
APPENDIX B



January 9, 2025

Via E-Mail

Brian Millar, Contract Planner
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205
E-mail: bmillar@sjgov.org

Re: Notice of Preparation of an Environmental Impact Report - Comments

Dear Mr. Millar:

The San Luis & Delta-Mendota Water Authority (SLDMWA) appreciates the opportunity to comment in response to the County of San Joaquin's Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting for the Pacific Gateway Project. The Pacific Gateway Project (Project) proposes development that encroaches upon and/or is adjacent to the Delta-Mendota Canal (DMC) and its right-of-way (ROW). The DMC is an integral part of the federal Central Valley Project, conveying water for agricultural, municipal, industrial, and environmental uses. The continued safe and reliable operation of the DMC is critical to the communities and ecosystems that it serves.

The DMC and the DMC ROW are owned by the U.S Bureau of Reclamation (Reclamation). SLDMWA operates and maintains (O&M) the DMC under a transfer agreement with Reclamation. Reclamation and SLDMWA work together to ensure that any infrastructure improvements and/or development activities on or near the DMC ROW will not have a negative impact on the DMC or on SLDMWA's ability to operate and maintain the DMC.

1. Project Planning and Design Must be Consistent with Reclamation's Guidelines

Development and construction that encroaches upon and/or is adjacent to the DMC must be consistent with Reclamation's Engineering and O&M Guidelines for Crossings, April 2008 (Reclamation's Guidelines).¹ Applicants requesting to encroach

¹ Reclamation Guidelines available at https://www.usbr.gov/gp/mtao/canal_crossing_guidance.pdf.

15990 KELSO ROAD

BYRON, CA

94514

209 832-6200

209 833-1034 FAX

upon Reclamation's land, such as the DMC ROW, must obtain a written land use authorization from Reclamation (Reclamation's Guidelines, Section 2.0; 43 C.F.R. § 429). It has been SLDMWA's experience that the most efficient way for applicants to ensure consistency with Reclamation's Guidelines is to proactively involve SLDMWA and Reclamation during a project's design and planning phase and for approving entities to require SLDMWA and/or Reclamation's approval as a condition of their approval.

Below is a non-inclusive list of requirements from Reclamation's Guidelines typically encountered by applicants during the plan review process that the developer must consider during planning and design activities and that the approving entities must require as a condition of their approval. Applicable sections from Reclamation's Guidelines are noted in parenthesis.

- The applicant shall not utilize the DMC ROW in any way without express approval by a land use agreement through Reclamation (Section 2.0), or temporary access permit from SLDMWA, where applicable (Section 3.2.6).
- All storm drainage shall be conveyed away from the DMC ROW (Sections 3.2.12, 3.2.13, and 4.4).
- Full compliance with NEPA is required for any improvements occurring within the DMC ROW.
- Fencing around the ROW boundaries shall be designed to protect the DMC from trespassers and vandalism. Proper fencing must be installed 1 foot outside of Reclamation's ROW and maintained by the new development (Section 4.5.3 and 4.5.8).
- At all roadway intersections, gates shall be designed and installed to prevent unauthorized access to DMC roadways (Section 4.1.10).
- Bridge crossings with public walkways must be designed to prevent unwanted debris from being discharged into the canal (Section 3.2.13).
- The modification of existing bridges, or the construction of new bridges shall take the existing O&M roads into consideration. American Association of State Highway and Transportation Officials (AASHTO) criteria for sight distances at the intersection of the O&M roads and roadways at new bridges shall be met to allow O&M vehicles to cross them safely (Section 4.1.4). Where existing or new proposed bridge crossings exceed 2 lanes of travel in either direction, additional

requirements may be necessary to provide safe crossings. The proposed crossing modifications shall be reviewed and approved by Reclamation and SLDMWA.

- All new crossings shall be full span. No supports are allowed within the canal prism, and power poles shall be located outside of the ROW (Sections 4.6.2-2, 4.6.3.2).
- Subsidence is a wide spread issue on the DMC, and all new construction shall take subsidence impacts into consideration for the design life of the structure (Section 4.1.3). Consultation with SLDMWA and Reclamation will be required to discuss subsidence rates and future predicted elevations.
- All utility crossings of the DMC ROW shall be reviewed and approved by SLDMWA and Reclamation (Section 4.6).
- Existing drain inlets are to be plugged to the satisfaction of SLDMWA and Reclamation (Section 4.4.12). Refer to SLDMWA drawing No. 2202033 '*DRAIN INLET ABANDONMENT STANDARD PLAN*'. Note: All work required within the canal prism will be completed by SLDMWA staff at the applicant's expense. All other abandonment requirements will be responsibility of the applicant. Applicable fees shall apply.
- Existing turnouts are to be either plugged, or protected in place to the satisfaction of SLDMWA, Reclamation, and the appropriate water district (Section 4.4.12). Refer to SLDMWA drawing No. 2202034 '*TURNOUT ABANDONMENT STANDARD PLAN*'. Applicant will be required to work directly with the appropriate water district for all activities related to the turnouts. Note: All work required within the canal prism will be completed by SLDMWA staff at the applicant's expense. All other abandonment requirements will be the responsibility of the applicant. Applicable fee shall apply.

2. Impacts of the Project on the DMC That Affect the Environment Must Be Analyzed in the Draft EIR

The Project's potential impact on the DMC may affect the environment in a way that must be considered in the Draft EIR. For example, Project construction may lead to an increase in erosion and, thus, sediment discharge into the DMC, and the existence of the Project in the long-term may lead to an increase in trash being discarded into the DMC. Both of these examples could negatively affect the water quality of the water

that is conveyed through the DMC for municipal, agricultural, and environmental uses. Such impacts must be analyzed and properly accounted for in the Draft EIR.

Lastly, please include the Reclamation Lands Division in Fresno on all future notices. Notices should be addressed to the following:

Bureau of Reclamation; Lands Division
Attn: Michael Inthavong
1243 N Street
Fresno, CA 93721-1813

Conclusion

Thank you for this opportunity to submit these comments. SLDMWA looks forward to working with the County to ensure that the Project is consistent with Reclamation's Guidelines and to reviewing the Draft EIR.

Any questions for SLDMWA can be sent to the Engineering Department at 15990 Kelso Rd, Byron, CA 94514. I can be reached for questions at (209) 832-6221 or through email at jaime.mcneil@sldmwa.org.

Sincerely,



Jaime McNeil, P.E.
Engineering Manager



January 7, 2025

Brian Millar, Planner
San Joaquin County
1810 East Hazelton Avenue
Stockton, CA 95205

RE: Pacific Gateway Project, SCH #2024120847

Dear Mr. Millar:

Thank you for the opportunity to provide comments on the Notice of Preparation for the Pacific Gateway project. While the logistics industry is an important component of our modern economy, warehouses can bring various environmental impacts to the communities where they are located. For example, diesel trucks visiting warehouses emit nitrogen oxide (NO_x)—a primary precursor to smog formation and a significant factor in the development of respiratory problems like asthma, bronchitis, and lung irritation—and diesel particulate matter (a subset of fine particulate matter that is smaller than 2.5 micrometers)—a contributor to cancer, heart disease, respiratory illnesses, and premature death.¹ Trucks and on-site loading activities can also be loud, bringing disruptive noise levels during 24/7 operation that can cause hearing damage after prolonged exposure.² The hundreds, and sometimes thousands, of daily truck and passenger car trips that warehouses generate can contribute to traffic jams, deterioration of road surfaces, traffic accidents, and unsafe conditions for pedestrians and bicyclists. Depending on the circumstances of an individual project, warehouses may also have other environmental impacts.

To help lead agencies avoid, analyze, and mitigate warehouses' environmental impacts, the Attorney General Office's Bureau of Environmental Justice has published a document containing best practices and mitigation measures for warehouse projects. We have attached a

¹ California Air Resources Board, Nitrogen Dioxide & Health, <https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health> (NO_x); California Air Resources Board, Summary: Diesel Particulate Matter Health Impacts, <https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts>; Office of Environmental Health Hazard Assessment and American Lung Association of California, Health Effects of Diesel Exhaust, <https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf> (DPM).

² Noise Sources and Their Effects, <https://www.chem.purdue.edu/chemsafety/Training/PPETrain/dblevels.htm> (a diesel truck moving 40 miles per hour, 50 feet away, produces 84 decibels of sound).

copy of this document to this letter, and it is also available online.³ We encourage you to consider the information in this document as you prepare the draft environmental impact report for this project.

Priority should be placed on avoiding land use conflicts between warehouses and sensitive receptors and on mitigating the impacts of any unavoidable land use conflicts. However, even projects located far from sensitive receptors may contribute to harmful regional air pollution, so you should consider measures to reduce emissions associated with the project to help the State meet its air quality goals. A distant warehouse may also impact sensitive receptors if trucks must pass near sensitive receptors to visit the warehouse.

The Bureau will continue to monitor proposed warehouse projects for compliance with the California Environmental Quality Act and other laws. We are available to discuss as you prepare the draft environmental impact report and consider how to guide warehouse development in your jurisdiction. Please do not hesitate to contact the Environmental Justice Bureau at ej@doj.ca.gov if you have any questions.

Sincerely,



CHRISTIE VOSBURG
Supervising Deputy Attorney General

For ROB BONTA
Attorney General

³ <https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf>.

Central Valley Regional Water Quality Control Board

16 January 2025

Brian Millar
County of San Joaquin
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205
bmillar@sjgov.org

COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, PACIFIC GATEWAY, SCH#2024120847, SAN JOAQUIN COUNTY

Pursuant to the State Clearinghouse's 18 December 2025 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environmental Impact Report* for the Pacific Gateway, located in San Joaquin County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has

adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_2018_05.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality/certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board’s Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: <https://www.waterboards.ca.gov/centralvalley/help/permit/>

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.



Peter G. Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research,
Sacramento

Ridgeline Property Group, sa@ridgelinepg.com



01/13/2025

County: San Joaquin - Department of Planning and Community Development
Brian Millar
bmillar@sjgov.org

Construction Site Well Review (CSWR) ID: 1013152

Assessor Parcel Number(s): 253140090

Property Owner(s): Ridgeline Property Group

Project Location Address: Bird Rd to the east and Tracy Blvd to the west Tracy, California 95304

Project Title: Pacific Gateway

Public Resources Code (PRC) § 3208.1 establishes well reabandonment responsibility when a previously plugged and abandoned well will be impacted by planned property development or construction activities. Local permitting agencies, property owners, and/or developers should be aware of, and fully understand, that significant and potentially dangerous issues may be associated with development near oil, gas, and geothermal wells.

The California Geologic Energy Management Division (CalGEM) has received and reviewed the above referenced project dated 1/10/2025. To assist local permitting agencies, property owners, and developers in making wise land use decisions regarding potential development near oil, gas, or geothermal wells, the Division provides the following well evaluation.

The project is located in San Joaquin County, within the boundaries of the following fields:

N/A

SCH# 2024120847

Our records indicate there are no known oil or gas wells located within the project boundary as identified in the application.

- Number of wells Not Abandoned to Current Division Requirements as Prescribed by Law and Projected to Be Built Over or Have Future Access Impeded by this project: 0
- Number of wells Not Abandoned to Current Division Requirements as Prescribed by Law and Not Projected to Be Built Over or Have Future Access Impeded by this project: 0
- Number of wells Abandoned to Current Division Requirements as Prescribed by Law and Projected to Be Built Over or Have Future Access Impeded by this project: 0
- Number of wells Abandoned to Current Division Requirements as Prescribed by Law and Not Projected to Be Built Over or Have Future Access Impeded by this project: 0

The Division categorically advises against building over, or in any way impeding access to, oil, gas, or geothermal wells. Impeding access to a well could result in the need to remove any structure or obstacle that prevents or impedes access including, but not limited to, buildings, housing, fencing, landscaping, trees, pools, patios, sidewalks, roadways, and decking. Maintaining sufficient access is considered the ability for a well servicing unit and associated necessary equipment to reach a well from a public street or access way, solely over the parcel on which the well is located. A well servicing unit, and any necessary equipment, should be able to pass unimpeded along and over the route, and should be able to access the well without disturbing the integrity of surrounding infrastructure.

There are no guarantees a well abandoned in compliance with current Division requirements as prescribed by law will not start leaking in the future. It always remains a possibility that any well may start to leak oil, gas, and/or water after abandonment, no matter how thoroughly the well was plugged and abandoned. The Division acknowledges wells plugged and abandoned to the most current Division requirements as prescribed by law have a lower probability of leaking in the future, however there is no guarantees that such abandonments will not leak.

The Division advises that all wells identified on the development parcel prior to, or during, development activities be tested for liquid and gas leakage. Surveyed locations should be provided to the Division in Latitude and Longitude, NAD 83 decimal format. The Division expects any wells found leaking to be reported to it immediately.

Failure to plug and reabandon the well may result in enforcement action, including an order to perform reabandonment well work, pursuant to PRC § 3208.1, and 3224.

PRC § 3208.1 give the Division the authority to order or permit the re-abandonment of any well where it has reason to question the integrity of the previous abandonment, or if the well is not accessible or visible. Responsibility for re-abandonment costs may be affected by the choices made by the local

permitting agency, property owner, and/or developer in considering the general advice set forth in this letter. The PRC continues to define the person or entity responsible for reabandonment as:

1. The property owner - If the well was plugged and abandoned in conformance with Division requirements at the time of abandonment, and in its current condition does not pose an immediate danger to life, health, and property, but requires additional work solely because the owner of the property on which the well is located proposes construction on the property that would prevent or impede access to the well for purposes of remedying a currently perceived future problem, then the owner of the property on which the well is located shall obtain all rights necessary to reabandon the well and be responsible for the reabandonment.
2. The person or entity causing construction over or near the well - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and the property owner, developer, or local agency permitting the construction failed either to obtain an opinion from the supervisor or district deputy as to whether the previously abandoned well is required to be reabandoned, or to follow the advice of the supervisor or district deputy not to undertake the construction, then the person or entity causing the construction over or near the well shall obtain all rights necessary to reabandon the well and be responsible for the reabandonment.
3. The party or parties responsible for disturbing the integrity of the abandonment - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and after that time someone other than the operator or an affiliate of the operator disturbed the integrity of the abandonment in the course of developing the property, then the party or parties responsible for disturbing the integrity of the abandonment shall be responsible for the reabandonment.

No well work may be performed on any oil, gas, or geothermal well without written approval from the Division. Well work requiring approval includes, but is not limited to, mitigating leaking gas or other fluids from abandoned wells, modifications to well casings, and/or any other re-abandonment work. The Division also regulates the top of a plugged and abandoned well's minimum and maximum depth below final grade. CCR §1723.5 states well casings shall be cut off at least 5 feet but no more than 10 feet below grade. If any well needs to be lowered or raised (i.e. casing cut down or casing riser added) to meet this regulation, a permit from the Division is required before work can start.

The Division makes the following additional recommendations to the local permitting agency, property owner, and developer:

1. To ensure that present and future property owners are aware of (a) the existence of all wells located on the property, and (b) potentially significant issues associated with any improvements

near oil or gas wells, the Division recommends that information regarding the above identified well(s), and any other pertinent information obtained after the issuance of this letter, be communicated to the appropriate county recorder for inclusion in the title information of the subject real property.

2. The Division recommends that any soil containing hydrocarbons be disposed of in accordance with local, state, and federal laws. Please notify the appropriate authorities if soil containing significant amounts of hydrocarbons is discovered during development.

As indicated in PRC § 3106, the Division has statutory authority over the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells, and attendant facilities, to prevent, as far as possible, damage to life, health, property, and natural resources; damage to underground oil, gas, and geothermal deposits; and damage to underground and surface waters suitable for irrigation or domestic purposes. In addition to the Division's authority to order work on wells pursuant to PRC §§ 3208.1 and 3224, it has authority to issue civil and criminal penalties under PRC §§ 3236, 3236.5, and 3359 for violations within the Division's jurisdictional authority. The Division does not regulate grading, excavations, or other land use issues.

If during development activities, any wells are encountered that were not part of this review, the property owner is expected to immediately notify the Division's construction site well review engineer in the Northern district office, and file for Division review an amended site plan with well casing diagrams. The District office will send a follow-up well evaluation letter to the property owner and local permitting agency.

Should you have any questions, please contact me at (916) 203-7734 or via email at Erwin.Sison@conservation.ca.gov.

Sincerely,

Erwin Sison
Senior Oil & Gas Engineer (Supervisor)

cc: Brian Millar - Plan Checker



01/13/2025

County: San Joaquin - Department of Planning and Community Development
Brian Millar
bmillar@sjgov.org

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There are no guarantees a well abandoned in compliance with current Division requirements as prescribed by law will not start leaking in the future. It always remains a possibility that any well may start to leak oil, gas, and/or water after abandonment, no matter how thoroughly the well was plugged and abandoned. The Division acknowledges wells plugged and abandoned to the most current Division requirements as prescribed by law have a lower probability of leaking in the future, however there is no guarantees that such abandonments will not leak.

The Division advises that all wells identified on the development parcel prior to, or during, development activities be tested for liquid and gas leakage. Surveyed locations should be provided to the Division in Latitude and Longitude, NAD 83 decimal format. The Division expects any wells found leaking to be reported to it immediately.

Failure to plug and reabandon the well may result in enforcement action, including an order to perform reabandonment well work, pursuant to PRC § 3208.1, and 3224.

PRC § 3208.1 give the Division the authority to order or permit the re-abandonment of any well where it has reason to question the integrity of the previous abandonment, or if the well is not accessible or visible. Responsibility for re-abandonment costs may be affected by the choices made by the local

permitting agency, property owner, and/or developer in considering the general advice set forth in this letter. The PRC continues to define the person or entity responsible for reabandonment as:

1. The property owner - If the well was plugged and abandoned in conformance with Division requirements at the time of abandonment, and in its current condition does not pose an immediate danger to life, health, and property, but requires additional work solely because the owner of the property on which the well is located proposes construction on the property that would prevent or impede access to the well for purposes of remedying a currently perceived future problem, then the owner of the property on which the well is located shall obtain all rights necessary to reabandon the well and be responsible for the reabandonment.
2. The person or entity causing construction over or near the well - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and the property owner, developer, or local agency permitting the construction failed either to obtain an opinion from the supervisor or district deputy as to whether the previously abandoned well is required to be reabandoned, or to follow the advice of the supervisor or district deputy not to undertake the construction, then the person or entity causing the construction over or near the well shall obtain all rights necessary to reabandon the well and be responsible for the reabandonment.
3. The party or parties responsible for disturbing the integrity of the abandonment - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and after that time someone other than the operator or an affiliate of the operator disturbed the integrity of the abandonment in the course of developing the property, then the party or parties responsible for disturbing the integrity of the abandonment shall be responsible for the reabandonment.

No well work may be performed on any oil, gas, or geothermal well without written approval from the Division. Well work requiring approval includes, but is not limited to, mitigating leaking gas or other fluids from abandoned wells, modifications to well casings, and/or any other re-abandonment work. The Division also regulates the top of a plugged and abandoned well's minimum and maximum depth below final grade. CCR §1723.5 states well casings shall be cut off at least 5 feet but no more than 10 feet below grade. If any well needs to be lowered or raised (i.e. casing cut down or casing riser added) to meet this regulation, a permit from the Division is required before work can start.

The Division makes the following additional recommendations to the local permitting agency, property owner, and developer:

1. To ensure that present and future property owners are aware of (a) the existence of all wells located on the property, and (b) potentially significant issues associated with any improvements

near oil or gas wells, the Division recommends that information regarding the above identified well(s), and any other pertinent information obtained after the issuance of this letter, be communicated to the appropriate county recorder for inclusion in the title information of the subject real property.

2. The Division recommends that any soil containing hydrocarbons be disposed of in accordance with local, state, and federal laws. Please notify the appropriate authorities if soil containing significant amounts of hydrocarbons is discovered during development.

As indicated in PRC § 3106, the Division has statutory authority over the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells, and attendant facilities, to prevent, as far as possible, damage to life, health, property, and natural resources; damage to underground oil, gas, and geothermal deposits; and damage to underground and surface waters suitable for irrigation or domestic purposes. In addition to the Division's authority to order work on wells pursuant to PRC §§ 3208.1 and 3224, it has authority to issue civil and criminal penalties under PRC §§ 3236, 3236.5, and 3359 for violations within the Division's jurisdictional authority. The Division does not regulate grading, excavations, or other land use issues.

If during development activities, any wells are encountered that were not part of this review, the property owner is expected to immediately notify the Division's construction site well review engineer in the Northern district office, and file for Division review an amended site plan with well casing diagrams. The District office will send a follow-up well evaluation letter to the property owner and local permitting agency.

Should you have any questions, please contact me at (916) 203-7734 or via email at Erwin.Sison@conservation.ca.gov.

Sincerely,

Erwin Sison
Senior Oil & Gas Engineer (Supervisor)

cc: Brian Millar - Plan Checker



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

1010 10th Street, Suite 3400, Modesto, CA 95354
Planning Phone: (209) 525-6330 Fax: (209) 525-5911
Building Phone: (209) 525-6557 Fax: (209) 525-7759

**STANISLAUS COUNTY ENVIRONMENTAL REVIEW
COMMITTEE REFERRAL**

DATE: October 30, 2023

TO: Agricultural Commissioner – Linda Pinfold
Chief Executive Office – Patricia Lord
Cooperative Extension – Roger Duncan
County Counsel – Tom Boze
Environmental Resources – Parminder Dhillon
Hazardous Materials – Alvin Lal
Stanislaus Fire Prevention Bureau – Matthew Jenkins
Public Works – Isael Ojeda
Sheriff Dept. – Lt. Mike Parker

FROM: Department of Planning and Community Development – Teresa McDonald

**SUBJECT: ENVIRONMENTAL REFERRAL – NOTICE OF PREPARATION OF AN
ENVIRONMENTAL IMPACT REPORT AND NOTICE OF SCOPING MEETING
PACIFIC GATEWAY PROJECT**

Stanislaus County has established an Environmental Review Committee, which consists of representatives of the Departments of Public Works, Planning and Community Development, Environmental Resources, Fire Safety, County Counsel, and the Chief Executive Office. The ERC meets every other Wednesday at 9:30 AM in the Planning Department Conference Room at 1010 10th Street, Modesto. The primary purpose of the ERC is to provide a unified County review and response to environmental issues associated with projects which are referred to the County. The Planning Department has been designated as the County Agency responsible for coordinating the review process. This referral may also be forwarded to you as part of the California Environmental Quality Act (CEQA) review process.

Each agency should review the projects from the point of view of impacts on its own areas of responsibility. Please be as specific as possible in the expected degree of impacts including costs of providing services and possible methods of mitigating the impacts to acceptable levels including mitigation fees. Please complete the attached response form or provide a written response within two weeks.

The California Environmental Quality Act establishes very tight time frames for review. For that reason, it is very important that a prompt response be provided. It is our hope that all County responses can be sent to the referring agencies as a package. However, in some instances the time for review does not permit that to happen. Some responses will have to go directly to the agency, with a copy to County Planning, while others can come back to Planning. Please note below the date responses are needed and where to send them. PLEASE SEND THE ORIGINAL OF ANY COMMENTS YOU MAY HAVE DIRECTLY TO THE AGENCY LISTED BELOW AND A COPY TO THE STANISLAUS COUNTY PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT. Please contact me if you have any questions.

PROJECT AGENCY
San Joaquin County

RESPOND TO
Brian Millar

RESPONSE DATE
November 22, 2023

**Community Development Dept.
1810 East Hazelton Avenue
Stockton, California 95205**

**bmillar@sjgov.org
Ph. (209) 468-0291**

<https://www.sjgov.org/commdev/cgi-bin/cdyn.exe/file/Planning/Pacific%20Gateway/Notice%20of%20Preparation.pdf>



STANISLAUS COUNTY ENVIRONMENTAL REVIEW COMMITTEE REFERRAL RESPONSE FORM

TO: Stanislaus County Planning & Community Development
1010 10th Street, Suite 3400
Modesto, CA 95354

FROM: _____

SUBJECT: ENVIRONMENTAL REFERRAL – NOTICE OF PREPARATION OF AN
ENVIRONMENTAL IMPACT REPORT AND NOTICE OF SCOPING MEETING
PACIFIC GATEWAY PROJECT

Based on this agency's particular field(s) of expertise, it is our position the above described project:

- _____ Will not have a significant effect on the environment.
_____ May have a significant effect on the environment.
_____ No Comments.

Listed below are specific impacts which support our determination (e.g., traffic general, carrying capacity, soil types, air quality, etc.) – (attach additional sheets if necessary)

- 1.
- 2.
- 3.
- 4.

Listed below are possible mitigation measures for the above-listed impacts *PLEASE BE SURE TO INCLUDE WHEN MITIGATION OR CONDITION NEEDS TO BE IMPLEMENTED (PRIOR TO RECORDING A MAP, PRIOR TO ISSUANCE OF A BUILDING PERMIT, ETC.):*

- 1.
- 2.
- 3.
- 4.

In addition, our agency has the following comments (attach additional sheets if necessary).

Response prepared by:

Name

Title

Date

ATTACHMENTS
EMAIL TO ERC

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 Amendments 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-2300093), the 29.1-acre University Campus Phase 1 area (No. PA-2300094) and VFW facility (PA-2300095); 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 through buildout of the Project 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), consisting of multiple properties. See link, below, to the full NOP and list of properties.

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

The scoping 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 to consider the entitlement requests will be scheduled after the completion of the Draft EIR.*

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.

EIR Scoping Comments: 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

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

https://www.sjgov.org/commdev/cgi-bin/cdyn.exe?grp=planning&htm=pacific_gateway

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.



December 30, 2024

Brian Millar
County of San Joaquin
1810 E Hazelton Ave
Stockton, CA 95205

Ref: Gas and Electric Transmission and Distribution

Dear Brian Millar,

Thank you for submitting the Pacific Gateway plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: <https://www.pge.com/en/account/service-requests/building-and-renovation.html>.
2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.
3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851 filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management



Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: <https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf>

1. **Standby Inspection:** A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.
2. **Access:** At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.
3. **Wheel Loads:** To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. **Grading:** PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.
5. **Excavating:** Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 24 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch



wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [$24/2 + 24 + 36/2 = 54$] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 24 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible ($90^\circ \pm 15^\circ$). All utility lines crossing the gas pipeline must have a minimum of 24 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.



11. Cathodic Protection: PG&E pipelines are protected from corrosion with an “Impressed Current” cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E’s facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.



Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as **"RESTRICTED USE AREA – NO BUILDING."**
2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), plant only low-growing shrubs under the wire zone and only grasses within the area directly below the tower. Along the border of the transmission line right-of-way, plant only small trees no taller than 10 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.



8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.



Balancing Community and Commerce

44 N. SAN JOAQUIN STREET SUITE 374 STOCKTON, CA 95202 209-468-3198

January 20, 2025

Brian Millar, Contract Planner
San Joaquin County Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205
Via Email: bmillar@sjgov.org

**SUBJECT: Comments on Pacific Gateway Project
Notice of Preparation of an Environmental Impact Report
PA-2400363 through -368; 2400371 through -372; 2400500**

Dear Mr. Millar:

Thank you for sending San Joaquin LAFCo the Notice of Preparation (NOP) for the Environmental Impact Report (EIR) that will be prepared for the proposed Pacific Gateway Project. San Joaquin LAFCo appreciates the opportunity to review and comment on the project. LAFCo staff has reviewed this document and offers the following comments.

Pacific Gateway Project Description

At its nearest point, the project site is approximately one mile from the southern boundary of the City of Tracy. The Project is bounded on the south by State Route 132 (SR 132) and the California Aqueduct; Tracy Boulevard on the west; Bird Road to the east; and the Delta-Mendota Canal at the north. South Tracy Boulevard, South MacArthur Drive, and South Chrisman Road provide north/south circulation access through the project area. Existing east/west access is limited to private, unimproved farm roads. The Project would include new public streets within the Specific Plan Area, including two primary east/west thoroughfares traveling from Tracy Boulevard to the west, which join each other east of Chrisman Road before continuing to Bird Road on the east.

According to the Project Description provided with the NOP, the Project consists of 24.7 million square feet of Limited-Industrial use buildings, a 93,000 square foot business park, 160,000 square feet of commercial space, and a private university with 1.2 million square feet of building space for up to 5,000 students, up to 1,000 student housing beds, and an expansion

area for the University providing an additional 115,000 of building area and up to 600 more student housing beds. The Project incorporates related parks, open space and infrastructure improvements. The Project is anticipated to be fully developed over the course of 25 to 30 years, based on market demand, and encompasses five development areas.

Project Jurisdiction

The Project is outside the Tracy City Limits and Sphere of Influence (SOI) boundaries. However, approximately half of the site is located within the City's Planning Area boundary. The Planning Area is outside of city boundaries and the SOI but is relevant to the City's planning and policy direction. The City does not have any regulatory authority within the Planning Area but recognizes that planning and development within this area have an impact on the future of the City. Areas outside of the SOI remain under the jurisdiction of San Joaquin County, and this Project does not propose to be annexed into the City.

Project Infrastructure Improvements

The Project has been designed and would be developed over time with a full range of infrastructure improvements to serve both the initial stages of development and full build out. According to the Project Description, long term operation and maintenance of the Project infrastructure other than roads would be supported by a project-specific Community Service District (CSD) and/or Community Services Area (CSA) and related financing mechanisms formed in accordance with a project-wide public facilities financing plan.

Water and Wastewater Infrastructure: The Project would include dedicated water and wastewater systems sized to serve the Project's specific needs, including a minimum of two water sources 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.

Circulation Infrastructure: The Project is situated near major transportation corridors, with primary direct access from southbound Chrisman Road, a state designated STAA route, to I-580 and CA-132 and northbound Chrisman Road to Business Route 205/11th Street. Eastbound CA-132 connects to I-5 and CA-99, providing north and southbound connectivity with the California highway transportation system. The project also includes the development of new private and public roads to serve the project site.

Stormwater Infrastructure

The Project incorporates comprehensive storm water management infrastructure including stormwater basins sized and located to independently serve each of the five development areas as each phase of the Project proceeds, as well as comprehensively at full project buildout. Stormwater calculations would be done at every phase during the Project's phased buildout, including runoff from the hills. When stormwater calculations exceed retention capacity on-site, the Off-Site Basin would be constructed and implemented.

Fire, Emergency, and Law Enforcement Services

The Project is located within the jurisdiction of the South San Joaquin County Fire Authority, with services provided by the Tracy Rural Fire Protection District. 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 includes a new fire station site located near the main entrance to the Project to meet the Project's public safety needs. Law enforcement services would be provided the San Joaquin County Sheriff's Department.

The Project Description indicates that the County would maintain all improvements within the street right of way, property owners would be responsible for all landscaping behind the back of walk and within proposed landscape setbacks, utilities would be maintained by the appropriate service providers, and drainage basins, inlets and detention structures will be maintained by the property owners.

LAFCo Responsibility

LAFCo is an independent, regulatory agency with discretion to approve, wholly, partially or conditionally, or disapprove, changes of organization or reorganizations. In accordance with the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 ("CKH Act"), LAFCo is required to consider various factors when evaluating a proposal, including, but not limited to, impacts to agricultural and open space lands, the provision of municipal services and infrastructure to the project site, timely and available supply of water, fair share of regional housing, consistency with regional plans, and other factors. The statutory mission of LAFCo is to discourage urban sprawl and encourage the orderly formation and development of local agencies.

LAFCo Comments

LAFCo's approvals for the formation or reorganization of any special districts or annexation of any portion of the project into the City of Tracy would be a fundamental part of the entitlements required for this project. In order to approve the formation or reorganization of any districts, LAFCo must consider specific factors in reviewing such proposals as outlined in Section 56668 of the Government Code. As such, LAFCo provides the following comments on the project proposal to be considered for inclusion in the project analysis. In addition, because LAFCo would rely on the project EIR in its own approvals to comply with CEQA, LAFCo requests that the following be addressed in the Draft EIR.

1. Project Description

- Please ensure that LAFCo is listed as an agency whose approval is required for any annexations, detachments, formations, and reorganizations of any special districts.

- Please identify maintenance entities for all utilities and public services, including landscaping, lighting, sound walls, roads, public water, storm water drainage and maintenance in and out of public right of way, and sewer infrastructure.
- Please include a description of the timing of annexations relative to the timing of the proposed development entitlements and construction. Typically, LAFCOs organization/reorganization processes are required after project approvals and prior to map recordation. In the case of a phased map, all approvals should occur prior to recordation of the first phase of the map so as not to create island territory issues.

2. Agricultural Resources (and Growth-Inducing Impacts)

LAFCo Review Factor: *The effect of the proposal on maintaining the physical and economic integrity of agricultural lands.* (CKH Act § 56668.e)

According to the Project Description, the Project Area is “currently developed with active agricultural uses, which include commercial scale almond orchards, cherry orchards, and vineyards, as well as an agricultural machinery manufacturing facility, separately operated by A.B. FAB, Inc.” The project proposal does not appear to meet the intent of the referenced LAFCo criterion in terms of both direct conversion of important farmlands as well as indirect growth-inducing impacts on nearby agricultural lands. This factor will be considered by San Joaquin LAFCo in any reorganization proposals. The project analysis should include an evaluation of this factor for LAFCo’s consideration.

In addition to the definition of Prime Agricultural Land used by the Department of Conservation’s Farmland Mapping and Monitoring Program, the EIR should evaluate the project site to determine whether it meets the LAFCo definition of “prime agricultural land” under Government Code Section 56064, indicate whether implementation of the project would result in a loss of such land, and provide mitigation to reduce the impact if necessary. LAFCo will use this information and the findings of the EIR to inform its decisions about any annexation process. A preliminary review of this project indicates that much of it is located on Prime Farmland within General Agriculture designations/districts, and that the impact to agricultural resources could therefore be significant and unavoidable even with implementation of any Right-to-Farm ordinances or deed restrictions and agricultural conversion fees.

3. Hazards and Hazardous Materials

LAFCo Review Factor: *Information contained in a local hazard mitigation plan, information contained in a safety element of a general plan, and any maps that identify land as a very high fire hazard zone pursuant to Section 51178 or maps that identify land determined to be in a state responsibility area pursuant to Section 4102 of the Public*

Resources Code, if it is determined that such information is relevant to the area that is the subject of the proposal. (CKH Act Section 56668.q)

The Draft EIR should include an analysis of potential safety impacts resulting from the project to ensure LAFCo can make appropriate determinations on the project.

4. Hydrology and Water Quality (and Public Services and Utilities)

LAFCo Review Factor: *Timely availability of water supplies adequate for projected needs including, but not limited to, the projected needs as specified in Section 65352.5. (CKH Act § 56668.l)*

A preliminary review of the Technical Memorandum prepared by Schaaf & Wheeler indicates that the proposed project would use approximately 1/8 the amount of water used by the existing agricultural uses. However, the project may still be subject to the SB 610. SB 610 requires a water supply analysis with a 20-year projection in addition to an analysis of the demand of existing and other planned future uses for any project with more than 500 residential units; commercial development of more than 250,000 square feet of floor space; industrial uses with more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area; a mixed-use project that includes one or more of the projects outlined in the legislation; or a project that will demand an amount of water equal to or greater than the amount of water required by 500 dwelling units. A Water Supply Assessment would include identification of current water supply entitlements, water rights, and service contracts; a calculation of anticipated water usage for the proposed development; an assessment of whether the existing water supply can meet the projected demand under different climate scenarios, including average, single dry, and multiple dry years; an evaluation of how the project might affect water availability for current water users in the area; and any mitigation strategies needed to reduce project impacts.

LAFCo therefore encourages the preparation of a Water Supply Assessment and integration with the local Groundwater Sustainability Plan to understand how the project will affect water supply and demand for the region, and how it will impact the groundwater aquifer. Please include this information in the project analysis.

5. Land Use and Planning (and Growth Inducing Impacts)

LAFCo Review Factor: *The effect of the proposed action and of alternative actions, on adjacent areas, on mutual social and economic interests, and on the local governmental structure of the county. (CKH Act § 56668.c)*

A portion of the project is within the City's Planning Area. Please identify annexation interest to the City for this area in the Draft EIR. Please provide exhibits that show any proposed areas of annexation, City boundaries, spheres of influence, and public and private infrastructure and maintenance entities, with all layers on one map for ease of reference. Per San Joaquin LAFCo's standards for annexation, "LAFCo will require cities to annex streets where adjacent lands that are in the city will generate additional traffic or where the annexation will isolate sections of county road. Cities shall include all contiguous public roads that can be included without fragmenting governmental responsibility by alternating city and county road jurisdiction over short section of the same roadway." Any annexation of the subject property should include surrounding roadways and rights of way to avoid the creation of islands and/or illogical boundaries pursuant to Section 56668 of the CKH Act. When a boundary must follow a street, the boundary should include the complete right of way for the entire street.

LAFCo Review Factor: *The conformity of both the proposal and its anticipated effects with both the adopted commission policies on providing planned, orderly, efficient patterns of urban development, and the policies and priorities set forth in Section 56377.* (CKH Act Section 56668.d)

Government Code Section 56377 states:

- (a) Development or use of land for other than open-space uses shall be guided away from existing prime agricultural lands in open-space use toward areas containing nonprime agricultural lands, unless that action would not promote the planned, orderly, efficient development of an area.
- (b) Development of existing vacant or nonprime agricultural lands for urban uses within the existing jurisdiction of a local agency or within the sphere of influence of a local agency should be encouraged before any proposal is approved which would allow for or lead to the development of existing open-space lands for non-open-space uses which are outside of the existing jurisdiction of the local agency or outside of the existing sphere of influence of the local agency.

Much of the project site appears to be Prime Farmland. The current project proposal therefore does not appear to meet the intent of this code section and will be evaluated as such under any organization or reorganization proposal. The project applicant is strongly encouraged to explore areas of development within the Tracy SOI before developing the proposed project site.

LAFCo Review Factor: *Consistency with city or county general and specific plans.* (CKH Act Section 56668.h)

The Project is currently inconsistent with the County and City General Plans and is requesting General Plan Amendments for both land use designations and for policies related to the conversion of agricultural lands. San Joaquin County General Plan Policy LU-2.15 related to agricultural conversions is currently intended to provide protections and additional considerations when a project proposes to convert agricultural lands to non-agricultural uses by requiring decision makers to consider the effects of development pressure on surrounding agricultural lands, the premature conversion of important farmlands, the impacts of development on farming operations, the growth-inducing impacts of development in rural areas, and protection of habitat restoration opportunities. The Project applicant proposes that an additional consideration be added to this list: economic development opportunities in supply chain corridors in south San Joaquin County in areas proximate to I-580, I-5, and SR-132. The inclusion of the consideration of “economic opportunities” in this General Plan policy runs counter to the intent of the policy. All development, and particularly the development of agricultural or open space land, provide economic development opportunities for some or many, and the very intent of GP Policy LU-2.15 is to provide countermeasures of consideration to those economic drives that incentivize development. The General Plan’s open space and agricultural land use areas and policies, which were agreed to through a long and carefully considered public process, are intended to be generally protected by this policy. The proposed text amendment therefore runs counter to the intent of the policy, which is to provide additional protections for agricultural lands and open space that San Joaquin County residents indicated they valued at the time the policy was adopted.

If this text amendment and the addition of ED-3.8 is going to be considered by the County, LAFCo offers the following comments on it:

- “Potential for economic development opportunities” as a factor of consideration in the conversion of agricultural land should be defined more carefully. A fiscal analysis of the benefits of the economic development should be provided if this policy language is used, including who benefits and how much, the duration of benefit, and both the tangible and intangible costs of the benefit.
- “Proximate” location should be defined, such as including a maximum distance or indicating that the property must have direct access to specified routes.
- The routes listed in the proposed text amendment should be considered carefully. State Route 132 is a small part of the transportation network of San Joaquin County (and only a portion of it is vital to I-5 access), whereas I-205 is a much larger route and is not included.

- The policy changes would beg the question as to whether lands “proximate” to the proposed routes should be re-designated to non-agricultural use designations to support the supply chain policy in ED-3.8 to avoid spot zoning and the creation of islands of development. The County would need to seriously consider whether redesignating all lands along these corridors is desirable as that could be the outcome of such a policy. Much of the County’s most desirable Prime Agricultural Land is along these corridors.

San Joaquin LAFCo will consider the project’s consistency with the general plans when processing any applications for formations or reorganization. Please include a thorough analysis of both text amendment and map amendments with the project evaluation. In addition, LAFCo requests that General Plan and Zoning map amendment diagrams include the larger context of General Plan and Zoning designations for informational purposes.

6. Population and Housing

LAFCo Review Factor: Population, population density, land area and land use; per capita assessed valuation; topography, natural boundaries, and drainage basins; proximity to other populated areas; the likelihood of significant growth in the area, and in adjacent incorporated and unincorporated areas, during the next 10 years. (CKH Act Section 56668.a)

Given that the Project’s proposal to convert rural agricultural lands to intensively developed urban uses will increase the population and require more intensive public services, this Project will require the evaluation of the factors listed in this item, including but not limited to population and growth inducement in adjoining areas. Please include this information in the project analysis.

LAFCo Review Factor: The extent to which the proposal will assist the receiving entity in achieving its fair share of the regional housing needs as determined by the appropriate council of governments. (CKH Act Section 56668.m)

LAFCo will consider the project’s assistance with regional fair share housing needs as determined by San Joaquin COG. Please include this information in the project analysis.

LAFCo Review Factor: The extent to which the proposal will promote environmental justice. As used in this subdivision, "environmental justice" means the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins, with respect to the location of public facilities and the provision of public services, to ensure a healthy environment for all people such that the effects of pollution are not

disproportionately borne by any particular populations or communities. (CKH Act Section 56668.p)

Given the amount of industrial uses proposed, LAFCo recommends that the appropriate Environmental Justice considerations be given in the EIR and/or staff analysis so that LAFCo may make appropriate findings. Environmental Justice (EJ) communities can be identified as disadvantaged communities or low-income areas disproportionately affected by environmental pollution and other hazards. OPR recommends jurisdictions analyze the following issues to address EJ concerns: pollution exposure (e.g., air quality, water quality, and land use compatibility), access to public facilities, fresh foods and physical activity, safe and sanitary homes, enhancing civic engagement, and addressing compounded health risks due to climate vulnerability. The EIR should determine if any EJ community exists in or adjacent to the project area and then provide that information within the environmental setting of the relevant EIR section, which could include, as needed, Population and Housing (demographic information) Air Quality (connection between project emissions and health impacts on EJ communities), and Hazards and Hazardous Materials (connection between industrial hazards and impacts on EJ communities), and any other applicable sections.

7. Public Services/Utilities and Service Systems (and Growth Inducing Impacts)

LAFCo Review Factors:

Need for organized community services; the present cost and adequacy of governmental services and controls in the area; probable future needs for those services and controls; probable effect of the proposed incorporation, formation, annexation, or exclusion and of alternative courses of action on the cost and adequacy of services and controls in the area and in adjacent areas. (CKH Act Section 56668.b.1)

The ability of newly formed or receiving entity to provide the services which are the subject of the application to the area, including the sufficiency of revenues for such services following the proposed boundary change. (CKH Act Section 56668.k)

The project could require the update of existing Municipal Service Reviews (MSRs) for the City of Tracy (if any portion of the project will be annexed), the San Joaquin County Rural Fire Protection Districts, and any other special district MSRs affected by the Project. The formation of any new special districts for maintenance and operation of public services and facilities would also require new MSRs, which would be required upon formation and review by LAFCo in order to ensure ability of the districts to serve and provide adequate capacity for growth. Pursuant to Section 56653 of the CKH Act, an annexation can only be approved if the applicable MSRs and Plans for Services demonstrate that

adequate services can be provided to the annexed area. An annexation proposal must therefore include a Plan for Services consistent with the applicable MSR and must demonstrate that the service provider can provide the required services.

Services that may require the formation of special districts could include not only water and wastewater facilities, collection, treatment, and operation and maintenance of such facilities, but also street lighting, landscaping, and storm water management and treatment. The County can consider requiring special districts such as County Service Areas (CSAs) or Community Service Districts (CSDs) for these services.

The Project Description indicates that the County will maintain all new local and collector roads within the development. The County should consider the long-term financial and service impact of taking new roads in this development into its maintained mileage system in this area versus requiring the development to pay for the operation and maintenance of its roads through Permanent Road Divisions (PRDs), CSAs, CSDs, or other special district types.

LAFCo Review Factor: *The definiteness and certainty of the boundaries of the territory, the nonconformance of proposed boundaries with lines of assessment or ownership, the creation of island or corridors of unincorporated territory, and other similar matters affecting the proposed boundaries.* (CKH Act Section 56668.f)

Although the Project Description does not describe any annexation into the City of Tracy, the large size of the project and the boundaries of the Specific Plan Area could create public service islands as well as growth-inducing impacts that should be considered in the project evaluation process.

8. Transportation and Circulation

LAFCo Review Factors:

The effect of the proposed action and of alternative actions, on adjacent areas, on mutual social and economic interests, and on the local governmental structure of the county. (CKH Act § 56668.c)

A regional transportation plan adopted pursuant to Section 65080. (CKH Act § 56668.g)

Please include trip distribution in the transportation analysis to determine the impact to nearby City and County roads, maintenance responsibility, and the need for any annexation. Please also include an evaluation of the project's consistency

with the San Joaquin County of Governments Regional Transportation Plan/Sustainable Communities Strategy.

Thank you for the opportunity to comment on the Pacific Gateway Project. We would request that LAFCo be notified of all future actions on this project, including the Draft EIR, Final EIR, and any public hearings on the project. Please contact the LAFCo office if you have any questions.

Yours Truly,

A handwritten signature in blue ink, appearing to read 'J.D. Hightower', with a stylized flourish at the end.

J.D. Hightower
Executive Officer



STANISLAUS COUNTY ENVIRONMENTAL REVIEW COMMITTEE REFERRAL RESPONSE FORM

TO: Stanislaus County Planning & Community Development
1010 10th Street, Suite 3400
Modesto, CA 95354

FROM: Stanislaus County Department of Environmental Resources - Hazardous Materials Division

SUBJECT: ENVIRONMENTAL REFERRAL – NOTICE OF PREPARATION OF AN
ENVIRONMENTAL IMPACT REPORT AND NOTICE OF SCOPING MEETING
PACIFIC GATEWAY PROJECT

Based on this agency's particular field(s) of expertise, it is our position the above described project:

- ☐ Will not have a significant effect on the environment.
☐ May have a significant effect on the environment.
☒ No Comments.

Listed below are specific impacts which support our determination (e.g., traffic general, carrying capacity, soil types, air quality, etc.) – (attach additional sheets if necessary)

- 1.
- 2.
- 3.
- 4.

Listed below are possible mitigation measures for the above-listed impacts *PLEASE BE SURE TO INCLUDE WHEN MITIGATION OR CONDITION NEEDS TO BE IMPLEMENTED (PRIOR TO RECORDING A MAP, PRIOR TO ISSUANCE OF A BUILDING PERMIT, ETC.):*

- 1.
- 2.
- 3.
- 4.

In addition, our agency has the following comments (attach additional sheets if necessary).

Response prepared by:

Stephanie Freier

Senior Hazardous Materials Specialist

11/22/2023

Name

Title

Date

ATTACHMENTS
EMAIL TO ERC



CHIEF EXECUTIVE OFFICE

Jody L. Hayes
CHIEF EXECUTIVE OFFICER

Patrice M. Dietrich
ASSISTANT EXECUTIVE OFFICER/
CHIEF OPERATIONS OFFICER

Tina M. Rocha
ASSISTANT EXECUTIVE OFFICER

Ruben Imperial
ASSISTANT EXECUTIVE OFFICER

STANISLAUS COUNTY ENVIRONMENTAL REVIEW COMMITTEE

December 9, 2024

Sent Via Email to: bmillar@sjgov.com

Attn: Brian Millar, Contract Planner
San Joaquin County
Community Development Department
1810 E Hazelton Ave
Stockton, CA 95205

SUBJECT: ENVIRONMENTAL REFERRAL – NOTICE OF REVISIONS TO PACIFIC GATEWAY PROJECT

Mr. Millar,

Please accept this letter as the formal response from Stanislaus County to the above-referenced project. Staff has reviewed the subject project, and the comments below represent Stanislaus County's response to the application referral. These comments were previously shared in a November 20, 2023, letter in response to the Notice of Preparation of a Draft Environmental Impact Report for the project.

Transportation/Circulation

The proposed project's General Plan amendment is likely to have significant impacts on the local and regional transportation network, including general plan consistency with the San Joaquin County and Stanislaus County General Plan's circulation elements. The traffic analysis for the project needs to identify its impacts and per the San Joaquin County General plan, shall pay its fair share cost for the necessary improvements. Facilities of note include State Route 132 (SR 132), Interstate 5 (I-5), and State Route 33 (SR 33) in Stanislaus County. Existing transportation projects which may be negatively impacted by the proposed project include three phases of the State Route 132 Expressway Project: Phase 2 (4 Lane Widening), Phase 3 (Dakota Avenue to Gates Rd), and Phase 4 (Gates Rd to Vernalis).

Stanislaus County appreciate the opportunity to comment on this project, looks forward to further discussion to ensure a proper environmental analysis is conducted, and requests to be included in any future publications or referrals related to this project.

Sincerely,

Patrick Cavanah
Senior Management Consultant
Environmental Review Committee

Cc: Environmental Review Committee



SAN JOAQUIN FARM BUREAU FEDERATION

MEETING TODAY'S CHALLENGES / PLANNING FOR TOMORROW

January 21, 2025

Brian Millar, Contract Planner
County of San Joaquin Community Development Department
1810 East Hazelton Avenue
Stockton, Ca 95205

RE: Pacific Gateway Project EIR Scoping Comments

Dear Mr. Millar,

The San Joaquin Farm Bureau is submitting this letter with our input on the scope and content on the proposed Environmental Impact Report for the Pacific Gateway Project. The San Joaquin Farm Bureau Federation is San Joaquin County's oldest agriculture organization, dedicated to the advancement of agriculture for over 100 years. Representing over 1,400 members throughout the county, we are committed to the protection of the natural resources that our industry depends on, including land. Protecting the prime farmland in our county is one of our highest priorities. While we have concerns with the project overall, we do have specific concerns that we would like to have addressed in the EIR.

First, we would like to report to address the impact this project will have on not only the identified main routes of travel but also on the smaller secondary roads in the area. We appreciate that the updated project has moved closer to the overpasses and onramps for SR-132 and I-580, but there will still be impacts on smaller roadways as people travel to and from the site from nearby homes in Tracy. While this updated plan will help to minimize the large vehicle traffic for the project, there is still not a well-developed, direct route from Tracy to the project. Even with the proposed expansion of Chrisman Road through the project area, at times of high traffic, large and small motorists will shift to these smaller roadways in hopes of avoiding high traffic areas. Chrisman Road would need to be expanded not only in the project footprint, but also between the project and Tracy to safely handle this increase in traffic. Most, if not all these roads are not designed to handle the increased amount and size of traffic that they may see. If this project does indeed provide 30,000 jobs as is claimed in their literature, those workers will also need to travel to work on these same roads. While the project does include pedestrian and bicycle facilities on site, those employees will still need to get to the site before they can utilize them. This increase in traffic will also impact local residents, increasing pollution and noise for those living in that area and along the proposed routes for traffic. This increased pollution and noise will impact the quality of life for not only those living in the area, but also any local schools, their employees and the children that attend them.

We would also like the report to address potential impacts on water supply and quality, above and below ground. Below ground, the up to four pumps proposed for domestic water needs



SAN JOAQUIN FARM BUREAU FEDERATION

MEETING TODAY'S CHALLENGES / PLANNING FOR TOMORROW

along with the dedicated groundwater pumps for emergency fire water quantity and pressure needs for the site have the potential to negatively impact water availability for existing groundwater users in the area. This could potentially be mitigated by requiring the project to tie into a municipal water supply, such as CSA-16. The loss of groundwater recharge that comes with irrigated agriculture also has the potential to impact existing well users. Above ground, the conversion of agriculture land into paved spaces and roof tops will make for larger flows into local waterways. Ag lands and vegetation slow water flow and promote absorption into the landscape. With this loss of ability to slow flows, onsite retention needs to be large enough to capture the increasingly heavy atmospheric river type of rainfall we are seeing here in the valley, and which are forecasted to get heavier in the future due to climate change.

Lastly, we would ask that the report also factor in and address the cumulative impact of the potential infill of development between the project and the city of Tracy. A leapfrogging development like the Pacific Gateway Project will encourage the development of the lands between the proposed site and the city of Tracy, which at its nearest point is still a mile away, in ways that should be accounted for. This development will further increase pollution and impact the quality of life for residents in ways that would be better planned for in a well thought out general plan for a city and not an industrial development in the middle of zoned ag land.

Thank you for your attention to our concerns and we look forward to seeing them addressed in the upcoming Environmental Impact Report. If you have any questions, please feel free to contact me at any time.

Andrew Genasci
Executive Director, San Joaquin Farm Bureau
andrew@sjfb.org
209-670-4390



South San Joaquin County Fire Authority
835 N. Central Avenue | Tracy, CA 95376
MAIN 209.831.6700 | FAX 209.831.6703
WWW.SJCFIRE.ORG

December 23, 2024

Jennifer Jolley, Director
San Joaquin County Community Development Department
1810 East Hazelton Ave
Stockton, CA 95205

Steve Arthur
Ridgeline Property Group
915 Highland Point Drive, Suite 250
Roseville, CA 95678

Subject: Fire Protection Requirements for Pacific Gateway Project

Dear Ms. Jolley and Mr. Arthur,

The South San Joaquin County Fire Authority (SSJCFA), on behalf of the Tracy Rural Fire District (TRFD), has reviewed the proposed Pacific Gateway Project, encompassing 1,580 acres, 26.3 million square feet of total development, including approximately 24.7 million square feet of logistics facilities, and a 1.2 million square foot university. Given the remote location and the significant size of the proposed project, SSJCFA is committed to ensuring that adequate fire protection services are available to safeguard the development, its occupants, and surrounding areas.

To maintain our ability to provide high-quality fire protection and emergency response services, SSJCFA requires that the following conditions be met prior to the issuance of a building permit for the project that would exceed 6,000,000 square feet of development:

1. **Funding for Fire Station and Equipment:** The developer shall fund the land, construction of a fire station, the procurement of a fire engine, and all associated equipment necessary to support fire protection services for the development. The total funding required for these items in the year 2025 is \$10,350,000.
2. **Inflation Adjustment:** Beginning on July 1, 2026, a four percent (4%) annual inflation rate will be applied to the required funding amount on an annual basis until the funding is fully provided. As stated above, all funding must be provided prior to the issuance of a building permit for the project that would exceed 6,000,000 square feet of development.

3. **Fee Credits:** The developer will be eligible to receive fee credits for fire protection developer fees within the project area, up to the amount funded for the land, fire station, fire engine, and associated equipment. It should be noted that TRFD is in the process of completing a nexus study to update fire protection developer fees. The costs for the fire station, fire engine, and equipment were based on the draft nexus study.
4. **Fire Station Location and Land Purchase:** The developer and SSJCFA have agreed to a location for the fire station, ensuring optimal coverage for the proposed development and surrounding areas. The agreed-upon location is a 2.59-acre site just east of Chrisman Road and north of the California Aqueduct (Attachment A). The developer agrees to provide utilities to the parcel and sell the parcel to the Tracy Rural Fire District at a cost not to exceed \$325,000.
5. **CEQA and Development Agreement Fire Station Funding Requirement:** SSJCFA requests that the San Joaquin County Community Development Department include fire station funding requirements as a condition of approval for CEQA documents and Development Agreements. This provision is essential to ensure the financial resources for fire protection services are secured as part of the overall development approval process.

The new fire station will be staffed with a three-person Advanced Life Support (ALS) engine company. Until the new fire station is constructed and staffed, fire protection for the development will be provided from existing Fire Station 93, located at 1400 West Durham Ferry Road, and Station 95, located at 7151 Tracy Hills Drive. Both stations are staffed by three-person ALS engine companies and are within five miles of the development.

SSJCFA affirms that it has the capacity to provide adequate fire protection services for the proposed development, provided the above funding requirements are met. These measures are essential to ensure timely emergency response and the safety of the development's occupants and assets.

We appreciate the opportunity to work collaboratively with Ridgeline Property Group and the San Joaquin County Planning Department to support this significant development. If you have any questions or require further clarification, please do not hesitate to contact me at (209) 831-6700 or randall.bradley@sjcfire.org

Sincerely,



Randall Bradley

Fire Chief

South San Joaquin County Fire Authority

c: Jeff Ramsey, Chairperson, Tracy Rural Fire District
Raychel Jackson, Clerk, Tracy Rural Fire District



January 13, 2025

Brian Millar
County of San Joaquin
1810 E Hazelton Ave
Stockton, CA 95205

Re: Pacific Gateway Specific Plan
San Joaquin County

Dear Brian Millar,

Thank you for giving us the opportunity to review the subject plans. The proposed Pacific Gateway Specific Plan is within the same vicinity of PG&E's existing facilities that impact this property.

PG&E operates high-pressure gas transmission facilities, in addition to overhead electric distribution facilities within the project boundary. The applicant is to ensure the development of the proposed Pacific Gateway Specific Plan within any PG&E easements complies with the existing easement language and the provided guidelines for projects near PG&E electric and gas facilities, attached. The applicant is to provide development plans within PG&E's easements and tentative subdivision maps to PG&E's Plan Review Team for comment once they are available. The applicant may contact PG&E's Plan Review Team via email at PGEPlanReview@pge.com.

The applicant must contact PG&E's Service Planning department at www.pge.com/cco for any modification or relocation requests, or for any additional services they may require prior to any proposed demolition or new construction.

The applicant may also contact the Building and Renovation Center (BRSC) for facility map requests by calling 1-877-743-7782. As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

If you have any questions regarding our response, please contact me at alexa.boyd@pge.com.

Sincerely,

Alexa Boyd

Alexa Boyd
Land Management



Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: <https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf>

1. Standby Inspection: A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.

2. Access: At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

3. Wheel Loads: To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. Grading: PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.



5. Excavating: Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 24 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [$24/2 + 24 + 36/2 = 54$] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 24 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible (90° +/- 15°). All utility lines crossing the gas pipeline must have a minimum of 24 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line ‘kicker blocks’, storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E’s ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.



10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.
11. Cathodic Protection: PG&E pipelines are protected from corrosion with an "Impressed Current" cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.
12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.
13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.



Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. **Buildings and Other Structures:** No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as **"RESTRICTED USE AREA – NO BUILDING."**
2. **Grading:** Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
3. **Fences:** Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
4. **Landscaping:** Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), plant only low-growing shrubs under the wire zone and only grasses within the area directly below the tower. Along the border of the transmission line right-of-way, plant only small trees no taller than 10 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
5. **Reservoirs, Sumps, Drainage Basins, and Ponds:** Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
6. **Automobile Parking:** Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.



7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.

8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.



S J C O G, Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0574 • Email: boyd@sjcog.org

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)

**SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ)
ADVISORY AGENCY NOTICE TO SJCOG, Inc.**

To: Brian Millar, San Joaquin County, Community Development Department

From: Laurel Boyd, SJCOG, Inc.

Phone: (209) 235-0574

Email: boyd@sjcog.org

Date: January 7, 2025

Local Jurisdiction Project Title: Notice of Preparation of an EIR & Scoping Meeting for the Pacific Gateway Project

Assessor Parcel Number(s): Multiple APNs

Local Jurisdiction Project Number: PA-2400363 to 369, 371, 372, PA-2400500

Total Acres to be converted from Open Space Use: Unknown

Habitat Types to be Disturbed: Agricultural, Natural, and Multi-Purpose Open Space Habitat Land

Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Mr. Millar:

SJCOG, Inc. has reviewed the application referral for the Notice of Preparation of an Environmental Impact Report and Scoping Meeting for the Pacific Gateway Project. This project consists of a General Plan Text Amendment (PA-2400364); General Plan and Zoning Map Amendments (PA-2400363); Specific Plan (PA-2400265); Zone Compliance (Site Plan Level Entitlements; PA-2400369, 371, and 372); Subdivision application (PA-2400367, 368); Development Agreement (PA-2400366); and Williamson Act Contract Cancellations (PA-2400500).

The development of the 1,567-acre project site is divided into five development areas that will result in up to 24,675,000 square feet of Limited Industrial use, 160,000 square feet of General Commercial use, 93,000 square feet of Industrial Park use, a 76.3-acre University campus, 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 approximately four million square feet of limited Industrial uses in four buildings, a 25,000 square foot University building, and the VFW post, as well as associated utilities to serve the Initial Plan based on market demands.

The project site is located east of Interstate 580, north of State Route 132, and is bounded by Durham Ferry Road to the north and Tracy Boulevard to the west.

San Joaquin County is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP. Although participation in the SJMSCP is voluntary, Local Jurisdiction/Lead Agencies should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

At this time, the applicant is requesting a General Plan Text, General Plan and Zoning Map Amendment, Specific Plan, Zone Compliance, Subdivision Application, Development Agreement, and Williamson Act Contract Cancellations with no ground disturbance. Any future ground disturbing activities (e.g. roads, curb, gutter, electrical, water, etc.) or any physical structures that require ground disturbance on this or subsequent divided parcels will be subject to participate in the SJMSCP before ANY ground disturbance occurs and should be resubmitted to this agency. Current or future owners of this-or subdivided properties should be made aware of the conditions that are placed by the SJMSCP on future development on the created parcels.

This Project is subject to the SJMSCP. This can be up to a 90-day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package. <http://www.sjcog.org>

Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements:

- Schedule a SJMSCP Biologist to perform a pre-construction survey **prior to any ground disturbance**
- SJMSCP Incidental Take Minimization Measures and mitigation requirement:
 1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
 2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
 3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
 - a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
 - b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
 - c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - d. Purchase approved mitigation bank credits.
 4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
 - a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
 - b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - c. Purchase approved mitigation bank credits.

Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

- Receive your Certificate of Payment and release the required permit

It should be noted that if this project has any potential impacts to waters of the United States [pursuant to Section 404 Clean Water Act], it would require the project to seek voluntary coverage through the unmapped process under the SJMSCP which could take up to 90 days. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.

If you have any questions, please call (209) 235-0574.



S J C O G , I n c .

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

SJMSCP HOLD

TO: Local Jurisdiction: Community Development Department, Planning Department, Building Department, Engineering Department, Survey Department, Transportation Department, Public Works Department,
Other: _____

FROM: Laurel Boyd, SJCOG, Inc.

**DO NOT AUTHORIZE SITE DISTURBANCE
 DO NOT ISSUE A BUILDING PERMIT
 DO NOT ISSUE _____ FOR THIS PROJECT**

The landowner/developer for this site has requested coverage pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). In accordance with that agreement, the Applicant has agreed to:

- 1) SJMSCP Incidental Take Minimization Measures and mitigation requirement:
 1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
 2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
 3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
 - a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
 - b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
 - c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - d. Purchase approved mitigation bank credits.
 4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
 - a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
 - b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - c. Purchase approved mitigation bank credits.
- Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

Project Title: NOP for an EIR for the Pacific Gateway Project

Landowner: Pacific Gateway CA, LLC

Applicant: Ridgeline Property Group

Assessor Parcel #s: Multiple APNs

T _____, R _____, Section(s): _____

Local Jurisdiction Contact: Brian Millar

The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measures are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.



December 9, 2024

Brian Millar
County of San Joaquin
Community Development Department
1810 E. Hazelton Avenue
Stockton, CA 95205

Project: Early Consultation for Pacific Gateway Specific Plan (PA-2400363 GPA & RZ, PA-2400364 TA, PA-2400364 SP, PA-2400366 DA, PA-2400367 TM, PA-2400368 TM, PA-2400369 ZC, PA-2400371 ZC, PA-2400372 ZC, PA-240050 WA)

District CEQA Reference No: 20241287

Dear Mr. Millar:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Early Consultation (EC) for the project above from the County of San Joaquin (County). Per the EC, the project consists of 24,675,000 square feet (sf) of limited industrial use, 160,000 sf of general commercial use, 93,000 sf of business park use, a private university with 1,264,150 sf of development, a Veterans of Foreign Wars (VFW) post, and various open space, park, and pedestrian and bicycle facilities within an approximately 1,577-acre project site (Project). The Project is located east of Interstate 580 and west of the Delta Mendota Canal, bordered to the north by Durham Ferry Road and to the south by Highway 132 in San Joaquin County, CA.

The District offers the following comments at this time regarding the Project:

1) Land Use Planning

Nearly all development projects within the San Joaquin Valley Air Basin, from Pacific Gateway Project to individual projects have the potential to generate air pollutants, making it more difficult to attain state and federal ambient air quality standards. Land use decisions are critical to improving air quality within the San Joaquin Valley Air Basin because land use patterns greatly influence transportation needs, and motor vehicle emissions are the largest source of air pollution in the Valley. Land use decisions and project design elements such as preventing urban sprawl,

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Executive Director/Air Pollution Control Officer

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encouraging mix-use development, and project design elements that reduce vehicle miles traveled (VMT) have proven to be beneficial for air quality. The District recommends that the DEIR incorporate strategies that reduce VMTs and require the cleanest available heavy duty trucks, vehicles, and off-road equipment, including zero and near-zero technologies. VMTs can be reduced through encouragement of mix-use development, walkable communities, etc. Additional design element options can be found at:

<https://ww2.valleyair.org/media/ob0pweru/clean-air-measures.pdf>

In addition, the District recommends that the DEIR incorporate strategies that will advance implementation of the best practices listed in Tables 5 and 6 of California Air Resource Board's (CARB's) Freight Handbook Concept Paper, to the extent feasible. This document compiles best practices designed to address air pollution impacts as "practices" which may apply to the siting, design, construction, and operation of freight facilities to minimize health impacts on nearby communities. The concept paper is available at:

https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf

2) Project Related Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM_{2.5}) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM₁₀, and PM_{2.5} standards.

The District's initial review of the Project concludes that emissions resulting from construction and operation of the Project would exceed any of the following significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: <https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf>. The District recommends that a more detailed preliminary review of the Project be conducted for the Project's construction and operational emissions.

2a) Construction Emissions

The District recommends, to reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment.

2b) Operational Emissions

Operational (ongoing) air emissions from mobile sources and stationary sources should be analyzed separately. For reference, the District's

significance thresholds are identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts:

<https://www2.valleyair.org/media/q4nl3p0q/gamaqi.pdf>.

Recommended Mitigation Measure: At a minimum, project related impacts on air quality should be reduced to levels below the District's significance thresholds through incorporation of design elements such as the use of cleaner Heavy Heavy-Duty (HHD) trucks and vehicles, measures that reduce Vehicle Miles Traveled (VMTs), and measures that increase energy efficiency. More information on transportation mitigation measures can be found at:

<https://www2.valleyair.org/media/ob0pweru/clean-air-measures.pdf>

2c) Project Trip Length for HHD Truck Travel

The County's environmental review should adequately characterize and justify an appropriate trip length distance for off-site HHD truck travel to and from the Project site. Based on the following factors: 1) the Project consists of a warehouse/distribution center that is expected to generate a high volume of HHD truck trips, and 2) HHD trucks generally travel further distances for distribution. The District recommends the environmental review include a discussion characterizing an appropriate trip length distance for HHD truck travel, and reflect such appropriate distance supported by project-specific factors.

2d) Recommended Model for Quantifying Air Emissions

Project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

3) Health Risk Screening/Assessment

The County should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for the Project. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of Environmental Health Hazard

Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):

A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology. Please contact the District for assistance with performing a Prioritization analysis.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

Health Risk Assessment:

Prior to performing an HRA, it is strongly recommended that land use agencies/project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the health impacts would exceed the District's established risk thresholds, which can be found here:

<https://ww2.valleyair.org/permitting/ceqa/>.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors to prevent the creation of a significant health risk in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at <https://ww2.arb.ca.gov/our-work/programs/resource-center/strategy-development/land-use-resources>.

4) Health Impact Discussion

As required by the recent decision in *Sierra Club v. County of Fresno* (2018) 6 Cal.4th 502, a reasonable effort to discuss relevant specifics regarding the connection between potential adverse air quality impacts from the Project with the likely nature and magnitude of potential health impacts may be required. If the potential health impacts from the Project cannot be specifically correlated, explain what is known and why, given scientific constraints, potential health impacts cannot be translated.

5) Ambient Air Quality Analysis

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

An AAQA uses air dispersion modeling to determine if emission increase from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance, is available online at the District's website:
<https://ww2.valleyair.org/permitting/ceqa/>.

6) Voluntary Emission Reduction Agreement

Criteria pollutant emissions may result in emissions exceeding the District's significance thresholds, potentially resulting in a significant impact on air quality.

When a project is expected to have a significant impact, the District recommends the DEIR also include a discussion on the feasibility of implementing a Voluntary Emission Reduction Agreement (VERA) for this Project.

A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects, with the District serving a role of administrator of the emissions reduction projects and verifier of the successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate project specific emissions by providing funds for the District's incentives programs. The funds are disbursed by the District in the form of grants for projects that achieve emission reductions. Thus, project-related impacts on air quality can be mitigated. Types of emission reduction projects that have been funded in the past include electrification of stationary internal combustion engines (such as agricultural irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient heavy-duty trucks, and replacement of agricultural equipment with the latest generation technologies.

In implementing a VERA, the District verifies the actual emission reductions that have been achieved as a result of completed grant contracts, monitors the emission reduction projects, and ensures the enforceability of achieved reductions. After the project is mitigated, the District certifies to the Lead Agency that the mitigation is completed, providing the Lead Agency with an enforceable mitigation measure demonstrating that project-related emissions have been mitigated. To assist the Lead Agency and project proponent in ensuring that the environmental document is compliant with CEQA, the District recommends the environmental document includes an assessment of the feasibility of implementing a VERA.

7) Industrial/Warehouse Emission Reduction Strategies

The District recommends the County incorporate emission reduction strategies that can reduce potential harmful health impacts, such as those listed below:

- Require cleanest available heavy-duty trucks and off-road equipment (see comment 9)
- Require HHD truck routing patterns that limit exposure of residential communities and sensitive receptors to emissions (see comment 8)
- Require minimization of heavy-duty truck idling (see comment 10)
- Require solid screen buffering trees, solid decorative walls, and/or other natural ground landscaping techniques are implemented along the property line of adjacent sensitive receptors
- Orient loading docks away from sensitive receptors unless physically impossible

- Require loading docks a minimum of 300 feet away from the property line of sensitive receptor unless dock is exclusively used for electric trucks
- Incorporate signage and “pavement markings” to clearly identify on-site circulation patterns to minimize unnecessary on-site vehicle travel
- Require truck entries be located on streets of a higher commercial classification
- Require projects be designed to provide the necessary infrastructure to support use of zero-emissions on-road vehicles and off-road equipment (see comment 11)
- Require all building roofs are solar-ready
- Require all portions of roof tops that are not covered with solar panels are constructed to have light colored roofing material with a solar reflective index of greater than 78
- Ensure rooftop solar panels are installed and operated to supply 100% of the power needed to operate all non-refrigerated portions of the development project
- Require power sources at loading docks for all refrigerated trucks have “plugin” capacity, which will eliminate prolonged idling while loading and unloading goods
- Incorporate bicycle racks and electric bike plug-ins
- Require the use of low volatile organic compounds (VOC) architectural and industrial maintenance coatings
- Designate an area during construction to charge electric powered construction vehicles and equipment, if temporary power is available
- Prohibit the use of non-emergency diesel-powered generators during construction
- Inform the project proponent of the incentive programs (e.g., Carl Moyer Program and Voucher Incentive Program) offered to reduce air emissions from the Project
- Ensure all landscaping be drought tolerant

8) Truck Routing

Truck routing involves the assessment of which roads Heavy Heavy-Duty (HHD) trucks take to and from their destination, and the emissions impact that the HHD trucks may have on residential communities and sensitive receptors. Since the Project consists of the construction of industrial warehouse/distribution development, the Project is expected to generate an increase in HHD truck trips.

The District recommends the County evaluate HHD truck routing patterns for the Project, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. This evaluation would consider the current truck routes, the quantity and type of each truck (e.g., Medium Heavy-Duty, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or

the day of the week, overall Vehicle Miles Traveled (VMT), and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality.

9) Cleanest Available Heavy-Duty Trucks

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NO_x emissions in the San Joaquin Valley. Accordingly, to meet federal air quality attainment standards, the District's ozone and particulate matter attainment plans rely on a significant and rapid transition of HHD fleets to zero or near-zero emissions technologies.

For development projects which typically generate a high volume of HHD truck traffic (e.g., "high-cube" warehouses or distribution centers), there are HHD trucks traveling to-and-from the project location at longer distribution trip length distances. Since the Project may exceed the District significance thresholds, the District recommends that the following measures be considered by the County to reduce Project-related operational emissions:

- *Recommended Measure:* Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero technologies.
- *Recommended Measure:* All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.

10) Reduce Idling of Heavy-Duty Trucks

The goal of this strategy is to limit the potential for localized PM_{2.5} and toxic air contaminant impacts associated with the idling of Heavy-Duty trucks. The diesel exhaust from idling has the potential to impose significant adverse health and environmental impacts.

Since the Project is expected to result in HHD truck trips, the District recommends the DEIR include measures to ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) and discuss the importance of limiting the amount of idling, especially near sensitive receptors. In addition, the District recommends the County consider the feasibility of implementing a more stringent 3-minute idling restriction and requiring appropriate signage and enforcement of idling restrictions.

11) Electric On-Site Off-Road and On-Road Equipment

Since the development project may include Heavy Industrial and Light Industrial uses, the Project may have the potential to result in increased use of off-road

equipment (e.g., forklifts) and on-road equipment (e.g., mobile yard trucks with the ability to move materials). The District recommends that the DEIR include requirements for project proponents to utilize electric or zero emission off-road and on-road equipment.

12)Under-fired Charbroilers

The Project may have restaurants with under-fired charbroilers. Such charbroilers may pose the potential for immediate health risk, particularly when located in densely populated areas or near sensitive receptors.

Since the cooking of meat can release carcinogenic PM_{2.5} species, such as polycyclic aromatic hydrocarbons, controlling emissions from new under-fired charbroilers will have a substantial positive impact on public health. The air quality impacts on neighborhoods near restaurants with under-fired charbroilers can be significant on days when meteorological conditions are stable, when dispersion is limited and emissions are trapped near the surface within the surrounding neighborhoods. This potential for neighborhood-level concentration of emissions during evening or multi-day stagnation events raises air quality concerns.

Furthermore, reducing commercial charbroiling emissions is essential to achieving attainment of multiple federal PM_{2.5} standards. Therefore, the District recommends that the DEIR include a measure requiring the assessment and potential installation, as technologically feasible, of particulate matter emission control systems for new large restaurants operating under-fired charbroilers.

The District is available to assist the County and project proponents with this assessment. Additionally, the District is currently offering substantial incentive funding that covers the full cost of purchasing, installing, and maintaining the system during a demonstration period covering two years of operation. Please contact the District at (559) 230-5800 or technology@valleyair.org for more information, or visit: <https://ww2.valleyair.org/grants/restaurant-charbroiler-technology-partnership/>

13)Vegetative Barriers and Urban Greening

The District suggests the County consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residential units).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker

vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

14)Clean Lawn and Garden Equipment in the Community

Since the Project consists of commercial development, gas-powered lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: <https://ww2.valleyair.org/grants/clean-green-yard-machines-residential/> and <https://ww2.valleyair.org/grants/zero-emission-landscaping-equipment-voucher-program/>.

15)On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the County consider incorporating solar power systems as an emission reduction strategy for the Project.

16)Electric Infrastructure

The District recommends that the County require all nonresidential buildings be designed to provide electric infrastructure to support the use of on-road zero emissions vehicles, such as HHD trucks associated with a warehouse or commercial project.

To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles.

The District recommends that the County and project proponents install electric vehicle chargers at project sites, and at strategic locations.

Please visit <https://ww2.valleyair.org/grants/charge-up> for more information.

17) District's Bikeway Incentive Program

Incorporating design elements (e.g., installing bikeways) within the Project that enhance walkability and connectivity can result in an overall reduction of vehicles miles traveled (VMT) and improve air quality within the area. The Project may be eligible for funding through the District's Bikeway Incentive Program. The Bikeway Incentive Program provides funding for eligible Class 1 (Bicycle Path Construction), Class II (Bicycle Lane Striping), or Class III (Bicycle Route) projects. These incentives are designed to support the construction of new bikeway projects to promote clean air through the development of a widespread, interconnected network of bike paths, lanes, or routes and improving the general safety conditions for commuter bicyclists. Only municipalities, government agencies, or public educational institutions are eligible to apply. More information on the grant program can be found at:
<https://ww2.valleyair.org/grants/bike-paths/>

Guidelines and Project Eligibility for the grant program can be found at:
<https://ww2.valleyair.org/media/drpijuw1/bikeway-program-guidelines-62515.pdf>

18) Nuisance Odors

While offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public and often resulting in citizen complaints.

The County should consider all available pertinent information to determine if the Project could have a significant impact related to nuisance odors. Nuisance odors may be assessed qualitatively taking into consideration the proposed business or industry type and its potential to create odors, as well as proximity to off-site receptors that potentially would be exposed to objectionable odors. The intensity of an odor source's operations and its proximity to receptors influences the potential significance of malodorous emissions. Any project with the potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact.

According to the District Guidance for Assessing and Mitigating air Quality Impacts (GAMAQI), a significant odor impact is defined as more than one confirmed complaint per year averaged over a three-year period, or three unconfirmed complaints per year averaged over a three-year period.

An unconfirmed complaint means that either the odor or air contaminant release could not be detected, or the source of the odor could not be determined.

The District is available to assist the County with information regarding specific facilities and categories of facilities, and associated odor complaint records.

19) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: <https://ww2.valleyair.org/rules-and-planning/current-district-rules-and-regulations>. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (209) 557-6446.

19a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

This Project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the Project proponent should submit to the District an application for an ATC. For further information or assistance, the project proponent may contact the District's SBA Office at (209) 557-6446.

19b) District Rule 9510 - Indirect Source Review (ISR)

The Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and will equal or exceed 2,000 square feet of commercial space.

The purpose of District Rule 9510 is to reduce the growth in both NO_x and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NO_x and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Per Section 5.0 of the ISR Rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. As of the date of this letter, the District has not received an AIA application for this Project. Please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510 so that proper mitigation and clean air design under ISR can be incorporated into the Project's design. One AIA application should be submitted for the entire Project.

Information about how to comply with District Rule 9510 can be found online at: <https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview>

The AIA application form can be found online at: <https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview/forms-and-applications/>

District staff is available to provide assistance, and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

19c) District Rule 9410 (Employer Based Trip Reduction)

The Project may be subject to District Rule 9410 (Employer Based Trip Reduction) if the project would result in employment of 100 or more "eligible" employees. District Rule 9410 requires employers with 100 or more "eligible" employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees.

Information about District Rule 9410 can be found online at:

<https://ww2.valleyair.org/compliance/rule-9410-employer-based-trip-reduction/>.

For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at etrip@valleyair.org

19d) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: <https://ww2.valleyair.org/compliance/demolition-renovation/>

19e) District Rule 4601 (Architectural Coatings)

The Project will be subject to District Rule 4601 since it is expected to utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at: <https://ww2.valleyair.org/media/tkgjeusd/rule-4601.pdf>

19f) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*.

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities).

For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at: <https://ww2.valleyair.org/media/fm3jrbsq/dcp-form.docx>

Information about District Regulation VIII can be found online at:
<https://ww2.valleyair.org/dustcontrol>

19g) District Rule 4901 - Wood Burning Fireplaces and Heaters

The purpose of this rule is to limit emissions of carbon monoxide and particulate matter from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. This rule establishes limitations on the installation of new wood burning fireplaces and wood burning heaters. Specifically, at elevations below 3,000 feet in areas with natural gas service, no person shall install a wood burning fireplace, low mass fireplace, masonry heater, or wood burning heater.

Information about District Rule 4901 can be found online at:
<https://ww2.valleyair.org/compliance/residential-wood-smoke-reduction-program/>

19h) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

20) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Jacob Torrez by e-mail at Jacob.torrez@valleyair.org or by phone at (559) 230-6558.

Sincerely,

Tom Jordan
Director of Policy and Government Affairs



For: Mark Montelongo
Program Manager

January 16, 2025

Brian Millar
County of San Joaquin
Community Development Department
1810 East Hazelton Avenue
Stockton, CA, 95205

Project: Notice of Preparation of a Draft Environmental Impact Report for the Pacific Gateway Specific Plan Project

District CEQA Reference No: 20241414

Dear Mr. Millar:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) from the County of San Joaquin (County) for the Pacific Gateway Specific Plan Project. Per the NOP, the project consists of the development of a 1,576.7-acre site into five areas totaling 26,307,150 square feet of development, including industrial primarily, commercial, education, recreational, and utility facilities such as parks, roads, water and sewer systems, stormwater basins, and a fire station (Project). The Project is located north and east of Interstate 580 and north of State Route 132, approximately two miles west of I-5 in San Joaquin County, CA.

The District offers the following comments at this time regarding the Project:

1) Project Related Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM_{2.5}) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM₁₀, and PM_{2.5} standards.

The District's initial review of the Project concludes that emissions resulting from construction and/or operation of the Project would exceed any of the following significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: <https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf>.

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

The District recommends that a more detailed preliminary review of the Project be conducted for the Project's construction and operational emissions.

1a) Construction Emissions

The District recommends, to reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment.

1b) Operational Emissions

Operational (ongoing) air emissions from mobile sources and stationary sources should be analyzed separately. For reference, the District's significance thresholds are identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts:

<https://ww2.valleyair.org/media/q4nl3p0g/gamaqi.pdf>.

Recommended Mitigation Measure: At a minimum, project related impacts on air quality should be reduced to levels below the District's significance thresholds through incorporation of design elements such as the use of cleaner Heavy Heavy-Duty (HHD) trucks and vehicles, measures that reduce Vehicle Miles Traveled (VMTs), and measures that increase energy efficiency. More information on transportation mitigation measures can be found at: <https://ww2.valleyair.org/media/ob0pweru/clean-air-measures.pdf>

1c) Project Trip Length for HHD Truck Travel

The County's environmental review should adequately characterize and justify an appropriate trip length distance for off-site HHD truck travel to and from the Project site. Based on the following factors: 1) the Project includes 24,675,000 square feet of industrial development with potential warehousing that could be expected to generate a high volume of HHD truck trips, and 2) HHD trucks generally travel further distances for distribution. The District recommends the environmental review include a discussion characterizing an appropriate trip length distance for HHD truck travel, and reflect such appropriate distance supported by project-specific factors.

1d) Recommended Model for Quantifying Air Emissions

Project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

2) Health Risk Screening/Assessment

The County should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for the Project. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):

A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology. Please contact the District for assistance with performing a Prioritization analysis.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

Health Risk Assessment:

Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the health impacts would exceed the District's established risk thresholds, which can be found here:

<https://ww2.valleyair.org/permitting/ceqa/>.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors to prevent the creation of a significant health risk in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at <https://ww2.arb.ca.gov/our-work/programs/resource-center/strategy-development/land-use-resources>.

3) Health Impact Discussion

As required by the recent decision in *Sierra Club v. County of Fresno* (2018) 6 Cal.4th 502, a reasonable effort to discuss relevant specifics regarding the connection between potential adverse air quality impacts from the Project with the likely nature and magnitude of potential health impacts may be required. If the potential health impacts from the Project cannot be specifically correlated, explain what is known and why, given scientific constraints, potential health impacts cannot be translated.

4) Ambient Air Quality Analysis

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

An AAQA uses air dispersion modeling to determine if emission increase from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. An acceptable analysis would include emissions from both project-

specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance, is available online at the District's website:
<https://ww2.valleyair.org/permitting/ceqa/>.

5) Voluntary Emission Reduction Agreement

Criteria pollutant emissions may result in emissions exceeding the District's significance thresholds, potentially resulting in a significant impact on air quality. When a project is expected to have a significant impact, the District recommends the DEIR also include a discussion on the feasibility of implementing a Voluntary Emission Reduction Agreement (VERA) for this Project.

A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects, with the District serving a role of administrator of the emissions reduction projects and verifier of the successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate project specific emissions by providing funds for the District's incentives programs. The funds are disbursed by the District in the form of grants for projects that achieve emission reductions. Thus, project-related impacts on air quality can be mitigated. Types of emission reduction projects that have been funded in the past include electrification of stationary internal combustion engines (such as agricultural irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient heavy-duty trucks, and replacement of agricultural equipment with the latest generation technologies.

In implementing a VERA, the District verifies the actual emission reductions that have been achieved as a result of completed grant contracts, monitors the emission reduction projects, and ensures the enforceability of achieved reductions. After the project is mitigated, the District certifies to the Lead Agency that the mitigation is completed, providing the Lead Agency with an enforceable mitigation measure demonstrating that project-related emissions have been mitigated. To assist the Lead Agency and project proponent in ensuring that the environmental document is compliant with CEQA, the District recommends the environmental document includes an assessment of the feasibility of implementing a VERA.

6) Industrial/Warehouse Emission Reduction Strategies

The District recommends the County incorporate emission reduction strategies that can reduce potential harmful health impacts, such as those listed below:

- Require cleanest available heavy-duty trucks and off-road equipment (see comment 8)
- Require HHD truck routing patterns that limit exposure of residential communities and sensitive receptors to emissions (see comment 7)
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- Require loading docks a minimum of 300 feet away from the property line of sensitive receptor unless dock is exclusively used for electric trucks
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- Require projects be designed to provide the necessary infrastructure to support use of zero-emissions on-road vehicles and off-road equipment (see comment 15)
- Require all building roofs are solar-ready
- Require all portions of roof tops that are not covered with solar panels are constructed to have light colored roofing material with a solar reflective index of greater than 78
- Ensure rooftop solar panels are installed and operated to supply 100% of the power needed to operate all non-refrigerated portions of the development project
- Require power sources at loading docks for all refrigerated trucks have “plugin” capacity, which will eliminate prolonged idling while loading and unloading goods
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- Prohibit the use of non-emergency diesel-powered generators during construction
- Inform the project proponent of the incentive programs (e.g., Carl Moyer Program and Voucher Incentive Program) offered to reduce air emissions from the Project
- Ensure all landscaping be drought tolerant

7) Truck Routing

Truck routing involves the assessment of which roads HHD trucks take to and from their destination, and the emissions impact that the HHD trucks may have on residential communities and sensitive receptors.

Since the Project will result in an increase of industrial uses, the District recommends the County evaluate HHD truck routing patterns for the Project, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. This evaluation would consider the current truck routes, the quantity and type of each truck (e.g., Medium Heavy-Duty, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall Vehicle Miles Traveled (VMT), and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality.

8) Cleanest Available Heavy-Duty Trucks

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NO_x emissions in the San Joaquin Valley. Accordingly, to meet federal air quality attainment standards, the District's ozone and particulate matter attainment plans rely on a significant and rapid transition of HHD fleets to zero or near-zero emissions technologies.

Since the Project includes industrial uses which could result in a high volume of HHD truck traffic (e.g., "high-cube" warehouses or distribution centers), there are HHD trucks traveling to-and-from the project location at longer distribution trip length distances. Since the Project would exceed the District significance thresholds, the District recommends that the following measures be considered by the County to reduce Project-related operational emissions:

- *Recommended Measure:* Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero technologies.
- *Recommended Measure:* All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.

9) Reduce Idling of Heavy-Duty Trucks

The goal of this strategy is to limit the potential for localized PM_{2.5} and toxic air contaminant impacts associated with the idling of Heavy-Duty trucks. The diesel exhaust from idling has the potential to impose significant adverse health and environmental impacts.

Since the Project will result in HDD truck trips, the District recommends the DEIR include measures to ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) and discuss the importance of limiting the amount of idling, especially near sensitive receptors. In addition, the District recommends the County consider the feasibility of implementing a more stringent 3-minute idling restriction and requiring appropriate signage and enforcement of idling restrictions.

10) Electric On-Site Off-Road and On-Road Equipment

Since the Project will include Industrial uses, the Project may have the potential to result in increased use of off-road equipment (e.g., forklifts) and on-road equipment (e.g., mobile yard trucks with the ability to move materials). The District recommends that the DEIR include requirements for project proponents to utilize electric or zero emission off-road and on-road equipment.

11) Under-fired Charbroilers

The Project may have restaurants with under-fired charbroilers. Such charbroilers may pose the potential for immediate health risk, particularly when located in densely populated areas or near sensitive receptors.

Since the cooking of meat can release carcinogenic PM_{2.5} species, such as polycyclic aromatic hydrocarbons, controlling emissions from new under-fired charbroilers will have a substantial positive impact on public health. The air quality impacts on neighborhoods near restaurants with under-fired charbroilers can be significant on days when meteorological conditions are stable, when dispersion is limited and emissions are trapped near the surface within the surrounding neighborhoods. This potential for neighborhood-level concentration of emissions during evening or multi-day stagnation events raises air quality concerns.

Furthermore, reducing commercial charbroiling emissions is essential to achieving attainment of multiple federal PM_{2.5} standards. Therefore, the District recommends that the DEIR include a measure requiring the assessment and potential installation, as technologically feasible, of particulate matter emission control systems for new large restaurants operating under-fired charbroilers.

The District is available to assist the County and project proponents with this assessment. Additionally, the District is currently offering substantial incentive funding that covers the full cost of purchasing, installing, and maintaining the system during a demonstration period covering two years of operation. Please contact the District at (559) 230-5800 or technology@valleyair.org for more information, or visit: <https://ww2.valleyair.org/grants/restaurant-charbroiler-technology-partnership/>

12)Vegetative Barriers and Urban Greening

There are residential units located east and west of the Project. The District suggests the County consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residential units).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

13)Clean Lawn and Garden Equipment in the Community

Since the Project consists of commercial development, gas-powered commercial lawn and garden equipment have the potential to result in an increase of NO_x and PM_{2.5} emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: <https://ww2.valleyair.org/grants/clean-green-yard-machines-residential/> and <https://ww2.valleyair.org/grants/zero-emission-landscaping-equipment-voucher-program/>.

14)On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the County consider incorporating solar power systems as an emission reduction strategy for the Project.

15) Electric Infrastructure

The District recommends that the County require all nonresidential buildings be designed to provide electric infrastructure to support the use of on-road zero emissions vehicles, such as HHD trucks associated with the Project.

Additionally, to support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, and businesses, to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the County and project proponents install electric vehicle chargers at project sites, and at strategic locations.

Please visit <https://ww2.valleyair.org/grants/charge-up> for more information.

16) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: <https://ww2.valleyair.org/rules-and-planning/current-district-rules-and-regulations>. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (209) 557-6446.

16a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified

Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

This Project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the Project proponent should submit to the District an application for an ATC. For further information or assistance, the project proponent may contact the District's SBA Office at (209) 557-6446.

16b) District Rule 9510 - Indirect Source Review (ISR)

The Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and will equal or exceed 9,000 square feet for a mixed use development.

The purpose of District Rule 9510 is to reduce the growth in both NO_x and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NO_x and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Per Section 5.0 of the ISR Rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. As of the date of this letter, the District has not received an AIA application for this Project. Please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510 so that proper mitigation and clean air design under ISR can be incorporated into the Project's design. One AIA application should be submitted for the entire Project.

Information about how to comply with District Rule 9510 can be found online at: <https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview>

The AIA application form can be found online at: <https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview/forms-and-applications/>

District staff is available to provide assistance, and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

16c) District Rule 9410 (Employer Based Trip Reduction)

The Project may be subject to District Rule 9410 (Employer Based Trip Reduction) if the project would result in employment of 100 or more “eligible” employees. District Rule 9410 requires employers with 100 or more “eligible” employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees.

Information about District Rule 9410 can be found online at:
<https://ww2.valleyair.org/compliance/rule-9410-employer-based-trip-reduction/>.

For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at etrip@valleyair.org

16d) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: <https://ww2.valleyair.org/compliance/demolition-renovation/>

16e) District Rule 4601 (Architectural Coatings)

The Project may be subject to District Rule 4601 since it may utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at:
<https://ww2.valleyair.org/media/tkgjeusd/rule-4601.pdf>

16f) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*.

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at: <https://ww2.valleyair.org/media/fm3jrbsq/dcp-form.docx>

Information about District Regulation VIII can be found online at:
<https://ww2.valleyair.org/dustcontrol>

16g) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

17) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Eric McLaughlin by e-mail at eric.mclaughlin@valleyair.org or by phone at (559) 230-5808.

Sincerely,

Tom Jordan
Director of Policy and Government Affairs



For: Mark Montelongo
Program Manager



February 21, 2025

Sent via email

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

Re: Pacific Gateway Project Notice of Preparation

Dear Mr. Millar,

I write to inform you that the County of San Joaquin failed to notify the Center for Biological Diversity (“Center”) regarding the County’s December 20, 2024 publication of a new Notice of Preparation for the Pacific Gateway Project (“Project.”) This failure deprived the Center of the opportunity to meaningfully comment on the scope and contents of the environmental impact report and violates the California Environmental Quality Act’s clear mandates to provide notice to interested parties.

The Center is a non-profit, public interest environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has over 1.7 million members and online activists throughout California and the United States. The Center has worked for many years to protect imperiled plants and wildlife, open space, air and water quality, and overall quality of life for people in San Joaquin County. The Center frequently participates in environmental review for development projects in California and submits comment letters throughout the CEQA environmental review process.

On November 21, 2023, the Center for Biological Diversity timely submitted comments on the NOP for the Pacific Gateway Project that the County released on October 23, 2023. In her cover email, Dr. Sofia Prado-Irwin asked the County to add herself, Frances Tinney and Theresa Rettinghouse to the notice list for the Project. (Exhibit A.) On December 21, 2023, Dr. Prado-Irwin repeated the request and was told we would be added to the list. (Exhibit A.) On December 20, 2024, the County released a new NOP for the Pacific Gateway project and did not notify the Center or any staff members. To date, the County has not provided the Center with notice of any

Project developments, nor has the County explained why it failed to provide notice. The County has no apparent justification for the failure to provide notice.

The California Environmental Quality Act (“CEQA”) requires that lead agencies provide notice to the name and last known address of all individuals and organizations that have previously made a written request for such notice. (Pub. Resources Code, 21080.4, subd. (a), 21092.2, subd. (a); CEQA Guidelines 15082, subd. (a).) The Center has made two written requests, and the County confirmed that the requests were received. By failing to notify the Center before the scoping period closed, the County has deprived the Center of its right to submit information or comments to the County to assist in the preparation of the EIR. (CEQA Guidelines 15084, subd. (c).)

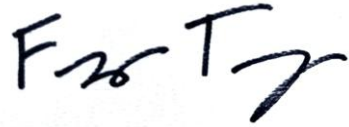
The December 2024 NOP, just like the October 2023 NOP, concerns Ridgeline Property Group’s proposal to build roughly 25 million square feet of industrial development on land north and east of Interstate 580 and north of State Route 132. The December 2024 NOP acknowledges that it concerns a slightly altered version of the same project discussed in the October 23, 2023 NOP and that it represents the next step in the applicant’s ongoing effort to get that Project approved. The December 2024 NOP says that the applicant redesigned the Project in response to “valuable input” received from the community on the original application. Anyone who commented on and requested notice of the version of the Project contemplated in the December 2024 NOP is entitled to notice of the next stage of environmental review for that Project. Here, the next stage of the process came in the form of another NOP. The Center, and any other organization that requested notice, was entitled to receive that notice.

Should the County go forward with preparing and circulating a DEIR after a deficient scoping process, it will do so in violation of CEQA. The Center requests that the County recirculate the NOP and reopen the comment period for at least 30 days in order to give the Center—and any other potentially interested parties who were not notified of the document’s availability—time to review and comment on the document.

Given the possibility that the Center will be required to pursue legal remedies to ensure that the County complies with its legal obligations including those arising under CEQA, we would like to remind the County of its statutory duty to maintain and preserve all documents and communications that may constitute part of the “administrative record” of this proceeding. (§ 21167.6(e); *Golden Door Properties, LLC v. Superior Court* (2020) 53 Cal.App.5th 733, 762-65.) The administrative record encompasses any and all documents and communications that relate to any and all actions taken by the County with respect to the Project, and includes “pretty much everything that ever came near a proposed [project] or [] the agency’s compliance with CEQA” (*County of Orange v. Superior Court* (2003) 113 Cal.App.4th 1, 8.) The administrative record further includes all correspondence, emails, and text messages sent to or received by the County’s representatives or employees, that relate to the Project, including any correspondence, emails, and text messages sent between the County’s representatives or employees and the Applicant’s representatives or employees. Maintenance and preservation of the administrative record requires that, *inter alia*, the County (1) suspend all data destruction policies; and (2) preserve all relevant hardware unless an exact replica of each file is made.

We request a response to this letter. Please direct your response to me at the email listed below and do not hesitate to call me with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Frances Tinney". The signature is stylized, with the first name "Frances" written in a cursive-like script and the last name "Tinney" in a more blocky, capital-letter style.

Frances Tinney
Attorney
Center for Biological Diversity
2100 Franklin St., Suite 375
Oakland, CA 94612
(509) 432-9256
ftinney@biologicaldiversity.org

Exhibit A



RE: Comments on Pacific Gateway Project NOP, SCH No. 2023100642

From Sofia Prado-Irwin <spradoirwin@biologicaldiversity.org>

Date Fri 12/22/2023 9:40 AM

To Millar, Brian [CDD] <bmillar@sjgov.org>

Cc Frances Tinney <FTinney@biologicaldiversity.org>; Theresa Rettinghouse <trettinghouse@biologicaldiversity.org>; Planning [CDD] <planning@sjgov.org>

Good morning Mr. Millar,
Thank you for the confirmation, much appreciated.

Happy Holidays,

Sofia Prado-Irwin, PhD
[pronouns](#): she/her/hers
Staff Scientist
Urban Wildlands Program
Center for Biological Diversity
spradoirwin@biologicaldiversity.org
(510) 844-7100 x548

From: Millar, Brian [CDD] <bmillar@sjgov.org>

Sent: Thursday, December 21, 2023 7:14 PM

To: Sofia Prado-Irwin <spradoirwin@biologicaldiversity.org>

Cc: Frances Tinney <FTinney@biologicaldiversity.org>; Theresa Rettinghouse <trettinghouse@biologicaldiversity.org>; Planning [CDD] <planning@sjgov.org>

Subject: RE: Comments on Pacific Gateway Project NOP, SCH No. 2023100642

Good evening,
Yes, the comments were received and were passed along to the project EIR consultant; this includes the references you had provided.

We'll be sure to add you to the County's contact list for this project as well.

Please let me know of any additional questions...

Kind regards,

Brian Millar

Project Planner

Ph: 209.468.0291

From: Sofia Prado-Irwin <spradoirwin@biologicaldiversity.org>

Sent: Thursday, December 21, 2023 3:28 PM

To: Millar, Brian [CDD] <bmillar@sjgov.org>

Cc: Frances Tinney <FTinney@biologicaldiversity.org>; Theresa Rettinghouse <trettinghouse@biologicaldiversity.org>; Planning [CDD] <planning@sjgov.org>

Subject: RE: Comments on Pacific Gateway Project NOP, SCH No. 2023100642

Good afternoon Mr. Millar,

I am following up on an email I sent last month with comments submitted on behalf of the Center for Biological Diversity regarding the Pacific Gateway Project (State Clearinghouse No. 2023100642). I have not received confirmation that you received our comments, which were submitted ahead of the deadline. Please confirm receipt of the attached letter in the previous email as well as the references included in the OneDrive link below. Additionally, please add me and my colleagues Frances Tinney and Theresa Rettinghouse (cc'd) to the notice list for the project.

Thank you,

Sofia Prado-Irwin, PhD

[pronouns](#): she/her/hers

Staff Scientist

Urban Wildlands Program

Center for Biological Diversity

spradoirwin@biologicaldiversity.org

(510) 844-7100 x548

From: Sofia Prado-Irwin

Sent: Tuesday, November 21, 2023 3:16 PM

To: bmillar@sjgov.org

Cc: Frances Tinney <FTinney@biologicaldiversity.org>; Theresa Rettinghouse <TRettinghouse@biologicaldiversity.org>

Subject: Comments on Pacific Gateway Project NOP, SCH No. 2023100642

Good afternoon Mr. Millar,

Please accept these comments submitted on behalf of the Center for Biological Diversity regarding the Pacific Gateway Project (State Clearinghouse No. 2023100642). Please add me and my colleagues Frances Tinney and Theresa Rettinghouse (cc'd) to the notice list for the project.

Please confirm receipt of the attached letter and of the references included in the OneDrive link below:

☐ [Pacific Gateway references](#)

Thank you,

Sofia Prado-Irwin, PhD

[pronouns](#): she/her/hers

Staff Scientist

Urban Wildlands Program

Center for Biological Diversity - Denver

spradoirwin@biologicaldiversity.org

(510) 844-7100 x548

From: DoNotReply@auburnrancheria.com <DoNotReply@auburnrancheria.com>
Sent: Thursday, January 2, 2025 10:39 AM
To: Millar, Brian [CDD] <bmillar@sjgov.org>
Subject: UAIC Response for Pacific Gateway Project



On behalf of the Tribal Historic Preservation Department of the United Auburn Indian Community (UAIC), thank you for providing the Pacific Gateway Project notification received on 12/26/2024. After a thorough assessment, including a detailed review within our Tribal Historic Information System, we have determined that this project is not likely to affect resources of cultural significance to UAIC and government-to-government consultation is not required. In the event of an unanticipated discovery of a cultural resource, please contact us immediately. Kindly include this response in your administrative record.

Sincerely,

Josef Fore, UAIC Tribal Historic Preservation Officer

****This is an automated email. Replies to this address will not be received.**



Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act

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In carrying out its duty to enforce laws across California, the California Attorney General's Bureau of Environmental Justice (Bureau)¹ regularly reviews proposed warehouse projects for compliance with the California Environmental Quality Act (CEQA) and other laws. When necessary, the Bureau submits comment letters to lead agencies regarding warehouse projects, and in rare cases the Bureau has filed litigation to enforce CEQA.² This document builds upon the Bureau's work on warehouse projects, collecting information gained from the Bureau's review of hundreds of warehouse projects across the state.³ It is meant to help lead agencies pursue CEQA compliance and promote environmentally-just development as they confront warehouse project proposals.⁴ While CEQA analysis is necessarily project-specific, this document provides information on feasible best practices and mitigation measures, nearly all of which have been adapted from actual warehouse projects in California.

I. Background

In recent years, the proliferation of e-commerce and rising consumer expectations of rapid shipping have contributed to a boom in warehouse development.⁵ California, with its ports, population centers, and transportation network, has found itself at the center of this trend. In 2020, the Ports of Los Angeles, Long Beach, and Oakland collectively accounted for over 34% of all United States international container trade.⁶ The Ports of Los Angeles and Long Beach alone generate about 35,000 container truck trips every day.⁷ Accordingly, the South Coast Air Basin now contains approximately 3,000 warehouses of over 100,000 square feet each, with a total warehouse capacity of approximately 700 million square feet, an increase of 20 percent over the last five years.⁸ This trend has only accelerated, with e-commerce growing to

¹ <https://oag.ca.gov/environment/justice>.

² <https://oag.ca.gov/environment/ceqa>; *People of the State of California v. City of Fontana* (Super. Ct. San Bernardino County, No. CIVSB2121829); *South Central Neighbors United et al. v. City of Fresno et al.* (Super. Ct. Fresno County, No. 18CECG00690).

³ This September 2022 version revises and replaces the prior March 2021 version of this document.

⁴ Anyone reviewing this document to determine CEQA compliance responsibilities should consult their own attorney for legal advice.

⁵ As used in this document, "warehouse" or "logistics facility" is defined as a facility consisting of one or more buildings that stores cargo, goods, or products on a short- or long-term basis for later distribution to businesses and/or retail customers.

⁶ Data from the Bureau of Transportation Statistics, Container TEUs (Twenty-foot Equivalent Units) (2020), <https://data.bts.gov/stories/s/Container-TEU/x3fb-aeda/> (Ports of Los Angeles, Long Beach, and Oakland combined for 14.157 million TEUs, 34% of 41.24 million TEUs total nationwide) (last accessed September 18, 2022).

⁷ U.S. Dept. of Transportation, Federal Highway Administration, *FHWA Operations Support – Port Peak Pricing Program Evaluation* (2020), available at <https://ops.fhwa.dot.gov/publications/fhwahop09014/sect2.htm> (last accessed September 18, 2022).

⁸ South Coast Air Qual. Mgmt. Dist., *Final Socioeconomic Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305*, at 7-8, 41 (May 2021).

13% of all retail sales and 2021 being a second consecutive record year for new warehouse space leased.⁹ The latest data and forecasts predict that the next wave of warehouse development will be in the Central Valley.¹⁰

When done properly, these activities can contribute to the economy and consumer welfare. However, imprudent warehouse development can harm local communities and the environment. Among other pollutants, diesel trucks visiting warehouses emit nitrogen oxide (NO_x)—a primary precursor to smog formation and a significant factor in the development of respiratory problems like asthma, bronchitis, and lung irritation—and diesel particulate matter (a subset of fine particular matter that is smaller than 2.5 micrometers)—a contributor to cancer, heart disease, respiratory illnesses, and premature death.¹¹ Trucks and on-site loading activities can also be loud, bringing disruptive noise levels during 24/7 operation that can cause hearing damage after prolonged exposure.¹² The hundreds, and sometimes thousands, of daily truck and passenger car trips that warehouses generate contribute to traffic jams, deterioration of road surfaces, and traffic accidents.

These environmental impacts also tend to be concentrated in neighborhoods already suffering from disproportionate health impacts and systemic vulnerability. For example, a comprehensive study by the South Coast Air Quality Management District found that communities located near large warehouses scored far higher on California’s environmental justice screening tool, which measures overall pollution and demographic vulnerability.¹³ That

⁹ U.S. Census Bureau News, Quarterly Retail E-Commerce Sales 4th Quarter 2021 (February 22, 2022), https://www.census.gov/retail/mrts/www/data/pdf/ec_current.pdf (last accessed September 18, 2022); CBRE Research, *2022 North America Industrial Big Box Report: Review and Outlook*, at 2-3 (March 2022), available at <https://www.cbre.com/insights/reports/2022-north-america-industrial-big-box#download-report> (last accessed September 18, 2022).

¹⁰ CBRE Research, *supra* note 9, at 4, 36; New York Times, *Warehouses Are Headed to the Central Valley, Too* (Jul. 22, 2020), available at <https://www.nytimes.com/2020/07/22/us/coronavirus-ca-warehouse-workers.html>.

¹¹ California Air Resources Board, Nitrogen Dioxide & Health, <https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health> (last accessed September 18, 2022) (NO_x); California Air Resources Board, Summary: Diesel Particulate Matter Health Impacts, <https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts> (last accessed September 18, 2022); Office of Environmental Health Hazard Assessment and American Lung Association of California, Health Effects of Diesel Exhaust, <https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf> (last accessed September 18, 2022) (DPM).

¹² Noise Sources and Their Effects, <https://www.chem.purdue.edu/chemsafety/Training/PPETrain/dblevels.htm> (last accessed September 18, 2022) (a diesel truck moving 40 miles per hour, 50 feet away, produces 84 decibels of sound).

¹³ South Coast Air Quality Management District, “Final Socioeconomic Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305” (May 2021), at 4-5.

study concluded that, compared to the South Coast Air Basin averages, communities in the South Coast Air Basin near large warehouses had a substantially higher proportion of people of color; were exposed to more diesel particulate matter; had higher rates of asthma, cardiovascular disease, and low birth weights; and had higher poverty and unemployment rates.¹⁴ Each area has its own unique history, but many of these impacts and vulnerabilities reflect historic redlining practices in these communities, which devalued land and concentrated poverty, racial outgroups, and pollution into designated areas.¹⁵

II. Proactive Planning: General Plans, Local Ordinances, and Good Neighbor Policies

To systematically guide warehouse development, we encourage local governing bodies to proactively plan for logistics projects in their jurisdictions. Proactive planning allows jurisdictions to prevent land use conflicts before they materialize and direct sustainable development. Benefits also include providing a predictable business environment, protecting residents from environmental harm, and setting consistent expectations jurisdiction-wide.

Proactive planning can take many forms. Land use designation and zoning decisions should channel development into appropriate areas. For example, establishing industrial districts near major highway and rail corridors but away from sensitive receptors¹⁶ can help attract investment while avoiding conflicts between warehouse facilities and residential communities. Transition zones with lighter industrial and commercial land uses may also help minimize conflicts between residential and industrial uses.

In addition, general plan policies, local ordinances, and good neighbor policies should set minimum standards for logistics projects. General plan policies can be incorporated into existing economic development, land use, circulation, or other related general plan elements. Many jurisdictions alternatively choose to consolidate policies in a separate environmental justice element. Adopting general plan policies to guide warehouse development may also help

¹⁴ *Id.* at 5-7.

¹⁵ Beginning in the 1930s, federal housing policy directed investment away from Black, immigrant, and working-class communities by color-coding neighborhoods according to the purported “riskiness” of loaning to their residents. In California cities where such “redlining” maps were drawn, nearly all of the communities where warehouses are now concentrated were formerly coded “red,” signifying the least desirable areas where investment was to be avoided. See University of Richmond Digital Scholarship Lab, Mapping Inequality, <https://dsl.richmond.edu/panorama/redlining/#loc=12/33.748/-118.272&city=los-angeles-ca> (Los Angeles), <https://dsl.richmond.edu/panorama/redlining/#loc=13/32.685/-117.132&city=san-diego-ca> (San Diego), <https://dsl.richmond.edu/panorama/redlining/#loc=11/37.81/-122.38&city=oakland-ca> (Oakland), <https://dsl.richmond.edu/panorama/redlining/#loc=13/37.956/-121.326&city=stockton-ca> (Stockton), <https://dsl.richmond.edu/panorama/redlining/#loc=12/36.751/-119.86&city=fresno-ca> (Fresno) (all last accessed September 18, 2022).

¹⁶ In this document, “sensitive receptors” refers to residences, schools, public recreation facilities, health care facilities, places of worship, daycare facilities, community centers, or incarceration facilities.

jurisdictions comply with their obligations under SB 1000, which requires local government general plans to identify objectives and policies to reduce health risks in disadvantaged communities, promote civil engagement in the public decision making process, and prioritize improvements and programs that address the needs of disadvantaged communities.¹⁷

Local ordinances and good neighbor policies that set development standards for all warehouses in the jurisdiction are a critical and increasingly common tool that serve several goals. When well-designed, these ordinances direct investment to local improvements, provide predictability for developers, conserve government resources by streamlining project review processes, and reduce the environmental impacts of industrial development. While many jurisdictions have adopted warehouse-specific development standards, an ordinance in the City of Fontana provides an example to review and build upon.¹⁸ Good neighbor policies in Riverside County and by the Western Riverside Council of Government include additional measures worth consideration.¹⁹

The Bureau encourages jurisdictions to adopt their own local ordinances that combine the strongest policies from those models with measures discussed in the remainder of this document.

III. Community Engagement

Early and consistent community engagement is central to establishing good relationships between communities, lead agencies, and warehouse developers and tenants. Robust community engagement can give lead agencies access to community residents' on-the-ground knowledge and information about their concerns, build community support for projects, and develop creative solutions to ensure new logistics facilities are mutually beneficial. Examples of best practices for community engagement include:

- Holding a series of community meetings at times and locations convenient to members of the affected community and incorporating suggestions into the project design.
- Posting information in hard copy in public gathering spaces and on a website about the project. The information should include a complete, accurate project description, maps and drawings of the project design, and information about how the public can provide input and be involved in the project approval process. The

¹⁷ For more information about SB 1000, see <https://oag.ca.gov/environment/sb1000>.

¹⁸ <https://oag.ca.gov/system/files/attachments/press-docs/Final%20Signed%20Fontana%20Ordinance.pdf> (last accessed September 18, 2022).

¹⁹ For example, the Riverside County policy requires community benefits agreements and supplemental funding contributions toward additional pollution offsets, and the Western Riverside Council of Governments policy sets a minimum buffer zone of 300 meters between warehouses and sensitive receptors. <https://www.rivcocob.org/wp-content/uploads/2020/01/Good-Neighbor-Policy-F-3-Final-Adopted.pdf> (last accessed September 18, 2022) (Riverside County); <http://www.wrcog.cog.ca.us/DocumentCenter/View/318/Good-Neighbor-Guidelines-for-Siting-Warehouse-Distribution-Facilities-PDF?bidId=> (last accessed September 18, 2022) (Western Riverside Council of Governments).

information should be in a format that is easy to navigate and understand for members of the affected community.

- Providing notice by mail to residents and schools within a certain radius of the project and along transportation corridors to be used by vehicles visiting the project, and by posting a prominent sign on the project site. The notice should include a brief project description and directions for accessing complete information about the project and for providing input on the project.
- Providing translation or interpretation in residents' native language, where appropriate.
- For public meetings broadcast online or otherwise held remotely, providing for access and public comment by telephone and supplying instructions for access and public comment with ample lead time prior to the meeting.
- Partnering with local community-based organizations to solicit feedback, leverage local networks, co-host meetings, and build support.
- Considering adoption of a community benefits agreement, negotiated with input from affected residents and businesses, by which the developer provides benefits to the affected community.
- Creating a community advisory board made up of local residents to review and provide feedback on project proposals in early planning stages.
- Identifying a person to act as a community liaison concerning on-site construction activity and operations, and providing contact information for the community liaison to the surrounding community.
- Requiring signage in public view at warehouse facilities with contact information for a local designated representative for the facility operator who can receive community complaints, and requiring any complaints to be answered by the facility operator within 48 hours of receipt.

IV. Warehouse Siting and Design Considerations

The most important consideration when planning a logistics facility is its location. Warehouses located in residential neighborhoods or near sensitive receptors expose community residents and those using or visiting sensitive receptor sites to the air pollution, noise, traffic, and other environmental impacts they generate. Therefore, placing facilities away from sensitive receptors significantly reduces their environmental and quality of life harms on local communities. The suggested best practices for siting and design of warehouse facilities does not relieve lead agencies' responsibility under CEQA to conduct a project-specific analysis of the project's impacts and evaluation of feasible mitigation measures and alternatives; lead agencies' incorporation of the best practices must be part of the impact, mitigation and alternatives analyses to meet the requirements of CEQA. Examples of best practices when siting and designing warehouse facilities include:

- Per California Air Resources Board (CARB) guidance, siting warehouse facilities so that their property lines are at least 1,000 feet from the property lines of the nearest sensitive receptors.²⁰
- Providing adequate amounts of on-site parking to prevent trucks and other vehicles from parking or idling on public streets and to reduce demand for off-site truck yards.
- Establishing setbacks from the property line of the nearest sensitive receptor to warehouse dock doors, loading areas, and truck drive aisles, and locating warehouse dock doors, loading areas, and truck drive aisles on the opposite side of the building from the nearest sensitive receptors—e.g., placing dock doors on the north side of the facility if sensitive receptors are near the south side of the facility.
- Placing facility entry and exit points from the public street away from sensitive receptors—e.g., placing these points on the north side of the facility if sensitive receptors are adjacent to the south side of the facility.
- Ensuring heavy duty trucks abide by the on-site circulation plans by constructing physical barriers to block those trucks from using areas of the project site restricted to light duty vehicles or emergency vehicles only.
- Preventing truck queuing spillover onto surrounding streets by positioning entry gates after a minimum of 140 feet of space for queuing, and increasing the distance by 70 feet for every 20 loading docks beyond 50 docks.
- Locating facility entry and exit points on streets of higher commercial classification that are designed to accommodate heavy duty truck usage.
- Screening the warehouse site perimeter and onsite areas with significant truck traffic (e.g., dock doors and drive aisles) by creating physical, structural, and/or vegetative buffers that prevent or substantially reduce pollutant and noise dispersion from the facility to sensitive receptors.
- Planting exclusively 36-inch box evergreen trees to ensure faster maturity and four-season foliage.
- Requiring all property owners and successors in interest to maintain onsite trees and vegetation for the duration of ownership, including replacing any dead or unhealthy trees and vegetation.
- Posting signs clearly showing the designated entry and exit points from the public street for trucks and service vehicles.
- Including signs and drive aisle pavement markings that clearly identify onsite circulation patterns to minimize unnecessary onsite vehicle travel.
- Posting signs indicating that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.

²⁰ CARB, Air Quality and Land Use Handbook: A Community Health Perspective (April 2005), at ES-1. CARB staff has released draft updates to this siting and design guidance which suggests a greater distance may be warranted in some scenarios. CARB, Concept Paper for the Freight Handbook (December 2019), available at https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf (last accessed September 18, 2022).

V. Air Quality and Greenhouse Gas Emissions Analysis and Mitigation

Emissions of air pollutants and greenhouse gases are often among the most substantial environmental impacts from new warehouse facilities. CEQA compliance demands a proper accounting of the full air quality and greenhouse gas impacts of logistics facilities and adoption of all feasible mitigation of significant impacts. Although efforts by CARB and other authorities to regulate the heavy-duty truck and off-road diesel fleets have made excellent progress in reducing the air quality impacts of logistics facilities, the opportunity remains for local jurisdictions to further mitigate these impacts at the project level. Lead agencies and developers should also consider designing projects with their long-term viability in mind. Constructing the necessary infrastructure to prepare for the zero-emission future of goods movement not only reduces a facility's emissions and local impact now, but it can also save money as demand for zero-emission infrastructure grows. In planning new logistics facilities, the Bureau strongly encourages developers to consider the local, statewide, and global impacts of their projects' emissions.

Examples of best practices when studying air quality and greenhouse gas impacts include:

- Fully analyzing all reasonably foreseeable project impacts, including cumulative impacts. In general, new warehouse developments are not ministerial under CEQA because they involve public officials' personal judgment as to the wisdom or manner of carrying out the project, even when warehouses are permitted by a site's applicable zoning and/or general plan land use designation.²¹
- When analyzing cumulative impacts, thoroughly considering the project's incremental impact in combination with past, present, and reasonably foreseeable future projects, even if the project's individual impacts alone do not exceed the applicable significance thresholds.
- Preparing a quantitative air quality study in accordance with local air district guidelines.
- Preparing a quantitative health risk assessment in accordance with California Office of Environmental Health Hazard Assessment and local air district guidelines.
- Refraining from labeling compliance with CARB or air district regulations as a mitigation measure—compliance with applicable regulations is required regardless of CEQA.
- Disclosing air pollution from the entire expected length of truck trips. CEQA requires full public disclosure of a project's anticipated truck trips, which entails calculating truck trip length based on likely truck trip destinations, rather than the distance from the facility to the edge of the air basin, local jurisdiction, or other truncated endpoint. All air pollution associated with the project must be considered, regardless of where those impacts occur.

²¹ CEQA Guidelines § 15369.

- Accounting for all reasonably foreseeable greenhouse gas emissions from the project, without discounting projected emissions based on participation in California’s Cap-and-Trade Program.

Examples of measures to mitigate air quality and greenhouse gas impacts from construction are below. To ensure mitigation measures are enforceable and effective, they should be imposed as permit conditions on the project where applicable.

- Requiring off-road construction equipment to be hybrid electric-diesel or zero-emission, where available, and all diesel-fueled off-road construction equipment to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.
- Prohibiting off-road diesel-powered equipment from being in the “on” position for more than 10 hours per day.
- Using electric-powered hand tools, forklifts, and pressure washers, and providing electrical hook ups to the power grid rather than use of diesel-fueled generators to supply their power.
- Designating an area in the construction site where electric-powered construction vehicles and equipment can charge.
- Limiting the amount of daily grading disturbance area.
- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.
- Forbidding idling of heavy equipment for more than three minutes.
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.
- Providing information on transit and ridesharing programs and services to construction employees.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations for construction employees.

Examples of measures to mitigate air quality and greenhouse gas impacts from operation include:

- Requiring all heavy-duty vehicles engaged in drayage²² to or from the project site to be zero-emission beginning in 2030.

²² “Drayage” refers generally to transport of cargo to or from a seaport or intermodal railyard.

- Requiring all on-site motorized operational equipment, such as forklifts and yard trucks, to be zero-emission with the necessary charging or fueling stations provided.
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Forbidding trucks from idling for more than three minutes and requiring operators to turn off engines when not in use.
- Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the local air district, and the building manager.
- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building's projected energy needs, including all electrical chargers.
- Designing all project building roofs to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible.
- Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.
- Running conduit to designated locations for future electric truck charging stations.
- Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide refrigerated warehouse space, constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks.
- Oversizing electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability.
- Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces (for example, requiring at least 10% of all employee parking spaces to be equipped with electric vehicle charging stations of at least Level 2 charging performance)
- Running conduit to an additional proportion of employee parking spaces for a future increase in the number of electric light-duty charging stations.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of

- trucks.
- Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- Designing to LEED green building certification standards.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Posting signs at every truck exit driveway providing directional information to the truck route.
- Improving and maintaining vegetation and tree canopy for residents in and around the project area.
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers.
- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

VI. Noise Impacts Analysis and Mitigation

The noise associated with logistics facilities can be among their most intrusive impacts to nearby sensitive receptors. Various sources, such as unloading activity, diesel truck movement, and rooftop air conditioning units, can contribute substantial noise pollution. These impacts are exacerbated by logistics facilities' typical 24-hour, seven-days-per-week operation. Construction noise is often even greater than operational noise, so if a project site is near sensitive receptors, developers and lead agencies should adopt measures to reduce the noise generated by both construction and operation activities.

Examples of best practices when studying noise impacts include:

- Preparing a noise impact analysis that considers all reasonably foreseeable project noise impacts, including to nearby sensitive receptors. All reasonably foreseeable project noise impacts encompasses noise from both construction and operations, including stationary, on-site, and off-site noise sources.
- Adopting a lower significance threshold for incremental noise increases when baseline noise already exceeds total noise significance thresholds, to account for the cumulative impact of additional noise and the fact that, as noise moves up the decibel scale, each decibel increase is a progressively greater increase in sound

pressure than the last. For example, 70 dBA is ten times more sound pressure than 60 dBA.

- Disclosing and considering the significance of short-term noise levels associated with all aspects of project operation (i.e. both on-site noise generation and off-site truck noise). Considering only average noise levels may mask noise impacts sensitive receptors would consider significant—for example, the repeated but short-lived passing of individual trucks or loading activities at night.

Examples of measures to mitigate noise impacts include:

- Constructing physical, structural, or vegetative noise barriers on and/or off the project site.
- Planning and enforcing truck routes that avoid passing sensitive receptors.
- Locating or parking all stationary construction equipment as far from sensitive receptors as possible, and directing emitted noise away from sensitive receptors.
- Verifying that construction equipment has properly operating and maintained mufflers.
- Requiring all combustion-powered construction equipment to be surrounded by a noise protection barrier
- Limiting operation hours to daytime hours on weekdays.
- Paving roads where truck traffic is anticipated with low noise asphalt.
- Orienting any public address systems onsite away from sensitive receptors and setting system volume at a level not readily audible past the property line.

VII. Traffic Impacts Analysis and Mitigation

Warehouse facilities inevitably bring truck and passenger car traffic. Truck traffic can present substantial safety issues. Collisions with heavy-duty trucks are especially dangerous for passenger cars, motorcycles, bicycles, and pedestrians. These concerns can be even greater if truck traffic passes through residential areas, school zones, or other places where pedestrians are common and extra caution is warranted.

Examples of measures to mitigate traffic impacts include:

- Designing, clearly marking, and enforcing truck routes that keep trucks out of residential neighborhoods and away from other sensitive receptors.
- Installing signs in residential areas noting that truck and employee parking is prohibited.
- Requiring preparation and approval of a truck routing plan describing the facility's hours of operation, types of items to be stored, and truck routing to and from the facility to designated truck routes that avoids passing sensitive receptors. The plan should include measures for preventing truck queuing, circling, stopping, and parking on public streets, such as signage, pavement markings, and queuing analysis and enforcement. The plan should hold facility operators responsible for violations of the truck routing plan, and a revised plan should be required from any new tenant that occupies the property before a business license

is issued. The approving agency should retain discretion to determine if changes to the plan are necessary, including any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility.

- Constructing new or improved transit stops, sidewalks, bicycle lanes, and crosswalks, with special attention to ensuring safe routes to schools.
- Consulting with the local public transit agency and securing increased public transit service to the project area.
- Designating areas for employee pickup and drop-off.
- Implementing traffic control and safety measures, such as speed bumps, speed limits, or new traffic signs or signals.
- Placing facility entry and exit points on major streets that do not have adjacent sensitive receptors.
- Restricting the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors.
- Constructing roadway improvements to improve traffic flow.
- Preparing a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations, and designing the plan to minimize impacts to roads frequented by passenger cars, pedestrians, bicyclists, and other non-truck traffic.

VIII. Other Significant Environmental Impacts Analysis and Mitigation

Warehouse projects may result in significant environmental impacts to other resources, such as to aesthetics, cultural resources, energy, geology, or hazardous materials. All significant adverse environmental impacts must be evaluated, disclosed and mitigated to the extent feasible under CEQA. Examples of best practices and mitigation measures to reduce environmental impacts that do not fall under any of the above categories include:

- Appointing a compliance officer who is responsible for implementing all mitigation measures, and providing contact information for the compliance officer to the lead agency, to be updated annually.
- Creating a fund to mitigate impacts on affected residents, schools, places of worship, and other community institutions by retrofitting their property. For example, retaining a contractor to retrofit/install HVAC and/or air filtration systems, doors, dual-paned windows, and sound- and vibration-deadening insulation and curtains.
- Sweeping surrounding streets on a daily basis during construction to remove any construction-related debris and dirt.
- Directing all lighting at the facility into the interior of the site.
- Using full cut-off light shields and/or anti-glare lighting.
- Requiring submission of a property maintenance program for agency review and approval providing for the regular maintenance of all building structures, landscaping, and paved surfaces.
- Using cool pavement to reduce heat island effects.

- Planting trees in parking areas to provide at least 35% shade cover of parking areas within fifteen years to reduce heat island impacts.
- Using light colored roofing materials with a solar reflective index of 78 or greater.
- Including on-site amenities, such as a truck operator lounge with restrooms, vending machines, and air conditioning, to reduce the need for truck operators to idle or travel offsite.
- Designing skylights to provide natural light to interior worker areas.
- Installing climate control and air filtration in the warehouse facility to promote worker well-being.

IX. Conclusion

California's world-class economy, ports, and transportation network position it at the center of the e-commerce and logistics industry boom. At the same time, California is a global leader in environmental protection and environmentally just development. The guidance in this document furthers these dual strengths, ensuring that all can access the benefits of economic development. The Bureau will continue to monitor proposed projects for compliance with CEQA and other laws. Lead agencies, developers, community advocates, and other interested parties should feel free to reach out to us as they consider how to guide warehouse development in their area.

Please do not hesitate to contact the Environmental Justice Bureau at ej@doj.ca.gov if you have any questions.



Balancing Community and Commerce

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January 28, 2025

Brian Millar, Contract Planner
San Joaquin County Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205
Via Email: bmillar@sigov.org

**SUBJECT: Comments on Pacific Gateway Project
Notice of Preparation of an Environmental Impact Report
PA-2400363 through -368; 2400371 through -372; 2400500**

Dear Mr. Millar:

Thank you for sending San Joaquin LAFCo the Notice of Preparation (NOP) for the Environmental Impact Report (EIR) that will be prepared for the proposed Pacific Gateway Project. San Joaquin LAFCo appreciates the opportunity to review and comment on the project. LAFCo staff has reviewed this document and offers the following comments.

Pacific Gateway Project Description

At its nearest point, the project site is approximately one mile from the southern boundary of the City of Tracy. The Project is bounded on the south by State Route 132 (SR 132) and the California Aqueduct; Tracy Boulevard on the west; Bird Road to the east; and the Delta-Mendota Canal at the north. South Tracy Boulevard, South MacArthur Drive, and South Chrisman Road provide north/south circulation access through the project area. Existing east/west access is limited to private, unimproved farm roads. The Project would include new public streets within the Specific Plan Area, including two primary east/west thoroughfares traveling from Tracy Boulevard to the west, which join each other east of Chrisman Road before continuing to Bird Road on the east.

According to the Project Description provided with the NOP, the Project consists of 24.7 million square feet of Limited-Industrial use buildings, a 93,000 square foot business park, 160,000 square feet of commercial space, and a private university with 1.2 million square feet of building space for up to 5,000 students, up to 1,000 student housing beds, and an expansion

area for the University providing an additional 115,000 of building area and up to 600 more student housing beds. The Project incorporates related parks, open space and infrastructure improvements. The Project is anticipated to be fully developed over the course of 25 to 30 years, based on market demand, and encompasses five development areas.

Project Jurisdiction

The Project is outside the Tracy City Limits and Sphere of Influence (SOI) boundaries. However, approximately half of the site is located within the City's Planning Area boundary. The Planning Area is outside of city boundaries and the SOI but is relevant to the City's planning and policy direction. The City does not have any regulatory authority within the Planning Area but recognizes that planning and development within this area have an impact on the future of the City. Areas outside of the SOI remain under the jurisdiction of San Joaquin County, and this Project does not propose to be annexed into the City.

Project Infrastructure Improvements

The Project has been designed and would be developed over time with a full range of infrastructure improvements to serve both the initial stages of development and full build out. According to the Project Description, long term operation and maintenance of the Project infrastructure other than roads would be supported by a project-specific Community Service District (CSD) and/or Community Services Area (CSA) and related financing mechanisms formed in accordance with a project-wide public facilities financing plan.

Water and Wastewater Infrastructure: The Project would include dedicated water and wastewater systems sized to serve the Project's specific needs, including a minimum of two water sources 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.

Circulation Infrastructure: The Project is situated near major transportation corridors, with primary direct access from southbound Chrisman Road, a state designated STAA route, to I-580 and CA-132 and northbound Chrisman Road to Business Route 205/11th Street. Eastbound CA-132 connects to I-5 and CA-99, providing north and southbound connectivity with the California highway transportation system. The project also includes the development of new private and public roads to serve the project site.

Stormwater Infrastructure

The Project incorporates comprehensive storm water management infrastructure including stormwater basins sized and located to independently serve each of the five development areas as each phase of the Project proceeds, as well as comprehensively at full project buildout. Stormwater calculations would be done at every phase during the Project's phased buildout, including runoff from the hills. When stormwater calculations exceed retention capacity on-site, the Off-Site Basin would be constructed and implemented.

Fire, Emergency, and Law Enforcement Services

The Project is located within the jurisdiction of the South San Joaquin County Fire Authority, with services provided by the Tracy Rural Fire Protection District. 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 includes a new fire station site located near the main entrance to the Project to meet the Project's public safety needs. Law enforcement services would be provided the San Joaquin County Sheriff's Department.

The Project Description indicates that the County would maintain all improvements within the street right of way, property owners would be responsible for all landscaping behind the back of walk and within proposed landscape setbacks, utilities would be maintained by the appropriate service providers, and drainage basins, inlets and detention structures will be maintained by the property owners.

LAFCo Responsibility

LAFCo is an independent, regulatory agency with discretion to approve, wholly, partially or conditionally, or disapprove, changes of organization or reorganizations. In accordance with the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 ("CKH Act"), LAFCo is required to consider various factors when evaluating a proposal, including, but not limited to, impacts to agricultural and open space lands, the provision of municipal services and infrastructure to the project site, timely and available supply of water, fair share of regional housing, consistency with regional plans, and other factors. The statutory mission of LAFCo is to discourage urban sprawl and encourage the orderly formation and development of local agencies.

LAFCo Comments

LAFCo's approvals for the formation or reorganization of any special districts or annexation of any portion of the project into the City of Tracy would be a fundamental part of the entitlements required for this project. In order to approve the formation or reorganization of any districts, LAFCo must consider specific factors in reviewing such proposals as outlined in Section 56668 of the Government Code. As such, LAFCo provides the following comments on the project proposal to be considered for inclusion in the project analysis. In addition, because LAFCo would rely on the project EIR in its own approvals to comply with CEQA, LAFCo requests that the following be addressed in the Draft EIR.

1. Project Description

- Please ensure that LAFCo is listed as an agency whose approval is required for any annexations, detachments, formations, and reorganizations of any special districts.

- Please identify maintenance entities for all utilities and public services, including landscaping, lighting, sound walls, roads, public water, storm water drainage and maintenance in and out of public right of way, and sewer infrastructure.
- Please include a description of the timing of annexations relative to the timing of the proposed development entitlements and construction. Typically, LAFCOs organization/reorganization processes are required after project approvals and prior to map recordation. In the case of a phased map, all approvals should occur prior to recordation of the first phase of the map so as not to create island territory issues.

2. Agricultural Resources (and Growth-Inducing Impacts)

LAFCo Review Factor: *The effect of the proposal on maintaining the physical and economic integrity of agricultural lands.* (CKH Act § 56668.e)

According to the Project Description, the Project Area is “currently developed with active agricultural uses, which include commercial scale almond orchards, cherry orchards, and vineyards, as well as an agricultural machinery manufacturing facility, separately operated by A.B. FAB, Inc.” The project proposal does not appear to meet the intent of the referenced LAFCo criterion in terms of both direct conversion of important farmlands as well as indirect growth-inducing impacts on nearby agricultural lands. This factor will be considered by San Joaquin LAFCo in any reorganization proposals. The project analysis should include an evaluation of this factor for LAFCo’s consideration.

In addition to the definition of Prime Agricultural Land used by the Department of Conservation’s Farmland Mapping and Monitoring Program, the EIR should evaluate the project site to determine whether it meets the LAFCo definition of “prime agricultural land” under Government Code Section 56064, indicate whether implementation of the project would result in a loss of such land, and provide mitigation to reduce the impact if necessary. LAFCo will use this information and the findings of the EIR to inform its decisions about any annexation process. A preliminary review of this project indicates that much of it is located on Prime Farmland within General Agriculture designations/districts, and that the impact to agricultural resources could therefore be significant and unavoidable even with implementation of any Right-to-Farm ordinances or deed restrictions and agricultural conversion fees.

3. Hazards and Hazardous Materials

LAFCo Review Factor: *Information contained in a local hazard mitigation plan, information contained in a safety element of a general plan, and any maps that identify land as a very high fire hazard zone pursuant to Section 51178 or maps that identify land determined to be in a state responsibility area pursuant to Section 4102 of the Public*

Resources Code, if it is determined that such information is relevant to the area that is the subject of the proposal. (CKH Act Section 56668.q)

The Draft EIR should include an analysis of potential safety impacts resulting from the project to ensure LAFCo can make appropriate determinations on the project.

4. Hydrology and Water Quality (and Public Services and Utilities)

LAFCo Review Factor: *Timely availability of water supplies adequate for projected needs including, but not limited to, the projected needs as specified in Section 65352.5. (CKH Act § 56668.l)*

A preliminary review of the Technical Memorandum prepared by Schaaf & Wheeler indicates that the proposed project would use approximately 1/8 the amount of water used by the existing agricultural uses. However, the project may still be subject to the SB 610. SB 610 requires a water supply analysis with a 20-year projection in addition to an analysis of the demand of existing and other planned future uses for any project with more than 500 residential units; commercial development of more than 250,000 square feet of floor space; industrial uses with more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area; a mixed-use project that includes one or more of the projects outlined in the legislation; or a project that will demand an amount of water equal to or greater than the amount of water required by 500 dwelling units. A Water Supply Assessment would include identification of current water supply entitlements, water rights, and service contracts; a calculation of anticipated water usage for the proposed development; an assessment of whether the existing water supply can meet the projected demand under different climate scenarios, including average, single dry, and multiple dry years; an evaluation of how the project might affect water availability for current water users in the area; and any mitigation strategies needed to reduce project impacts.

LAFCo therefore encourages the preparation of a Water Supply Assessment and integration with the local Groundwater Sustainability Plan to understand how the project will affect water supply and demand for the region, and how it will impact the groundwater aquifer. Please include this information in the project analysis.

5. Land Use and Planning (and Growth Inducing Impacts)

LAFCo Review Factor: *The effect of the proposed action and of alternative actions, on adjacent areas, on mutual social and economic interests, and on the local governmental structure of the county. (CKH Act § 56668.c)*

A portion of the project is within the City's Planning Area. Please identify annexation interest to the City for this area in the Draft EIR. Please provide exhibits that show any proposed areas of annexation, City boundaries, spheres of influence, and public and private infrastructure and maintenance entities, with all layers on one map for ease of reference. Per San Joaquin LAFCo's standards for annexation, "LAFCo will require cities to annex streets where adjacent lands that are in the city will generate additional traffic or where the annexation will isolate sections of county road. Cities shall include all contiguous public roads that can be included without fragmenting governmental responsibility by alternating city and county road jurisdiction over short section of the same roadway." Any annexation of the subject property should include surrounding roadways and rights of way to avoid the creation of islands and/or illogical boundaries pursuant to Section 56668 of the CKH Act. When a boundary must follow a street, the boundary should include the complete right of way for the entire street.

LAFCo Review Factor: *The conformity of both the proposal and its anticipated effects with both the adopted commission policies on providing planned, orderly, efficient patterns of urban development, and the policies and priorities set forth in Section 56377.* (CKH Act Section 56668.d)

Government Code Section 56377 states:

- (a) Development or use of land for other than open-space uses shall be guided away from existing prime agricultural lands in open-space use toward areas containing nonprime agricultural lands, unless that action would not promote the planned, orderly, efficient development of an area.
- (b) Development of existing vacant or nonprime agricultural lands for urban uses within the existing jurisdiction of a local agency or within the sphere of influence of a local agency should be encouraged before any proposal is approved which would allow for or lead to the development of existing open-space lands for non-open-space uses which are outside of the existing jurisdiction of the local agency or outside of the existing sphere of influence of the local agency.

Much of the project site appears to be Prime Farmland. The current project proposal therefore does not appear to meet the intent of this code section and will be evaluated as such under any organization or reorganization proposal. The project applicant is strongly encouraged to explore areas of development within the Tracy SOI before developing the proposed project site.

LAFCo Review Factor: *Consistency with city or county general and specific plans.* (CKH Act Section 56668.h)

The Project is currently inconsistent with the County and City General Plans and is requesting General Plan Amendments for both land use designations and for policies related to the conversion of agricultural lands. San Joaquin County General Plan Policy LU-2.15 related to agricultural conversions is currently intended to provide protections and additional considerations when a project proposes to convert agricultural lands to non-agricultural uses by requiring decision makers to consider the effects of development pressure on surrounding agricultural lands, the premature conversion of important farmlands, the impacts of development on farming operations, the growth-inducing impacts of development in rural areas, and protection of habitat restoration opportunities. The Project applicant proposes that an additional consideration be added to this list: economic development opportunities in supply chain corridors in south San Joaquin County in areas proximate to I-580, I-5, and SR-132. The inclusion of the consideration of “economic opportunities” in this General Plan policy runs counter to the intent of the policy. All development, and particularly the development of agricultural or open space land, provide economic development opportunities for some or many, and the very intent of GP Policy LU-2.15 is to provide countermeasures of consideration to those economic drives that incentivize development. The General Plan’s open space and agricultural land use areas and policies, which were agreed to through a long and carefully considered public process, are intended to be generally protected by this policy. The proposed text amendment therefore runs counter to the intent of the policy, which is to provide additional protections for agricultural lands and open space that San Joaquin County residents indicated they valued at the time the policy was adopted.

If this text amendment and the addition of ED-3.8 is going to be considered by the County, LAFCo offers the following comments on it:

- “Potential for economic development opportunities” as a factor of consideration in the conversion of agricultural land should be defined more carefully. A fiscal analysis of the benefits of the economic development should be provided if this policy language is used, including who benefits and how much, the duration of benefit, and both the tangible and intangible costs of the benefit.
- “Proximate” location should be defined, such as including a maximum distance or indicating that the property must have direct access to specified routes.
- The routes listed in the proposed text amendment should be considered carefully. State Route 132 is a small part of the transportation network of San Joaquin County (and only a portion of it is vital to I-5 access), whereas I-205 is a much larger route and is not included.

- The policy changes would beg the question as to whether lands “proximate” to the proposed routes should be re-designated to non-agricultural use designations to support the supply chain policy in ED-3.8 to avoid spot zoning and the creation of islands of development. The County would need to seriously consider whether redesignating all lands along these corridors is desirable as that could be the outcome of such a policy. Much of the County’s most desirable Prime Agricultural Land is along these corridors.

San Joaquin LAFCo will consider the project’s consistency with the general plans when processing any applications for formations or reorganization. Please include a thorough analysis of both text amendment and map amendments with the project evaluation. In addition, LAFCo requests that General Plan and Zoning map amendment diagrams include the larger context of General Plan and Zoning designations for informational purposes.

6. Population and Housing

LAFCo Review Factor: *Population, population density, land area and land use; per capita assessed valuation; topography, natural boundaries, and drainage basins; proximity to other populated areas; the likelihood of significant growth in the area, and in adjacent incorporated and unincorporated areas, during the next 10 years.* (CKH Act Section 56668.a)

Given that the Project’s proposal to convert rural agricultural lands to intensively developed urban uses will increase the population and require more intensive public services, this Project will require the evaluation of the factors listed in this item, including but not limited to population and growth inducement in adjoining areas. Please include this information in the project analysis.

LAFCo Review Factor: *The extent to which the proposal will assist the receiving entity in achieving its fair share of the regional housing needs as determined by the appropriate council of governments.* (CKH Act Section 56668.m)

LAFCo will consider the project’s assistance with regional fair share housing needs as determined by San Joaquin COG. Please include this information in the project analysis.

LAFCo Review Factor: *The extent to which the proposal will promote environmental justice. As used in this subdivision, "environmental justice" means the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins, with respect to the location of public facilities and the provision of public services, to ensure a healthy environment for all people such that the effects of pollution are not*

disproportionately borne by any particular populations or communities. (CKH Act Section 56668.p)

Given the amount of industrial uses proposed, LAFCo recommends that the appropriate Environmental Justice considerations be given in the EIR and/or staff analysis so that LAFCo may make appropriate findings. Environmental Justice (EJ) communities can be identified as disadvantaged communities or low-income areas disproportionately affected by environmental pollution and other hazards. OPR recommends jurisdictions analyze the following issues to address EJ concerns: pollution exposure (e.g., air quality, water quality, and land use compatibility), access to public facilities, fresh foods and physical activity, safe and sanitary homes, enhancing civic engagement, and addressing compounded health risks due to climate vulnerability. The EIR should determine if any EJ community exists in or adjacent to the project area and then provide that information within the environmental setting of the relevant EIR section, which could include, as needed, Population and Housing (demographic information) Air Quality (connection between project emissions and health impacts on EJ communities), and Hazards and Hazardous Materials (connection between industrial hazards and impacts on EJ communities), and any other applicable sections.

7. Public Services/Utilities and Service Systems (and Growth Inducing Impacts)

LAFCo Review Factors:

Need for organized community services; the present cost and adequacy of governmental services and controls in the area; probable future needs for those services and controls; probable effect of the proposed incorporation, formation, annexation, or exclusion and of alternative courses of action on the cost and adequacy of services and controls in the area and in adjacent areas. (CKH Act Section 56668.b.1)

The ability of newly formed or receiving entity to provide the services which are the subject of the application to the area, including the sufficiency of revenues for such services following the proposed boundary change. (CKH Act Section 56668.k)

The project could require the update of existing Municipal Service Reviews (MSRs) for the City of Tracy (if any portion of the project will be annexed), the San Joaquin County Rural Fire Protection Districts, and any other special district MSRs affected by the Project. The formation of any new special districts for maintenance and operation of public services and facilities would also require new MSRs, which would be required upon formation and review by LAFCo in order to ensure ability of the districts to serve and provide adequate capacity for growth. Pursuant to Section 56653 of the CKH Act, an annexation can only be approved if the applicable MSRs and Plans for Services demonstrate that

adequate services can be provided to the annexed area. An annexation proposal must therefore include a Plan for Services consistent with the applicable MSR and must demonstrate that the service provider can provide the required services.

Services that may require the formation of special districts could include not only water and wastewater facilities, collection, treatment, and operation and maintenance of such facilities, but also street lighting, landscaping, and storm water management and treatment. The County can consider requiring special districts such as County Service Areas (CSAs) or Community Service Districts (CSDs) for these services.

The Project Description indicates that the County will maintain all new local and collector roads within the development. The County should consider the long-term financial and service impact of taking new roads in this development into its maintained mileage system in this area versus requiring the development to pay for the operation and maintenance of its roads through Permanent Road Divisions (PRDs), CSAs, CSDs, or other special district types.

LAFCo Review Factor: *The definiteness and certainty of the boundaries of the territory, the nonconformance of proposed boundaries with lines of assessment or ownership, the creation of island or corridors of unincorporated territory, and other similar matters affecting the proposed boundaries.* (CKH Act Section 56668.f)

Although the Project Description does not describe any annexation into the City of Tracy, the large size of the project and the boundaries of the Specific Plan Area could create public service islands as well as growth-inducing impacts that should be considered in the project evaluation process.

8. Transportation and Circulation

LAFCo Review Factors:

The effect of the proposed action and of alternative actions, on adjacent areas, on mutual social and economic interests, and on the local governmental structure of the county. (CKH Act § 56668.c)

A regional transportation plan adopted pursuant to Section 65080. (CKH Act § 56668.g)

Please include trip distribution in the transportation analysis to determine the impact to nearby City and County roads, maintenance responsibility, and the need for any annexation. Please also include an evaluation of the project's consistency

with the San Joaquin County of Governments Regional Transportation
Plan/Sustainable Communities Strategy.

Thank you for the opportunity to comment on the Pacific Gateway Project. We would request that LAFCo be notified of all future actions on this project, including the Draft EIR, Final EIR, and any public hearings on the project. Please contact the LAFCo office if you have any questions.

Yours Truly,

A handwritten signature in black ink, appearing to read "J.D. Hightower", written over a horizontal line.

J.D. Hightower
Executive Officer

Pacific Gateway Project

Public Comments

From: Vicki Huerta <huertajv@msn.com>
Sent: Saturday, December 28, 2024 4:39 PM
To: Millar, Brian [CDD] <bmillar@sjgov.org>
Cc: Vicki Huerta <huertajv@msn.com>
Subject: Pacific Gateway Project -

I am writing this letter as a concerned resident and land owner of San Joaquin County.

Currently Pacific Gateway CA, LLC, based out of Roseville, is requesting to turn protected Ag-40 land into Industrial, Commercial and various other forms of property.

There are numerous negative issues that arise from this request, first off being that the property was purchased as protected AG-40 land and all the laws and rules were made clear to the purchaser of this property. As such it has remained this protected form of land.

This protected AG-40 land that the County should be working cooperatively with the cities within the County and encouraging them to adopt agricultural preservation policies and ordinances which are consistent with this protection of the AG-40 land in order to undertake an integrated, comprehensive Countywide approach to preservation. It should be the goal of the County that all seven cities participate in or adopt an agricultural mitigation ordinance that is the same as or substantially similar to the preservation of protected AG-40 land.

A huge part of the land is Irrigated land with the best combination of physical and chemical features able to sustain long term production of agricultural crops. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields.

A few other reasons why the zoning change request should not even be considered, let alone reviewed;

San Joaquin County is losing farmland at a rapid rate.

San Joaquin County farmland is of exceptional productive quality.

The loss of farmland to development is irreparable and agriculture is an important component of the County's economy.

The loss of farmland will have a cumulatively negative impact on the economy of the County and the cities located within it.

The continuation of agricultural operations also preserves the landscape and environmental resources.

Permanent preservation of farmland is consistent with the policies of the San Joaquin County General Plan.

The Williamson act allows landowners to gain a tax reduction on this land, and ensures that the land is protected from the changes that the current owners are trying to make for the use of the land.

With the wildlife we have out in the area in question, we will have more issues and concerns with the protection of the wildlife as well as some coming closer to property owners.

These are a very few numbers of huge concerns that we property owners have.

I have not even started on the impact to our water availability, the increased traffic that is currently unsafe on Chrisman Road and the other county roads near this land, nor the impact it would have for the many cities in the area, with the backed-up traffic on the nearby freeways, thus pushing more commuters on to county back roads, into city roads, and other freeways.

Imagine coming from Manteca, Lathrop, French Camp, Modesto or Stockton. Commuters are already stuck in traffic, no matter the time of day, because they were promised beautiful homes, with new roads and minutes to the Bay.

The impact to the traffic alone is of major concern, and one that will not be addressed within the next 10 to 15 years, if then.

We can look to Valpico Road and the disaster the new home building has caused there.

The widening of the road has only caused more speeding and more accidents. When the closure of Corral Hollow Road was in place, Chrisman Road was backed up and at a stand still for hours, every day. These county roads cannot handle this type of traffic.

Chrisman Road is currently a racetrack and has a school that is dangerous to get to or around. We put our children's lives at risk, just trying to get them to school.

We could talk about the added crime this venture would bring to San Joaquin County, not to mention the city of Tracy.

Lastly, shall we look at all the empty warehouses in the county? All the approved ventures that took away protected Agricultural land, and now are just tax write-offs to those owners.

This project should not even be considered!

Concerned County Resident,

The Huerta Family
Huertajv@msn.com

From: Sheila Chartier <chartiers7@icloud.com>
Sent: Thursday, January 16, 2025 11:48 AM
To: Millar, Brian [CDD] <bmillar@sjgov.org>
Cc: Sheila Chartier <chartiers7@yahoo.com>
Subject: Pacific Gateway Project

I am imploring you to NOT approve the Pacific Gateway Project.

I live with daughter and family at 32931 S MacArthur Dr. She has 7 acres and there are 3 houses on this land, all family. We are at the very end of South MacArthur where the road dead ends against the Aqueduct. We have lived here since 2015. If you look at the project maps, we are the tiny triangle located at the end of MacArthur Drive This project would surround us on all 3 sides so it certainly would affect us.

I truly believe that this project will cause such havoc for us as South MacArthur is only a 2 lane road south of Linne. It cannot handle constant traffic by big rigs and the vehicles that would be undertaking the building of this project. When we first moved here, the road outside our property leading to Linne was a total disaster. A new road has been put in since then, but it is also quickly deteriorating. I cannot imagine what it will look like after the traffic increases to handle the properties mr. Sandhu is trying to create.

Currently this land is all surrounded by Orchard's owned by him. We were informed that the property directly across from our house where he now has an orchard is not his, but it has been leased for 25 years by him. To me, it is obvious that a man of his stature could find property elsewhere where it would not affect the people who have lived here for so long. I can't imagine the damage it will do to our property value. Also he has never once come to discuss this project even though we are the only people out here and he knows that. I see him driving around in his truck almost daily on this road.

I believe the impact of all this construction and building would also be a huge detriment to S. Chrisman Rd. as well. There is a school located at the corner of Chrisman and Linne and that would affect that traffic that goes to the school Monday through Friday. It would also affect the traffic getting on and off 580 as the big rigs would increase as well, as Chrisman is also only a two lanes road.

I cannot imagine the effect it will have on the wildlife in this area also. I'm not an engineer, but mr. Sandhills would have to raze the orchards he has created in order to build these

buildings and the wildlife that lives in them would surely be affected.

Please do not approve this Project. If you have any questions, please contact me.

Thank you,
Sheila Chartier
32931 South MacArthur Drive
Tracy, CA 95377
(510) 565-0611
Chartiers7@yahoo.com

From: Ubbo Coty <umcoty@gmail.com>
Sent: Tuesday, January 21, 2025 9:00 AM
To: Millar, Brian [CDD] <bmillar@sjgov.org>
Subject: Pacific Gateway Blues

I seriously wonder if the residents really comprehend what Mike Sandhu wants to transform Tracy into. A mega truck stop complete with more warehouses and with a cultural center that only caters to his nationality. All of which would cover very prime, profitable agricultural land and would displace and eliminate local farms, and farmers.

Is that the future of Tracy?

What will happen to all of the wildlife that will lose their habitat, their shelters, their food sources?

More importantly what happens to our air quality?

Everyone loses in the vision this rich land owner, Mike Sandu has. He is the one behind this Pacific Gateway Project, not the JPA he hired to do his dirty work.

If that is vision y'all want for Tracy, then fine, but don't even complain about the traffic from commercial vehicles that will clog our highways and streets and the resulting Smog that will affect your health. And electric vehicles isn't the answer either, the infrastructure doesn't exist.

From: MC <all4ageless@gmail.com>
Sent: Wednesday, January 22, 2025 1:54 PM
To: Millar, Brian [CDD] <bmillar@sjgov.org>
Subject: NO Pacific Gateway Project

Here is the still active petition that has been going around... NO ONE WANTS THIS BUILD! IT IS NOT THE RIGHT MIVE FOR TRACY.

<https://www.ipetitions.com/petition/no-to-pacific-gateway-project>

Dear San Joaquin County Planning Team,

I did not think I would need to write something like this as it seemed to be clear the Pacific Gateway Project is NOT the right choice for Tracy. The unintelligent decision to take the last point in the Tracy triangle and put ANOTHER congested semi truck nightmare development is to give Tracy and it's residents a polluted death sentence. Why does this county want to add more semi truck traffic to an already congested, taxed infrastructure? No residents want this monstrosity and you will end up with a ghost town or polluted crime ridden ghetto. Anyone interested in pushing this through are those looking for a tax write off for the rich to get richer and elimination of our middle class. Is this the disastrous direction the central valley is headed? Once you add more to the already deadly volume of trucks that will riddle our roads no one will be safe, especially not the children at the nearby Jefferson school.

Our air pollution is off the charts and you want to make it worse. We won't be able to breathe the air or drink the water.

The success of a county is in it's surroundings towns and communities. The other 2 corners of the Tracy triangle have already been riddled with distribution centers. Each area has seen a massive uptick in crime, drug use and trafficking on streets and in front of people's homes. There's been drop in home value compared to those on the one part of Tracy that has held it's charm and now you want to take that too!? The "jobs" you are supplying are short lived to build a bunch more empty warehouses, why not fill the empty ones you already have? If you do fill the warehouse with places like Amazon, the wages can't support the cost of living in the town. Therefore we get commuters from Stockton and Modesto that zoom down our streets with no care for residents. They steal wfi, personal information, case our homes and come back not to patronize our retail, but to steal from our business owners, break in to homes, do drugs on our streets and near our schools. I've heard of countless stories of Banta and the Lammersville residents chasing away drug users in their

cars outside of our homes, "taking a break" from working at Amazon or other low wage warehouse jobs in the area!

The thought of how many more pot holes, traffic and pollution this will cause is insane! Why? In a county that is already incapable of keeping up with the road maintenance that damages our vehicles on a regular basis. Not to mention the destruction of prime agricultural land...and for what? ...more air pollution? Because this county has been fooled an expensive Sacramento Marketing company. Shame on your lack of intelligence to see why these builds are happening!

The owners of this land need more write off opportunity and any building they add to their monopoly allows them to write off hundreds of thousands of tax dollars that should be going back in to our federal funds ,state and communities. It's not just a one time write off, this is an annual write off they get for almost 3 decades of taxes! The owners of this land have no interest in investing in this community or county they only wish to monopolize it and then line their family pockets with the money that should have been given to our communities in taxes. It's disgusting you would allow this degradation of our community.

There is no need for a VFW. We already have one in town you can assemble in at any time! Ask them to build a Veterans hospital, not a gathering place they will use for their family events!

And the boast of a university...what a joke! It's an academy of Indian dance and language runned by questionable leaders that have been under investigation! Take a look at what they claim to have as their technical education...they don't even offer a certification in any programs! It's just general speak on technology with no offerings of an actual useful education. It is a ploy to bank on the aspiring wish of a community that hoped for a REAL 4year college. This is simply another location only focused on one culture creating a more segregated society excluding other cultures and diversity to an already saturated community.

How can you be duped by this? How much are they funding your political campaigns for? Why would you serve this town it's death sentence? Why would you allow the destruction of the last of the land that grows food, allows for nature to thrive, isn't yet polluted and could be the only desirable destination or charming part left of Tracy.

I moved to Tracy thinking would become what is just over the hill from it, a well balanced community with a little industry, small town charm, a plethora of retail choices and a charming destination area where food grows, and water and wine flows, making it a desirable place to be. The only part of the town left that was moving towards a charming

destination area with wineries, farmland, scenery and air you might be able to breathe is where you want to drop this industrial nightmare! NO!!! Stop this insanity! You're killing us!

STOP RUINING THE CENTRAL VALLEY FOR GREED!!!!

Please see this is not the place for this build. There has been enough here. We have plenty of available warehouses to fill. Allow this town to have some balance of offerings for it's community. Please do not suffocate it's people with more crime, pollution, congestion and destruction of infrastructure. I beg you to say NO to the Pacific Gateway Project development that may as well be called the Destruction of Tracy Project.

Signed and commissioned by group of dedicated San Joaquin County Residents and Tax Payers!

Michelle Colombo

Dennis Colombo

David Laird

Diane Dance

Mason Laird

Randy Sainz

Margie Sainz

George Curry

Melanie Frazier

Justin Frazier

And many many more. A petition will be circulating soon.

From: MM <mamslane@gmail.com>

Sent: Friday, January 24, 2025 4:53 PM

To: Millar, Brian [CDD] <bmillar@sjgov.org>

Subject: Fwd: No on Pacific Gateway Project

Dear San Joaquin County Planning Team,

The Pacific Gateway Project is NOT the right choice for Tracy.

As a City of Tracy resident who started experiencing asthma symptoms within a few years after moving to Tracy, I am deeply concerned about our air pollution as it is already off the charts, and this project would only make it worse. The particulate matter from these trucks embeds itself deeply into our lungs when we breathe the air and causes long-term health issues. Surrounding the City of Tracy with more semi-truck traffic would result in a constant gross pollution especially for the residents living inside the Triangle.

The other 2 corners of the Tracy triangle already have major distribution centers and significant traffic. Each area has also seen a massive uptick in crime, drug use and trafficking on streets and in our neighborhoods. As a result, there's been a drop in home valuations, compared to those near parts of Tracy that have kept it's orchards, vineyards, and wineries. Removing our beautiful farm lands and replacing it with more distribution centers and semi trucks holds no value for the citizens of the City or County. The jobs that would be supplied are unlikely to be filled with our residents as most do not earn a livable wage for the area. Our residents would receive no enjoyment from the economic growth proposed, only health inequities and lower home values.

From what I've recently learned the only true benefit is for the family who wants the tax write-off. This is deeply alarming that this project is on the brink of moving forward without substantial benefit to the city's residents who would bare brunt of the harm imposed.

I've learned that the land owners would benefit most with up to three decades of tax write offs and an ethnic dance studio disguised as a University. There's nothing I can see as a true benefit for City or County residents. Allowing this to move forward would be more harmful to our citizens, exacerbating the pollution of our air and water and further lowering our home values.

In the age of artificial intelligence getting ready to explode, now is not the time to reduce further the beauty of our outdoors. What seems like an economic growth prospect today will not be viewed the same way in a few short years. We need more bike trails and clean air to breathe, more parks and hiking trails. We need a real University to help our community transition to future jobs with livable wages.

I implore you to say NO to the Pacific Gateway Project.

Sincerely,

Marcina Moreno
City of Tracy resident

Mon 1/20/2025 1:26 PM

Pacific Gateway Project Negative Impact to Tracy

From: jenniren777@gmail.com

To: bmillar@sjgov.org

To Whom It May Concern,

I am writing to express my deep concerns regarding the proposed Pacific Gateway project in Tracy, California. While development is an important aspect of growth, this project poses significant environmental and societal challenges that must be carefully considered.

First and foremost, the increased traffic the project will bring to our town and freeways is troubling. Tracy and the surrounding areas already struggle with congestion, particularly during peak hours. The addition of heavy truck traffic, employee commutes, and delivery vehicles associated with such a large-scale industrial complex will exacerbate these issues, leading to longer commute times, higher levels of air pollution, and reduced quality of life for residents.

Furthermore, the project's development will require the removal of significant numbers of trees and vegetation. These trees provide vital food and shelter for local wildlife and serve as natural carbon sinks to combat climate change. Their loss will disrupt the delicate ecological balance in the area, forcing animals to relocate or perish, which could lead to a decline in biodiversity.

Additionally, I question the necessity of constructing new industrial buildings when so many existing structures in Tracy and nearby cities remain vacant. Repurposing these empty facilities would be a more sustainable and efficient option, reducing the environmental footprint associated with new construction while revitalizing unused spaces. Expanding industrial zones when alternatives exist only encourages urban sprawl and detracts from the community's character.

I urge you to reconsider the Pacific Gateway project in its current form. Development should prioritize sustainability, minimize environmental harm, and address the existing needs of the community. Please explore alternative solutions that balance economic growth with ecological responsibility and community well-being.

Thank you for your time and attention to this important matter. I hope you will consider these concerns as you evaluate the project's future.

Sincerely,

Jenni Brandon

510-299-4602

Mon 1/20/2025 10:38 AM

Recall: Objection Letter to the San Joaquin Pacific Gateway Project

From: smith385@llnl.gov

To: bmillar@sjgov.org

Smith, Danielle Fetterman would like to recall the message, "Objection Letter to the San Joaquin Pacific Gateway Project".

Mon 1/20/2025 8:45 PM

Pacific Gateway Project

From: adamwipfli@gmail.com

To: bmillar@sjgov.org

Dear Mr. Millar,

I am writing to express my strong opposition to the proposal of the Pacific Gateway Project to build warehouses on valuable farmland on Chrisman Road in Tracy. As a concerned citizen and advocate for the preservation of agricultural land, I believe that this development would have far-reaching negative consequences for both the local community and the environment.

Farmland plays a crucial role in sustaining local food systems, supporting biodiversity, and contributing to the overall health of the ecosystem. Converting agricultural land into industrial spaces such as warehouses would irreversibly diminish these essential benefits, leading to potential food insecurity and loss of vital natural resources.

Additionally, there are a number of critical issues surrounding this development:

1. **Loss of Agricultural Land:** Farmland is a finite resource that, once lost, cannot be replaced. The encroachment of urbanization into rural areas threatens the long-term viability of food production, particularly in the face of climate change and growing populations.
2. **Environmental Impact:** Large-scale warehouse development would lead to deforestation, disruption of local wildlife habitats, and increased pollution due to

increased transportation and industrial waste. These environmental consequences would have lasting impacts on the region's natural beauty and biodiversity.

3. **Zoning and Local Development:** The conversion of farmland into commercial or industrial zones could set a dangerous precedent for future land use in the area. I am concerned that this decision may trigger further encroachment into rural spaces, which should be protected for future generations.
4. **Local Economy:** While warehouses may provide some jobs, they do not contribute to the local economy in the same way that farming does. Agriculture is a cornerstone of local economies, creating jobs not only in farming but also in ancillary industries such as food processing, transport, and retail.

I urge you to reconsider the proposal to build warehouses on this farmland. Instead, I encourage you to explore alternative solutions that promote sustainable economic development without sacrificing the health of the land and its ability to provide food and resources for future generations.

Thank you for considering my concerns. I hope you will join the growing number of individuals and organizations working to protect our farmland and the vital role it plays in our community's future.

Sincerely,

Adam Wipfli

7759 Stearman Road

Tracy, CA 95377

925-353-0105

Mon 1/20/2025 2:57 PM

Pacific Gateway Project

From: caligal0727@outlook.com

To: bmillar@sjgov.org

Mr. Millar,

I am urging you to vote NO to the Pacific Gateway Project in South Tracy. This project is taking away prime farmland, will harm the environment, decrease land values and cause a

traffic havoc, just to name a few. My family has lived and farmed out here for over 75 years and I hope that continues. None of us live here to be surrounded by warehouses and big rig trucks taking over our farmlands.

There are already a number of warehouses that have been built in Tracy and many which are vacant. Why build more? No one living out here is for this project except for those that will profit from it. Please stop this project from going forward. Support the American farmers!

Thank you,

Marie Baretta

S. Chrisman Road

Mon 1/20/2025 9:33 PM

Against Pacific Gateway Project

From: little22@comcast.net

To: bmillar@sjgov.org

Brian Millar,

I have lived in Tracy since the mid-1980s, most of the time in south Tracy. In the past 10 years, Tracy has grown too much, too fast for the infrastructure to endure. Due to housing developments such as Tracy Hills and Mountain House, my 24 mile commute to Livermore now takes anywhere from 1 to 2 hours, depending on traffic. And, that is with flexing my start time to avoid the heaviest commute periods, which has the additional problem of traffic gridlocks due to school drop offs. In addition, the vastly increased truck and commuter traffic along Chrisman, Linne, and Durham Ferry Roads is a safety hazard for me, my neighbors, and Jefferson school students and staff. The Pacific Gateway Project will increase these traffic and safety risks exponentially.

Availability of water is another concern. We are already facing water shortages and rationing. We can't withstand another drain on our water supply. In addition, most south Tracy residents are on individual or community wells. As our ground water declines, wells can go dry and/or water quality deteriorates.

Don't further destroy valuable farmland by converting AG production into warehouses. This is detrimental to the environment, increasing pollution as well as worsening flooding along

Chrisman Rd and surrounding country streets. In addition, why add warehouses when we are already experiencing a glut of empty warehouses in the Tracy area!

Bringing industrial development to south Tracy will increase crime in our area. We already suffer from delayed response from an understaffed San Joaquin County Sheriff's Department.

I understand some growth is necessary, but infrastructure and our quality of life should not suffer. Keep industrial development confined to existing industrial sites. I urge you to vote against the Pacific Gateway Project and other proposals for development in the south Tracy area.

Thank-you, Steve Little

Sent from my iPhone

Mon 1/20/2025 8:36 PM

Opposition to Pacific Gateway Project

From: alicia_pappas@att.net

To: bmillar@sjgov.org

Dear Mr. Millar,

I hope this letter finds you well. I am writing to you as a concerned resident of Par Country Estates (off Chrisman Road in Tracy) regarding the proposed construction of the Pacific Gateway Warehouse Project near the residential development in our area. As a constituent, I urge you to reconsider or oppose this project due to its potential negative impacts on our community.

I firmly believe that this particular warehouse development is not suited for this location. The construction and ongoing operations of the warehouse could have several detrimental effects, including but not limited to:

1. Increased Traffic and Safety Concerns

The addition of heavy truck traffic, which is inevitable with the operation of warehouses, could create severe traffic congestion in an area that was not designed for such volumes of large vehicles. This would not only increase commute times but also pose a significant safety risk, especially for children, elderly residents, and pedestrians who rely on Chrisman

Road for daily activities. Jefferson Middle School is already impacted by the current traffic and this would make it virtually impossible to pick up and drop off students.

2. Noise and Air Pollution

Warehouses often operate 24/7, bringing with them constant noise from trucks, loading docks, and machinery. The persistent noise pollution could greatly affect the quality of life for residents. Additionally, the increase in vehicle emissions could exacerbate air pollution, harming both public health and the local environment.

3. Decreased Property Values

As you are likely aware, the presence of industrial developments such as warehouses can significantly reduce property values in the surrounding areas. Many homeowners in our community have invested in their homes with the expectation of living in a peaceful environment. The introduction of large warehouses would likely decrease the desirability of our neighborhood, ultimately harming property values and residents' financial investments.

4. Environmental and Aesthetic Concerns

The warehouses would not only alter the landscape but could also disrupt local ecosystems, removing thousands of acres of prime agricultural land would lead to long-term environmental harm. Additionally, the visual impact of such large industrial structures could negatively affect the aesthetic quality of our beautiful county, making it a less pleasant place to live.

5. Community Wellbeing

At its core, our community is a place for families to grow and thrive. The disruption caused by industrial activity—whether it's noise, pollution, or traffic—could have a significant negative impact on residents' health, well-being, and quality of life. I fear that the introduction of these warehouses into this area would undermine the values we hold dear as a community.

In light of these concerns, I respectfully ask that you review this proposal and advocate for alternative solutions that prioritize the interests and well-being of the residents in our area. I do not believe that the City of Tracy or surrounding county property needs any more warehouses. We have many vacant warehouses near by which should be at 100% capacity before we even think about building more.

I trust you will take these concerns seriously and act in the best interest of the constituents. I would appreciate your support in opposing the construction of a warehouse so close to our homes.

Thank you for your time and attention to this matter. I look forward to hearing your thoughts and hope to see your leadership in advocating for the preservation of our community's integrity.

Sincerely,

Alicia Wipfli

7759 Stearman Road

Tracy, CA 95377

925-595-4989

Wed 1/22/2025 6:38 AM

Proposal to build Pacific Gateway Tracy CA for your consideration

From: akrista23@gmail.com

To: bmillar@sjgov.org

Dear Mr Millar,

It has come to my attention that the proposed Pacific Gateway Project in Tracy, CA (location below) will consist of more industrial parks and warehouses.

Our city has more than enough industrial buildings. As a 20+ year resident, I hope for better plans to improve the quality of life for Tracy residents and the county: more parks, walking trails, and grocery stores (Tracy has been classified as a food desert) are needed. We need your assistance to help our city become a better place to live and not be surrounded by more warehouses.

Location: north and east of interstate 580 (I-580) and north of State route 132 (SR 123)

24,675,000 ft of industrial use, 160,000 of General commercial use, 93,000 ft of industrial park use. Initial development phase will consist of approximately 4 million ft. limited industrial uses in four buildings!!

Respectfully,

Amy Krista
209-640-9011 mobile

Tue 1/21/2025 2:05 PM

Pacific Gateway Project impact letter

From: zkoster124@gmail.com

To: bmillar@sjgov.org

Hello Brian,

My name is Zach Koster Leanne Stass Said i needed to send my letter to you by 5 p.m. today. It is attatched here at the bottom.

Please call me if you have any questions 209-597-2798

Attachment:

Zachary Koster

1/20/25

Pacific Gateway Project

Dear Board of supervisors and who it may concern,

My name is Zach Koster, I am a fifth generational farmer in the Tracy community who lives on our family ranch not more than a few miles from where the proposed Pacific Gateway Project is said to be built if it is approved. I am writing to you as a farmer, stakeholder and concerned community member who like many others around me will be affected along with our environment if this project gets approved. In this letter I will lay out some facts and explanations on how the project will only bring negative effects upon our community.

My first argument on the environmental impact this project will have, is the water, both our surface and ground water will face negative repercussions if this project is approved regardless of what studies they may have done to argue the problems I am telling you. As a farmer water is everything for my livelihood. Any farmer will tell you that there is no one

person who is more aware of the changes in our climate than a farmer and this is because our jobs depend on it. This project is calling for six wells to fulfill its water usage. Our aquifers and well water levels have already gone down and remained down due to our changing climate with lower yearly rainfall to fill those water tables back to normal levels. Putting six wells in a 1500+ acre area will not help our problem it will only worsen. The people who are behind the Gateway project will argue that they have a contract to get excess surface water from the Byron Bethany irrigation district to help minimize how much well water they use. This may help to some extent, but what happens when we have another drought, and they have to turn on six wells to fulfill their water requirements for their business park and university. Our vital water levels drop and the stakeholders, pay the price. Also, we should be prioritizing our water resources especially in our county. In my water district for our crops we have received very low water allotments, some years have been so bad during a drought farmers have had to pull out orchards or not farm at all because they can not get the surface water they need due to our lack in water storage (Reservoirs) and the increasing dry years we have been having in California. We should be promoting water districts to prioritize our water and sell their excess water to other water districts further south like mine who get lower allotments, because yes our food and farming is more important than supplying water to a business park that is going to be built on farmland in a farming community with no other town in site. This project is now going to be taking our well water and surface water which are both in short supply.

Not only will our subsurface water levels go down for farmers, but it will also happen to the local people in our community as well. Their personal wells for their homes will drop. Too much depletion of well water brings a very big problem to our surface and the infrastructure on top of our soil surface. As some of you may know, when water is taken away from a well or aquifer for surface use, if it is not replenished to a certain level the land and everything that is built atop it sinks. This is caused by a pressure difference in the air pocket between the water level and the ceiling of a well or aquifer. When this happens, it is called Subsidence. This brings me to my next impact the project will have on the surrounding areas. Except this impact will hurt farmers financially far from where the project will be. The impact of subsidence is not unknown in the San Joaquin valley, and it is being monitored by the Sustainable Ground Water Management Act or also called (SGMA) for short. What makes this possible subsidence issue so bad is the location of which the project is being built and the infrastructure in the surrounding area that may be affected if subsidence is to occur which I will explain in the next paragraph.

The proposed project is said to be built in between two very important very expensive and vital water ways for our valley. Right next to the north side of the project, and

I am talking within 100 yards of the proposed project, you have the Delta Mendota Canal and to the south of the proposed project you have California Aqueduct. The Delta Mendota was built to supply water from the delta to farmers, and the Aqueduct was built to provide water from the delta to cities further south. If you put six wells within a 1500-acre plot regardless of surface water use, you will see subsidence. Next to our ranch there is a farmer with one well near the delta Mendota who uses both surface water and well water just like the proposed project is saying they are going to do, and our water district has recorded subsidence in the canal bank which is not far from the farmers well. This project will literally cause damage to our water infrastructure. When these canals sink the cement walls of the canals crack, the bridges and pipelines that cross the canals become compromised. This is not something that should be blown over or taken lightly because we are already seeing this in areas where there is only one well or two wells and they want to put in six for the proposed project. Furthermore, the farmers pay the water bureau to maintain and fix the canals every time something needs repairs. Yes, that is right, farmers help pay for the delta Mendota to stay running and in good condition. This money comes out of their dues they pay every year which is calculated as so many dollars per acre foot of water. These are the dues I have to pay. Our water prices are so high as it is that it has become hard to make a profit on crops we have grown here for years, now my water prices will go up to pay for repairs needed because of subsidence caused by an unwanted, unnecessary project that no one wants. I should not have to be financially affected nor should any farmer in the Del Puerto water district have to be financially affected because of this useless project.

Also, this will happen to the aqueduct as well, remember that both of these canals have bridges for roads such as Bird, Christman, McArthur and Tracy Blvd. all roads which are roads that will cross through this project. Please take this issue of subsidence into consideration and think of the people it will truly affect financially. Also, when damage is bad enough, the canals need to be lowered which means slowing down the water flow rate while they do repairs, this also affects farmers because water is not flowing at its proper rate. The subsidence is only one of the many issues this project is going to impede on this community.

We still need to discuss the traffic nightmare this is going to cause as well as traffic safety and road damage. As I said earlier, I live and work in this area and every day from 3:00-7:00 p.m. 132 is packed bumper to bumper from bird road to McCracken rd. in Vernalis because of commuter traffic. Regardless of the other impacts this project may pose, the traffic problem alone should show anyone how this project will not work in this location. Until Hwy 132 is upgraded to a six lane Highway this project is going to cause a train wreck

with the traffic on 132 which is already a major problem. Being that 132 gets backed up everyday in that area, commuters from Ripon and Manteca will get off on Christman road and drive down Durham ferry road to get to airport which will take them home. This is what the people living in the cities call “taking the back roads or taking a shortcut” well it does not help us, the ones who have to deal with people going 80mph down a 45mph road because they do not want to sit in traffic on 132. If we add a business park or university it will only make these problems worse tenfold. These commuters who take backroads to get home to Ripon and Manteca have caused wrecks and unfortunate deaths driving down these roads that are made for the people who live off them and have farmland next to the roads. I have been run off the road twice in the last year moving equipment from field to field because of speedy commuters and this project will only make it worse. Alone, highway 132 needs the proper infrastructure modification before any project in this location is built.

Lastly on the subject of traffic, you have the bird road and 132 overpass. This overpass was paid for by Teichert aggregates, a gravel company along with two other gravel pits one on Blewett and one on Bird rd. which use that small a stretch of Bird Rd and the overpass to Safely get onto 132. Teichert had paid for the overpass to be built in or around 2010 if I can remember correctly. They did this because their gravel truck would get stacked up on Bird rd. trying to get onto highway 132. Now you have a project being put in and the map of the proposed project has a street that will dump right onto Bird Rd right before the overpass. This overpass is not limited to the gravel trucks even though Teichert had paid for it, but it should not be flooded by traffic and taken advantage of by someone else either. Putting in the overpass ended collisions that were previously caused by gravel trucks trying to cross or get on 132, now that extremely busy road is going to be flooded with not gravel trucks but vehicles and trucks driving in and out of this unwanted business park. This project is a major traffic hazard and has no place being built where it is proposed.

This project is being built far from any city, and it is being put in the middle of a thriving farming community. The soil which this project is proposed to be built on is prime farmland soil that we will not get back once it is paved over with blacktop. Farmers like me who have young farming businesses are starving for land and it's a shame to see land I and many other farmers would love to use go to waste so quickly. I ask think to yourself, is this where a place like this far from any town will really thrive or are we just wasting resources on something that may do more harm than good?

No one besides the person who is paying for the project wants this thing to be approved, we are a farming community and farmers along with the people who enjoy living the country lifestyle away from the cities and traffic have worked extremely hard generation

after generation to preserve our land and resources for farming. If you do not know the town of Tracy started out as a farming community and slowly over the past few decades, it has grown into a commuter town. Let us keep the little history of our town we have left and help us put a stop to this senseless waste of our farmland and history. Lastly, this project will take out a lot of people's front yards on Christman road when they widen the road to four lanes to handle all the traffic, they will be getting from this project if it is built. These are people who bought these homes decades ago. This project poses so many threats and problems to the community that anyone can tell you it is a bad idea. All I ask is that you take in these considerations, listen to the stakeholders, give them a say in what happens to their lives and their homes. This community and its historic way of life should not have to suffer and be damaged because of one person's agenda. Please put yourself in our shoes before you approve this project, you are our last hope.

Mon 1/20/2025 3:46 PM

Pacific Gateway Project

From: Kelly Moran gvpachomes@gmail.com

To: bmillar@sjgov.org

Brian Millar

c/o County of San Joaquin Community Development Department

1810 East Hazelton Avenue

Stockton, CA 95205

bmillar@sjgov.org

Subject: The San Joaquin Pacific Gateway Project

Dear Brian Millar and Members of the of San Joaquin Community Development Department.

I am writing to express
my strong opposition to the proposed San Joaquin Pacific Gateway Project.

The plans for this project raise significant concerns regarding land use, sustainability, and the actual benefits promised to residents. The proposed development sacrifices valuable

farmland, introduces unnecessary infrastructure, and fails to provide credible assurances to our community.

Farmland:

The utilization of irreplaceable farmland for this project is a profound mistake. San Joaquin County's

agricultural heritage is a cornerstone of our economy, providing essential food supplies and supporting countless local jobs.

Converting this farmland into warehouses jeopardizes our agricultural industry, diminishes open spaces,

and contributes to urban sprawl. With increasing concerns over food security and environmental degradation, protecting farmland should be a priority, not an afterthought.

Unnecessary Warehouses:

The proposal for yet another wave of warehouses is both redundant and unnecessary. Our county has empty warehouses. These structures often contribute to increased traffic congestion, noise pollution, and wear and tear on local infrastructure without generating significant long-term benefits for the community. Additionally, the promise of jobs created by such developments frequently fails to meet expectations, offering primarily low-wage positions with minimal opportunities for upward mobility.

Unaccredited University:

I'm worried about the unaccredited University, it raises serious questions about the project's legitimacy. Unaccredited institutions often do not meet rigorous academic standards

and may not provide students with the quality of education they deserve, nor the certification or degree to obtain professional paying jobs. Investing in such a venture not only puts future students at risk but also diverts resources that could be better utilized to strengthen existing accredited educational institutions in our region.

Promise for VFW Hall:

The project's vague promise to establish a Veterans of Foreign Wars (VFW) Hall with significant restrictions is equally concerning. While the idea of supporting our veterans is commendable, imposing numerous limitations undermines the potential value of this gesture. Many of our veterans are disabled and would have a difficult time traveling so far from town. Our veterans deserve facilities and services that are genuinely accessible, meaningful, and supportive without unnecessary barriers.

High Pollution and Disruptions to Natural Habitats and Ecosystems:

Natural habitats and ecosystems that currently exist in the area would be disrupted.

This destruction of nature not only harms wildlife but also diminishes the biodiversity that is essential for a healthy

environment. I'm worried with the increase in traffic vehicles servicing the warehouses will exacerbate air pollution and negatively impact air quality.

Our community cannot afford to face the health risks associated with increased levels of particulate matter and emissions.

To illustrate the potential harm, I will include a satellite photo of the pollution in the Los Angeles area prior to the

recent fires, showcasing the poor air quality surrounding warehouse-heavy regions.

This serves as a cautionary

example of the consequences our community could face should this project proceed as planned. Undefined Industrial and Commercial Plans

Finally, the plans for limited industrial and commercial uses remain alarmingly undefined, leaving residents uncertain about the long-term impacts of this project.

Ambiguous terms and undetermined uses invite the possibility of undesirable developments that may harm the community's character and quality of life. Clear and specific plans should be a prerequisite for any development proposal to ensure transparency and accountability.

In light of these significant issues, I urge the San Joaquin County Planning Commission to reconsider the approval of

the San Joaquin Pacific Gateway Project. Instead, I encourage the commission to explore alternatives that preserve our farmland, support sustainable growth, and prioritize the long-term interests of our community.

Thank you for considering my concerns. I respectfully request that this letter be included as part of the official record for the project's review.

Please do not hesitate to contact me should you have any questions or require additional information.

Kelly Moran

Milo Glass

952 Centre Court Drive

Tracy, CA 95376

530-305-4282 cell

Mon 1/20/2025 2:39 PM

Pacific Gateway

From: gsknize@gmail.com

To: bmillar@sjgov.org

Mr. Millar,

Please note our concerns and opposition to the new proposed Pacific Gateway Project for the following reasons--

- 1) Because we live on Chrisman Road, we are extremely concerned with increased traffic noise from increased trucking and increased braking to what is already a very, very busy road. There is really no way to mitigate noise from a highway on a country road.
- 2) We are concerned as well over increased air pollution from increased traffic, truck fumes and dust.
- 3) Naturally, we are concerned with decreased property values if Chrisman Road should be widened. We enjoy our rural lifestyle and we enjoy our home.
- 4) We believe increased traffic would lead to decreased safety for pedestrians, school children and bicyclists as well as greater incidents of vehicular accidents.
- 5) Speed limits are supposed to be 45 mph in our section of Chrisman Road which for the most part are not obeyed. However, increased volume of cars almost guarantees more speeding.
- 6) Loss of valuable agricultural land is of concern as well as loss of habitat for the many birds and mammals. Endangered animals such as the San Joaquin Kit Fox lose areas to live and thrive.
- 7) We feel ground water for wells is at risk.

Overall, this new Pacific Gateway Project is not much different from the last proposal and we strongly urge you to find it unacceptable in so many ways.

Sincerely,

Mark and Gayle Knize

28263 S. Chrisman Road

Tracy, CA 95304

Sun 1/19/2025 1:18 PM

Pacific Gateway

From: grant@merlingraphics.net

To: bmillar@sjgov.org

Greetings, Please reject this plan. Warehouse Tracy is being ruined by more and more warehouses.

--

All the best,

Grant M. Davis

Merlin Graphics & C and C Design

www.candcdesign.com

www.merlingraphics.net

925-895-4478



Mon 1/20/2025 9:01 PM

Against Pacific Gateway Project: Please Vote NO

From: 4mlittle@comcast.net

To: bmillar@sjgov.org

Mr. Brian Millar,

I have lived in Tracy for 38+ years, 25 in south Tracy. I moved to Tracy for its small town feel and agricultural landscape. The quiet simplicity of south Tracy will be destroyed by the proposed Pacific Gateway Project. Not only is Tracy's infrastructure inadequate for the proposed project, but the impacts to the environment and safety will be intolerable.

Streets around Jefferson school are already clogged during to/from commute and Jefferson school pick-up/drop-off times. Traffic in the area is not only frustrating, but a danger to Jefferson school staff, students, and residents. Adding commuters and semi-truck traffic associated with the planned warehousing project will increase these safety issues exponentially, especially if there is access to the Pacific Gateway project from Chrisman Road.

Expanding Chrisman road to 4 lanes is a dire safety concern for Jefferson School and residents who live along and near Chrisman road. Not only will adding lanes to Chrisman road put heavy commute and semi-truck traffic at residents' front door steps, but it will bring the potential for vehicular accidents into their homes. We don't need another SR132 AKA "Blood Alley" in our neighbors' front yards!

Commuting into/out of Tracy is a nightmare. Two-lane country roads in south Tracy have become dangerous high-sped thoroughfares. Many residents already fear walking along their streets or checking mailboxes at the streets edge due to crazy commuters trying to skirt clogged highways and city surface streets. Yes, warehousing will bring more jobs into Tracy, but most warehousing jobs pay minimum wage or only slightly better. Therefore, most warehouse employees won't be able to afford to live in Tracy, further increasing commute traffic in/out of south Tracy.

According to the "Notice of Preparation of an Environmental Impact Report and Notice of Scoping Meeting" handout, the Pacific Gateway applicants filed new applications to address concerns about potential for extensive truck traffic along Durham Ferry Road. They are now proposing to move the proposed project father west, opening Durham Ferry Road west of the intersection of Chrisman and Durham Ferry, using it as an entrance into the Pacific Gateway complex. However, this proposed change is NOT the answer to traffic along Durham Ferry. Durham Ferry will be inundated with traffic as thousands of commuters as well as semi-truck traffic will travel to the Pacific Gateway complex via SR132 to Highway 33 to Durham Ferry. This route has an additional safety concern as the

intersection of Highway 33 (Ahern Road) and Durham Ferry is approximately 450 yards from New Jerusalem Elementary school. Delta Charter Elementary School is just down the road from New Jerusalem.

Tracy is already experiencing water shortages and rationing. Pacific Gateway Project will add to our water shortage problem. Since most south Tracy residents are on individual or community wells, the additional drain on our ground water supply will lead to deteriorating water quality.

Noise pollution will increase dramatically with the additional commute and semi-truck traffic. No more relaxing, enjoying the quiet solitude of my own backyard. And to think, I live a few residential blocks from Chrisman road. I can't imagine living closer.

Crime follows industrial development. The proposed Pacific Gateway Project will increase crime in south Tracy, putting an even greater strain on an overworked, understaffed San Joaquin County Sherriff's Office, whose response times to south Tracy are already long due to the size of their jurisdiction and focus on higher crime areas.

With the additional traffic, pollution, safety issues and crime, our property values will decrease. Some of our neighbors will even lose part of their front yards and/or land, all so big business can benefit. As of January 20, 2025, according to Property Shark, there is 6.4 million SF of empty commercial space available for rent in Tracy. Begging the question, why do we need more empty warehouses in Tracy? If warehousing needs increase, confine industrial development to existing industrial sites that have the infrastructure rather than turning valuable AG land into a commercial site.

Keep industrialization out of South Tracy, preserve our farmlands and maintain our way of life. Please decline the proposed Pacific Gateway Project. Thank you for your time.

Sincerely,

Margo Little

Tue 1/21/2025 10:29 AM

Pacific Gateway Project Opposition Letter

From: rjackman5@yahoo.com

To: bmillar@sjgov.org

Mr Millar,

Please find our letter of opposition attached. One of the many things that are troublesome about this project is, most if not all of the land is covered by the Williamson Act. We genuinely do not understand how people buy this land that is protected and then they can just change that? All these years we pay insane amounts in property taxes , they have paid minimal. I understand the county will benefit from the additional revenues but where does that leave our rural lifestyle way of living that we have had for the past 20 years?

Regards,

Brian & Rebecca Jackman

January 21, 2025

Attachment:

SAN JOAQUIN COUNTY

COMMUNITY DEVELOPMENT DEPARTMENT

Development Services Division 1810 East Hazleton Avenue Stockton, CA 95205

Contact Person: Brian Millar

VIA Email

bmillar@sjgov.org

RE:APPLICATION NUMBERS: PA-2400363,PA-2400364,PA-2400365,PA-2400366,PA-2400367, PA-2400368,PA-2400369,PA-2400371,PA-2400372,PA-2400500

PROPERTY OWNER:

Pacific Gateway CA, LLC

**as Authorized Agent for multiple
property owners.**

915 Highland Pointe Dr., Ste. 250

Roseville, CA 95678

APPLICANT:

**Ridgeline Property Group c/o Steve
Arthur**

915 Highland Pointe Dr., Ste. 2

Dear San Joaquin County Community Development Department:

This letter expresses our absolute opposition to the proposed Pacific Gateway Project. We strongly oppose this project and all the tactics the landowner has and is utilizing to try to get it approved. Doesn't moving it further south indicate they are aware of the negative impacts on the entire area? They moved the project south to appease the people on Durham Ferry. While they will no longer be in the residents' backyards, it will not change every other concern about the area we call home. This project was proposed not long ago under the name Golden State Logistical Hub. Once it met opposition, a high-priced marketing firm was hired, some minor adjustments were made to make it more appealing, and it was newly named Pacific Gateway Project. We have not changed our position or opposition to this project. At a minimum, these concerns must be documented in the EIR, especially if they are successful, so the approving entity can and will be held accountable.

Our concerns include but are not limited to:

- Where is the water going to come from? Our hydrants ran out in June when we had the fire. We do not have endless amounts of water.
- Increased risk for air, ground, and water pollution
- Additional destruction of agricultural land and surrounding nature and wildlife.
- Additional risk to the safety of our school children and residents in the surrounding areas
- Why have the Williamson Act if a person can buy land that is protected and then change the intended purpose of the land?
- A hotel, how can this possibly be beneficial to our community in rural Tracy
- Who do we hold accountable, not if but when there is an increase in crime?
- The application indicates "law enforcement services will be provided the San Joaquin County Sherriff's Department". This statement supports the anticipated need for law enforcement in our rural area.
- Increased traffic & semi-truck presence, with no control over what roadways they utilize to get to the proposed site.

Respectfully,

Brian & Rebecca Jackman

Brian & Rebecca Jackman 34868 Bernard Road

Tracy, CA 95377

rjackman5@yahoo.com

Mon 1/20/2025 3:00 PM

Pacific Gateway Objection

From: mjc12515@aol.com

To: bmillar@sjgov.org

CC: styrrell@sjgov.org; hcrowley@sjgov.org; jjolley@sjgov.org

Good Afternoon Mr. Millar,

My name is Miguel Contreras, and I reside at 27263 South Chrisman Road in Tracy. I am writing to express my **objection** to the Pacific Gateway Project. Out of respect for your time, I will keep my comments brief. I own three homes on Chrisman Road, all with similar issues regarding traffic and vehicle noise. I have lived at my home for over 25 years with my family and generational family members. I have seen the drastic impact of traffic and noise congestion on the quality of life even without the proposed Gateway Project.

To mitigate the existing noise issues on Chrisman Road, I have installed triple-pane windows and fencing on my homes to reduce traffic noise and traffic view, which have had minimal impact. During peak traffic hours, exhaust fumes, noise, and vibrations to the homes are constant.

I have been working with Supervisor Robert Rickman, County Engineering, and County Public Works to improve the existing poor roadway pavement conditions and seek remedies to reduce the vibrations of the existing road traffic that impact our homes. Our homes vibrate when oversized trucks travel in front of our homes on Chrisman Road.

With the pending Pacific Gateway Project, traffic conditions will worsen, and the roadway and our quality of life will be further reduced.

The Pacific Gateway Project is **overzealous** and greedy, eliminating thousands of acres of precious farmland. The project does not consider the impact on South Tracy, our community, and the legacy of many generations of Tracy residents who live in the area.

Please keep in mind, the area of South Tracy has no internet connection, relies on wooden utility poles, and offers no sidewalks, bike routes, or infrastructure for stormwater and drainage. Yet, the project will depend on the existing roadways to bring

in even more traffic. More importantly, residents such as myself rely on well water, which will also be impacted by a project relying on existing well water aquifers. Existing conditions do not support such a massive project, which will impact residents, roadways, and county infrastructure for years to come.

Thank-you,

Miguel Contreras

209-834-7666

Sun 1/19/2025 8:07 PM

Letter detailing our objections to revised Pacific Gateway Project

From: dlj1685@yahoo.com

To: bmillar@sjgov.org

Brian, my wife Susan and I enjoyed meeting with you and the project developers for the revised Pacific Gateway Project earlier this month. While the meeting format was not what we expected, since we got there early we actually had more one-on-one time with you and the other principals of the project.

Despite the relocation and size reduction, my wife and I are still opposed to this project. In conversation with our other neighbors that attended the event, they also still oppose the project. We are unaware of anyone in the area - other than the Sandhu's - that are in favor of the revised Pacific Gateway Project.

I have attached a PDF that lists the issues behind our objection. Please let me know if you have any problem opening this PDF or have any questions / comments regarding our concerns.

Regards,

Donald and Susan Johnston

1685 Piper Place

Tracy, CA 95304

Attachment:

Brian Millar

San Joaquin Community Development

Dear Mr. Millar:

Regarding the event this past Thursday, January 9, that provided information on the revamped Pacific Gateway Project my wife and I still have several concerns on what is being proposed.

We appreciate that Ridgeline Property Group, LLC put forth a revision that attempted to address resident objections on the earlier project version presented at New Jerusalem and Jefferson schools. Unfortunately, we do not believe the current revision adequately addresses those objections.

The current project revision does scale the project back in size and moves most of it further south to be mainly contained between the California aqueduct and the Delta Mendota canal. Speaking with Steve Arthur of Ridgeline, it was clear the developers feel that traffic for the revised project should mainly impact Chrisman Road and Highway 132 – addressing a principal objection raised at earlier meetings regarding the impact on Durham Ferry Road. Chrisman Road is still scheduled to be expanded to four lanes from Chrisman Road all the way up through the City of Tracy and Mr. Arthur made a point of saying that road expansion within the city limits of Tracy were due to the city's general plan and not as any result of the Pacific Gateway Project.

We agree with Mr. Arthur that the revised project plan would have lower impact on Durham Ferry Road at its inception but it is disingenuous to suggest that would be the end of the matter. With the revised Pacific Gateway Project in place and Chrisman Road widened to four lanes up through the City of Tracy at least as far north as 11th Street there would likely be further warehouse project expansion north in relatively short time. We have already seen the same type of rapid warehouse expansion twice in Tracy, once along the International Parkway / W Schulte Road corridors and once along the Grant Line Road corridor.

If the Pacific Gateway Project goes forward, there will be significant increased truck traffic and associated air pollution in the south of Tracy just as what has happened in west and east Tracy. There are also significant vacancies in the warehouse facilities already available so we don't believe a reasonable argument can be made that the project will be fulfilling a critical need – even ignoring its negative impacts on air quality and traffic.

Some might say with the fossil fuel ban being applied to newly purchased trucks in 2036 and a complete conversion to electric or hydrogen fueled vehicles in 2042 the air pollution impact of the project will be mitigated then. If the current fleet conversion requirements stay in place that still causes us concern. There is insufficient electrical capacity and no meaningful hydrogen fuel capacity in Tracy to meet the needs of existing truck fleets much less the additional vehicles that would be added by the Pacific Gateway Project. It's easy to say the technology exists to bring such assets online in time but given the past performance of PG&E and the State of California in planning, permitting and then completing such large-scale infrastructure improvements over the last ten years we have no confidence that will actually take place. One need only look at the high-speed rail system, under-grounding power transmission lines and grid-scale battery project decade-long delays and cost overruns to get very cynical about likely outcomes.

I spoke with Mr. Arthur about our community's concern about potential water contamination from the actions of the occupants of the Pacific Gateway Project. Steve made a firm commitment that the project had waste water and storm drainage plans that were fully compliant with current State and County statute. After reviewing the detailed materials he shared with me I have no doubt that statement is true. Unfortunately, that only peripherally addressed our concern of water contamination resulting from the actions of the occupants of the Project (specifically, harmful chemical compounds entering the storm drainage system).

Mr. Arthur was very open that there would be no real-time monitoring of the storm drainage outflows of the project (unlike the wastewater treatment facility also part of the Project) as such monitoring is not required under California or County statute.

The large offsite basin for the Project shown north of Durham Ferry Road and between Chrisman Road and MacArthur Drive is directly above a key groundwater aquifer that feeds a number of resident wells in the area. Any contaminant that is inadvertently released into the storm drainage from the Project is a serious risk to this aquifer. The limited filtering on this part of the system should handle common solids and small amounts of vehicle fluid leaks that will be released from roadway and parking surfaces during storms, etc. but the zoning for this project looks like it would permit occupants that deal with PFAS chemicals and other hazardous formulations associated with light manufacturing. From what I have gathered from public sources, current filters mandated for storm drainage systems would be ineffective in stopping those chemicals from reaching the percolation areas – eventually being released into the aquifer.

A further water concern is the amount of potable water the project will require and the potential impact that could have on groundwater levels in the area. In the documents that Mr. Arthur provided me, the Phase 1 maximum daily consumption of potable water is forecast to be between 75,000 and 100,000 gallons (and the project might require up to 4 wells). That puts the annual usage of Phase 1 only somewhere in excess of 2.5 million gallons of water a year which is significantly in excess of the groundwater that the property currently uses. I have been monitoring the Tracy Sub-basin Groundwater committee meetings and am well aware of the reduction in groundwater levels over the last ten years. The State and Federal water projects have both emphasized that local county, municipal and private water districts must do more to reduce their existing water use. Recognizing that in the face of growing populations conservation efforts alone will likely be insufficient to achieve stated targets, they are encouraging all water districts to develop effective groundwater recharging capability.

The Pacific Gateway Project will likely accelerate groundwater level decreases in its area (if only for the first few years). Since a number of resident wells in the area are more than 25 years old and are not as deep given the groundwater level present when they were drilled, I do not understand how the County could approve the Pacific Gateway Project before credible groundwater recharging was in effect with measurable results.

The final objection to the Project is the permanent change it will make to the ambiance of this part of the Tracy area. Most of us in the area have been here for at least 10 years and many have been here for over 30 years. We moved here because we sought the open, pastoral setting of the community. Other than Mr. Sandhu and his family, I'm not aware of anyone else in the area that is in favor of this project. We all realize it would create a small number of additional jobs for the area and simplify some of the logistics for potential occupants of the project but our area already presented our unified opposition to the Board of Supervisors once and it was voted down at that time.

Despite the modifications to the Project introduced at the latest meeting, our area remains opposed to the Pacific Gateway Project. Mr. Sandhu certainly has the right to try and increase his family's financial standing but we also have the right to say it should not come at the expense of the neighborhood we've been living in for more than thirty years.

Our area will be VERY upset with the Board of Supervisors if they let this Project move forward after County Community Development has heard very clearly of our unified objection in three separate community meetings during the past year.

Donald and Susan Johnston 1685 Piper Place

Tracy, CA 95304

(209) 835-8538

Mon 1/20/2025 10:12 PM

Pacific Gateway Project

From: nabaretta@gmail.com

To: bmillar@sjgov.org

Sent from my iPad

Mr. Millar,

I am writing this email to voice my opposition to the Pacific Gateway Project.

The building of more warehouses in the Tracy area when there are so many sitting unoccupied is extremely concerning. Why would the county even consider approving so many more additional buildings of this type when existing structures sit empty? It would seem that we do not need more of the same.

Even more concerning is the location of this project. Although the project's location has shifted somewhat from the previous proposal it is still primarily being built on prime land. This is an agricultural community and I strongly believe that it should remain so. It is disheartening to see that any consideration is being given to something that will destroy so much prime agricultural land. Agricultural land once lost cannot be regained.

I strongly oppose this project and urge you to carefully consider the ramifications of metal, concrete and asphalt encroaching upon our farmland. It is my opinion that this project presents far too many negatives to warrant allowing it to move forward.

Thank you for your consideration.

Nellie Baretta

Mon 1/20/2025 4:42 PM

Gateway Project Opposition

From: 1212panhead@prodigy.net

To: bmillar@sjgov.org

CC: leannestaas@kw.com

Hello,

My husband and I are strongly opposed to the Gateway Project. Please accept the attached letter as further documentation of our opposition.

Thank you for your time and consideration.

Wanda Lenhardt

Attachment:

Brian Millar
1810 E.
Hazelton Ave
Stockton, CA
95205

Mr. Brian Millar

We are writing to oppose the Gateway Project that is proposed in Southeast Tracy.

I have been born and raised in Tracy and spent my full life here. My husband has lived in Tracy for the past 24 years. We purchased property on Bird Road 11 years ago and moved here 8 years ago. We wanted to move into the country for peace and quiet in our retirement years.

The Gateway Project is a huge threat to that peace and quiet as well as our general way of life. We do not want the "university" to be placed in our community. It will bring traffic, a water treatment plant, and undeterminable assaults on our community. The properties around us have been owned by families for generations and should not have this moneymaking project allowed to disrupt their way of life either.

When looking at Tracy, the damages caused by the intrusion of industry on our farmland is most evident on Grantline Road. In decades past there were farms and dairies that lined that road. Now there is nothing but warehouses and other forms of

industry. We feel bad for the few farm houses that are left to look at the change in landscape industry created.

Industry has also taken over the South West quadrant of the rural Tracy area near Shulte Rd and the Industrial Parkway (Patterson Pass Rd).

The Gateway Project needs to be stopped before one of the last beautiful areas of Tracy is destroyed. We have attended every meeting that has been offered but it feels our opposition is not heard or given merit. This project can be relocated to an area already designated for industry.

Thank you for your time and consideration.

Wanda and James Lenhardt
31900 S. Bird Rd.
Tracy CA 95304

Mon 1/20/2025 11:08 AM

Objection Letter to the San Joaquin Pacific Gateway Project

From: smith385@llnl.gov

To: [bmiller@sjgov.org](mailto:bmillar@sjgov.org)

Note: Attachment same as message body.

Danielle F. Smith
550 Forest Hills Drive
Tracy, CA 95376
smith385@llnl.gov
19 January 2025

Brian Millar
c/o County of San Joaquin Community Development Department
1810 East Hazelton Avenue

Stockton, CA 95205

bmillar@sjgov.org

Subject: Opposition to the San Joaquin Pacific Gateway Project

Dear Brian Millar and Members of the of San Joaquin Community Development Department, I am writing to express my strong opposition to the proposed San Joaquin Pacific Gateway Project. While economic development is vital for our community, the plans for this project raise significant concerns regarding land use, sustainability, and the actual benefits promised to residents. The proposed development sacrifices valuable farmland, introduces unnecessary infrastructure, and fails to provide meaningful and credible assurances to our community.

Irreplaceable Farmland

Firstly, the utilization of irreplaceable farmland for this project is a profound mistake. San Joaquin County's agricultural heritage is a cornerstone of our economy, providing essential food supplies and supporting countless local jobs. Converting this farmland into warehouses jeopardizes our agricultural industry, diminishes open spaces, and contributes to urban sprawl. With increasing concerns over food security and environmental degradation, protecting farmland should be a priority, not an afterthought.

Unnecessary Warehouses

Secondly, the proposal for yet another wave of warehouses is both redundant and unnecessary. The county is already saturated with similar facilities, many of which remain underutilized. These structures often contribute to increased traffic congestion, noise pollution, and wear and tear on local infrastructure without generating significant long-term benefits for the community. Additionally, the promise of jobs created by such developments frequently fails to meet expectations, offering primarily low-wage positions with minimal opportunities for upward mobility.

Unaccredited University

Another aspect of the project, the inclusion of an unaccredited university, lacks credibility and raises serious questions about the project's legitimacy. Unaccredited institutions often do not meet rigorous academic standards and may not provide students with the quality of education they deserve, **nor the certification or degree to obtain professional paying jobs**. Investing in such a venture not only puts future students at risk but also diverts resources that could be better utilized to strengthen existing accredited educational institutions in our region.

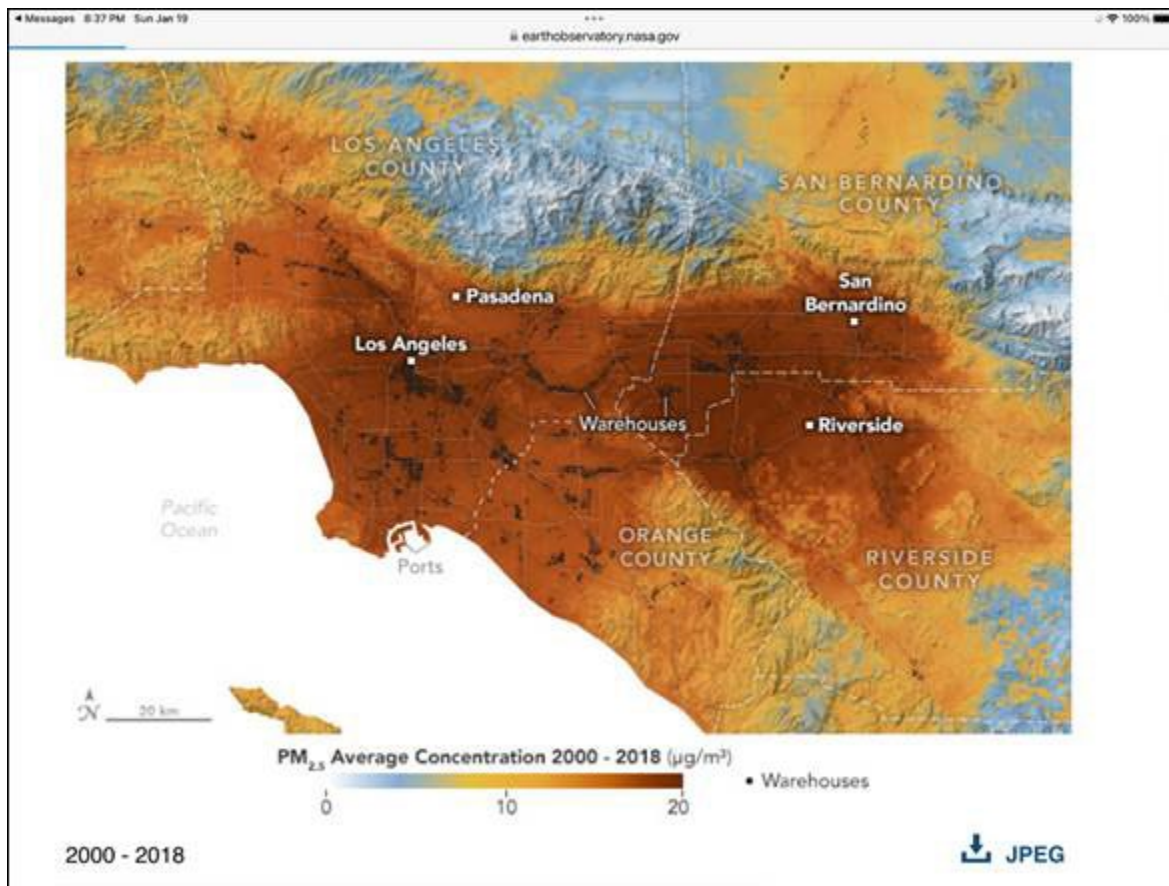
Vague Promise for VFW Hall

The project's vague promise to establish a Veterans of Foreign Wars (VFW) Hall with significant restrictions is equally concerning. While the idea of supporting our veterans is commendable, imposing numerous limitations undermines the potential value of this gesture. Many of our veterans are disabled and would have a difficult time traveling to that distance. Our veterans deserve facilities and services that are genuinely accessible, meaningful, and supportive without unnecessary barriers.

High Pollution and Disruptions to Natural Habitats and Ecosystems

Furthermore, the project would disrupt natural habitats and ecosystems that currently exist in the area. This destruction of nature not only harms wildlife but also diminishes the biodiversity that is essential for a healthy environment. In addition, the significant increase in traffic from big-rig trucks and other vehicles servicing the warehouses will exacerbate air pollution and negatively impact air quality. Our community cannot afford to face the health risks associated with increased levels of particulate matter and emissions.

To illustrate the potential harm, I will include a satellite photo of the pollution in the Los Angeles area prior to the recent fires, showcasing the poor air quality surrounding warehouse-heavy regions. This serves as a cautionary example of the consequences our community could face should this project proceed as planned.



Undefined Industrial and Commercial Plans

Finally, the plans for limited industrial and commercial uses remain alarmingly undefined, leaving residents uncertain about the long-term impacts of this project. Ambiguous terms and undetermined uses invite the possibility of undesirable developments that may harm the community's character and quality of life. Clear and specific plans should be a prerequisite for any development proposal to ensure transparency and accountability.

Conclusion

In light of these significant issues, I urge the San Joaquin County Planning Commission to reconsider the approval of the San Joaquin Pacific Gateway Project. Instead, I encourage the commission to explore alternatives that preserve our farmland, support sustainable growth, and prioritize the long-term interests of our community.

Thank you for considering my concerns. I respectfully request that this letter be included as part of the official record for the project's review. Please do not hesitate to contact me should you have any questions or require additional information.

Sincerely,

Danielle F. Smith

Tue 1/21/2025 11:43 AM

Concerned Tracy Resident

From: stef242@sbcglobal.net

To: bmillar@sjgov.org

To Mr. Millar,

Please don't let another contractor (Ridgeline Property Group) (Project Title: Pacific Gateway) build more warehouses, non-accredited University, VFW post, with restrictions.

Location: north and east of interstate 580 (I-580) and north of State route 132 (SR 123)

24,675,000 ft of industrial use, 160,000 of General commercial use, 93,000 ft of industrial park use. Initial development phase will consist of approximately 4 million ft. limited industrial uses in four buildings!!

Tracy does not need more traffic, more industrial buildings. We need better infrastructure, entertainment for family to keep them spending in our city, another hospital (preferably Kaiser), an updated library.

Don't let more contractors build more industrial buildings! Please we've been Tracy residents for 22+ years. It's not the Tracy it once was.

We have enough empty industrial buildings.

Please listen to the community.

Regards,

Stefanie Adams

Mon 1/20/2025 1:51 PM

Pacific Gateway Project Scoping Comment Letter

From: ahansen@delpuertowd.org

To: bmillar@sjgov.org

CC: adoud@youngwooldridge.com; ascheuber@delpuertowd.org

Mr. Millar,

Thank you for the opportunity to provide comments on the scope and content of the subject project's Draft Environmental Impact Report. I look forward to working with you as this major project moves forward. If at any time I can be of assistance to provide information about the District and/or the lands served within its boundaries, please do not hesitate to contact me directly at the number below.

Very Sincerely,

Anthea

Anthea G. Hansen

General Manager

Del Puerto Water District

PH 209-892-4470/FAX 209-892-4469

Attachment:



P.O. Box 1596 Patterson, CA 95363-1596

Phone (209) 892-4470 • Fax (209) 892-4469

January 20, 2025

VIA EMAIL

Mr. Brian Millar (bmillar@sjgov.org)

San Joaquin County Community Development Department 1810 E. Hazelton Avenue

Stockton, Ca 95205

Re: Notice of Preparation and Scoping for the Draft Environmental Impact Report - Pacific Gateway Project

Dear Mr. Millar:

The following comments are submitted on behalf of Del Puerto Water District ("District") regarding the scope and content of the Draft Environmental Impact Report (DEIR) to be prepared for the Proposed Pacific Gateway Project ("Project").

As a California Water District and federal water service contractor, the jurisdictional responsibilities and expertise of the District are in the area of surface water management and distribution for agricultural purposes. The District also has jurisdictional responsibilities and expertise in the area of groundwater management and has elected to form a local multi-agency Groundwater Sustainability Agency, the DM-II GSA, which serves as the exclusive GSA for the portion of the groundwater basin underlying its boundaries. The District further assists its agricultural landowners and water users in complying with the requirements of the California Regional Water Quality Control Board's Irrigated Lands Regulatory Program (ILRP) for the Central Valley Region through its participation in the Westside San Joaquin River Watershed Coalition.

As the agency currently responsible for providing agricultural water service to approximately 180 acres of the land in the subject planning area, the current proposed Project raises several issues of serious, long-range importance and concern to the District. You are therefore advised that the District reserves the right to provide comments on any future DEIR for the project and may request that certain conditions be agreed to prior to final project approval. This most certainly would apply to any requirement for the District to continue water service to the Project lands within its boundaries if they are to remain in agricultural production over the course of Project buildout. If they are not to remain, the DEIR should consider all impacts associated with lands left "fallow" and awaiting development over a prolonged period of development.

Agricultural land in the State and County has been steadily disappearing over the years in the face of urban development and other pressures. It is the District's view that the protection of existing agricultural and open space lands is of critical importance not only to the District, but to the present and future residents of the County and State. Therefore, as a general rule, the District strongly favors the preservation of prime agricultural land and policies intended to protect agricultural lands. The proposed Project is in direct conflict with these long-standing policies. In addition to their proven food production value, it must

be noted that these agricultural lands also have significant biological and environmental value. In short, the District considers the proposed conversion of Project lands to non-agricultural purposes to be problematic and the long-term impacts associated therewith to be far-reaching and significant. To address these concerns, at a minimum, project alternatives that direct impacts away from prime farmland sites to non-agricultural or to more marginal, impaired or non-productive lands should be considered during preparation of the DEIR.

The District also discourages adjacent land uses that are incompatible with ongoing agricultural operations. It has been our experience that "Right-to-Farm" ordinances and public notices do little to reduce conflict and protect against potential liability associated with adjacent competing lands uses. Additional mitigation measures, including buffer zones and setbacks, as well as measures that address the growth inducing impacts associated with the proposed project, should be analyzed and addressed in the DEIR. Protective policies should be considered, analyzed and adopted where appropriate before finalizing the DEIR.

Of additional impact and concern approximately 180 acres of lands within the Project area currently support District operations and long-term water supply planning efforts through the payment of certain land-based charges. Detachment of these lands from the District without consideration of this effect will create an economic hardship on the District and its remaining landowners. While we appreciate the preliminary economic analysis prepared for the project, we note that such analysis does not consider the offsetting financial impacts that this conversion of lands will cause. Please be advised that the District may seek one-time and/or ongoing compensation to offset the economic impacts associated with detachment of District lands, particularly as those impacts relate to the District's construction repayment obligations for the Central Valley Project (CVP), and the pending costs for mitigating subsidence along the Delta-Mendota Canal.

Continued urban encroachment into agricultural lands not only impairs the viability of the local agricultural economy, it also potentially threatens the quantity and quality of local water supplies available for all uses. The availability of and/or the potential impacts associated with the water supply for the proposed Project need to be fully and correctly analyzed and addressed in the DEIR, as does the effect of any drainage leaving the project boundaries and potentially percolating back into the local aquifer.

Additionally, as the project boundaries will "surround" both sides of the Delta-Mendota Canal (DMC) in one area, and run concurrent with the south-western edge of the DMC for its entirety, the draft document should analyze the impacts to both the District and the non-

federal operating entity of the DMC, the San Luis & Delta-Mendota Water Authority, with respect to operational requirements, which shall not be impeded due to the Project. Again, please be advised that any impacts or mitigation costs related to DMC operations will need to be fully mitigated by the Project, and not at the expense of the remaining Landowners served by the facilities.

While the District does not own or operate any wells, District landowners utilize local groundwater supplies in conjunction with surface water supplies made available to and by the District. While the District has supported the local groundwater resource for many years through the importation of surface water supplies, the effects of the conversion of project lands to urban uses on groundwater recharge, levels, and quality needs to be analyzed and meaningful mitigation of the Project's impacts on the groundwater resource should be addressed in the DEIR. Additionally, the DEIR should address how the Project will participate locally to meet the requirements of the Sustainable Groundwater Management Act, which requires that all Subbasins reach sustainability by year 2040. As noted in the District's Pre-Application comment letter, the proposed Project boundaries are located within two adjacent Subbasins, which will need to be addressed to ensure that the Project and its future Landowners remain party to the requirements for achieving local groundwater sustainability.

Thank you for the opportunity to comment on the scope and content of the environmental information to be included in the DEIR. The District requests to be kept informed as to any actions proposed or taken by the County with regard to District lands. If your office or the County has any questions or requires any additional information in this regard, please do not hesitate to contact the District.

Very truly yours,

Anthea G. Hansen, General Manager

Cc: Board of Directors Alan Doud, Esq.

Tue 1/21/2025 4:50 PM

Statement of Opposition To Pacific Gateway Project

From: jlupechaveziii@gmail.com

To: bmillar@sigov.org

Hello Mr. Millar,

I hope you are well. My name is Jose Chavez and I would like to submit a public comment firmly opposing Ridgeline Property Group's Pacific Gateway Project along I-580 and CA-132. This project will devalue San Joaquin County's scarce farmland, further congest the City of Tracy's roads, and drive our local economy into a deeper hole with empty 4 million feet of limited industrial use buildings.

Best,

Jose Chavez