Information Sheet – 11/14/2023 - Board of Trustees Meeting

TO: Board of Trustees Item: 8.3

FR: Jim Bridges

DATE: November 8, 2023

RE: Environmental Impact Pacific Gateway Project

San Joaquin County, Community Development Department will be holding a Public Scoping Meeting on the Draft Environmental Impact Report for the Gateway Project. The 1,612-acre Project site 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.

This project could potentially impact Jefferson School as a new four lane road will pass by the school. In addition, the increase in truck traffic north and south on Chrisman Road and east and west on Linne Road will impact transportation services from our transportation yard.

Recommendation:

Provide direction to the Superintendent on specific comments on the EIR and or delegate up to two board members to attend the public scoping meeting on November 15 from 6:30 – 7:30 pm. at Jefferson School.

6 ROADWAYS AND UTILITIES

PACIFIC GATEWAY

6.1 INTRODUCTION

The project has been designed to implement and conform with standards established by San Joaquin County. Development of the project area will also require the construction of new infrastructure and public improvements, and the extension of existing roadways and new on-site utility infrastructure.

6.2 EXISTING SITE ACCESS AND STREET NETWORK

The main access points to the project area are Interstate 580 to the west, State Route 132 to the south, Interstate 5 to the east, and Interstate 205 (Business 205) at Tracy Boulevard and Macarthur Drive.

Chrisman Road is intended to be a STAA route and will provide the main access from the interchange at State Route 132 to the site. Durham Ferry Road, which is currently a rural street with a number of large estate homes with direct driveway access, may include limited access from Interstate 5. Access from 11th Street (Business 205) will be provided primarily from Chrisman Road, though other secondary north-south streets (e.g., Bird Road and Banta Road) may likely also be used. Local trips to the project from Manteca would utilize streets such as Tracy Boulevard and MacArthur Drive. Trucks are expected to primarily use Chrisman Road to access the Project, as a number of other roadways have signage either prohibiting all truck traffic or restricting trucks over 6 tons.

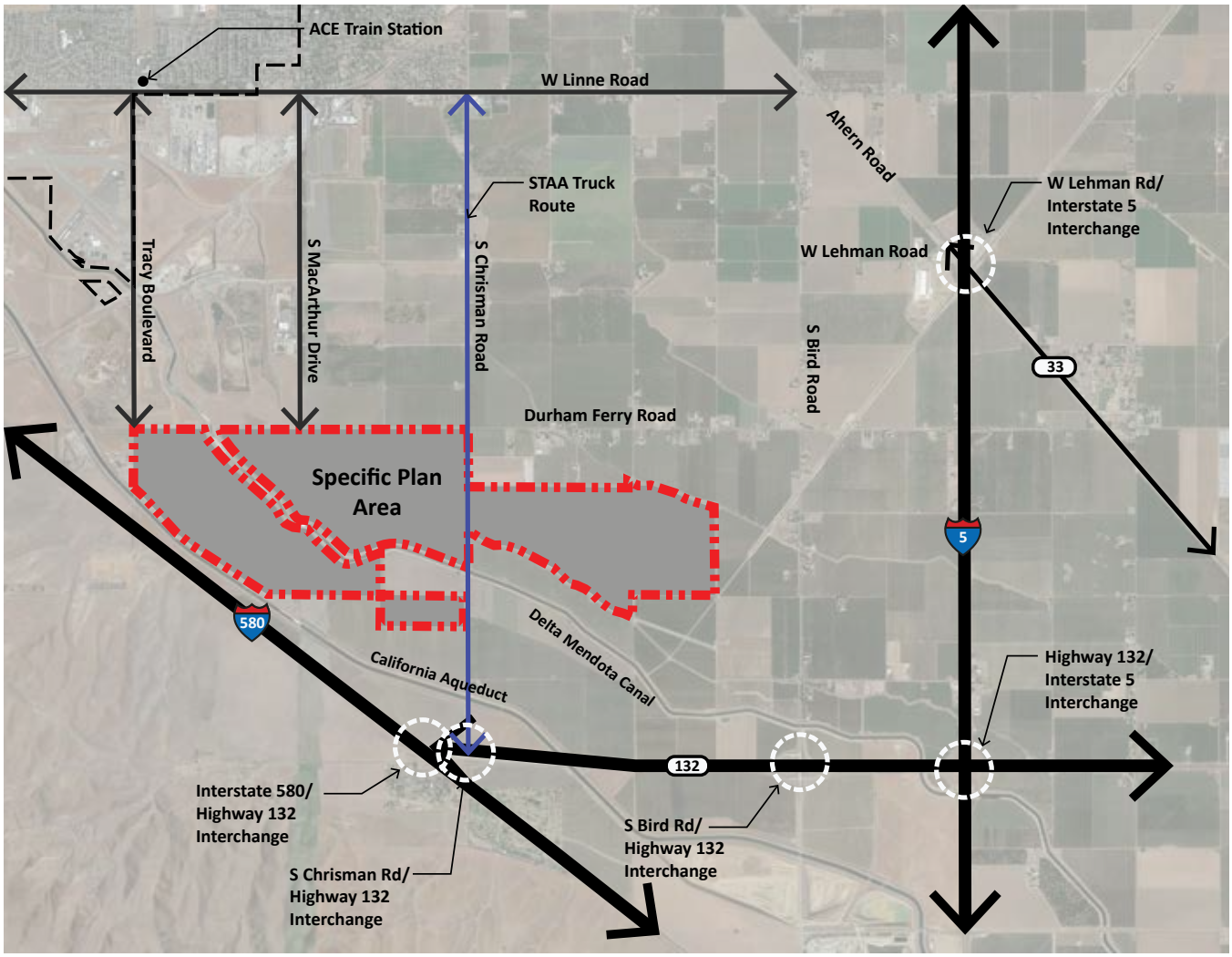


Figure 6.1, Existing Roadways

6.3 PROPOSED SITE ACCESS AND STREET NETWORK

While specific off-site improvements have not been identified, the following upgrades are anticipated:

- Improved SR 132/Chrisman Road interchange
- New I-580/Tracy Boulevard interchange (potential improvement)

Improvements impacting private property due to the existing road network will include the widening of Chrisman Road and the extension of Durham Ferry Road west of Chrisman Road to Tracy Boulevard. Both roadway widenings/extensions will result in four lane major arterials constructed to San Joaquin County standards. Durham Ferry Road east of Chrisman Road would remain a two-lane rural roadway. MacArthur Drive and Tracy Boulevard will be improved as two-lane industrial streets. Additional north/south and east/west two-lane industrial streets will be constructed in accordance with the Local Transportation Analysis (LTA) being prepared as part of the project's EIR. Conceptual streets are shown in this chapter, which would provide access from the main access streets to the interior parcels interior of the project.

This roadway system and extension of roadways will provide efficient movement of traffic within the project area. The street network facilitates direct travel between individual parcels and also providing regional access to the project. The number, type, location, and design of local roadways, including intersection spacing, geometrics and other design elements described in this Specific Plan are conceptual only. The County may require additional design improvements and requirements which may include additional right-turn lanes, acceleration and deceleration lanes, and extended left-turn pockets.

The network of roads will provide for multi-modal uses including pedestrians, bicycles, vehicles, trucks, and public transportation. Pedestrian improvements include sidewalks on both sides of most streets, and accessible pedestrian signals. Class 1 bicycle paths have been included on all major circulation streets within the project area to encourage and allow for alternatives to motor vehicles. The project area roadway system will also facilitate use of public transportation facilities by providing bus pull outs and shelters for passengers offering shade and protection during winter weather. Such improvements shall be implemented and timed as needed for each individual or group of buildings through the Improvement Plan approval process.

6.4 CHRISMAN ROAD – 4 LANE MAJOR ARTERIAL

Chrisman is classified as a 4-lane major arterial and will include 4 lanes with median separation, see Figures 6.3 and 6.4. Chrisman road bisects the project and will provide the main access for the project to both the east and west development parcels. Chrisman Road will also serve as the main truck route for the project, and is presently designated as a STAA truck route. A 12' Class 1 bicycle and pedestrian path will be included on only the western side of the road. This will allow for separate pedestrian and bicycle paths from the travel lanes, with a 5' sidewalk along only a portion of the road on the east side development. This will create space for a landscaped corridor of a double row of trees to assist in screening buildings and parking areas.

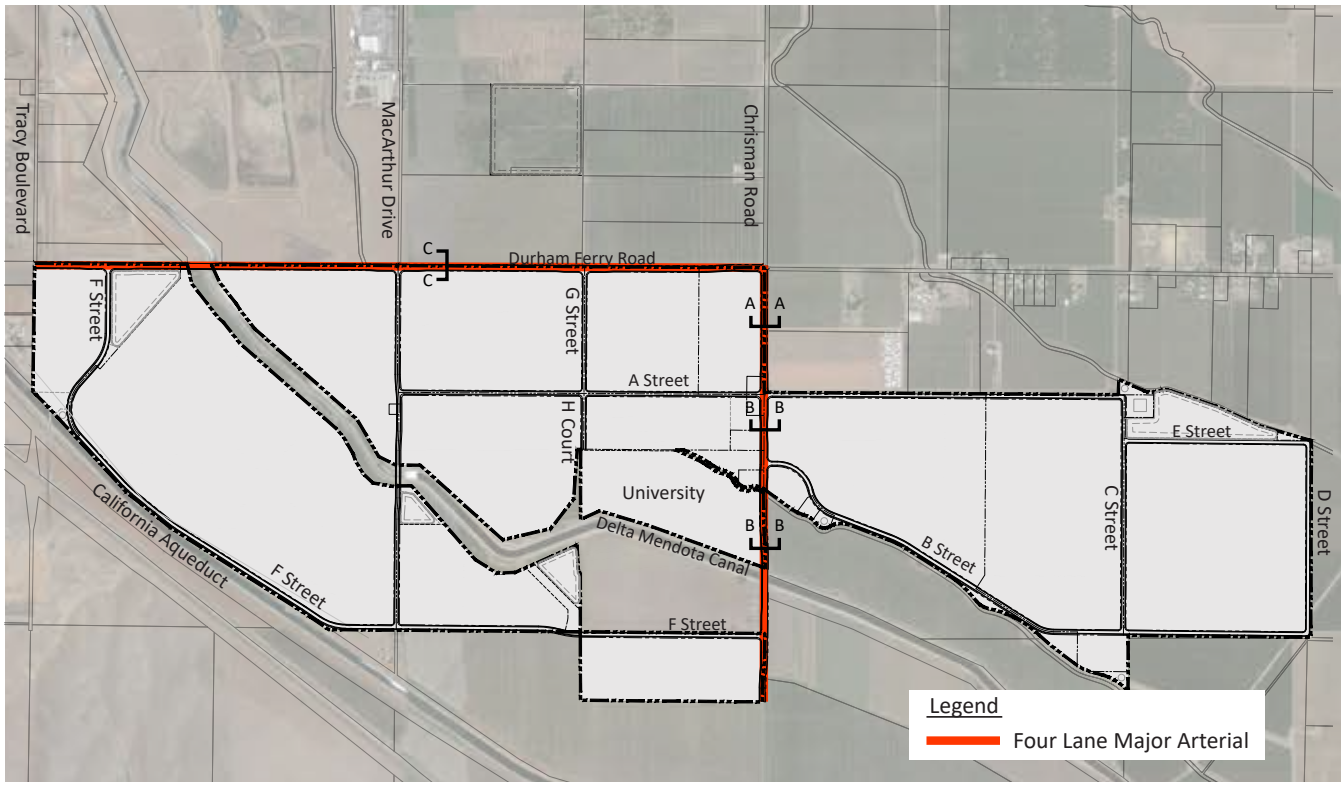
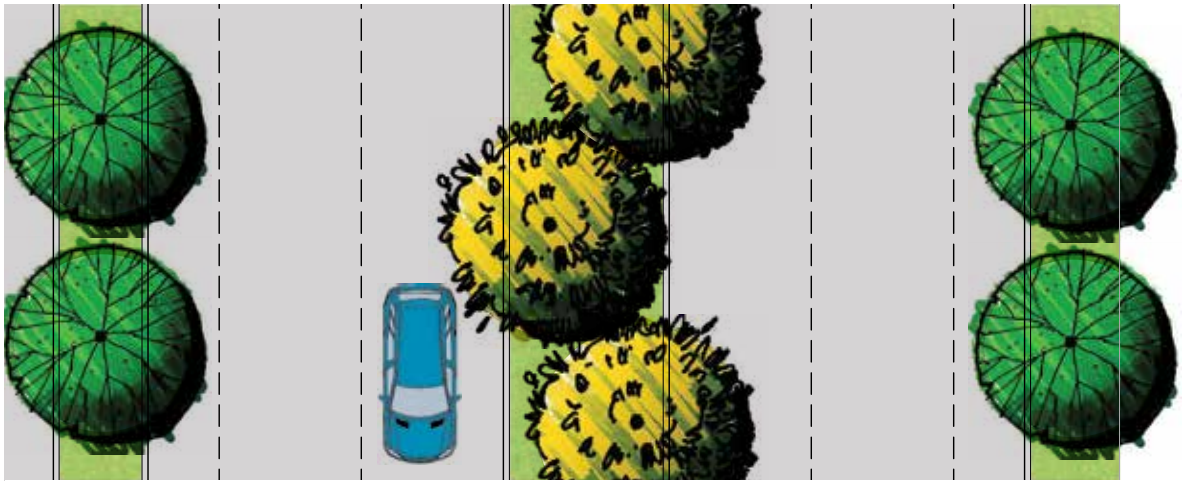


Figure 6.2, Arterial Street Locations

6.5 DURHAM FERRY ROAD – 4 LANE MAJOR ARTERIAL

Durham Ferry Road west of Chrisman Road is classified as a 4-lane major arterial and will include 4 lanes with median separation between Chrisman Road to Tracy Boulevard to the west, see Figure 6.5. Durham Ferry Road will be limited to truck traffic west of Chrisman Road. It will also allow traffic from the City of Tracy from both Tracy Boulevard and MacArthur Drive to access a large portion of the project. A 12' Class I bicycle and pedestrian path will be included on the south side of the road, which will provide for a separate pedestrian and bicycle path from the travel lanes, see Figure 6.5. Durham Ferry Road west of Chrisman Road will be designed to STAA standards to allow for truck traffic.



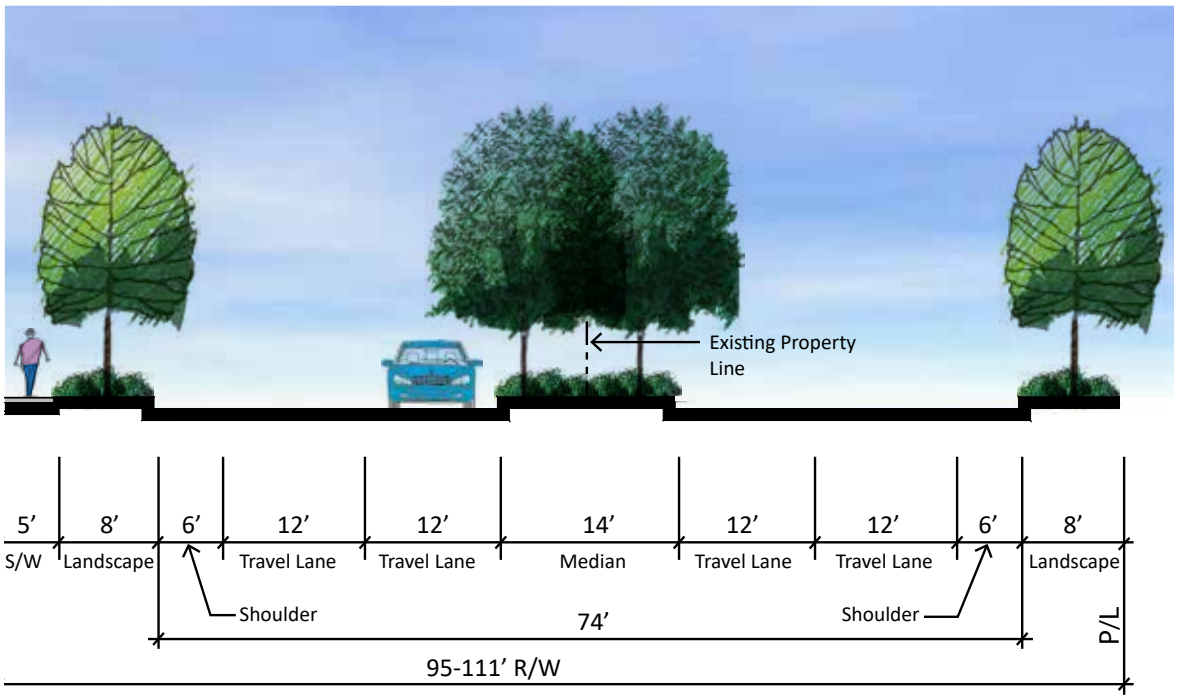


Figure 6.3, Chrisman Road Conceptual 4-Lane Arterial, Section A-A

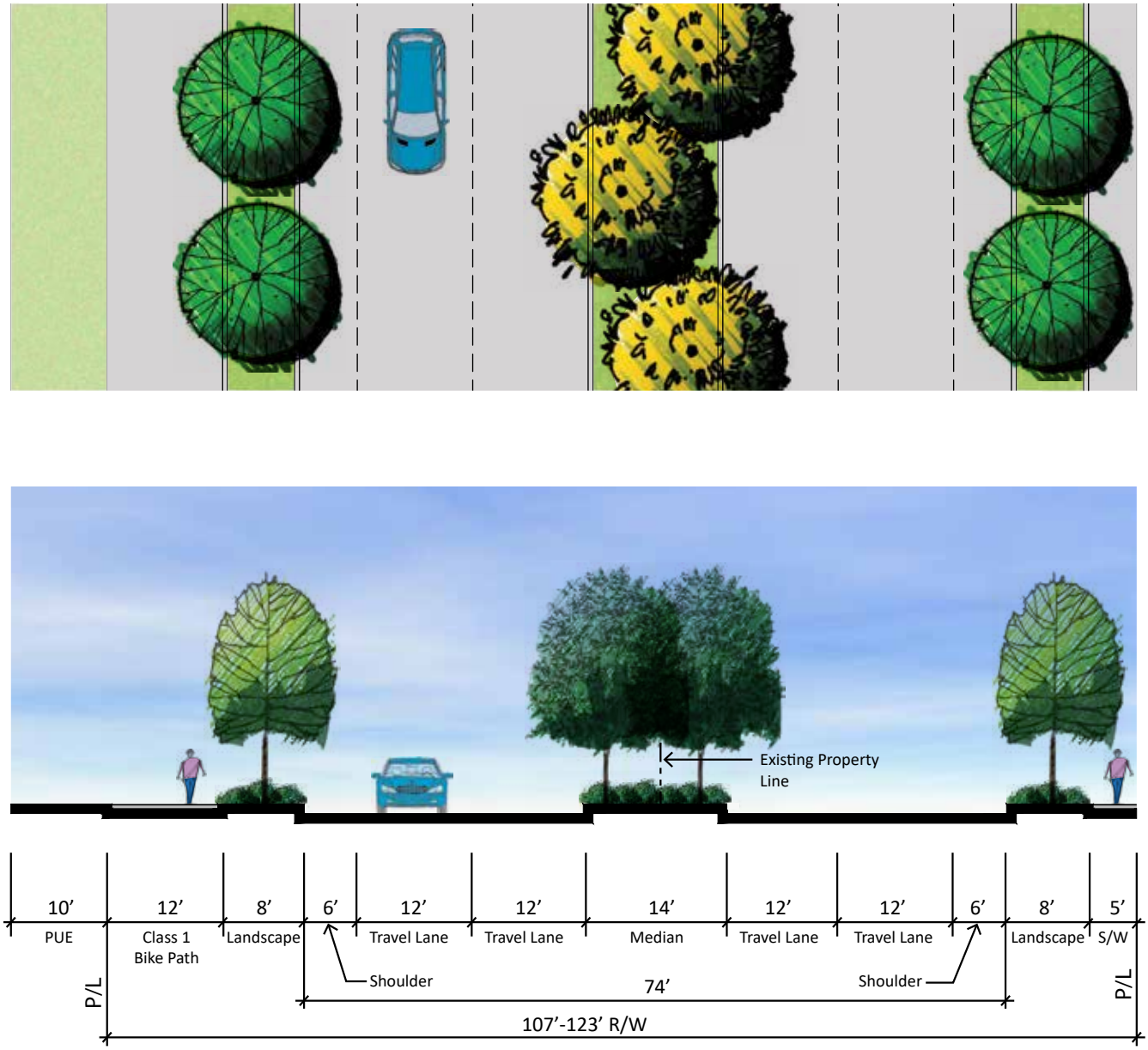


Figure 6.4, Chrisman Road Conceptual 4-Lane Arterial, Section B-B

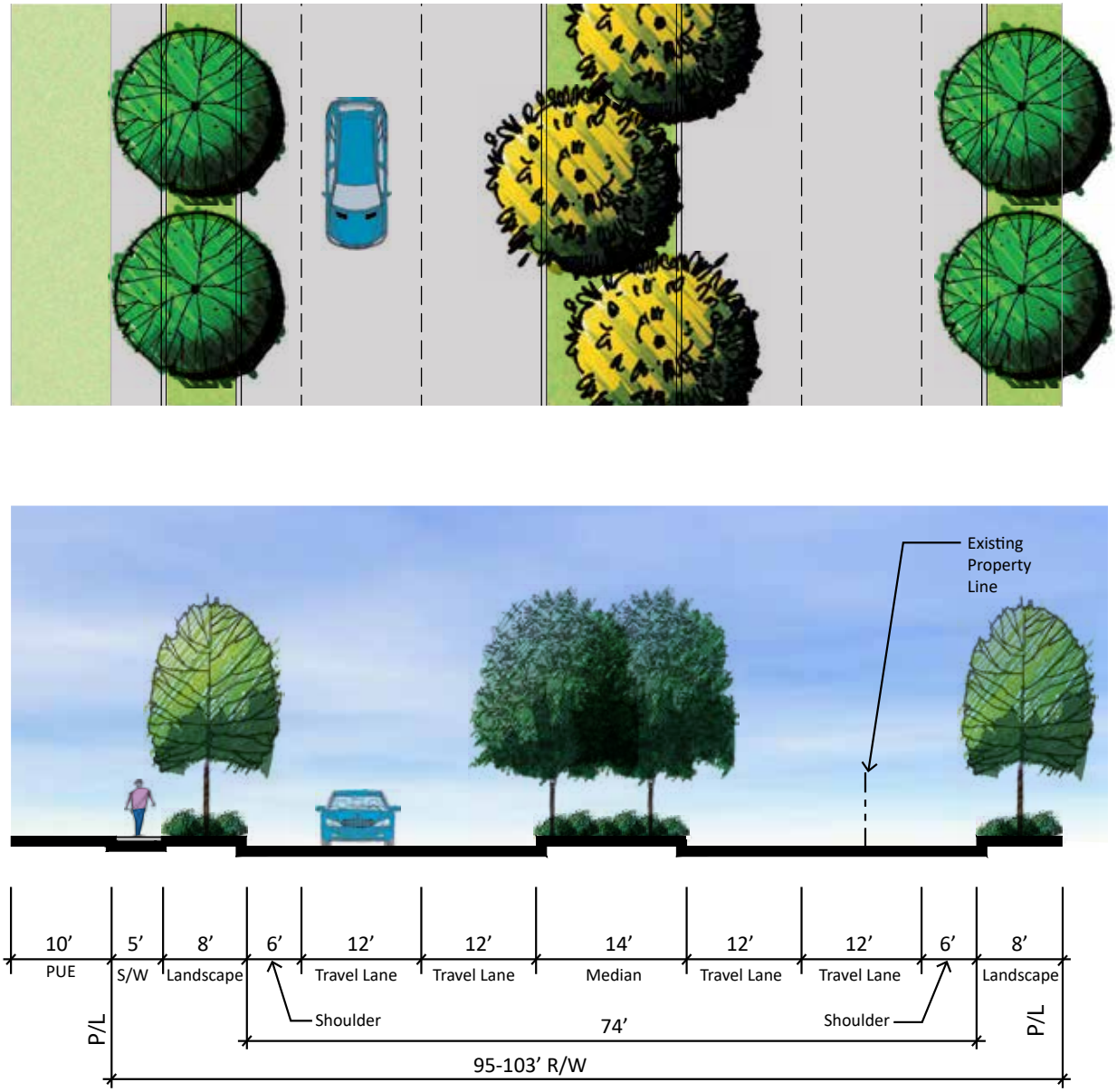


Figure 6.5, Durham Ferry Road Conceptual 4-Lane Arterial, Section C-C

6.6 MACARTHUR DRIVE – 2 LANE LOCAL INDUSTRIAL STREET

MacArthur Drive and Tracy Boulevard will provide vehicle circulation to Durham Ferry Road from the City of Tracy, see Figure 6.6. The industrial street includes 2 lanes with a 14' free turning median lane, see Figure 6.7. A 12' Class 1 bicycle and pedestrian path will be included on one side of the street to provide for a separate pedestrian and bicycle path from the travel lanes, see Figure 6.7. These industrial streets will be designed to STAA standards to allow for truck traffic.

6.7 INDUSTRIAL STREETS - 2 LANE LOCAL INDUSTRIAL STREET

Streets A through G and Court H will provide for the interior circulation of vehicles and trucks within the project. These industrial streets will include 2 lanes with a 14' free turning median lane, see Figures 6.8 through 6.15. A 12' Class I bicycle and pedestrian path will be included on one side of the street to provide for a separate pedestrian and bicycle path from the travel lanes. These industrial streets will be designed to STAA standards to allow for truck traffic.

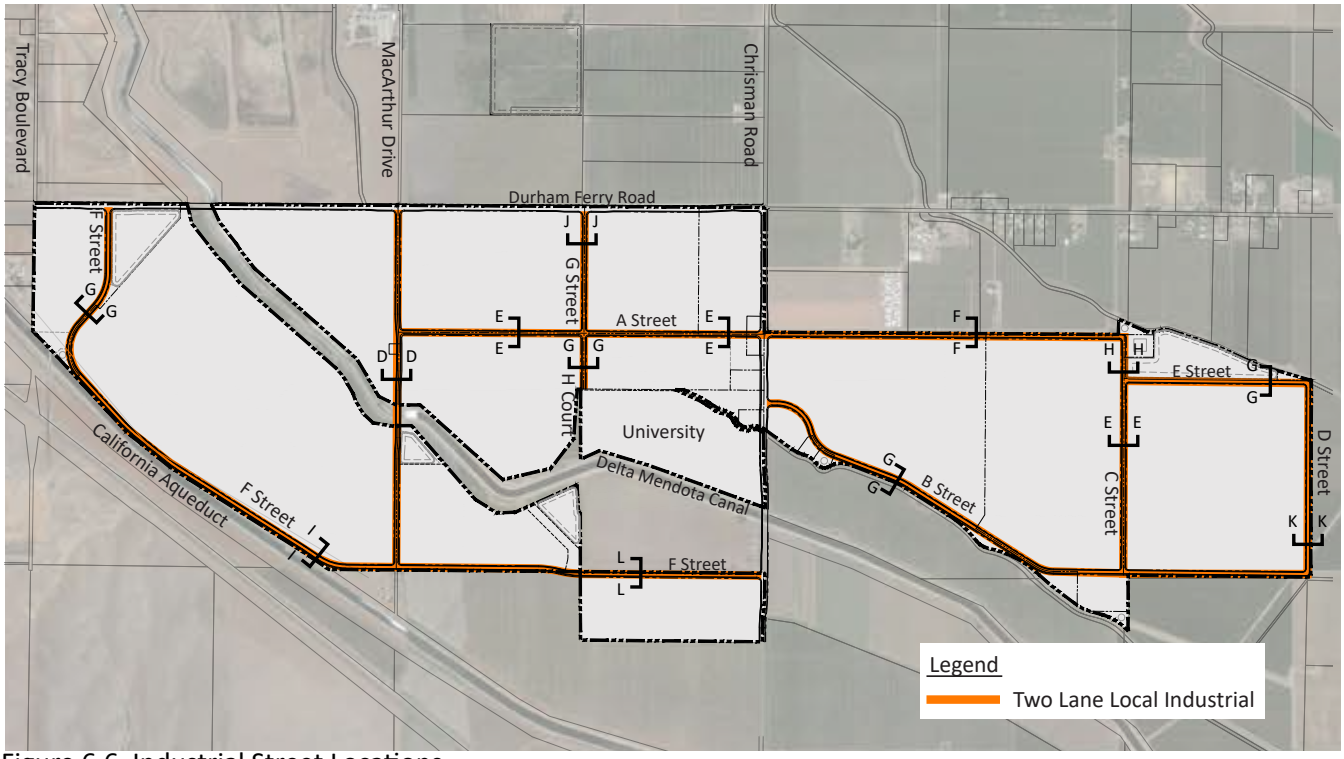


Figure 6.6, Industrial Street Locations

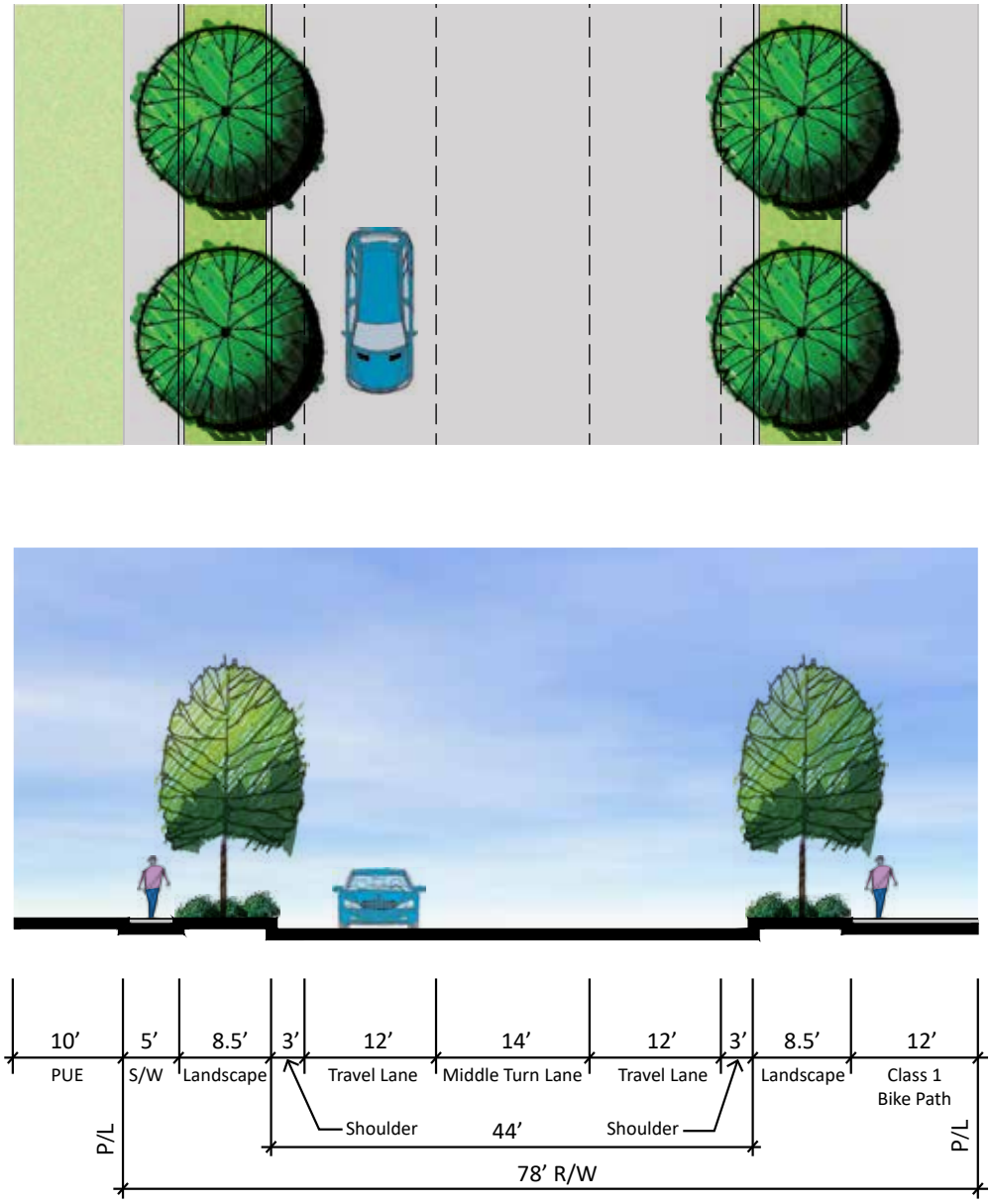
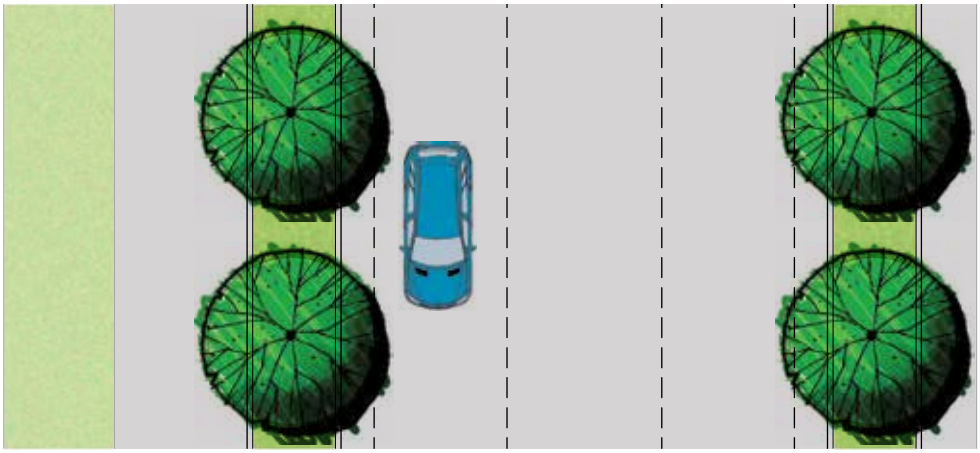


Figure 6.7, MacArthur Drive Conceptual 2-Lane Local Industrial, Section D-D



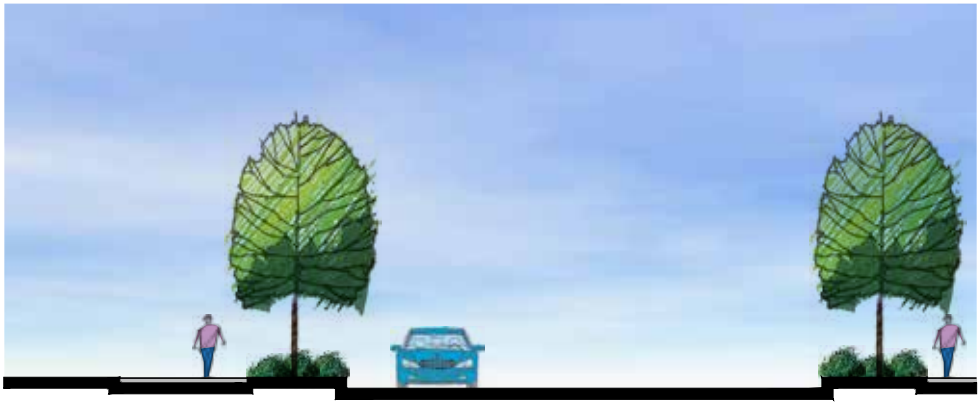
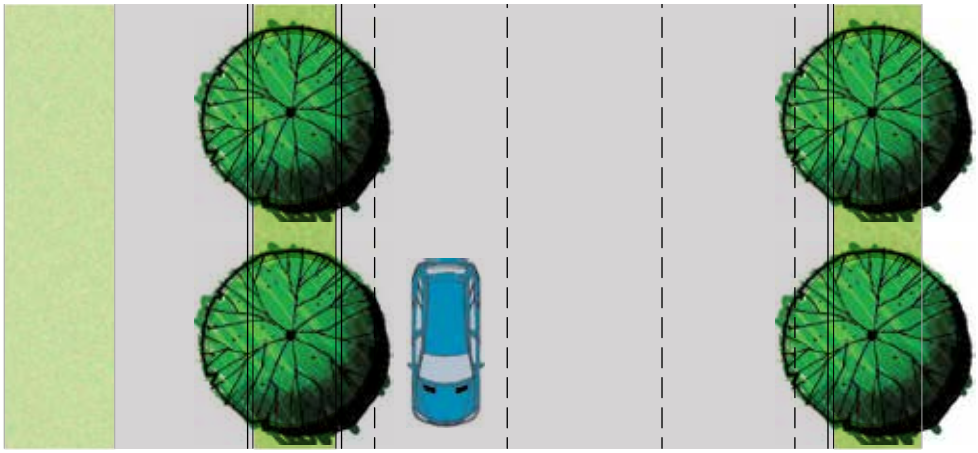


Figure 6.8, A Street West of Chrisman, C Street South of E Street, and F Street East of MacArthur Conceptual 2-Lane Local Industrial, Section E-E



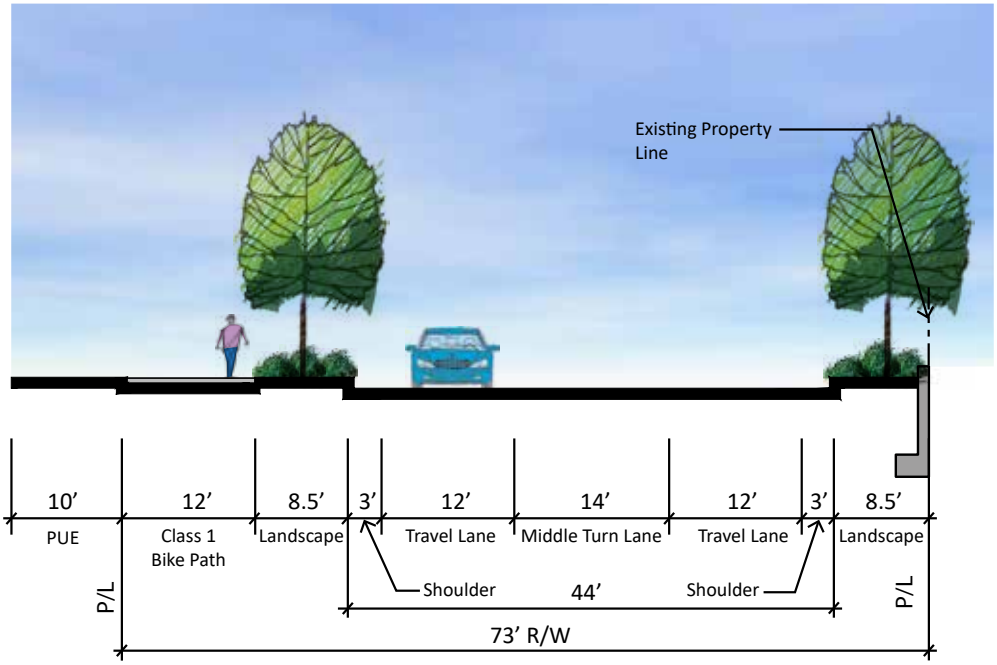


Figure 6.9, A Street East of Chrisman Road Conceptual 2-Lane Local Industrial, Section F-F

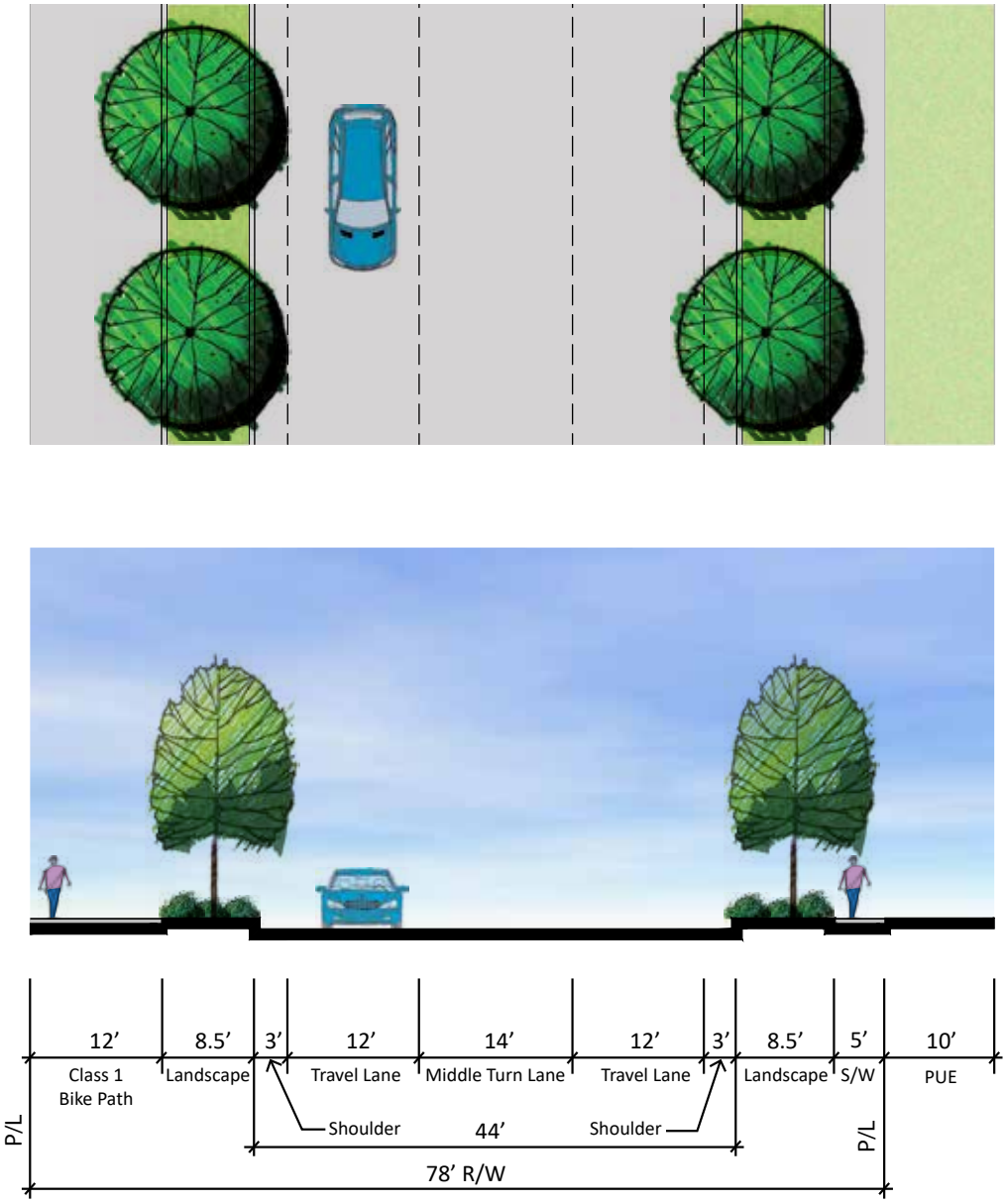


Figure 6.10, F Street and E Street Conceptual 2-Lane Local Industrial, Section G-G

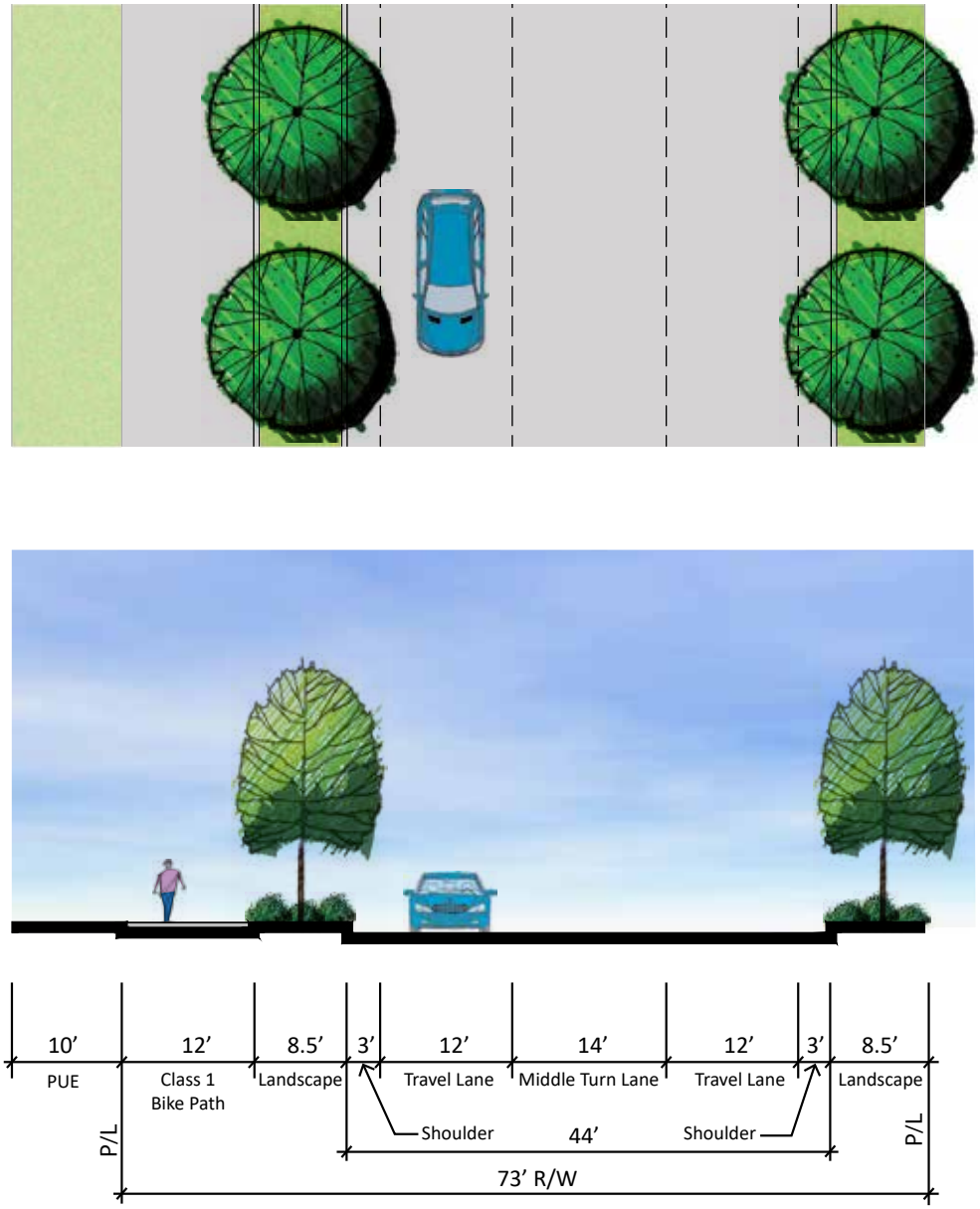


Figure 6.11, C Street North of E Street Conceptual 2-Lane Local Industrial, Section H-H

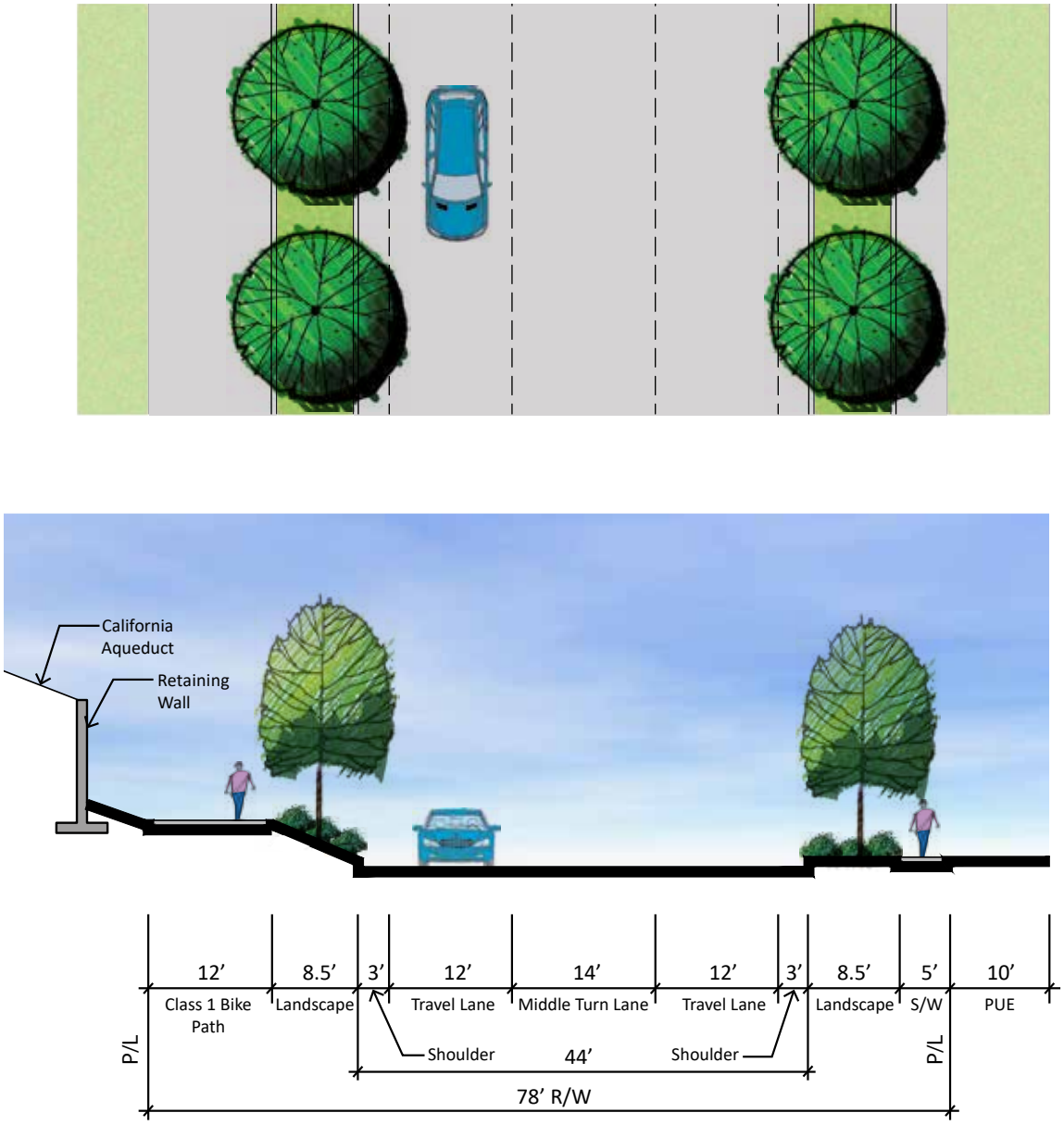
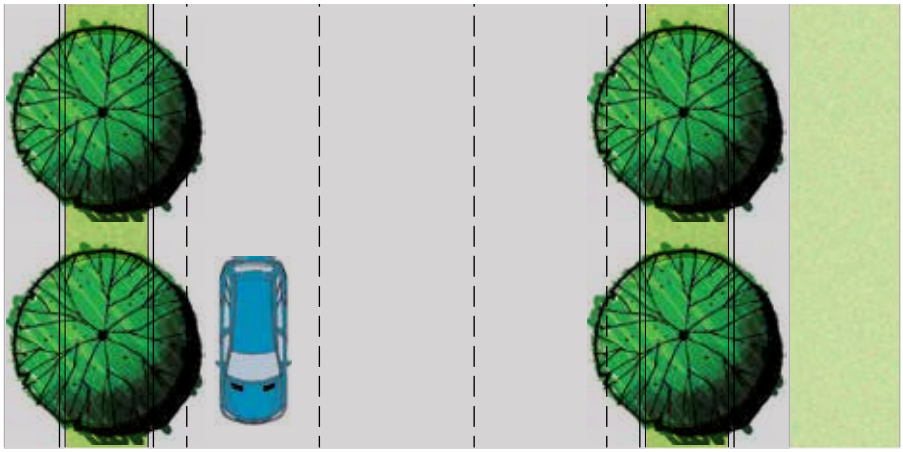


Figure 6.12, F Street West of MacArthur Conceptual 2-Lane Local Industrial, Section I-I



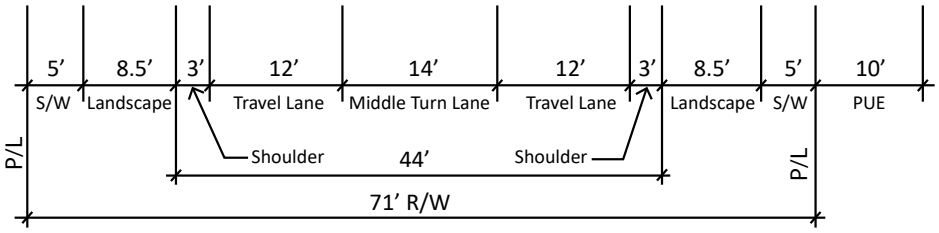


Figure 6.13, G Street Conceptual 2-Lane Local Industrial, Section J-J

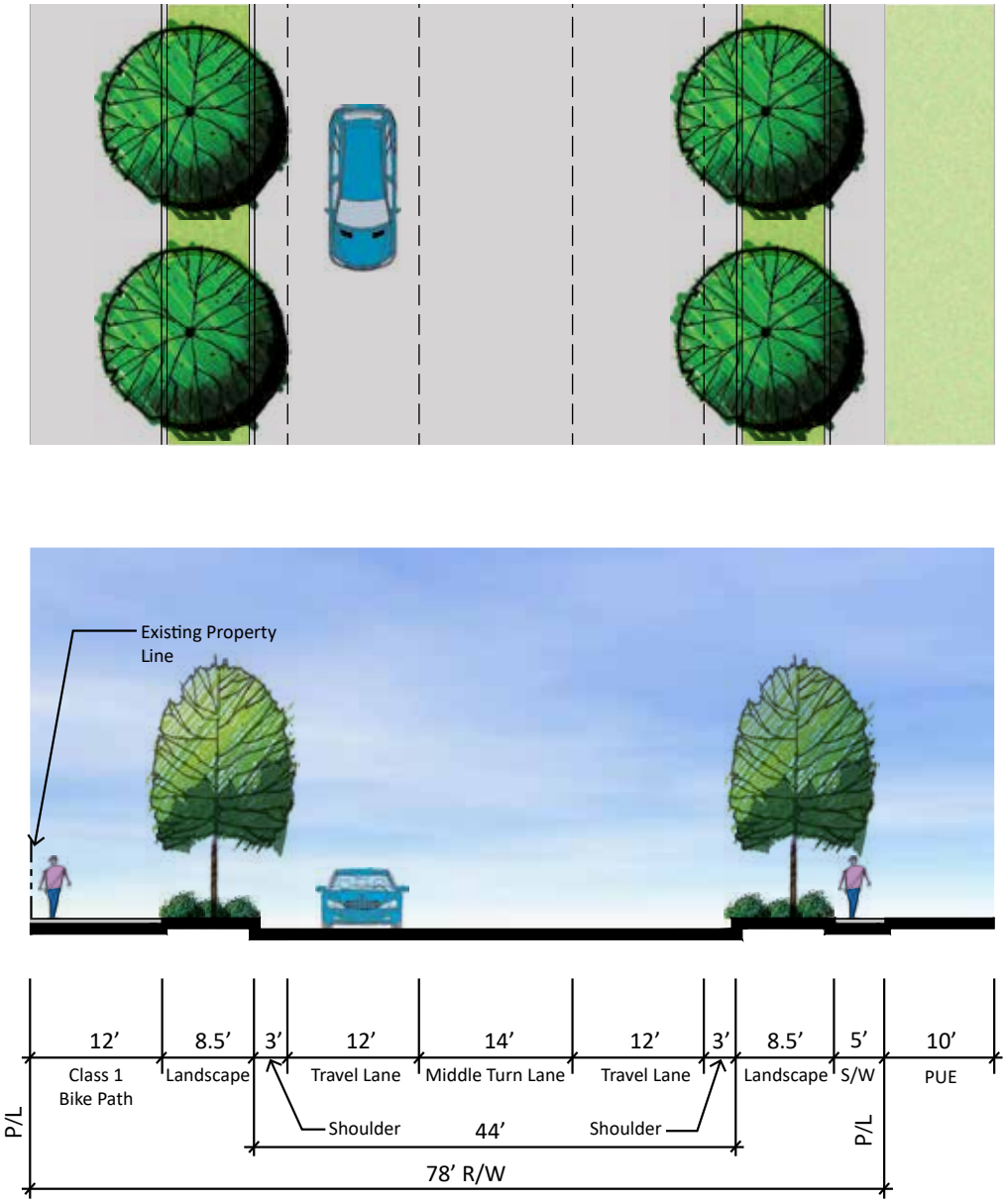


Figure 6.14, D Street Conceptual 2-Lane Local Industrial, Section K-K

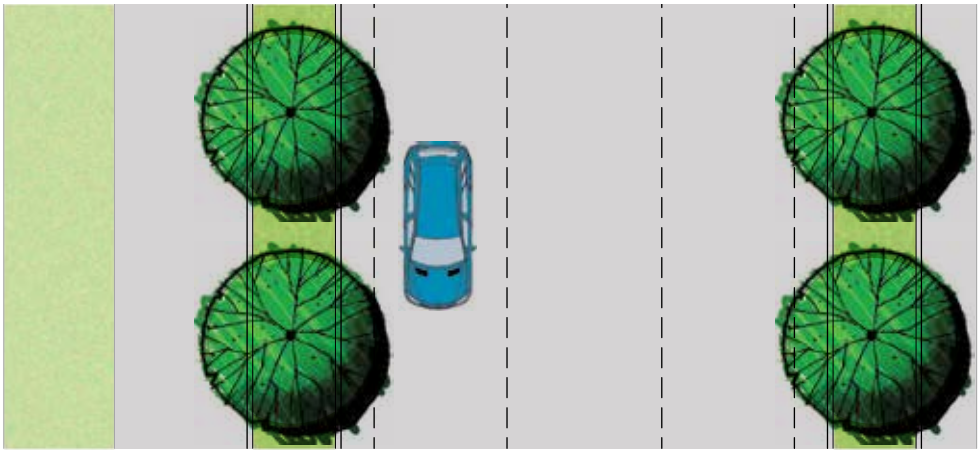


Figure 6.15, F Street West of Chrisman Conceptual 2-Lane Local Industrial, Section L-L

6.8 TRUCK ROUTES

Trucks will access the project area from both Interstate 580 and Interstate 132 at Chrisman Road. Additional access will be provided to the north of the site from 11th Street at Chrisman Road, which is an STAA truck route. Figure 6.16 depicts the planned truck routes, and the intersection configurations with STAA turning requirements.

6.9 PEDESTRIAN NETWORK

Streets will be designed on a grid system to encourage connectivity. In most cases the streets will include a separated 5' sidewalk on one side, and a 12' Class I bike path on the opposite side to provide for pedestrian and bicycle safety, see Figure 6.17. Sidewalks will be shaded by large canopy trees within the streetscape. Pedestrians will also have joint use of the Class I bike paths as a component of the pedestrian network.

6.10 BICYCLE NETWORK

Class I pathways have been incorporated into most streets and will be shared with the pedestrian network as discussed in section 6.9. This will allow for increased linkage between non-vehicular uses and to provide additional safety for bicyclists by separating them from truck traffic, see Figure 6.18.

6.11 EXISTING PUBLIC TRANSPORTATION

Public transportation may be extended to the project area based on demand generated by actual development. Bus routes may be modified and expanded as necessary and when feasible to accommodate demand. The final bus stop locations may require additional right-of-way to accommodate bus stops, which shall be dedicated through the final mapping process.

a. Regional Intercity Fixed-Route Bus Service

The SJRTD operates one fixed-route bus line (currently designated Route 90 and 91) that serves the City of Tracy and terminates at the Tracy Transit Station. This bus line connects the City of Tracy to Stockton and Lathrop along Interstate 5 and extends along Grant Line Road and East Eleventh Street.

b. Passenger Rail System

Altamont Commuter Express (ACE) is a passenger rail service connecting Stockton to San Jose. The ACE station for Tracy is located on Tracy Boulevard at Linne Road. There are currently three ACE trains per day.

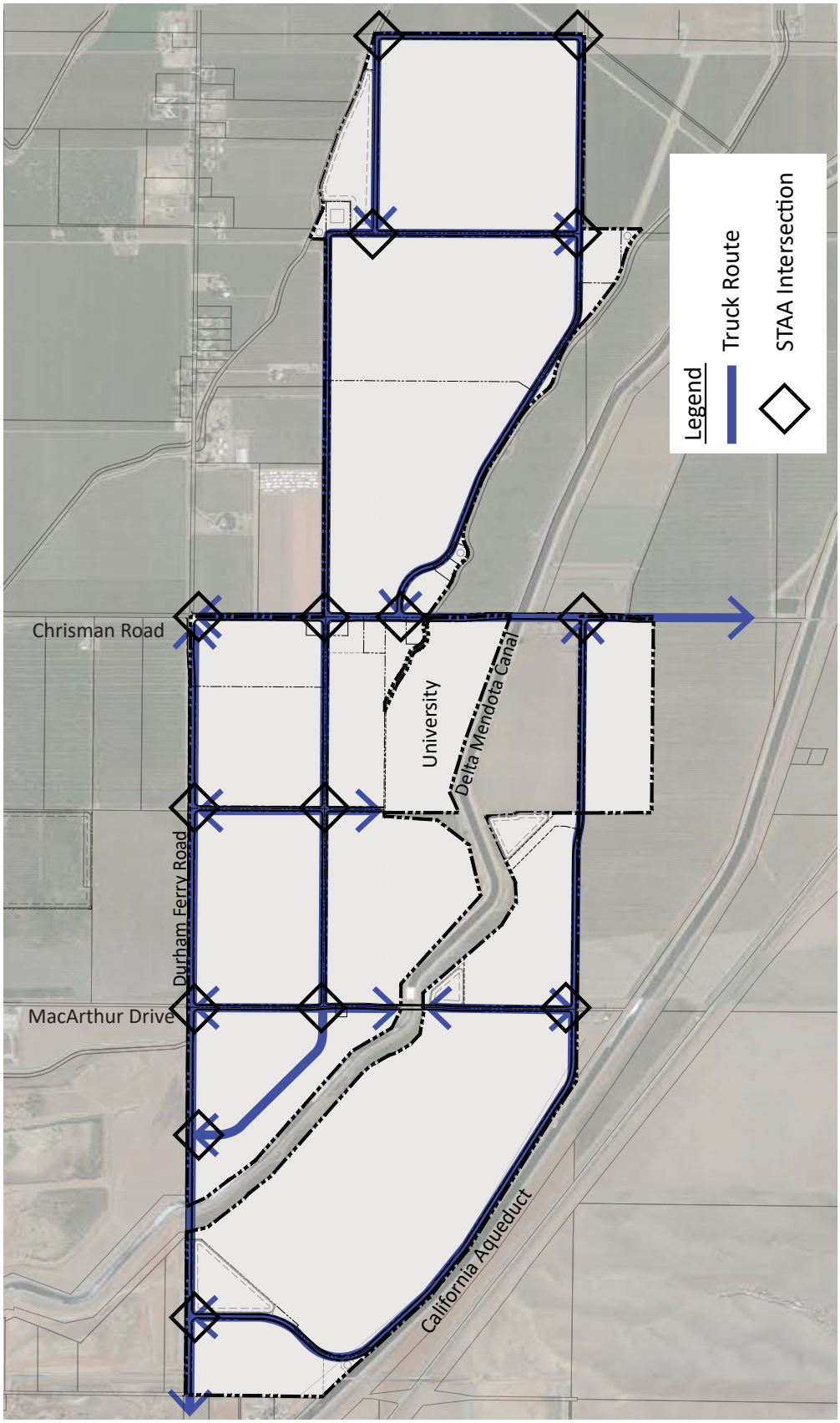


Figure 6.16, Truck Routes

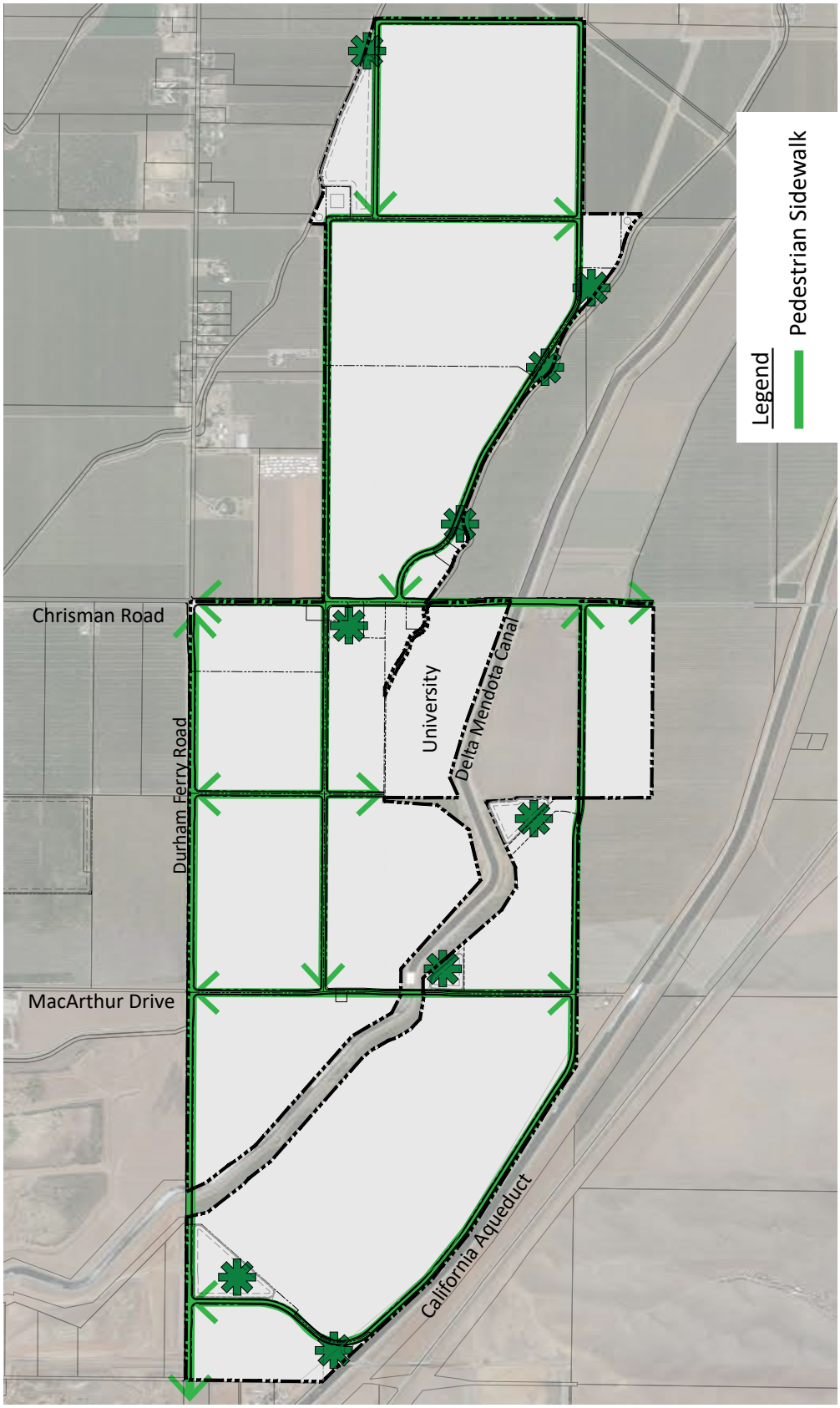


Figure 6.17, Pedestrian Network

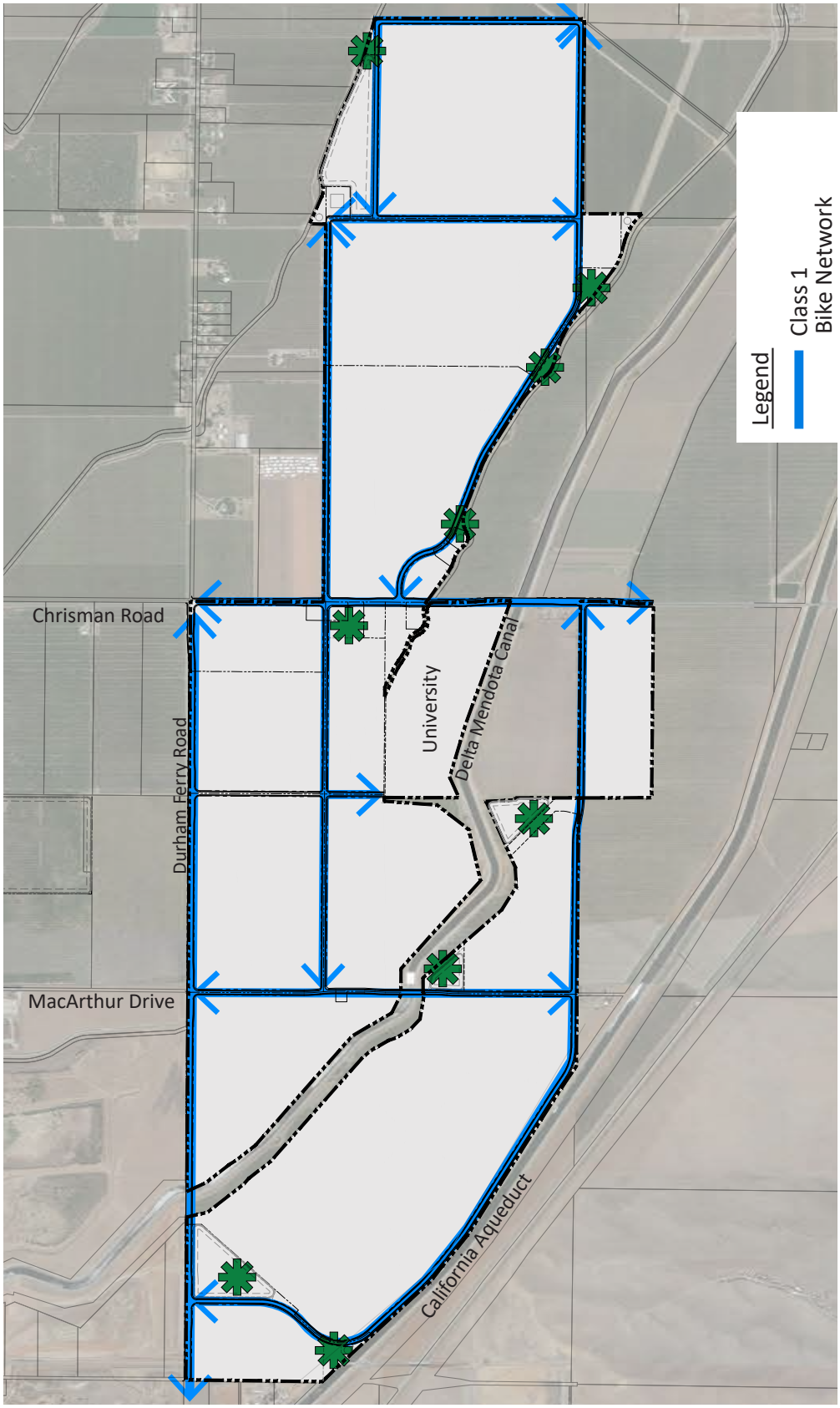


Figure 6.18, Bike Network

Pacific Gateway

PROJECT DESCRIPTION

JANUARY 16, 2023

Project Overview

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

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

Site Overview

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

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

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

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

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

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

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

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

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

Project Uses

General Commercial

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

Business Park

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

University Campus

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

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

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

Veterans of Foreign Wars (VFW)

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

Limited Industrial

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

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

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

Open Spaces

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

Phasing

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

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

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

Entitlement Overview

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

A. General Plan Text Amendment

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

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

B. General Plan Map Amendment

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

C. Zone Reclassification

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

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

D. Specific Plan

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

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

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

E. Project Subdivisions

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

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

F. Site Approval Permit Applications

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

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

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

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

G. Development Agreement

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

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

SAN JOAQUIN COUNTY
Greatness grows here.

Community Development Department

Planning · Building · Code Enforcement · Fire Prevention · GIS

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

October 26, 2023

Notice of Preparation of a Draft Environmental Impact Report –
Notice of Second (Online) Public Scoping Meeting

Subject: Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting for the Pacific Gateway Project. The Project consists of a General Plan Text and Map Amendment, Specific Plan, Zone Reclassification, Major Subdivisions, Administrative Use Permits, and Development Agreement.

The 1,612-acre Project site 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.

Project Title: Pacific Gateway (PA-2100188, PA-2100189, PA-2100190, PA-2100191, PA-2300091, PA-2300092, PA-2300093, PA-2300094, PA-2300095)

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

Additional Online Scoping Meeting Date and Time:

In addition to the previously announced Environmental Impact Report Scoping Meeting to be held in-person on Wednesday, November 15th from 6:30 – 7:30pm at the Jefferson School, 7500 W. Linne Road, Tracy, CA, a second and *online* Scoping Meeting will be held for the Pacific Gateway project, as noted below:

Thursday, November 16, 2023 (3:00pm – 4:00pm)

Location: Virtual Teams Meeting: Click here to join the meeting

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

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). The purpose of the Scoping Meetings is to solicit comments and input from the community and reviewing agencies for the scope of the environmental review including content of the environmental information to be included for analysis in the Draft EIR. The Scoping Meetings are not public hearings, and no decisions about the Project will be made at the meetings.

Please submit any comments or questions regarding the NOP or the Project to:

Brian Millar, Contract Planner
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95202
(209) 468-0291 bmillar@sjgov.org

Project NOP is available on the County's webpage and can be accessed at the following link:

Community Development | San Joaquin County (sjgov.org)