

Tracy Press

New version of Pacific Gateway up for public comment

By Bob Brownne Dec 27, 2024

A revised Pacific Gateway project south of Tracy will be up for review again in 2025.

It's a new version of a 1,612-acre project that, upon being presented last year, was unpopular with rural residents in the area around Chrisman and Durham Ferry roads. The proposal now includes 1,577 acres, and is pushed further to the south to include land mostly between the Delta Mendota Canal and California Aqueduct north of Highway 132, with Tracy Boulevard at the western end and Bird Road on the eastern end.

The project is up for public comment as of Dec. 20 and until Jan. 21, and a public scoping meeting will be held at 6 p.m. on Jan. 9 at the Tracy Transit Station, 50 E. Sixth St. The meeting is one step toward creating an environmental impact report for the project.

In September the San Joaquin County Community Development Department received a letter from Ridgeline Property Group, representing owners of the land, stating that the landowners have taken the concerns of rural neighbors – specifically those who were concerned about truck traffic along Durham Ferry and Chrisman roads -- into consideration. About 940 acres that had been planned for industrial development north of the Delta-Mendota Canal have been removed from the plan.

The project calls for 1,375.8 acres of limited industrial development, which would accommodate nearly 24.7 million square feet of building space, about 3 million square feet less than the previous plan. It still includes up to 76.3 acres for a university campus on the west side of Chrisman Road, 18.5 acres for general commercial development and 61.8 acres for parks and open space. It also still includes a VFW hall on Chrisman Road.

In his Sept. 27 letter to the county, Ridgeline Partner Steve Arthur describes how the business park would take advantage of Interstate 580 at the southern side of the project, particularly the intersection of I-580 and Highway 132, giving the development a strong presence on a “key ‘supply chain corridor’ of the Central Valley and Northern California.”

In order to proceed Ridgeline will need to complete a new environmental impact report, which once completed would allow for a county general plan amendment changing the land-use designation of the 1,576.7 acres from agricultural to mostly industrial use. It will also require cancellation of Williamson Act contracts on about 790 acres of farmland, with Williamson Act contracts protecting farmland from development in exchange for tax benefits for the property owners.

Plans would also have to describe development of water and wastewater infrastructure for the development, as well as other public services such as fire protection and police services.

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