficit)	(7,308)
	Percent Shortfall of Demand	18.6%
	Available Total Water Supply	32,071

Hydrologic Condition		Supply and Demand Comparison, AFY
Year 4	Total Water Demand (with Proposed Project)	39,379
	Potential Surplus (Deficit)	(7,308)
	Percent Shortfall of Demand	18.6%
Year 5	Available Total Water Supply	37,014
	Total Water Demand (with Proposed Project)	39,379
	Potential Surplus (Deficit)	(2,365)
	Percent Shortfall of Demand	6.0%

Notes:
(a) Assumes 0 percent of the City's storage in Semitropic is available for the first year.
Source: Source: West Yost. 2025. Northeast Business Park Project Water Supply Assessment (prepared for the City of Tracy). August.

As noted, the City's new long-term water supply contract with USBR is expected to enhance the reliability of the City's CVP water deliveries, particularly during dry years, compared to the assumptions in the 2020 UWMP. Additionally, the City's historical use of CVP supplies has increased since the 2020 UWMP was completed, which may positively influence future dry year allocation calculations. Updated projections for CVP water deliveries will be reflected in the City's 2025 UWMP, scheduled for completion in June 2026.

To close the gap between supply and demand during dry years, the City will need to implement its Water Shortage Contingency Plan to reduce water demand. As discussed in Section 5.3 of the WSA, the City has shown that it can achieve its water conservation goals. During the 2012–2016 Statewide drought, the City exceeded its water conservation goals of 25 percent. The proposed project, if approved, would be subject to the same water conservation and water use restrictions as other City water customers.

Further, the City must fully implement its proposed future water supply projects, including the Recycled Water Distribution Network and Exchange Program and expansion of the ASR Program. Investments in wet year water supplies will also be needed to refill storage in Semitropic and expand the City's ASR Program. Delays in implementing the proposed future water supply projects could result in greater water supply shortages and the need for additional water conservation to meet demand.

The dry year shortfalls presented in Table 3.16-11 are based on water supply and demand projections with numerous uncertainties and the situation is dynamic as discussed in Section 7 of the 2020 UWMP. The City continues to work on strategies and actions to address the projected water supply shortfall. Uncertainties are itemized below, along with the City's water management strategies and options.

Uncertainties in Dry Year Water Supply Projections

Significant water supply shortfalls are currently projected in future single and multiple dry years. These projections include numerous sources of uncertainty as summarized below:

- The Bay-Delta Plan Amendment implementation is under negotiation. The SSJID and others are continuing negotiations with the State Water Board on implementation of the Bay-Delta Plan Amendment for water supply cutbacks, particularly during droughts. This is a dynamic situation and the projected drought cutback allocations may need to be revised before the next (i.e., 2025) UWMP depending on the outcome of ongoing negotiations. The City has considered a conservative estimate of the potential impacts of the Bay-Delta Plan Amendment on the SCWSP (and therefore the City), which is provided in Appendix G of its 2020 UWMP.
- The supply yield of the City's development of additional ASR and recycled water supplies are accounted for in current supply projections. However, implementation of these projects will require significant investment by the City. Similarly, investments in wet years supplies will be needed to refill storage in Semitropic and expand the City's ASR Program.
- The City continues to work closely with the USBR and SSJID on their rationing policies to ensure that M&I needs can be met. Rationing policies may potentially be revised.
- The City's projected water demands are subject to change in the future based on water conservation policies and regulations for current and future development, and the pace and extent of development.
- Frequency and duration of cutbacks and, therefore, the shortfalls are also uncertain. In addition to the supply volumes, the above listed uncertainties would also impact the projected frequency and duration of shortfalls.

Water Management Strategies and Options

The City has developed strategies and actions to address the projected supply shortfalls discussed in the 2020 UWMP which are provided below.

- **Recycled Water for Nonpotable Use:** The City continues to develop recycled water supplies as discussed in Section 6.2. Recycled water is planned to augment nonpotable demands that would otherwise be supplied with potable water. Buildout potable water demands could be less than the current projections and therefore the resultant supply shortage will likely to be smaller.
- **Future Water Supply Projects:** The City continues to evaluate the expansion of its existing supply and to obtain new supply sources, including the ASR Program and Recycled Water Distribution Network and Exchange Program. Other potential supply options, such as direct potable reuse of recycled water, are also being considered.
- **Implementation of Demand Management Measures:** The City has an active water conservation program and continues to implement the demand management measures described in Section 9 of its 2020 UWMP. Further, in response to the anticipated future shortfalls, the City has developed a robust Water Shortage Contingency Plan (WSCP) that

systematically identifies ways in which the City can reduce water demands. The WSCP is included in Section 8 of its 2020 UWMP.

- **Policy-based Water Efficiency Tools:** The City is currently exploring other policy-based water efficiency tools that other supply-constrained agencies across California have implemented. These policy-based tools are often bundled together and referred to as Water Demand Offset (WDO) or Water Neutrality policies. Through these policies, project developers are generally required to offset the new demand anticipated by the development through some combination of demand mitigation options, such as:
  - **On-site retrofits**. Project developer with existing property reduces total projected water demand by retrofitting existing property with efficient water fixtures. If projected water demand is reduced below baseline for existing property, no off-site WDOs are required. If not, off-site WDOs are required.
  - **Off-site retrofits**. Project developer coordinates and pays for installation of water efficient fixtures at other properties or converts existing irrigation systems to recycled water for other off-site properties, typically those owned by other entities.
  - **On-site reuse**. Larger scale developments are required to implement on-site reuse of water, including rainwater, greywater, stormwater, and blackwater, as has recently been implemented by the Cities of San Francisco and Menlo Park.
  - **Supply augmentation**. Project developer secures its own water supply to serve the development, either through direct provision of water to the development or through an agreement to transfer rights to the water supplier.
  - **WDO fees.** Project developer pays fees to implementing entity based on the amount of water offset, and the agency uses the fees to fund water conservation programs. Such conservation programs could include system water loss mitigation projects (e.g., capital improvement, Advanced Metering Infrastructure [AMI] meters, etc.), purchase of water efficient equipment (e.g., a Neutral Output Discharge Elimination System [NO-DES] hydrant flushing machine to recycle water used to flush mains), and recycled water system infrastructure, as well as fixture rebate or retrofit and education-based conservation programs.

Such policies could be designed as a "net neutral" policy wherein the new development is required to offset all new demands associated with the development project and minimize the overall supply reliability impacts for the existing customers.

Water Supply Availability and Reliability Conclusion

As described above, water demand within the City's water service area is not expected to exceed the City's supplies at buildout under normal hydrologic conditions if the City is able to fully implement its future planned projects, which include ASR Program Expansion, Recycled Water Distribution Network and Exchange Program for additional CVP water supplies, and recycled water distribution for nonpotable use. During a single dry year or a multiple dry year period, the City must depend more heavily on water conservation efforts, groundwater, and the proposed future supply projects to overcome the gap between supply and demand. Investments in wet year water supplies will also be needed to refill storage in Semitropic and expand the City's ASR Program. Delays in implementing the proposed future water supply projects could result in greater water supply shortages and the

need for additional water conservation to meet demands. Accordingly, impacts are potentially significant.

The dry year shortfalls are based on water supply and demand projections with numerous uncertainties and the situation is dynamic as discussed in Section 7 of the 2020 UWMP and the WSA. The City continues to work on strategies and actions to address the projected water supply shortfall. The City's strategies and actions include the implementation of demand management measures as part of its water conservation program, consideration of net neutral policies to improve water use efficiency community-wide, and implementation of the future water supply projects described above and in the WSA.

The identified improvements to the recycled water infrastructure as part of the Recycled Water Distribution Network and Exchange Program have been incorporated into the City's Capital Improvement Plan (CIP). Each applicant for development of individual proposals for any of the parcels within the project site would be required to pay applicable development impact fees to ensure they each provide their respective proportionate share of required funding to the City for the completion of the water infrastructure improvements (which includes recycled water infrastructure) as required by Mitigation Measure (MM) UTIL-1a. The infrastructure improvements enhance reliability and do not create new demand or strain on resources. All infrastructure improvements will comply with the City of Tracy's Municipal Code, and applicable State and federal regulations. Construction activities will be subject to the City's standard conditions of approval, stormwater pollution prevention requirements (SWPPP), and air quality management protocols.

In addition, each applicant for development of individual proposals for any of the parcels within the project site would be required to pay applicable development impact fees to ensure they each provide their respective proportionate share of required funding to the City for the acquisition, treatment, and delivery of treated potable and recycled water supplies to the project site. Therefore, operational impacts related to need for new water supply facilities as a result of water demand associated with the proposed project would be less than significant with mitigation.

Infrastructure and Treatment Facilities Capacity

The City, through its Public Works Department, would supply potable water (and recycled water when available to the project site). There is a 12-inch water line in Paradise Road; planned water lines that would traverse through the project site have not yet been installed. Potable water service for the proposed project would be provided by the City's existing Pressure Zone 1 (Zone 1) pipelines in Paradise Avenue and Grant Line Road.

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. In larger pressure zones like Zone 1, the City requires the fire flow storage to equal the volume required for two concurrent fire flow events: a Single-family residential fire (0.18

million gallons) and an industrial fire in a sprinklered building (0.96 million gallons).[22] Thus, the total Zone 1 fire flow storage required is 1.14 million gallons.

The required fire flow storage component for this proposed project would be shared with other existing and proposed developments served by Zone 1 and Pressure Zone 2 (Zone 2). However, the proposed project's required operational and emergency storage capacity would be in addition to the requirements from existing buildings and other proposed developments in Zone 1 and Pressure Zone 2 (Zone 2). The required operational and emergency storage components for the proposed project are approximately 0.14 and 0.39 million gallons, respectively. Based on the City's available storage capacity and emergency storage credit in Zones 1 and 2, there is a storage capacity surplus of approximately 2.7 million gallons after accounting for the proposed project's storage requirements.

Peak-hour Demand Evaluation

The proposed project involves three domestic service connection points to the City's potable water system as shown in Exhibit 2-9 in the Project Description: (1) two in Paradise Avenue and (2) one at the eastern end of the 12-inch diameter water main in Grant Line Road. Pursuant to the preliminary site plan for the Dermody Property, nearly all the demand for the property (i.e., Buildings 1 and 2) would be served from Paradise Avenue (with the much smaller Building 3 served from Grant Line Road). Since applications for individual development proposals have not been submitted for the Suvik Property at the time of this writing, based on reasonably available information, it was assumed that future demands for the property would be served from Grant Line Road given their locations.

A Hydraulic Evaluation was prepared by West Yost in November 2020 (see Appendix K). Pressures at service connection points on Paradise Avenue and Grant Line Road were measured at approximately 62 and 61 pounds per square inch (psi), respectively, while pressures at other service locations in Zone 1 remained above 40 psi. No distribution pipelines exceeded the maximum pipeline velocity limit of 8 feet per second. Therefore, the proposed domestic service connection points were determined adequate to meet peak-hour demand created by the proposed project.

Maximum Day Demand Plus Fire Flow Evaluation

To meet the proposed project's fire flow requirements, the water system must be able to provide 4,500 gpm to the proposed project and adjacent industrial sites during a maximum day demand condition while maintaining 20 psi residual system pressure (primary criterion) and pipeline velocities below 12 feet per second (secondary criterion).

As determined in the November 2020 Hydraulic Evaluation, the water infrastructure as proposed for the previous project would not meet a fire flow requirement of 4,500 gpm, as available fire flow along Grant Line Road is between approximately 4,120 and 4,230 gpm. This deficiency is because of the 12-inch diameter dead-end pipeline located east of the intersection of Paradise Road and Grant Line Road, where flow is restricted by the 12 feet per second pipeline velocity limit.

[22] In sprinklered industrial buildings, the fire flow requirement is 4,500 gpm for 4 hours, which includes 500 gpm for on-site sprinkler flow. Fire flow storage does not include sprinkler flow, so fire flow storage for sprinklered industrial buildings is based on 4,000 gpm per 4 hours.

The identified pipeline improvements in the area are not critical as the existing distribution system can meet fire flow requirements for the proposed project even where the secondary pipeline velocity criterion is not met prior to occupancy. However, it is recommended that the proposed project install additional 12-inch diameter pipelines on-site to create loops with the existing public water mains in Paradise Avenue and Grant Line Road. The recommended improvements and updated fire flow evaluation results are shown on Exhibit 3.16-2.

Service Lateral Evaluation

The proposed utility plan for the Dermody Property includes three 10-inch-diameter laterals for fire service and three 10-inch-diameter laterals for domestic service. Pipeline velocities for each service lateral were calculated using the fire flow requirements and peak-hour demands specified in the WSA. During a fire flow of 4,500 gpm in a 10-inch fire service lateral, the velocity would be approximately 18 feet per second, exceeding the maximum limit of 12 feet per second. Upsizing the fire service laterals to 14-inch diameter would decrease the velocity to an acceptable 9 feet per second. The domestic service laterals can deliver anticipated peak-hour demands at velocities well below the 8 feet per second limit. Detailed utility plans for the Suvik Property are not available at the time of writing since applications for individual development proposals have not been submitted. However, since the Suvik Property should have the same fire flow requirement (4,500 gpm) as the Dermody Property, it is reasonable to assume that planned fire service laterals should also be 14-inches in diameter.

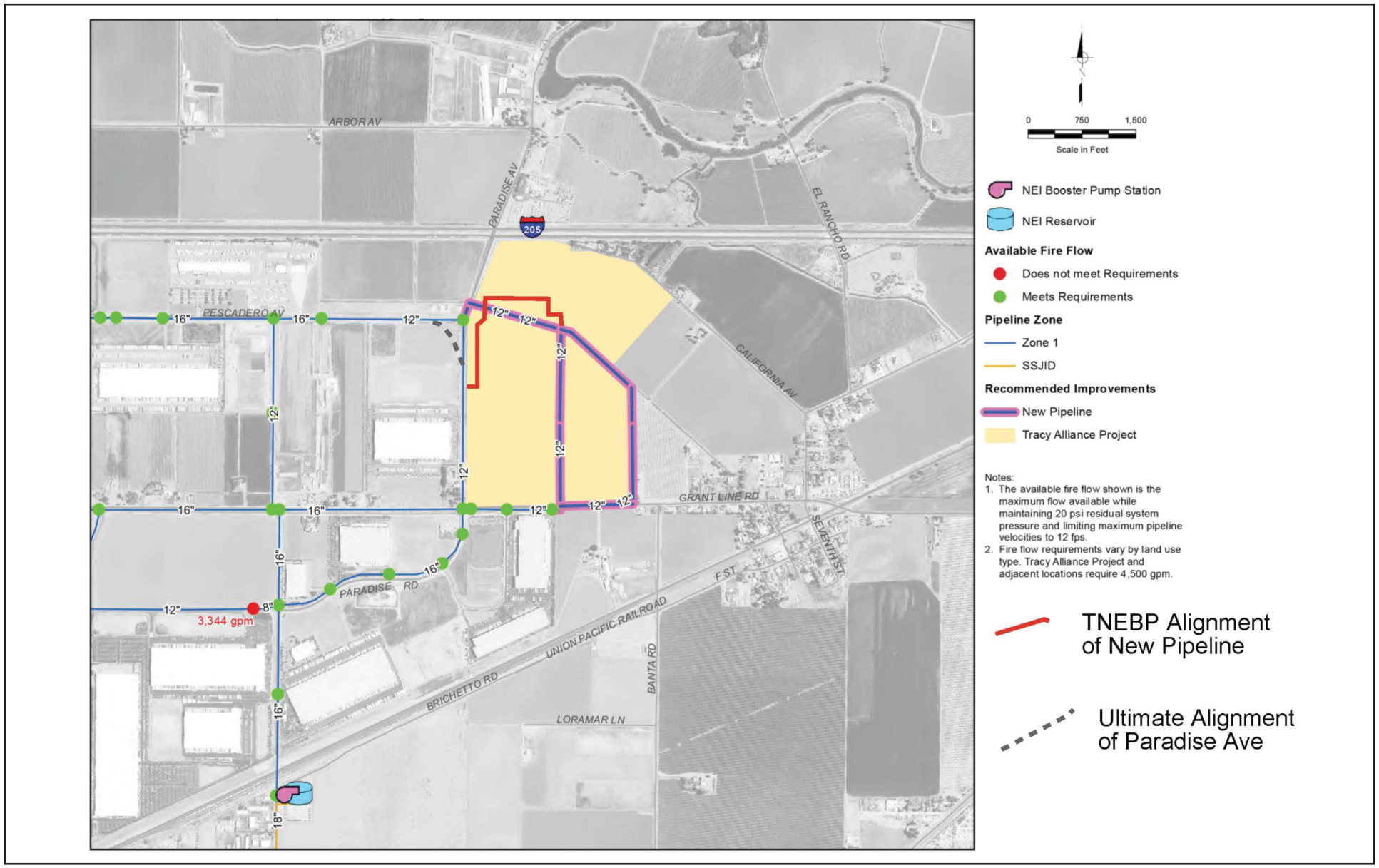
Conclusion

The proposed project has incorporated the recommendations in the Hydraulic Assessment (please see Exhibit 3.16-2). The City currently has sufficient storage capacity in Zones 1 and 2 to meet the needs of the proposed project.

Under peak-hour demand conditions, the City's existing water system infrastructure can provide adequate flows and pressures to the proposed project and adjacent sites in the NEI Specific Plan area. Under maximum day demands plus fire flow conditions, the distribution system can deliver fire flows to the proposed project while maintaining 20 psi residual pressure, but the 12-inch diameter dead-end pipeline in Grant Line Road has a velocity exceeding 12 feet per second.

Pursuant to MM UTIL-1b, each applicant for individual development proposals within the project site would be required to provide final engineering plans to the City that include 12-inch diameter pipelines on-site, as shown on Exhibit 3.16-2, and upsized fire service lateral pipelines for review and approval. With implementation of this mitigation measure, the proposed project would meet the City's pipeline velocity criteria.

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Source: West Yost, November 18, 2020.

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Exhibit 3.16-2
Fire Flow Results and WSA Recommended Improvements

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Wastewater

At operation, the proposed project would result in an increase in wastewater generation compared to existing conditions. As discussed under Impact UTIL-3, because the City of Tracy General Plan (General Plan) designates the site as Industrial, the City has anticipated the industrial use of the project site. Given the proposed uses and the approximately 169.05-acre size of the project site, the amount of wastewater to be produced by the proposed project would be approximately 126,750 gpd.[23] The ongoing Phase IIb expansion of the WWTP is expected to be complete and operational by mid-2026, well in advance of the start of project construction, providing the WWTP with sufficient capacity to serve the proposed project (during both construction and operation). In addition, another planned expansion is expected to be completed in the next four years. No further expansions would be required as a result of the proposed project. Each applicant for an individual development proposal of any of the parcels within the project site would be required to participate in the implementation of the currently adopted WWMP through the payment of applicable impact fees as required by MM UTIL-3. Therefore, operational impacts related to need for new wastewater supply infrastructure facilities as a result of wastewater demand would be less than significant with mitigation.

Stormwater

Generation

Compared to existing conditions, the proposed project would result in an increase of impervious surfaces, with a commensurate increase in stormwater runoff. As a result, the proposed project would result in the need for new or expanded storm drainage facilities.

As described in the Project Description, the proposed project includes construction of an on-site stormwater detention basin with pump station on-site. The proposed approximately 12.44-acre on-site stormwater detention basin with a pump station would be located along the northeast site boundary and would connect to the City's NEI detention basin north of the project site. The proposed project's on-site stormwater detention basin would be required to comply with applicable provisions of the Multi-agency Post-construction Stormwater Standards Manual, which identifies BMPs to control the potential pollutant load of stormwater runoff. Additionally, Chapter 11.32 of the Municipal Code requires each applicant for its respective individual development proposal within the project site to pay applicable stormwater impact fees in connection with their respective development proposals, which would ensure the operation, maintenance, and replacement of existing and future stormwater facilities. Each applicant for its respective individual development proposal within the project site would be required to prepare a clearly defined Operations and Maintenance (O&M) Plan in connection with its respective individual development proposal to ensure that installed stormwater treatment measures and hydromodification management controls are inspected and properly operated and maintained for the life of the relevant individual development proposal. Therefore, pursuant to the foregoing and with each applicants' compliance with all other applicable laws and regulations, operation-related project impacts related to surface and groundwater and respective water quality would be less than significant.

[23] 169ac x 750 gpd/ac = 126,750 gpd.

Infrastructure and Treatment Facilities Capacity

As described above, the proposed project includes construction of an on-site stormwater detention basin.

As noted above, the proposed project would construct a 12-inch forced main storm drain line along Paradise Road at I-205 to connect the proposed project's on-site stormwater detention basin to the City's NEI detention basin[24] adjacent to the western boundary of the project site. Project discharge into the proposed project's on-site stormwater detention basin would be held until the NEI detention basin is drained enough to accept inflow; all stormwaters would eventually discharge into the Eastside Channel.

Bioretention treatment areas would intermittently surround the buildings on the project site and would also be interspersed throughout the parking lots. On-site storm drain lines within the Dermody Property would be 12 inches in diameter and would connect the bioretention treatment areas to the proposed project's on-site stormwater detention basin.

The proposed project's on-site stormwater detention basin would be sized to accommodate the stormwater discharge for the Dermody Property prior to the start of operations on the Dermody Property. Following Phase 1, each subsequent applicant for its respective individual development proposal within the project site would be required to confirm that the proposed project's on-site stormwater detention basin, that bioretention treatment areas could accommodate project flows to the satisfaction of the City, and that post-development stormwater flow rates would not substantially exceed predevelopment rates pursuant to the applicable C.3 provisions of the Municipal Regional Stormwater NPDES Permit (MRP), which may include site design and source control measures.

Since no applications for an individual development proposal have been submitted for the Suvik Property at the time of this writing, the exact location and sizing of on-site stormwater drainage facilities and how they would connect to the proposed project's on-site stormwater detention basin are not currently known. However, each applicant for its respective individual development proposal within the project site would be required to prepare a clearly defined O&M Plan in connection with its respective individual development proposal to ensure that installed stormwater treatment measures and hydromodification management controls are inspected and properly operated and maintained for the life of the relevant individual development proposal. This information would be identified and reviewed as part of subsequent engineering and related plans when individual development applications are submitted for the Suvik Property. MM UTIL-1c would require the relevant applicant for the development of the Suvik Property to submit engineering plans for the property that are the subject to the individual development proposal at issue for review and approval by the City that confirm that post-development stormwater flow rates would not substantially exceed predevelopment rates pursuant to the applicable C.3 requirements and other applicable standards and requirements. Accordingly, impacts would be less than significant.

[24] As of the publication of this Draft EIR, the NEI detention basin is currently operational, and modifications are being completed. It would be available to accept stormwater from the project site once the proposed project is operational.

Electric Power

Demand and Consumption

At operation, PG&E would provide electricity to the project site for lighting, appliances, and other associated uses. As discussed in Section 3.6, Energy, the proposed project would be required to comply with the State's then-current Title 24 energy efficiency standards. These standards contain advanced energy efficiency standards and would ensure that the proposed project would not require significant or unplanned new electrical sources. Therefore, operational impacts related to need for new electrical infrastructure facilities as a result of electricity demand would be less than significant.

Infrastructure Facilities Capacity

The proposed project would include new connections from existing electrical lines in Grant Line Road, which have the capacity to serve project operations. As such, the proposed project would not require the relocation or expansion of electrical infrastructure to serve the increased demand because it would be served by PG&E with adequate electrical supplies. Therefore, operational impacts related to adequacy and capacity of electrical infrastructure facilities would be less than significant.

Natural Gas

Demand and Consumption

The proposed project could utilize natural gas for heating, which would be provided by PG&E. As discussed in Section 3.6, Energy, the proposed project would be required to be designed and constructed consistent with the State's then-current Title 24 energy efficiency standards. These standards would ensure that the proposed project would not require significant or unplanned new natural gas sources. Therefore, operational impacts related to need for new natural gas supply would be less than significant.

Infrastructure Facilities Capacity

The proposed project would include new connections from existing natural gas lines in Grant Line Road, which have the capacity to serve project operations. As such, the proposed project would not require the relocation or expansion of natural gas infrastructure to meet project demand because the project would be served by PG&E with adequate natural gas supplies. Therefore, operational impacts related to adequacy and capacity of natural gas infrastructure facilities would be less than significant.

Telecommunications

Demand

At operation, the proposed project would increase demand for internet and telephone services provided by local telecommunications providers. The building tenants/operators would coordinate with telecommunication providers, which have the capacity to serve project operations, in order to provide service. Therefore, operational impacts related to need for new or expanded telecommunications infrastructure facilities as a result of telecommunications demand would be less than significant.

Infrastructure Facilities Capacity

The proposed project is located in an area where existing telecommunications providers already offer internet and telephone services and have sufficient capacity to meet project operational demands. The proposed project would include new connections from existing telecommunications

lines within Grant Line Road. As such, at operation the proposed project would not require the relocation or expansion of telecommunications infrastructure because it would be served by local telecommunications providers with adequate telecommunications capacity and access. Therefore, operational impacts related to need for new telecommunications infrastructure facilities as a result of telecommunications demand would be less than significant.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Implement MM UTIL-3 (provided in Impact UTIL-3) and the following mitigation measures:

MM UTIL-1a Adherence to Applicable Performance Standards and Payment of Infrastructure Fees

Prior to the issuance of building permits for an individual development proposal, the relevant applicant shall demonstrate compliance of the individual development proposal at issue with applicable performance standards pursuant to the then-current Urban Water Management Plan, Citywide Water System Master Plan, Wastewater Master Plan, and Citywide Storm Drainage Master Plan. In addition, each applicant for an individual development proposal shall pay its respective proportionate share of required funding, subject to applicable laws governing nexus and proportionality requirements, to the City for completion of relevant planned City Capital Improvement Plan (CIP) improvements.

MM UTIL-1b Submittal of Final Engineering Plans for Dermody Property

Prior to the issuance of the building permit for the first building on the Dermody Property, the applicants for the development of the Dermody Property shall submit engineering plans to the City of Tracy for review and approval to confirm inclusion of additional 12-inch diameter pipelines on-site and that fire service laterals have been upsized to 14-inch diameter.

MM UTIL-1c Submittal of Final Engineering Plans for Suvik Property

Prior to the issuance of the building permit for the first building on the subject parcel, each relevant applicant for the individual development proposal of the Suvik Property shall each submit final engineering plans to the City of Tracy for review and approval to confirm compliance with the relevant performance standards, including, but not limited to, those pursuant to the current Urban Water Management Plan, Citywide Water System Master Plan, Wastewater Master Plan, and Citywide Storm Drainage Master Plan in effect at the time building permit applications are filed.

Level of Significance After Mitigation

Less than significant impact.

Water Supply

Impact UTIL-2: **There are sufficient water supplies available to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years.**

Construction

Impacts related to water supplies are limited to operational impacts. No respective construction impacts would occur.

Operation

As described in UTIL-1 and in the WSA, water demand within the City's water service area is not expected to exceed the City's supplies at buildout under normal hydrologic conditions based on the City's existing supplies and implementation of the City's additional future planned projects, which include ASR Program Expansion, Recycled Water Distribution Network and Exchange Program for additional CVP water supplies, and recycled water distribution for nonpotable use. During a single dry year or a multiple dry year period, the City must depend more heavily on water conservation efforts, groundwater, and the proposed future supply projects to overcome the gap between supply and demand. Investments in wet year water supplies would also be needed to refill storage in Semitropic and expand the City's ASR Program.

The identified improvements to the recycled water infrastructure as part of the Recycled Water Distribution Network and Exchange Program have been incorporated into the City's CIP. Each applicant for development of individual proposals for any of the parcels within the project site would be required to pay applicable development impact fees to ensure each provides their respective proportionate share of required funding to the City for the completion of the necessary water infrastructure improvements (which includes recycled water infrastructure) as required by MM UTIL-1a. In addition, each applicant for development of individual proposals for any of the parcels within the project site would be required to pay applicable development impact fees to ensure each provides their respective proportionate share of required funding to the City for the acquisition, treatment, and delivery of treated potable and recycled water supplies to the project site. Therefore, operational impacts related to need for new water supply facilities as a result of water demand associated with the proposed project would be less than significant with mitigation.

Level of Significance Before Mitigation

No impact (construction only).

Potentially significant impact (operation).

Mitigation Measures

Implement MM UTIL-1a.

Level of Significance After Mitigation

Less than significant impact.

Wastewater Treatment Capacity

Impact UTIL-3: **The wastewater treatment provider which serves or may serve the proposed project has adequate capacity to serve the proposed project's projected demand in addition to the provider's existing commitments.**

Construction

Impacts related to adequate wastewater treatment capacity are limited to operational impacts. No respective construction impacts would occur.

Operation

Implementation of the proposed project could have a significant impact if the wastewater treatment provider would not have sufficient capacity to serve the proposed new uses in addition to the provider's existing commitments. Because the General Plan designates the site as Industrial, the City has anticipated development of this site with industrial uses.

As noted previously, the WWTP is undergoing expansion and future expansions are planned to increase treatment capacity to 13.8 mgd in the next few years. The WWTP would have sufficient capacity to serve the proposed project (during both construction and operation) and further expansions would not be required as a direct result of the proposed project.

Additionally. each applicant for individual development proposals of any of the parcels within the project site would be required to participate in the implementation of the infrastructure improvements described in the WWMP in effect at the time building permit applications are filed through the payment of fees as required by MM UTIL-3.

Therefore, operation-related impacts related to wastewater treatment capacity for the proposed project would be less than significant with mitigation.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM UTIL-3 **Payment of Wastewater Infrastructure Fees/Construction of Wastewater Facilities**

Prior to the issuance of the first building permit for the subject individual development proposal, the relevant applicant shall participate in the implementation of the Wastewater Master Plan (WWMP) in effect at the time the relevant building permit application is filed through the payment of the applicable impact fees as included in the City's Capital Improvement Plan (CIP).

Level of Significance After Mitigation

Less than significant impact.

Landfill Capacity and Solid Waste Reduction Goals Consistency

Impact UTIL-4: The proposed project would not 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.

Construction

During construction, the proposed project would generate solid waste from demolition and removal of existing structures on the project site. The EPA estimates 4.34 pounds per square foot for a nonresidential construction project (defined as lodging, office, commercial, health care, educations, religious, public safety, and manufacturing facilities).[25] The proposed industrial buildings and related improvements would cover approximately 169 acres (or 7,362,000 square feet); therefore, at buildout, the proposed project is expected to generate approximately 12,303,549 pounds or 6,151.8 tons of solid waste during construction.[26] The estimated project construction schedule expects full buildout around 2025, with roughly 1,095 total number of working days. Spread over the 1,095-working day demolition and construction schedule, this equates to approximately 5.62 tons per day. The Foothill Landfill is permitted to receive 1,500 tons of waste per day.[27] As such, the approximately 5.62 tons per day of construction/demolition debris generated by the proposed project represents a nominal percent (approximately 0.4 percent) of the quantity of solid waste that the landfill currently accepts on a daily basis. In addition, compliance with applicable local and State laws and regulations would ensure that all construction waste would be conveyed to the appropriate solid waste facility and would be disposed of properly. Therefore, construction impacts related to landfill capacity would be less than significant.

Operation

Using 8.93 pounds per employee per day solid waste generation rate[28] (the most recent source provided by CalRecycle), the proposed project's approximately 2,103 employees would generate an estimated 18,780pounds of solid waste per day (9.3 tons)[29] and 6,854,335 pounds per year (3,427.17 tons), assuming operation 365 days per year. As described in Section 3.16.2, Environmental Setting, the MRF has a daily intake capacity of 1,500 tons of solid waste per day and the permitted capacity of the Foothill Landfill is 138 million cubic yards, of which 125 million cubic yards remains available, with an anticipated closure year of 2082. As a result, the proposed project's estimated 9.3 tons of solid waste per day and 3,427.17 tons per year represent approximately 1 percent of daily permitted capacity and less than 1 percent of overall landfill capacity. Pursuant to AB 939, cities are required to redirect at least 50 percent of municipal waste; as of 2009, the City of Tracy has exceeded this diversion requirement, in accordance with its goal of reaching 75 percent reduction. The proposed project would be required to adhere to Article 7 of the Tracy Municipal Code, which

[25] United States Environmental Protection Agency (EPA). 2003. Estimating 2003 Building-Related Construction and Demolition Materials Amounts. Website: https://www.epa.gov/sites/production/files/2017-09/documents/estimating2003buildingrelatedcanddmaterialsamounts.pdf. Accessed: December 6, 2024.

[26] Calculation: 2,834,919 square feet x 4.34 pounds per square feet = 12,303,549 pounds; 12,303,549 pounds/2,000 = 6,151.8 tons.

[27] California Department of Resources Recycling and Recovery (CalRecycle). 2019. SWIS Facility/Site Activity Details: Foothill Sanitary Landfill (39-AA-0004). Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1424?siteID=3097. Accessed December 6, 2024.

[28] California Department of Resources Recycling and Recovery (CalRecycle). 2019. Estimated Solid Waste Generation Rates. Website: https://www2.calrecycle.ca.gov/wastecharacterization/general/rates. Accessed: December 6, 2024.

[29] Calculation: 8.93 pounds/employee/day x 2,103employees = 18,779.79 pounds/day; 18,779.79pounds/day/2,000 = 9.3 tons/day.

requires diversion of waste from landfills through recycling.[30] Therefore, the proposed project would be served by a landfill that contains sufficient capacity and operational impacts related to landfill capacity and solid waste reduction goals consistency would be less than significant.

Level of Significance

Less than significant impact.

Mitigation Measures

None.

Solid Waste Regulations Consistency

Impact UTIL-5:	**The proposed project would comply with federal, State, and local management and reduction statutes and regulations related to solid waste.**

Construction

During construction, the proposed project would be required to comply with Chapter 5.20 of the Tracy Municipal Code related to solid waste reduction and recycling measures. Compliance with this regulation would ensure compliance with AB 939 by ensuring construction waste is transferred to facilities that can adequately recycle solid waste. Thus, with compliance with the Tracy Municipal Code and AB 939, construction impacts related to solid waste regulations consistency would be less than significant.

Operation

During operation, the proposed project would be required to comply with applicable State and local laws and regulations related to solid waste such as AB 939 and Chapter 5.20 of the Tracy Municipal Code. Adherence to AB 939 and the Tracy Municipal Code would ensure sufficient solid waste collection and transportation is available, disposal sites contain sufficient capacity through permit review and inspections, and recycling programs are implemented to divert waste. As such, operation of the proposed project would not impede the ability of the City to meet waste diversion requirements or cause the City to violate State and local statutes and regulations related to solid waste. Therefore, with compliance with applicable State and City laws and regulations requiring recycling and waste diversion from landfills, operational impacts related to solid waste regulations consistency would be less than significant.

Level of Significance

Less than significant impact.

Mitigation Measures

None.

[30] City of Tracy. 2020. Municipal Code Section 5.20.520 – Multi-family, commercial and industrial recycling programs. Website: https://library.municode.com/ca/tracy/codes/code_of_ordinances?nodeId=TIT5SAHE_CH5.20INSOWARE_ART1PU_5.20.010PU. Accessed: December 6, 2024.

3.16.5 - Cumulative Impacts

Water

The geographic scope of the cumulative potable water analysis is the service area of the City, which provides potable water to residents and businesses within the City service area. The WSA evaluates the adequacy of the City's total project water supplies, including existing water supplies and future planned water supplies, to meet the City's existing and projected future water demands, including those future water demands associated with the proposed project, under all hydrological conditions (normal years, single dry years, and multiple dry years).

Relevant cumulative projects are those listed in Table 3-1 and depicted on Exhibit 3-1, Cumulative Projects Map (refer to Chapter 3, Environmental Impact Analysis, Table 3-1, Cumulative Projects), located within the City of Tracy and within 10 miles of the project site for which the City provides water treatment service. As discussed under Impact UTIL-2, a WSA was completed for the proposed project that evaluated projected water demand associated with the proposed project, in addition to existing and other planned future users within the City's service area. Water demand within the City's water service area is not expected to exceed the City's supplies at buildout under normal hydrologic conditions based on the City's existing supplies coupled with the implementation of its additional future planned projects, which include ASR Program Expansion, Recycled Water Distribution Network and Exchange Program for additional CVP water supplies, and recycled water distribution for nonpotable use. During a single dry year or a multiple dry year period, the City must depend more heavily on water conservation efforts, groundwater, and the proposed future supply projects to overcome the gap between supply and demand. Investments in wet year water supplies will also be needed to refill storage in Semitropic and expand the City's ASR Program.

Developers of the other cumulative projects would be required to pay their proportionate share of required funding to the City for completion of water infrastructure improvements (which includes recycled water infrastructure), as included in the City's CIP. In addition, cumulative projects, such as those listed in Table 3-1, would be required to comply with provisions of the applicable laws and regulations in the Municipal Code and CALGreen related to water conservation. Therefore, cumulative impacts would be less than significant.

As discussed above, the proposed project would also be required to comply with City/County ordinances and General Plan policies, as well as other laws and regulations that address water supply. The proposed project would also be required to pay applicable impact fees to help facilitate the completion of necessary water infrastructure. For these reasons, the proposed project would not have a cumulatively considerable contribution toward this less than significant cumulative impact related to water supply and treatment.

Wastewater

The geographic scope of the cumulative wastewater analysis is the service area of the City, which provides wastewater collection and treatment services for the City and its service area.

The City has estimated wastewater generated from its existing and future development in the service area and forecasted the needed facility upgrades. The forecast included treatment facility upgrades needed to accommodate existing needs and the planned growth in the service area and to maintain compliance with applicable regulatory standards for wastewater treatment and discharge.

The cumulative projects, including those listed in Table 3-1, located in the City are within the service area and would generate volumes of wastewater conveyed to and treated at the WWTP. Cumulative projects not located in the City or its service area would convey wastewater to the applicable wastewater treatment plant and are not included in this cumulative analysis. The City has anticipated planned growth and determined that capacity would exist to service the demand for wastewater treatment facilities given the existing capacity coupled with the upgrades discussed in Impact UTIL-3. Projects within the service area would participate in the implementation of the WWMP in effect at the time building permits are filed through the payment of applicable fees and/or the construction of WWMP facilities with corresponding applicable fee credits/reimbursements, as established by the WWMP in effect at the time building permits are issued. Accordingly, cumulative impacts would be less than significant.

Additionally, the proposed project's contribution to this less than significant cumulative impact would not be cumulatively considerable. Each applicant for individual development proposals on any of the parcels within the project site would be required to comply with the applicable WWMP requirements and be responsible for the payment of applicable impact fees and/or construction of wastewater facilities to serve the project site with corresponding applicable fee credits/reimbursements (see MM UTIL-3), as applicable to the particular parcel and development. Therefore, the proposed project's contribution to this less than significant impact related to wastewater generation and treatment would not be cumulatively considerable.

Storm Drainage

The geographic scope of the cumulative analysis of storm drainage is projects within the East Side Industrial future service area, consisting of areas that drain to the storm drainage system and to the San Joaquin Delta.

The only cumulative project within the East Side Industrial future service area is Cumulative Project 33, which is in urban and urban/rural transition. Cumulative Project 33 is an industrial project, which is consistent with the land uses assumed by the City. In addition, consistent with measures in the Tracy Municipal Code and other applicable standards and requirements, all development in the City would be required to incorporate a stormwater control plan and stormwater collection systems into the development that would, in turn, reduce the volume and velocity of stormwater runoff that cumulative projects would generate to adhere to applicable performance standards. Therefore, cumulative impacts in this regard would be less than significant.

As described in the Project Description, the proposed project includes construction of an on-site stormwater detention basin with a pump station on-site that, together with the NEI detention basin, would provide sufficient capacity to accommodate stormwater runoff associated with the proposed project and the other cumulative projects, including those listed in Table 3-1. Therefore, the

proposed project's contribution to this less than significant impact related to storm drainage would not be cumulatively considerable. (See also Section 3.10, Hydrology and Water Quality).

Solid Waste

The geographic scope of the cumulative solid waste analysis is the service area of the Tracy Delta Solid Waste Management, Inc., which operates solid waste landfills and oversees regional waste diversion programs. Tracy Delta Solid Waste Management, Inc., would provide solid waste and recycling collection services.

Cumulative projects, including those listed in Table 3-1, consist predominantly of residential, commercial, and light industrial uses. However, as with the surrounding areas, new cumulative development (residential and nonresidential) would increase demand on solid waste facilities to receive, process, and store solid waste. Existing solid waste facilities provide sufficient capacity to serve all development anticipated in the City, as well as existing, planned, and probable future land uses in the City for the foreseeable future.

The Foothill Landfill has a permitted capacity of 138 million cubic yards, with 125 million cubic yards of remaining capacity that can meet anticipated demand through the facility's closure date of 2082. Additionally, other cumulative projects within the cumulative geographic context would be required to comply with applicable federal, State, and local laws, regulations, and policies to address and mitigate, as necessary, any potentially significant impacts related to solid waste. For these reasons, cumulative impacts to solid waste would be less than significant.

The proposed project's contribution to this less than significant cumulative impact would not be cumulatively considerable. The anticipated waste volume of development associated with the proposed project represents 2.5 percent of the landfill's permitted daily capacity. Therefore, the proposed project, in conjunction with other cumulative projects, would result in a less than significant cumulative impact related to solid waste generation and landfill capacity.

Energy

Cumulative analysis with respect to Energy is addressed in Section 3.6, Energy.

Telecommunications

Cumulative projects would increase demand for internet and telephone services provided by local telecommunications providers. These cumulative projects would coordinate with telecommunication providers to provide service and would be required to ensure there is sufficient capacity to serve each project, through analysis and adequate mitigation, as necessary. For these reasons, cumulative impacts with respect to telecommunications would be less than significant.

The proposed project would also coordinate with telecommunication providers to provide service, which has capacity to serve project operations, and the proposed project's contribution to the less than significant cumulative impact would not be cumulatively considerable. Therefore, the proposed project, in conjunction with other cumulative projects, would result in a less than significant cumulative impact related to telecommunications.

Level of Significance

Less than significant impact.

Mitigation Measures

None.

3.17 - Wildfire

3.17.1 - Introduction

This section describes the existing wildfire conditions on the project site and vicinity as well as the relevant regulatory framework. This section also evaluates the potential impacts related to wildfire that could result from implementation of the proposed project. Information in this section is based, in part, on information provided by the City of Tracy 2035 General Plan (General Plan), California Air Resources Board (ARB), California Department of Forestry and Fire Protection (CAL FIRE), and the Tracy Fire Department. No public comments were received during the Notice of Preparation (NOP) scoping period related to wildfire.

3.17.2 - Environmental Setting

Wildfire Hazard Area Designations

City of Tracy

The City of Tracy contains mostly urban and suburban uses with relatively little open space or foothill areas susceptible to wildfire hazards. The southwestern most areas within the City's Sphere of Influence (SOI) contain some "Moderate" fire hazard zones. Additionally, areas within the City of Tracy, including some neighborhoods in Tracy Hills, are classified as High Fire Hazard Severity Zones under the updated State maps. According to the California Public Utilities Commission (CPUC), there are no Tier 2-Elevated Zones or Tier 3-Extreme Zones within the City of Tracy.[1]

Project Site

The project site is not located in a "Fire Hazard Severity Zone" in a State Responsibility Area (SRA) or a Very High Fire Hazard Zone in a local, State, or federal responsibility area.[2,3]

The closest mapped Fire Hazard Severity Zone is a Local Responsibility Area (LRA) Moderate Zone located approximately 3 miles northwest of the project site, at the outer city limits of the City of Lathrop. There is another LRA Moderate Zone located approximately 5 miles to the southwest of the project site just outside of the City of Tracy municipal limits.[4] The closest SRA is over 7 miles southwest of the project site on the other side of Interstate 580 (I-580).[5]

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1 California Public Utilities Commission (CPUC). 2019. FireMap. Website: https://ia.cpuc.ca.gov/firemap/. Accessed September 17, 2025. Tier 2-Elevated Zones and Tier 3-Extreme Zones are designations used in California's official fire hazard mapping to identify areas with increased wildfire risk, especially as it relates to utility infrastructure and public safety.

2 California Department of Forestry and Fire Protection (CAL FIRE). 2008. LRA Fire Hazard Severity Zones Maps. Website: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps. Accessed December 3, 2024.

3 CA.gov. 2024. State Responsibility Area. Website: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed December 3, 2024.

4 California Department of Forestry and Fire Protection (CAL FIRE). 2008. LRA Fire Hazard Severity Zones Maps. Website: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps. Accessed December 3, 2024.

5 CA.gov. 2024. State Responsibility Area. Website: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed December 3, 2024.

Historic Wildfires

Neither the project site nor any lands within the municipal boundaries of the City of Tracy has any history of significant wildfires. The closest wildfire was the Del Puerto Fire in 2020 that burned a total of approximately 390,650 acres in the Diablo Mountain Range located south of the City. The closest point of this fire to the project site was approximately 13.3 miles away. [6]

Wildfire Conducive Conditions

Grassland or other vegetation in California is easily ignited, particularly in dry seasons. Wildfire is a serious hazard in high dry fuel load areas, particularly near areas of natural vegetation and steep slopes since fires tend to burn more rapidly on steeper terrain. Wildfire is also a serious hazard in areas of high wind, given that fires will travel faster and farther geographically when winds are higher. Furthermore, wildfire is more likely in areas where electric power lines are located above ground where they may encounter vegetation or building materials.

City of Tracy

The City contains areas of highly flammable vegetation and typically has warm, dry summers that can contribute to wildfire conducive conditions. Areas at particular risk of wildfire impacts are the outlying residential land uses at the perimeter of the city limits and open land adjacent to these areas.[7] The City is not located in a high wind resource area.[8]

Project Site

The project site is located adjacent to the northeastern most portion of the City of Tracy. The project site is relatively flat and low in elevation (approximately 15-30 feet above mean sea level) with a gentle topographic slope in the northeast direction.[9] The project site is primarily undeveloped but has been consistently managed as part of the agricultural operations, and thus contains minimal vegetation that is dry in summer and autumn months. The Dermody Property contains only agricultural structures related to hay production (i.e., sheds for hay storage and equipment storage). The Suvik Property does not contain any structures, only an orchard. In addition, there are streetlights and aboveground power and telecommunication lines in various locations surrounding the project site.

Emergency and Evacuation Routes/Access

City of Tracy

The City has established emergency preparedness procedures to respond to a variety of natural and man-made disasters. While the City does not publish a stand-alone evacuation plan, evacuation procedures are integrated into its Local Hazard Mitigation Plan (LHMP) and broader emergency management framework. Evacuation planning is addressed through risk assessments, spatial analysis

[6] National Interagency Fire Center. 2024. Website: https://data-nifc.opendata.arcgis.com/datasets/5e72b1699bf74eefb3f3aff6f4ba5511_0/explore?location=37.640100%2C-121.046439%2C9.90. Accessed December 23, 2024

[7] Design, Community & Environment (DCE). 2005. City of Tracy General Plan EIR.

[8] California Energy Commission (CEC). 2023. 3-D Interactive Visualization of California Wind Generators. Website: https://repository.energy.ca.gov/3D_Visualizations/2022_Annual/2022cf.html. Accessed September 22, 2025.

[9] United States Geologic Survey (USGS). Topographic Maps. 2024. Website: https://www.usgs.gov/programs/national-geospatial-program/topographic-maps. Date accessed December 3, 2024

using GIS and Federal Emergency Management Agency (FEMA) software, and coordination with emergency services. The LHMP emphasizes the importance of integrating evacuation strategies into future development and infrastructure planning to enhance community resilience.[10]

Project Site

Given their proximity, the most likely evacuation routes from the project site in the event of a wildfire would be Interstate 205 (I-205) and Grant Line Road (in the east–west direction), and Paradise Road, I-5, and Tracy Boulevard (in the north–south direction).

Post-fire Slope Instability and Drainage Pattern Changes

Slope instability from wildfire scarring of the landscape can result in slope instability in the form of more intensive flooding and landslides. These post-fire slope soils and altered drainage patterns can more easily creep away downslope sides of foundations and reduce lateral support.

City of Tracy

The City of Tracy does not contain existing unstable slopes that have been impacted by previous wildfires or post-fire drainage pattern changes.

Project Site

The project site has not been impacted from previous wildfire damage or post-fire drainage pattern changes. As described previously, the project site contains relatively level elevation and does not contain steep slopes. The closest wildfire was the 2024 Corral Fire that burned 14,166.77 acres approximately 9.5 miles away to the southwest.

3.17.3 - Regulatory Framework

Federal

United States Department of the Interior

Review and Update of the 1995 Federal Wildland Fire Management Policy

1. **Safety**—Firefighter and public safety is the first priority. All Fire Management Plans and activities must reflect this commitment.
2. **Fire Management and Ecosystem Sustainability**—The full range of fire management activities will be used to help achieve ecosystem sustainability, including its interrelated ecological, economic, and social components.
3. **Response to Wildland Fire**—Fire, as a critical natural process, will be integrated into land and resource management plans and activities on a landscape scale, and across agency boundaries. Response to wildland fire is based on ecological, social, and legal consequences of the fire. The circumstances under which a fire occurs, and the likely consequences on firefighter and public safety and welfare, natural and cultural resources, and values to be protected dictate the appropriate management response to the fire.

[10] City of Tracy. 2018. PowerPoint Presentation: Local Hazard Mitigation Plan. Website: https://www.cityoftracy.org/home/showpublisheddocument/1736/637452070950970000. Accessed September 14, 2025

4. **Use of Wildland Fire**—Wildland fire will be used to protect, maintain, and enhance resources and, as nearly as possible, be allowed to function in its natural ecological role. Use of fire will be based on approved Fire Management Plans and will follow specific prescriptions contained in operational plans.
5. **Rehabilitation and Restoration**—Rehabilitation and restoration efforts will be undertaken to protect and sustain ecosystems, public health, and safety, and to help communities protect infrastructure.
6. **Protection Priorities**—The protection of human life is the single, overriding priority. Setting priorities among protecting human communities and community infrastructure, other property and improvements, and natural and cultural resources will be based on the values to be protected, human health and safety, and the costs of protection. Once people have been committed to an incident, these human resources become the highest value to be protected.
7. **Wildland Urban Interface**—The operational roles of federal agencies as partners in the wildland urban interface (WUI) are wildland firefighting, hazardous fuels reduction, cooperative prevention and education, and technical assistance. Structural fire suppression is the responsibility of tribal, State, or local governments. Federal agencies may assist with exterior structural protection activities under formal Fire Protection Agreements that specify the mutual responsibilities of the partners, including funding. (Some federal agencies have full structural protection authority for their facilities on lands they administer, and may also enter into formal agreements to assist State and local governments with full structural protection).
8. **Planning**—Every area with burnable vegetation must have an approved Fire Management Plan. Fire Management Plans are strategic plans that define a program to manage wildland and prescribed fires based on the area's approved land management plan. Fire Management Plans must provide for firefighter and public safety; include fire management strategies, tactics, and alternatives; address values to be protected and public health issues; and be consistent with resource management objectives, activities of the area, and environmental laws and regulations.
9. **Science**—Fire Management Plans and programs will be based on a foundation of sound science. Research will support ongoing efforts to increase our scientific knowledge of biological, physical, and sociological factors. Information needed to support fire management will be developed through an integrated interagency fire science program. Scientific results must be made available to managers in a timely manner and must be used in the development of land management plans, Fire Management Plans, and implementation plans.
10. **Preparedness**—Agencies will ensure their capability to provide safe, cost-effective fire management programs in support of land and resource management plans through appropriate planning, staffing, training, equipment, and management oversight.
11. **Suppression**—Fires are suppressed at minimum cost, considering firefighter and public safety, benefits, and values to be protected, consistent with resource objectives.

12. **Prevention**—Agencies will work together and with their partners and other affected groups and individuals to prevent unauthorized ignition of wildland fires.
13. **Standardization**—Agencies will use compatible planning processes, funding mechanisms, training and qualification requirements, operational procedures, values to be protected methodologies, and public education programs for all fire management activities.
14. **Interagency Cooperation and Coordination**—Fire management planning, preparedness, prevention, suppression, fire use, restoration and rehabilitation, monitoring, research, and education will be conducted on an interagency basis with the involvement of cooperators and partners.
15. **Communication and Education**—Agencies will enhance knowledge and understanding of wildland fire management policies and practices through internal and external communication and education programs. These programs will be continuously improved through the timely and effective exchange of information among all affected agencies and organizations.
16. **Agency Administrator and Employee Roles**—Agency administrators will ensure that their employees are trained, certified, and made available to participate in the wildland fire program locally, regionally, and nationally as the situation demands. Employees with operational, administrative, or other skills will support the wildland fire program, as necessary. Agency administrators are responsible and will be held accountable for making employees available.
17. **Evaluation**—Agencies will develop and implement a systematic method of evaluation to determine effectiveness of projects through implementation of the 2001 Federal Fire Policy. The evaluation will assure accountability, facilitate resolution of areas of conflict, and identify resource shortages and agency priorities.

State

California Air Resources Board

The ARB focuses on reducing fossil fuel combustion emissions and other anthropogenic emissions from accumulating in the atmosphere since the passage of the California Global Warming Solutions Act (Assembly Bill [AB] 32). The ARB estimates greenhouse gas (GHG) emissions and criteria pollutant emissions from wildfires while working with other State agencies to develop an ecosystem carbon inventory for natural and working lands. This inventory quantifies the carbon stored in the State's forests, soils, and other natural lands. Looking year-over-year at the data in the inventory, there is a trend of carbon loss in California's natural and working lands, with most of those losses coming from wildfires.

California Emergency Response Plan

California has developed an emergency response plan to coordinate emergency services provided by federal, State, and local governments and private agencies. Responding to a hazardous material incident is one part of this plan. The plan is administered by the California Governor's Office of Emergency Services, which coordinates the responses of other agencies. When San Joaquin County

experiences an emergency, an Emergency Operations Center (EOC) may be opened. In the event an EOC is opened, emergency response team members coordinate efforts and work with local fire and police agencies, emergency medical providers, the California Highway Patrol (CHP), CAL FIRE, California Department of Fish and Wildlife (CDFW), and the California Department of Transportation (Caltrans).

California Department of Forestry and Fire Protection Threat Potential Mapping

CAL FIRE has mapped fire threat potential throughout California. CAL FIRE maps fire threat based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The threat levels include no fire threat, moderate, high, and very high fire threat. Further, the maps designate San Joaquin County as the LRA for the project site. Additionally, CAL FIRE produced an updated 2024 Strategic Fire Plan for California which contains goals, objectives, and policies to prepare for and mitigate the effects of fire on California's natural and built environments. The CAL FIRE Office of the State Fire Marshal provides oversight of enforcement of the California Fire Code as well as overseeing hazardous liquid pipeline safety.

California Building Code

The State of California provides a minimum standard for building design through the 2022 California Building Standards Code (CBC), which is located in Part 2 of Title 24 of the California Code of Regulations. The 2022 CBC is based on the 2015 International Building Code, but has been modified for California conditions, and is considered the most stringent in the nation. It is generally adopted on a jurisdiction by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by local City and County building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of sprinklers in all new high-rise buildings and residential buildings; the establishment of fire resistance standards for fire doors, building material; and particular types of construction to help reduce risks associated with wildfire.

California Public Resources Code

The California Public Resources Code includes fire safety regulations that restrict the use of equipment that may produce a spark, flame, or fire; require the use of spark arrestors[11] on construction equipment that use an internal combustion engine; specify requirements for the safe use of gasoline-powered tools in fire hazard areas; and specify fire suppression equipment that must be provided on-site for various types of work in fire prone areas.

These requirements include the following:

- Earthmoving and portable equipment with internal combustion engines would be equipped with a spark arrester to reduce the potential for igniting a wildland fire (Public Resources Code [PRC] § 4442).

[11] A spark arrester is any device that prevents the emission of flammable debris from a combustion source (i.e., fireplaces, internal combustion engines, and wood-burning stoves).

- Appropriate fire suppression equipment would be maintained during the highest fire danger period—from April 1 to December 1 (PRC § 4428).
- On days when a burning permit is required, flammable materials would be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the construction contractor would maintain the appropriate fire suppression equipment (PRC § 4427).
- On days when a burning permit is required, portable tools powered by gasoline-fueled internal combustion engines would not be used within 25 feet of any flammable materials (PRC § 4431).

Local

San Joaquin County

San Joaquin County Emergency Operations Plan

The San Joaquin County Emergency Operations Plan (EOP) provides a comprehensive framework for managing emergencies and disasters within the County's Operational Area, which includes all political subdivisions within its geographic boundaries. The City of Tracy is explicitly listed among the jurisdictions that receive the EOP and participate in coordinated emergency planning and response efforts.

The EOP establishes the County's emergency management structure and outlines operational concepts for coordinating and supporting on-scene responses to all hazards, including floods, droughts, earthquakes, and public health emergencies. It emphasizes multi-agency and multi-jurisdictional coordination, continuity of government, and effective public communication.

The County EOC supports Tracy's emergency operations through resource coordination, situational awareness, and mutual aid facilitation. The EOP also recognizes Tracy's municipal airport and outlines its role in regional transportation and emergency logistics.

The EOP is designed to be flexible and adaptable to a wide range of incident types and includes annexes that detail functional responses to specific threats and hazards. The EOP is reviewed and updated at least biennially and serves as the principal guide for emergency mitigation, response, and recovery operations across the County.

San Joaquin County Multi-jurisdiction Hazard Mitigation Plan

The San Joaquin County Multi-jurisdiction Hazard Mitigation Plan (MJHMP) is a comprehensive planning document developed in accordance with FEMA and the California Governor's Office of Emergency Services (Cal/OES) guidelines to identify and reduce risks from natural and human-caused hazards. The MJHMP was most recently updated in 2022 and is updated every 5 years. It serves as the foundational hazard mitigation strategy for the County and its participating jurisdictions, including the City of Tracy.

The MJHMP identifies hazards such as drought, flooding, earthquakes, extreme temperatures, and wildfires, and assesses the vulnerabilities of people, property, infrastructure, and critical facilities. It

outlines mitigation strategies and actions to reduce or eliminate long-term risks, thereby enhancing community resilience and reducing future disaster recovery costs.

Participation in the MJHMP ensures eligibility for federal mitigation funding programs, including the Hazard Mitigation Grant Program (HMGP), Building Resilient Infrastructure and Communities (BRIC), and Flood Mitigation Assistance (FMA). The MJHMP supports the County's broader emergency management framework and aligns with the four phases of emergency management: mitigation, preparedness, response, and recovery.

City of Tracy

City of Tracy Local Hazard Mitigation Plan

The City of Tracy updated its LHMP on March 17, 2020; it was adopted by FEMA Region IX on May 1, 2020. The LHMP identifies potential natural and human-made hazards, assesses their potential risks, and includes mitigation methods to reduce risks; the LHMP indicates the City is susceptible to floods, wildfires, severe weather, and earthquake hazards. Twenty mitigation actions are contained in the LHMP, including emergency response and evaluation plans, public outreach, building safety and retrofitting, emergency preparedness coordination, education, facility upgrades, and monitoring actions.[12] The LHMP contains the following goals aimed at reducing the vulnerability from natural hazards within the City that are relevant to this analysis:

Goal 1 Minimize loss of life and property from hazards.

Goal 2 Support community resilience through continuity of essential services during a hazard event.

Goal 3 Increase education and awareness of vulnerability to and mitigation of hazards.

Goal 4 Improve City coordination and capabilities to mitigate hazards.

Three mitigation measures aimed specifically at Wildfire safety include:

W-1 Fire Wise Public Education Program

W-2 Create and Modify Automatic Aid Agreements

W-3 Enhance Local Building Code to Address Wildfire Resilience

City of Tracy General Plan

The City of Tracy General Plan Safety Element contains the following goals, objectives, and policies related to wildland fire hazards:

[12] City of Tracy. 2020. Local Hazard Mitigation Planning. Website: https://www.cityoftracy.org/opengov/local-hazard-mitigation-planning. Accessed December 3, 2024

Goal SA-3–Protection of Lives and Property from Wildland Fire Hazards

Objective SA-3.1: Evaluate the potential for wildland fire hazards when considering new development.

Policies

Policy P1 All development in areas of potential wildland fire hazards shall include the following: clearance around structures, fire-resistant ground cover, and fire-resistant roofing materials.

Policy P2 Development in areas with steep terrain shall be restricted as necessary in order to ensure fire safety.

Policy P3 New development shall satisfy the fire flow and hydrant requirements.

City of Tracy Municipal Code

Chapter 11.08–Regulations For Underground Utilities

The City of Tracy Council may require installation of underground utilities when public necessity, health, safety, or welfare requires such. The Council has the authority to declare a designated area an Underground Utility District and order removal of existing overhead utility facilities and underground installation.

3.17.4 - Impacts and Mitigation Measures

The City, in its discretion as Lead Agency, has elected to utilize the guidance in California Environmental Quality Act (CEQA) Guidelines Appendix G Environmental Checklist to determine whether wildfire impacts would be considered significant. Accordingly, if the proposed project is located in or near SRAs or lands classified as Very High Fire Hazard Severity Zones, wildfire impacts resulting from the implementation of the proposed project would be considered significant if the proposed project would:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan.

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.

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.

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.

Approach to Analysis

The project site is not located in or near an SRA, nor is it located in or near lands classified as a Very High Fire Hazard Severity Zone. Accordingly, the information set forth in the impact evaluation is provided for informational purposes only.

The closest mapped Fire Hazard Severity Zone is an LRA Moderate Zone located approximately 3 miles northwest of the project site, at the outer city limits of the City of Lathrop. There is another LRA Moderate Zone located approximately 5 miles to the southwest of the project site just outside of the City of Tracy's municipal limits. The closest SRA is over 7 miles southwest of the project site. The project site is not identified as a community at risk from wildfire by CAL FIRE's "Fire Risk Assessment Program." Communities at risk from wildfire are those places within 1.5 miles of areas of High or Very High wildfire threat as determined from California Department of Forestry-Fire and Resource Assessment Program (CDF-FRAP) fuels and hazard data.

The following analysis is based, in part, on information provided by the City of Tracy General Plan, the City of Tracy LHMP, and CAL FIRE. The information obtained from these sources and other relevant materials was reviewed to evaluate the potential presence of wildfire risks on the project site and potential impacts related thereto pursuant to the thresholds identified above.

Impact Evaluation

Emergency Response/Evacuation Plan Consistency

Impact WILD-1: The proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.

Because the project site is not located in or near an SRA, nor is it located in or near lands classified as a Very High Fire Hazard Severity Zone, it does not meet the applicable threshold for a potentially significant impact. Nonetheless, for informational purposes only, this analysis considers each of the risk categories discussed below to thoroughly consider the potential wildfire risks associated with the proposed development of the project site in the interest of public safety and full disclosure.

Construction

During construction, it is expected that construction equipment and vehicles would access and leave the project site, which in turn could potentially impede evacuation or Emergency Vehicle Access (EVA) in the event of a wildfire incident. However, for the reasons set forth under Impact TRANS-3 in Section 3-14, Transportation, and Impact HAZ-6 in Section 3-9, Hazards and Hazardous Materials, construction of the proposed project would result in a less than significant impact related to EVA. In addition, the proposed project would be designed in compliance with applicable provisions of the LHMP, ensuring efficient response to emergency incidents associated with emergencies affecting the project site and vicinity. The LHMP does not include specific identified evacuation routes. However, main arterial roads that are in the vicinity and readily accessible, which could reasonably be assumed to serve as emergency evacuation routes in the project vicinity, would be I-205 in the east–west direction and I-5 in the north–south direction, as well as Paradise Road, Grant Line Road, and Tracy Boulevard (in the north–south direction). Given there are several alternate main arterial roads that provide access to these evacuation routes, the proposed project's construction would not substantially impair an adopted emergency response plan or emergency evacuation plan.

Operation

For the reasons set forth in Section 3.13, Public Services, Impact PUB-1 and Impact PUB-2, the proposed project would be adequately served by police and fire services, including respective

evacuations and EVA. The proposed project would not create a permanent residential increase in population unaccounted for in the General Plan that could lead to overwhelming calls for emergency services. Additionally, given the nature of the proposed project, it is not expected that the proposed project would trigger the need for significant additional law enforcement, fire protection, or emergency services. In addition, the proposed project would be designed in accordance with the applicable City and Fire Department standards to accommodate EVA by providing more than two points of access to the project site that would be available to emergency vehicles. It would also be designed such that the street network and other project improvements would be consistent with all applicable Fire Code requirements and standards. Specifically, as required by Policy P3, the proposed project would be required to satisfy the applicable standards for fire safety, such as fire flow requirements for fire hydrants and distribution criteria, automated sprinkler systems, and fire-resistant building materials. Fire flow requirements for the proposed development would be evaluated to ensure the water system can deliver the necessary gallons per minute (gpm) during maximum day demand conditions while maintaining a minimum residual pressure.

Blockage of an evacuation route would not occur during project operation because the proposed project would not result in permanent road closures along Paradise Road, Tracy Boulevard, Grant Line Road, I-5, or I-205, which are the most likely evacuation routes from the project site. As mandated by General Plan Goal SA-3.1's Policy P1 and by Goal SA-3-1's Policy P2 and Policy P3, the proposed project would be required to include the mandated clearance around structures and would be required to incorporate fire-resistant building materials, fire flow and hydrant requirements, and adequate street widths to ensure compliance with applicable General Plan safety goals and with the applicable requirements of the San Joaquin County EOP and relevant Fire Code provisions.

In conclusion, because the project site is not located in or near an SRA, nor is it located in or near lands classified as a Very High Fire Hazard Severity Zone, it does not meet the City's threshold for a potentially significant impact. There would be no impact.

Level of Significance

No impact.

Expose Project Occupants to Pollutant Concentration from Wildfire

Impact WILD-2:	**Due to slope, prevailing winds, and other factors, the proposed project would not exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.**

Because the project site is not located in or near an SRA, nor is it located in or near a Very High Fire Hazard Severity Zone, it does not meet the City's threshold for a potentially significant impact. Nonetheless, for informational purposes and to thoroughly consider the potential wildfire risks associated with the proposed development of the project site, and in the interest of public safety and full disclosure, the City has considered each of the risk categories as discussed below.

Construction

Impacts related to exposure of project occupants to pollutant concentrations from wildfire are limited to operational impacts. No respective construction impacts would occur.

Operation

The project site is located adjacent to the northeastern city limit. The area surrounding the project site is mostly agricultural land and light industrial warehouses. The unincorporated community of Banta lies southeast of the project site. As such, the project site is surrounded by urban development without steep terrain or unmanaged open space areas that would be prone to wildfires. The closest open space area, the Ohlone Regional Wilderness, is located approximately 7 miles southwest of the project site.

The ARB monitors air quality in the San Joaquin Valley at a number of stations. The closest station to the project site is located at the Tracy Airport, at 5749 South Tracy Boulevard, approximately 5.12 miles southwest of the project site, and is ARB number #39271. According to the ARB, the maximum scalar[13] wind speed ranged from approximately 4 to 33 miles per hour (mph) in 2024.[14] In addition, the project site has not previously experienced wildfire. The project site does not typically experience winds over 15 mph. The windier part of the year lasts for 4.9 months, from April 10 to September 8, with average wind speeds of more than 7.6 miles per hour. The windiest month of the year in Tracy is June, with an average hourly wind speed of 9.3 miles per hour.[15] Given that the project site does not experience consistent high winds (i.e., more than 25 mph) is not located in or near an area of steep terrain or an area having experienced historical wildfire, the project site would not be prone to greater wildfire risk.

As described previously, neither the City nor the project site is in a Severe or Very High Fire Hazard Severity Zone as designated by CAL FIRE. The closest fire prone areas located in a designated fire hazard zone are the southwest areas of the City's SOI, over 7 miles southwest of the project site. For the reasons set forth in Section 3.13, Public Services, Impact PUB-1 and Impact PUB-2, the proposed project would be adequately served by fire protection and emergency services from the Tracy Fire Department. Furthermore, project structures would be required to comply with applicable provisions of the California Fire Code with regard to emergency access and use of building materials and other design features that would limit the spread of wildfire to the greatest extent feasible.

In conclusion, because the project site is not located in or near an SRA, nor is it located in or near lands classified as a Very High Fire Hazard Severity Zone, it does not meet the City's threshold for a potentially significant impact. There would be no impact.

Level of Significance

No Impact

[13] Scalar is the mean of wind magnitudes (speed), not taking into account the wind direction.

[14] California Air Resources Board (ARB). 2021. Quality Assurance Air Monitoring Site Information. Website https://ww3.arb.ca.gov/qaweb/site.php?s_arb_code=39271. Accessed December 3, 2024.

[15] Weather Spark. Climate and Average Weather Year Round in Tracy. Website: https://weatherspark.com/y/1104/Average-Weather-in-Tracy-California-United-States-Year-Round. Accessed September 16, 2025

Infrastructure That Exacerbates Fire Risk

Impact WILD-3:	**The proposed project would not 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.**

Because the project site is not located in or near an SRA, nor is it located in or near lands classified as a Very High Fire Hazard Severity Zone, it does not meet the City's threshold for a potentially significant impact. Nonetheless, for informational purposes and to thoroughly consider the potential wildfire risks associated with the proposed development of the project site, and in the interest of public safety and full disclosure, the City has considered each of the risk categories as discussed below.

Construction

Impacts related to installation or maintenance of infrastructure (such as roads, fuel breaks, emergency water sources, electrical power lines, or natural gas lines) that may exacerbate fire risk are limited to operational impacts. No respective construction impacts related to infrastructure that exacerbates fire risk would occur.

Operation

The proposed project would be served by eight points of vehicular access (the northerly access point along Paradise Road would be for EVA only):

- **Grant Line Road:** four access points to the project site.
- **Paradise Road:** four access points to the project site (the northerly access point along Paradise Road would be for EVA only).

Additionally, the project site is located in a primarily urbanized area surrounded by existing roadways. The proposed project would not require the installation of firebreaks, because it is in a generally urbanized area surrounded by existing development with little natural vegetation. The proposed project would not require emergency water sources, because potable water is currently provided by the City of Tracy, which has adequate water supplies available to serve the proposed project as well as other existing and future development during normal, dry, and multiple dry years as described in Section 3.16, Utilities and Service Systems, Impact UTIL-1. Certain existing overhead lines on the project site as well as new electrical power and natural gas lines on and connecting to the project site would be installed below ground (as described more fully in application materials), minimizing potential ignition and related fire risk above ground to the extent feasible, at the project site according to applicable provisions of the CBC and Tracy Municipal Code Chapter 11.08.

In conclusion, because the project site is not located in or near an SRA, nor is it located in or near lands classified as a Very High Fire Hazard Severity Zone, it does not meet the City's threshold for a potentially significant impact. There would be no impact.

Level of Significance

No Impact

Flooding and Landslide Hazards Due To Post-fire Slope Instability/Drainage Changes

Impact WILD-4: **The proposed project would not 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.**

Because the project site is not located in or near an SRA, nor is it located in or near lands classified as a Very High Fire Hazard Severity Zone, it does not meet the City's threshold for a potentially significant impact. Nonetheless, for informational purposes, to thoroughly consider the potential wildfire risks associated with the proposed development of the project site, and in the interest of public safety and full disclosure, the City has considered each of the risk categories as discussed below.

Construction

Impacts related to post-fire slope instability are limited to operational impacts. No respective construction impacts related to flooding and landslide hazards due to post-fire slope instability or drainage changes would occur.

Operation

The project site is not located on or near steep slopes susceptible to landslides or downstream flooding. As discussed previously, the project site has also not been affected by previous wildfires that could have resulted in drainage changes or loss of vegetation. Additionally, the project site is not located in or near fire prone areas, such as unmanaged open space, or a designated fire hazard zone. As a result, the proposed project would not expose people or structures to significant risks due to post-fire slope instability or drainage changes.

In conclusion, because the project site is not located in or near an SRA, nor is it located in or near lands classified as a Very High Fire Hazard Severity Zone, it does not meet the City's threshold for a potentially significant impact. There would be no impact.

Level of Significance

No impact.

3.17.5 - Cumulative Impacts

The geographic scope of the cumulative wildfire analysis is the City of Tracy and southwestern portion of San Joaquin County. This is an appropriate geographic scope because of the topography and existing development (including natural and man-made fire breaks), a fire event beyond this geographic scope is unlikely to significantly affect the proposed project and any fires starting in the project site and vicinity would not likely significantly affect lands beyond this geographic scope. The cumulative projects relevant to this analysis include those listed in Chapter 3, Project Description, Table 3-1. The closest mapped Fire Hazard Severity Zone is an LRA Moderate Zone located approximately 3 miles northwest of the project site, at the outer city limits of the City of Lathrop. There is another LRA Moderate Zone located approximately 5 miles to the southwest of the project

site just outside of the City of Tracy municipal limits.[16] The closest SRA is over 7 miles southwest of the project site on the other side of I-580.[17]

There are no lands in or near an SRA, nor are there lands located in or near a Very High Fire Hazard Severity Zone, within the City or the southwestern portion of San Joaquin County, and none of the relevant cumulative projects are located within these areas. Therefore, no potentially significant impact would occur under the City's threshold. Nonetheless, for informational purposes and to thoroughly consider the potential wildfire risks associated with the proposed development of the project site, and in the interest of public safety and full disclosure, the City has considered each of the risk categories as discussed below.

Additionally, a combination of federal, State, and local laws and regulations limit or minimize the potential for exposure to wildfires by ensuring new development is constructed and operated according to the CBC and incorporates applicable requirements for fire-safe construction into land use planning. Relevant cumulative development listed in Table 3-1 (See Chapter 3.0: Environmental Setting) consists predominantly of residential, commercial, and industrial developments, while roadway improvements would be implemented by the City, County, and Caltrans separately.

There would be cumulative project construction (including, in certain circumstances, the installation and/or maintenance of associated infrastructure such as roads, fuel breaks, emergency water sources, power lines or other utilities). As discussed in Section 3.9, Hazards and Hazardous Materials, similar to the proposed project, the main arterial streets that would act as evacuation routes for cumulative developments out of the City would be I-205 (east–west), I-205 (north–south), and I-5 and the I-580 (east–west). As discussed in Section 3.13, Public Services, similar to the proposed project, uses proposed by the cumulative projects would not significantly increase the need for emergency services and all development would be required to comply with applicable emergency access and related requirements, which would be imposed as enforceable standard conditions of approval. Also similar to the proposed project, cumulative development would not result in permanent road closures nor impede established emergency access routes or interfere with emergency response requirements. For the above reasons, cumulative development, as with the proposed project, would also not expose occupants to pollutant concentration from wildfire or flooding/landslide hazards due to post-fire instability or drainage changes. Accordingly, the proposed project combined with cumulative projects would not exacerbate wildfire risk. For these reasons, and given that none of the cumulative projects are within high wildfire risk areas (as noted above), there would not be a significant cumulative impact related to wildfire hazards or emergency/evacuation response during construction or operation.

The proposed project would have no impact related to wildfire and would not contribute to wildfire hazards or emergency/evacuation response impacts.

Level of Cumulative Significance

No Impact.

[16] California Department of Forestry and Fire Protection (CAL FIRE). 2008. LRA Fire Hazard Severity Zones Maps. Website: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps. Accessed December 3, 2024.

[17] CA.gov. 2024. State Responsibility Area. Website: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed December 3, 2024.

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CHAPTER 4: EFFECTS FOUND NOT TO BE SIGNIFICANT

4.1 - Introduction

This chapter is based, in part, on the Tracy Northeast Business Park Project Draft Environmental Impact Report (Draft EIR) Notice of Preparation (NOP), dated January 8, 2025, and contained in Appendix A of this Draft EIR. The NOP was prepared to identify the potentially significant effects of the proposed project and was circulated for public review between January 8, 2025, and February 10, 2025. During the NOP scoping period, certain impacts were anticipated to be less than significant given the nature of the various project components and the project site. In preparing this Draft EIR, certain impacts have been determined to be less than significant in accordance with applicable provisions of the California Environmental Quality Act (CEQA) as detailed more fully herein and based on substantial evidence in the record.

This chapter provides a brief description of effects found not to be significant or less than significant, based on the NOP, NOP public comments received, as well as more detailed analysis conducted as part of the EIR preparation process. No NOP public comments were received during the NOP scoping period related to the following topics: Mineral Resources, Population and Housing, or Recreation. Further information and analysis are set forth below as to the basis for concluding that the foregoing environmental topic areas would not result in any significant impacts. In addition to these topic areas, there are certain impacts in other environmental topic areas that were found to be less than significant, which are addressed in various EIR topical sections (Sections 3.1 through 3.17), providing further discussion to support the conclusion of less than significant.

4.2 - Environmental Effects Found not to be Significant

4.2.1 - Mineral Resources

Loss of Mineral Resources of Statewide or Local Importance

There are no mineral resource recovery sites on or in the vicinity of the project site.[1] Therefore, implementation of the proposed project would not result in the loss of a locally important mineral resource recovery site delineated by an applicable land use plan. A Mineral Resource Zones and Resources Sectors map prepared by the California Geological Survey indicates that the project site is located outside of known mineral deposits of significance. Furthermore, given available information, the project site does not contain any known mineral resources. In addition, the project site is currently zoned for agricultural purposes, which does not include any mineral resource-related operations. As such, no known mineral resources would be impacted by the proposed project, and thus impacts in this regard would not be significant.

[1] California Department of Conservation. 2012. CGS Information Warehouse: Mineral Land Classification. Plate-2. Website: https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/. Accessed September 22, 2025.

4.2.2 - Population and Housing

Growth Inducement

The proposed project's potential growth inducing impacts are discussed in Section 5, Other CEQA Considerations. As detailed more fully therein, growth inducing impacts consider whether a project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. For example, direct population growth would result if the proposed project were to include residential units. Because the proposed project is industrial in nature and would not develop single-family or multi-family residential uses, no direct population growth would be expected to occur because of the proposed project. In terms of the removal of any direct barriers to growth, this would not occur as a result of the proposed project because it would not remove any existing obstacles that currently prevent growth within the City. For example, the proposed project would not require expansion of existing water, wastewater and public facilities and services beyond what was already planned for in the General Plan and Northeast Industrial (NEI) Specific Plan. Furthermore, the utility infrastructure installed as part of the proposed project would be sized and located expressly to serve the proposed project and would not, therefore, induce growth in the project vicinity.

Indirect population growth occurs when a project creates substantial employment opportunities or provides new, upsized infrastructure that could lead to additional unplanned growth. Given the nature of the proposed project, it would likely be staffed primarily by local employees once operational, and the proposed project would help to support the City's jobs-to-housing ratio goal of 1.5, as established by the California Department of Housing and Community Development (HCD), by locating employment-generating uses in relatively close proximity thereby limiting extensive commute times. The City's current jobs-to-housing ratio is 1.35.[2,3,4]

Based on the light industrial nature of the proposed project, it is expected that approximately 2,103 employees would work on-site at full buildout.[5] The industrial uses on the project site were anticipated by the City in the General Plan, and thus, the City anticipated this number of employees needed for such a project. Therefore, the proposed project would not result in a significant, unplanned change to the population of the City, and impacts would be less than significant.

Displacement of Persons or Housing

The proposed project would not require the removal of any occupied residential structures. The project site, which contains agricultural lands and agricultural structures related to hay production, would be redeveloped with multiple light industrial, warehouse and distribution uses totaling approximately 2,826,425 square feet at full buildout. As the project site does not contain residential structures, and as the proposed project would not require the removal of residential structures on or off-site,

[2] California Department of Finance. 2022. E-5 Population and Housing Estimates for Cities, Counties, and the State. May.
[3] United States Census Bureau. 2022. "OnTheMap" Tool. Website: https://onthemap.ces.census.gov/. Accessed September 22, 2025.
[4] There were 43,700 jobs and 29,623 dwelling units within the city limits in 2022. This represents a jobs-housing ratio of approximately 1.5, which indicated that there are more jobs than homes in the City.
[5] Economic and Planning Systems. 2024. Economic Impact Analysis. December 20.

impacts associated with the displacement of significant numbers of people or housing would be less than significant.

4.2.3 - Recreation

Physical Deterioration of Park and Recreational Facilities

The City maintains over 70 public parks, comprised of over 252 acres of public ground, available for City resident, visitor, and employee use.[6] The nearest public park to the project site is Glover Park, located approximately 1.4 miles to the west. As discussed above, the proposed project is anticipated to generate a total of approximately 2,103 employees at full buildout and it is reasonable to assume that some of these employees would utilize, at least to some degree, the City's available park and recreational facilities during the workday. However, given the nonresidential, industrial nature and location of the proposed project, it is likely that any such use would be limited and would not result in substantial physical deterioration of park and other recreational facilities occurring or being accelerated. Moreover, because the proposed project would not be expected to result in a significant increase to the population of the City (given the anticipated local nature of the workforce), the quantity of existing visitors and total facility usage would not likely increase significantly as a result of the proposed project. As such, the proposed project would not result in substantial physical deterioration of existing park and recreational facilities, and therefore impacts in this regard would be less than significant.

New or Expanded Recreational Facilities

According to the City's General Plan, the City aims to provide parks at a minimum of 4 acres per 1,000 residents.[7] According to the City of Tracy Citywide Parks, Recreation, and Trails Master Plan, as of October 2022, the City has provided parks at a rate of 4 acres for every 1,000 residents and continues to implement a successful strategy preserving and providing parks.[8]

Because the proposed project is not located within or adjacent to any designated natural or open space areas and would not likely increase the City's residential population, coupled with the limited likely employee usage of such facilities, the proposed project would not trigger the need to construct new or expanded park and recreational facilities to ensure that the applicable ratio of parks to residents would be maintained. As such, the proposed project's impacts in this regard would be less than significant.

[6] City of Tracy. 2025. GIS Viewer. Website: https://cityoftracy.maps.arcgis.com/apps/webappviewer/index.html?id=4887f49856a846f4923ee99275b335bf. Accessed September 22, 2025.
[7] City of Tracy. 2011. General Plan. Website: https://www.cityoftracy.org/home/showpublisheddocument/904/637451218786230000. Accessed September 22, 2025.
[8] City of Tracy. 2022. Citywide Parks, Recreation, and Trails Master Plan. October. Website: https://www.cityoftracy.org/home/showpublisheddocument/14667/638090549762930000. Accessed September 22, 2025.

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CHAPTER 5: OTHER CEQA CONSIDERATIONS

5.1 - Significant Unavoidable Impacts

California Environmental Quality Act (CEQA) Guidelines Sections 15126.2(a) and (c) require an Environmental Impact Report (EIR) to identify and focus on significant environmental effects of the project, including effects that cannot be avoided if the project were implemented and requires that all phases of a project must be considered when evaluating its impact on the environment: planning, acquisition, development, and operation. As part of this analysis, the Draft EIR must also identify (1) significant environmental effects of the proposed project; (2) significant environmental effects which cannot be avoided if the proposed project is implemented; (3) significant irreversible environmental changes which would be involved in the proposed project should it be implemented; (4) growth-inducing impact of the proposed project; (5) mitigation measures proposed to minimize the significant effects; and (6) alternatives to the proposed project.

Accordingly, this chapter provides a discussion of other CEQA-mandated topics, including significant unavoidable impacts, growth inducement, and/or any significant irreversible environmental changes which could occur if the proposed project were implemented. Chapter 3, Environmental Impact Analysis, describes the significant environmental effects of the proposed project and provides feasible mitigation measures proposed to minimize significant effects. Chapter 6, Alternatives to the Proposed Project, discusses a reasonable range of potentially feasible alternatives to the proposed project.

Based on analysis contained in this Draft EIR and as further detailed herein, the City has determined that the proposed project would result in the following significant and unavoidable impacts:

- **Project-level Conversion of Prime Farmland (AG-1):** Although the proposed project is consistent with the site's General Plan designation and conversion of the project site to industrial use has long been envisioned as part of buildout under the General Plan, development consistent with the proposed project would result in the loss of agricultural land and conversion of Prime Farmland to urban uses. The project applicants would each be required to pay applicable Agricultural Mitigation Fees in connection with their respective individual development proposals as implemented by Mitigation Measure (MM) AG-1. No other feasible mitigation is available to further reduce this impact. Accordingly, even with the payment of fees and adherence to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), the proposed project would result in significant and unavoidable impacts related to the conversion of Farmland identified by Farmland Mapping and Monitoring Program (FMMP) mapping to nonagricultural use.
- **Cumulative Conversion of Prime Farmland (AG-CUM-1):** Much of the Northeast Industrial (NEI) Specific Plan area consists of Prime Farmland that would be converted to nonagricultural uses with implementation of the relevant cumulative projects. Like the proposed project, any of the cumulative projects that would convert Prime Farmland to nonagricultural uses would be required to pay the Agricultural Mitigation Fee; however, the cumulative impact remains

significant. The development of the proposed project would result in the loss of aPrime Farmland, which would result in a project-level significant and unavoidable impact that would also result in a cumulatively considerable contribution to the identified significant cumulative impact that would be significant and unavoidable.

- **Project-level Impact Related to Implementation of the Applicable Air Quality Plan (AIR-1):** The proposed project is consistent with the project site's General Plan designation, which means the proposed industrial use was accounted for in the Air Quality Plan (AQP) land use projections. However, the proposed project could create a localized violation of State or federal air quality standards and significantly contribute to cumulative non-attainment pollutant violations. The proposed project would be required to implement MM AIR-1a to reduce the emissions of carbon monoxide (CO) to the extent feasible; however, because the proposed project would still result in exceedances of thresholds for PM_{10} and $PM_{2.5}$ during construction, where there are no feasible mitigation measures, the proposed project is inconsistent with Criterion 1 of the AQP. Therefore, the proposed project's potentially significant impact is identified as significant and unavoidable.
- **Cumulative Impact on Implementation of Applicable Air Quality Plan (AIR-CUM-1):** The air basin is designated non-attainment for ozone, PM_{10} and $PM_{2.5}$. Given that the proposed project would be inconsistent with Criterion 1 by exceeding applicable thresholds for PM_{10} and $PM_{2.5}$, the proposed project, combined with cumulative projects, would have a significant cumulative impact related to the implementation of the applicable AQP.
- **Project-level Impact Related to Cumulatively Considerable Net Increase of Oxides of Nitrogen (NO_X) during Operation (AIR-2):** During operation, unmitigated emissions from project truck travel would exceed Valley Air District thresholds of significance for NO_X. Although the proposed project would incorporate project design features to reduce NO_x emissions to the extent feasible, these reductions are not accurately quantifiable. There are no feasible mitigation measures to further reduce this impact. Therefore, this impact would remain significant and unavoidable.
- **Cumulative Impact Related to Cumulative Net Increase of NO_X during Operation (AIR-CUM-2)**: The air basin is designated non-attainment for ozone, PM_{10}, and $PM_{2.5.}$ Since the proposed project would exceed Valley Air District mass emission thresholds for an ozone precursor and a criteria pollutant (NO_X) during operations, the proposed project would contribute to the existing cumulative air quality impact. Therefore, operational emissions from the project related to NO_X emissions would be cumulatively considerable.
- **Project-level Impacts Related to Localized Fugitive Dust Exceedances and Resulting Exposure of Sensitive Receptors During Construction (AIR-3):** For the purposes of a conservative analysis, construction impacts of the proposed project were analyzed under concurrent as well as sequential phasing. During construction, the proposed project would generate fugitive dust that would cause PM_{10} and $PM_{2.5}$ to exceed applicable thresholds in the event that the two project phases are constructed concurrently. Although the proposed project would be required to implement a Dust Control Plan (DCP) and associated Best Management Practices (BMPs) to reduce these emissions to the extent feasible, these reductions are not fully quantifiable. Therefore, this impact would remain significant and unavoidable.

- **Cumulative Impact Related to Localized Fugitive Dust Exceedances and Resulting Exposure of Sensitive Receptors During Construction (AIR-CUM-3):** Due to the geographic scope of the cumulative analysis, which includes nearby industrial operations (Cumulative Projects No. 30 and No. 43), the proposed project, combined with other relevant cumulative developments, would result in significant concentrations of PM_{10} and $PM_{2.5}$ as a result of fugitive dust generated during construction. Therefore, although the relevant cumulative developments, similar to the proposed project, would each be required to implement a DCP and associated BMPs to reduce these impacts, construction impacts on PM_{10} and $PM_{2.5}$ levels would result in a significant cumulative impact in this regard, and the proposed project's contribution would be cumulatively considerable.
- **Project-Level Vehicle Miles Traveled (VMT) Impact (TRANS-1):** The proposed project's VMT would result in a significant impact given that the proposed project could feasibly reach only a 9 percent reduction in Vehicle Miles Traveled (VMT) through the implementation of MM TRANS-1a (Transportation Demand Management [TDM] Strategies) and MM TRANS-1b (Payment of Applicable Banking Fees). Given that this would fall short of the 15 percent reduction required by the City for reducing VMT impacts pursuant to the applicable VMT threshold, this impact would be significant and unavoidable.
- **Cumulative VMT Impact (TRANS-CUM-1):** Similar to the proposed project, other relevant cumulative projects would be required to comply with applicable State and local laws and regulations. If found to result in significant VMT impacts, the cumulative projects would be required to implement TDM measures that would reduce VMT and encourage alternative modes of transportation, such as transit, bicycle use, and walking, to the extent feasible. The specific VMT/TDM measures including those relating to different types of transit, bicycle, and pedestrian facilities, would depend on the nature and scope of the particular cumulative development and its location. Also similar to the proposed project, other cumulative projects may be required to include facilities based on future transportation studies prepared for that cumulative project and pay into the City's VMT banking program once established. However, even with the foregoing measures, the proposed project, in combination with other relevant cumulative developments, would result in significant cumulative VMT impacts. Moreover, with respect to the proposed project, while implementation of MM TRANS-1a and MM TRANS-1b would reduce its VMT impact to the extent feasible, the cumulative VMT would still exceed City standards and would be significant and unavoidable. As such, the proposed project would have a cumulatively considerable contribution to a significant cumulative impact.
- **Project-level Impact Related to Roadway Safety Hazard (TRANS-2):** As discussed above, the I-205/MacArthur interchange westbound off-ramp Background Plus Project Conditions analysis finds that there would be a potentially significant impact due to the queue spillback to the mainline. Several strategies, including signal timing modifications and ramp improvements, could mitigate the queueing hazard impact. Therefore, a review of the signal timings was completed first to determine whether signal timing modifications could mitigate the queueing. The review found that the priority movement for coordination was the northbound left turn leading to the westbound on-ramp instead of prioritizing the westbound off-ramp. A simulation was conducted by Kimley-Horn using revised signal timings that prioritized the westbound off-ramp while also maintaining acceptable operations for the rest of the

interchange movements. The revised signal timings yielded an AM peak-hour westbound off-ramp queue reduction of more than 895 feet, mitigating the queue, while also reducing other movements queueing and only resulting in a slight queue increase for the northbound left turn. Therefore, the proposed project would be required to implement MM TRANS-2, which requires the applicant to pay fair share funding of future signal timing modifications in order to reduce the queueing impact. This mitigation measure would require coordination between the Lead Agency, City of Tracy, the applicant, and Caltrans along with fair share contributions from other benefitting developers. Accordingly, despite the theoretical availability of this mitigation, because there is no assurance that the signal-timing modifications can be timely implemented, the impact must still be classified as significant and unavoidable under CEQA.

5.2 - Growth-inducing Impacts

There are two types of growth-inducing impacts that a project may have: direct and indirect. To assess the potential for the proposed project to result in growth-inducing impacts, this Draft EIR must evaluate any project characteristics that may encourage and/or facilitate activities that individually or cumulatively may affect the environment (CEQA Guidelines § 15126.2(e)).

Accordingly, this analysis evaluates whether a project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Direct growth-inducing impacts occur when project development imposes new burdens on a community by directly inducing population growth or by leading to construction of additional developments in the same area. For example, increases in the population may tax existing community service facilities, requiring construction of new or expanded facilities that could cause significant environmental effects. Also included in this category are projects that remove physical obstacles to population growth (such as a new road into an undeveloped area or a wastewater treatment plant with excess capacity that could allow additional development in the service area). Construction of these types of infrastructure projects cannot be considered isolated from the development they facilitate and serve, and could significantly affect the environment, either individually or cumulatively.

The proposed project would include the construction of light industrial, warehouse and distribution uses and related improvements and ancillary uses (e.g., office) that would be expected to employ a total of approximately 2,103 people at full buildout.[1] As described in Chapter 4, Effects Found not to be Significant, direct population growth would result if the proposed project were to include residential units. Because the proposed project is industrial in nature and would not include any residential uses, no direct population growth would be expected to occur. In terms of the removal of any direct barriers to growth, this would not occur as a result of the project because the proposed project would not remove any existing obstacles that currently prevent growth within the City. For example, the proposed project would not require expansion of existing water, wastewater and public facilities and services beyond what was already planned for in the General Plan, NEI Specific Plan, and relevant City master infrastructure plans. The utility infrastructure installed as part of the

[1] Economic and Planning Systems. 2024. Economic Impact Analysis. December 20.

proposed project would be sized and located expressly to serve the proposed project and would not, therefore, induce growth in the project vicinity.

Therefore, because the proposed project does not involve housing, nor would it remove any direct barriers to growth, the proposed project would not directly increase population.

Indirect population growth occurs when a project creates substantial employment opportunities or provides new, upsized infrastructure that could lead to additional unplanned growth. Once operational, the proposed project is expected to employ up to approximately 2,103 people on-site for daily operation. Given the nature of the proposed uses, it is anticipated that the employees would come primarily from the local job market and therefore would not likely trigger significant additional housing development to serve these employees, and the proposed project would help to support the City's jobs-to-housing ratio goal of 1.5 as established by the California Department of Housing and Community Development (HCD). In 2022, the City's jobs-to-housing ratio was 1.35.[2,3,4] Furthermore, the project site is within the City's existing Sphere of Influence (SOI), and has been designated by the General Plan for industrial uses and therefore, the City has long anticipated and planned for this growth in employment opportunities that would result from the proposed project.

Infrastructure and services would be extended to serve the proposed project but would not require expansion of any existing water, wastewater, and other facilities and services beyond what was already planned for in the General Plan and relevant City master infrastructure plans and thus would not encourage additional unplanned growth. For these reasons, implementation of the proposed project would not induce substantial indirect population growth within the City.

The proposed project would not result in direct or indirect growth, negatively alter the existing jobs/housing balance, or be inconsistent with the relevant provisions of the General Plan, the NEI Specific Plan, or relevant City master infrastructure plans; therefore, growth-inducing impacts would be less than significant.

5.3 - Significant Irreversible Environmental Changes

As mandated by CEQA Guidelines Section 15126.2(d), the Draft EIR must address significant irreversible environmental changes that would result from implementation of the proposed project. Primary impacts and particularly secondary impacts (such as a highway improvement that provides access to a previously inaccessible area) generally commit future generations to similar uses. Specifically, such an irreversible environmental change would occur if:

- The proposed project would involve a large commitment of nonrenewable resources, which makes removal or nonuse thereafter unlikely.

[2] California Department of Finance. 2024. E-5 Population and Housing Estimates for Cities, Counties, and the State. Website: https://dof.ca.gov/forecasting/demographics/estimates/. Accessed March 24, 2025.
[3] United States Census. 2022. "OnTheMap" Tool. Website: https://onthemap.ces.census.gov/. Accessed March 24, 2025.
[4] There were 40,101 jobs and 26,623 dwelling units within the city limits in 2022. This represents a jobs-housing ratio of approximately 1.35, which indicated that there are more jobs than homes in the City.

- Irreversible damage can result from environmental accidents associated with the proposed project.
- Any irretrievable commitments of resources are not justified (e.g., the proposed project results in the wasteful use of energy). (Refer to Section 3.6, Energy, which addresses this topic in accordance with CEQA Guidelines Appendix F).

The proposed project involves construction and operation of multiple light industrial, warehouse, and distribution uses and related improvements and ancillary uses (e.g., office), which at buildout, would total approximately 2,834,919 square feet. As described more fully in Chapter 2, Project Description, development on the Dermody Property would consist of a total of approximately 1,811,259 square feet of warehouse/distribution and/or manufacturing space located throughout three buildings. Per Chapter 2, Project Description, buildout of the Suvik Property is estimated to consist of a maximum total of approximately 1,023,660 square feet of warehouse/distribution and/or manufacturing uses, which conservatively reflects the maximum allowable density per acre identified in the NEI Specific Plan. Other project components would include the construction of an approximately 12.44-acre City owned and managed stormwater detention basin with a pump station, as already envisioned in the current City of Tracy Citywide Storm Drainage Master Plan.[5] Existing trees and ornamentals associated with existing agricultural uses and all crops would be removed as part of the proposed project. The proposed project would be developed within the NEI Specific Plan area (as amended), which would help ensure the efficient, cohesive construction and operation of the proposed project near other similar, compatible uses.

Construction would include the use of building materials, such as petroleum-based products and metals, which cannot reasonably be recreated. Construction also would involve significant consumption of energy, consisting predominantly of petroleum-based fuels that deplete supplies of nonrenewable resources. Construction of structures, other improvements and infrastructure would also consume energy and water.

However, stringent construction and demolition debris recycling practices, consistent with applicable laws and regulations that would be imposed on the proposed project, would be expected to facilitate the recovery and reuse of building materials such as concrete, lumber, and steel; these practices would also limit disposal of these materials, some of which are nonrenewable.

Additionally, construction equipment would be required to meet applicable Valley Air District standards as described in Section 3.3, Air Quality. Section 3.6, Energy, addresses energy consumption during construction and explains in more detail why impacts would be less than significant in this regard. Also, as detailed further in Chapter 2, Project Description, Table 2-3, the applicant has voluntarily agreed to adhere to additional Best Management Practices (BMPs) that are intended to further enhance energy efficiency and sustainability objectives. As it relates to building materials, for example, materials such as concrete and concrete masonry units would be purchased local to the project site, minimizing the transport distances and resultant effects to road networks and regional air quality.

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

Once construction is complete, land uses associated with the proposed project would use some nonrenewable fuels to heat and light structures, as well as with respect to the operation of passenger vehicles and trucks. New industrial uses would be required to adhere to the latest adopted edition of the California Green Building Standards Code (CALGreen), which includes a number of standards and features (viewed as some of the most stringent requirements in the country) that would reduce energy demand, water consumption, and wastewater and solid waste generation that would collectively conserve and reduce the demand for resources. Furthermore, as discussed more fully in the relevant environmental topic sections, the proposed project would be required to implement identified mitigation measures that would help to reduce, to the extent feasible, reliance on nonrenewable resources. Also, as detailed further in Chapter 2, Project Description, Table 2-3, the applicant has voluntarily agreed to adhere to additional BMPs that are intended to further enhance energy efficiency and sustainability objectives. The foregoing would result in reduced emissions and the generation of less pollution and effluent and lessen, to the extent feasible, the severity of corresponding environmental effects. Although the proposed project would result in an irretrievable commitment of nonrenewable resources and water for irrigation and plumbing that would be typical for this type of light industrial and ancillary office uses, these would not be consumed inefficiently, unnecessarily, or wastefully.

While unlikely, if a major hazardous waste release would occur as a result of implementation of the proposed project, it would constitute a significant irreversible change from an environmental action. However, the proposed industrial uses do not have the potential to cause significant environmental accidents through releases into the environment as they would not involve large quantities of hazardous materials (see Section 3.9, Hazards and Hazardous Materials). In addition, compliance with the comprehensive regulatory framework and identified mitigation measures, as provided in this Draft EIR, and General Plan and NEI Specific Plan policies and actions, identified within the Draft EIR, would reduce all such irreversible or nearly irreversible effects to less than significant levels. Future tenants/operators would be required to adhere to all applicable laws and regulations in this regard, including submitting a Hazardous Materials Business Plan (HMBP) to San Joaquin Environmental Health for review and approval if the tenants/operators intend to store significant amounts of hazardous materials on-site. According to the California Department of Forestry and Fire Protection (CAL FIRE), there are no Very High Fire Hazard Severity Zones in San Joaquin County, and therefore none in the project site.[6] Because the project site has not previously experienced wildfire and is not located in or near an area of steep terrain or historical wildfire burn, nor does it experience consistent high winds, the project site would not be prone to wildfire risk (see Section 3.17, Wildfire). In addition, as discussed in Section 3.13, Public Services, existing fire protection facilities would be adequate to serve the project site, and the proposed project would not result in a significant impact related to the need for new or altered fire protection facilities. Thus, implementation of the proposed project's industrial and ancillary office uses would not have the potential to result in significant environmental accidents related to wildfire hazards and would not result in significant irreversible environmental changes.

[6] California Department of Forestry and Fire Protection (CAL FIRE). 2024. Fire Hazard Severity Zone Viewer. Website: https://egis.fire.ca.gov/FHSZ/. Accessed February 11, 2025.

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CHAPTER 6: ALTERNATIVES TO THE PROPOSED PROJECT

6.1 - Introduction

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15126.6, this chapter contains a comparative impact assessment of a reasonable range of potentially feasible alternatives to the Tracy Northeast Business Park Project (proposed project). The primary purpose of an alternatives analysis under CEQA is to provide decision-makers, interested organizations, and the public with a reasonable number of potentially feasible project alternatives that could attain most of the basic project objectives while avoiding or reducing any of the proposed project's significant adverse environmental effects. Important considerations for these alternatives analyses are noted below (as stated in CEQA Guidelines Section 15126.6). Analysis of three alternatives to the proposed project is provided for purposes of full disclosure and to allow decision-makers to consider the proposed project in light of hypothetical alternative development scenarios, thereby promoting CEQA's purpose as an information disclosure statute. This analysis is guided by the following considerations set forth under CEQA Guidelines Section 15126.6:

- An Environmental Impact Report (EIR) need not consider every conceivable alternative to a project.
- An EIR should identify alternatives that were considered by the lead agency but rejected as infeasible during the scoping process.
- Reasons for rejecting an alternative include:
  - Failure to meet most of the basic project objectives;
  - Infeasibility; or
  - Inability to avoid significant environmental effects.

6.2 - Significant Unavoidable Impacts

The proposed project was analyzed for potentially significant impacts related to each of the environmental issues discussed in Sections 3.1 through 3.18. The results of the analysis indicate that even with the implementation of feasible mitigation, the proposed project would result in the following significant and unavoidable impacts:

- **Project-level Conversion of Prime Farmland (AG-1):** Although the proposed project is consistent with the project site's General Plan designation and conversion of the project site to industrial use has long been envisioned as part of buildout under the General Plan, development consistent with the proposed project would result in the loss of agricultural land and conversion of Prime Farmland to urban uses. The project applicants would each be required to pay applicable Agricultural Mitigation Fees in connection with their respective individual development proposals as required by Mitigation Measure (MM) AG-1. No other feasible mitigation is available to further reduce this impact. Accordingly, even with the payment of fees and adherence to the San Joaquin County Multiple-Species Habitat

Conservation and Open Space Plan (SJMSCP), the proposed project would result in significant and unavoidable impacts related to the conversion of Farmland identified by Farmland Mapping and Monitoring Program (FMMP) mapping to nonagricultural use.

- **Cumulative Conversion of Prime Farmland (AG-CUM-1):** Much of the Northeast Industrial (NEI) Specific Plan area consists of Prime Farmland that would be converted to nonagricultural uses with implementation of the relevant cumulative projects. Like the proposed project, any of the cumulative projects that would convert Prime Farmland to nonagricultural uses would be required to pay the Agricultural Mitigation Fee; however, the cumulative impact remains significant. The development of the proposed project would result in the loss of Prime Farmland, which would result in a project-level significant and unavoidable impact that would also result in a cumulatively considerable contribution to the identified significant cumulative impact that would be significant and unavoidable.
- **Project-level Impact Related to Implementation of the Applicable Air Quality Plan (AIR-1):** The proposed project is consistent with the project site's General Plan designation which means the proposed industrial use was accounted for in the Air Quality Plan (AQP) land use projections. However, the proposed project could create a localized violation of State or federal air quality standards and significantly contribute to cumulative nonattainment pollutant violations. The proposed project would be required to implement MM AIR-1a to reduce the emissions of carbon monoxide (CO) to the extent feasible; however, because the proposed project would still result in exceedances of thresholds for particulate matter less than 10 microns in diameter (PM_{10}) and less than 2.5 microns in diameter ($PM_{2.5}$) during construction, where there are no feasible mitigation measures, the proposed project is inconsistent with Criterion 1 of the AQP. Therefore, the proposed project's potentially significant impact is identified as significant and unavoidable.
- **Cumulative Impact on Implementation of Applicable Air Quality Plan (AIR-CUM-1):** The air basin is designated nonattainment for ozone, PM_{10}, and $PM_{2.5.}$ Given that the proposed project would be inconsistent with Criterion 1 by exceeding applicable thresholds for PM_{10} and $PM_{2.5}$, the proposed project, combined with cumulative projects, would have a significant cumulative impact related to the implementation of the applicable AQP.
- **Project-level Impact Related to Cumulatively Considerable Net Increase of Oxides of Nitrogen (NO_X) During Operation (AIR-2):** During operation, unmitigated emissions from project truck travel would exceed Valley Air District thresholds of significance for NO_X. Although the proposed project would incorporate project design features to reduce NO_x emissions to the extent feasible, these reductions are not accurately quantifiable. There are no feasible mitigation measures to further reduce this impact. Therefore, this impact would remain significant and unavoidable.
- **Cumulative Impact Related to Cumulative Net Increase of NO_X During Operation (AIR-CUM-2)**: The air basin is designated nonattainment for ozone, PM_{10}, and $PM_{2.5.}$ Since the proposed project would exceed Valley Air District mass emission thresholds for an ozone precursor and a criteria pollutant (NO_X) during operations, the proposed project would contribute to the existing cumulative air quality impact. Therefore, operational emissions from the proposed project related to NO_X emissions would be cumulatively considerable.

- **Project-level Impacts Related to Localized Fugitive Dust Exceedances and Resulting Exposure of Sensitive Receptors During Construction (AIR-3):** For the purposes of a conservative analysis, construction impacts of the proposed project were analyzed under concurrent as well as sequential phasing. During construction, the proposed project would generate fugitive dust that would cause PM_{10} and $PM_{2.5}$ to exceed applicable thresholds in the event that the two project phases are constructed concurrently. Although the proposed project would be required to implement a Dust Control Plan (DCP) and associated Best Management Practices (BMPs) to reduce these emissions to the extent feasible, these reductions are not fully quantifiable. Therefore, this impact would remain significant and unavoidable.
- **Cumulative Impact Related to Localized Fugitive Dust Exceedances and Resulting Exposure of Sensitive Receptors During Construction (AIR-CUM-3):** Because of the geographic scope of the cumulative analysis, which includes nearby industrial operations (Cumulative Project No. 30 and No 43), the proposed project, combined with other relevant cumulative developments, would result in significant concentrations of PM_{10} and $PM_{2.5}$ as a result of fugitive dust generated during construction. Therefore, although the relevant cumulative developments, similar to the proposed project, would each be required to implement a DCP and associated BMPs to reduce these impacts, construction impacts on PM_{10} and $PM_{2.5}$ levels would result in a significant cumulative impact in this regard, and the proposed project's contribution would be cumulatively considerable.
- **Project-level Vehicle Miles Traveled Impact (TRANS-1):** The proposed project's Vehicle Miles Traveled (VMT) would result in a significant impact given that the proposed project could feasibly reach only a 9 percent reduction in VMT through the implementation of MM TRANS-1a (Transportation Demand Management [TDM] Strategies) and MM TRANS-1b (Payment of Applicable Banking Fees). Given that this would fall short of the 15 percent reduction required by the City for reducing VMT impacts pursuant to the applicable VMT threshold, this impact would be significant and unavoidable.
- **Cumulative VMT Impact (TRANS-CUM-1):** Similar to the proposed project, other relevant cumulative projects would be required to comply with applicable State and local laws and regulations. If found to result in significant VMT impacts, the cumulative projects would be required to implement TDM measures that would reduce VMT and encourage alternative modes of transportation, such as transit, bicycle use, and walking, to the extent feasible. The specific VMT/TDM measures, including those relating to different types of transit, bicycle, and pedestrian facilities, would depend on the nature and scope of the particular cumulative development and its location. Also similar to the proposed project, other cumulative projects may be required to include facilities based on future transportation studies prepared for that cumulative project and pay into the City's VMT banking program once established. However, even with the foregoing measures, the proposed project, in combination with other relevant cumulative developments, would result in significant cumulative VMT impacts. Moreover, with respect to the proposed project, while implementation of MM TRANS-1a and MM TRANS-1b would reduce its VMT impact to the extent feasible, the cumulative VMT would still exceed City standards and would be significant and unavoidable. As such, even with the implementation of mitigation, the proposed project would have a cumulatively considerable contribution to a significant cumulative impact.

- **Project-level Impact Related to Roadway Safety Hazard (TRANS-2):** As discussed above, the Interstate 205 (I-205)/MacArthur interchange westbound off-ramp Background Plus Project Conditions analysis finds that there would be a potentially significant impact due to the queue spillback to the mainline. Several strategies, including signal timing modifications and ramp improvements, could mitigate the queueing hazard impact. Therefore, a review of the signal timings was completed first to determine whether signal timing modifications could mitigate the queueing. The review found that the priority movement for coordination was the northbound left turn leading to the westbound on-ramp rather than the westbound off-ramp. A simulation was conducted by Kimley-Horn using revised signal timings that prioritized the westbound off-ramp while also maintaining acceptable operations for the rest of the interchange movements. The revised signal timings yielded an AM peak-hour westbound off-ramp queue reduction of more than 895 feet, mitigating the queue, while also reducing other movements queueing and only resulting in a slight queue increase for the northbound left turn. Therefore, the proposed project would be required to implement MM TRANS-2, which requires the applicant to pay fair share funding of future signal timing modifications in order to reduce the queueing impact. This mitigation measure would require coordination between the Lead Agency, the City of Tracy, the applicant, and the California Department of Transportation (Caltrans), along with fair share contributions from other benefiting developers. Accordingly, despite the theoretical availability of this mitigation, because there is no assurance that the signal-timing modifications can be timely implemented, the impact must still be classified as significant and unavoidable under CEQA.

Potential significant impacts were identified with respect to Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Noise, Tribal Cultural Resources, and Utilities and Service Systems; however, mitigation measures were identified that would reduce the impacts to less than significant.

6.3 - Alternatives Initially Considered but then Eliminated from Further Consideration

An EIR must briefly describe the lead agency's rationale for selecting which project alternatives will be evaluated in the EIR and which alternatives were initially considered but determined by the lead agency to not merit a full evaluation in the EIR. The EIR's evaluation of alternatives "shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly" (CEQA Guidelines § 15126.6(b)). Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (CEQA Guidelines § 15126.6(f)(3)).

This Section 6.3 identifies the alternatives that were initially considered by the Lead Agency, but ultimately rejected by the Lead Agency from a full evaluation in the Draft EIR, and provides a brief explanation of the reasons for their exclusion.

6.3.1 - Alternative Site Alternative

The City's initial consideration of potential alternative locations included a review of lands within the City as well as lands located within the Sphere of Influence (SOI) or immediately adjacent thereto, which could otherwise be viewed as potentially suitable for development of the scope and nature of the proposed project. Potential alternative locations were initially considered in an effort to locate a site that would not involve the conversion of approximately 168 acres of Prime Farmland and/or could potentially reduce VMT impacts; however, for the reasons explained below, the identified potential alternative sites were ultimately rejected from further consideration. CEQA Guidelines Section 15126.6(f)(2) sets forth considerations to be used in evaluating an alternative location. The section states that the "key question" is whether any of the significant effects of the proposed project would be avoided or substantially lessened by relocating the proposed project.

The CEQA Guidelines 15126.6(f) identifies the following factors that may be taken into account when addressing the feasibility of an alternative location:

1) Site suitability
2) Economic viability
3) Availability of infrastructure
4) General Plan consistency
5) Other plans or regulatory limitations
6) Jurisdictional boundaries
7) Whether the project applicant can reasonably acquire, control, or otherwise have access to the alternative site

This potential alternative involved review of the potential to construct a development of similar size, uses and scale as the proposed project at alternative locations, with the goal of attempting to lessen or avoid site-specific impacts to Prime Farmland and/or reduce VMT impacts. Under this potential alternative, the proposed project would need to be located at another large, predominantly vacant property that could meet most of the proposed project's objectives as well as accommodating the scope and nature of the proposed uses. The primary constraints include the limited amount of other potentially available sufficiently large sites within the City's municipal boundaries or its SOI that do not contain Important Farmland and can accommodate the proposed industrial uses near existing infrastructure; in addition, the applicant does not own, control, or otherwise have access to any other such potential sites. Nonetheless, for purposes of thoughtful disclosure, potential off-site alternative sites were screened for consideration based on location, size, and zoning requirements, as well as the lack of Prime Farmland, as discussed further below.

The City evaluated sites within the City, within the City's SOI, and potential sites immediately adjacent to the City's SOI.

The City of Tracy is mostly urbanized so it is assumed that there would be availability of infrastructure should the proposed project occur elsewhere within the City. The City's consideration of alternative locations included a review of lands in the western part of Tracy that are otherwise suitable for development. However, the City has found that there are no feasible alternative

locations in the western part of the City planned for industrial uses. Additionally, the City determined that development within the westside would not reduce any VMT impacts.

The City identified one appropriately sized parcel, located adjacent to Bohn Elementary School and large tracts of residential development, which is within the City's municipal boundaries. This potential alternative site was considered but rejected as an alternative location because it could potentially result in increased impacts to sensitive receptors and increased traffic congestion due to its proximity to residential areas and distance from transit hubs, as well as increased air quality impacts. This area is also designated as Prime Farmland, and thus a project on this proposed alternative site would still have significant impacts related to conversion of Prime Farmland. In addition, this area is designated as Urban Reserve in the General Plan for potential future residential development. Constructing the proposed project on this alternative site would be inconsistent with the General Plan and would have potentially more significant population and housing and land use and planning impacts than the proposed project. The City also considered an alternative site in the Cordes Ranch area within the City's municipal boundaries. However, the entirety of Cordes Ranch is already subject to an adopted Development Agreement, which contractually vests specific uses, development rights, and a defined buildout plan for that area. As a result, the City does not have discretion to authorize the proposed project at that location without breaching the existing Development Agreement or renegotiating vested rights with affected private parties—an action that is speculative, legally uncertain, and not feasible for purposes of a CEQA alternatives analysis. Moreover, Cordes Ranch is owned by another entity, and there is no evidence that the project applicant could reasonably acquire sufficient acreage within Cordes Ranch to develop the proposed uses. For these reasons, Cordes Ranch is not considered a feasible alternative site for the proposed project.

The City did not identify any feasible alternative sites within the SOI. The City has determined that potential alternative locations inside the SOI would not be feasible because existing sites are identified in the General Plan as residential uses and there are no sites designated for industrial uses. Additionally, the City has determined that any potential alternative sites outside the Sphere of Influence would not be feasible because an expansion of the SOI would induce unplanned growth and cause impacts greater than development on the project site. Moreover, any such sites would likely involve conversion of Important Farmland and would have similar or greater VMT impacts, as well as other potentially significant impacts related to the premature development of agricultural lands outside of the City's SOI (which reflects the area likely to be annexed to the City as a logical extension of City boundaries and related infrastructure and services).

Additionally, potential sites of appropriate size at the edge of the municipal boundaries located along the City's SOI generally consist of other agricultural parcels that are mostly designated as Prime Farmland, which would result in similar impacts to agricultural resources as the proposed project and/or other types of impacts and would not achieve the intended purpose of the Alternative Site Alterative. Accordingly, the City did not identify any feasible alternative sites along the City's SOI.

In addition, as discussed in *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553 (Goleta II), an EIR "is not ordinarily an occasion for the reconsideration or overhaul of fundamental

land use policy." (*Goleta II*, supra, 52 Cal.3d at p. 573.) Through the adoption of a General Plan, the local agency has already considered and analyzed suitable alternative locations for various types of development and has selected a feasible land use pattern. The Court further explained that "[i]nformed and enlightened regional planning does not demand a project EIR dedicated to defining alternative sites without regard to feasibility. Such ad hoc reconsideration of basic planning policy is not only unnecessary but would be in contravention of the legislative goal of long-term, comprehensive planning." (*Goleta II*, supra, 52 Cal.3d at pp. 572–573.)

After consideration of potential alternative sites, the City, as Lead Agency, has determined that there are no vacant parcels within the City's municipal boundaries or within its SOI (or immediately adjacent thereto) that are not Prime Farmland, would not have similar VMT impacts, could accommodate the size and nature of the proposed project, and are designated under the General Plan for industrial uses. No sites of adequate size and availability have been identified, nor would any such sites be expected to minimize environmental impacts. For these reasons, although alternative sites were initially considered, an alternative location was eliminated from further discussion in this Draft EIR, consistent with CEQA Guidelines Section 15126.6(c).

6.3.2 - Alternative Access Alternative

Under the potential Alternative Access Alternative, the City considered modifying vehicular access points specifically to avoid traffic impacts associated with the westbound I-205/MacArthur Drive off-ramp, where operational analyses identified the potential for queue spillback to the freeway mainline. Rather than relying on the same access configuration proposed under the project, this alternative contemplated whether major project access could be feasibly shifted to a new or reconfigured roadway connection designed to remove project-related traffic from the constrained MacArthur interchange area.

In evaluating this potential alternative, the City considered whether an alternative access point could be created to divert project traffic away from the MacArthur off-ramp, thereby reducing potential queue spillback and associated safety concerns. However, no feasible alternative access route exists that would avoid directing project trips back toward the already congested I-205/MacArthur interchange. The project site is bordered to the north by I-205, to the east and south by agricultural lands and private parcels, and to the west by the existing local roadway network, which ultimately connects back to MacArthur Drive or the same local streets that feed into the interchange. Any new access road intended to reroute traffic away from MacArthur Drive would require crossing multiple private properties, for which the project applicant has no legal right of access, thereby necessitating acquisition or condemnation of private parcels pursuant to stringent legal requirements. Such actions are speculative and beyond the reasonable control of the applicants.

Further, even if a new driveway or connector road were constructed elsewhere along the project site boundary, it would still funnel project-generated trips—particularly heavy-duty truck traffic—into the same limited circulation system that ultimately converges on regional routes at I-205. As a result, the location of an alternative access point would not materially change regional travel patterns or reduce the volume of project traffic traveling toward the MacArthur interchange. Instead, it would potentially shift traffic onto smaller roadways not designed for high truck volumes, creating new

safety, sight-distance, and land use compatibility concerns, including additional conflicts with adjacent agricultural operations.

Because no existing or reasonably foreseeable roadway connection would avoid reliance on the MacArthur interchange, and because constructing new access routes would require speculative property acquisition and introduce new environmental and safety issues, the City, as Lead Agency, has determined that an alternative access configuration would not avoid or substantially lessen the proposed project's significant transportation impacts, including those associated with queue spillback at the I-205/MacArthur westbound off-ramp. Accordingly, given the foregoing, the Lead Agency has determined to reject this potential alternative from further consideration.

6.3.3 - Single Use Alternative

Under the potential Single Use Alternative, the project site would be developed with a single non-warehouse industrial or technology-focused use, rather than the proposed warehouse/distribution uses, in an effort to reduce transportation-related impacts as well as greenhouse gas (GHG) emissions and air quality impacts by reducing the total number of heavy truck trips. As discussed further below, while these potential alternative uses could alter the type or distribution of environmental impacts, they would not substantially reduce the significant impacts of the proposed project and, in several cases, could generate new or more severe impacts as compared to the proposed project. Moreover, a single-use–focused alternative is not considered feasible because it would not provide the necessary flexibility or land-use balance needed to support a viable, market-responsive development program. Limiting this large site to only one specific use type, such as research and development (R&D), or a data center, would significantly reduce the ability to adapt to changing economic conditions, attract a diversified tenant base, or generate sufficient revenue to support required infrastructure investments. Many specialized uses also have limited or cyclical market demand and cannot be scaled across a site of this size without creating substantial feasibility risks. Furthermore, an alternative use such as R&D or advanced manufacturing may reduce some impacts but increase others. For example, R&D and advanced manufacturing typically employ fewer people than industrial uses and therefore could have reduced VMT impact. However, R&D uses typically require substantial and highly specialized infrastructure, including enhanced electrical capacity, uninterrupted power systems, specialized ventilation and climate-control systems, clean rooms, and high-purity water and wastewater treatment systems. These features generally require substantial water, energy, and specialized infrastructure, which could result in equal or greater impacts related to utility demand, hazardous materials handling, air quality, and GHG emissions compared with standard industrial uses. R&D uses typically require purpose-built facilities tailored to specific end-users, research activities, equipment loads, and environmental controls. Because these facilities cannot be easily reconfigured or generalized for other industrial uses, it is difficult to apply them as a single, site-wide land use. Market demand for R&D space can also be more limited and volatile than for more flexible industrial or business park uses. As a result, relying on R&D as the sole or primary land use would lead to significant feasibility risks as the project site may be unable to attract sufficient tenants to support long-term development viability.

Further, this type of use would not meet the project objectives to the same degree as the proposed project for the reasons set forth herein.

An alternative use such as a data center was also considered. While data centers have fewer employees and generate minimal on-site traffic and would therefore reduce VMT relative to the proposed project, they require substantially more energy and water consumption for cooling as compared to industrial uses involving typical warehouse and distribution, which could result in significant impacts on energy demand, water supply, and GHG emissions beyond those that would result from the proposed project. Fewer employees compared to the proposed project would reduce VMT but, because data centers employ relatively few workers, this alternative would substantially undermine the ability to meet the economic-development project objectives. Further, similar to an R&D/advanced manufacturing alternative use, this potential alternative use would not meet most of the project objectives at all or to the same degree as the proposed project. For example, a data center would not maximize development of the existing under-utilized project site in order to provide for local and regional employment opportunities that take advantage of the project site's high level of location next to, and if approved, as part of, the NEI Specific Plan (an industrial- and manufacturing-focused Specific Plan area); it would not likely increase the City's revenue and allow for the expansion of the City's economic base to the same degree; and it would not improve the jobs/housing balance and thus also would not provide additional employment opportunities in the City that would reduce the commute for local and regional residents to the same degree. Additionally, a data center would not facilitate goods movement and integration into the Central Valley supply-chain network.

The City also considered other uses for the project site, including residential or commercial, but these uses would result in potentially greater impacts compared to the proposed project. Residential and commercial uses would increase VMT and corresponding air quality and GHG emissions. Residential uses would be incompatible with surrounding uses which consist of other industrial uses. Additionally, these uses would be inconsistent with the City's General Plan Industrial designation and therefore would not further the City's long-term land-use vision, thus triggering an increase in land use impacts.

Accordingly, the Single Use Alternative would fail to meet nearly all project objectives (at all or to the same degree as the proposed project), including industrial land-use development, economic expansion, employment generation, and consistency with the NEI Specific Plan, would not likely reduce most of the significant impacts, and would also likely result in new or more severe impacts in certain respects; therefore, it was rejected from further consideration.

6.3.4 - Clustered Vertical Development/Farmland Preservation Alternative

Under this potential alternative, the Lead Agency initially considered whether a reconfiguration of the overall floor area ratio (FAR) and total building square footage allocated to project applicants (Dermody and Suvik) would be an appropriate alternative to study. Under this potential alternative, the FAR and total building square footage would remain identical to the proposed project. However, instead of distributing the development across large building footprints, each property owner would vertically concentrate its development into taller industrial buildings ranging from 85 to 100 feet tall,

which is consistent with certain modern distribution centers and comparable nearby facilities (e.g., the Amazon Fulfillment Center). This vertical approach would focus on reducing building footprints and ground disturbance, in order to reduce impacts to Prime Farmland, while maintaining total buildout intensity. Under this potential alternative, the Dermody Property was assumed to be reconfigured into two multi-story industrial buildings (rather than three single-story structures) with a reduction of building footprints by approximately 40–50 percent to create additional contiguous agricultural preservation areas. The Suvik future development was assumed to be reconfigured into one vertical building, between 85–100 feet, instead of multiple single-story buildings (similar to the Dermody Property). All required parking, truck bays, circulation, and stormwater facilities would be consolidated within the smaller developed envelope. This alternative could require taller multi-structure parking options, shared truck courts, and/or multi-level loading configuration. Total building square footage would remain unchanged, but under this potential alternative, the goal would be to reduce the Important Farmland impact by retaining more farmland across both ownerships. All existing circulation, access, and stormwater infrastructure would be retained but adjusted more compactly around the reduced footprint.

This potential alternative could have greater impacts as a result of realignment of infrastructure, requiring additional fire suppression infrastructure or Fire Code exceptions and increasing safety concerns surrounding multi-level loading. Multi-level loading and circulation could introduce operational safety concerns and could increase construction complexity, energy use, and visual impacts compared to the proposed project. Moreover, the ability for the nearby areas within the project site to be preserved for agricultural uses was determined to be speculative given the intensity of the industrial uses within the project site. For these reasons, although this potential alternative would maintain project square footage and potentially reduce Important Farmland impacts to a certain degree, it could introduce greater impacts in the areas of public safety, emergency access, infrastructure requirements, visual character, and construction complexity and therefore would not reduce the overall severity of environmental impacts when compared to the proposed project.

Moreover, the feasibility of such a development is questionable. Although Amazon operates a similar tall structure near the project site, extremely tall (85–100 feet) multi-story industrial buildings are not typical or widely marketable for the distribution, warehouse, or light-industrial tenants the City seeks to attract. Such structures require specialized vertical logistics systems (freight elevators, multi-level loading, stacked truck courts) that tenants generally avoid due to operational inefficiency and safety concerns. This would therefore limit the range of potential tenants, reducing the project site's market viability and the City's intended economic benefits and thereby significantly reducing achievement of key project objectives.

Because the proposed project's fundamental purpose is to develop high-quality industrial warehousing and distribution uses that are marketable, this potential alternative would not meet key project objectives. While this potential alternative may theoretically reduce Important Farmland impacts to a certain degree by reducing building footprints, it would not eliminate Important Farmland impacts because development would still occur on Prime Farmland and would still permanently convert agricultural soils within the reduced development envelope. Moreover, potential land use compatibility issues between industrial and ongoing agricultural operations would

likely surface, further impairing any ongoing agricultural operations (thereby still encouraging future conversion of these agricultural lands). Although this potential alternative could theoretically retain some contiguous areas of Important Farmland, it would fail to meet several key project objectives. In particular, the potential alternative would not provide market-viable, high-quality industrial warehouse and distribution space consistent with the NEI Specific Plan; multi-story industrial buildings would limit tenant interest and would not support efficient goods movement. The vertical configuration would also reduce employment-generating potential and compromise operational efficiency, undermining the objectives to expand the City's economic base; improve the jobs–housing balance; and fully utilize the strategic location of the site for regional goods movement. Additionally, this potential alternative would not meet objectives related to efficient circulation, access, and loading, as multi-level loading docks, stacked truck courts, and lower operational throughput would not be consistent with general industry standards. For these reasons, although this potential alternative would partially reduce to a certain extent but not avoid Important Farmland impacts, it would not meet several fundamental project objectives and would introduce new operational, safety, and design constraints that limit its feasibility. Therefore, this potential alternative is rejected from further consideration.

6.3.5 - Reduced Intensity (20–30 Percent) Alternative

Under this potential alternative, development intensity would be decreased by 20–30 percent, resulting in a lower FAR and smaller building footprint. Under this potential alternative, the development would require similar site circulation, parking areas, truck courts, stormwater infrastructure, and access improvements, despite the small reduction in building footprint. As a result, while the acreage of Prime Farmland converted to nonagricultural use would be partially reduced, it would not avoid Important Farmland impacts, and the impact to Important Farmland would remain significant and unavoidable.

While lowering total development intensity could reduce certain operational impacts—such as energy demand, truck trips, and incremental emissions associated with on-site activity—to a certain degree, these reductions would not be substantial enough to avoid or reduce the proposed project's significant and unavoidable impacts, as identified in the Draft EIR, to a less than significant level. For example, air quality emissions would remain significant and unavoidable. Because truck trip generation and related activity levels are directly tied to building square footage, NO_X emissions would be expected to decrease in an approximately proportional manner (20–30 percent) with the reduction in building area. Even with a 20–30 percent reduction in building area and associated operational activity, NO_X emissions would still exceed regional thresholds because the primary emission sources—heavy-duty truck operations and industrial equipment—would remain present.

The reduction in emissions would not be sufficient to bring impacts below the significance thresholds. Therefore, air quality impacts would remain significant and unavoidable.

Similarly, VMT impacts would remain significant. Although fewer employees and fewer truck trips would be expected under a reduced intensity scenario, the project site's regional travel patterns and distance-to-jobs/housing relationships would not change. Under this potential alternative, the development would still generate VMT in excess of adopted thresholds and the reductions would

not be substantial enough to reduce VMT impacts to a less than significant level. Accordingly, VMT impacts would remain significant and unavoidable. Further, a reduction of 20–30 percent in building intensity would still result in the significant and unavoidable queueing impact to the MacArthur/I-205 off-ramp, similar to the proposed project; to the contrary, the proposed project would have to be reduced by at least 70 percent to reduce the safety hazard impact,[1] which, on its face, would not be viewed as economically viable. For example, a reduction of this magnitude would eliminate the development's ability to achieve the minimum critical mass of building area needed to support project infrastructure, including utility extensions, roadway improvements, and on-site circulation systems. These improvements entail substantial fixed costs that do not scale proportionally with project size. With 70 percent fewer developable square feet generating revenue, the remaining development footprint would be insufficient to offset these fixed capital costs or to provide a financially viable return on investment to support long-term operations and maintenance.

While total GHG emissions may decrease incrementally under this potential alternative, they would remain significant due to the operational truck emissions. Furthermore, a reduction in building square footage would not meaningfully change the location or pattern of noise-generating activities, such as truck circulation, loading, and equipment operations. Therefore, noise impacts would remain similar to those of the proposed project.

Biological Resources, Hydrology and Water Quality, and Cultural Resources would not be significantly reduced under this potential alternative, because while ground disturbance, grading, and infrastructure demands would be reduced to a certain extent, such footprint impacts would remain substantially similar to the proposed project and mitigation needs would remain unchanged.

In summary, while this potential alternative would incrementally reduce some construction and operational impacts, it would not eliminate or avoid any of the significant and unavoidable impacts of the proposed project and would not materially alter the site design or environmental footprint. Additionally, this potential alternative would not meet most of the project objectives to the same degree as the proposed project, including, for example, maximizing employment-generating industrial development, fully utilizing a strategically located industrial site adjacent to the NEI Specific Plan area, or expanding the City's economic base at the scale envisioned by the General Plan Industrial designation.

For these reasons, although this potential alternative would reduce overall intensity to a certain degree, it would not substantially lessen the significant environmental impacts of the proposed project and would still result in similar levels of site disturbance, agricultural conversion, and long-term operational effects. Based on the foregoing, the City, as Lead Agency, elected to reject this potential alternative from further consideration.

6.4 - Alternatives to the Proposed Project

Pursuant to CEQA Guidelines Section 15126.6, this Draft EIR presents a reasonable range of potentially feasible alternatives to the proposed project for analysis and evaluation of their

[1] Kimley-Horn Associates. 2026.

comparative merits. These are considered to reflect a reasonable range of potentially feasible development alternatives that could potentially meet most of the basic objectives of the proposed project while lessening one or more of its significant impacts. CEQA Guidelines Section 15126.6(a) states that an EIR need not evaluate every conceivable alternative to a project. Information has been provided for each alternative that would allow meaningful comparison with the proposed project.

CEQA requires that an EIR analyze a "no project" alternative (CEQA Guidelines § 15126.6(e)). Where, as here, this alternative means a project would not proceed and nothing in its place would be built (i.e., no-project, no-build), the discussion "[sh]ould compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved" (CEQA Guidelines § 15126.6(e)(3)(B)). Another type of "no project" alternative that can be considered includes consideration of what could reasonably be expected to occur on the subject property in the foreseeable future if the proposed project is not approved, based on current land use plans/designations/zoning and consistent with available infrastructure and community services. However, given that the proposed project is proceeding under the applicable General Plan land use designation, this latter No Project Alternative is not being considered here.

The three alternatives to the proposed project analyzed in this chapter are as follows:

- **No Project (No Build) Alternative:** Under this alternative, development of the project site would not occur, and the project site would remain in its current existing condition.
- **Farmland Preservation/Outside Storage Allowable Use Alternative:** Under the Farmland Preservation/Outside Storage Allowable Use Alternative, the project site would be developed in such a way to preserve 25 percent of the on-site Prime Farmland by reducing the overall footprint of the developed areas. The focus of this alternative is to reduce the significant agricultural impact of the proposed project. The remaining developable portions of the project site would be configured to support a mix of equipment storage yards and outdoor building materials storage uses permitted or conditionally permitted under the NEI Specific Plan. The total enclosed building square footage would be reduced, with enclosed structures limited primarily to small administrative buildings, accessory workshops, and covered storage canopies. Large outdoor yard areas, secured by fencing and surfaced with compacted gravel, base material, or limited paving, would accommodate equipment, materials, containers, or other inventory traditionally stored outdoors. Compared to the proposed warehouse distribution/logistics uses contemplated under the proposed project, end tenants would likely be more limited in nature since this Alternative would involve light industrial uses focused on outdoor storage given the constraints of materials amenable to outside storage (e.g., irrigation pipe manufacturer). The end tenant for this type of use cannot be known at this time; however, in general, light industrial uses focused on storage generate fewer vehicle and truck trips. Implementation of this alternative would likely reduce the total scope and intensity of industrial activity compared to the proposed project to a certain extent and, therefore, may somewhat reduce the significant air quality/greenhouse gas emissions and VMT/roadway safety impacts as compared to the proposed project. These uses typically require fewer on-site workers due to reduced enclosed building space, fewer loading docks, and lower throughput and processing demands. As a result, workforce intensity would likely be modestly

reduced, even though the overall land use would remain industrial. Because the intensity of use would be lower to a certain degree, internal circulation would be similarly simplified, with narrower or fewer drive aisles, reduced paved truck courts, and fewer formal access points compared to the proposed project. Parking lots, loading dock facilities, and maneuvering areas would be downsized to reflect the reduced need for dock-based loading operations. Utility infrastructure would also be reduced to a certain degree because water and wastewater demand would be lower due to limited indoor plumbing, while indoor energy demand would decrease because large warehouse buildings and heating, ventilation, and air conditionings (HVAC) systems would not be required; however, additional outside lighting would be required. Stormwater and drainage infrastructure would be correspondingly reduced given the decrease in impervious surfaces.

- **Maximum Decreased Intensity Alternative (44 Percent)**: The Maximum Decreased Intensity Alternative is intended to examine whether a substantial reduction in project size and operational intensity could feasibly avoid or lessen the significant environmental impacts of the proposed project. This alternative was specifically developed in response to the proposed project's significant and unavoidable operational air quality impacts, particularly NO_x emissions from heavy-duty truck traffic and other mobile and area sources. To eliminate significant air quality impacts (especially related to NO_x emissions), the proposed project's square footage would need to be reduced by approximately 44 percent (equating to approximately 1,582,798 square feet of development).[2] This level of reduction would proportionally decrease the number of heavy-duty truck trips, employee commute trips, and other on-site sources of emissions, thereby lowering the proposed project's overall operational emissions profile.

  Under this alternative, the development would be only slightly more than one-half the size of the proposed project and not all of the enhanced design features discussed as part of the proposed project would be implemented. Under the Maximum Decreased Intensity Alternative, the project site would still be developed with light industrial uses consistent with the City's General Plan Industrial designation and the NEI Specific Plan; however, total building area, associated site improvements, and the intensity of on-site operations would be substantially reduced. This alternative would include lower truck trip generation, proportional to reduced throughput and operational intensity. It would also include reduced automobile trips and employee population due to fewer tenants and decreased workforce demand. Truck courts would be smaller with fewer dock doors and proportionately fewer trailer parking spaces. Smaller buildings under this alternative would result in reduced impervious surface area, smaller circulation areas, and more undeveloped or landscaped areas. This alternative would include a modified internal circulation, potentially including narrower drive aisles, fewer access points, and reduced pavement width consistent with lower heavy-duty truck volumes. It is assumed that this alternative would result in a reduced construction duration

[2] The approximately 44 percent reduction is based on the magnitude by which project-generated operational nitrogen oxide (NO_X) emissions exceed the San Joaquin Valley Air Pollution Control District (Valley Air District) regional significance threshold. Operational NO_X emissions for the proposed project are predominantly attributable to heavy-duty truck activity associated with industrial operations. Because truck trip generation rates are directly based on building square footage assumptions used in the air quality analyses, reductions in building area would result in an approximately proportional reduction in truck trips and corresponding NOx emissions. Accordingly, a reduction of approximately 44 percent in building square footage is necessary to reduce operational NOx emissions to a less than significant level.

and intensity, as grading, building construction, and site improvements would occur at a smaller scale. All other elements of the proposed project, including annexation, required infrastructure improvements, and stormwater management facilities, would remain similar in nature to the proposed project but would be resized or reconfigured only to the extent necessary to serve the smaller development program.

6.5 - Project Objectives

The fundamental purpose of the proposed project is to provide high-quality industrial uses to attract businesses to the City of Tracy and to provide local employment opportunities. As stated in Chapter 2, Project Description, the quantifiable objectives of the proposed project include the following:

- Development of approximately 144 acres of industrial uses (buildings and parking areas and related improvements)**.**
- Development of approximately 12.44 acres of public facilities (detention basin).
- Reservation of approximately 12.51 acres for future planned interchange at Paradise Road I-205; and
- Building of a maximum of 2,826,425 square feet of employment-generating industrial uses.

Additional qualitative objectives for the proposed project are as follows:

- **Employment Opportunities and Economic Development:** Maximize development of the existing under-utilized project site in an economically viable manner in order to provide for local and regional employment opportunities that take advantage of the project site's high level of location next to, and if approved, part of, the NEI Specific Plan (an industrial- and manufacturing- focused Specific Plan area); increase the City's revenue and allow for the expansion of the City's economic base; help improve the jobs/housing balance, reduce the commute for local and regional residents, and enable the proposed project to be used as part of the Central Valley supply chain and goods movement network.
- **Transportation**: Provide an efficient circulation system, including reserving land for a future planned interchange at Paradise Road and I-205. (Construction of the interchange would not be completed as part of the proposed project).
- **Land Use Vision:** Ensure that development of the project site is accomplished in an economically viable manner consistent with applicable goals and policies as set forth in the City's General Plan, including the long-established land use vision set forth therein that contemplates industrial uses, taking into account necessary site plan considerations, including efficient access and loading.
- **High Quality Design/Best Management Practices:** Develop industrial uses in the City near other similar existing and planned uses, which are designed to meet market demand and contemporary industry standards, including building size and clear height requirements, modern façades, articulated concrete panels, natural color palette, and glass entry features,

while incorporating numerous BMPs to help facilitate land use compatibility with respect to sensitive receptors and enhance overall sustainability.

- **Provision of Necessary Facilities and Services**: Maximize placement of industrial uses in close proximity to major transportation corridors to avoid or shorten truck trip lengths, as feasible, on other roadways, as well as to existing utilities, and provide infrastructure and services to serve the proposed project that meet applicable City standards and integrate with existing and planned facilities.
- **Phasing**: Establishing a logical phasing plan designed to ensure that each phase of development would include necessary public improvements required to meet applicable City standards.

6.6 - Alternative 1—No Project Alternative

CEQA Guidelines Section 15126.6(e) requires EIRs to evaluate a No-Project Alternative, which is defined as the "circumstance under which the project does not proceed."

Under the No Project Alternative, the approximately 2,826,425 square feet of industrial development, infrastructure improvements, I-205/Paradise Road/Chrisman Road interchange, and off-site roadway improvements would not be constructed on the project site and in its vicinity. In this scenario, the project site's existing agricultural uses, outbuildings, two existing single-family homes, and garage would remain; road improvements would not occur; reservation of land for the future interchange would not occur; trees and crops would not be removed or impacted; and grading would not take place. This alternative would not require a General Plan Amendment, rezoning, minor subdivision, or approval of a Development Review permit.

6.6.1 - Impact Analysis

Aesthetics

Under the No Project Alternative, the existing row crops, associated landscaping, and two agricultural outbuildings would not be converted and are assumed to remain on-site. The infrastructure improvements to utilities, the future reservation of land for the interchange, and off-site roadway improvements would not occur. There would be no change in visual character, views, nighttime lighting, daytime glare, or shadow, as there would be no change to the existing on-site buildings, parking area, streets, utility lines, topography, or vegetation/landscaping, or conflict with zoning. Thus, there would be no aesthetics impacts under this alternative.

The project impacts related to aesthetics would be less than significant (See Section 3.1, Aesthetics). The No Project Alternative would have less impact compared to the proposed project since no development would occur.

Agriculture and Forestry Resources

The No Project Alternative would not convert any Prime Farmland as identified by the FMMP to nonagricultural use, nor would it conflict with zoning or a Williamson Act Contract.

The project impacts related to agriculture would be significant and unavoidable (See Section 3.2, Agriculture and Forestry Resources). The proposed project would create no impacts with respect to forestry resources.

The No Project Alternative would avoid the significant and unavoidable impact on agricultural resources that would result from the proposed project since no development would occur.

Air Quality

Under the No Project Alternative, the project site would not be developed with the approximately 2,826,425 square feet of industrial uses. There would be no ground disturbance within the project site and within the areas proposed for the off-site improvements; therefore, no impacts to air quality would occur under this alternative during construction and the significant and unavoidable impacts in this regard would be avoided. Similarly, the significant and unavoidable air quality impacts related to operations would not occur.

Biological Resources

Under the No Project Alternative, there would be no change related to wildlife or habitat on-site, and the No Project Alternative would not have potential impacts to special-status wildlife species or jurisdictional wetlands. Thus, there would be no biological resources impacted under this alternative since no development would occur and no footprint impacts would result.

As proposed, the project impacts related to biological resources would be less than significant with mitigation (see Section 3.4, Biological Resources). The No Project Alternative would result in no impact to biological resources.

Cultural Resources

Under the No Project Alternative, there would be no change in historic or archaeological resources as there would be no change to the existing on-site buildings and no ground disturbance. Thus, there would be no cultural resources impacts under this alternative.

The proposed project's impacts related to cultural resources would be less than significant with mitigation (see Section 3.5, Cultural Resources). The No Project Alternative would have no impact related to cultural resources since no development would occur and no footprint impacts would result.

Energy

Under the No Project Alternative, there would be no change related to energy consumption as there would be no change to the existing land uses or daily vehicle trips. Thus, there would be no impact related to energy use under this alternative since no development would occur.

The proposed project's impacts related to energy use and conservation would be less than significant (see Section 3.6, Energy). The No Project Alternative would not construct the industrial buildings or infrastructure improvements and would therefore result in no impact related to energy consumption.

Geology and Soils

Under the No Project Alternative, there would be no impact related to potential exposure of persons and property to seismic- and soil-related hazards under this alternative, nor would there be potential paleontological impacts given the lack of ground disturbance. There would be no impact with regard to geology and soils under the No Project Alternative since no development would occur and no footprint impacts would result.

The project impacts related to geology and soils would be less than significant with mitigation (see Section 3.7, Geology and Soils). The No Project Alternative would not have geology and soils impacts as it would not construct industrial uses in a seismically active area and on soil that is expansive, unstable, and susceptible to liquefaction and other seismic-related ground failure. It would also have no impact on paleontological resources. Therefore, it would have fewer impacts compared to the proposed project.

Greenhouse Gas Emissions

Under the No Project Alternative, there would be no change related to GHG emission generation as there would be no change to the existing land uses or daily vehicle trips. Thus, there would be no impact related to GHG emissions under this alternative since no development would occur.

The project impacts related to GHG emissions would be less than significant (see Section 3.8, Greenhouse Gas Emissions). The No Project Alternative would have no impact related to GHG emissions as it would not create emissions from construction or operation of the proposed industrial uses. Therefore, it would have less impacts compared to the proposed project.

Hazards and Hazardous Materials

Under the No Project Alternative, there would be no demolition of the existing on-site buildings and therefore no impacts related to potential exposure to lead-based paint or asbestos-containing materials (ACM) would occur from demolition activities. Moreover, there would be no new construction, grading, or infrastructure improvements that could disturb contaminated soils, encounter unknown subsurface hazards, or require the use, storage, transport, or disposal of hazardous materials associated with industrial development. However, existing agricultural operations would continue, and these uses may involve the routine storage and application of limited quantities of hazardous materials, such as fuels, lubricants, fertilizers, pesticides, and herbicides, consistent with ongoing agricultural practices. However, these activities would not change in intensity or extent from existing conditions and would continue to be subject to applicable federal, State, and local laws and regulations governing the use, storage, handling, and disposal of hazardous materials, and no new sources of hazardous materials, hazardous waste generation, or hazardous emissions would be introduced.

The project impacts related to hazards and hazardous materials would be less than significant with mitigation (see Section 3.9, Hazards and Hazardous Materials). The No Project Alternative would have no impact related to hazards and hazardous materials given that no development would occur. Therefore, it would have a lesser level of hazards and hazardous materials impact compared to the proposed project.

Hydrology and Water Quality

Under the No Project Alternative, there would be no change related to hydrology, stormwater runoff and drainage, water quality, groundwater recharge and depletion, or flooding as there would be no change to the existing on-site buildings, hardscape, or landscaping resulting in changes in impervious vs. pervious surfaces on-site given that no development would occur. The stormwater detention basin would eventually be constructed by the City as part of their Stormwater Master Plan. Thus, there would be no hydrology and water quality impacts or improvements under this alternative.

The project impacts related to hydrology and water quality would be less than significant (see Section 3.10, Hydrology and Water Quality). The No Project Alternative would have no impacts related to hydrology and water quality.

Land Use and Planning

Under the No Project Alternative, the project site would not be developed with approximately 2,826,425 square feet of industrial development, and the infrastructure improvements to utilities, the reservation of land for the future interchange, and off-site roadway improvements would not occur. There would be no impact related to physically dividing a community under this alternative since no development would occur.

However, this alternative would not be consistent with the General Plan land use vision for the project site and vicinity, which focuses on developing employment opportunities and expanding the City's industrial base. Therefore, the No Project Alternative would have significant land use impacts since it would not be consistent these goals and policies outlined in the General Plan.

The project impacts related to land use and planning would be less than significant (see Section 3.11, Land Use). In contrast, this alternative would have significant land use impacts since it would not be consistent the goals and policies outlined in the General Plan.

Noise

Under the No Project Alternative, there would be no change in groundborne vibration and noise sources (including from traffic-related and stationary noise sources) as there would be no changes to the existing land uses or daily vehicle trips since no development would occur. Noise and vibration levels in the project vicinity would remain the same as under existing conditions. Thus, there would be no noise impacts under this alternative.

The proposed project would result in a less than significant impact for temporary increase in ambient noise levels during construction as well as for noise land use compatibility, groundborne vibration, and airport noise (see Section 3.12, Noise). Compared to the proposed project, the No Project Alternative would have less projected noise impacts.

Public Services

Under the No Project Alternative, there would be no change related to fire, police, school, or library services as there would be no change to the existing land uses on the project site since no development would occur. Accordingly, there would be no need for new or expanded facilities to

meet relevant performance objectives that could trigger environmental impacts. Accordingly, there would be no impact in this regard.

The project impacts to public services would be less than significant (see Section 3.13, Public Services). The No Project Alternative would have no public services impacts compared to the proposed project since no development would occur.

Transportation

Under the No Project Alternative, the project site would not be developed with approximately 2,826,426 square feet of industrial development, and the infrastructure improvements to utilities, the reservation of land for the future interchange, and off-site roadway improvements would not occur. Therefore, there would be no impact since no development would occur. However, under this alternative, the positive benefits associated with these improvements would not be realized. Additionally, there would be no enhancements made to roadway safety hazards, emergency access, public transit, pedestrian facilities, and bicycle facilities under this alternative.

The proposed project's impacts to transportation and traffic would be significant and unavoidable with respect to an increase in VMT and with respect to roadway safety hazards due to the queue spillback to the mainline (see Section 3.14, Transportation). The proposed project would implement mitigation, which would require the applicant to prepare a project-specific TDM Program in consultation with the City to reduce project-generated VMT to the extent feasible. However, with incorporation of mitigation, impacts would be reduced to the extent feasible but would remain significant and unavoidable at the project level and under cumulative conditions. The proposed project's impacts related to pedestrian facilities would be reduced to less than significant levels with mitigation incorporated. The proposed project's impacts related to emergency access, bicycle facilities, and public transit would be less than significant without mitigation.

Under the No Project Alternative, no development would occur on the project site or within the areas proposed for off-site improvements, and no new land uses would be introduced. Therefore, no additional VMT would be generated, nor would there be any new demands for public transit, pedestrian facilities, and bicycle facilities under this alternative; no mitigation would be required. Moreover, the significant and unavoidable queueing impact would be eliminated. As such, the No Project Alternative would result in reduced impacts related to VMT and roadway hazards as compared to the proposed project since no development would occur. However, the No Project Alternative would not result in the reservation of land for the future interchange, nor would it result in enhancements to emergency access, public transit, pedestrian facilities, and bicycle facilities, which would occur with the implementation of the proposed project.

Tribal Cultural Resources

Under the No Project Alternative, there would be no change in Tribal Cultural Resources (TCRs) as there would be no change to the existing on-site buildings and no ground disturbance since no development would occur. Thus, there would be no TCR impacts under this alternative.

The project impacts related to TCRs would be less than significant with mitigation incorporated (see Section 3.15, Tribal Cultural Resources). The No Project Alternative would have a lower level of TCR impact compared to the proposed project, as it would not cause ground-disturbing activities on the project site.

Utilities and Service Systems

Under the No Project Alternative, the infrastructure improvements to utilities, the reservation of land for the future interchange, and off-site roadway improvements would not occur. There would be no change related to water supply and wastewater utilities and stormwater and solid waste collection service systems as there would be no change to the existing on-site residential buildings and agricultural operations and associated utilities demand and infrastructure facilities since no development would occur. Thus, there would be no impact related to utility and service systems under this alternative.

The project impacts to utility and service systems would be less than significant with mitigation (see Section 3.16, Utility and Service Systems). The No Project Alternative would have a lower level of utility and service systems impact compared to the proposed project.

Wildfire

Under the No Project Alternative, there would be no change to the project site with regard to wildfire susceptibility or otherwise exacerbating risks associated with wildfire, emergency access, and evacuation. Thus, there would be no impact related to wildfire under this alternative.

The proposed project would not have significant impacts related to wildfire (See Section 3.17, Wildfire). The proposed project is not located in or near a Very High Fire Hazard Severity Zone nor is it located in or near a State Responsibility Area (SRA). Similarly, the No Project Alternative would not exacerbate existing wildfire conditions as the existing residential uses and agricultural operations would remain on-site and not add additional facilities and associated employees, potentially exposing additional persons to wildfire risk. However, the No Project Alternative would not involve the reservation of land for the future interchange, nor would it add enhancements to reduce roadway safety hazards or improve emergency access such as by replacing existing development with fire-hardened structures designed to reduce ignition potential, improve defensible space, and enhance emergency response conditions within an otherwise open-space setting, which would reduce impacts associated with wildfires.

Conclusion

The No Project Alternative would avoid the majority of the proposed project's impacts by leaving the project site (as well as off-site areas where improvements would otherwise occur) in the existing condition, thus avoiding impacts caused by the demolition of on-site buildings, construction and operation of industrial uses, infrastructure and off-site improvements.

However, the No Project Alternative would not advance any of the overall project objectives because:

- It would result in no development of the project site and no implementation of the planned industrial land use envisioned by the City's General Plan and the NEI Specific Plan.
- The project site would remain in its existing agricultural condition, thereby foregoing the opportunity to develop high-quality, market-responsive industrial uses that support employment generation, economic development, and expansion of the City's industrial tax base.
- The No Project Alternative would not provide new local or regional employment opportunities, would not improve the jobs–housing balance, and would not support the City's role in the Central Valley goods-movement and supply-chain network.
- This alternative would not provide an improved circulation framework, would not reserve land for a future planned interchange at Paradise Road and I-205, and would not deliver infrastructure improvements or services consistent with City standards.
- The No Project Alternative would also fail to implement contemporary industrial design standards, BMPs, or a logical phasing plan tied to public improvements.

  Accordingly, while this alternative would avoid impacts, the No Project Alternative would not meet the qualitative objectives of employment generation, economic viability, transportation efficiency, land use consistency, or provision of facilities and services that would occur as a result of the proposed project.

6.7 - Alternative 2—Farmland Preservation/Outside Storage Allowable Use Alternative

Under the Farmland Preservation/Outside Storage Allowable Use Alternative, there would be a reduction in building square footages, an increase in outside storage areas, and the preservation of 25 percent of the existing agricultural lands (approximately 48 acres). This alternative contemplates a combination of "Equipment Storage Yards," which is a Permitted Use under the NEI Specific Plan and/or "Building Materials Sales, Lumberyards (outside storage)," which is a Conditional Use permitted under the NEI Specific Plan. The project site would be developed in such a way to preserve some of the on-site Prime Farmland by reducing the overall footprint of the developed areas. The outside storage uses would require less building coverage, and the number of employees would be reduced as compared to the proposed project. Because the footprint for industrial uses would be reduced compared to the proposed project to a certain degree, internal circulation would be similarly simplified, with narrower or fewer drive aisles, reduced paved truck courts, and fewer formal access points compared to the proposed project. Parking lots, loading dock facilities, and maneuvering areas would be downsized to reflect the reduced dock-based loading operations. Utility infrastructure would also be reduced to a certain degree because water and wastewater demand would be lower due to potentially incrementally fewer employees and reduced amounts of needed indoor plumbing, while indoor energy demand would decrease because large warehouse buildings and HVAC systems would not be required. Stormwater and drainage infrastructure would be correspondingly reduced given the decrease in impervious surfaces. The project applicants would be required to pay fair share funding of future signal timing modifications under this alternative and

coordination between the Lead Agency, the City of Tracy, the applicant, and Caltrans would continue to be required. It is assumed that this alternative would still involve the reservation of right-of-way for the future I-205/Chrisman Road Interchange similar to the proposed project.

Compared to the proposed warehouse distribution/logistics uses contemplated under the proposed project, end tenants under this alternative would likely be more constrained and more focused on storage given the constraints of materials amenable to outside storage (e.g., irrigation pipe manufacturer). The end tenant for this type of use cannot be known at this time; however, in general, it is reasonable to assume that light industrial uses would still be involved with similar industrial activity, but fewer truck trips since uses would likely focus on storage vs. logistics activities. Implementation of this alternative could incrementally reduce the total scope and intensity of industrial activity compared to the proposed project to a certain degree and, therefore, may somewhat reduce the significant air quality/GHG emissions and VMT/Roadway Safety impacts compared to the proposed project.

6.7.1 - Impact Analysis

Aesthetics

The proposed project's impacts related to aesthetics would be less than significant (see Section 3.1, Aesthetics). The Farmland Preservation/Outside Storage Allowable Use Alternative would consist of a reduction in building square footage and an increase in outside storage areas as compared to the proposed project. As compared to the proposed project, this alternative would result in somewhat fewer changes from existing conditions in some respects by preserving 25 percent of the existing agricultural lands. However, the outside storage of building materials and/or equipment would be highly visible (as compared to being contained within enclosed buildings) and thus would introduce a new aesthetic impact. Outdoor storage of equipment, materials, and inventory, which may include large, stacked, or irregularly shaped items, would create a more visually complex and less uniform appearance than enclosed industrial buildings. These uses typically require perimeter security fencing, additional lighting, and occasional screening walls that may increase the visual prominence of operational areas when viewed from adjacent roadways and surrounding land uses. Because outdoor storage is generally less architecturally screened, materials and equipment may be more visible above fencing or through gaps in the storage layout compared to the proposed project. As a result, this alternative could introduce localized visual clutter and reduce overall visual cohesion, particularly during periods of active yard use.

This alternative would result in an increase in nighttime lighting due to the larger outdoor yards, storage and equipment standing areas. This alternative would also include brighter, more continuous dusk-to-dawn lighting (including perimeter and yard lighting) to maintain visibility and surveillance to address security needs. Forklifts, trucks, and material handling occurring in open yards would also utilize increased task lighting (and often higher light levels) because there would be no building shell to contain or concentrate light. Nonetheless, the reduction in building square footage and preservation of some agricultural land uses would reduce aesthetic impacts related to the retention of open space as compared to the proposed project. However, because outdoor storage of equipment, materials, and inventory would remain highly visible and introduce visual clutter, it is likely that this alternative would have, on balance, similar or greater aesthetic impacts compared to

the proposed project. Although this alternative would introduce greater visual contrast and operational visibility than the proposed project, aesthetics impacts would remain less than significant because the project site is not located within a scenic vista, scenic corridor, or designated scenic resource area, consistent with the thresholds applied in Section 3.1. Accordingly, despite anticipated increase in aesthetic impacts compared to the proposed project due to the allowable outside storage, the impacts would remain less than significant consistent with the impact conclusions for the proposed project.

Agriculture and Forestry Resources

The proposed project's impacts related to agriculture would be significant and unavoidable due to the conversion of Important Farmland pursuant to the FMMP to nonagricultural use (See Section 3.2, Agriculture and Forestry Resources). The Farmland Preservation/Outside Storage Allowable Use Alternative would consist of a reduction in building square footages and would preserve 25 percent (48 acres) of the existing agricultural lands on the project site. Therefore, as compared to the proposed project, this alternative would result in fewer changes to the existing agricultural uses on the project site since it would preserve more of the on-site Prime Farmland. This alternative would not conflict with zoning or a Williamson Act Contract, similar to the proposed project. No forest land would be lost or converted, also similar to the proposed project. However, this alternative would still convert Prime Farmland into industrial uses and would still involve industrial uses near agricultural uses, both on-site and in the vicinity, thereby potentially triggering land use compatibility issues that could result in the eventual conversion of agricultural lands, and there would still be significant and unavoidable agricultural impacts under this alternative, similar to the proposed project.

Air Quality

The proposed project's impacts related to air quality would be significant and unavoidable for criteria pollutant generation during construction (See Section 3.3, Air Quality). The new emissions generated by construction and operation of this alternative would be slightly lower than those produced by the proposed project because of the reduced square footage of the buildings, although overall impacts would remain significant and unavoidable.

With respect to operational-related impacts, the reduction in truck trips that would be anticipated under this alternative (due to an assumed shift to light industrial uses focused on storage) compared to the warehouse distribution/logistics uses proposed by the project, this alternative may somewhat reduce the significant air quality impacts of the proposed project. As the end tenant for the type of light industrial use allowed under this alternative cannot be known at this time, it cannot be stated with certainty how much of a reduction in air quality impacts could be achieved with this alternative. It is likely that the reduction in activity would not be substantial enough to reduce the air quality impacts of the proposed project to less than significant, and the impacts would remain significant and unavoidable under this Alternative.

Biological Resources

The project impacts related to biological resources would be less than significant with mitigation (see Section 3.4, Biological Resources). This alternative would preserve more of the on-site Prime Farmland. The Farmland Preservation/Outside Storage Allowable Use Alternative would reduce

impacts to special-status wildlife and plant species to a certain degree since there would be an approximately 25 percent reduction in ground disturbance. Overall, this Alternative would have somewhat reduced impacts to biological resources compared to the proposed project, although potential impacts would not be avoided due to the development of the project site and the same avoidance mitigation measures to reduce impacts to biological resources would be triggered under both the proposed project and this alternative. Therefore, impacts under this alternative would be less than significant with mitigation, similar to the proposed project.

Cultural Resources

The project impacts related to cultural resources would be less than significant with mitigation (see Section 3.5, Cultural Resources). Because the Farmland Preservation/Outside Storage Allowable Use Alternative would preserve Farmland and reduce ground disturbance by approximately 25 percent compared to the proposed project, with reduced building square footage and more limited drive aisles and parking areas, it would potentially have fewer impacts on Cultural Resources related to ground disturbance. However, the outside storage areas would also have the potential for ground disturbance. Therefore, the mitigation measures to prevent impacts to cultural resources from ground disturbance would still be required under this alternative. Impacts under this alternative would be less than significant with mitigation, consistent with the impact conclusions for the proposed project.

Energy

The proposed project's impacts related to energy would be less than significant (see Section 3.6, Energy). Under this alternative, overall building square footage (and associated conditioned space) would be reduced compared to the proposed project, which would generally reduce operational electricity and natural gas demand related to building operation (e.g., heating, ventilation, air conditioning, and indoor lighting). However, this alternative would include expanded outdoor yard areas and outside storage, which could increase energy use associated with outdoor operations, including security and task lighting during nighttime or low-light conditions and the use of electrically powered equipment (e.g., forklifts) to support outdoor material handling. Even with this potential increase in outdoor-related energy demand, the net change in energy consumption would not be substantial because the alternative would involve fewer enclosed buildings and a reduced overall intensity of use, and it would remain subject to applicable energy-efficiency requirements (e.g., Title 24). Therefore, impacts related to energy under this alternative would remain less than significant, consistent with the impact conclusions for the proposed project.

Geology and Soils

The project impacts related to geology and soils would be less than significant with mitigation (see Section 3.7, Geology and Soils). However, because geological impacts such as seismic hazards are due to the project's location rather than land use, this alternative would still be expected to have substantially similar impacts as compared to the proposed project and thus require MM GEO-1 (incorporation of geotechnical engineering report recommendations) to reduce geological impacts to less than significant. Additionally, this alternative would have a reduced impact on paleontological resources to a certain degree because the overall development footprint would be smaller than the

proposed project; however, because this alternative would disturb ground in substantially the same manner (although less in amount) as the proposed project, the impact conclusion would also be consistent with the proposed project's impact conclusion of potentially significant, thereby triggering mitigation. Thus, under both the proposed project and this alternative, MM GEO-6 would still be required during construction. With the implementation of mitigation, the Outside Storage Allowable Use Alternative would have a similar level of impacts as the proposed project.

Greenhouse Gas Emissions

The proposed project's impacts related to GHG emissions would be less than significant (see Section 3.8, Greenhouse Gas Emissions). Under the Farmland Preservation/Outside Storage Allowable Use Alternative, the reduced building square footage and smaller developed footprint would generally reduce construction-related emissions to a certain degree (e.g., from earthwork, material deliveries, and construction equipment) compared to the proposed project. During operations, the alternative land use mix could include fewer employees and fewer truck trips than the proposed warehouse distribution/logistics use, which could incrementally reduce mobile-source emissions. However, because the ultimate end tenant and operating characteristics under this alternative cannot be known at this time, and because outdoor storage and yard operations would still generate regular truck activity and on-site equipment use, the overall operational GHG emissions would not be expected to differ substantially from those of the proposed project. Accordingly, while GHG emissions could be somewhat reduced compared to the proposed project, impacts would remain less than significant under this alternative, consistent with the proposed project's impact conclusions.

Hazards and Hazardous Materials

The project impacts related to hazards and hazardous materials would be less than significant with mitigation (see Section 3.9, Hazards and Hazardous Materials). Existing buildings would be demolished under this alternative, so the impacts related to potential exposure to lead-based paint or ACM would be the same as the proposed project, and mitigation measures would still be required. This alternative is located on the same site as the proposed project and would have the same potential impact related to hazardous waste sites as the proposed project and would be required to implement MM HAZ-1a through MM HAZ-1c. In addition, similar to the proposed project, implementation of this alternative would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, because any hazardous materials used on-site would be handled in compliance with applicable federal, State, and local laws and regulations. Nor would this alternative emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school in a manner that would expose school receptors to hazards, because the alternative would remain subject to applicable regulatory controls and would not introduce unique hazardous emissions sources, similar to the impact conclusions for the proposed project. Similar to the proposed project, this alternative would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, because the alternative would not alter the surrounding roadway network or emergency access in a manner that would impede emergency response. This alterative would not expose people or

structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fire because, just as with the proposed project, the project site is not located within, or near, a Very High Fire Hazard Severity Zone or SRA. Finally, this alternative would not result in a safety hazard for people residing or working in the project area because the alternative would not change the project site's proximity to airports or flight paths, similar to the proposed project. Thus, impacts would be less than significant with mitigation, consistent with the impact conclusions of the proposed project.

Hydrology and Water Quality

The project impacts related to hydrology and water quality would be less than significant (see Section 3.10, Hydrology and Water Quality). Under this alternative, the total building square footage would decrease, resulting in a reduction in the amount of new impervious surface compared to the proposed project. However, outdoor storage yards would introduce hydrologic considerations because compacted gravel, base material, and partially paved surfaces typically function as semi-pervious areas that can result in elevated levels of sediment-laden runoff during storm events. Unlike fully paved truck courts, these surfaces may require enhanced stormwater management practices, such as perimeter drainage controls, stabilized access points, and sediment filtration, to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) and City stormwater quality standards.

Operationally, outdoor storage areas would involve the movement and staging of equipment, vehicles, and materials, increasing the potential for pollutants such as oils, greases, and metals to accumulate on exposed surfaces. Although overall runoff volumes would be somewhat reduced relative to the proposed project, additional BMPs tailored to outdoor yard activities (e.g., covered material storage zones, drip-containment pads, and routine surface sweeping) would be required to prevent water-quality degradation. However, because a Storm Water Pollution Prevention Plan (SWPPP) and Storm Water Management Plan would still be required and a drainage plan would be required, impacts would be similar to the proposed project. Therefore, impacts related to hydrology and water quality would be less than significant, consistent with the impact conclusions for the proposed project.

Land Use and Planning

The Farmland Preservation/Outdoor Storage Allowable Use Alternative would not result in significant impacts related to land use and planning as the alternative would not physically divide an existing community, similar to the proposed project. In terms of consistency with relevant planning policies and programs (see Section 3.11, Land Use), light industrial uses under this alternative, similar to the proposed project, would help fulfill numerous General Plan goals and policies. However, the outdoor nature of the storage elements for the contemplated industrial activities would raise a number of issues, including those related to aesthetics and water quality, which could be viewed as less consistent with the objectives of the General Plan as compared to the proposed project. Under both this alternative and the proposed project, land use impacts would be less than significant.

Noise

The proposed project would result in a less than significant impact for temporary increase in ambient noise levels during construction as well as those for noise land use compatibility, groundborne vibration, and airport noise (see Section 3.12, Noise). Under this alternative, there would be a smaller change in groundborne vibration and noise sources (including from traffic-related noise) during project operations as a result of the reduced truck trips and potentially slightly fewer number of employees, which would result in fewer daily vehicle trips when compared to the proposed project. Light industrial uses focused on outdoor storage compared to warehouse distribution/logistics uses would result in less intensity of industrial activity related to truck activity on the project site, depending on the end user. However, this alternative would result in increased noise impact associated with outdoor activity during operation that would otherwise be substantially buffered in the proposed project's enclosed warehouse design. Nonetheless, this alternative would comply with City noise ordinances and impacts, though potentially increased compared to the proposed project, would be expected to remain less than significant.

Noise and vibration levels during the construction phase would likely be substantially the same as the proposed project. With implementation of required, including limits on construction hours established in Noise Ordinance Section 4.12.820., equipment mufflers, and compliance with applicable City noise standards, noise impacts would remain less than significant.

However, the type and distribution of operational noise under this alternative would differ due to the increased prevalence of outdoor yard activity. During operation, outdoor equipment movement, forklifts, material handling, and intermittent loading/unloading activities occurring in unshielded yard areas would generate periodic short-duration noise events that are more perceptible at off-site receptors, particularly during early morning or evening operational periods, compared to the enclosed activities under the proposed project. Because these activities would occur outdoors rather than within acoustically enclosed structures, the potential for localized noise spillover would increase despite the overall reduction in facility intensity with respect to trucking operations. Standard industrial yard fencing typically provides minimal noise attenuation.

While the overall intensity of enclosed industrial activity in terms of trucking activity may be reduced, increased outdoor material handling and yard operations would generate more perceptible short-duration noise events. However, given the lack of nearby sensitive receptors and application of standard industrial noise controls, noise impacts would remain less than significant, consistent with the impact conclusions of the proposed project. Therefore, impacts would be less than significant.

Public Services

The project impacts related to public services would be less than significant (see Section 3.13, Public Services). Because this alternative would result in the potential incremental reduction in employees, there would be a corresponding reduced impact related to fire, police, school, and library services, which would result in fewer demands for these services when compared to the proposed project. Impacts would be less than significant consistent with the impact conclusions of the proposed project.

Transportation

The proposed project would result in significant and unavoidable impacts related to VMT as well as design hazards related to queueing (see Section 3.14 Transportation). The potential incremental reduction in employees, depending on the ultimate end-user, and truck trips would have an incremental reduction in VMT and reduced need for parking. However, the ultimate end-user cannot be known at this time and any potential reduction in employees is expected to be minimal given the substantial industrial uses that would continue to occur under this alternative and thus would not be sufficient to significantly reduce VMT impacts. With respect to VMT impacts, the proposed project would implement mitigation that would require the applicant to prepare a project-specific TDM Program in consultation with the City to reduce project-generated VMT to the extent feasible. With mitigation, impacts would be reduced to the extent feasible but would remain significant and unavoidable at the project level and under cumulative conditions. Regarding the queueing impact, the proposed project's impacts related to roadway safety hazards would be significant and unavoidable, as the implementation of signal timing modification as mitigation is not within the control of the City but, rather, Caltrans. Temporary impacts to pedestrian facilities prior to the construction of the improvements to the interchange would be reduced to less than significant levels with mitigation incorporated. The proposed project's impacts related to bicycle facilities, emergency access, and public transit would be less than significant and would not require mitigation.

Similar to the proposed project, the Farmland Preservation/Outside Storage Allowable Use Alternative would generate VMT. The significant and unavoidable VMT impact could be somewhat reduced compared to the proposed project depending on the ultimate light industrial end user. However, because the end tenant cannot be not known at this time, it cannot be stated with certainty that the VMT impact would be reduced to a degree that would render the project-level VMT impact less than significant. Similar to the proposed project, this alternative would be required to implement mitigation to reduce VMT to the extent feasible, including implementation of TDM strategies; however, VMT impacts would remain significant and unavoidable at the project level under this alternative.

Similar to the proposed project, this alternative would provide emergency vehicle turn templates that meet City standards, and impacts related to adequate emergency access would be less than significant. This alternative would include corresponding frontage improvements related to bicycle facilities and therefore would have less than significant impacts similar to the proposed project. Additionally, similar to the proposed project, this alternative would result in potential impacts related to access and pedestrian facilities and would require similar mitigation to reduce impacts to less than significant. Similar to the proposed project, this alternative would result in less than significant impacts to public transit. This alternative would result in a similar significant and unavoidable impact with respect to roadway safety hazards (off-ramp queueing length on I-205) because even with the same mitigation applied of changing signal timing, there is no guarantee that this mitigation would be implemented prior to alternative operation.

In conclusion, the Farmland Preservation/Outside Storage Allowable Use Alternative could result in somewhat reduced VMT impacts compared to the proposed project due to the expected reduction in truck trips. It is not likely that trips would be reduced substantially enough to reduce the VMT

impact to less than significant. Impacts to roadway safety hazards related to queueing at the I-205/MacArthur Road off-ramp would remain significant and unavoidable.

Tribal Cultural Resources

The proposed project's impacts related to TCRs would be less than significant with mitigation incorporated (see Section 3.15, Tribal Cultural Resources). The reduced indoor square footage and increased preservation of agricultural lands would lead to reduced ground disturbance that could have impacts on TCRs. However, because ground disturbance would still occur on the majority of the project site under this alternative and thus inadvertent discovery of TCRs could occur, similar to the proposed project, mitigation would be required. Impacts would be less than significant with mitigation, consistent with the proposed project's impact conclusions.

Utilities and Service Systems

The proposed project's impacts related to utility and service systems would be less than significant with mitigation (see Section 3.16, Utility and Service Systems). Although employee levels and utility demand could vary depending on the ultimate tenant mix, this alternative would not likely involve a substantial decrease in demand as compared to the proposed project, and impacts would remain less than significant with mitigation, similar to the proposed project. Because of the reduced square footage of the buildings and potential for fewer employees, there could be a correspondingly reduced demand for water supply, wastewater, and solid waste collection service systems; however, because the end tenant cannot be known at this time, it cannot be stated with certainty that impacts would be reduced to a degree that would render the project-level impact less than significant. Thus, there could be a somewhat reduced impact related to utilities and service systems under this alternative. However, similar to the proposed project, this alternative would still require adherence to all applicable standards and requirements, along with payment of applicable development impact fees pursuant to MM UTIL-1a, submittal of Final Engineering Plans pursuant to MM UTIL-1b and MM UTIL-1c, and payment of wastewater infrastructure fees pursuant to MM UTIL-3. Therefore, similar to the proposed project, impacts would be less than significant with mitigation.

Wildfire

There are no project impacts related to wildfire (See Section 3.17, Wildfire). This is because the project site is not located in or near a Very High Fire Hazard Severity Zone, nor is it located in or near an SRA. The Farmland Preservation/Outside Storage Allowable Use Alternative also would not have wildfire risks for these same reasons, and therefore the impact conclusions would be the same for both the proposed project and this alternative.

6.7.2 - Conclusion

The Farmland Preservation/Outside Storage Allowable Use Alternative would have a lower level of impacts with respect to agriculture to a certain degree. Although 25 percent of existing agricultural land would be preserved under this alternative, the impact to agricultural resources would remain significant and unavoidable, similar to the proposed project. Impacts to aesthetics, forest resources, biological resources, cultural resources, energy, hydrology and water quality, public services, TCRs, utilities and service systems, and wildfire would be less than significant, similar to the proposed

project. With potentially fewer truck trips anticipated under this alternative, impacts related to air quality, greenhouse gas emissions, noise, and VMT may be slightly reduced depending on the type of light industrial tenants that are ultimately use the proposed site, but the impacts would be anticipated to remain substantially similar to the impacts of the proposed project. The ultimate impact conclusions would be the same for both the proposed project and this alternative, triggering the need for the same mitigation measures.

While this alternative would meet certain objectives (e.g., reducing commutes for local residents, improving the circulation system, delivering stormwater improvements) in a manner similar to the proposed project, it would not meet the following quantitative project objectives to the same degree as the proposed project:

- *Maximize development of the existing under-utilized project site in an economically viable manner in order to provide for local and regional employment opportunities that take advantage of the project site's high level of location next to, and if approved, part of, the NEI Specific Plan (an industrial- and manufacturing- focused Specific Plan area).* By reducing the size and purpose of the warehouse buildings, re-purposing parking areas as outdoor storage yards, and changing the end use to light industrial uses focused on storage rather than warehouse distribution/logistics, this alternative would not meet the project's quantitative objectives to increase the City's revenue, allow for the expansion of the City's economic base, help improve the jobs/housing balance, reduce the commute for local and regional residents, and enable the proposed project to be used as part of the Central Valley supply chain and goods movement network to the same extent as the proposed project. As a result, this alternative would be less consistent with the objectives of the General Plan, which focuses on developing employment opportunities and expanding the City's industrial base.
- *Ensure that development of the project site is accomplished in an economically viable manner consistent with applicable goals and policies as set forth in the City's General Plan, including the long-established land use vision set forth therein that contemplates industrial uses, taking into account necessary site plan considerations, including efficient access and loading.* This alternative would be less consistent with the General Plan's land use vision for the reasons discussed above as well as the anticipated narrowing of end user tenant options given the focus on outdoor storage vs. e-commerce/logistics uses.

6.8 - Alternative 3—Maximum Reduced Intensity (44 Percent) Alternative

Under the Maximum Reduced Intensity Alternative, the proposed project would be reduced in size by approximately 44 percent (1,582,798 square feet of development) to reduce a significant project impact to less than significant. The overall reduction in intensity would eliminate the significant air quality impact related to NO_X emissions by reducing truck trips. In addition, this alternative would reduce the level of impact to Prime Farmland but would not reduce it to below a level of significance.

6.8.1 - Impact Analysis

Aesthetics

The project impacts related to potential impacts to scenic resources and changes to the visual character of the project site and vicinity, as well as related impacts on public views and nighttime lighting, would be less than significant (see Section 3.1, Aesthetics). Under the Maximum Reduced Intensity Alternative, the overall footprint of the developed areas would be reduced to a certain degree. This would preserve some of the on-site Prime Farmland. Nevertheless, this alternative still involves a substantial amount of industrial uses and related improvements to be built on the project site, thereby triggering substantially similar changes in visual character, views, and nighttime lighting. Accordingly, while the Maximum Reduced Intensity Alternative would have a reduced level of aesthetics and light and glare to a certain degree as compared to the proposed project because of reduced building intensity, the impact would still be less than significant on aesthetics, consistent with the impact conclusions with respect to the proposed project.

Agriculture and Forestry Resources

The project impacts related to agriculture would be significant and unavoidable (See Section 3.2, Agriculture and Forestry Resources). The proposed project would create no impacts with respect to forestry resources (See Section 3.2, Agriculture and Forestry Resources).

Under the Maximum Reduced Intensity Alternative, the overall footprint of the developed areas would be reduced to a certain extent. However, the Maximum Reduced Intensity Alternative would still convert a substantial amount of Important Farmland pursuant to the FMMP to nonagricultural use, although less Prime Farmland acreage would be converted as compared to the proposed project. Also similar to the proposed project, this alternative would not conflict with zoning or a Williamson Act Contract, no forest land would be lost or converted, and no additional conversion of other adjacent Important Farmland would be prematurely converted. Based on the foregoing, all impacts for agriculture and forestry resources would be the same under the proposed project and this alternative; however, impacts related to agriculture would be reduced due to the smaller overall footprint.

Air Quality

Under the 44 Percent Reduced Intensity Alternative, both construction- and operation-related air pollutant emissions would be reduced compared to the proposed project as a result of the substantial decrease in building square footage, site disturbance, and overall activity levels. Construction emissions would be lower due to a smaller development footprint, reduced grading and construction duration, and fewer construction worker and equipment trips. Operational emissions would likewise be reduced because fewer industrial tenants and reduced throughput would generate fewer heavy-duty truck trips and employee commute trips. As a result of the proportional reduction in truck activity under this alternative, operational NO_X emissions would be reduced to below the applicable significance thresholds. Although construction-period emissions would still occur, they would be reduced relative to the proposed project and, overall, the 44 percent reduction in development intensity would substantially lessen air quality impacts compared to the proposed project. During operation, unmitigated emissions from project truck travel would still

exceed Valley Air District thresholds of significance for NO_X and would impair implementation of the applicable air quality plan (See Section 3.3, Air Quality), similar to the proposed project. The 44 percent reduction in overall development intensity would result in reducing NO_X emissions to below significance thresholds due to a proportional decrease in truck trips.

Biological Resources

The project impacts related to biological resources would be less than significant with mitigation (see Section 3.4, Biological Resources). This alternative, with its reduced footprint, would result in less overall ground disturbance and thus would have slightly reduced impacts to biological resources compared to the proposed project. Nevertheless, given the substantial amount of industrial uses that would still occur under this alternative, along with the related ground disturbance and operational activities, this alternative would have a significant impact on biological resources, similar to the proposed project. Accordingly, the same mitigation would be triggered under either this alternative or the proposed project, which would reduce impacts to less than significant with mitigation, similar to the impact conclusions for the proposed project.

Cultural Resources

The project impacts related to cultural resources would be less than significant with mitigation (see Section 3.5, Cultural Resources). Because the Maximum Reduced Intensity Alternative would have a reduced building square footage compared to the proposed project, there could be less ground disturbance and thus fewer impacts on cultural resources. However, given the substantial amount of industrial uses that would still occur under this alternative along with the related ground disturbance (which, although reduced in amount, would be the same in nature), this alternative would have a significant impact on cultural resources, similar to the proposed project. Accordingly, the same mitigation would be triggered under either this alternative or the proposed project, which would reduce impacts to less than significant. Thus, impacts would be less than significant with mitigation, similar to the impact conclusions for the proposed project.

Energy

The project impacts related to energy would be less than significant (see Section 3.6, Energy). Under this alternative, there would be a smaller change related to energy consumption during construction and operation, given the overall reduction in intensity. Moreover, similar to the proposed project, under this alternative, it is assumed that the industrial uses would be required to adhere to all applicable laws and regulations, including the incorporation of applicable General Plan policies and elements from Title 24 that focus on energy/building efficiencies and resource conservation. There would be a less than significant impact related to energy under this alternative, similar to the proposed project.

Geology and Soils

The project impacts related to geology and soils would be less than significant with mitigation (see Section 3.7, Geology and Soils). Given the site-specific nature of geology and soils impacts, combined with the substantial amount of industrial uses that would still be developed under this alternative, the impact conclusion would be the same as the proposed project (i.e., potentially significant),

thereby still requiring mitigation (incorporation of geotechnical engineering report recommendations) to reduce geological hazards impacts to less than significant. With the implementation of this mitigation measure, the Maximum Reduced Intensity Alternative would have a similar level of impacts as the proposed project.

This alternative would have a somewhat reduced impact on paleontological resources because the development footprint would be smaller than the proposed project. However, because this alternative would disturb ground during construction, the impact conclusion of potentially significant, thereby triggering mitigation, would be the same for this alternative and the proposed project; MM GEO-6 would be required. Therefore, impacts would be less than significant with mitigation under both the proposed project and this alternative.

Greenhouse Gas Emissions

The project impacts related to GHG emissions would be less than significant (see Section 3.8, Greenhouse Gas Emissions). Because this alternative would result in an overall reduction of intensity, GHG emissions during construction and operation would be reduced as there would be a smaller construction footprint and fewer operational vehicle trips. Moreover, similar to the proposed project, under this alternative, it is assumed that the industrial uses would be required to adhere to all applicable laws and regulations, including the incorporation of applicable elements from Title 24 that focus on energy/building efficiencies and resource conservation, as well as the incorporation of various TDM measures. Under this alternative, it is assumed that certain of the Enhanced Design Features would not be in place, corresponding to the reduction in project size. Overall, this alternative would have a reduced impact on GHG emissions compared to the proposed project, although the impact conclusion of less than significant would be the same for both.

Hazards and Hazardous Materials

The project impacts related to hazards and hazardous materials would be less than significant with mitigation (see Section 3.9, Hazards and Hazardous Materials). This alternative would be located on the same site as the proposed project and the existence of contaminated soils and underground storage tanks (USTs) could result in a potentially significant impact, increasing risk to human health through exposure—and risk of contamination of the surrounding environment—similar to the proposed project. As such, this alternative would implement MM HAZ-1a and MM HAZ-1c to reduce impacts to less than significant levels, the same as the proposed project. All on-site buildings would be demolished under this alternative, so the impacts related to potential exposure to lead-based paint or ACM would be the same as the proposed project, and mitigation would still be required under this alternative. Therefore, impacts would be less than significant with mitigation.

Hydrology and Water Quality

The project impacts related to hydrology and water quality would be less than significant (see Section 3.10, Hydrology and Water Quality). Because of the reduced development footprint and less impervious hardscape under this alternative, impacts related to hydrology, stormwater runoff and drainage, water quality, groundwater recharge and depletion, or flooding would be reduced to a certain degree. Thus, there would be fewer hydrology and water quality impacts or improvements under this alternative. Nevertheless, given that substantial industrial uses would still be developed

under this alternative, the impact conclusion of potentially significant, thereby requiring BMPs would apply to this alternative as well. Consistent with the proposed project, under this alternative, a SWPPP and Storm Water Management Plan would still be required. Therefore, impacts related to hydrology and water quality would be less than significant for both the proposed project and this Alternative.

Land Use and Planning

The project impacts related to land use and planning would be less than significant as the proposed project would not physically divide an existing community, and it would help fulfill many of the objectives of the General Plan and would otherwise be consistent with planning policies and programs adopted for purposes of mitigating environmental impacts (see Section 3.11, Land Use). This alternative would also not physically divide an existing community, and thus would be less than significant in this regard. In terms of consistency with relevant planning policies and programs, the industrial uses, similar to the proposed project, would help fulfill numerous General Plan goals and policies, although the substantial reduction of contemplated industrial activities could be viewed as less consistent with the objectives of the General Plan as compared to the proposed project. Under both this alternative and the proposed project, land use impacts would be less than significant.

Noise

The proposed project would result in a less than significant impact for temporary increase in ambient noise levels during construction and less than significant impacts for noise land use compatibility, groundborne vibration, and airport noise (see Section 3.12, Noise). Under the Maximum Reduced Intensity Alternative, there would be a reduced impact related to groundborne vibration and noise sources (including from traffic-related noise) as a result of the reduced project footprint; fewer employees would result in fewer daily vehicle trips when compared to the proposed project. Therefore, noise and vibration levels in the project vicinity would be reduced. Overall, there would be fewer noise impacts under this alternative when compared with the proposed project. However, because substantial industrial uses would still be developed under this alternative, the impact conclusion for this alternative would be the same as identified for the proposed project, and therefore mitigation would still be required. Therefore, construction-related impacts would be less than significant, consistent with the impact conclusion of the proposed project. Operational-related impacts would be less than significant, also consistent with the proposed project's impact conclusion.

Public Services

The project impacts to public services would be less than significant (see Section 3.13, Public Services). Under this alternative, there would be a corresponding reduced impact related to fire, police, school, or library services, as the smaller facility would result in fewer employees and, therefore, fewer demands for these services when compared to the proposed project. Nevertheless, consistent with the analysis for the proposed project, neither it nor this alternative would result in a public services demand such that relevant performance objectives could not be achieved without new or expanded facilities. Impacts would be less than significant under both the proposed project and this alternative.

Transportation

The proposed project would result in significant and unavoidable impacts related to the project's effect on VMT and roadway safety hazards (see Section 3.14 Transportation). The proposed project would implement mitigation, which would require the applicant to prepare a project-specific TDM Program in consultation with the City to reduce project-generated VMT to the extent feasible. Feasible mitigation for the roadway safety impact would include signal timing optimization at the I-205/MacArthur off-ramp to reduce queueing lengths. However, with incorporation of mitigation, impacts would be reduced to the extent feasible, but would remain significant and unavoidable at the project level for both VMT and roadway safety hazards and under cumulative conditions for VMT because implementation of the mitigation is uncertain. The proposed project's impacts related to pedestrian facilities would be reduced to less than significant levels with mitigation incorporated. The proposed project's impacts related to bicycle facilities, emergency access and public transit would be less than significant without triggering the need for mitigation.

Similar to the proposed project, the Maximum Reduced Intensity Alternative would generate additional VMT compared to existing conditions. The significant and unavoidable VMT impact would be similar to the proposed project because the average one-way trip length for automobile trips generated by the Maximum Reduced Intensity Alternative would be similar to the trip length for the proposed project. A 41 percent reduction in VMT would be needed to achieve the City's threshold of 9.4 VMT per employee (15.9 * 0.59 = 9.4), which would not be achieved under the Maximum Reduced Intensity Alternative. Similar to the proposed project, this Alternative would be required to implement mitigation to reduce VMT to the extent feasible, including implementation of TDM strategies. Similar to the proposed project, impacts related to VMT would be reduced to the extent feasible with the incorporation of mitigation; but impacts would remain significant and unavoidable at the project level and under cumulative conditions under this alternative.

Similar to the proposed project, the Maximum Reduced Intensity Alternative would result in potential impacts related to pedestrian facilities and would require similar mitigation to reduce temporary impacts to less than significant. The Maximum Reduced Intensity Alternative would result in less than significant impacts to public transit without mitigation, similar to the proposed project. This Alternative would result in similar, although reduced, roadway safety hazard impacts and would require the same mitigation as the proposed project to reduce queueing length at the I-205/MacArthur Road off-ramp. However, since implementation of this mitigation remains uncertain, the impact of this alternative related to roadway safety hazards would remain significant and unavoidable.

In conclusion, the Maximum Reduced Intensity Alternative would result in similar impacts related to transportation as compared to the proposed project, and the VMT and roadway safety impacts would be significant and unavoidable, reduced to the extent feasible with mitigation; however, as noted above, implementation of mitigation for queueing issues at the I-205/MacArthur Road off-ramp remains uncertain. Therefore, transportation-related impact conclusions would be the same under both the Maximum Reduced Intensity Alternative and the proposed project.

Tribal Cultural Resources

The project impacts related to TCRs would be less than significant with mitigation incorporated (see Section 3.15, Tribal Cultural Resources). The reduced development footprint would lead to reduced impacts on TCRs because less ground disturbance would occur. However, because ground disturbance would still occur under this alternative, impacts would be potentially significant, triggering mitigation consistent with the impact conclusion for the proposed project. Thus, while there would be reduced TCR impacts under this alternative, the impact conclusion under both the proposed project and this alternative would be less than significant with mitigation.

Utilities and Service Systems

The project impacts to utility and service systems would be less than significant with mitigation (see Section 3.16, Utility and Service Systems). Because of the reduced development footprint under this alternative, there would be a correspondingly reduced impact related to water supply, wastewater, and solid waste collection service systems because there would be less demand for these utilities. However, similar to the proposed project, this alternative would still require adherence to applicable performance standards and payment of applicable fees pursuant to MM UTIL-1a; submittal of Final Engineering Plans pursuant to MM UTIL-1b and MM UTIL-1c; and payment of wastewater infrastructure fees pursuant to MM UTIL-3. Therefore, while demand would be less, the impact conclusion under both the proposed project and this alternative would be less than significant with mitigation.

Wildfire

The proposed project would have no impacts related to wildfire (See Section 3.17, Wildfire). The project site is not located in or near a Very High Fire Hazard Severity Zone, nor is it located in or near an SRA. Therefore, there would be no impacts related to wildfire under both the proposed project and this alternative.

6.8.2 - Conclusion

The Maximum Reduced Intensity Alternative would reduce to a certain extent those impacts related to ground disturbance by reducing the overall footprint of developed areas, preserving some of the project site's Prime Farmland. However, while it would result in some degree of reduction of conversion of Prime Farmland, it would not eliminate the significant and unavoidable impact with respect to agricultural resources. This alternative would reduce NO_X emissions during construction and operation to below the significance threshold and reduce the significant project impact to less than significant. Identified mitigation measures would still be required. All other significant and unavoidable impacts would remain similar to the proposed project under this alternative.

This alternative would meet certain objectives, but not to the same extent as the proposed project:

- *Maximize development of the existing under-utilized project site in an economically viable manner in order to provide for local and regional employment opportunities that take advantage of the project site's high level of location next to, and if approved, part of, the NEI Specific Plan (an industrial- and manufacturing- focused Specific Plan area).* By substantially

reducing the size of the warehouse buildings and overall scope of the development, this alternative would not meet the project's objectives to increase the City's revenue, allow for the expansion of the City's economic base, help improve the jobs/housing balance, reduce the commute for local and regional residents, and enable the proposed project to be used as part of the Central Valley supply chain and goods movement network to the same extent as the proposed project. Moreover, by reducing the overall intensity of development, this alternative's land use plan would not efficiently use this under-utilized site to the same degree. It would also significantly impair the economic viability of the development by reducing economic-generating activities by 44 percent, while still triggering the same substantial roadway and utility infrastructure demands as well as dedication requirements. As a result, this alternative would be less consistent with the objectives of the General Plan, which focuses on developing employment opportunities and expanding the City's industrial base, and overall would not meet these objectives to the same degree as the proposed project.

- *Ensure that development of the project site is accomplished in an economically viable manner consistent with applicable goals and policies as set forth in the City's General Plan, including the long-established land use vision set forth therein that contemplates industrial uses, taking into account necessary site plan considerations, including efficient access and loading.* This alternative would be less consistent with the General Plan's land use vision for the reasons set forth above.

6.9 - Environmentally Superior Alternative

The qualitative environmental effects of each alternative in relation to the proposed project are summarized in Table 6-1 below. As shown in Table 6-1, the No Project Alternative is the environmentally superior alternative, since leaving the project site in its existing condition and not proceeding with any development would result in fewer and less severe impacts.

CEQA Guidelines Section 15126(e)(2) requires identification of an environmentally superior alternative. If the No Project Alternative is environmentally superior, CEQA requires selection of the "Environmentally Superior Alternative other than the No Project Alternative" from among the proposed project and the alternatives evaluated.

Of the two remaining alternatives, the Maximum Reduced Intensity Alternative (Alternative 3) has the potential to yield the greatest reductions in the severity of the proposed significant and unavoidable impacts because it would reduce impacts on Farmland by preserving some land and the 44 percent reduction in overall development intensity would result in reducing NO_X emissions to below significance thresholds due to a proportional decrease in truck trips.

Therefore, it has been identified as the Environmentally Superior Alternative.

See Table 6-1, below, for a detailed comparison of each alternative and the proposed project for each environmental topic area.

6.10 - Ability to Meet Project Objectives

Although the Maximum Reduced Intensity Alternative would reduce the significant and unavoidable impact as it relates to NO_X and is thus the Environmentally Superior Alternative, it would not achieve most of the project objectives, either by not fulfilling them at all or not to the same degree as the proposed project, as detailed herein.

In addition, the feasibility of the Maximum Reduced Intensity Alternative is questionable. The Maximum Reduced Intensity Alternative would face substantial limitations that would materially undermine its ability to meet the City's economic-development objectives and the market expectations for areas identified in the General Plan for modern industrial/warehouse development. Reducing total building square footage by approximately 44 percent would significantly constrain the operational capacity of the project site, resulting in fewer leasable spaces, reduced throughput, and a diminished ability to attract large logistics, distribution, or manufacturing tenants that rely on economies of scale to justify investment. As a result, this alternative would substantially weaken the project's revenue-generation potential for both the City and prospective developers.

Industrial users increasingly seek large, contiguous floor plates, standardized bay spacing, modern clear heights, and integrated yard areas that support high-efficiency goods movement. A facility reduced to just over half the size of the proposed project would not achieve the scale required to compete with comparable industrial centers in the region. As building footprints shrink, circulation space, loading capacity, trailer parking, and warehouse racking configurations become less efficient, reducing operational throughput and increasing per-square-foot operating costs. This loss of scale reduces marketability and increases risks for long-term vacancy or tenant turnover, which in turn reduces the likelihood of securing financing for construction of a smaller, less competitive facility.

Similarly, the reduction in building area would substantially reduce projected employment generation. Lower employment yields would diminish local economic benefits, including job creation, sales and property tax revenue streams, and broader support for the City's industrial tax base. Because the City's General Plan and NEI Specific Plan emphasize industrial land uses that maximize employment and economic output, a 44 percent-reduced development would fall short of achieving regional economic-development goals and would not represent the highest and best use of this strategically land identified for industrial uses by the General Plan.

The smaller facility would also face challenges related to financial feasibility. Infrastructure requirements, including roadway improvements such as those contemplated by the proposed project, utility extensions, stormwater management systems, and site grading, as well as the required land dedication, are largely fixed costs that do not scale proportionally with building size. Because many of these improvements and land dedication would still be required at or near the same magnitude as the proposed project, the reduced building program would bear a disproportionately higher share of these fixed expenses. This results in a significantly higher cost-per-square-foot for development, which would make the project economically unattractive to developers and investors. In addition, lower long-term revenue generation would further diminish the ability to offset these fixed infrastructure costs.

For these reasons, the reduced building area, diminished market competitiveness, lower employment yield, and disproportionate infrastructure cost burden would collectively prevent and/or substantially reduce the ability of this alternative from meeting the project's fundamental economic and market-viability objectives. Accordingly, this alternative would not represent a realistic or practicable development scenario for the project site.

Table 6-1, Summary of Alternatives Impacts, provides a comparative summary of the environmental impacts of the proposed project and the project alternatives. References to an alternative having "less impact" are used in a strictly comparative sense and indicate an incremental reduction in the severity of an impact relative to the proposed project. In some instances, an alternative may be marginally less impactful; however, the reduction is not sufficient to change the overall impact determination, and the conclusion regarding the level of significance remains the same as that identified for the proposed project. Thus, the ultimate impact conclusions for each of the alternatives as compared to the proposed project are noted in this table to facilitate informed decision-making.

Table 6-1: Summary of Alternatives Impacts

Impact	Proposed Project	Alternative 1— No Project Alternative	Alternative 2— Outside Storage Allowable Use Alternative	Alternative 3– Maximum Reduced Intensity Alternative
Aesthetics	LTS	Less Impact, NI	Increased Impact, LTS	Less Impact, LTS
Agriculture and Forestry Resources	SU	Less Impact, NI	Less Impact, SU	Less Impact, SU
Air Quality	SU	Less Impact, NI	Less Impact, SU	Less Impact, LTS
Biological Resources	LTSM	Less Impact, NI	Less Impact, LTSM	Less Impact, LTSM
Cultural Resources	LTSM	Less Impact, NI	Less Impact, LTSM	Less Impact, LTSM
Energy	LTS	Less Impact, NI	Similar Impact, LTS	Similar Impact, LTS
Geology and Soils	LTSM	Less Impact, NI	Similar Impact, LTSM	Less Impact, LTSM
Greenhouse Gas Emissions	LTS	Less Impact, NI	Less Impact, LTS	Less Impact, LTS
Hazards and Hazardous Materials	LTSM	Less Impact, NI	Similar Impact, LTSM	Similar Impact, LTSM
Hydrology and Water Quality	LTS	Less Impact, NI	Similar Impact, LTS	Less Impact, LTS
Land Use and Planning	LTS	Less Impact, NI	Similar Impact, LTS	Increased Impact, LTS
Noise	LTS	Less Impact, NI	Increased Impact, LTS	Less Impact, LTS
Public Services	LTS	Less Impact, NI	Less Impact, LTS	Less Impact, LTS
Transportation	SU	Less Impact, NI	Less Impact, SU	Less Impact, SU

Impact	Proposed Project	Alternative 1— No Project Alternative	Alternative 2— Outside Storage Allowable Use Alternative	Alternative 3– Maximum Reduced Intensity Alternative
Tribal Cultural Resources	LTSM	Less Impact, NI	Less Impact, LTSM	Less Impact, LTSM
Utilities and Service Systems	LTSM	Less Impact, NI	Less Impact, LTSM	Less Impact, LTSM
Wildfire	NI	Less Impact, NI	Similar Impact, NI	Similar Impact, NI

Notes:
LTS = Less than significant impact
LTSM = Less than significant impact with mitigation incorporated
NI = No impact
SU = Significant and unavoidable impact
References to an alternative having "less impact" are intended to reflect an incremental reduction in the severity of effects as compared to the proposed project. Although an alternative may be slightly less impactful, the difference is not sufficient to change the impact determination and the overall conclusion regarding significance remains unchanged.
Source: Compiled by FirstCarbon Solutions (FCS). 2026.

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SECTION 7: PERSONS AND ORGANIZATIONS CONSULTED/LIST OF PREPARERS

7.1 - Persons and Organizations Consulted

7.1.1 - CEQA Lead Agency

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Community and Economic Development Director..... Forrest Ebbs
Senior Planner ..... Genevieve Federighi

Engineering Department

City Engineer..... Even Marcelo, PE

Fire Department

Fire Marshal..... Chief Tim Spears Executive
Assistant .....Jackie Heefner

7.1.2 - Other Agency Support

State Agencies

California Department of Toxic Substances Control

Project Manager ..... Gavin McCreary

Native American Heritage Commission

Cultural Resources Analyst ..... Nancy Gonzalez-Lopez

California Department of Conservation

Conservation Program Support Supervisor .....Monique Wilber

Local Agencies

Central Valley Regional Water Quality Control Board

Water Resource Control Engineer .....Nicholas White

San Joaquin Council of Governments

Associate Habitat Planner ..... Laurel Boyd

San Joaquin Valley Air Pollution Control District

Air Quality Specialist..... Michael Corder

Delta Stewardship Council

Deputy Executive Officer .....Jeff Henderson

7.2 - Project Sponsor and Sponsor Consultants

7.2.1 - Dermody Properties and Suvik Farms, LLC

Partner ..... George Condon

7.2.2 - Souza Realty & Development

Chief Executive Officer ..... Mike Souza

7.2.3 - TS Planning and Development

President ..... Trevor Smith

7.2.4 - Terracon (Geotechnical Investigation, Phase I Environmental Site Assessment, Limited Site Investigation)

Principal ..... Garret Hubbart
Senior Associate ..... Patrick Craig Dell
Senior Geologist ..... Brian Carey, PG
Environmental Department Manager ..... Sam Noaman
Field Environmental Specialist ..... Tamara Woods
Senior Geologist ..... Tony Mikacich
Professional Geologist ..... Scott Gable, PG

7.3 - City of Tracy Consultants

7.3.1 - FirstCarbon Solutions (Environmental Impact Report)

Project Director ..... Mary Bean
Project Manager ..... Alison Rondone
Senior Cultural Resources Specialist ..... Dana DePietro, PhD, RPA
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Technical Editor ..... Sarah Vine
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7.3.2 - FirstCarbon Solutions Subconsultants

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Consulting Paleontologist ..... Kenneth L. Finger PhD

Kimley-Horn (Transportation Impact Assessment)

Civil Engineer, Vice President ..... Frederik Venter, PE
Planner, Associate ..... Michael Schmitt, AICP
Civil Analyst ..... Colin Ogilvie, EIT
Civil Analyst ..... Anthony Nuti, EIT

Cameron-Cole (Phase I Environmental Site Assessment)

Project Supervisor ..... Michael Stephenson
Analyst ..... Ryan Barry

7.3.3 - Wood Rodgers (Flood Protection Technical Memorandum)

Associate ..... Harvey Oslick, PE, CFM, CPSWQ, EnvSP

7.3.4 - West Yost Associates (Water Supply Assessment)

Project Manager ..... Amy Kwong, PE
Project Manager ..... Elizabeth Drayer, PE

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