INITIAL STUDY / NOTICE OF PREPARATION

FOR THE

TRACY COSTCO DEPOT PROJECT

AUGUST 2020

Prepared for:

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

Prepared by:

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

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm

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NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND SCOPING MEETING

DATE: August 28, 2020

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

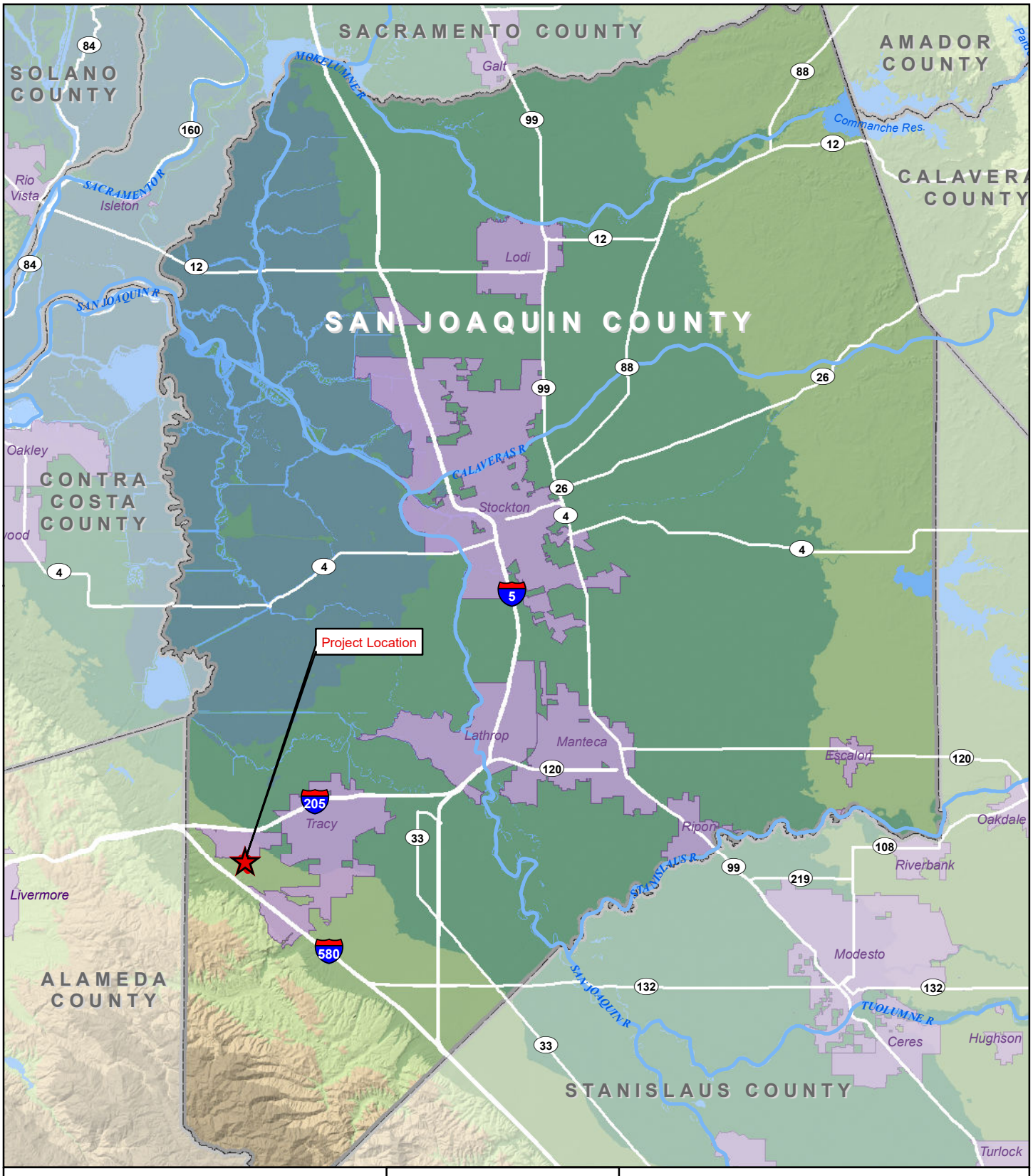
INITIAL STUDY: An Initial Study has been prepared for this project. The Initial Study identifies environmental areas/issues that would result in No Impact or a Less than Significant Impact, and environmental areas/issues that would result in a Potentially Significant Impact. All Potentially Significant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

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

Signature: _____  _____ Date: 8/26/20

Name/Title: Genevieve Federighi, Associate Planner

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



Legend

- Project Location
- County Boundary
- City Area

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

N

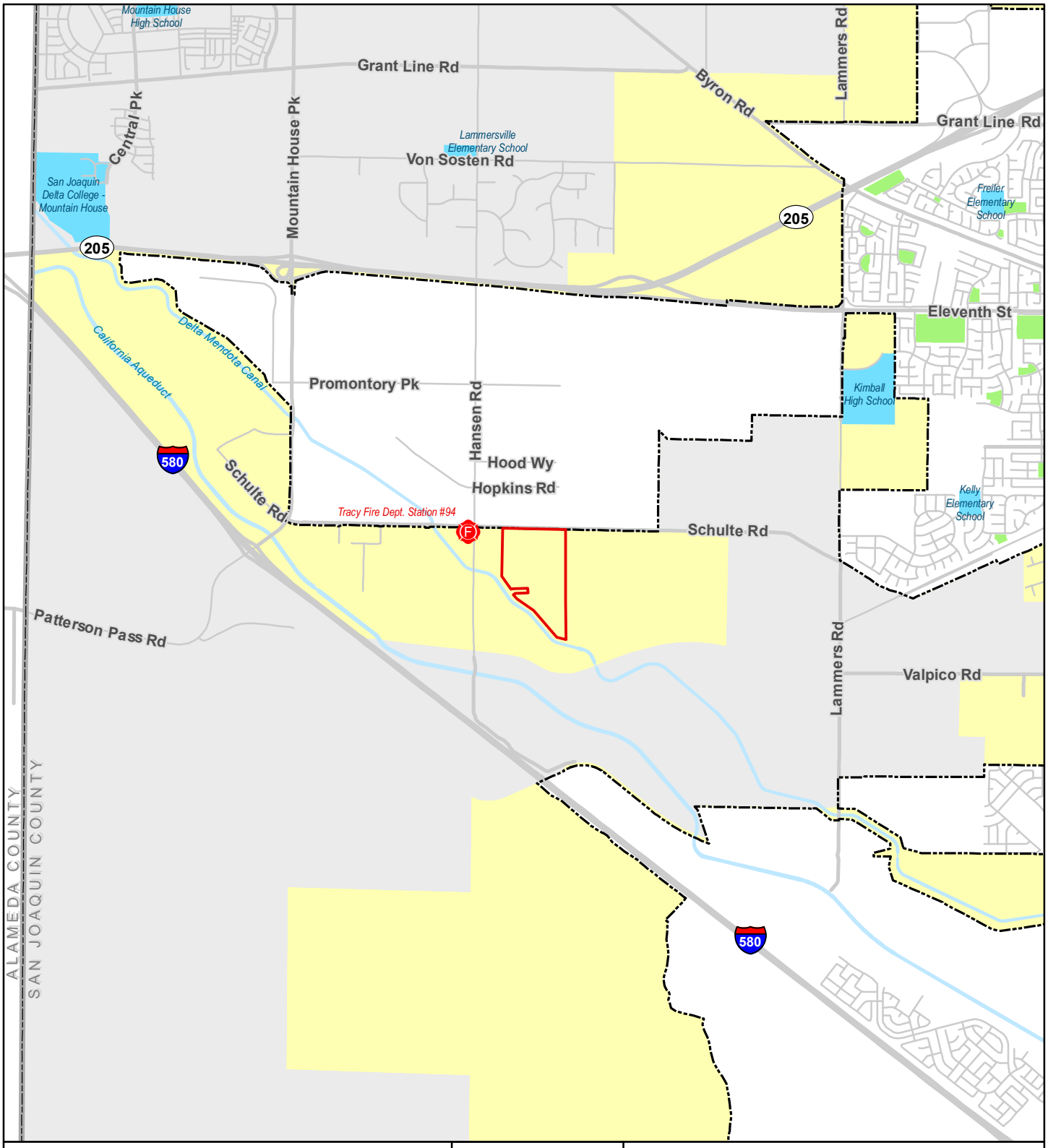
0 2½ 5

Miles

TRACY COSTCO DEPOT PROJECT

Figure 1. Regional Location Map

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



Legend

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

N

0 ¼ ½

Miles

1:48,000

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

TRACY COSTCO DEPOT PROJECT

Figure 2. Project Vicinity

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

Legend

Project Boundary

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0 600 1,200

Feet

1:18,000

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

TRACY COSTCO DEPOT PROJECT

Figure 3. Aerial View of Project Site

De Novo Planning Group
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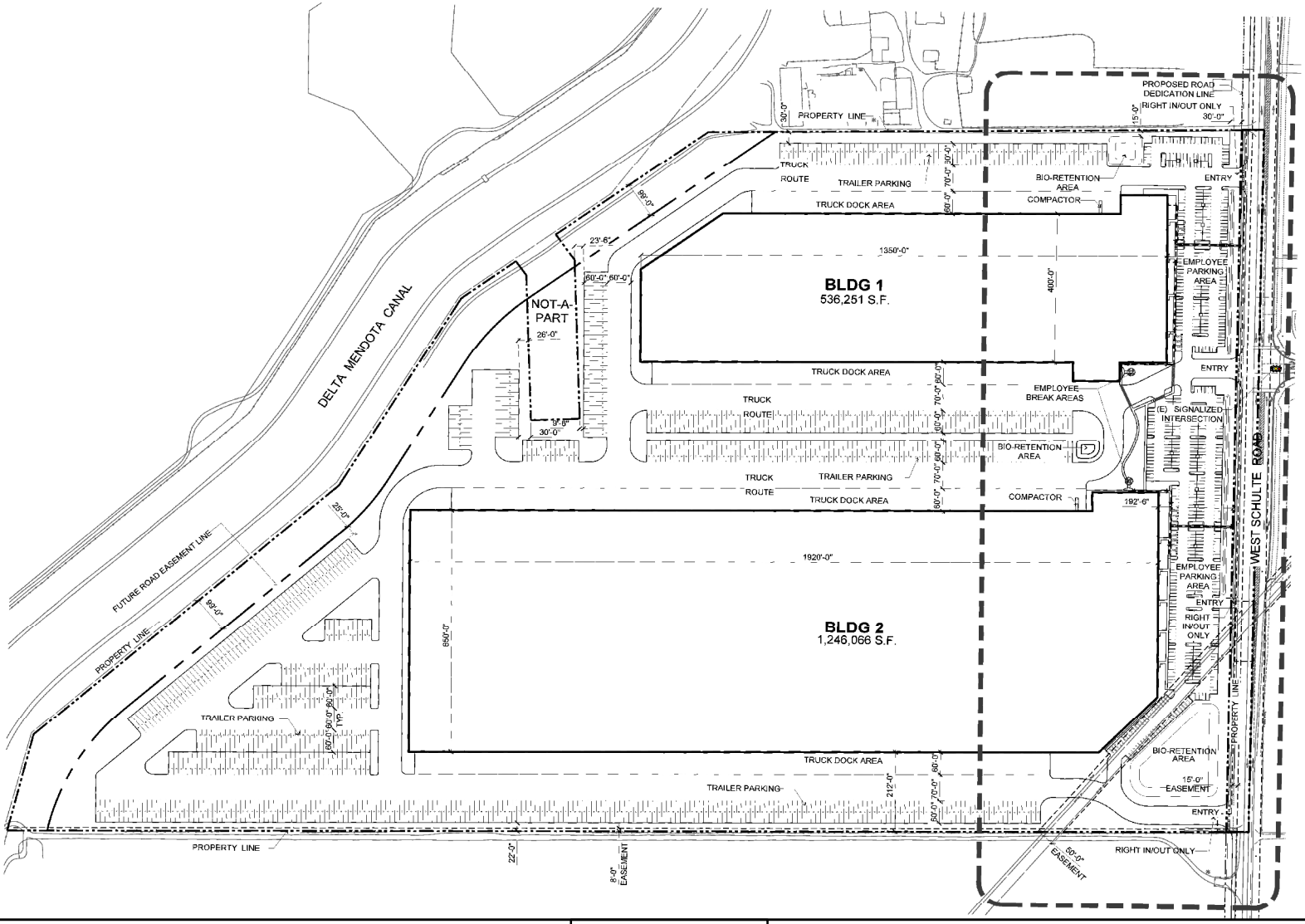

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TRACY COSTCO DEPOT PROJECT

Figure 4.Site Plan

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

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INITIAL STUDY CHECKLIST

PROJECT TITLE

Tracy Costco Depot Project

LEAD AGENCY NAME AND ADDRESS

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

CONTACT PERSON AND PHONE NUMBER

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

PROJECT SPONSOR'S NAME AND ADDRESS

Costco Wholesale
999 Lake Drive
Issaquah, WA 98027

PROJECT LOCATION AND SETTING

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

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

PROJECT DESCRIPTION

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

COSTCO OPERATIONS AND EMPLOYMENT

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

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

WAREHOUSE ARCHITECTURE

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

ENERGY-EFFICIENT PROJECT COMPONENTS

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

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

5. Roof materials are 100% recycled standing seam metal panel, designed to maximum efficiency for spanning the structure. Reflective cool roof materials are used to produce lower heat absorption and thereby lowering energy requirements during the hot summer months. This roofing material meets the requirements for the U.S. Environmental Protection Agency's (EPA's) Energy Star energy efficiency program. The roof structure is designed to support solar arrays in the event that Costco determines the installation to be practical.
6. A substantial amount of the plant material for new facilities is native and drought tolerant and will use less water than other common species.
7. Irrigation systems for new facilities include the use of deep root watering bubblers for parking lot trees to minimize usage and ensure that water goes directly to the intended planting areas.
8. Storm water management plans are designed to maintain quality control and storm water discharge rates based on the City's requirements.
9. High-efficiency restroom fixtures are used, which achieve a 40% decrease and water savings over U.S. standards.
10. Mechanical systems are site specifically commissioned and designed and field tested to ensure that the HVAC systems are performing to the high efficiency standards.
11. HVAC comfort systems are controlled by a computerized building management system to maximize efficiency. Costco's HVAC units are high efficiency direct ducted units. HVAC units have phased out the use of hydrochlorofluorocarbons completely, long before the Montreal Protocol timeline.
12. Energy efficient Transformers (i.e., Square D Type EE transformers) are used.
13. Variable speed motors are used on make-up air units and booster pumps.
14. Gas water heaters are direct vent and 94% efficient or greater.
15. Reclaim tanks are used to capture heat released by refrigeration equipment to heat domestic water in lieu of venting heat to the outside.
16. Construction waste is recycled whenever possible.
17. Lighting systems are designed with employee controllability in mind. Lighting is controlled by timers but over-ride switches are provided for employee use.
18. Carbon dioxide (CO_2) levels are monitored throughout warehouses.
19. Extensive recycling/reuse programs are implemented for warehouse and office space, including tires, cardboard, grease, plastics and electronic waste.
20. Suppliers are required to reduce packaging and consider alternative packaging solutions.
21. The expansion by this project to the existing Tracy Depot distribution facilities would allow for increased capacity and storage of products to minimize miles traveled for delivery.
22. Deliveries are made in full trucks whenever feasible.
23. All Costco trucks are equipped with an engine idle shut off timers.

LANDSCAPE PLAN

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

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

PROJECT CONSTRUCTION

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

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

Table 1: Construction Equipment List

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

SOURCE: DAVIS BABCOCK + ASSOCIATES, JUNE 2020.

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

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

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

Table 2: Construction Worker and Vendor Trips

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

SOURCE: DAVIS BABCOCK + ASSOCIATES, JUNE 2020.

CIRCULATION, TRANSPORTATION, AND PARKING

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

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

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

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

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

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

UTILITIES

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

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

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

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

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

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

PROJECT OBJECTIVES

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

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

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

GENERAL PLAN AND ZONING

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

REQUESTED ENTITLEMENTS AND OTHER APPROVALS

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

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

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

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

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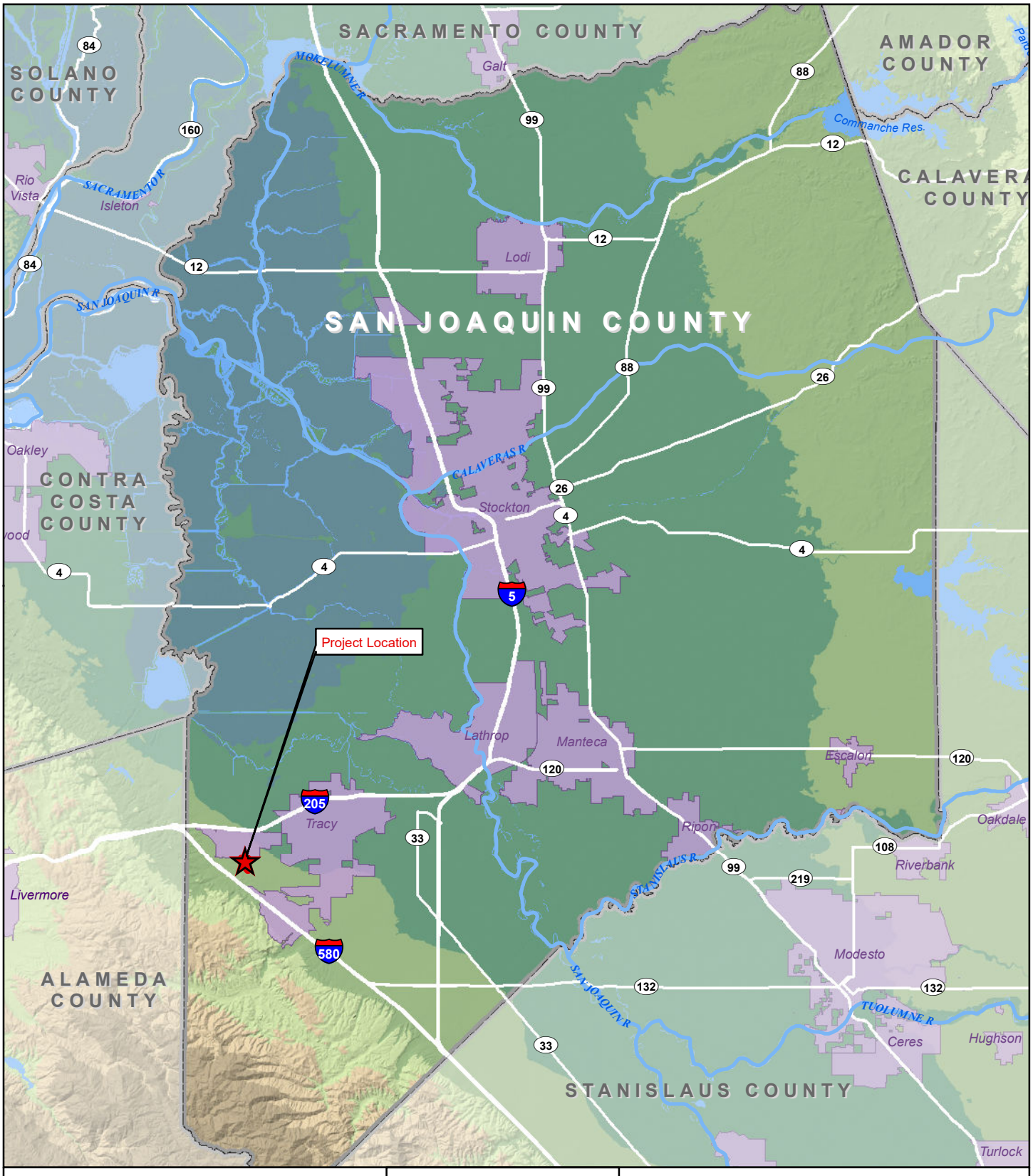

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N

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Miles

TRACY COSTCO DEPOT PROJECT

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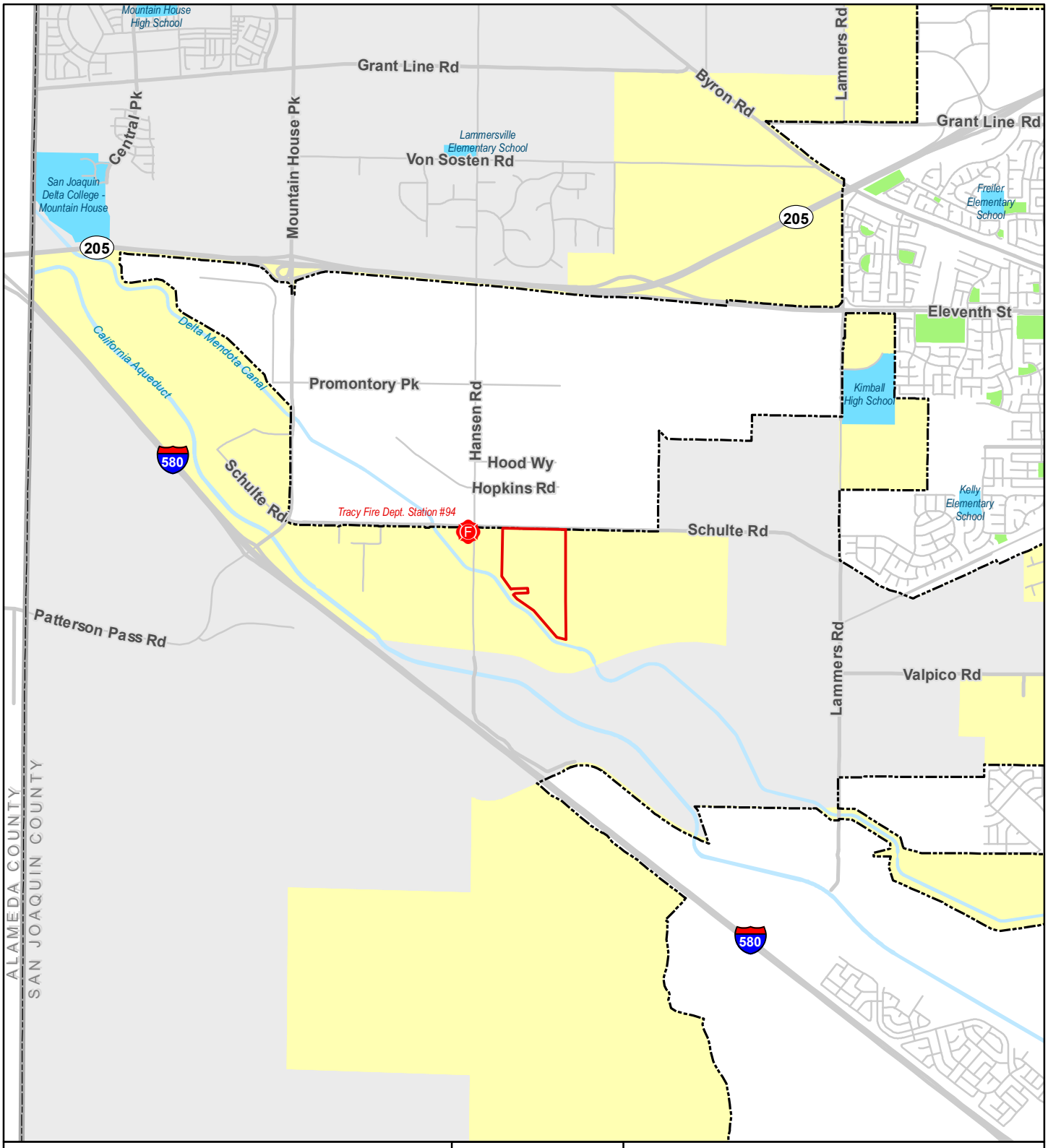

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1:18,000

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

TRACY COSTCO DEPOT PROJECT

Figure 3. Aerial View of Project Site

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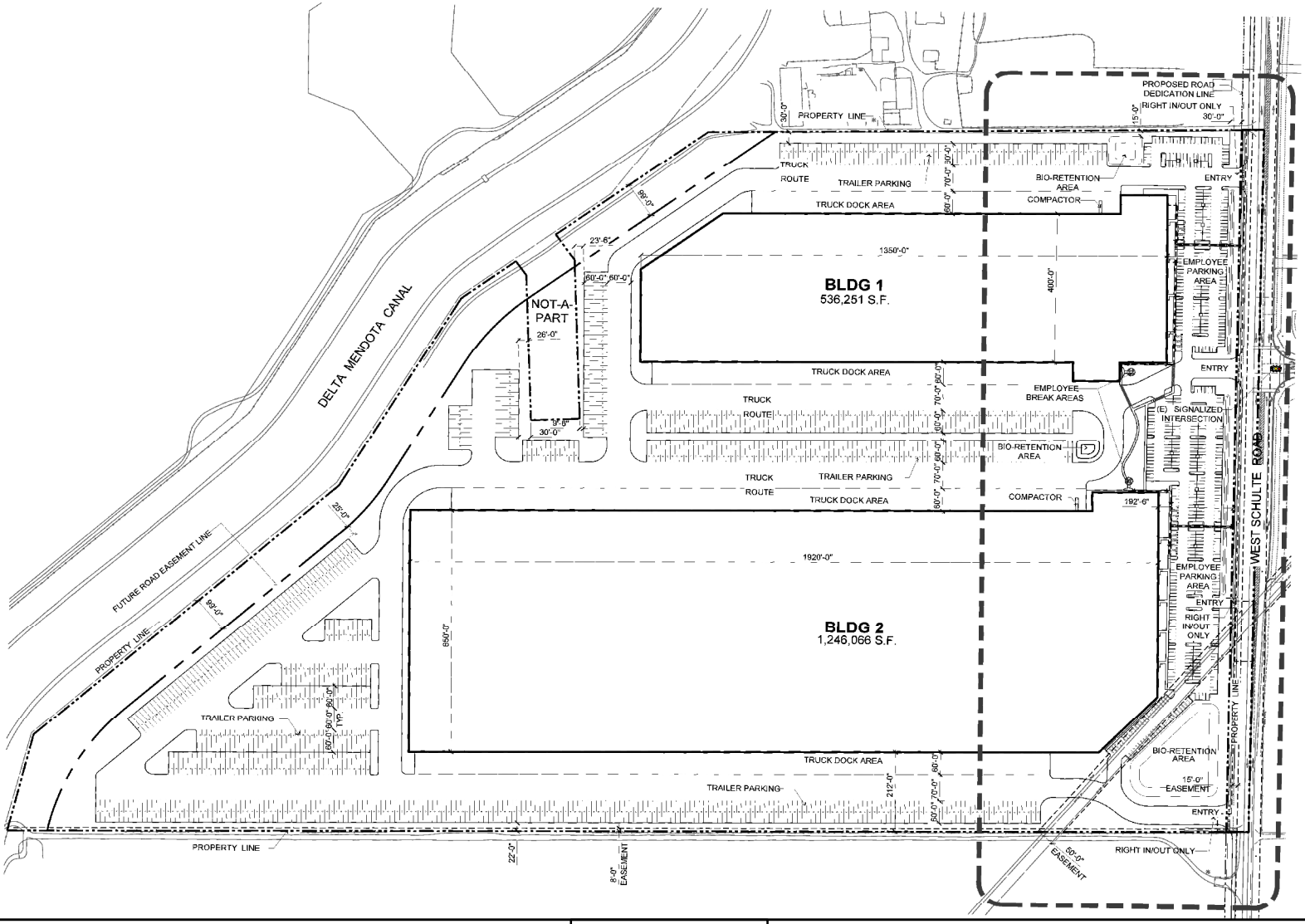

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0 200 400

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TRACY COSTCO DEPOT PROJECT

Figure 4.Site Plan

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

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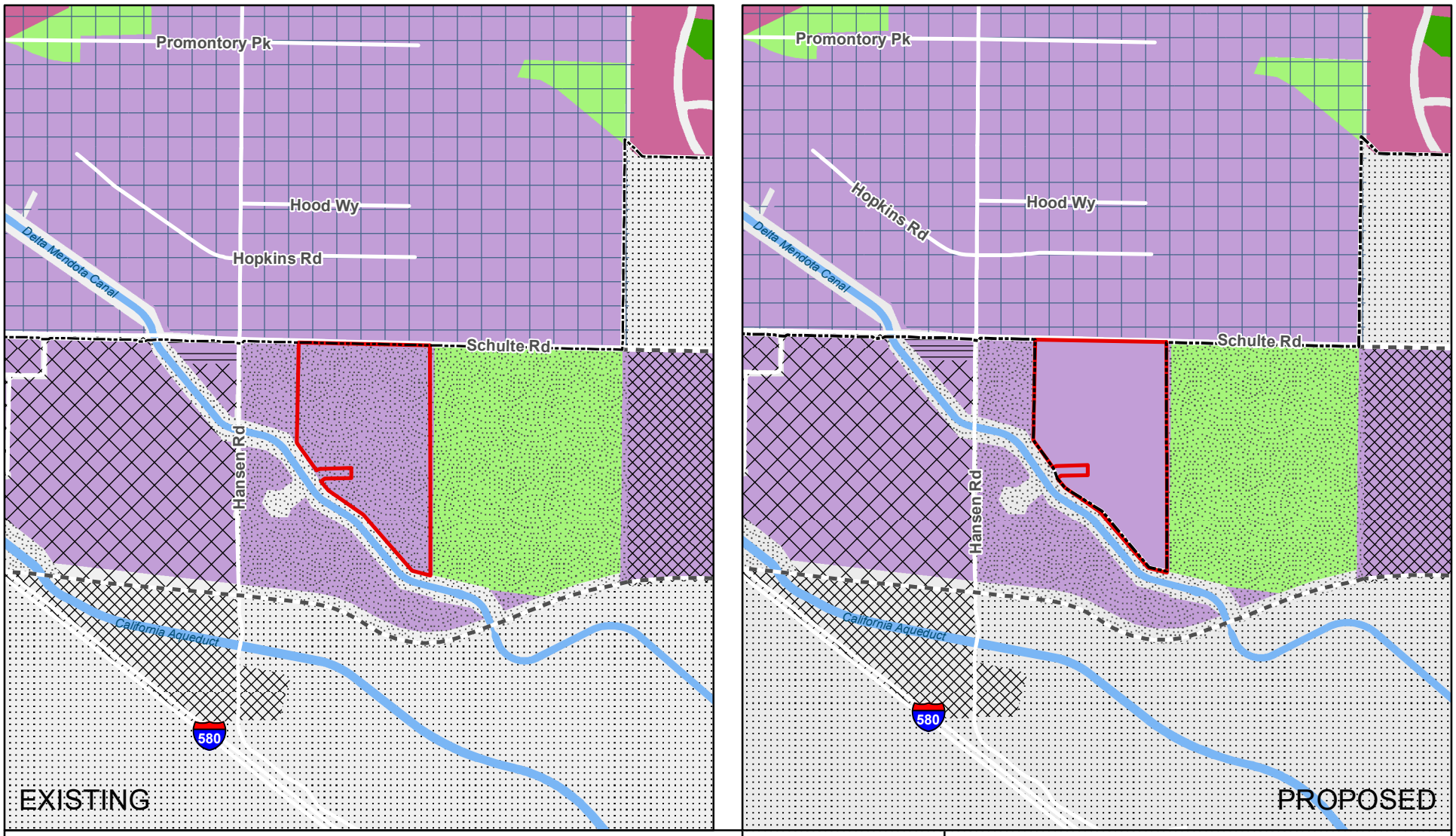

Legend

- Project Boundary
- Tracy City Limits
- Sphere of Influence

San Joaquin County Land Use

- Agriculture/General
- Agriculture/Urban Reserve
- Industrial/General
- Industrial/Limited
- Public

City of Tracy Land Use

- Industrial
- Office
- Open Space
- Park
- Urban Reserve 6

N

0 1,000 2,000

Feet

1:24,000

Sources: San Joaquin County GIS; City of Tracy GIS. Map date: November 26, 2019. Revised: June 2, 2020.

TRACY COSTCO DEPOT PROJECT

Figure 5. Existing and Proposed General Plan Land Use Designations

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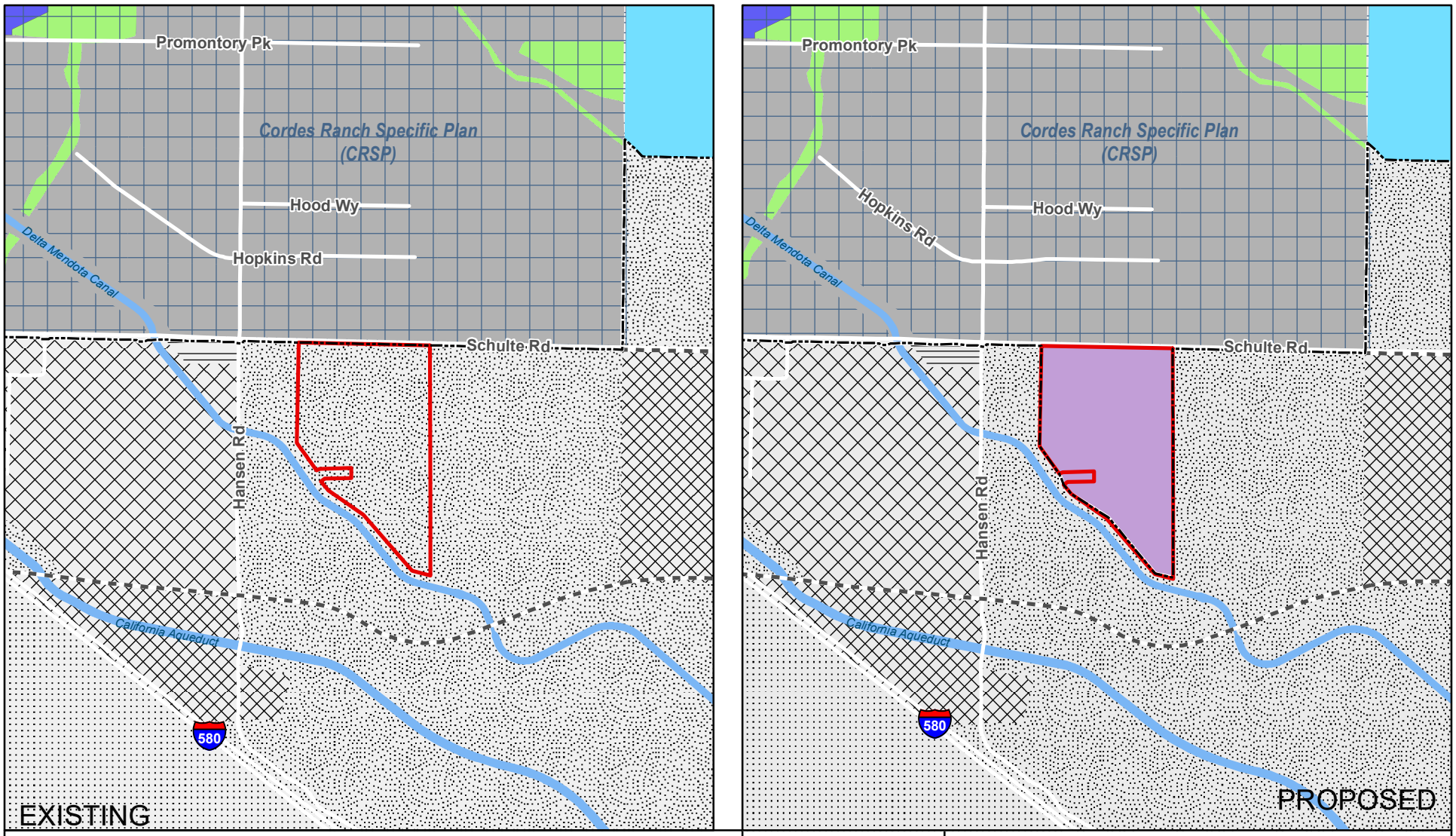

Legend

- Project Boundary
- Tracy City Limits
- Sphere of Influence

City of Tracy Zoning

- CRSP
- PUD
- M-1 Light Industrial

Cordes Ranch Specific Plan Zoning

- Business Park Industrial
- General Office
- Park

San Joaquin County Zoning

- AG-160
- AG-40
- I-G
- I-L
- P-F

N

0 1,000 2,000

Feet

1:24,000

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

TRACY COSTCO DEPOT PROJECT

Figure 6. Existing and Proposed Zoning Designations

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

On the basis of this initial evaluation:

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

Signature Date

EVALUATION INSTRUCTIONS

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

EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

ENVIRONMENTAL CHECKLIST

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

I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Have a substantial adverse effect on a scenic vista?	X			
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	X			
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with the applicable zoning and other regulations governing scenic quality?	X			
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	X			

Responses to Checklist Questions

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

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

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

II. AGRICULTURE AND FORESTRY RESOURCES

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

Responses to Checklist Questions

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

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

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

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

III. AIR QUALITY

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

Existing Setting

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

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

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

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

The SJVAPCD has also prepared the *2007 PM_{10} Maintenance Plan and Request for Redesignation* (2007 PM_{10} Plan). On April 24, 2006, the SJVAPCD submitted a Request for Determination of PM_{10} Attainment for the Basin to the California Air Resources Board (CARB). CARB concurred with the request and submitted the request to the U.S. EPA on May 8, 2006. On October 30, 2006, the EPA issued a Final Rule determining that the Basin had attained the National Ambient Air Quality Standards (NAAQS) for PM_{10}. However, the EPA noted that the Final Rule did not constitute a

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

The SJVAPCD has prepared the *2008 PM.2.5 Plan* to achieve Federal and State standards for improved air quality in the San Joaquin Valley Air Basin. The *2008 PM.2.5 Plan* provides a comprehensive list of regulatory and incentive-based measures to reduce PM2.5.

In addition to the *2007 Ozone Plan, the 2008 $PM_{2.5}$ Plan,* and the *2007 PM_{10} Plan*, the SJVAPCD prepared the *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI). The GAMAQI is an advisory document that provides Lead Agencies, consultants, and project applicants with analysis guidance and uniform procedures for addressing air quality impacts in environmental documents. Local jurisdictions are not required to utilize the methodology outlined therein. This document describes the criteria that SJVAPCD uses when reviewing and commenting on the adequacy of environmental documents. It recommends thresholds for determining whether or not projects would have significant adverse environmental impacts, identifies methodologies for predicting project emissions and impacts, and identifies measures that can be used to avoid or reduce air quality impacts. An update of the GAMAQI was approved on March 19, 2015, and is used as a guidance document for this analysis.

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

Responses to Checklist Questions

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

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

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

IV. BIOLOGICAL RESOURCES

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

Responses to Checklist Questions

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

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

V. CULTURAL RESOURCES

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

Responses to Checklist Questions

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

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

VI. ENERGY

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

Responses to Checklist Questions

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

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

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

VII. GEOLOGY AND SOILS

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

Responses to Checklist Questions

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

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

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

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

VIII. GREENHOUSE GAS EMISSIONS

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

Responses to Checklist Questions

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

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

IX. HAZARDS AND HAZARDOUS MATERIALS

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

Responses to Checklist Questions

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

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

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

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

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

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

Response f): The project site would connect to an existing network of City streets. The project includes a 28-foot-wide fire lane around the perimeter of the proposed warehouse buildings. The appropriate turning radiuses have been planned to accommodate fire trucks on-site. The proposed circulation improvements would allow for greater emergency access relative to existing conditions. Moreover, the proposed project would require building construction to meet the fire code requirements, and would have fire hydrants consistent with the standards of the City; such fire hydrants would assist with fire suppression efforts if a fire was to occur on or near the project site. Therefore, impacts from project implementation would be considered ***less than significant*** relative to adopted emergency response plans or evacuation plans. This topic does not warrant additional analysis and will not be addressed further in the EIR.

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

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

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

X. HYDROLOGY AND WATER QUALITY

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

Responses to Checklist Questions

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

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

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

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

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

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

XI. LAND USE AND PLANNING

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

Responses to Checklist Questions

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

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

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

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

XII. MINERAL RESOURCES

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

Responses to Checklist Questions

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

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

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

XIII. NOISE

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

Responses to Checklist Questions

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

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

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

Response c): The project is not located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The closest airport is the Tracy Municipal Airport, located approximately three and a half miles southeast of the project site. As such, there is ***no impact*** related to this topic and it will not be addressed further in the EIR.

XIV. POPULATION AND HOUSING

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

Responses to Checklist Questions

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

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

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

XV. PUBLIC SERVICES

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

Responses to Checklist Questions

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

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

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

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

XVI. RECREATION

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

Responses to Checklist Questions

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

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

XVII. TRANSPORTATION

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

Responses to Checklist Questions

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

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

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

XVIII. TRIBAL CULTURAL RESOURCES

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

Responses to Checklist Questions

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

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

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:	***Potentially Significant Impact***	***Less Than Significant with Mitigation Incorporation***	***Less Than Significant Impact***	***No Impact***
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	X			
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	X			
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	X			
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reductions goals?	X			
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	X			

Responses to Checklist Questions

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

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

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

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

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

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

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

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

XX. WILDFIRE

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

Existing Setting

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

Responses to Checklist Questions

Response a): As discussed in Section IX, Hazards and Hazardous Materials, the project site would connect to an existing network of City streets. The nearest Cal Fire Station (Cal Fire Station 26 – Castle Rock) is located approximately 850 feet to the west of the project site and the nearest Tracy Fire Station (Tracy Fire Station 91) is located approximately 3.35 miles northeast of the project site. The project includes a 28-foot-wide fire lane around the perimeter of the proposed warehouse buildings. The appropriate turning radiuses have been planned to accommodate fire trucks on-site. The proposed circulation improvements would allow for greater emergency access relative to existing conditions. Moreover, the proposed project would require building construction to meet the fire code requirements, and would have fire hydrants consistent with the standards of the City; such fire hydrants would assist with fire suppression efforts if a fire was to occur on or near the project site. Therefore, impacts from project implementation would be considered ***less than significant*** relative to adopted emergency response plans or evacuation plans. This topic does not warrant additional analysis and will not be addressed further in the EIR.

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

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

Response d): The proposed project would require the installation of storm drainage infrastructure to ensure that storm waters properly drain from the project site and does not result in downstream flooding or major drainage changes. Stormwater treatment/detention basins and stormwater bioretention treatment planters would be located throughout the project site, mainly in the proposed landscaped areas and along West Schulte Road. The project site includes four drainage areas: Area 1 (12.67 acres located along the western boundary of the site) Area 2 (77.70 acres which take up the majority of the site), Area 3 (2.38 acres located along the northwestern boundary of the site), and Area 4 (2.60 acres located along the northern central boundary of the site). Stormwater runoff from each of the four drainage areas would be routed to a series of on-site stormwater bioretention treatment planters and treatment/detention basins. The storm drainage plan was designed and engineered to ensure proper construction of storm drainage infrastructure to control runoff and prevent flooding, erosion, and sedimentation.

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

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

Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. The elevation of the site ranges from approximately 90 feet to 220 feet above MSL. Upon development of the project, the site would be graded to eliminate significant slopes on the project site. The project would also be required to comply with the provisions of the California Building Standard's Code, which requires development projects to perform geotechnical investigations in accordance with State law, which include general engineering characteristics of the subsurface conditions within the project site and potential mitigation strategies to address any geotechnical concerns or potential hazards(such as slope failure). Therefore, the potential for a landslide (including rockfalls, deep slope failure, and shallow slope failure) on the project site is low.

Overall, impacts from project implementation would be considered ***less than significant*** relative to risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. This topic does not warrant additional analysis and will not be addressed further in the EIR.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

Responses to Checklist Questions

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

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