

# Pacific Gateway

## PROJECT DESCRIPTION

JANUARY 16, 2023

### Project Overview

Pacific Gateway CA, LLC (“PGCA” and “Applicant”) is submitting the entitlement application for the Pacific Gateway Project (“Project”) located on approximately 1,612 acres in southwest San Joaquin County.

The Pacific Gateway (PG) Specific Plan and related entitlements will establish the land uses, zoning, development standards, and development regulations for land in southwest San Joaquin County (“County”) north of the junction of Interstate I-580 and State Route 132.

### Site Overview

The proposed Project Site (“Project Site” or “Site”) encompasses mostly contiguous acreage and is generally located north and east of the Interstate 580 (I-580) and north of State Route 132 (SR 132). The Project Site is bounded on the west and north by Tracy Boulevard and Durham Ferry Road respectively. The southern boundary is formed by the California Aqueduct in its western reach and the Delta-Mendota Canal and a Banta-Carbona Irrigation District canal along its eastern reach. The site’s eastern boundary sits approximately one-half mile west of Bird Road and approximately two miles west of Interstate 5 (I-5). South Chrisman Road, a designated Surface Transportation Assistance Act (STAA) Truck Route, runs north to south and generally bisects the center of the Project Site.

The Site is generally level and is currently developed with active agricultural uses, which include commercial scale almond and cherry orchards, as well as two agricultural processing and manufacturing facilities, separately operated by Crown Nut Company and A.B. FAB, Inc.

Although the Project Site, at its nearest point, is approximately one mile from the southern boundary of the City of Tracy, it is nonetheless generally located in an existing agricultural area with agricultural uses located to the north, south and east. An established surface mining operation is located to the northwest of the Project Site. Finally, there are approximately eighteen single-family homes fronting and south of Durham Ferry Road, northeast of the Project Site.

Existing infrastructure within and around the Project Site is limited. South Tracy Boulevard, South MacArthur Drive, and South Chrisman Road, provide north/south circulation access through the Project Site. Existing east/west access, however, is limited to private, unimproved farm roads.

The Project envisions a variety of uses within the Specific Plan Area, the majority of which include modern Class “A” industrial warehouse and distribution facilities. Additionally, a university campus, commercial retail, business park, and the Veterans of Foreign Wars facility are proposed at the central portion of the site adjacent to a proposed new public park.

The open space, park, and pedestrian and bike facilities included in the Proposed Plan will also provide for outdoor spaces for both passive outdoor spaces and recreation and to provide accessibility for both the workforce and the community. Pedestrian and bike trips are also encouraged by a network of trails

and sidewalks as an alternative to vehicle trips. Furthermore, the network of public streets will provide access to each part of the Specific Plan Area including on-site private interior site circulation and the necessary vehicle and truck and trailer courts.

The Proposed Plan includes Specific Plan zoning designations for Limited Industrial (I-L), General Commercial (C-G), Public (P-F), and Business Park (B-P) use types. Each zoning designation includes a list of permitted uses, conditional uses, and disallowed uses. These have been created to anticipate current and future market demand. In addition to the allowed and conditionally allowed uses, development standards and guidelines have been incorporated to guide the design of individual buildings. This will ensure that buildings will meet user requirements while maintaining a commitment to sustainability and institutional quality architecture and branding for the project.

The Proposed Plan has been drafted so that nonconforming agricultural uses existing and operating at the date of adoption of the Pacific Gateway Specific Plan within the Project Area will be allowed to continue agricultural operations until development in conformance with this Specific Plan occurs. Furthermore, the Proposed Plan anticipates that agricultural crops or operations may change to another, such as row crops to orchards, without the property losing its nonconforming status.

## **Project Uses**

### **General Commercial**

The General Commercial (C-G) designation provides for a variety of retail commercial uses and business services designed to serve those working and learning within the Specific Plan Area. As such, priority will be given to restaurants, goods and services that support those utilizing the industrial and warehouse facilities as well as the university. This commercial zone will be centrally located adjacent to Chrisman Road and will be connected to the surrounding areas by pedestrian, bicycle, and vehicle networks. Typical building types will include single story commercial structures with walk up storefronts.

### **Business Park**

The Business Park (B-P) designation is intended or provide for a variety of small-scale office, office/warehouse, research, light industrial, light manufacturing, and other service-related business services. Typical uses may include assembly of electronics, plumbing and building contractors, medical research, supply, and professional offices. This zone can also contain a limited amount of supportive and compatible commercial uses to serve the surrounding business park uses, including restaurants such as a delicatessen. User space may include up to 50% warehouse, serviced predominantly by grade level doors for local delivery vehicles access.

### **University Campus**

The University Campus designation (P-F) provides space for public services and facilities to meet the needs of existing and future residents to include educational for higher education; fire protection facilities; public facilities, parks and open space, and flood control improvements.

The University Campus is intended to expand access to education and research in professional services, liberal arts, health, technology, science, and education sectors. The location of the new campus in southern San Joaquin County will provide vast opportunities for this underserved region. The campus will grow over time, dependent on trends in enrollment growth and interest in the various programs it will

offer. At this time, it is planned that a medical school will be the first program to launch, followed by arts, student support, administration, and other facilities. Some initial sports facilities will be developed and when sufficient demand exists. Building types will vary based on use and will include facilities for academic classrooms, athletics, recreation, administrative services, as well as performance and special event space.

### **Veterans of Foreign Wars (VFW)**

The Veterans of Foreign Wars (VFW) of the United States is a nonprofit veteran's service organization comprised of eligible veterans and military service members from the active, guard, and reserve forces. The VFW provides a variety of programs and services that work to support veterans, service members and their families, as well as the community. The Project will include a parcel for a new building and associated parking for the new home of Tracy Post 1537. The facility will provide a meeting space and offices for the administration of services and outreach to support the Veterans. The facility will be available for community events and gatherings including weddings, receptions, and school dances. The parking lot will also allow for the parking of recreational vehicles for those Veterans traveling through the area providing a safe and secure location for short-term parking.

### **Limited Industrial**

Development of a majority of the Proposed Plan will be zoned Limited Industrial (I-L). This zone is intended to implement the Limited Industrial land use category of the General Plan. This designation provides for warehouse, distribution, fulfillment center, e-commerce, light manufacturing and assembly and other light industrial uses requiring large building facilities to allow efficient movement of goods.

It is anticipated that these high demand industrial uses will generate employment opportunities for San Joaquin County and the region. The Limited Industrial designation is to be served by a privately developed public water, wastewater, and drainage utility infrastructure approach. Building types in this zone will include standard industrial structures limited to 100 feet in height in areas within the Airport Influence Area, and otherwise limited to 120 feet.

Development of the Initial Phase of industrial buildings will consist of five (5) Class "A" facilities totaling approximately 2.8 million SF<sup>2</sup>, ranging in size from approximately 97,000 SF<sup>2</sup> to 1.16 million SF<sup>2</sup> situated on 140.7 net acres (152.1 gross acres), with site coverage from about 36% to 49%. The Initial Phase will be comprised of rear-loading and cross dock facilities, with the appropriate auto and truck trailer parking stalls. The Initial Phase is anticipated to be developed over five to six years based on market demand, commencing with the construction of two buildings at the front of the park.

### **Open Spaces**

The project also provides for open space areas and park facilities with recreational, and/or open space facilities, as well as community amenities and similar uses. The parks and recreation zone also allows for the construction of flood control infrastructure to provide for storm water bio treatment and retention. Typically, these flood control improvements/spaces may include exercise stations, picnic areas, sitting areas, concession/food truck service areas, natural areas, and trails. The parks and open spaces will be integrated throughout the Specific Plan Area and will be well-connected via pedestrian and bicycle networks.

## Phasing

The Proposed Plan will be developed in phases based on market tenant demand. This demand will guide building size and site configuration at the time of development, along with existing requirements. In addition, each subsequent phase will expand upon the initial phase of development street network and utility systems to provide the vehicle access and utility systems needed to develop individual parcels.

The University Campus will be developed over an estimated ten (10) year period based on student demand, starting with a 140,200 SF<sup>2</sup> Medical School facility. The VFW facility will be developed concurrent with the Industrial and University Campus initial phases. The Business Park and Commercial zones will be developed based on demand generated from the Industrial and University Campus, anticipated to occur over a ten (10) to fifteen (15) year period and expected to commence around completion of the Industrial Initial Phase.

Based on historic industrial demand in Northern California and the Central Valley, it is anticipated that full buildout of the Industrial Project will occur over a twenty-eight (28) to thirty (30) year period as follows: West District – about 10 years, Central District – about 8 to 10 years, and the East District about 10 years. The Industrial Project will start with the East District, followed by the eastern half of the Central District, then the West District and lastly the western half of the Central District. The Industrial Initial Phase is further described above.

## Entitlement Overview

To facilitate development of the initial and overall development of the Project, PGCA is submitting the following formal applications to the County for review and approval:

### A. General Plan Text Amendment

As designed, the Project presents a unique opportunity to capture San Joaquin County's geographic advantage as a regional logistics center with valuable access to markets throughout the Central Valley and into the San Francisco Bay area.

To ensure conformity with the County's General Plan, the Project anticipates three General Plan text amendments to address narrow issues related to infrastructure development, agricultural conversion, and the provision of community services.

### B. General Plan Map Amendment

The Project Site is currently designated as General Agriculture (A/G). The Project anticipates a General Plan map amendment to redesignate the Site for a mix of industrial land uses, as well as public services and commercial designations to accommodate the proposed University and ancillary retail uses that are anticipated to serve the Project.

### C. Zone Reclassification

As with the General Plan, the Project Site is currently zoned General Agricultural. The Project application includes a corresponding Zone Reclassification application to ensure conformance with the Project's amended General Plan land use designations as described above.

San Joaquin County is actively updating its existing Development Title. Applicant will coordinate with County Staff to ensure the Project's conformity with any newly adopted Development Title requirements.

D. Specific Plan

The Project presents a comprehensive master planned approach to development through establishment of the high-quality development and design standards, cohesive land use patterns, and comprehensive infrastructure approach.

To achieve these goals, a Project-wide Specific Plan will guide the underlying land use planning and development patterns, establish cohesive site and architectural design, include the necessary backbone infrastructure to support development, and provide for a comprehensive mechanism to finance improvements to ensure the adequate provision of necessary infrastructure in a timely manner.

The water system and wastewater treatment will utilize a privately constructed and publicly operated "package" water and sewer treatment plants to service the wet utility needs of the Project. The development and operation of this infrastructure will be incorporated into a new community service district to ensure long term maintenance, viability, and operation.

E. Project Subdivisions

The Project contemplates the processing of two (2) Major Subdivision applications. The first application proposes the subdivision of the entire 1,612 acre project site into twenty eight (28) lots to create a master lotting configuration that will facilitate orderly development of the property as a whole.

The second application proposes a Small Lot Subdivision of 530.59 acres to create nineteen (19) lots to facilitate the Industrial Project Initial Phase comprised of 140.7 net acres (152.1 gross acres), plus the associated acreage required for the installation of backbone infrastructure necessary to serve both the Initial Phase Industrial development, as well as the Initial Phase of the University Campus and VFW Facility, including the necessary dedications for streets and stormwater basins.

F. Site Approval Permit Applications

Three Site Approval Permit Applications are included for the Project to allow for the entitlement and approval of the Initial Phases of the Industrial and University Campus, and the VFW facility.

The first application includes the necessary submittal items required for development of the 140.7 net acre Initial Phase of the Industrial project including, architecture, landscape architecture, and civil plans for roads and the necessary wet and dry utilities to support development.

The second application includes the necessary submittal items required for the development of the Initial Phase of the University Campus comprised of development of 29.1 acres including, architecture, landscape architecture, internal road circulation and parking, a recreation field, and the necessary wet and dry utilities to support development.

The last application includes the necessary submittal items required for the development of the VFW facility upon a 2.89 net acre site, including architecture, landscape architecture, and civil plans.

G. Development Agreement

Finally, although the Project is designed in a comprehensive and integrated Specific Plan, ultimate development of the Project will be driven by economic conditions and market demand. As such, full build-out of the Project is anticipated to occur over many years and, more likely, decades.

Though the County does not offer a Development Agreement application form, PGCA intends to negotiate and enter into a Development Agreement for the Project improvements which defines funding mechanisms to address overall Project vesting, as well as address important community benefit issues associated with the development of this nature.