



TECHNICAL MEMORANDUM (FINAL DRAFT)

Date: March 13, 2018

To: Robert Armijo, City Engineer

From: Jim Nelson

Subject: **Supplement No. 2 to Citywide Storm Drainage Master Plan
Northeast Area of Sphere of Influence**

SWC File: 2014-96X

This Technical Memorandum and its supporting exhibits, tables and attachments present Supplement No. 2 to the Citywide Storm Drainage Master Plan (SDMP) that was adopted by the Tracy City Council on April 16, 2013 by Resolution No. 2013-056. This supplement has been prepared to revise and update the storm drainage infrastructure plan for the northeast area of the City's Sphere of Influence; including the Northeast Industrial Area, the Eastside Industrial Area, and the Chrisman and East UR1 Area.

There are several motivating factors for revising and updating the storm drainage infrastructure plan for this area with some of the most important factors being:

- Moving the proposed location for Detention Basin NEI (DET NEI) from the contiguous south side of I-205 to a location further south (the south side of Pescadero Avenue) to set it back from the I-205 corridor in this area.
- Redefining the remaining storm drainage infrastructure required to serve this area and updating impact fees for all remaining new development constituents (impact fee analysis being provided concurrently by Harris & Associates).

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- Improving opportunities to accelerate the construction of outfall measures that will serve this area to help facilitate the elimination of several existing temporary retention basins serving existing development and eliminate the need for temporary retention for several proposed development projects. Temporary retention basins have had widespread use as an interim storm drainage solution for existing and new development in this area of the City.

Proposed revisions and updates to the Citywide SDMP presented herein have been supported by additional hydrologic and hydraulic analyses, additional investigation of physical conditions and input from City staff.

Exhibit A is a portion of Figure 5-1A from the Citywide SDMP and depicts the area that needs to ultimately drain to DET NEI. The area to be served consists of the majority of the City's Northeast Industrial Area (excepting properties adjacent to the City's Eastside Channel that may discharge to the Eastside Channel directly), plus about 320 acres of land (including streets) located to the south of the Union Pacific Railroad that are topographically upslope from the Northeast Industrial Area (Citywide SDMP Sub-basins E53, E54, and E55), plus Sub-basin E65 to the east that is a part of the City's Eastside Industrial Area. In the Citywide SDMP, Sub-basin E65 is proposed to discharge to DET NEI via pumping from its own future detention basin (DET 16), but only after there is excess capacity available in DET NEI after a major storm. In the Citywide SDMP, DET NEI has been planned to provide *198 acre-feet* of storage volume and a constant pumped outflow discharge of *10 cubic feet per second (cfs)* under buildout conditions for the contributing area.

The site for DET NEI depicted in the Citywide SDMP is the topographic low point in the Northeast Industrial Area and is located between I-205 and Pescadero Avenue on the north and south, and existing Paradise Road and the existing Yellow Freight industrial development on the east and west. Adoption of Supplement No. 2 to the Citywide SDMP will move the planned DET NEI site to the south side of Pescadero Avenue in this general area (as shown on Exhibit B) and create a setback buffer of more than 1,000 feet between I-205 and DET NEI to minimize potential aesthetic issues for the City's I-205 corridor. This new location is upslope from the planned site

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depicted in the Citywide SDMP and a different approach is now being recommended to drain the applicable properties on the north side of Pescadero Avenue when they are developed in the future. Other properties within the Northeast Industrial Area and Sub-basins E53, E54, and E55 will still be able to drain by gravity to the new proposed site for DET NEI.

The land needed for the substantial majority of the new proposed location of DET NEI is owned by Prologis, who is a landowner/developer that is considering constructing the functional components of DET NEI (pump station, outfall pipe and majority of detention storage) if an arrangement with the City may be successfully negotiated. This would facilitate the decommissioning of several existing temporary retention basins that have been serving existing industrial development projects in the Northeast Industrial Area in the absence of a terminal detention basin and outfall. Some of the existing temporary retention basins have also recently been relocated to the newly proposed DET NEI site.

Other measures are also being recommended herein to reduce the storage volume and land acquisition requirements associated with the new proposed location of DET NEI and to improve the efficiency, ease of construction and function of existing and planned drainage facilities that will serve this overall area. These measures are depicted and listed on Exhibit B and include the following:

- The proposed pump outflow capacity for DET NEI is recommended to be increased from *10 cfs* to *16 cfs*.
- The alignment for the outfall storm drainage force main (SDFM) that will deliver storm water stored in DET NEI to the City's Eastside Channel is recommended to be changed from Arbor Avenue (north of I-205) to Pescadero Avenue (south of I-205). Attributes of this revised alignment include: a) the length of the outfall force main will be considerably shortened, b) there will be significantly fewer utility conflicts to be encountered along a Pescadero Avenue alignment when compared to an Arbor Avenue alignment, c) there will be no expensive new jack & bore pipeline crossings required

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- underneath I-205, d) there is no longer a need for a second storm drain force main to be installed in Arbor Avenue to the north, and e) the change in alignment and discharge will have a negligible impact on Eastside Channel water surface elevations during the 100-year 24-hour storm.
- The City's open channel constructed with the Grant Line Road Widening Project to the south a few years ago will discharge directly to DET NEI and won't require expensive culvert crossings of Pescadero Avenue or the Pescadero Reclamation District (ID) Canal to the north.
 - An upstream detention basin (shown as DET E55 on Exhibit B) is proposed to be added at the northeast corner of the City's Chrisman Road property in Sub-basin E55, south of the Union Pacific Railroad. DET E55 would not need to be constructed until upstream drainage from Sub-basins E53, E54, and E55 is proposed to be discharged to storm drainage facilities in the Northeast Industrial Area. DET E55 is recommended to have a storage volume of *49.3 acre-feet* with a gravity outlet having a maximum discharge of *2 cfs*. This will reduce the storage volume required for DET NEI by about *49 acre-feet*, and is an important part of making the new proposed site for DET NEI feasible. There will be opportunities to have a large part of DET E55 serve as a joint-use facility, if desired, by incorporating differential grading and tiering into its design in the future.
 - The future 60" SD outfall pipe extending north to Grant Line Road from Sub-basin E55 shown in the Citywide SDMP is proposed to be downsized to an 18" SD to account for the reduction in peak discharge attributable to DET E55.
 - The properties on the north side of Pescadero Avenue within the Northeast Industrial Area (the site for DET NEI shown in the Citywide SDMP) are now proposed to drain to the east to future DET 16 (within the Eastside Industrial Area), which will be topographically lower than these properties.

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- DET 16 will drain to DET NEI via pumping as proposed in the Citywide SDMP. However, instead of holding storm water until DET NEI has drained after storms, DET 16 will have *1 cfs* of DET NEI's outflow capacity allocated to it and its pump may operate continuously during and after storms. The storage volume required for DET 16 is *37.8 acre-feet*, which is an increase of only 3.8 acre-feet of storage when compared with the Citywide SDMP requirements and results from the accommodation of inflow from the properties on the north side of Pescadero Avenue in the Northeast Industrial Area.
- A proposed 24" SD segment shown along the west portion of the south limit of Sub-basin E62 in the Citywide SDMP is no longer needed and has been deleted.
- Proposed greenbelt parkways in this area have been deleted, as they are not required for drainage.
- The storage volume requirement for DET NEI has been reduced from *198 acre-feet* to *127.8 acre-feet*. The majority of this storage volume will be provided within the primary area shown on Exhibit B, within undeveloped property currently owned by Prologis. The possible future expansion area shown for DET NEI on Exhibit B occupies a portion of the contiguous Silva Dairy property to the west and is not likely to be needed until such time as the existing Silva Dairy becomes redeveloped. If groundwater allows DET NEI to be deepened in the primary area shown on Exhibit B, the future expansion area may not be needed.

Also included in this Supplement No. 2 are minor changes to the size, configuration and outflow rate recently implemented for existing DET 13 and its outfall on Arbor Avenue as a part of the DCT development project (M2 Parcel).

This Supplement No. 2 to the Citywide SDMP also includes Opinions of Probable Cost (OPCs) for storm drainage infrastructure that remains to be built to serve these affected areas of the City's Sphere of Influence. Separate

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OPCs have been prepared for the areas that will ultimately drain to the new proposed location for DET NEI (Table 1) and for the Eastside Industrial Area properties residing north of I-205 (Table 2). These OPCs have been incorporated into a concurrent impact fee analyses performed by Harris & Associates, and the existing storm drainage impact fee programs serving the overall area are proposed to be consolidated into the Northeast Area and revised Eastside Industrial Area impact fee areas depicted on Exhibit B.

Listings of participating properties in the affected areas and applicable Assessors' Record Maps depicting them are provided in the Attachment to this Supplement No. 2 to the Citywide SDMP.

Exhibits:

Exhibit A – Portion of Figure 5-1A from Existing Citywide Storm Drainage Master Plan Showing Existing and Proposed Storm Drainage Facilities in the City's Northeast Area and Current Storm Drainage Impact Fee Areas

Exhibit B – Proposed Revisions to the Citywide Storm Drainage Master Plan per Supplement No. 2 and Updated Storm Drainage Impact Fee Areas

Tables:

Table 1 – Opinion of Probable Cost for Unbuilt Storm Drainage Infrastructure Serving Areas Draining to Proposed DET NEI per Supplement No. 2 to the Citywide SDMP (Northeast Area)

Table 2 – Opinion of Probable Cost for Unbuilt Storm Drainage Infrastructure Serving Eastside Industrial Properties on the North Side of I-205 per Supplement No. 2 to the Citywide SDMP (New East Side Industrial Area)

Attachment:

Listings of Participating Properties, Assessors' Record Maps

Supplement No. 2 to Citywide Storm Drainage Master Plan (FINAL DRAFT)

Northeast Area of Sphere of Influence

To: Robert Armijo, City Engineer

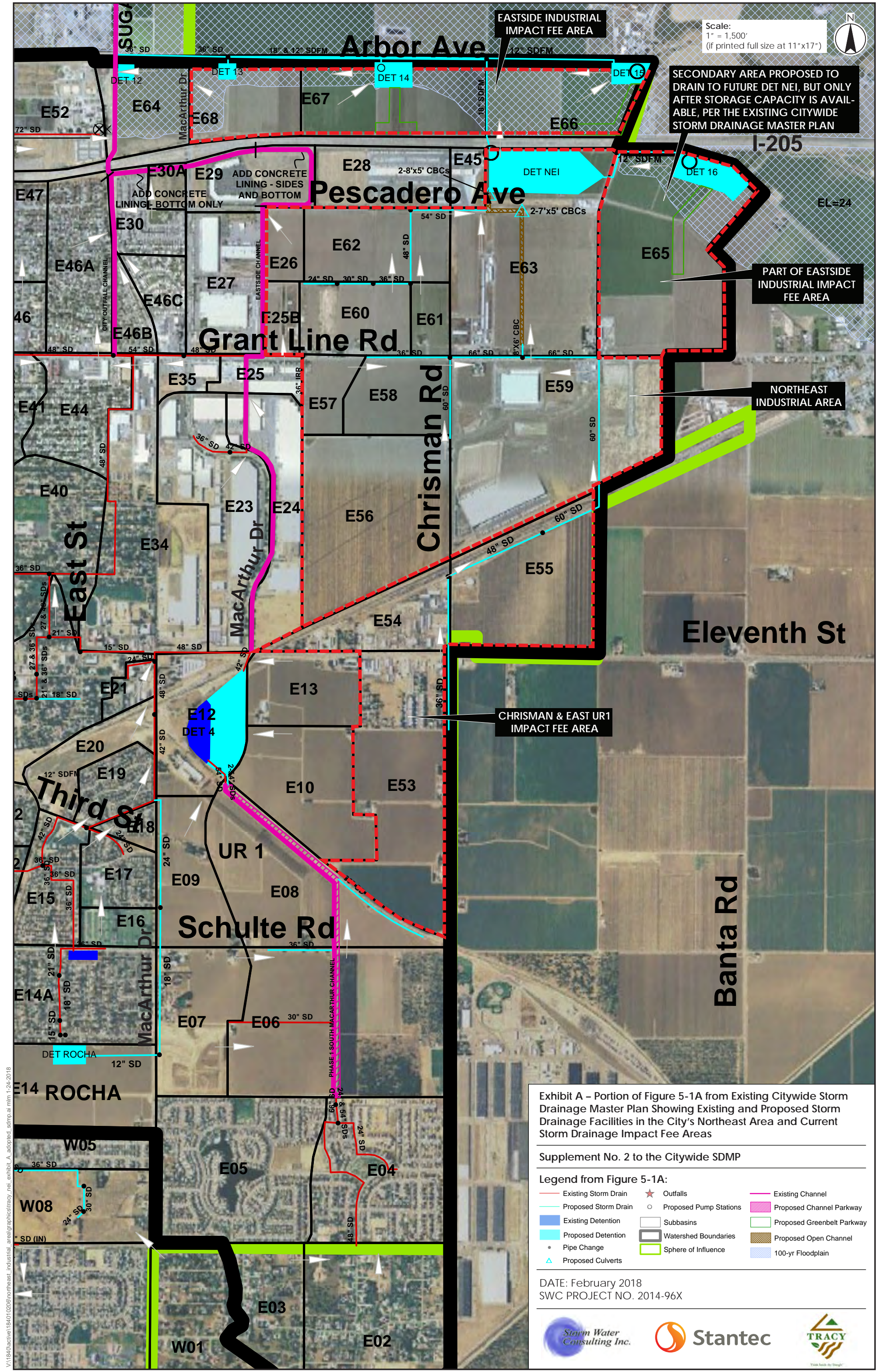
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James H. Nelson

Cc: Andrew Malik, City of Tracy
Bill Dean, City of Tracy
Al Gali, City of Tracy
Nanda Gottiparthi, SNG Associates
Alison Bouley, Harris & Associates
Sarah McIlroy, Stantec



Scale:
1" = 1,500'
(if printed full size at 11"x17")



SECONDARY AREA PROPOSED TO DRAIN TO FUTURE DET NEI, BUT ONLY AFTER STORAGE CAPACITY IS AVAILABLE, PER THE EXISTING CITYWIDE STORM DRAINAGE MASTER PLAN

PART OF EASTSIDE INDUSTRIAL IMPACT FEE AREA

NORTHEAST INDUSTRIAL AREA

CHRISMAN & EAST UR1 IMPACT FEE AREA

Exhibit A – Portion of Figure 5-1A from Existing Citywide Storm Drainage Master Plan Showing Existing and Proposed Storm Drainage Facilities in the City's Northeast Area and Current Storm Drainage Impact Fee Areas

Supplement No. 2 to the Citywide SDMP

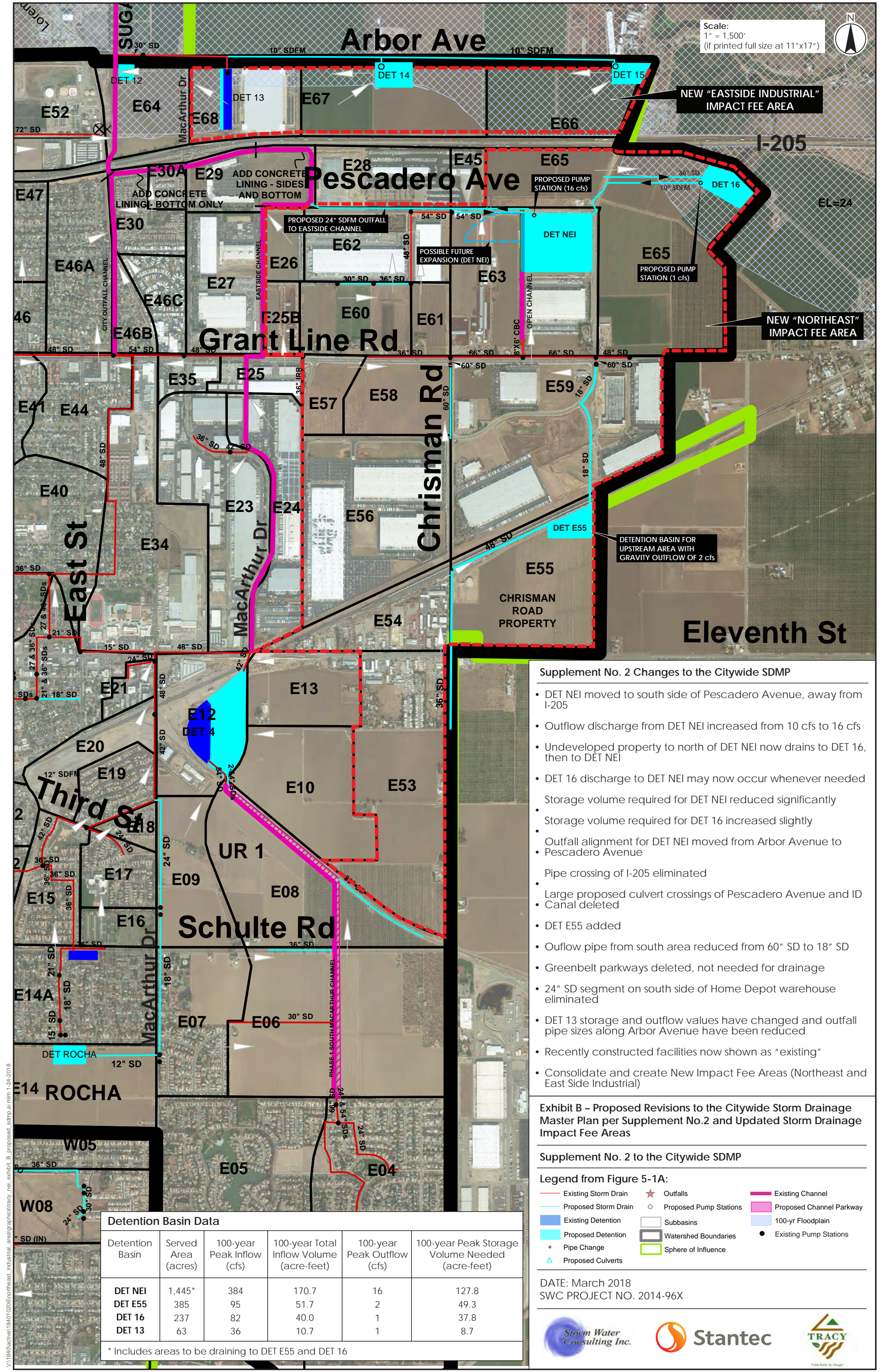
Legend from Figure 5-1A:

- Existing Storm Drain
- Proposed Storm Drain
- Existing Detention
- Proposed Detention
- Pipe Change
- Proposed Culverts
- Outfalls
- Proposed Pump Stations
- Subbasins
- Watershed Boundaries
- Sphere of Influence
- Existing Channel
- Proposed Channel Parkway
- Proposed Greenbelt Parkway
- Proposed Open Channel
- 100-yr Floodplain

DATE: February 2018
SWC PROJECT NO. 2014-96X



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Scale:
1" = 1,500'
(if printed full size at 11"x17")



NEW "EASTSIDE INDUSTRIAL" IMPACT FEE AREA

I-205

ADD CONCRETE LINING - SIDES AND BOTTOM
ADD CONCRETE LINING - BOTTOM ONLY

Pescadero Ave

PROPOSED PUMP STATION (16 cfs)
PROPOSED PUMP STATION (1 cfs)

DET 16

Grant Line Rd

NEW "NORTHEAST" IMPACT FEE AREA

DETENTION BASIN FOR UPSTREAM AREA WITH GRAVITY OUTFLOW OF 2 cfs

Chrisman Rd

CHRISMAN ROAD PROPERTY

Eleventh St

Supplement No. 2 Changes to the Citywide SDMP

- DET NEI moved to south side of Pescadero Avenue, away from I-205
- Outflow discharge from DET NEI increased from 10 cfs to 16 cfs
- Undeveloped property to north of DET NEI now drains to DET 16, then to DET NEI
- DET 16 discharge to DET NEI may now occur whenever needed
- Storage volume required for DET NEI reduced significantly
- Storage volume required for DET 16 increased slightly
- Outfall alignment for DET NEI moved from Arbor Avenue to Pescadero Avenue
- Pipe crossing of I-205 eliminated
- Large proposed culvert crossings of Pescadero Avenue and ID Canal deleted
- DET E55 added
- Outflow pipe from south area reduced from 60" SD to 18" SD
- Greenbelt parkways deleted, not needed for drainage
- 24" SD segment on south side of Home Depot warehouse eliminated
- DET 13 storage and outflow values have changed and outfall pipe sizes along Arbor Avenue have been reduced
- Recently constructed facilities now shown as "existing"
- Consolidate and create New Impact Fee Areas (Northeast and East Side Industrial)

Exhibit B - Proposed Revisions to the Citywide Storm Drainage Master Plan per Supplement No.2 and Updated Storm Drainage Impact Fee Areas

Supplement No. 2 to the Citywide SDMP

Legend from Figure 5-1A:

- Existing Storm Drain
- Proposed Storm Drain
- Existing Detention
- Proposed Detention
- Pipe Change
- Proposed Culverts
- Outfalls
- Proposed Pump Stations
- Subbasins
- Watershed Boundaries
- Sphere of Influence
- Existing Channel
- Proposed Channel Parkway
- 100-yr Floodplain
- Existing Pump Stations

Detention Basin Data					
Detention Basin	Served Area (acres)	100-year Peak Inflow (cfs)	100-year Total Inflow Volume (acre-feet)	100-year Peak Outflow (cfs)	100-year Peak Storage Volume Needed (acre-feet)
DET NEI	1,445*	384	170.7	16	127.8
DET E55	385	95	51.7	2	49.3
DET 16	237	82	40.0	1	37.8
DET 13	63	36	10.7	1	8.7

* Includes areas to be draining to DET E55 and DET 16

DATE: March 2018
SWC PROJECT NO. 2014-96X



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Table 1

Opinion of Probable Cost for Storm Drainage Infrastructure - Total Unbuilt As Of Feb. 2018
Storm Drainage Infrastructure Serving Areas Draining to Proposed DET NEI per Supplement No. 2 to the Citywide
SDMP (Northeast Area)

DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL COST
Northeast Area				
Construction of Major Facilities				
DET NEI (128 AF, plus 22 AF add'l excavation)	150	AF	\$ 16,000	\$ 2,400,000
DET 16 (38 AF, PLUS 10 AF add'l excavation)	48	AF	\$ 16,000	\$ 768,000
DET E55 (49 AF, plus 15 AF add'l excavation)	64	AF	\$ 16,000	\$ 1,024,000
DET NEI Pump Station (16.0 cfs capacity)	1	LS	\$ 1,500,000	\$ 1,500,000
DET 16 Pump Station (1.0 cfs capacity)	1	LS	\$ 350,000	\$ 350,000
Construction of Storm Drains				
10" SDFM (Outfall DET 16 to DET NEI)	2,500	LF	\$ 100	\$ 250,000
24" SDFM (Outfall DET NEI to Eastside Channel)	4,100	LF	\$ 150	\$ 615,000
18" SD (DET 55 to Grant Line Road)	2,700	LF	\$ 100	\$ 270,000
18" SD (Bore & Jack, Crossing of UPRR North of DET E55)	200	LF	\$ 600	\$ 120,000
30" SD (South Side Home Depot, deep trenching required)	660	LF	\$ 300	\$ 198,000
36" SD (South Side Home Depot, deep trenching required)	660	LF	\$ 500	\$ 330,000
36" SD (South Side I-205, Paradise Road to DET 16)	1,700	LF	\$ 300	\$ 510,000
36" SD (Chrisman Road, South of UPRR)	2,800	LF	\$ 300	\$ 840,000
48" SD (South Side UPRR, Chrisman to DET E55)	2,100	LF	\$ 400	\$ 840,000
54" SD (Pescadero Ave., East Side Home Depot to DET NEI)	1,500	LF	\$ 450	\$ 675,000
60" SD (Chrisman Road, Paradise Road to Grant Line Road)	1,300	LF	\$ 550	\$ 715,000
Other Items				
Dewatering	1	LS	\$ 1,500,000	\$ 1,500,000
Access Roadways (30"/36" SDs South Side Home Depot)	1,320	LF	\$ 110	\$ 145,200
UPTC Crossing Agreement	1	EA	\$ 5,000	\$ 5,000
Subtotal of Construction				\$ 13,055,200
Design & Planning @ 10% of Construction Subtotal				\$ 1,305,520
Construction Management @ 10% of Construction Subtotal				\$ 1,305,520
General Contingency @ 15% of Construction Subtotal				\$ 1,958,280
Program Administration @ 5% of Construction Subtotal				\$ 652,760
Land Acquisition				
DET NEI	33.0	AC	\$ 150,000	\$ 4,950,000
DET NEI (Possible Future Expansion)	7.0	AC	\$ 150,000	\$ 1,050,000
DET 16	12.0	AC	\$ 150,000	\$ 1,800,000
DET E55	12.0	AC	\$ 150,000	\$ 1,800,000
10" SDFM/36" SD Easement (Paradise Road to DET 16)	0.7	AC	\$ 50,000	\$ 35,000
18" SD Easement (DET E55 to Grant Line Road)	1.2	AC	\$ 50,000	\$ 60,000
30" SD Easement (South Side Home Depot)	0.3	AC	\$ 50,000	\$ 15,000
36" SD Easement (South Side Home Depot)	0.3	AC	\$ 50,000	\$ 15,000
Subtotal of Land Acquisition				\$ 9,725,000
TOTAL ESTIMATED COST				\$ 28,002,280
Credit for 1547 E. Grant Line Road Storm Drainage Impact Fees and Developer Credit*				\$ (682,242)
TOTAL NET COST FOR NEW PROGRAM STORM DRAINAGE INFRASTRUCTURE				\$ 27,320,038

* Developer Credit = \$547,484 for installing 36" SD and related improvements; costs are included in Total Estimated Cost above.

Table 2

Opinion of Probable Cost for Storm Drainage Infrastructure - Total Unbuilt As Of Feb. 2018
Storm Drainage Infrastructure Serving Eastside Industrial Properties on the North Side of I-205 per Supplement No. 2
to the Citywide SDMP (New East Side Industrial Area)

DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL COST
<i>New East Side Industrial Area</i>				
Construction of Major Facilities				
DET 13 Expansion (4 add'l AF, plus 1 AF add'l excavation)	5	AF	\$ 16,000	\$ 80,000
DET 14 (16 AF, plus 6 AF add'l excavation)	22	AF	\$ 16,000	\$ 352,000
DET 15 (13 AF, plus 5 AF add'l excavation)	18	AF	\$ 16,000	\$ 288,000
DET 14 Pump Station (1.0 cfs capacity)	1	LS	\$ 350,000	\$ 350,000
DET 15 Pump Station (1.0 cfs capacity)	1	LS	\$ 350,000	\$ 350,000
Construction of Storm Drains				
10" SDFM (Arbor Ave., DET 15 to Existing Stub at DET 13)	7,000	LF	\$ 100	\$ 700,000
Other Items				
Dewatering	1	LS	\$ 1,000,000	\$ 1,000,000
Subtotal of Construction				\$ 3,120,000
Design & Planning @ 10% of Construction Subtotal				\$ 312,000
Construction Management @ 10% of Construction Subtotal				\$ 312,000
General Contingency @ 15% of Construction Subtotal				\$ 468,000
Program Administration @ 5% of Construction Subtotal				\$ 156,000
Land Acquisition				
DET 13 Expansion	2.2	AC	\$ 150,000	\$ 330,000
DET 14	7.0	AC	\$ 150,000	\$ 1,050,000
DET 15	6.0	AC	\$ 150,000	\$ 900,000
Subtotal of Land Acquisition				\$ 2,280,000
TOTAL ESTIMATED COST				\$ 6,648,000

**Supplement No. 2 to the Citywide
Storm Drainage Master Plan (SDMP)**

ATTACHMENT

Listing of Participating Properties and Assessors' Record Maps

Attachment - Supplement No. 2 to Citywide SDMP

Assessor Parcel #	Listed Acreage	Notes
<u>NEI Properties</u>		
213-06-12	42.42	Future Chrisman Road Impacts
213-06-13	9.78	Future Chrisman Road Impacts
213-07-13	0.84	
213-07-17	2.27	
213-07-18	0.53	
213-07-19	0.72	
213-07-20	18.88	
213-07-22	9.74	McLaughlin
213-07-28	9.07	
213-07-29	0.66	
213-07-39	11.41	
213-07-40	18.90	Tracy Warehouse
213-07-41	6.32	
213-07-44	1.62	
213-07-48	5.34	Future Chrisman Road Impacts
213-07-49	33.86	Future Chrisman Road Impacts
213-07-52	1.01	
213-07-53	1.00	
213-07-74	5.35	Existing Retention Basin
213-07-80	11.30	
213-07-81	35.89	McLaughlin
213-07-83	4.73	
213-07-84	2.94	
213-07-85	18.59	Future Chrisman Road Impacts
213-07-87	16.72	
250-02-80	5.80	Existing Retention Basin
250-02-81	10.08	Existing Retention Basin
250-02-86	5.00	Existing Retention Basin
250-02-93	75.14	Rocha
250-02-94	0.98	
250-03-10	9.28	
250-03-19	6.35	Building 17
250-03-24	10.48	
250-03-25	10.51	Building 17
250-03-28	12.59	
250-03-30	2.17	Existing Retention Basin
250-28-13	17.62	Building 18
250-28-15	27.19	Building 17
Total Acreage	463.08	

Eastside Industrial Properties South of I-205

213-17-14	22.17
213-17-24	31.67
213-17-25	11.70
213-17-26	3.24
213-17-27	122.39
Total Acreage	191.17

Eastside Industrial Properties North of I-205

213-06-02	14.16
213-06-04	39.56
213-06-08	1.01
213-06-09	19.78
213-06-10	19.78
213-06-11	39.79
213-06-17	16.02
213-06-18	2.57
213-06-21	1.00
213-06-22	38.89
213-06-23	1.58
213-06-24	1.58
213-06-25	1.58
Total Acreage	197.29

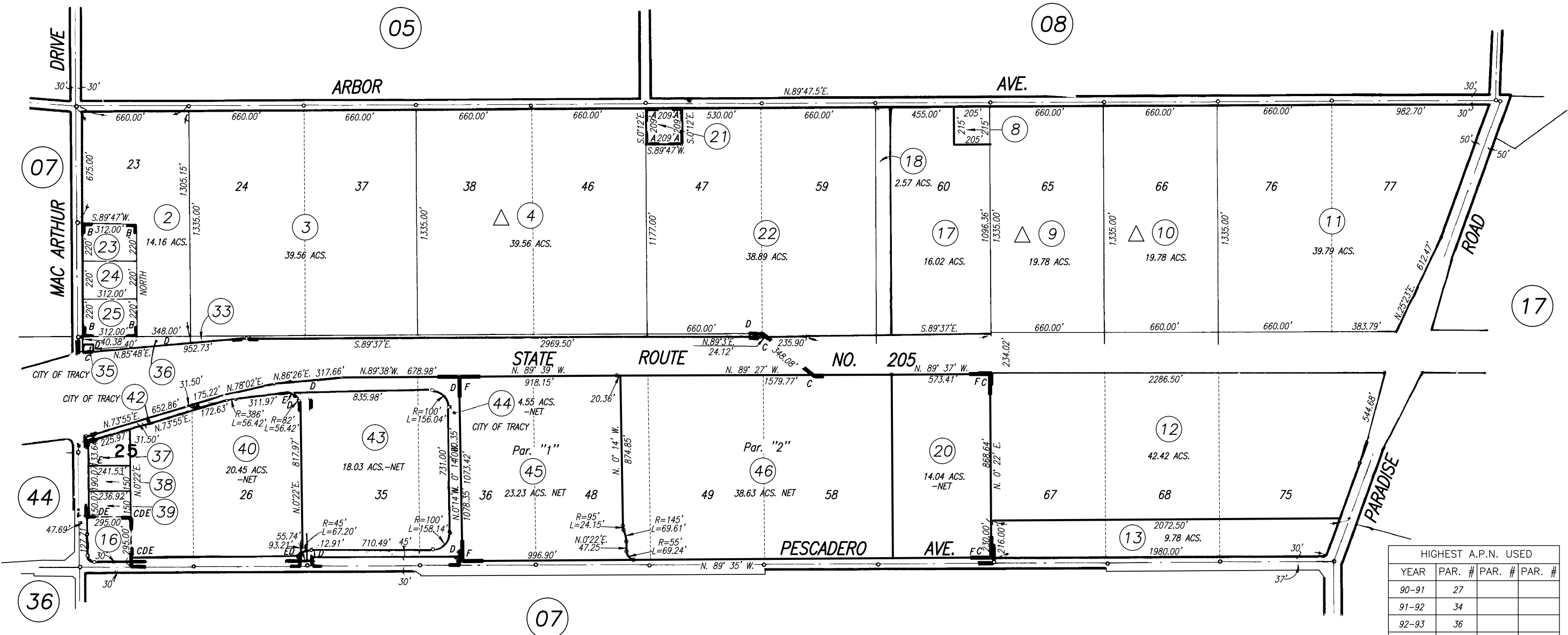
Chrisman and East UR-1 Area

250-03-06	56.06	City Chrisman Road Property
230-03-07	56.62	City Chrisman Road Property
Subtotal	112.68	
250-14-02, 03, 04	0.67	Industrial, North Side Eleventh Street
250-14-05	0.86	Industrial, North Side Eleventh Street
250-14-06	1.41	Industrial, North Side Eleventh Street
250-14-07	3.07	Industrial, North Side Eleventh Street
250-14-08	2.47	Industrial, North Side Eleventh Street
250-14-09	2.36	Industrial, North Side Eleventh Street
250-14-10	4.65	Industrial, North Side Eleventh Street
250-14-11	4.91	Industrial, North Side Eleventh Street
250-14-12	7.20	Industrial, North Side Eleventh Street
250-14-13	2.17	Industrial, North Side Eleventh Street
250-14-14	7.53	Industrial, North Side Eleventh Street
250-14-15	1.29	Industrial, North Side Eleventh Street
250-14-16	0.79	Industrial, North Side Eleventh Street
250-14-17	1.29	Commercial, North Side Eleventh Street
Subtotal	40.67	
250-15-01 thru 04, 07 thru 10, 14 thru 20, and 45 thru 47	20.2	Industrial, South Side of Eleventh Street
250-15-21 thru 25, and 27 thru 44	24.7	Residential (Medium), South of Eleventh Street
250-16-09	0.80	East UR-1
250-16-11	46.78	East UR-1
250-16-12	1.18	East UR-1
250-18-02	20.78	East UR-1
250-18-03	5.68	East UR-1
250-18-04	5.16	East UR-1
250-18-05	1.01	East UR-1
250-18-06	1	East UR-1
250-18-07	17.71	East UR-1
250-18-08	20.36	East UR-1
Subtotal - East UR-1	120.46	

POR. PESCADERO COLONY, UNIT NO. 1

THIS MAP IS FOR ASSESSMENT USE ONLY

213-06



- R. M. Bk. 10 Pg. 044
- A- P. M. Bk. 13 Pg. 017
- B- R. S. Bk. 23 Pg. 109
- C- R. S. Bk. 31 Pg. 020
- D- P. M. Bk. 17 Pg. 107
- E- P. M. Bk. 19 Pg. 141
- F- P. M. Bk. 26 Pg. 078

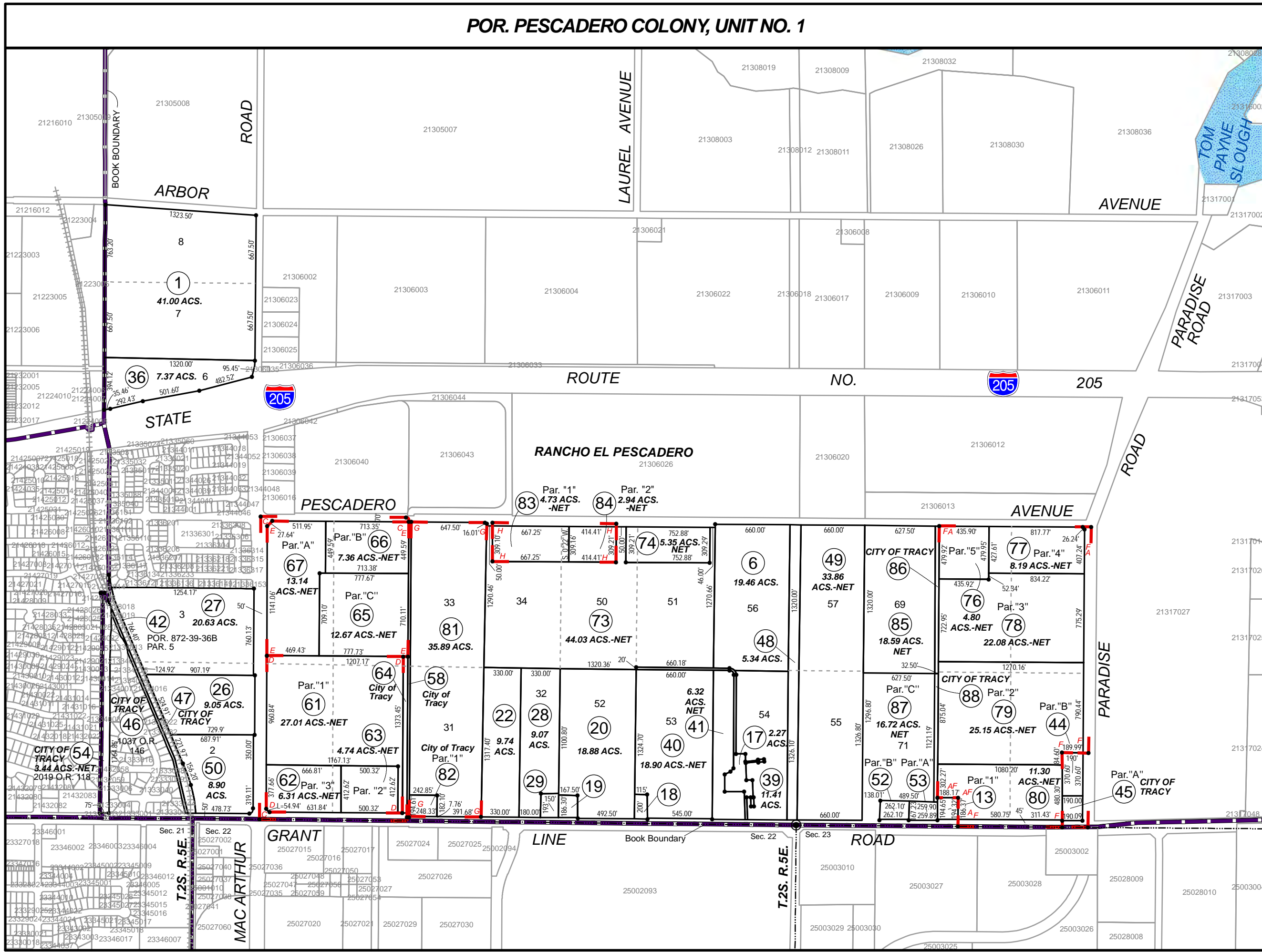
NOTE: Assessor's Parcel Numbers Shown in Circles.
Assessor's Block Numbers Shown in Ellipses.

HIGHEST A.P.N. USED			
YEAR	PAR. #	PAR. #	PAR. #
90-91	27		
91-92	34		
92-93	36		
95-96	40		
96-97	42		
02-03	44		
18-19	46		

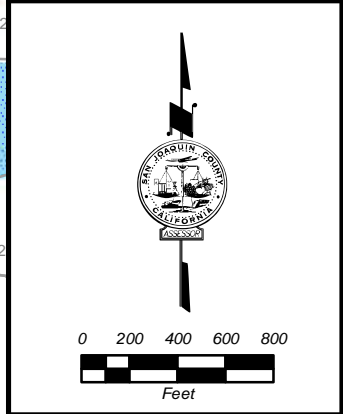
Assessor's Map Bk.213 Pg.06
County of San Joaquin, Calif.

POR. PESCADERO COLONY, UNIT NO. 1

THIS MAP IS FOR ASSESSMENT PURPOSES ONLY



213-07
 THIS MAP IS FOR ASSESSMENT PURPOSES ONLY AND IS NOT FOR THE INTENT OF INTERPRETING LEGAL BOUNDARY RIGHTS, ZONING REGULATIONS AND/OR LEGALITY OF LAND DIVISION LAWS.

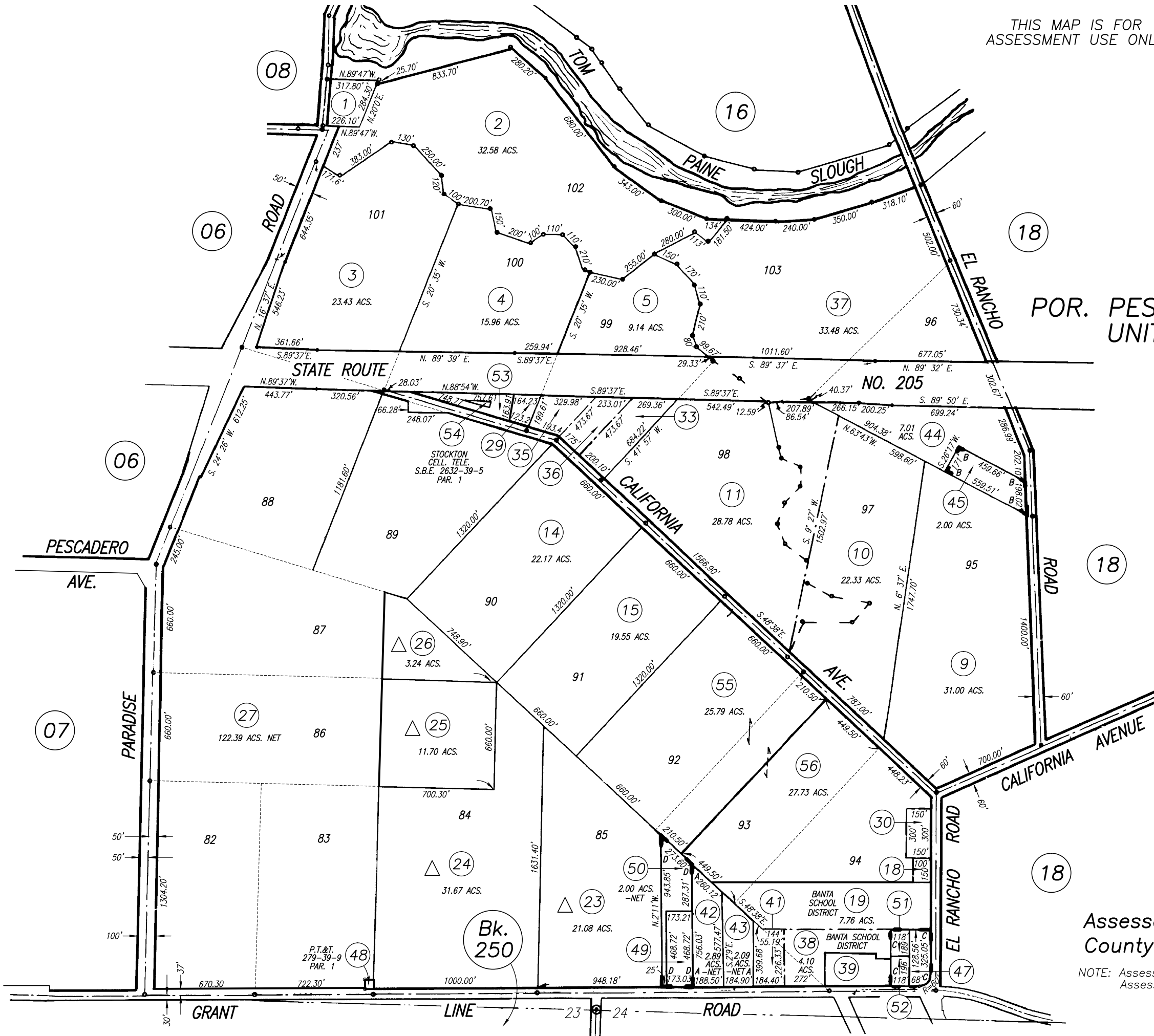


LEGEND:
 (00) Assessor's Parcel Numbers
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 Book Page Parcel Number

R.M. Bk. 10 Pg. 044
 A-P.M. Bk. 08 Pg. 013
 B-P.M. Bk. 09 Pg. 095
 C-P.M. Bk. 16 Pg. 046
 D-P.M. Bk. 18 Pg. 065
 E-P.M. Bk. 22 Pg. 056
 F-P.M. Bk. 24 Pg. 195
 G-P.M. Bk. 25 Pg. 125
 H-P.M. Bk. 25 Pg. 136

HIGHEST A.P.N. USED		
YEAR	PAR. #	PAR. #
08-09	72	
09-10	75	
11-12	80	
12-13	82	
14-15	84	
15-16	88	

BK. 213 PG. 07
County of San Joaquin, CA
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POR. PESCADERO COLONY, UNIT NO. 1

- △ - WILLIAMSON ACT PARCELS
- R. M. Bk. 10 Pg. 044
- A - P. M. Bk. 02 Pg. 127
- B - P. M. Bk. 02 Pg. 171
- C - R. S. Bk. 30 Pg. 059
- C - P. M. Bk. 05 Pg. 007
- D - P. M. Bk. 07 Pg. 171

HIGHEST A.P.N. USED			
YEAR	PAR. #	PAR. #	PAR. #
80-81	50		
89-90	52		
91-92	54		
98-99	56		

Assessor's Map Bk.213 Pg.17
County of San Joaquin, Calif.

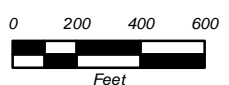
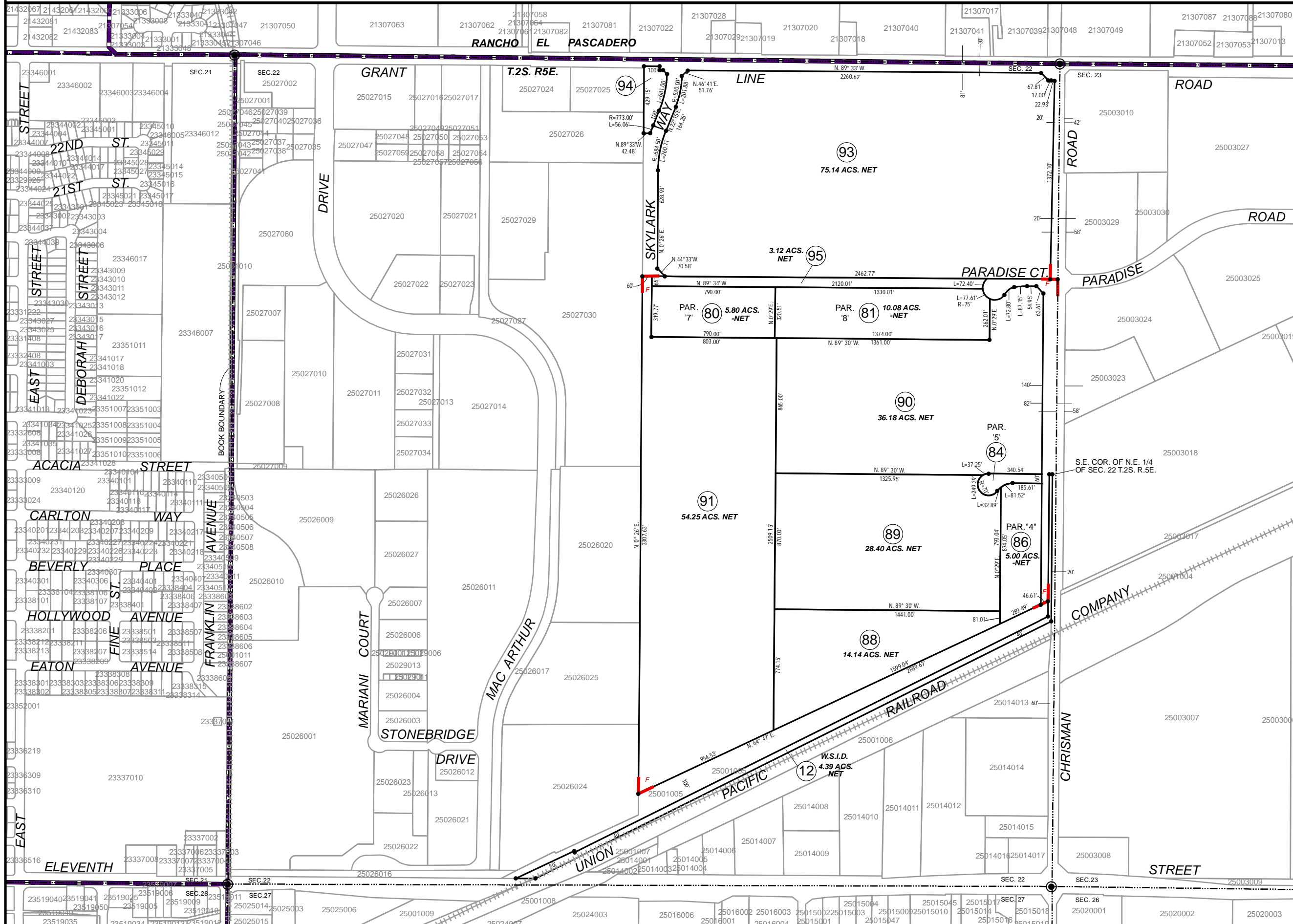
NOTE: Assessor's Parcel Numbers Shown in Circles.
Assessor's Block Numbers Shown in Ellipses.

POR. SEC. 22 T.2S. R.5E., M.D.B.&M.

250-02

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THIS MAP IS FOR ASSESSMENT PURPOSES ONLY



LEGEND:

- ⓪ Assessor's Parcel Numbers
- 00000000 Book Page Parcel Number

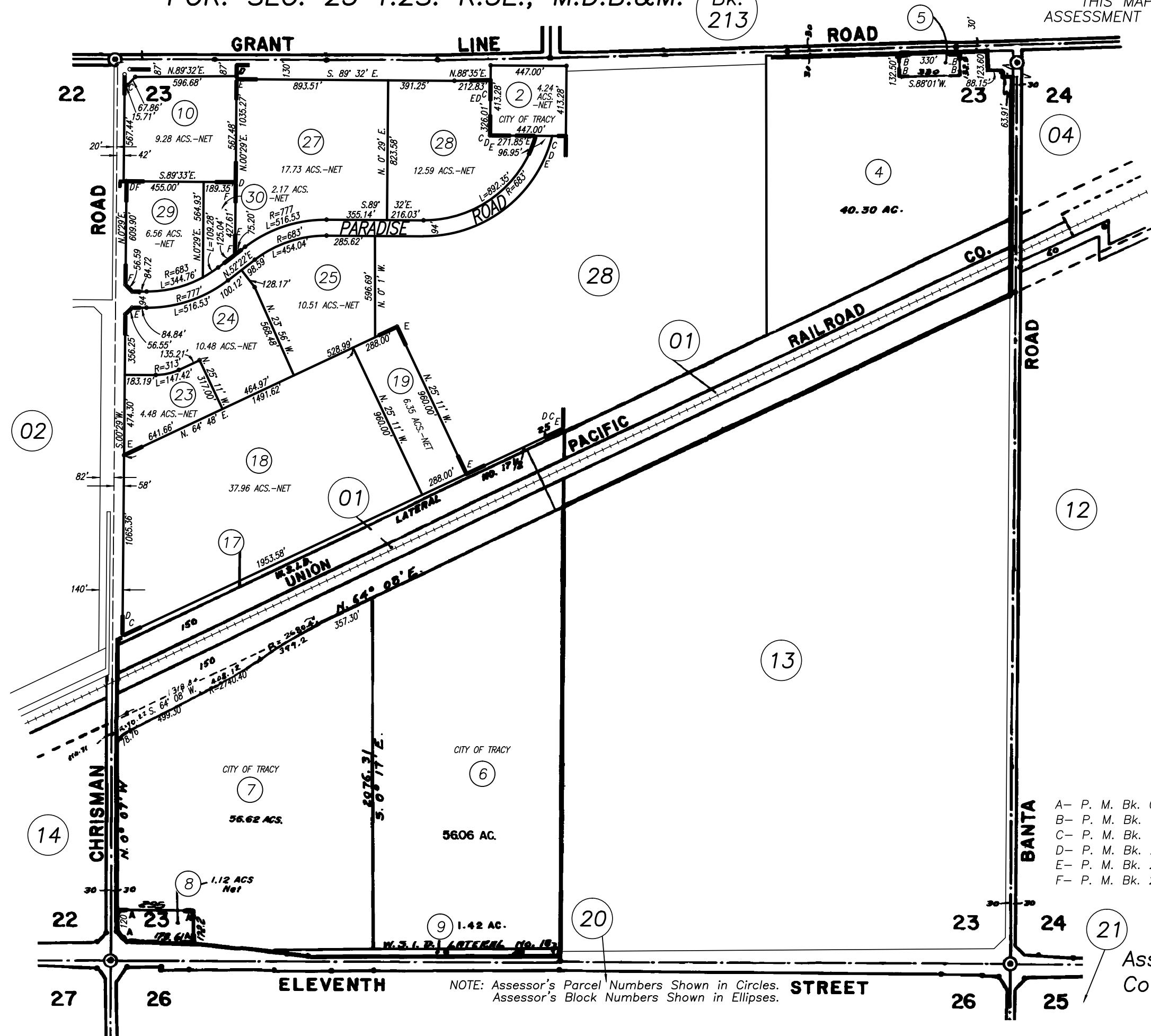
F - P.M. Bk. 25 Pg. 040
 E - P.M. Bk. 20 Pg. 152
 C - P.M. Bk. 18 Pg. 002
 B - P.M. Bk. 17 Pg. 165
 A - P.M. Bk. 16 Pg. 172

NOTE: W.S.I.D. = WEST SIDE IRRIGATION DISTRICT

HIGHEST A.P.N. USED		
YEAR	PAR. #	PAR. #
01-02	78	
11-12	87	
13-14	91	93
15-16	95	

BK. 250 PG. 02
 County of San Joaquin, CA

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△ - Williamson Act Parcels

HIGHEST A.P.N. USED			
YEAR	PAR. #	PAR. #	PAR. #
89-90	9		
90-91	11		
03-04	17		
04-05	20	22	
06-07	28		
08-09	30		

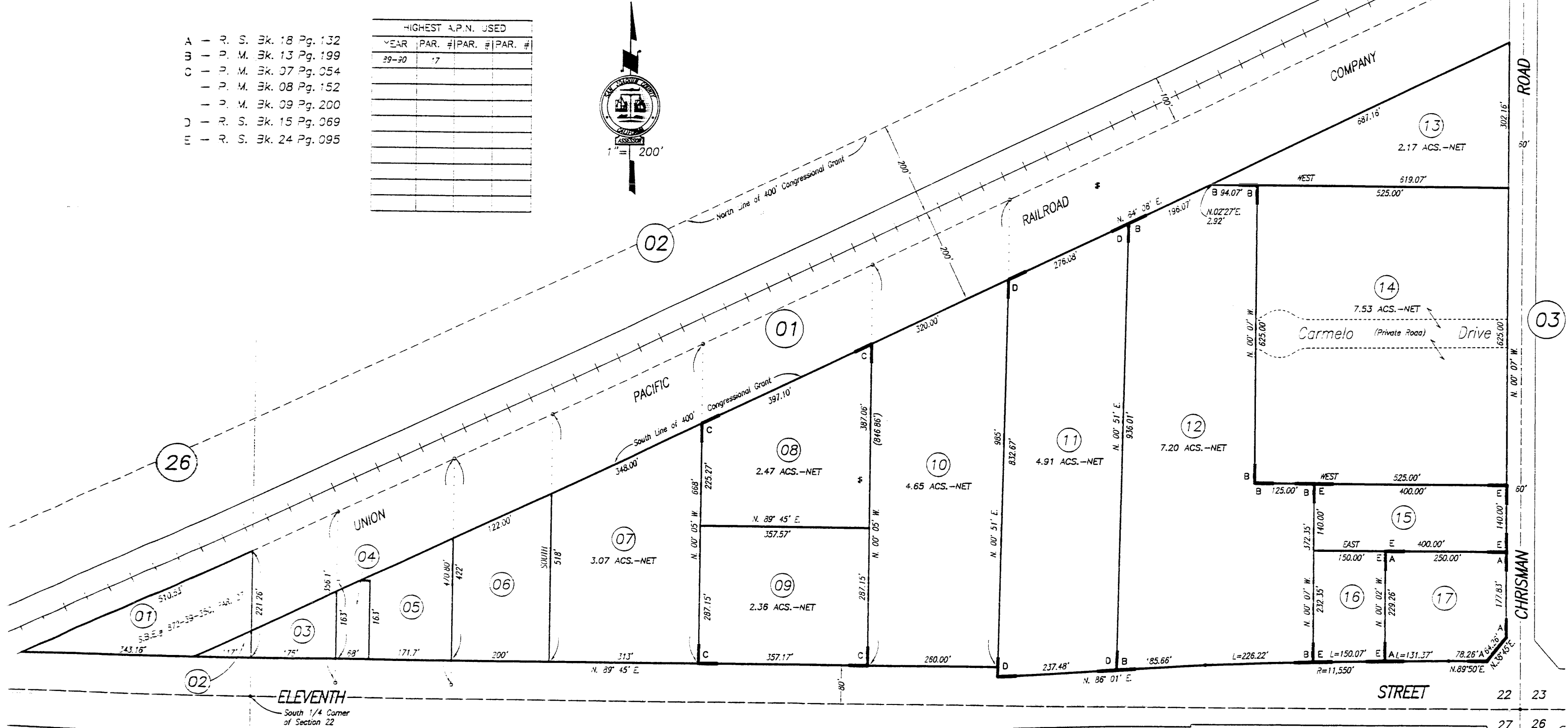
- A- P. M. Bk. 09 Pg. 099
- B- P. M. Bk. 15 Pg. 057
- C- P. M. Bk. 16 Pg. 086
- D- P. M. Bk. 22 Pg. 117
- E- P. M. Bk. 23 Pg. 101
- F- P. M. Bk. 23 Pg. 132

CITY OF TRACY
Assessor's Map Bk.250 Pg.03
County of San Joaquin, Calif.

NOTE: Assessor's Parcel Numbers Shown in Circles.
Assessor's Block Numbers Shown in Ellipses.

- A - R. S. Bk. 18 Pg. 132
- B - P. M. Bk. 13 Pg. 199
- C - P. M. Bk. 07 Pg. 054
- P. M. Bk. 08 Pg. 152
- P. M. Bk. 09 Pg. 200
- D - R. S. Bk. 15 Pg. 069
- E - R. S. Bk. 24 Pg. 095

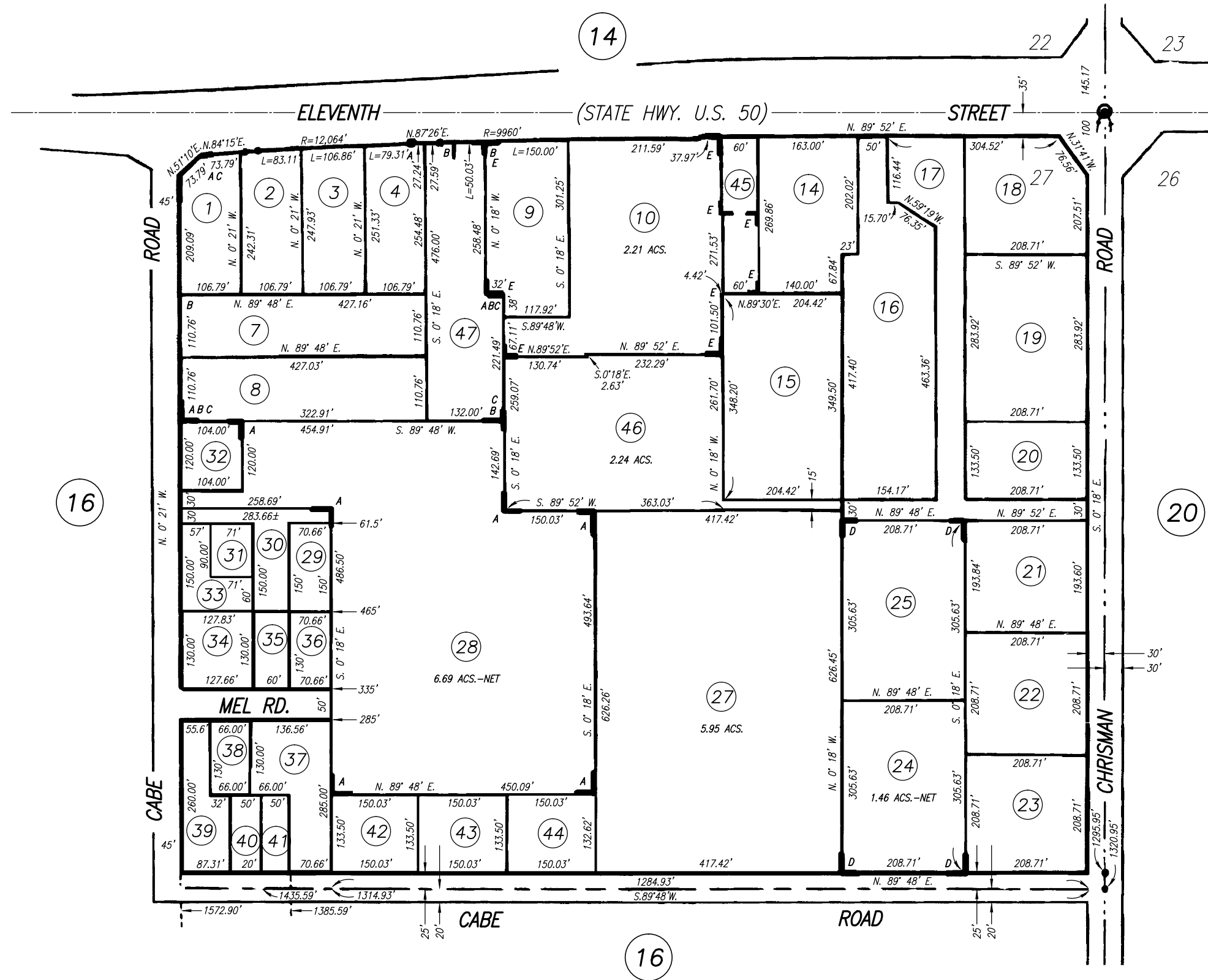
HIGHEST A.P.N. USED			
YEAR	PAR. #	PAR. #	PAR. #
39-30	17		



CITY OF TRACY
 Assessor's Map Bk. 250 Pg. 14
 County of San Joaquin, Calif.

NOTE: Assessor's Parcel Numbers Shown in Circles
 Assessor's Block Numbers Shown in Ellipses

01-02



E - R. S. Bk. 21 Pg. 083
 D - P. M. Bk. 09 Pg. 145
 C - P. M. Bk. 04 Pg. 154
 B - P. M. Bk. 05 Pg. 162
 A - P. M. Bk. 03 Pg. 149

NOTE: Assessor's Parcel Numbers Shown in Circles.
 Assessor's Block Numbers Shown in Ellipses.

HIGHEST A.P.N. USED			
YEAR	PAR. #	PAR. #	PAR. #
89-90	45		
91-92	46		
02-03	47		

14

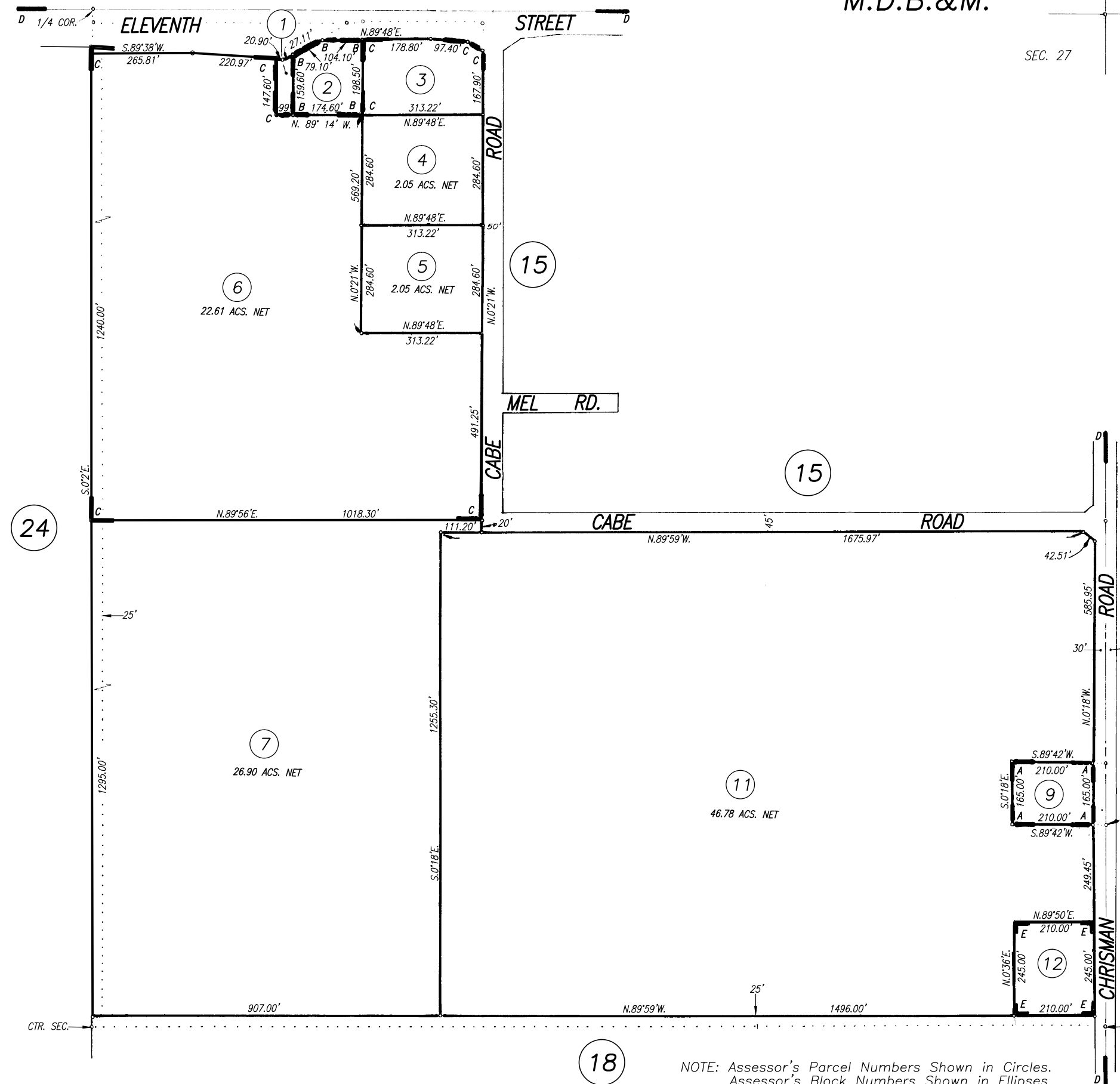
POR. N.E. 1/4 SEC. 27 T.2S. R.5E.,
M.D.B.&M.

SEC. 22
SEC. 27

SEC. 23
SEC. 26

THIS MAP IS FOR
ASSESSMENT USE ONLY

250-16



- E - R. S. Bk. 32 Pg. 108
- D - R. S. Bk. 29 Pg. 159
- C - P. M. Bk. 07 Pg. 112
- B - R. S. Bk. 19 Pg. 074
- A - R. S. Bk. 14 Pg. 069

△ - WILLIAMSON ACT PARCELS

HIGHEST A.P.N. USED			
YEAR	PAR. #	PAR. #	PAR. #
89-90	10		
93-94	12		

PT. BEARS 3,161.90'
FROM S.E. COR. SEC. 27

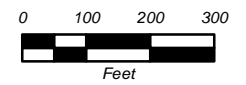
18

NOTE: Assessor's Parcel Numbers Shown in Circles.
Assessor's Block Numbers Shown in Ellipses.

POR. EAST 1/2 OF SEC. 27 T.2S. R.5E., M.D.B.&M.

250-18

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LEGEND:

- ⓪ Assessor's Parcel Numbers
- 00000000
Book Page Parcel Number

- A- R.S. Bk. 11 Pg. 003
P.M. Bk. 13 Pg. 165
- B- R.S. Bk. 21 Pg. 004
- C- R.S. Bk. 29 Pg. 159
- D- P.M. Bk. 16 Pg. 042
- E- P.M. Bk. 18 Pg. 188
- F- R.S. Bk. 21 Pg. 004

NOTE: W.S.I.D. STANDS FOR WEST SIDE IRRIGATION DISTRICT

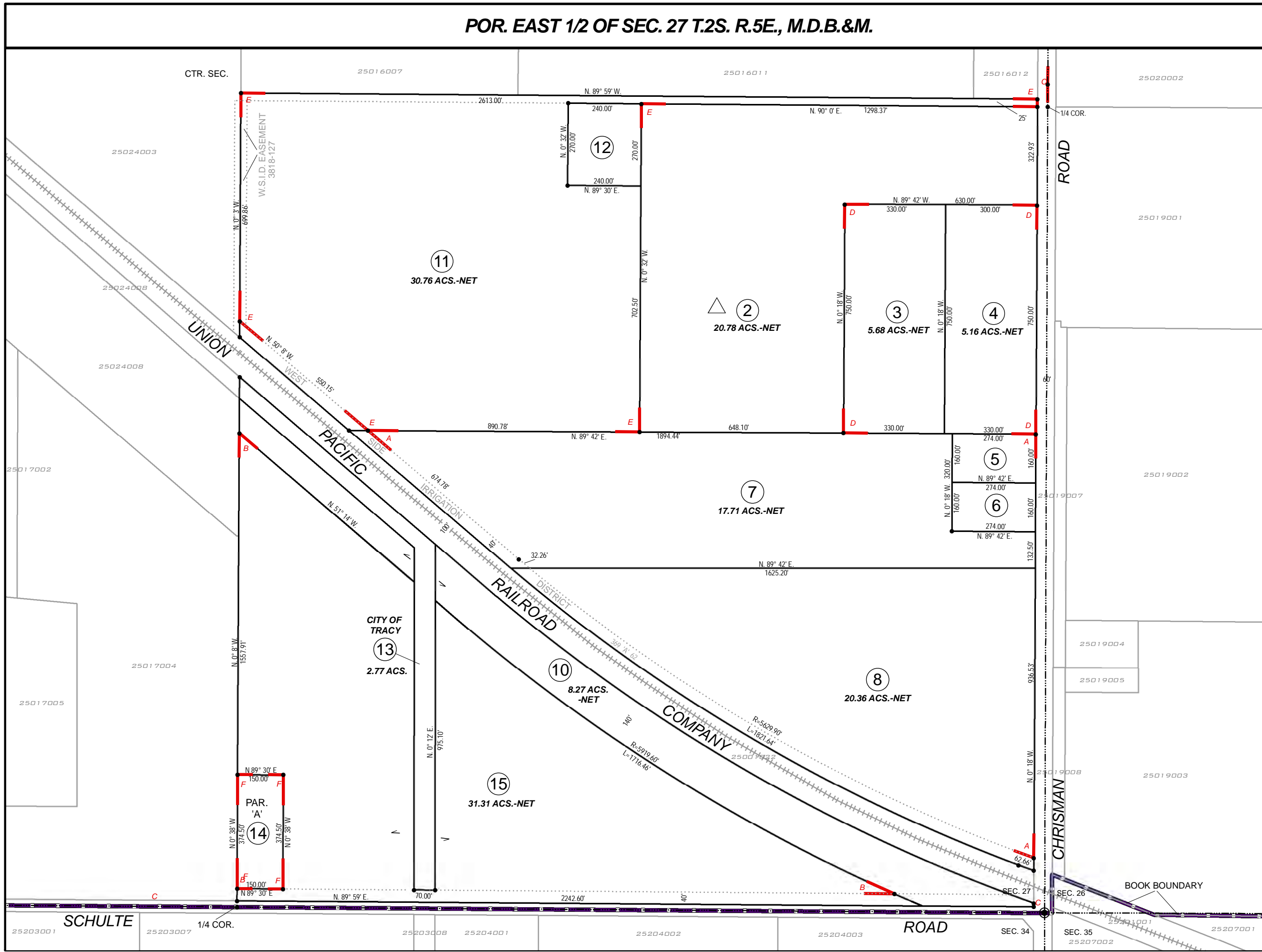
△ -Williamson Act Parcel

HIGHEST A.P.N. USED		
YEAR	PAR. #	PAR. #
89-90	9	
91-92	10	
93-94	12	
15-16	13	
16-17	15	

BK. 250 PG. 18
County of San Joaquin, CA

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A - CHABOT COMMERCE CENTER

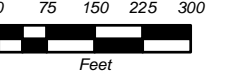
POR. OF SEC. 23 T.2S. R.5E., M.D.B.&M.

250-28

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MAPPING/GIS



LEGEND

Example of a Standard Assessors Parcel Number (APN)

000-000-00

Book Page Parcel Number

R.M. = Recorded Subdivision Map

P.M. = Recorded Parcel Map

R.S. = Recorded Survey Map

Williamson Act Parcel

Assessors Book Boundary

A - R.M. Bk. 38 Pg. 070

SAN JOAQUIN COUNTY
ASSESSORS PARCEL
NUMBER ISSUED PER
ROLL YEAR

ROLL	PAR. #	PAR. #
04-05	09	-
06-07	10	-
18-19	15	

BK. 250 PG. 28
COUNTY OF
SAN JOAQUIN, CA

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**COUNTY OF SAN JOAQUIN,
OFFICE OF THE ASSESSOR**



STEVE J. BESTOLARIDES
COUNTY ASSESSOR, RECORDER/
COUNTY CLERK

