



County of San Joaquin
Notice of Preparation of an Environmental
Impact Report and Notice of Scoping Meeting
Pacific Gateway Project

Date: October 23, 2023

To: All Interested Agencies, Organizations, Persons and State Clearinghouse

From: San Joaquin County

Subject: Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting for the Pacific Gateway Project:

- General Plan Text Amendment No. PA-2100188;
- General Plan Map Amendments No. PA-2100189;
- Specific Plan No. P-2100190;
- Zone Reclassification No. PA-2100191;
- Tentative Map application Nos. PA-2300091 and PA-2300092;
- Administrative Use Permit (Site Approval) Applications for Phase 1 development of the 140.7-acre Industrial Phase 1 area (No. PA-23-00093), the 29.1-acre University Campus Phase 1 area (No. PA-23-00094) and VFW facility (PA-23-00095); and
- Development Agreement.

The development of the 1,612-acre Project site is divided into four development districts that will result in up to 27,650,000 square feet (sf) of limited industrial use, 104,544 sf of general commercial use, 93,654 sf of business park use, a 29-acre private University, a Veterans of Foreign Wars of the U.S. (VFW) post, and open space, park, pedestrian, and bicycle facilities. The initial development phase will consist of 2.8 million sf of industrial uses in five buildings, a 140,200 sf University Medical School Facility, and the VFW post, as well as associated utilities to serve the Initial Phase. Subsequent Development will be done consistent with the Specific Plan based on market demands. The Environmental Impact Report will analyze potential impacts from development of both the Initial Phase and Subsequent Development.

Project Title: Pacific Gateway

Project Address: Located north and east of Interstate 580 (I-580) and north of State Route 132 (SR 132). (See 1 for project site Assessor's Parcel Numbers (APN).)

Project Applicant: Ridgeline Property Group

Lead Agency/Contact: County of San Joaquin Community Development Department

Brian Millar, Contract Planner Community
Development Department
1810 East Hazelton Avenue
Stockton, CA 95205
(209) 468-0291
bmillar@sjgov.org

Comment Period: October 23, 2023 – November 22, 2023

Public Scoping Meeting:

Date and Time: Wednesday, November 15, 2023 (6:30pm – 7:30pm)

Location: Jefferson School, 7500 W. Linne Road, Tracy, CA

Notice of Preparation: This Notice of Preparation (NOP) has been prepared to notify agencies and interested parties that the County of San Joaquin (County), as Lead Agency, is commencing preparation of an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Section 21080.4) and CEQA Guidelines (14 California Code of Regulations [CCR] Section 15082). The purpose of the NOP is to provide sufficient information about the Pacific Gateway Project (the “Project”), described below, and its potential environmental effects to allow public agencies, organizations, and interested members of the public the opportunity to provide a meaningful response related to the scope and content of the EIR, including feasible mitigation measures and project alternatives that should be considered in the EIR (CEQA Guidelines, 14 CCR Section 15082[b]).

The County is requesting input from interested individuals, organizations, and agencies regarding the scope and content of the environmental analysis to be included in the upcoming Draft EIR.

All comments must be received in writing by 5:00 p.m. on November 22, 2023, which marks the end of the 30-day public comment period on the scoping of the Draft EIR. All written comments should indicate an associated contact person for the agency or organization, if applicable, and reference the Project name in the subject line. Pursuant to CEQA, responsible agencies are requested to indicate their statutory responsibilities in connection with the Project when responding. Please mail or email comments and direct any questions to the following contact person:

Brian Millar, Contract Planner
County of San Joaquin Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205
(209) 468-0291
bmillar@sjgov.org

Public Scoping Meeting: A preliminary public scoping meeting will be held on Wednesday, November 15, 2023 from 6:30pm – 7:30pm at the Jefferson School, 7500 W. Linne Road, Tracy, CA. The meeting will provide a forum for community and agency input for the scope of the environmental review including content of the environmental information to be included for analysis in the Draft EIR, mitigation measures, or Project alternatives to reduce potential environmental effects. *The Scoping Meeting is not a public hearing, and no*

decisions about the Project will be made at the Scoping Meeting. Separate public hearings for entitlement requests will be scheduled after the completion of the Draft EIR.

Access: This NOP and Project information, including the draft Specific Plan, may be accessed electronically at the following link:

[Community Development | San Joaquin County \(sjgov.org\)](http://www.sjgov.org/CommunityDevelopment)

A hard-copy of the NOP is also available for review at the San Joaquin County Community Development Department on Monday throughout Friday from 8:00 a.m. to 12 p.m. and 1 p.m. to 5:00 p.m. (except during office closures):

**San Joaquin County Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205**

EIR Scoping Comments:

Project Location and Setting: The approximately 1,612.90-acre Project site is located east of I-580; north of SR 132; and is bounded by Durham Ferry Road to the north and Tracy Boulevard to the west in San Joaquin County, California (see Figure 1 and Figure 2).¹ South Chrisman Road, a designated Surface Transportation Assistance Act (STAA) route, provides north/south circulation access through the Specific Plan area. The Project site is primarily developed with active agricultural land, including almond and cherry orchards, and two agricultural processing facilities.

Surrounding existing uses include agricultural land to the north, south, and east; rural single-family residences to the northeast; and a surface mining operation to the northwest. In addition, the Delta Mendota Canal and Banta-Carbona Irrigation District Canal are located along the eastern boundary of the Project site and the California Aqueduct is located along the western boundary of the site.

General Plan and Zoning: The County's General Plan Land Use Map designates the Project site as General Agriculture (A/G) and Open Space/Resource Conservation (OS/RC), the latter of which corresponds to the drainage canals bisecting the site. The Project site has a San Joaquin County zoning designation of AG-40-acres.

Project Description: The Project includes the implementation of a Specific Plan that would result in up to 27,650,000 sf of limited industrial use, 86,684 sf of general commercial use, 93,654 sf of business park use, a 29-acre private University, VFW post (see Figure 3), and various open space, park, pedestrian and bicycles facilities within a 1,612-acre Project site. The proposed Project includes site plan level entitlements at this time to allow development of an Initial Phase subsequent to EIR certification and Specific Plan approval.

¹ The project site is outside the Tracy City Limits and Sphere of Influence boundaries. A portion of the project site is within the Planning Area boundary for the City of Tracy.

The following is a brief description of the entitlements being requested from San Joaquin County:

- General Plan Text Amendments for policies related to infrastructure development, agriculture development, and the provision of community services within the context of new employment-generating uses;
- General Plan Map Amendment from 1,612.90 acres of Agriculture to 10.3 acres of General Commercial; 4.3 acres of Business Park; 1,419.4 acres of Industrial Limited; and 178.9 acres of Public;
- Rezone from AG-40 to ensure conformance with the amended General Plan land use designations;
- Pacific Gateway Specific Plan adoption;
- Major Subdivisions: The first would subdivide the entire Project site into 28 lots to create a master lotting configuration that will facilitate orderly development of the overall property; and the second would comprise the 530.59-acre East District area and create 19 lots to facilitate the initial phase of the Industrial area (comprised of 140.7 net acres), as well as the acreage required for backbone infrastructure, and the initial phase of the University Campus;
- Administrative Use (Site Approval) Permits for Phase 1 development of the 140.7-acre Industrial Phase 1 area and the 29.1-acre University Campus Phase 1 area and VFW facility; and
- Development Agreement.

Specific Plan – Development Districts

The Specific Plan area is divided into four development districts: East, University, Central, and West, as further described below (see Figure 4). Each district will be connected by a network of roads, and pedestrian and bike paths will provide alternatives to vehicle trips.

East District

The East District consists of the development area east of South Chrisman Road, which roughly bisects the Specific Plan area in a north-south direction. Approximately 315 acres of the East District will be comprised of the first phase of industrial development adjacent to South Chrisman Road. Phase 1 is further described below. The remainder of the East District will also be developed with industrial uses based on market demand, as well as four park/detention basin joint use facilities to provide outdoor spaces for employees, and water and wastewater utilities.

University District

The University District is situated west of the East District, on the other side of South Chrisman Road, and is bordered by the Delta Mendota Canal to the south, proposed “H” Court to the west, proposed “A” Street to the north, and South Chrisman Road to the east. Approximately 29 acres of the University District will be comprised of Phase 1 of the University, which is further described below. In general, development will include campus buildings, internal road circulation and parking, a recreation field, and the extension of the wet and dry utilities to support development. The balance of the University Campus will be developed over time. The remainder of the University District will include the development of business park/office uses, retail commercial and service uses along South Chrisman Road to support the overall Project, and a centralized park area with parking.

Central District

The Central District includes the property north of Delta Mendota Canal, south of Durham Ferry Road, and extending east to South Chrisman Road. This district will include limited industrial uses surrounding the University District and will provide for a variety of warehouse building sizes to meet market demand due to the configuration of the parcels and site constraints.

West District

The West District encompasses the remainder of the site south of the Delta Mendota Canal and extends along proposed "F" Street to South Chrisman Road. This district will include a variety of opportunities for limited industrial uses and four park/detention basin joint uses facilities to provide outdoor spaces for employees.

Specific Plan - Development Areas

As discussed above, the Pacific Gateway Specific Plan will include development of a University campus, industrial uses, commercial retail and service uses, and a business park (see Figure 4). Each development type is discussed in further detailed below.

University/Workforce Training Campus

The University of Silicon Andhra, currently located in Milpitas, California, will be building a new campus as part of the Pacific Gateway Specific Plan. The campus is intended to provide opportunities for education and research in professional, liberal arts, health, technology, sciences, and education sectors.

Industrial

The majority of development within the Specific Plan will be zoned Industrial. This zone is intended to implement the Limited Industrial land use category of the General Plan. This designation provides for a wide range of industrial uses, including general warehouse and logistics, bulk storage, fulfillment centers and e-commerce, conditioned warehouse, and light manufacturing and assembly 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 the region. 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.

Commercial Retail and Service Uses

The Specific Plan includes the development of five acres of commercial retail. It is anticipated that these parcels will provide retail and additional services to support employee and student populations in the adjacent industrial, business park, and University uses.

Business Park

The area north of the proposed University and south of the proposed VFW post will be zoned Business Park (BP) and will be dedicated to Business Park uses including, but not limited to, uses requiring smaller spaces with up to 50 percent office, and the balance as warehouse. Building sizes may range from 20,000 to 50,000 sf and may be divisible to as small as 10,000 sf.

Overall Development Potential

As shown in Table 1 below, full buildout of the Specific Plan is anticipated to result in up to 27,650,000 sf of limited industrial use, 86,684 sf of general commercial use, and 93,654 sf of business park use. Additional components of Specific Plan buildout will include the University and over 100 acres of parks and detention basins.

Table 1: Projected Buildout Land Use Summary			
Zoning Districts & Utilities	Gross Acreage		
General Commercial (C-G)	10.3		
Business Park (B-P)	4.3		
Industrial Limited (I-L)	1419.4		
Public (P-F)	178.9		
Total Acres	1612.9		
Zoning Districts & Utilities	Net Acreage	Max Coverage	Square Feet
General Commercial (C-G)	8.0	25%	86,684
Business Park (B-P)	4.3	50%	93,654
Industrial Limited (I-L)	1312.4	60%	27,650,000
Public (P-F)	177.5	50%	
University	64.6		
Parks/Detention Basins	107.5		
Utilities/Water & Sewer Treatment Facilities	5.4		
Roads	110.7		
PG&E Facility (Macarthur Road Parcel)	-		
Total Net Acres	1612.9		27,830,338

Infrastructure Improvements

The Project has been designed and will be developed with infrastructure improvements to serve both the initial stages of development and full Project buildout. In addition, long-term operation and maintenance of Project infrastructure will be supported by a site-specific Community Service District (CSD) and related financing mechanisms formed in accordance with a Project-wide public facilities financing plan developed in accordance with state planning laws and regulations.

Water and Wastewater Infrastructure

The Project will include dedicated stand-alone water and wastewater systems sized to serve the Project's site-specific needs. These systems will include a minimum of 2 on-site water wells to provide enough water to serve all Project uses, on-site water and wastewater treatment plants, and corresponding transmission and distribution infrastructure to serve the Project during all phases of development. The Project will also incorporate the use of recycled water for beneficial, on-site landscaping uses. Further, all Project's on-site water and wastewater infrastructure has been designed and will be permitted in full compliance with all applicable local, state, and federal laws and regulations.

Circulation Infrastructure

The Project is situated near major transportation corridors with primary access from South Chrisman Road, a state designated STAA route, to Interstate 580 and State Route 132, Interstate 5 to the East, and Interstate 280 to the Northwest.

All Project circulation infrastructure has been designed and will be developed consistent with County transportation standards. Additionally, the Project incorporates integrated bicycle and pedestrian improvements to ensure access within the Project and between the Project's various industrial, commercial, educational, and recreational uses.

Storm Water Infrastructure

The Project incorporates comprehensive storm water management infrastructure, including storm water basins sized and located to independently serve each land use district within each phase of the Project, as well as comprehensively at full Project buildout.

Public Services Infrastructure

In addition to necessary wet and dry utilities, the Project has also been designed to address Project specific public services, including fire, emergency medical, and law enforcement services.

With respect to fire and emergency medical services (EMS), the Project is located within the jurisdiction of the South San Joaquin County Fire Authority with fire and non-transport EMS services provided by the Tracy Rural Fire Protection District and ambulance service provided by American Medical Response.

In conjunction with these services, the Project also incorporates dedicated groundwater wells and storage infrastructure to meet the fire water quantity and pressure needs for all phases of Project development. Additionally, the project has been designed to include land for the construction of a new fire station centrally located within the project to meet the project's fire response needs.

Finally, law enforcement services will be provided the San Joaquin County Sheriff's Department.

Phasing

The proposed Specific Plan will be developed in an initial development phase and then subsequent development based on market demand, as further discussed below. This demand will guide buildings' size and site configuration at the time of development and will follow Specific Plan and existing San Joaquin County requirements. In addition, subsequent development will expand upon the Phase 1 development street network and utility systems to ensure vehicle access and utilities for the development of individual parcels. The overall objective of the Project is to ensure that development proceeds in an orderly and organized manner, consistent with County General Plan policies, to ensure that community needs are adequately addressed for all phases of Project development through full buildout. Additional description is provided below.

Initial Development Phase

Development of the Initial Phase of industrial buildings will consist of 5 Class "A" facilities totaling approximately 2.8 million sf, ranging in size from approximately 97,000 sf to 1.16 million sf situated on 140.7 net acres (152.1 gross acres) within the East District, with site coverage from about 36 percent to 49 percent. 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 initial construction of two buildings.

Phase 1 of the Specific Plan will also include a 140,200 sf Medical School facility within the University District, which will serve as Phase 1 of the University Campus. The VFW facility will be developed

concurrent with the Industrial and University Campus initial phases². 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.

Phase 1 will also include construction of the necessary backbone infrastructure to serve the proposed Phase 1 development. Generally, this will include improvements to South Chrisman Road, the main truck route for the Project, and the following utilities improvements within the East District: installation of a potable groundwater well and treatment facilities, construction of a pre-packaged wastewater treatment plant (WWTP), construction of a large stormwater detention basin, and undergrounding of an existing irrigation district canal. The water and wastewater facilities will be designed to serve the Project at full build out by incorporating appropriate expansion land and system capacity.

Subsequent Development/Long-Term Buildout

Based on historic industrial demand in Northern California and the Central Valley, it is anticipated that full buildout of the Industrial Project (“Subsequent Development”) 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. Industrial demand is expected to result in construction of 1.0 – 1.2M sq ft of building space in a typical year.

The University Campus, in turn, is anticipated to be developed over an estimated twenty (20) year period based on student demand.

Finally, 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.

The EIR will evaluate and identify the impacts and mitigation measures triggered by full buildout of the Specific Plan, as well as those triggered solely by Phase 1. As noted above, following Phase 1, it is anticipated that the balance of the Specific Plan will be built out over multiple phases as part of Subsequent Development, based on market demand. At the time of submittal for each phase, the development will be reviewed to ensure consistency with the buildout assumptions in the EIR and to determine which of the full buildout mitigation measures are necessary for each phase. It is anticipated that phases consistent with the Specific Plan and EIR buildout would not require additional CEQA review.

With respect to full infrastructure improvements, buildout of the Specific Plan will require additional roadway, water, sewer, and storm drainage improvements, including but not limited to, widening of South Chrisman Road to a four lane major arterial, extension of Durham Ferry Road west of South Chrisman Road to Tracy Boulevard as a four lane major arterial, installation of on-site water, sewer, stormwater, and dry utility

² The 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.

backbone infrastructure, and construction of an off-site stormwater detention basin and associated storm drain pipe, north of the Specific Plan boundaries. Wastewater treatment capacity would be added to the package plant, as necessary, to accommodate additional phases. Similarly, additional potable wells and associated wellhead treatment, if necessary, would be installed to accommodate additional phases. Treated wastewater would provide an on-site source for recycled water for use in landscape irrigation. Recycled water would be made available through installation of “purple pipe” infrastructure.

The Specific Plan will also include functional, interconnected bicycle and pedestrian networks as part of the proposed street system. In most cases the internal streets would include a separated 5-foot sidewalk on one side, and a 12-foot Class I bike path on the opposite side to provide for pedestrian and bicycle safety.

Lead Agency Approval: The applicant is requesting approval of the following entitlements as part of the Project:

- General Plan Text Amendment No. PA-2100188;
- General Plan Map Amendments No. PA-2100189;
- Specific Plan No. P-2100190;
- Zone Reclassification No. PA-2100191;
- Tentative Map application Nos. PA-2300091 and PA-2300092;
- Administrative Use Permit (Site Approval) Applications for Phase 1 development of the 140.7-acre Industrial Phase 1 area (No. PA-23-00093), the 29.1-acre University Campus Phase 1 area (No. PA-23-00094) and VFW facility (PA-23-00095); and
- Development Agreement.

Responsible Agencies: For the purposes of CEQA, the term “Responsible Agency” includes all public agencies (other than federal agencies) beyond the Lead Agency that have discretionary approval power over the Project (CEQA Guidelines Section 15381). Discretionary approval power may include such actions as issuance of a permit, authorization, or easement needed to complete some aspect of the Project. Responsible Agencies may include, but are not limited to, the following:

- U.S. Army Corps of Engineers
- California Department of Transportation
- State Water Resources Control Board
- Central Valley Regional Water Quality Control Board
- San Joaquin Valley Air Pollution Control District
- San Joaquin Council of Governments

Potential Environmental Impacts of the Project: Based on the primary scope of the Project, the County has determined that the Project could have a potentially significant environmental effect. Pursuant to CEQA Guidelines Section 15063, the County has determined that preparation of an EIR will be required, which will focus on the significant effects of the Project. The Project’s potentially significant environmental effects will be addressed in the forthcoming Draft EIR. The potential environmental effects to be addressed in the Draft EIR will include, but may not be limited to the following:

- **Aesthetics**
- **Agricultural Resources**
- **Air Quality and GHG Emissions (including Energy)**
- **Biological Resources**
- **Cultural and Tribal Cultural Resources**
- **Geology and Soils**
- **Hazards and Hazardous Materials**
- **Hydrology and Water Quality**

- **Land Use and Planning**
- **Noise**
- **Population and Housing**
- **Public Services/Utilities and Service Systems**
- **Transportation**
- **Urban Decay**
- **Wildfire**

The EIR will also address other CEQA-mandated topics, including cumulative impacts and alternatives to the Project.

Attachments:

Table 1: Project Assessor Parcel Numbers

Figure 1: Regional Project Location

Figure 2: Project Location

Figure 3: Land Use/Initial Development Phase Plan

Figure 4: Development Districts Plan

Table 1: Project Assessor Parcel Numbers

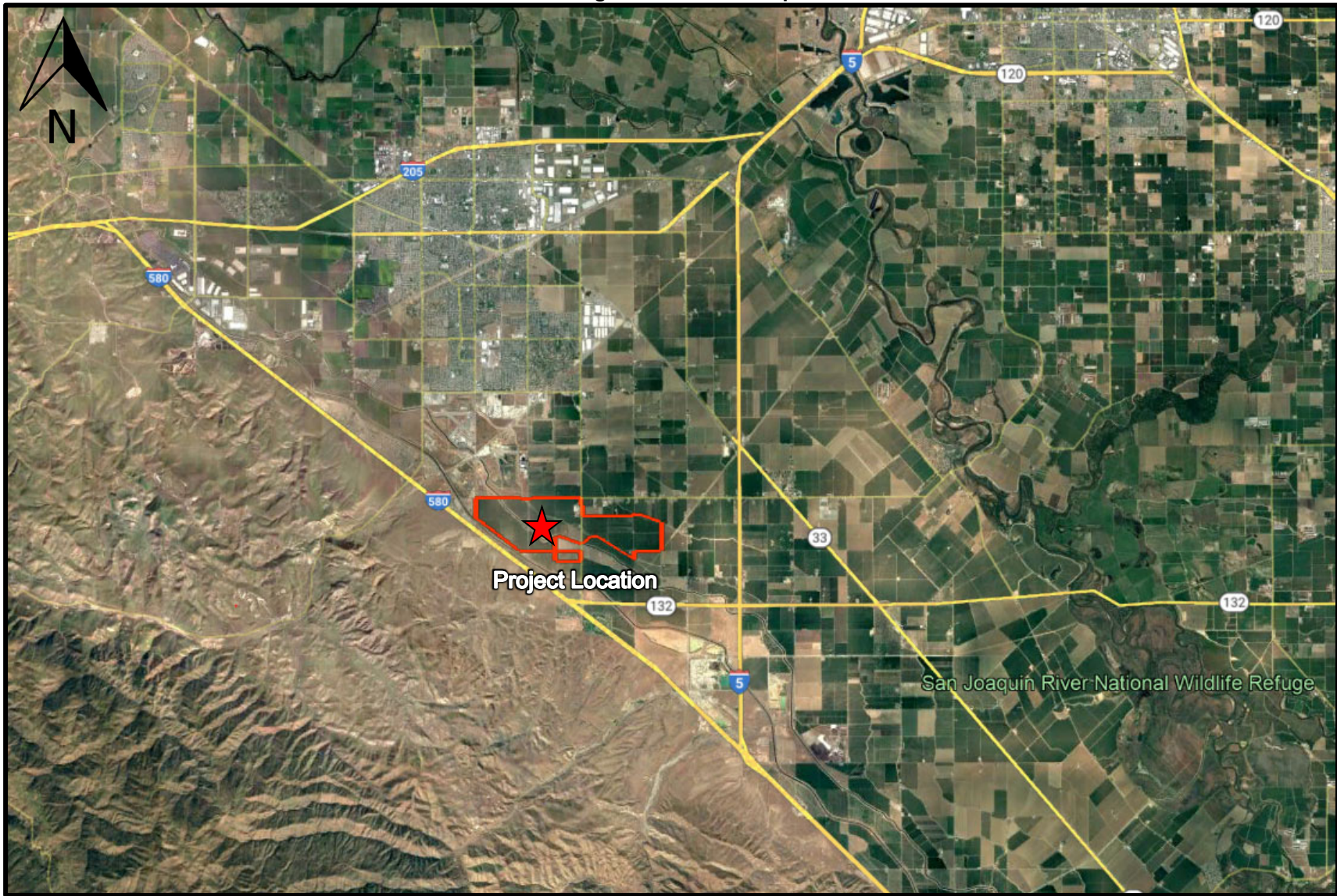
District	Area	APN
West	A	253-140-009
West	A	253-140-010
West	A	253-140-011
West	A	253-140-013
West	A	253-140-014
West	A	253-140-015
West	A	253-140-016
West	A	253-140-017
West	A	253-140-019
West	A	253-140-020
West	A	253-140-021
West	A	253-140-022
West	A	253-140-023
West	A	253-140-024
West	A	253-140-025
West	A	253-190-021
West	A	253-190-022
Central	B	253-140-004
Central	B	253-140-012
Central	B	253-140-018
Central	B	253-190-012
Central	B	253-190-013
Central	B	253-190-014
Central	B	253-190-015
Central	B	253-190-016
Central	B	253-190-017
Central	B	253-190-018
Central	B	253-190-019
Central	B	253-190-020
University	C	253-190-005
University	D	253-190-004
East	E	253-250-037
East	E	253-250-038
East	E	253-250-039
East	E	253-250-040
East	E	253-250-041
East	E	253-250-042
East	E	253-250-043
East	E	253-250-044
East	E	253-250-045
East	E	253-260-003
West	F	253-180-020

Notes:

District: An administrative division of a City defined by a particular feature or use.

Area: The extent of a surface of a piece of land.

Figure 1
Regional Location Map



**Figure 2
Project Location**

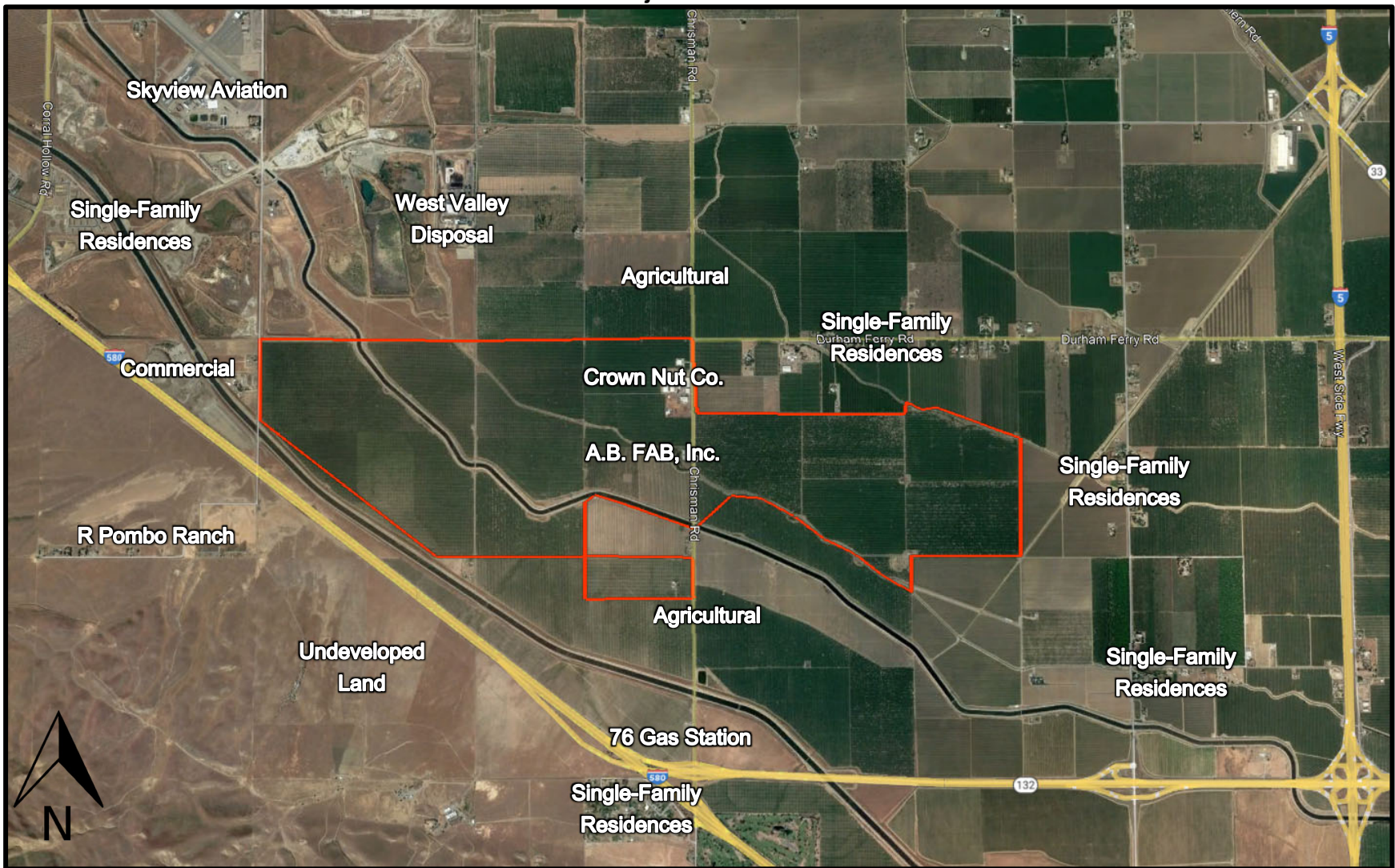
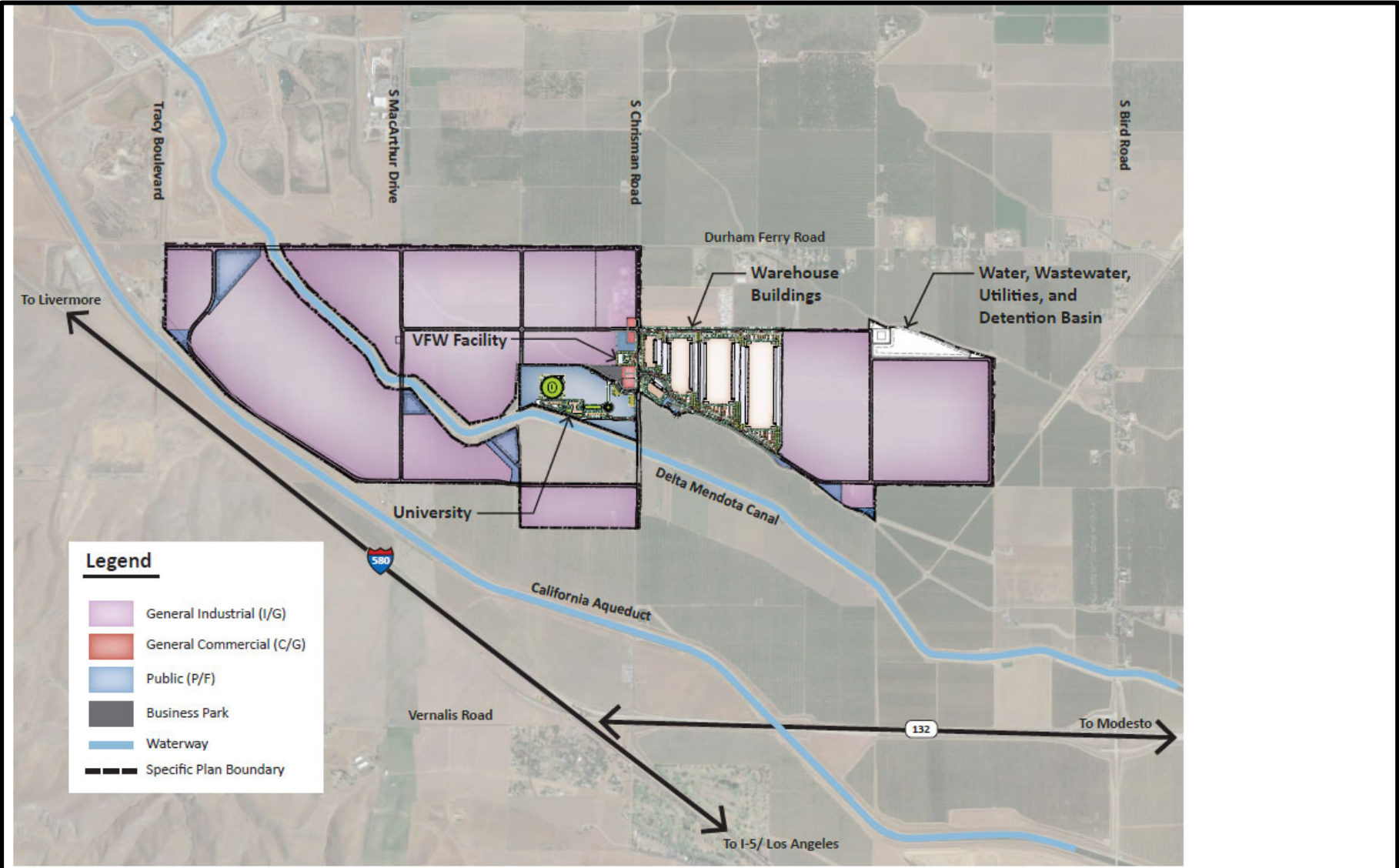


Figure 3
Land Use/Initial Development Phase Plan



Legend

- General Industrial (I/G)
- General Commercial (C/G)
- Public (P/F)
- Business Park
- Waterway
- Specific Plan Boundary

Figure 4
Development Districts Plan

