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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

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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 affect 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.

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— COUNTY —
Greatness grows here.

XI.D.
Community Development Department

Planning · Building · Code Enforcement · Fire Prevention · GIS

Dec 30 2024

Jennifer Jolley, Director

Eric Merlo, Assistant Director

Tim Burns, Code Enforcement Chief

Corinne King, Deputy Director of Planning

Jeff Niemeyer, Deputy Director of Building Inspection

December 20, 2024

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

Pacific Gateway Project

NOTE: *The Pacific Gateway applicants, in response to community and staff feedback, filed new applications on September 27, 2024, for a 1,577-acre site located generally south of the lands that were part of the previous application – see attached maps. The applicants indicated their primary intent in relocating the project was to address concerns about potential for extensive truck traffic along Durham Ferry Road and also with respect to addressing potential land use compatibility questions.*

The Pacific Gateway applicant has now formally withdrawn the previous application.

The Pacific Gateway project continues to propose a range of warehousing, office, limited industrial and commercial uses, along with the private university and VFW Hall uses, as discussed in the attached notice.

Date: December 20, 2024

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

From: San Joaquin County

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

- General Plan Text Amendment No. PA-2400364;
- General Plan and Zoning Map Amendments No. PA-2400363;
- Specific Plan No. PA-2400365;
- Zone Compliance (Site Plan Level Entitlements). PA-2400369, 2400371, and 2400372;
- Subdivision application Nos. PA-2400367 and PA-2400368;
- Development Agreement. PA-2400366; and
- Williamson Act Contract Cancellations. PA-24-00500

The development of the 1,576.7-acre Project site is divided into five development areas that will result in up to 24,675,000 square feet (sf) of Limited Industrial use, 160,000 sf of General Commercial use, 93,000 sf 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 sf of Limited Industrial uses in four buildings, a 25,000-sf University building, and the VFW post, as well as associated utilities to serve the Initial Phase. Subsequent development will be done consistent with the Specific Plan based on market demands.

Project Title: Pacific Gateway

Project Address: Located north and east of Interstate 580 (I-580) and north of State Route 132 (SR 132).

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: December 20, 2024 – January 21, 2025

Public Scoping Meeting:

Date and Time: Thursday, January 9, 2025, 6:00pm – 7:00pm

Location: Tracy Transit Station, 50 E. Sixth Street, Tracy, CA

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

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

EIR Scoping Comments: All comments must be received in writing by 5:00 p.m. on January 21, 2025, which marks the end of the 30-day public comment period on the scoping of the Draft EIR. All written comments should indicate an associated contact person for the agency or organization, if applicable, and reference the Project name in the subject line. Pursuant to CEQA, responsible agencies are requested to indicate their statutory responsibilities in connection with the Project when responding. Please mail or email comments and direct any questions to the following contact person:

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

Public Scoping Meeting: A public scoping meeting will be held on **Thursday, January 9, 2025, from 6:00pm – 7:00pm at the Tracy Transit Station at 50 E. Sixth Street, Tracy, CA.** The meeting will provide a forum for community and agency input for the scope of the environmental review including content of the environmental information to be included for analysis in the Draft EIR, mitigation measures, or Project alternatives to reduce potential environmental effects. *The Scoping Meeting is not a public hearing, and no decisions about the Project will be made at the Scoping Meeting. Separate public hearings for entitlement requests will be scheduled after the completion of the Draft EIR.*

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

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

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

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

Project Background: The Pacific Gateway Project ("Project") has been redesigned in response to valuable input received since submitting the original application to San Joaquin County, including input from the County Staff, local community members, and other important stakeholders. The Project is a reconfiguration of the originally proposed project, as defined by nine (9) new entitlement applications filed with the County on September 27, 2024. The new applications supersede and replace the original applications submitted to the County on January 17, 2023 (PA- 2100188 through PA-2100191 and PA-2300091 through PA-2300095) and define the new Project.

Substantially all the original project's proposed industrial zoning north of the Delta Mendota Canal (DMC) (over 900-acres) has been relocated south of the DMC to separate the Project from homes and ranchettes along Durham Ferry Road and Bird Road. As a result, all the Project's Limited Industrial zoning is now situated between the DMC to the north, and the California Aqueduct or SR-132 to the south. To minimize traffic and noise impacts upon the surrounding community, the Project is oriented toward I-580 and SR-132, and centered on Chrisman Road, a designated Surface Transportation Assistance Act (STAA) route, to facilitate efficient motor vehicle movement south to the I-580/SR-132 interchange ushering traffic westbound on I-580 to the Bay Area, or eastbound to Modesto and California State Highway 99 ("SR-99") or to Interstate Highway 5 ("I-5"), north or southbound. Furthermore, the DMC serves as a physical barrier, providing a separation of Limited Industrial land uses from the University Center land uses.

Project Location and Setting: The approximately 1,576.7-acre Project site is mostly contiguous acreage, generally located north of I-580 and SR-132, approximately two miles west of I-5 in San Joaquin County, California. The revised site is bound by Bird Road to the east; the Delta Mendota Canal to the north; Tracy Boulevard to the west; and the southern boundary is formed by the California Aqueduct, west of Chrisman Road, and SR-132, east of Chrisman Road (see Figure 1 and Figure 2).¹ Chrisman Road, a designated

¹ The project site is outside the Tracy City Limits and Sphere of Influence boundaries. A portion of the project site is

STAA route, provides north/south circulation access through the Specific Plan area. East/west access is limited to private, unimproved farm roads. The Project site is currently developed with active agricultural land, including almond and cherry orchards and grapes, and an agricultural machinery manufacturing facility (A.B. FAB. Inc.).

The Project site, at its nearest point, is approximately one mile from the southern boundary of the City of Tracy; yet the site is nonetheless generally located in an existing agricultural area with agricultural uses located to the north (e.g., orchards, Crown Nut almond processing plant), to the south between the Aqueduct and I-580, and to the east of Bird Road. Several established surface mining operations are located to the northwest of the Project area. Finally, within the Project site, two existing single-family homes front Chrisman Road and one parcel with three homes front on MacArthur Drive. The Tracy Municipal Airport is located approximately one mile northwest of the Project site.

General Plan and Zoning: The County's General Plan Land Use Map designates the Project site as General Agriculture (A/G).

Project Description: The Project includes the implementation of a Specific Plan that would result in up to 24,675,000 sf of Limited Industrial use, 160,000 sf of General Commercial use, 93,000 sf of Industrial Park use, a 66.50-acre University campus plus 9.8 acres for future expansion, VFW post, and various open space areas, parks, a new fire station, stormwater management basins, and pedestrian and bicycles facilities within a 1,576.7-acre Project site. The proposed Project includes site plan level entitlements at this time to allow development of an Initial Phase subsequent to EIR certification and Specific Plan approval.

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

- General Plan Text Amendments for policies related to infrastructure development, agriculture development, and the provision of community services within the context of new employment-generating uses;
- General Plan Map Amendment from 1,576.7 acres of Agriculture to 18.5 acres of General Commercial; 4.3 acres of Industrial Park; 1,375.8 acres of Limited Industrial; 76.3 acres of University Campus, and 61.8 acres of Public Facilities for open space and parks;
- Rezone from AG-40 to ensure conformance with the amended General Plan land use designations;
- Pacific Gateway Specific Plan adoption;
- Major Subdivisions: The first would subdivide the entire Project site into 27 lots to create a master lotting configuration that will facilitate orderly development of the overall property; and the second would comprise the Initial Phase area and create nine parcels to facilitate the initial phase of the Limited Industrial area (comprised of 181.26 net acres), as well as the acreage required for backbone infrastructure;
- Administrative Use (Site Approval) Permits for Phase 1 development of the 181.26-acre Industrial Phase 1 area and the University Campus Phase 1 area and VFW facility;
- Development Agreement; and
- Williamson Act Contract Cancellations. Approximately 789.85 acres of the Project are subject to Williamson Act contracts. Notices of Nonrenewal have been filed for the Williamson Act Parcels, and a Williamson Act Contract cancellation application was filed separately on November 8, 2024.

Specific Plan – Development Areas

The Specific Plan area is divided into five distinct development areas: University Center, Pacific Gateway

within the Planning Area boundary for the City of Tracy.

West, Pacific Gateway Central, Pacific Gateway East, and Gateway Center, as further described below (see Figure 3). Each development area would be connected by a network of roads, and pedestrian and bike paths, which would provide alternatives to vehicle trips. In addition to the below-described development areas, the Project also includes a 40-acre drainage basin and potable water well approximately two miles north of the Project site. Both are allowable uses in the Agricultural Zone, and so no Zone Change is requested for this parcel.

University Center

The University Center would include the parcels located north of the DMC to provide for a new university campus, which would expand access to education and research opportunities in the Central Valley. The Center would also include a small business park (Industrial Park zone), a new home for the VFW, and small commercial services and uses that would front Chrisman Road. These ancillary uses would provide service uses focused on the University staff and students.

Pacific Gateway West

Pacific Gateway West is located south of the DMC, north of the California Aqueduct, and between Tracy Boulevard and MacArthur Drive. This area makes up one of three predominantly industrial development areas in the Project. This region would be developed primarily with industrial uses and also include mini-park uses, and the necessary road improvements, and utility infrastructure.

Pacific Gateway Central

Pacific Gateway Central is also located south of the DMC, with MacArthur Drive to the west, Chrisman Road to the east, and the California Aqueduct to the south. This area makes up the second of three industrial development areas in the Project. This development area would also include mini-park uses, and the necessary road improvements and utility infrastructure. There is an 11.87-acre Central Park at the intersection of Chrisman Road and proposed A Street that would include community amenities such as open space gathering areas, picnic areas, sport courts (e.g., pickleball and basketball), and parking spots for food trucks.

Pacific Gateway East

Pacific Gateway East includes the area east of Chrisman Road, between the DMC and SR-132. This area makes up the final industrial development area for the Project. This development area would also include mini-parks and the necessary road infrastructure improvements. The Initial Phase of Limited Industrial development would be located within the Pacific Gateway East development area, including the backbone infrastructure needed to serve the Project (e.g., water, wastewater, fire protection, and improvements for the construction of treatment facilities and storage tanks). These treatment and storage facilities have been sized to serve the Initial Phase, including the proposed University and VFW sites. As development progresses, these facilities would be expanded to accommodate future development.

Gateway Center

The Gateway Center development area is south of the California Aqueduct and east of Chrisman Road at the SR-132 interchange. This development area would consist of general commercial and retail uses, smaller industrial and warehouse uses, a truck and auto EV charging area, and a mini-park. Gateway Center would provide services to Pacific Gateway employees and University students, as well SR-132 commuters and travelers.

Specific Plan – Land Use Plan

The Pacific Gateway Specific Plan would include zoning designations for General Commercial, Industrial Park, Limited Industrial, and Public Facilities use types (see Figure 4). Each designation is discussed in further detail below.

Limited Industrial (I-L)

Limited Industrial (I-L) designation provides for warehouse, distribution, fulfillment center, e-commerce and other limited industrial uses requiring large format buildings essential to the supply chain, as well as buildings that accommodate light impact manufacturing (such as assembly) and advanced manufacturing, including for the development and manufacturing of robotics or electric vehicle components. Building types in this zone would include standard industrial structures limited to 100 feet in height west of Chrisman Road within the Tracy Airport Land Use Compatibility Plan (“TALUCP”), and otherwise limited to 120 feet east of Chrisman Road, which are beyond the TALUCP Zone 8. The Pacific Gateway West, Central, East areas of the Project, as well as the Gateway Center area, are predominately zoned I-L.

General Commercial (C-G)

The General Commercial (C-G) designation provides for a variety of retail commercial uses and business services designed to serve those working and learning within the Specific Plan area. Priority would be given to restaurants, goods and services that support those utilizing the industrial and warehouse facilities, as well as the University. Commercial zoning immediately north of the University consists of approximately 5.88 acres of commercial, including the 2.88-acre VFW site. The Gateway Center development area, fronting SR 132 at the south end of the Specific Plan area and the east side Chrisman Road, is comprised of approximately 11.5 acres of commercial zoning at the southern entry to the Project to provide convenient access to restaurants, services, a gas station, and hotel. Typical retail building designs would include single-story commercial structures with walk up storefronts, while the hotel is anticipated to be three to five floors depending upon demand.

Veterans of Foreign Wars

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

Industrial Park (I-P)

The Industrial Park (I-P) zoning designation is intended to provide a business park environment consisting of smaller buildings to be used for combined office/warehouse uses including research and development, light impact manufacturing (such as assembly), HVAC contractors, electricians, plumbing contractors and window installation and other service-related businesses, such as janitorial service and supply vendors. User spaces would typically include limited warehouse area mostly serviced by grade level doors for delivery vehicles access.

Public Facility (P-F)

The Public Facility (P-F) designation applies to a variety of land uses that would serve the Specific Plan area generally or the greater public, including the University Campus, open space, a central park, a network of mini-parks, a new fire station, and stormwater management basins.

University

The University would expand access to higher education in the County and Central Valley regions, which are historically underserved areas. The University would curate an educational program and curriculum suited to the specific needs of the community. Over time, the University is anticipated to offer studies and degrees in Artificial Intelligence (AI), robotics, computer science, nursing and Allied Health, and business, including logistics and supply chain management. The "University Campus" is designed to accommodate indoor and outdoor sports facilities as well as student housing offering 1,000 beds. Student housing would be constructed in phases over time depending on the needs of the campus population. At full build out, the University Campus is designed to accommodate a population of 5,000 students. The first University building would encompass approximately 25,000 sf of space to accommodate up to 400 students. The building would include classrooms, administrative offices, as well as a student resource center, and offer indoor and outdoor gathering areas, including a covered roof-top atrium. The Specific Plan incorporates an additional 9.8 acres of P-F zoning to the north and adjacent to the University Campus for "Expansion Area" to afford the University an opportunity for future growth. The Expansion Area would accommodate an additional 115,000 sf of facilities and another 600 beds of student housing.

Open Space

The Project incorporates open space areas, some of which would have recreational amenities. Storm basins would be strategically located to capture storm runoff, provide flood control, and water treatment. Some of these basins would be co-located with public amenities such as exercise stations, picnic areas, sitting areas, concession/food truck service areas, natural areas, and trails. The parks and open spaces would be integrated throughout the Specific Plan area and connected via pedestrian and bicycle networks.

Overall Development Potential

As shown in Table 1 below, full buildout of the Specific Plan is anticipated to result in up to 24,675,000 sf of limited industrial use, 160,000 sf of general commercial use, and 93,000 sf of industrial park use. Additional components of Specific Plan buildout would include the University, VFW Post, and several parks and detention basins.

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Table 1			
Pacific Gateway Land Use Table			
Zoning Districts & Utilities	Gross Acres	Max Coverage	Building Square Feet
Industrial Limited (I-L)	1375.8	60%	24,675,000
Industrial Park (I-P)	4.3	50%	93,000
General Commercial (C-G)	18.5	30%	160,000
Public (P-F)	138.1	50%	--
University (including Expansion)	76.3		1,379,150 ¹
Parks/Detention Basins and Roads	51.7		--
Utilities/Water and Sewer Treatment Facilities/Fire Station	10.1		--
Agriculture (AG)			
Off-Site Stormwater Basin	40		
Total Net Acres	1576.7		26,307,150
Notes:			
¹ University Beds = 1,000 with additional 600 beds for Expansion.			

Infrastructure Improvements

The Project has been designed and would be developed with infrastructure improvements to serve both the initial stages of development and full Project buildout (see Figure 6). In addition, long-term operation and maintenance of Project infrastructure would be supported by a site-specific Community Service District (CSD) and related financing mechanisms formed in accordance with a Project-wide public facilities financing plan developed in accordance with state planning laws and regulations.

Water and Wastewater Infrastructure

The Project would include dedicated stand-alone water and wastewater systems sized to serve the Project's site-specific needs. With respect to water, the Project's domestic water needs would be met through a combination of groundwater from up to four wells, constructed in accordance with the State's standards, and potential supplemental surface water supplied by Byron-Bethany Irrigation District (BBID). Treated water would be provided by a new public water system created to serve the Project and permitted through the State of California, or through County Service Area 16 (CSA-16), if it is feasible to administratively consolidate with that existing system. CSA-16 currently serves a residential and golf course community immediately west of Interstate 580; consolidation with CSA-16 would require amendment of the CSA-16 service area to include the Project.

With respect to sewer, the Project would be centered around a packaged membrane bioreactor wastewater treatment system. The Project's wastewater would be collected from each parcel through a traditional wastewater gravity flow collection system that would be supplemented with lift stations as needed. Wastewater would be routed to the Project's wastewater treatment plant (WWTP), located at the southeastern portion of the Project.

The Project would also incorporate the use of recycled water for beneficial, on-site landscaping uses. Further, all Project's on-site water and wastewater infrastructure has been designed and will be permitted

in full compliance with all applicable local, state, and federal laws and regulations.

Circulation Infrastructure

The Project is situated near major transportation corridors, with primary access off of South Chrisman Road, a state designated STAA route. South Chrisman Road provides direct connectivity west to the Bay Area via I-580, east to I-5 via SR-132, and south to I-5 via I-580, providing north and southbound connectivity with the California highway transportation system.

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

Storm Water Infrastructure

The Project incorporates comprehensive storm water management infrastructure, including storm water basins sized and located to independently serve each of the five Development Areas as each phase of the Project proceeds. The Pacific Gateway East development area is designed to function independent of the other development areas, although it may be connected to Central area should final design capacity require such. The West, Central and University areas would be served by individual retention basins that are constructed and linked together to meet the needs of each successive phase. Once the capacity of the linked basins is met, the Off-Site Basin would be constructed to facilitate the most economically and hydrodynamically efficient stormwater management system. In addition to capturing project-generated stormwater runoff, the Project would capture stormwater runoff from the hills to the south of the Project area.

Public Services Infrastructure

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

With respect to fire and emergency medical services (EMS), the Project is located within the jurisdiction of the South San Joaquin County Fire Authority with fire and non-transport EMS services provided by the Tracy Rural Fire Protection District and ambulance service provided by American Medical Response. In conjunction with these services, the Project also incorporates dedicated groundwater wells and water storage infrastructure to meet the fire water quantity and pressure needs for all phases of Project development. Additionally, the Project has been designed to include land for the construction of a new fire station centrally located within the Project to meet the project's fire response needs.

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

Phasing

The proposed Specific Plan would be developed with the Initial Phase land uses and then subsequent development based on market demand, as further discussed below. This demand would guide buildings' size and site configuration at the time of development and follow Specific Plan and existing San Joaquin County requirements. In addition, subsequent development would expand upon the Initial Phase development street network and utility systems to ensure vehicle access and utilities for the development of individual parcels. The overall objective of the Project is to ensure that development proceeds in an

orderly and organized manner, consistent with County General Plan policies, to ensure that community needs are adequately addressed for all phases of Project development through full buildout. Additional description is provided below.

Initial Development Phase

Development of the Initial Phase of industrial buildings would consist of four Class "A" facilities totaling approximately four million sf, ranging in size from approximately 157,000 sf to 1.3 million sf situated on 181.26 net acres, immediately east of Chrisman Road, within the Pacific Gateway East Development Area (see Figure 5). The Initial Phase would be comprised of rear-loading and cross dock facilities, with the appropriate auto and truck trailer parking stalls. The Initial Phase is anticipated to be developed over five to six years based on market demand.

The Initial Phase of the Specific Plan would also include a 25,000 sf University facility within the University Center Development Area, which would serve as Phase 1 of the University Campus. The VFW facility would be developed concurrent with the Industrial and University Campus initial phases. The Project would include a parcel for a new building and associated parking for the new home of Tracy Post 1537.

The Initial Phase would also include construction of the necessary backbone infrastructure to serve the proposed Initial Phase development. Generally, this would include improvements to Chrisman Road as well as the following utilities improvements: installation of a potable groundwater well and treatment facilities, construction of a pre-packaged WWTP, and construction of a large stormwater retention basin. The water and wastewater facilities would be designed to serve the Project at full buildout by incorporating appropriate expansion land and system capacity.

Subsequent Development/Long-Term Buildout

Based on historic industrial demand in Northern California and the Central Valley, it is anticipated that full buildout of the Industrial portion of the Project would occur over a twenty-five (25) to thirty (30) year period. The University Campus is anticipated to be developed over an estimated twenty (20) year period based on student demand. Finally, the Industrial Park and General Commercial zones would be developed based on demand generated from the Industrial and University Campus, anticipated to occur over a ten (10) to twelve (12) year period and expected to commence around completion of the Industrial Initial Phase.

With respect to full infrastructure improvements, buildout of the Specific Plan would require additional roadway, water, sewer, and storm drainage improvements, including but not limited to, widening of Chrisman Road to a four-lane major arterial, installation of on-site water, sewer, stormwater, and dry utility backbone infrastructure, and construction of an off-site stormwater detention basin and associated storm drain pipe, north of the Specific Plan boundaries. Wastewater treatment capacity would be added to the package plant, as necessary, to accommodate additional phases. Similarly, additional potable wells and associated wellhead treatment, if necessary, would be installed to accommodate additional phases. Treated wastewater would provide an on-site source for recycled water for use in landscape irrigation. Recycled water would be made available through installation of "purple pipe" infrastructure.

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

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

- General Plan Text Amendment No. PA-2400364;
- General Plan and Zoning Map Amendments No. PA-2400363;
- Specific Plan No. PA-2400365;
- Zone Compliance (Site Plan Level Entitlements) No. PA-2400369, 2400371, and 2400372;
- Subdivision application Nos. PA-2400367 and PA-2400368;
- Development Agreement PA-2400366; and
- Williamson Act Contract Cancellations PA-24-00500

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

- U.S. Army Corps of Engineers
- California Department of Transportation
- State Water Resources Control Board
- Central Valley Regional Water Quality Control Board
- San Joaquin Valley Air Pollution Control District
- San Joaquin Council of Governments
- San Joaquin County Local Agency Formation Commission
- Byron-Bethany Irrigation District

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

- | | |
|---|--|
| • Aesthetics | • Land Use and Planning |
| • Agricultural Resources | • Noise |
| • Air Quality and GHG Emissions (including Energy) | • Population and Housing |
| • Biological Resources | • Public Services/Utilities and Service Systems |
| • Cultural and Tribal Cultural Resources | • Transportation |
| • Geology and Soils | • Urban Decay |
| • Hazards and Hazardous Materials | • Wildfire |
| • Hydrology and Water Quality | |

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

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Attachments:

- Figure 1: Regional Location Map
- Figure 2: Project Location
- Figure 3: Land Use/Initial Development Phase Plan
- Figure 4: Development Districts Plan
- Figure 5: Conceptual Site Plan, Initial Phase
- Figure 6: Project Buildout Utilities

Figure 1
Regional Location Map

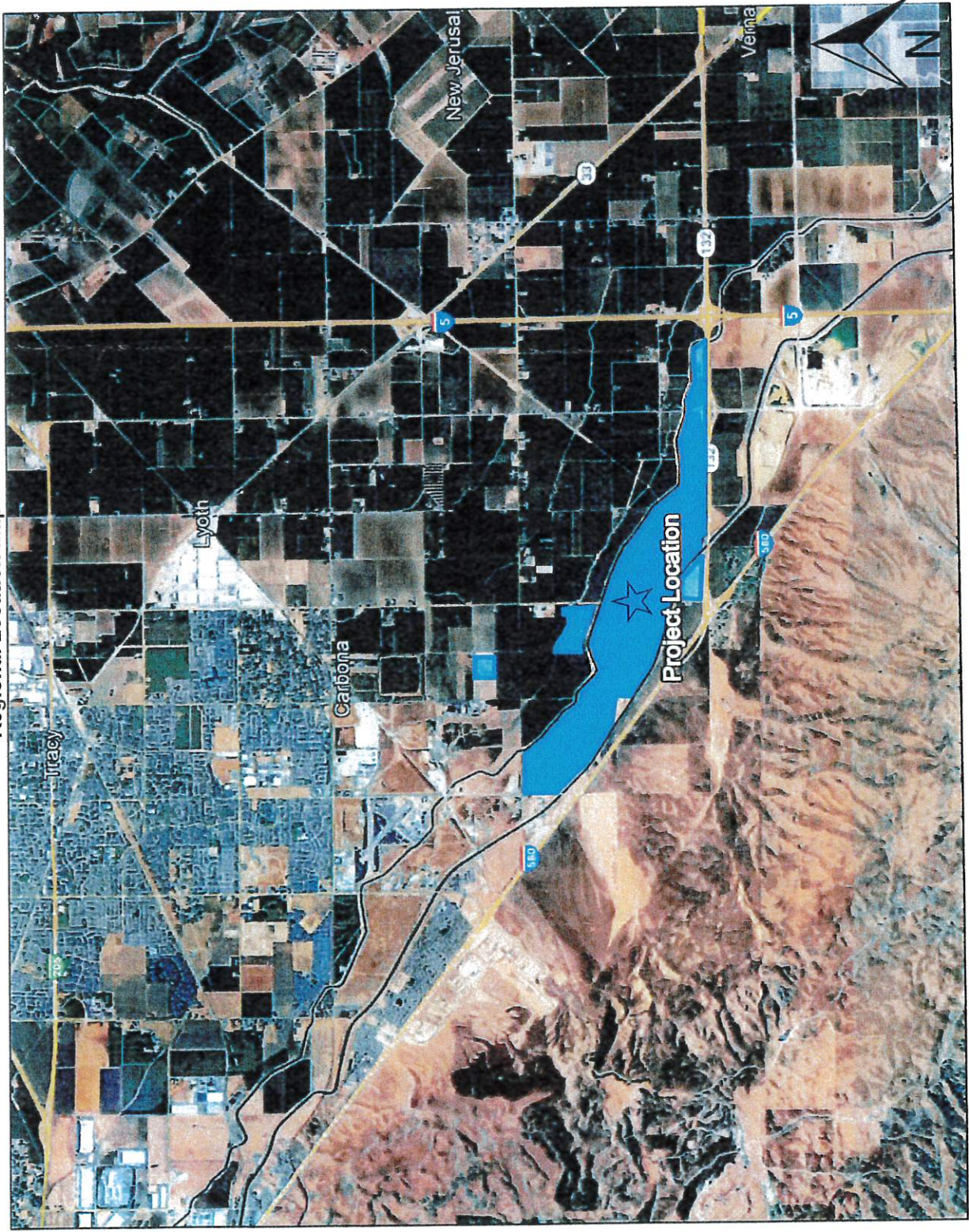
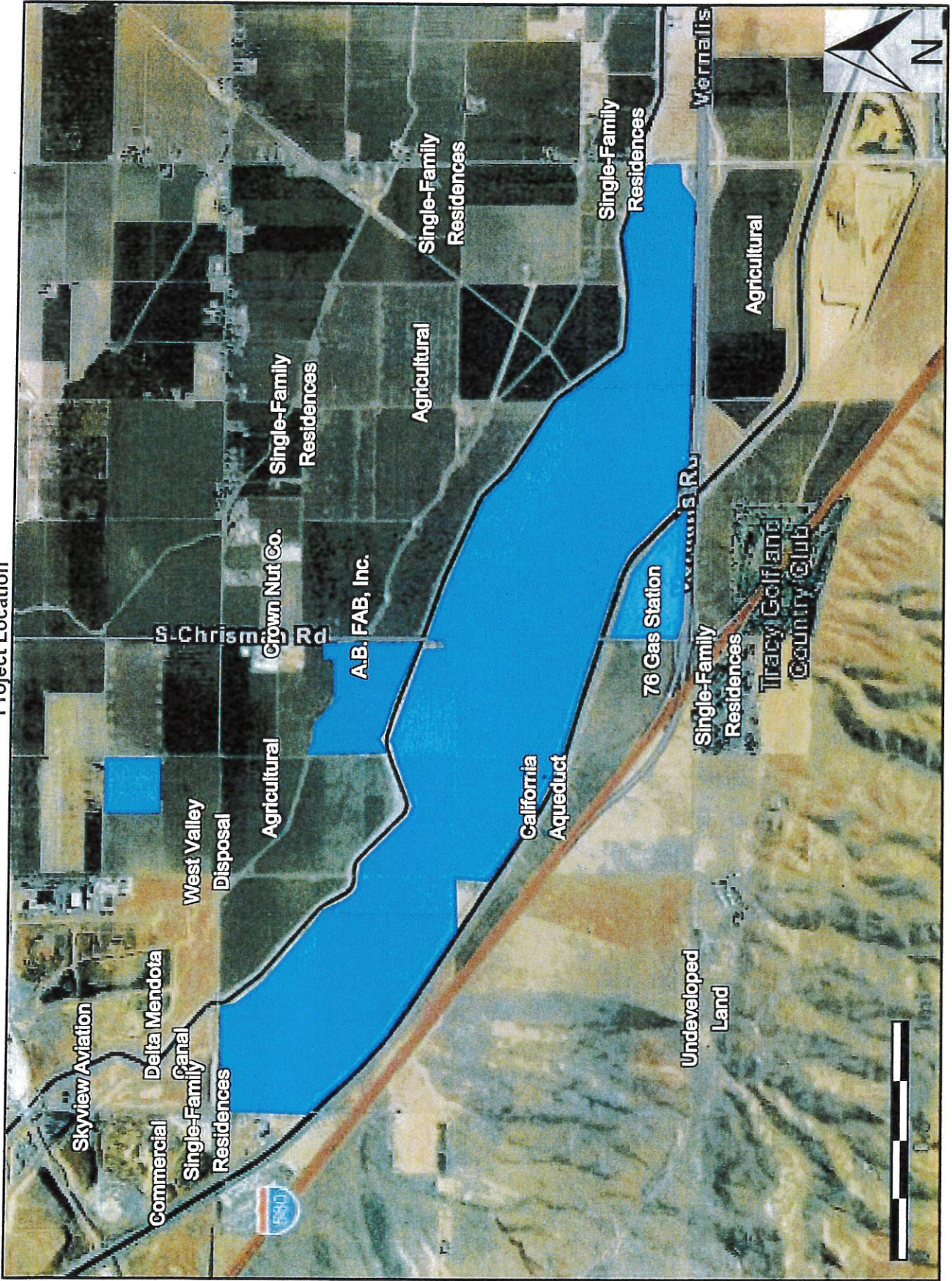
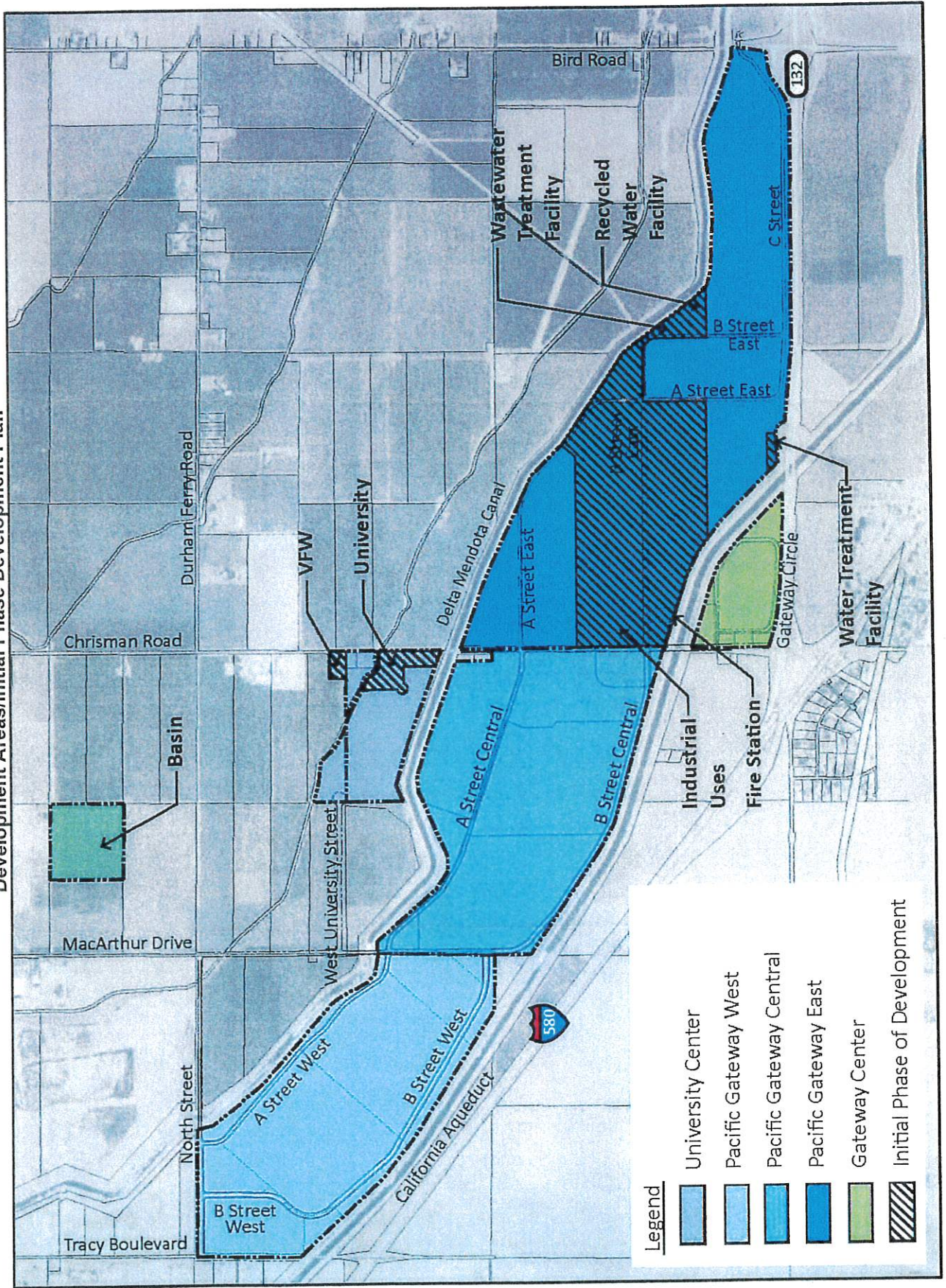


Figure 2
Project Location



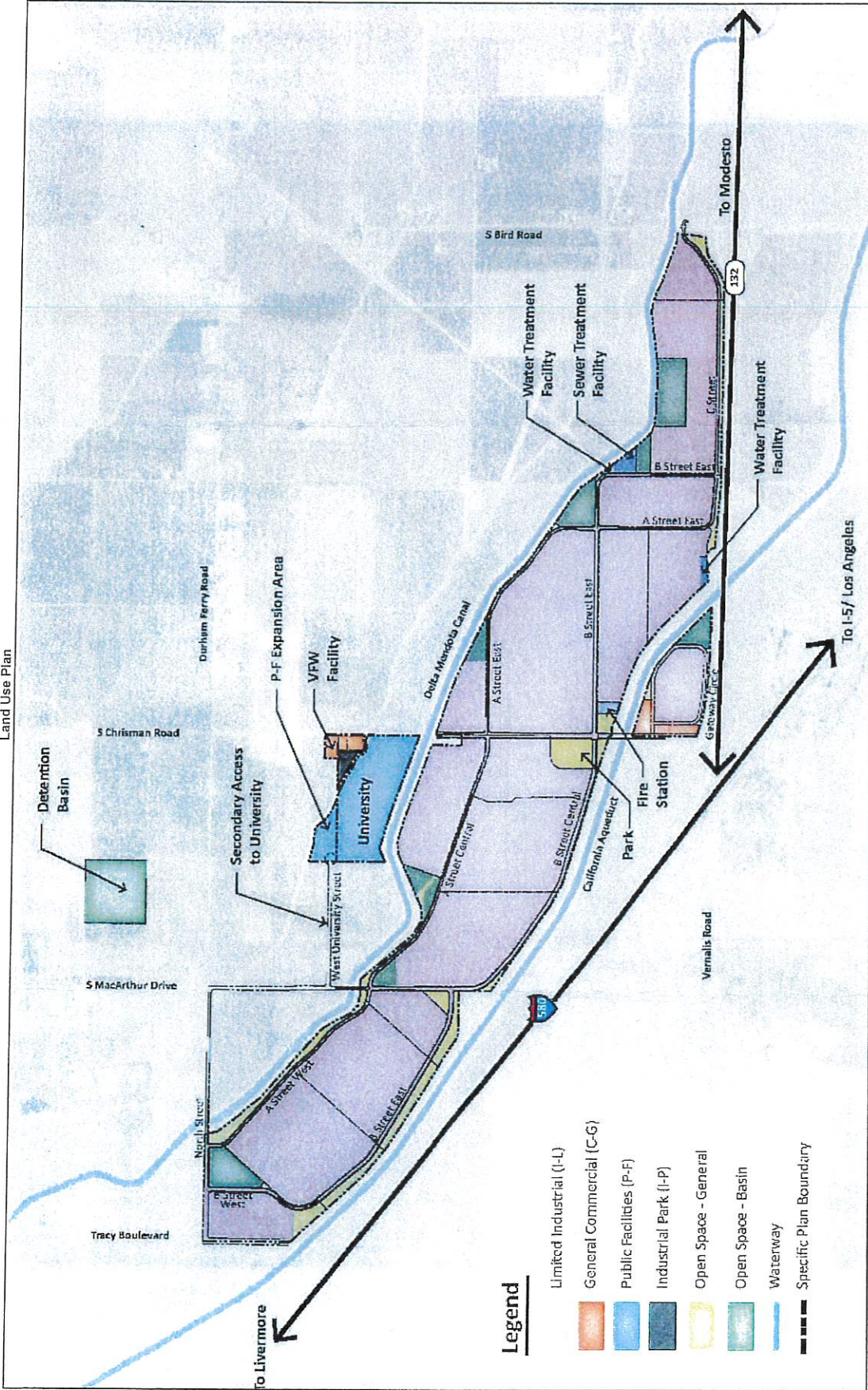
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Figure 3
Development Areas/Initial Phase Development Plan



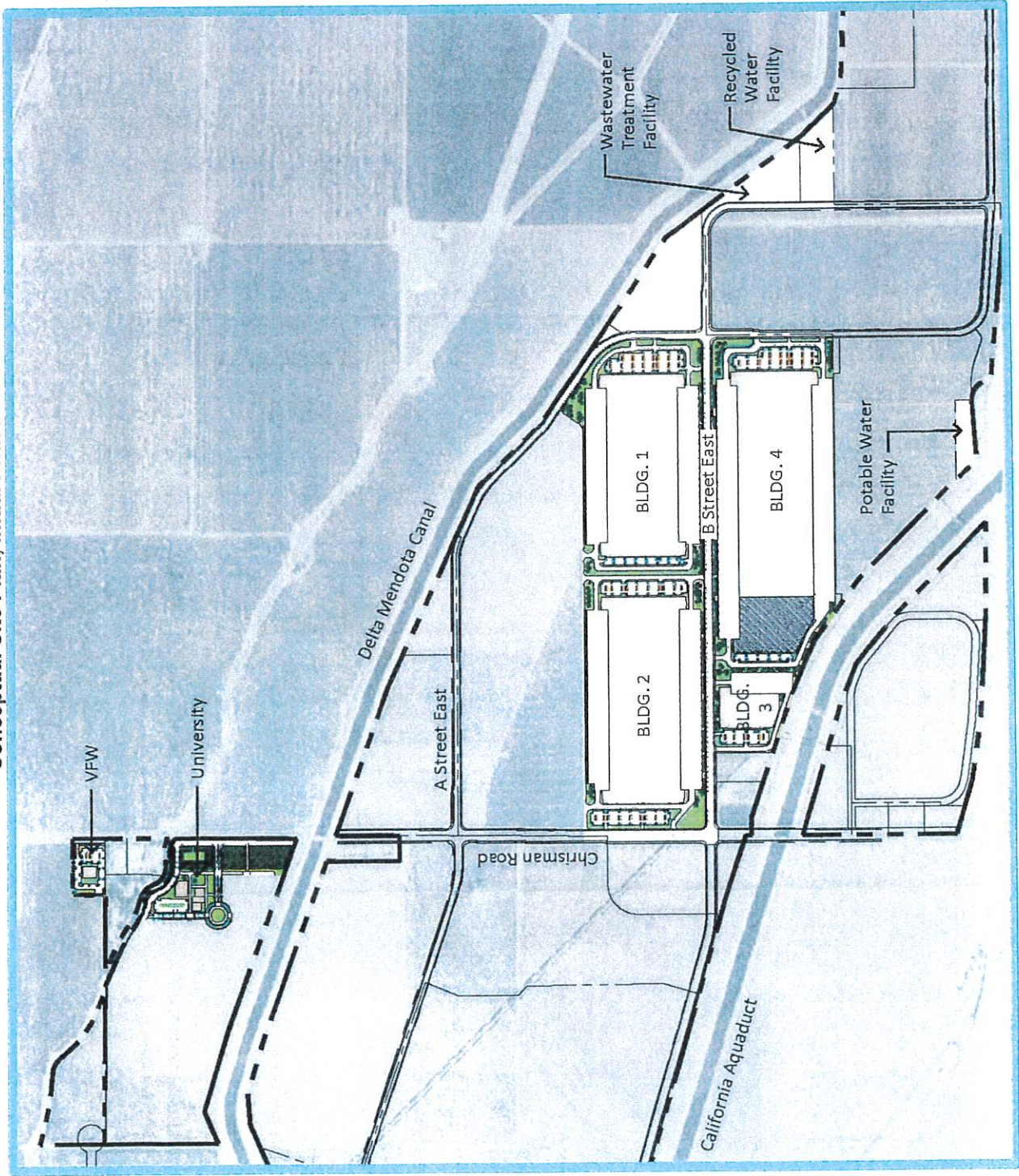
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Figure 4
Land Use Plan



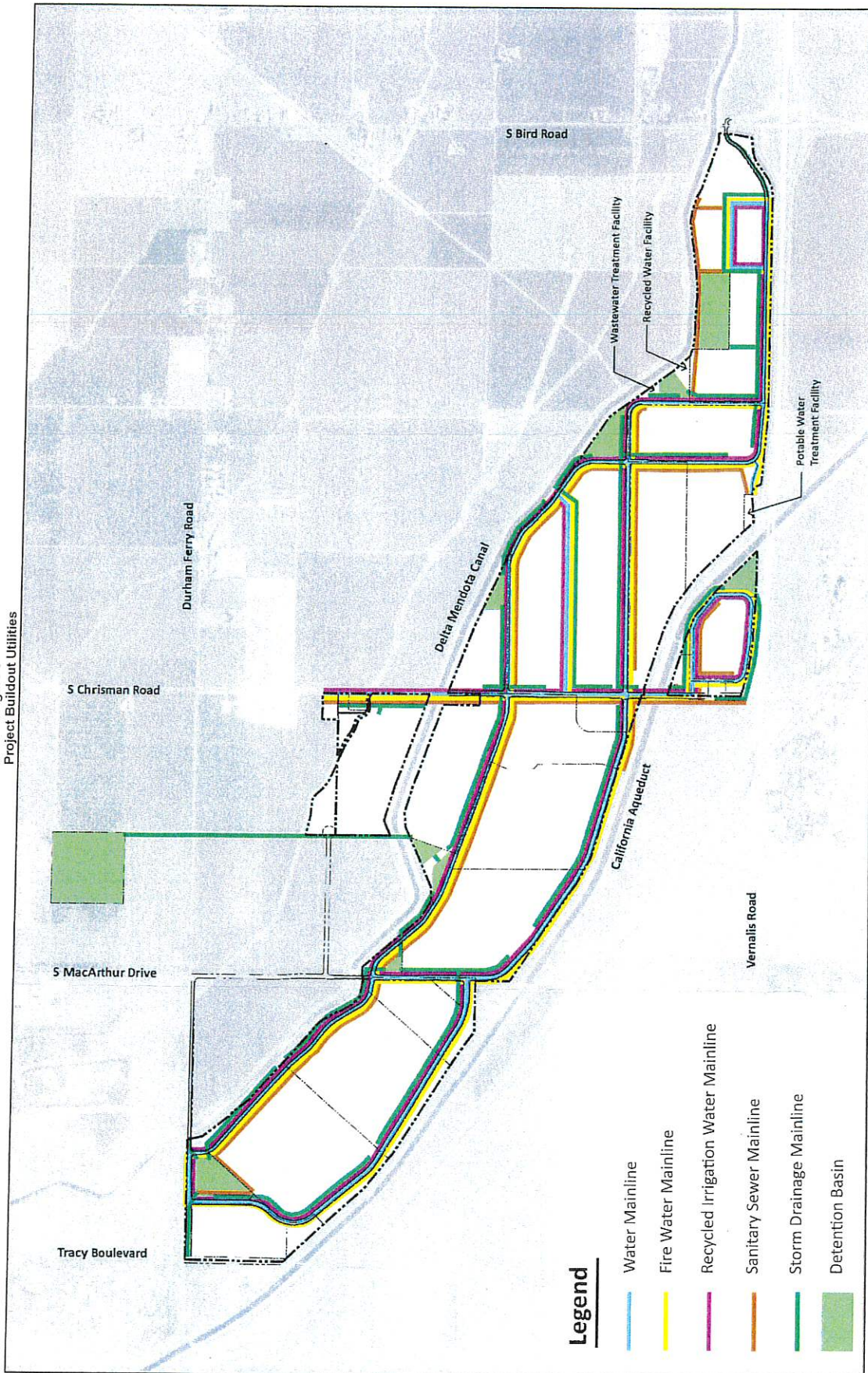
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Figure 5
Conceptual Site Plan, Initial Phase



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Figure 6
Project Buildout Utilities



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