



August 2021  
TC NO. CAL. Development Warehousing and Distribution Facility Project



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## Notice of Preparation and Initial Study

**Prepared for**  
Port of Stockton  
2201 West Washington Street  
Stockton, California 95203

**Prepared by**  
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**To: All Agencies, Interested Parties, and Individuals**

**Subject: Notice of Preparation of an Environmental Impact Report**

Notice is being given that the Port of Stockton (Port) will be preparing an Environmental Impact Report (EIR) for the following project:

*TC NO. CAL. Development Warehousing and Distribution Facility Project*

This Notice of Preparation (NOP) has been prepared to inform responsible and trustee agencies, public agencies, and the public that the Port, as the Lead Agency under the California Environmental Quality Act (CEQA), has independently determined that there are potentially significant environmental impacts associated with the proposed TC NO. CAL. Development, a Delaware Corporation Warehousing and Distribution Project (hereafter referred to as the proposed project), and preparation of an EIR is required. We transmit this NOP for review in accordance with the CEQA Guidelines, Article 7, Sections 15086 and 15087, and California Public Resources Code Section 21153. The project description, location, and potential environmental effects are contained in the attached materials. A copy of the Initial Study is included with the NOP. Please submit your comments, concerns, suggestions for mitigation measures and alternatives, and any other pertinent information that may enable us to prepare a comprehensive and meaningful EIR for the proposed project.

**Proposed Project:** The proposed project entails development of a new warehouse building and associated infrastructure over approximately 60 acres of the Port's West Complex to receive, store, and distribute bulk building products and consumer goods. The proposed project would also include remediation of contaminated soils from past U.S. Navy activities associated with the remedial site, referred to as Site 47. Under the proposed project, the Port would issue a lease to TC NO. CAL. Development to construct and hold operations within the warehouse. TC NO. CAL. Development would sublease the warehousing facility to a commercial operator for distribution services.

**Public Scoping Meeting:** The Port will conduct a public scoping meeting for the proposed project. The purpose of the scoping meeting is to solicit and receive public comment and assess public concerns regarding the appropriate scope and content in the preparation of the Draft EIR (DEIR). Participation in the public meeting by federal, state, and local agencies and other interested organizations and persons is encouraged. The meeting time and location will be posted on the Port's CEQA Documents website at: <https://www.portofstockton.com/ceqa-documents/>.

**Public Comments:** The scoping process is intended to provide the Port with information the public feels is necessary to establish the appropriate scope for preparing the environmental analysis in the DEIR. Please submit your comments, concerns, suggestions for project alternatives, and any other

pertinent information that may enable us to prepare a comprehensive and meaningful EIR for the proposed project. Comments should be submitted to Jason Cashman, Port of Stockton Environmental and Regulatory Affairs Manager, by email to [ceqa@stocktonport.com](mailto:ceqa@stocktonport.com) or by mail to the following address:

Jason Cashman  
Environmental and Regulatory Affairs Manager  
Port of Stockton  
2201 West Washington Street  
Stockton, California 95203

Comment letters must be postmarked by September 24, 2021. If you have any questions, please contact Mr. Cashman by email or postal mail (above) or by phone at 209-946-0246.

# TABLE OF CONTENTS

<b>1</b>	<b>Project Overview</b>	<b>1</b>
1.1	Environmental Setting	5
1.1.1	Regional Setting	5
1.1.2	Project Setting	5
1.2	Project Background	7
1.3	Project Objectives	7
1.4	California Environmental Quality Act Baseline	8
1.5	Project Elements and Operations	8
1.5.1	Construction	8
1.5.2	Operations	10
1.6	Proposed Alternatives	12
1.6.1	No Project Alternative	13
1.6.2	Reduced Project Alternative	13
1.6.3	Alternative Site Locations	13
1.7	Expected Environmental Impacts	13
1.8	Anticipated Project Approvals and Permits	14
1.8.1	Assembly Bill 52	15
<b>2</b>	<b>Environmental Factors Potentially Affected</b>	<b>16</b>
2.1	Determination	16
2.2	Aesthetics	17
2.2.1	Discussion	17
2.3	Agricultural/Forestry Resources	18
2.3.1	Discussion	18
2.3.2	Impact Evaluation	19
2.4	Air Quality	20
2.4.1	Discussion	20
2.5	Biological Resources	21
2.5.1	Discussion	21
2.6	Cultural Resources	23
2.6.1	Discussion	23
2.7	Energy	24
2.7.1	Discussion	24
2.8	Geology/Soils	25

2.8.1	Discussion.....	25
2.9	Greenhouse Gas Emissions.....	27
2.9.1	Discussion.....	27
2.10	Hazards and Hazardous Materials.....	28
2.10.1	Discussion.....	28
2.11	Hydrology/Water Quality.....	30
2.11.1	Discussion.....	30
2.12	Land Use/Planning.....	31
2.12.1	Discussion.....	31
2.12.2	Impact Evaluation.....	31
2.13	Mineral Resources.....	32
2.13.1	Discussion.....	32
2.13.2	Impact Evaluation.....	32
2.14	Noise.....	33
2.14.1	Discussion.....	33
2.15	Population/Housing.....	34
2.15.1	Discussion.....	34
2.15.2	Impact Evaluation.....	34
2.16	Public Services.....	36
2.16.1	Discussion.....	36
2.16.2	Impact Evaluation.....	37
2.17	Recreation.....	38
2.17.1	Discussion.....	38
2.17.2	Impact Evaluation.....	38
2.18	Transportation.....	39
2.18.1	Discussion.....	39
2.19	Tribal Cultural Resources.....	40
2.19.1	Discussion.....	40
2.20	Utilities/Service Systems.....	41
2.20.1	Discussion.....	41
2.21	Wildfire.....	42
2.21.1	Discussion.....	42
2.21.2	Impact Evaluation.....	42
2.22	Mandatory Findings of Significance.....	45

3 References ..... 46

**TABLES**

Table 1 Proposed Project Cargo Throughput (Maximum)..... 11  
Table 2 Operational Utility Demand..... 11  
Table 3 Regulatory Agencies and Authority ..... 14

**FIGURES**

Figure 1 Vicinity Map ..... 2  
Figure 2 Development and Remediation Areas..... 3  
Figure 3 Warehousing and Distribution Facility Site Plan ..... 4

## ABBREVIATIONS

AB	Assembly Bill
ARB	California Air Resources Board
BMP	best management practice
CAP	Climate Action Plan
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Stockton
COC	constituents of concern
DEIR	Draft Environmental Impact Report
DTSC	Department of Toxic Substances
EFH	essential fish habitat
EIR	Environmental Impact Report
ESA	environmental site assessment
FAR	floor area ratio
GHG	greenhouse gases
IS	Initial Study
kgal	thousand gallons
kWh	kilowatt hour
LUC	Land Use Covenant
MRZ	Mineral Resource Zone
NAHC	Native American Heritage Commission
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
PG&E	Pacific Gas and Electric Company
Port	Port of Stockton
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
sf	square foot
SJVAPCD	San Joaquin Valley Air Pollution Control District
therm	100,000 British thermal units

# 1 Project Overview

The proposed project entails development of a new warehouse building and associated infrastructure over approximately 60 acres of the Port of Stockton's (the Port's) West Complex (Rough and Ready Island) to receive, store, and distribute bulk building products and consumer goods. The proposed project would also include remediation of contaminated soils from past U.S. Navy activities associated with the remedial site, referred to as Site 47. The constituents of concern (COCs) at Site 47 are arsenic, five polycyclic aromatic hydrocarbons (PAHs), and, in limited areas, total DDT. As part of the proposed project, remediation would occur throughout the 102-acre project site (Figure 1), which includes the proposed 60-acre site on which the warehouse would be developed as well as approximately 42 acres to the east and west (Figure 2). Under the proposed project, the Port would issue a lease to TC NO. CAL. Development to construct and hold operations within the warehouse. TC NO. CAL. Development would sublease the warehousing facility to a commercial operator for distribution services.

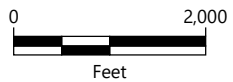
As part of the proposed project, TC NO. CAL. Development would construct a 655,200-square foot (sf) warehouse, 293,951-sf outdoor storage area, employee parking, trailer parking, trailer storage, truck docks, rail service and spurs, detention ponds, and minor ancillary structures on the existing vacant area (Figure 3; these improvements are referred to as the Warehouse Development Area). The warehouse would be used for receiving, storing, and distributing bulk building products and consumer goods (warehousing or wholesaling/distribution) or for light manufacturing. Operations are expected to begin following warehouse construction and would involve truck and rail deliveries of commercial products.

The proposed project is being completed in coordination with the Department of Toxic Substances Control (DTSC) and the Central Valley Regional Water Quality Control Board (RWQCB). Parcels of land on Rough and Ready Island were transferred in four phases from the U.S. Navy to the Port in 2000, 2002, 2003, and 2009. The parcels transferred in 2003, which include Site 47, and in 2009 are subject to a Land Use Covenant (LUC; DTSC et al. 2003). The LUC prohibits several activities, including but not limited to construction of residences, hospitals, or schools; uses that would disturb monitoring wells; or uses that would restrict investigation activities. Soil disturbance and management activities are also strictly controlled. Project coordination with DTSC and RWQCB will ensure compliance with the LUC and with other regulations pertaining to site contaminants. Remediation throughout the project site generally entails on-site movement of soil via grading, consolidation, and installation of a cap composed of a combination of clean soil, low-permeability surfaces such as asphalt and building foundations, and lime stabilization. Additional details on project phasing, warehouse construction and operation, and remediation activities are provided in Sections 1.3, 1.4, and 1.5.





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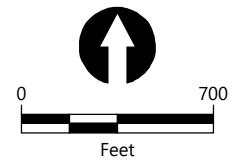
**Figure 1**  
**Vicinity Map**  
 TC NO. CAL. Development Warehousing and Distribution Facility Project  
 Port of Stockton





**LEGEND:**

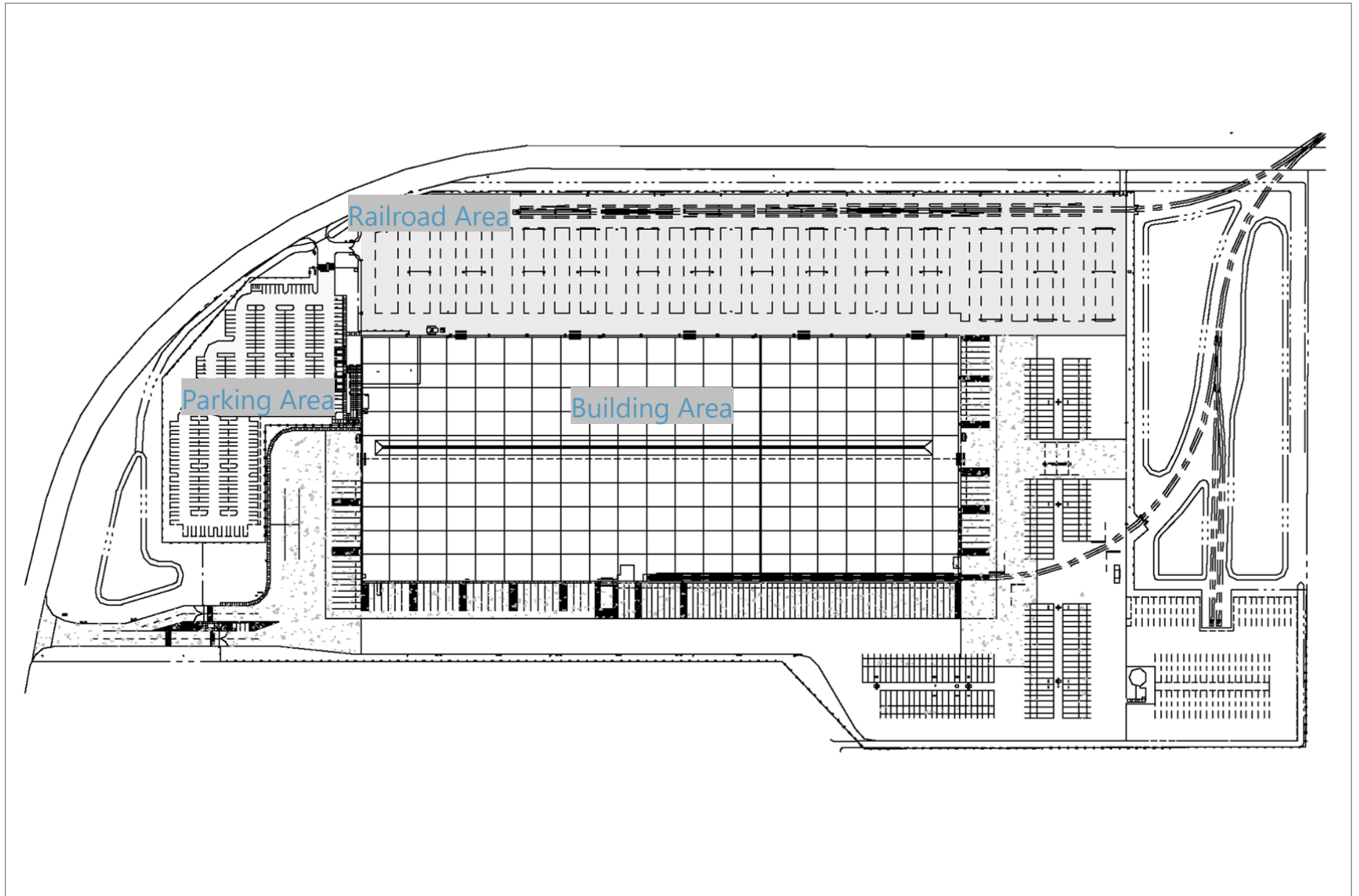
-  Site 47 Consent Agreement Boundary
-  Warehouse Development Area
-  Eastern Remediation Area
-  Western Remediation Area
-  Western Warehouse Area



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**Figure 2**  
**Development and Remediation Areas**  
 TC NO. CAL. Development Warehousing and Distribution Facility Project  
 Port of Stockton



## 1.1 Environmental Setting

### 1.1.1 Regional Setting

The project site is located within the City of Stockton's (City's) urban core, which is characterized by a mix of heavy industrial uses with limited landscape features, older residential neighborhoods, neighborhood commercial shopping centers, and a variety of other commercial and industrial parcels. The Port is located south of the San Joaquin River and is an industrial port served by rail, trucks, and vessels. It supports a mix of liquid and dry bulk storage and shipment, as well as warehousing and light manufacturing. Several communities are in close proximity to the Port, including the Southwest Stockton community, which was selected in 2019 by the California Air Resources Board for community air monitoring and the development of an air emissions reduction plan pursuant to Assembly Bill (AB) 617.

The proposed project site is located on the Port's West Complex, an approximately 1,459-acre island also known as Rough and Ready Island, which is bordered to the north, south, and east by the San Joaquin River and to the west and south by the Burns Cutoff. The West Complex is characterized by the presence of large warehouse buildings, maritime terminals, railroad facilities, large storage buildings, and stockpiles of various commodities. There are no residential communities on the island; the closest residential receptors are located to the north across the river.

The City's *Envision Stockton 2040 General Plan* (City 2018a) designates the project site as "Institutional," and the zoning district of the project site and surrounding parcels is "Port" (City 2020). Port areas are designated for the operation of Port facilities, including wharves, dockage, warehousing, and related facilities, and the Port zoning district principally permits warehouse uses. The project site is also part of the area covered by the West Complex Development Plan (Port 2004), which identified the following types of Port-related land uses for development on Rough and Ready Island: rail to dock; break-bulk; petroleum plant; commercial industrial park; automobile facility and wharf upgrade; container shipping facility; expanded break-bulk, roll-on/roll-off, and project cargo; container expansion and intermodal transfer; water-related future expansion area; diversified land use; and a future Immigration and Naturalization Service facility (this property has subsequently been transferred to the Port).

### 1.1.2 Project Setting

The approximately 102-acre project site comprises four distinct areas proposed for remediation or development (Figure 2):

- A 60-acre area proposed for remediation and TC NO. CAL. Development warehouse development ("Warehouse Development Area")

- A 7-acre area to the west of the Warehouse Development Area that would be remediated and remain undeveloped (“Western Remediation Area”)
- A 9-acre area to the east of the Warehouse Development Area that would be remediated and remain undeveloped (“Eastern Remediation Area”)
- A 26-acre area to the west of the Western Remediation Area that would be remediated using institutional controls (“Western Warehouse Area”)

The Warehouse Development Area is bordered to the north by McCloy Avenue and Port railways; to the west by the Port of Stockton Expressway; to the south by the Ferguson Building warehouse parking lot at 530 Port of Stockton Expressway, stormwater drainage ditches, and undeveloped Port land; and to the east by the Dr. Pipeline Incorporated commercial facility and abandoned structures (Figure 2). As noted, soils with elevated COCs are present in the Warehouse Development Area due to historical activities prior to the Port’s ownership of the Site 47 parcel. The Warehouse Development Area is surfaced in ruderal vegetation, including non-native grasses, a small area of remnant asphalt or concrete paving, and a narrow informal access road that bisects the site from north to south. An open, channelized, earthen stormwater drainage ditch bisects the center of the Warehouse Development Area from east to west, turning south at the area’s western edge. A second drainage ditch also extends east to west on the southern edge of the Warehouse Development Area, immediately north of the existing Ferguson Building warehouse. For planning purposes, these ditches are assumed to be under the jurisdiction of the RWQCB. They are part of the Port’s West Complex drainage system, which conveys stormwater to a single pump-controlled discharge point on the west side of the West Complex.

The Western Remediation Area is an irregularly shaped, approximately 7-acre area west of and across from the Port of Stockton Expressway and the Warehouse Development Area (Figure 2). The Western Remediation Area is surfaced in ruderal vegetation with small areas of remnant barren concrete, asphalt, or compacted dirt. A rail spur extends northeast to southwest across the area’s northern portion. The Western Remediation Area is bordered by Daggett Road, Port of Stockton Expressway, and McCloy Avenue.

The Eastern Remediation Area is a rectangular 9-acre area immediately east of and adjacent to the Warehouse Development Area (Figure 2). The Eastern Remediation Area has three derelict abandoned structures and a degraded tennis court associated with the West Complex’s former Navy use. This area also includes asphalt or concrete surfacing, ruderal vegetation, ornamental grass lawn, and mature native and non-native ornamental trees. It is bordered to the east by North Hooper Street, to the north by McCloy Avenue, and to the south by a narrow strip of vegetation and an asphalt paved parking area.

The Western Warehouse Area is an approximately 26-acre area west of the Port of Stockton Expressway and the Western Remediation Area (Figure 2). The Western Warehouse Area is composed of five existing warehouses that are currently used for storage and logistics services. The Western Remediation Area is surfaced with asphalt or concrete with one mature ornamental tree located near the western portion of the area. The Western Warehouse Area is bordered to the east by Port of Stockton Expressway, to the south by Gillis Avenue, to the north by McCloy Avenue, and to the west by Humphreys Street and a strip of compacted dirt and ornamental grass lawn.

## 1.2 Project Background

TC NO. CAL. Development is developing a new distribution center to receive, store, and distribute bulk building products and consumer goods to the local Stockton area and to regional and California building and consumer industries. Building products and consumer goods would be received via rail or truck, unloaded, and then stored at the facility before being shipped to the local, regional, and state markets by truck and rail. A portion of the bulk products that would be received at the new TC NO. CAL. Development distribution center are currently handled at an existing facility (Best Logistics) on the Port's East Complex. These bulk products generated approximately 8,718 inbound truck calls, 554 inbound rail calls, and 11,713 outbound truck calls<sup>1</sup> at the Best Logistics facility in 2020. Due to increased demand from the local, regional, and statewide market, the Best Logistics facility is not able to handle the increased amount of bulk building products and consumer goods. Accordingly, TC NO. CAL. Development is proposing to construct and operate a new warehouse building to handle the expected volumes. The proposed warehouse would be located in an area identified for warehousing in the Port's West Complex Development Plan with sufficient land area for warehouse and other infrastructure development and connections to regional railways and easy access to regional trucking routes.

## 1.3 Project Objectives

Pursuant to the CEQA Guidelines and 14 California Code of Regulations (CCR) 15124, a "statement of the objectives sought by the proposed project" must be provided as part of the project description in an Environmental Impact Report (EIR). The basic purpose of the proposed project is to construct and operate a distribution warehouse facility to accommodate Port-bound cargo and to remediate Site 47. To accomplish these goals, the following key project objectives must be accomplished:

- Remediate Site 47 per applicable regulations and standards
- Receive, store, and ship bulk building products and consumer goods in a manner that promotes safe and efficient handling while ensuring environmental protection and controls

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<sup>1</sup> Calls are expressed in round trips. Each truck and train call makes two trips—one trip in and one trip out. Rail cargo is shipped via manifest rail.

- Initiate a lease with the Port consistent with the proposed project
- Increase the availability of building materials and supplies to the local area, region, and state

## 1.4 California Environmental Quality Act Baseline

Section 15125 of the CEQA Guidelines requires that an EIR include a description of the physical environmental conditions in the vicinity of the proposed project, from both a local and a regional perspective, as they exist at the time the Notice of Preparation (NOP) is published or, if no NOP is published, at the time the environmental analysis is commenced. These environmental conditions are referred to as the environmental setting. Further, Section 15125(a) of the CEQA Guidelines states that “the environmental setting normally constitutes the baseline physical conditions by which a Lead Agency determines whether an impact is significant.” The CEQA baseline is the set of conditions that prevailed at the time the NOP is circulated. In accordance with Section 15125, the following paragraphs describe current conditions at the project site and conditions associated with the commercial operator’s current operations at the Port.

As described in Section 1.1.2, the 102-acre project site is surfaced in ruderal vegetation with smaller areas of stormwater drainage ditches, remnant barren concrete, asphalt, compacted dirt, rail spurs, ornamental grass lawn, mature native and non-native ornamental trees, abandoned structures, and a degraded tennis court. Soils within portions of the project site contain elevated COCs. No industrial, commercial, or other uses occur at the project site under existing conditions.

## 1.5 Project Elements and Operations

### 1.5.1 Construction

The proposed project construction would occur in the following three phases that would generally occur sequentially:

- **Phase 1: Site Preparation and Remediation in Warehouse Development Area.** Anticipated to occur in 2022 (expected 8-month duration)
- **Phase 2: Construction of Warehouse and Improvements in Warehouse Development Area.** Anticipated to occur in 2022 and 2024 (expected 20-month duration with 1 month of potential overlap with Phase 1)
- **Phase 3: Remediation of Western and Eastern Remediation Areas.** Anticipated to occur in 2024 (expected 1-month duration)

The purpose of the supplementary information provided with an NOP is to inform the public that the lead agency is commencing the environmental analysis to support a proposed project and to solicit public comment regarding the type and extent of environmental analyses to be undertaken. At the scoping stage, the proposed project design is not complete. The DEIR will provide more detailed information and analysis for the proposed project.

During construction, traffic would be restricted to the Port of Stockton Expressway and Navy Drive. Construction staging would be entirely within the footprint of the project site shown in Figure 3, likely within the southern portion of the site.

No active remediation or construction is planned at the Western Warehouse Area. Activities within the Western Warehouse Area would be permanently managed by the Port using institutional controls and land use restrictions in accordance with the LUC.

#### **1.5.1.1 Phase 1: Site Preparation and Remediation in Warehouse Development Area**

Site preparation and remediation of the Warehouse Development Area would largely occur first, prior to construction of the warehouse building and associated improvements under Phase 2, and is anticipated to include the following:

- Site preparation activities, including clearing and grubbing of vegetation, removal of existing utilities, and compacting the subgrade to receive final fill
- Backfilling the drainage ditch that bisects the center of the Warehouse Development Area from east to west, constructing a replacement drainage ditch along the northern edge of the Warehouse Development Area, and constructing two detention basins that outfall to the Port's stormwater conveyance system
- Over-excavating surficial contaminated soils, surveying the top and lateral extent of the contaminated soil and bottom of the cap and installing a demarcation layer above the contaminated soils, and placing clean soil above the demarcation layer to achieve the bottom of cap elevation
- Installing drilled displacement columns within the area of the proposed building, outdoor storage area, and rail spurs; applying lime and cement treatment and compacting layers of clean soil, aggregate base, and concrete slabs in the footprint of the warehouse and outdoor storage area
- Importing, placing, compacting, and grading the soil cover and fill material
- Excavating clean soil from proposed foundation locations and constructing reinforced concrete foundations
- Placing and compacting the aggregate base and constructing exterior concrete slabs and driveways, asphalt concrete driveway, parking area pavements section, and railroad spurs

#### **1.5.1.2 Phase 2: Construction of Warehouse and Improvements in Warehouse Development Area**

The proposed warehouse and associated improvements would be constructed immediately following Phase 1 remediation and site preparation, with the potential for 1 month of construction overlap between these phases. Proposed improvements during this phase include construction of a 655,200-sf, 36-foot clear height, concrete tilt-wall build-to-suit warehouse structure; 293,951-sf outdoor storage area (exterior slab-on-grade); 418 car and trailer parking spaces; trailer storage;



truck docks; rail service via two rail spurs extended onto the site and a rail car storage track; and minor ancillary structures. Rail service would be extended into the warehouse development area via the existing Port rail network, entering the site from the northeast corner through a new gated crossing off McCloy Avenue. Utility extensions would be required for gas, electricity, water, wastewater, and telecommunications.

### **1.5.1.3 Phase 3: Remediation of Western and Eastern Remediation Areas and Western Warehouse Area**

Remediation of the western and eastern remediation areas shown in Figure 2 would occur following completion of the Phase 2 warehouse and improvements construction, potentially in 2024. This timing would allow the Port to finalize documents, including the Remedial Design and Implementation Plan. The Phase 3 remediation construction sequence would be similar to Phase 1 remediation and is anticipated to include site preparation activities, including surveying the top and lateral extent of the contaminated soil and bottom of the cap, clearing and grubbing vegetation, removing the former tennis courts in the Eastern Remediation Area, and preparing the site to receive fill by compacting the subgrade and grading away from existing paved areas. It would also include installing a demarcation layer above the contaminated soils, importing borrow fill material for the soil cover and fill areas, placing clean soil above the demarcation layer to achieve the bottom of cap elevation, and compacting and grading soil cover and fill material.

Some existing infrastructure within the Western and Eastern Remediation Areas, including intact paved surfaces and building foundations, would be integrated into the remediation design. In limited areas of the Eastern Remediation Area, low-permeability asphalt would be installed between the intact paved surfaces and building foundations to form a continuous engineered cover. All engineered covers would be designed to slope away from buildings and paved surfaces and towards existing stormwater infrastructure. Engineered covers would be inspected annually and repaired as needed. All existing structures located in the Eastern Remediation Area, besides the tennis courts, would remain in place. The intact rail line in the Western Remediation Area would be undisturbed and left uncapped.

### **1.5.2 Operations**

Operation of the proposed TC NO. CAL. Development warehouse and associated improvements could include wholesaling and distribution, warehousing, or light manufacturing. The facility's design and operational throughput assumptions could accommodate any of these uses. For the purposes of this document, it is assumed that the facility would operate 365 days a year and 24 hours a day. It is anticipated that the warehouse may initially be used for storage and bulk distribution of building products and consumer goods to be identified based on customer demand. Bulk materials would be nationally sourced and delivered to the site by truck or rail; sorted, batched, and stored on site; and exported from the site by truck to the final off-site delivery location within Stockton and the greater Northern California region. Occasional outbound shipments via rail may also occur. If the warehouse

is used in the future for light manufacturing activities, all manufacturing would occur within the warehouse building and could include fabrication, assembly, or disassembly of consumer goods.

Facility throughput would be dependent on customer demand; a conservative estimate of maximum annual truck and rail car trips associated with proposed project operations is presented in Table 1.

**Table 1  
Proposed Project Cargo Throughput (Maximum)**

Mode	Annual Calls
Inbound Truck Calls	32,287
Inbound Rail Calls	2,053
Outbound Truck Calls	63,211

Notes:

Calls are expressed in round trips. Each truck and train call makes two trips: one trip in and one trip out.

Rail cargo is shipped via manifest rail.

Operations at the proposed facility are anticipated to require 100 employees. Parking would be accommodated on site through the proposed car parking spaces. The site design includes ingress and egress points and other design measures to accommodate the anticipated volume of vehicular traffic, minimize queuing, and facilitate traffic flow within the boundary of the site and adjoining roadways. Industry standard emergency procedures for operations would be developed by the on-site management team, and all associates would be trained in those procedures. A single emergency generator would be installed and operated as needed. Up to 56 forklifts and two power saws would operate at the site daily (7 days a week).

Table 2 identifies operational utility demands, which would be comparable to similar warehouse structures and would be accommodated by connections to existing utilities. Wastewater demand would be limited to plumbing waste from employee use; no process or industrial wastewater would be generated. Non-potable water demand would be limited to as-needed emergency fire controls. The proposed improvements would be solar ready. Facility lighting, including appropriate shielding, would be installed.

**Table 2  
Operational Utility Demand**

Utility	Operations	
	Annual	Peak Daily
Gas	13,868 therms	42 therms
Electricity	3,316,962 kWh	9,500 kWh
Water (potable)	3,975 kgal	12 kgal

As described, the proposed project includes filling an existing drainage ditch, creating a replacement drainage ditch alignment, and constructing two detention basins. The replacement drainage ditch would provide stormwater filtration and conveyance to the existing Port drainage system. The detention basins would limit discharge of post-construction stormwater runoff. Together, the replacement drainage ditch and detention basins would restrict post-construction runoff to pre-construction runoff rates, as required by the Port's Storm Water Development Standards (Port 2009).

The Western and Eastern Remediation Areas are anticipated to remain vacant and unused for the foreseeable future. The remedial engineered cover placed in Phase 3 would be protected from future disturbance in accordance with existing LUC restrictions. Inspections of the engineered cover would be conducted annually, with repairs as needed. These inspections would be documented on a 5-year frequency at minimum.

As described in Section 1.5.1, the Western Warehouse Area would be permanently managed by the Port using institutional controls and land use restrictions.

## 1.6 Proposed Alternatives

According to Section 15126.6 of the CEQA Guidelines, an EIR need only examine in detail those alternatives that could feasibly meet most of the basic objectives of the proposed project and would avoid or lessen significant environmental impacts. As discussed in Section 1.3, the objective of the proposed project is to construct and operate a 60-acre distribution warehouse facility to accommodate Port-bound building products and consumer goods. The Port also considers the project purpose to include the efficient and cost-effective remediation of contaminated soils at Site 47.

According to CEQA, an EIR must describe a reasonable range of alternatives to a project that could feasibly attain most of the basic project objectives and would avoid or substantially lessen any of the project's significant effects. Additionally, a "No Project" alternative must be analyzed. As part of public scoping, the Port is requesting public comment and suggestions for project alternatives to be considered in the DEIR.

The following alternatives are currently being considered for analysis in the Draft EIR (DEIR). Additional alternatives may be added in the DEIR based on public comment and additional environmental analysis. While the No Project Alternative is required under CEQA to be considered for analysis, the other alternatives identified below may or may not be carried forward for full analysis based on technical feasibility, the ability to achieve project objectives, or the ability to avoid or lessen environmental impacts. For any alternative considered but not carried forward for full analysis, the DEIR will include a discussion on why the alternative was rejected.

### *1.6.1 No Project Alternative*

The No Project Alternative, which is required by CEQA, represents what would reasonably be expected to occur in the foreseeable future if the proposed project were not approved. Under this alternative, no new warehouse building or associated improvements would be constructed, and there would be no change to operations. The commercial operator's cargo would still be handled through the existing facility on the East Complex at present levels. Additionally, no remediation of Site 47 would occur, leaving contaminated soils in the project area.

### *1.6.2 Reduced Project Alternative*

The Reduced Project Alternative would consist of warehouse building construction and operation at two-thirds the capacity of the proposed project. This alternative includes development of a warehouse building and associated infrastructure (e.g., parking areas) over a 40-acre area at the same location as the proposed project. With the smaller warehouse building, there would be a commensurate reduction in throughput capacity. Because this alternative would still overlap with Site 47, it is anticipated that the extent of remediation associated with this alternative would be the same as that of the proposed project.

### *1.6.3 Alternative Site Locations*

This alternative considers locating the proposed TC NO. CAL. Development warehouse at another site within the Port. This alternative will consider whether an available existing facility could be retrofitted to provide warehousing or whether a separate parcel of land could be developed to meet project objectives. As part of this alternative, no remediation of Site 47 would occur, leaving contaminated soils in the project area.

## **1.7 Expected Environmental Impacts**

An Initial Study based on the CEQA Appendix G Environmental Checklist was completed for the proposed project and is included in Section 2 of this document. As detailed in Section 2, the proposed project has the potential to result in significant environmental impacts to the following resource areas: aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation, tribal cultural resources, and utilities and service systems. Any resource area found to have at least one impact that is potentially significant as indicated by the checklist will be included in the full analysis in the DEIR. Additional issues may be identified during scoping.

As part of public scoping, the Port is requesting public comment on the scope of analysis related to environmental impacts, as well as the severity of any perceived impacts.

Section 2 presents a screen of the anticipated environmental impacts of the proposed project which may be modified based on public feedback during scoping.

## 1.8 Anticipated Project Approvals and Permits

Projects or actions undertaken by the Lead Agency (in this case, the Port), may require subsequent oversight, approvals, or permits from other public agencies. Other such agencies are referred to as responsible agencies and trustee agencies. Pursuant to CEQA Guidelines Sections 15381 and 15386, as amended, responsible and trustee agencies are defined as follows:

- A **responsible agency** is a public agency that proposes to carry out or approve a project for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term “responsible agency” includes all public agencies other than the Lead Agency that have discretionary approval authority over a project (CEQA Guidelines Section 15381; see Table 3).
- A **trustee agency** is a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the state of California (CEQA Guidelines Section 15386). Trustee agencies have jurisdiction over natural resources held in trust for the people of California, but do not have a legal authority over approving or carrying out a project. CEQA Guidelines Section 15386 designates only the following four agencies as potential trustee agencies for projects subject to CEQA:
  - California Department of Fish and Wildlife (CDFW), regarding fish and wildlife, native plants designated as rare or endangered, game refuges, and ecological reserves
  - California State Lands Commission, regarding state-owned “sovereign” lands, such as the beds of navigable waters and state school lands
  - California Department of Parks and Recreation, regarding units of the state park system
  - University of California, regarding sites within the Natural Land and Water Reserves System

Table 3 summarizes the expected relevant regulatory agencies, their expected jurisdiction (i.e., trustee or responsible agency), and their statutory authority as related to the proposed project. The jurisdiction of these agencies will be confirmed through scoping and subsequent coordination.

**Table 3  
Regulatory Agencies and Authority**

Regulatory Agency	Jurisdiction	Statutory Authority/Implementing Regulations
California Department of Fish and Wildlife (CDFW)	Trustee Agency	Reviews and submits recommendations in accordance with CEQA. Reviews and authorizes in-water work and work in riparian areas under the California Fish and Game Code. The proposed project is expected to require a Streambed Alteration Agreement.

<b>Regulatory Agency</b>	<b>Jurisdiction</b>	<b>Statutory Authority/Implementing Regulations</b>
Central Valley Regional Water Quality Control Board (RWQCB)	Responsible agency	Permitting authority for water quality, including point and non-point source discharges. Reviews projects for authorization under the Porter-Cologne Water Quality Control Act and Clean Water Act Sections 401 and 402. The proposed project is expected to require a 401 Water Quality Certification and coverage under existing General Orders for stormwater generated at the site during construction.
San Joaquin Valley Air Pollution Control District (SJVAPCD)	Responsible agency	Review authority under the California Clean Air Act and responsibility for implementing federal and state regulations at the local level and permitting stationary sources of air pollution. The proposed project is expected to require an air permit.
San Joaquin County Department of Environmental Health	Responsible agency	Regulates the handling, disposal, generation of, and cleanup from, accidental spills of hazardous waste, on-site petroleum storage, and drilling activities in San Joaquin County.
San Joaquin Council of Governments	Responsible agency	Reviews and approves projects obtaining coverage under the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan, which may be applicable to the proposed project.
City of Stockton Building Department	Responsible agency	Reviews and approves mechanical, electrical, demolition, and building permits in Stockton, which are expected to be required for the proposed project.
City of Stockton Public Works	Responsible agency	Regulates movement of large vehicles through the City on roadways.
Stockton Fire Department	Responsible agency	Reviews and approves fire protection systems.

**1.8.1 Assembly Bill 52**

AB 52 became effective on July 1, 2015. It requires Lead Agencies to consider the effects of projects on tribal cultural resources and to conduct notification and consultation with federally and non-federally recognized Native American tribes and with the Native American Heritage Commission (NAHC) early in the environmental review process. Six Native American tribes—the Buena Vista Tribe of Miwok (Me-Wuk) Indians, the Confederated Villages of Lisjan, the Muwekma Ohlone Indian Tribe of the San Francisco Bay Area, the North Valley Yokuts Tribe, the Tule River Indian Tribe, and the Wilton Rancheria Tribe—have requested consultation on CEQA documentation for projects at the Port. The Port initiated consultation with the six tribes and requested a search of NAHC’s Sacred Lands Information File in March and April 2021.

## 2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by the proposed project, involving at least one impact that is potentially significant as indicated by the checklist.

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics                | <input type="checkbox"/> Agricultural/Forestry Resources     | <input checked="" type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources      | <input checked="" type="checkbox"/> Cultural Resources       | <input checked="" type="checkbox"/> Energy                             |
| <input checked="" type="checkbox"/> Geology/Soils             | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials    |
| <input checked="" type="checkbox"/> Hydrology/Water Quality   | <input type="checkbox"/> Land Use/Planning                   | <input type="checkbox"/> Mineral Resources                             |
| <input checked="" type="checkbox"/> Noise                     | <input type="checkbox"/> Population/Housing                  | <input type="checkbox"/> Public Services                               |
| <input type="checkbox"/> Recreation                           | <input checked="" type="checkbox"/> Transportation           | <input checked="" type="checkbox"/> Tribal Cultural Resources          |
| <input checked="" type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire                            | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

### 2.1 Determination

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

## 2.2 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2.2.1 Discussion

The proposed project is located within the City's urban core, which is characterized by a mix of heavy industrial uses with limited landscape features, older residential neighborhoods, neighborhood commercial shopping centers, and a variety of other commercial and industrial parcels. The proposed project site is located on the Port's West Complex, an approximately 1,459-acre island also known as Rough and Ready Island, which is bordered to the northeast by the San Joaquin River and to the west, south, and southeast by the Burns Cutoff. The Port leases property for a variety of industrial uses in the area supporting the project site. The West Complex is characterized by the presence of large warehouse buildings, maritime terminals, railroad facilities, large storage buildings, and stockpiles of various commodities. Local regional land uses that affect the visual character include agricultural lands, industrial and commercial facilities, BNSF Railway rail lines and rights-of-way, and the San Joaquin River (serving industrial, recreational, and natural uses). The closest residential area is 3,500 feet to the north of the project site, on the north side of the San Joaquin River. There are no scenic vistas or designated state scenic highways within the project area, and the proposed project is consistent with the visual character of the study area (industrial port uses). The proposed project would not affect any rock outcroppings or historic buildings. Although the proposed project is expected to be similar to baseline conditions, the proposed project includes construction of the warehouse that would be visible and could potentially alter the existing visual character or quality of public views of the site and surroundings. Therefore, the DEIR will include a full analysis of the proposed project's potential aesthetic impacts.



## 2.3 Agricultural/Forestry Resources

<b>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project, and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</b>		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.3.1 Discussion

The City’s *Envision Stockton 2040 General Plan* (City 2018a) designates the project site as “Institutional.” The zoning designation of the project area is “Port” (City 2021a). Port areas are designated for the operation of port facilities, including wharves, dockage, warehousing, and related port facilities. Neither the project site nor the immediate surrounding areas currently support agricultural use or forestry resources. The project site consists of non-native grasses and ruderal vegetation; there is no timberland or forest land on the site. All property surrounding the project site

has been developed for industrial or urban land uses. The project area is zoned for non-agricultural uses, which precludes the lease area from qualifying for Williamson Act contracts.

### 2.3.2 *Impact Evaluation*

*A: Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

**No Impact.** The proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

*B: Would the project conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?*

**No Impact.** No farmland exists in the project area. The project site and surrounding parcels have the zoning designation Port (City 2021a) and are not subject to a Williamson Act contract. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

*C: Would the project conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?*

**No Impact.** The proposed project would not conflict with or change any zoning or use of forest land, timberland, or timberland zoned Timberland Production. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

*D: Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

**No Impact.** The proposed project would not result in the conversion of forest land or timberland to non-forest use. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

*E: Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

**No Impact.** No forest or farmlands exist in the vicinity of the project area. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

## 2.4 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2.4.1 Discussion

The proposed project would occur in the northern portion of the San Joaquin Valley Air Basin, which is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAPCD is responsible for implementing federal and state regulations at the local level, permitting stationary sources of air pollution, and developing the local elements of the State Implementation Plan. The proposed project would include construction activities and operational increases in trucks and rail calls and would therefore result in increased emissions of criteria air pollutants relative to baseline conditions. The closest sensitive receptor to the terminal is a residential area located approximately 3,500 feet north of the project site, across the San Joaquin River. Emissions associated with construction and operations have the potential to exceed applicable thresholds, conflict with an applicable air quality plan, or expose sensitive receptors to substantial pollutant concentrations. Therefore, the DEIR will include a full analysis of the proposed project's potential air quality impacts.

## 2.5 Biological Resources

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2.5.1 Discussion

The project site's location within a highly industrialized area precludes the presence of most special-status species, although several special-status terrestrial species may have a very low to low potential for occurrence in or around the project site. The project site may also provide suitable nesting habitat for Migratory Bird Treaty Act-protected bird species. The drainage ditches on site include narrow bands of freshwater emergent wetlands along the channel edges. These features may be considered waters of the state under the RWQCB's jurisdiction and are potentially under CDFW's jurisdiction due to having a defined bed and bank. Because the project area is largely undeveloped and potentially provides habitat for special-status species, the DEIR will evaluate the potential for the proposed project to impact biological resources, including special-status species, habitats,

communities, or wetlands; or to conflict with biological resource goals and policies from the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan.

## 2.6 Cultural Resources

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2.6.1 Discussion

Cultural resources are defined as archaeological sites, elements of the historic built environment (e.g., buildings, structures, bridges, or other built features), and places of traditional cultural importance that meet one of the following criteria (14 CCR 15064.5):

- Listed in or eligible for listing in the California Register of Historical Resources
- Listed in a local preservation register
- Identified as significant in a historical resource survey (unless the preponderance of evidence demonstrates that it is not historically or culturally significant)
- Determined to be significant by the CEQA Lead Agency, provided the determination is supported by substantial evidence considering the whole record

The proposed project may require modification or removal of abandoned structures that could be considered eligible for listing in the California Register of Historical Resources. The proposed project includes ground disturbance, including site grading, construction of stormwater detention ponds and utility vaults and removal of the existing fire water line, utility trenching, and installation of drilled displacement columns below the outdoor storage area and building, all of which may uncover native sediments that have the potential to contain intact archaeological resources. Therefore, the DEIR will evaluate whether the proposed project would cause a substantial adverse change in the significance of a historical or archaeological resource or disturb human remains.

## 2.7 Energy

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2.7.1 Discussion

Senate Bill (SB) 350 requires that the state produce 50% of its electricity from renewable sources by December 31, 2030; and SB 100 requires that the state produce all electricity from renewable sources by 2045. To comply with SB 350 standards, the Port has developed and implemented a *Renewable Portfolio Standard Procurement Plan* (Port 2016). In the plan's most recent iteration, the Port determined the most efficient and cost-effective approach to meeting these standards is through continued purchase of sufficient state-approved renewable energy products from the active California market. The proposed project would connect to existing Port power infrastructure to obtain electricity from local providers, including Pacific Gas and Electric Company (PG&E). Constructing and operating the proposed project would use equipment that consumes fossil fuels, which may result in increased energy use. Therefore, the DEIR will include a full analysis of the proposed project's potential energy impacts.

## 2.8 Geology/Soils

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	ii. Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	iii. Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2.8.1 Discussion

The proposed project would be served by the municipal sewage system and would not require the use of septic tanks or alternative wastewater disposal systems or affect any such systems. The project area is not located within a currently designated Alquist-Priolo Earthquake Fault Zone, and no known surface expression of active faults is believed to cross the project site; therefore, fault rupture through the project site is not anticipated, and there would be no impact related to this hazard. However, the project area is located within a seismically active region susceptible to ground shaking, liquefaction, and settlement, where adverse effects from seismic activity or site-specific vulnerability to seismic-related hazards may pose a risk of loss, injury, or death. Therefore, the DEIR will fully



evaluate the potential for the proposed project to cause substantial adverse effects associated with strong seismic ground shaking, seismic-related ground failure, and landslides.

## 2.9 Greenhouse Gas Emissions

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2.9.1 Discussion

The California Global Warming Solutions Act of 2006, widely known as AB 32, required the California Air Resources Board (ARB) to develop and enforce regulations for the reporting and verification of statewide GHG emissions. On December 11, 2008, ARB adopted the AB 32 Scoping Plan, which set forth the framework for meeting the state’s GHG reduction goal. In 2014, ARB adopted an update to the 2008 Scoping Plan, which builds upon the initial Scoping Plan with new strategies and recommendations. The 2008 Scoping Plan and 2014 Scoping Plan Update requires that reductions in GHG emissions come from virtually all sectors of the economy and be accomplished by a combination of policies, regulations, market approaches, incentives, and voluntary efforts. In 2014, the City approved the Climate Action Plan (CAP), which outlines a program to reduce GHG emissions from both existing and new development within the financial limitations of both the City government and the Stockton community. Consistent with SJVAPCD policies, the CAP relies on a GHG emission reduction goal of 29% from business as usual by 2020. As described in the CAP, the City will revisit this plan in the future to examine whether there exist additional options to further reduce GHG emissions and whether such options might be feasible in improved economic conditions. GHG emissions would be released from combustion sources associated with the proposed project during both construction and operation. Therefore, the DEIR will fully evaluate the potential for the proposed project to generate GHG emissions that could have a significant impact on the environment. The DEIR will also analyze compliance with applicable state, regional, and local GHG reduction plans.

## 2.10 Hazards and Hazardous Materials

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport, and result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.10.1 Discussion

There are no schools, airstrips, or airports within the proposed project vicinity. The nearest schools are George Washington Elementary School, located approximately 2 miles to the east of the project site, and Madison Elementary School, located approximately 2.1 miles to the northeast of the project site. The nearest airport is the Stockton Municipal Airport, located approximately 6.5 miles to the southeast. However, the project site is within the former Naval Computer and Telecommunications Station, San Diego Detachment Stockton site, specifically part of the Site 47 property. Per the Phase 1 Environmental Site Assessment (ESA), Site 47 is a currently open site assessment case focused on soil contamination (H&A 2020). Surrounding sites potentially containing hazardous materials were identified through searches of environmental database records as part of the ASTM Phase 1 ESA

conducted for the proposed project (H&A 2020). Ten nearby sites were identified which were both within the Phase 1 ESA search radius and which were "sites adjacent to the subject site and sites with a potential to have impacted the subject site" (H&A 2020). There is potential for hazards and for hazardous materials-related impacts on the environment. Therefore, the DEIR will fully evaluate whether the proposed project would create a significant hazard to the public or environment through the routine transport of, remediation of, or use of hazardous materials.

## 2.11 Hydrology/Water Quality

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i) result in a substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	iv) impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2.11.1 Discussion

The proposed project would include a number of best management practices to prevent impacts to water quality during construction. Construction stormwater requirements would be regulated under the National Pollutant Discharge Elimination System (NPDES) program, as administered by the RWQCB. The proposed project would not exacerbate risks related to flood hazards, and seismic upgrades would minimize the potential for release of pollutants under the proposed project. However, runoff within the project area drains to the drainage ditch that bisects the project site and is ultimately pumped into a stormwater retention basin, where it may percolate into the groundwater table. The proposed project would include alterations to the drainage pattern of the proposed project site and may impact water quality. Therefore, the DEIR will evaluate the potential for the proposed project to impact hydrology and water quality.

## 2.12 Land Use/Planning

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.12.1 Discussion

The City's *Envision Stockton 2040 General Plan* designates the project site as "Institutional" (City 2018a), and the zoning classification of the project site and surrounding parcels is "Port" (City 2021a). The "Institutional" designation allows for public and quasi-public uses such as schools, libraries, colleges, water treatment facilities, airports, some governmental offices, federal installations, and other similar and compatible uses, including port uses. The maximum floor area ratio (FAR) for institutional uses is 0.5 outside the downtown area (City 2018a). There is no housing within the project site.

### 2.12.2 Impact Evaluation

*A: Would the project physically divide an established community?*

**No Impact.** The project area is zoned for port use and does not include any residences, hospitals, schools, convalescent facilities, or other features that would constitute an established community. The FAR for the proposed project is approximately 0.24, which is below the maximum FAR for institutional uses in areas outside the downtown area. The proposed project land use is consistent with the project site's current zoning and existing use. Therefore, there would be no impact to communities, and this issue will not be addressed further in the DEIR.

*B: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

**No Impact.** Development of the project site for the purpose of constructing and operating a warehouse building and associated improvements (parking, open storage, rail extensions, drainage improvements) to provide storage and bulk distribution of building products and consumer goods, as well as remediation of contaminated soils at the West Complex, is consistent with its existing zoning and use. Accordingly, the proposed project would be consistent with applicable land use plans and policies, there would be no impact, and this issue will not be addressed further in the DEIR.

## 2.13 Mineral Resources

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.13.1 Discussion

Important extractive resources in San Joaquin County include sand, gravel, natural gas, peat soil, placer gold, and silver. Extraction of these resources is focused in the southwestern portion of San Joaquin County in the vicinity of the San Joaquin River (Stockton Port District 2013). The project area is classified as a Mineral Resource Zone (MRZ)-1 (California Department of Conservation 2012); adequate information indicates that no significant mineral deposits are present, or it is judged that little likelihood exists for their presence. The project site does not contain any known mineral resources, including any rock, sand, or gravel.

### 2.13.2 Impact Evaluation

*A: Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

**No Impact.** Due to the proposed project's location in an MRZ-1, continued development of the area would not limit access to any known mineral resources. As a result, the proposed project would neither interfere with any existing extraction operations nor reduce the availability of any known mineral resources. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

*B: Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

**No Impact.** The project area does not include a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

## 2.14 Noise

Would the project result in:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.14.1 Discussion

The proposed project would be located neither within the vicinity of a private airstrip or an airport land use plan area, nor within 2 miles of a public airport or public use airport and therefore would not expose people residing or working in the proposed project area to excessive noise levels.

Construction activities for the proposed project would require the use of numerous pieces of noise-generating equipment and equipment that could cause excess noise and vibration. Increases in operations also have the potential to increase noise levels. These activities would temporarily increase ambient noise and vibration levels on an intermittent basis. Therefore, the DEIR will fully evaluate the potential impacts from noise and vibration associated with the proposed project.



## 2.15 Population/Housing

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.15.1 Discussion

The *Envision Stockton 2040 General Plan* (City 2018a) designates the project site as “Institutional.” There is no housing within the project area.

The project site is located in the Port’s West Complex, for which growth was analyzed in the West Complex Development Plan Final EIR (Port 2004). Growth at the Port’s West Complex is expected to increase direct employment opportunities; however, this increase in employment is not expected to result in a significant need for additional housing in the area because of the large number of workers that already reside within the area and the relatively high rate of unemployment for the Stockton-Lodi Metropolitan Statistical Area (9% for November 2020; CEDD 2021) compared to the state of California (7.9% for December 2020; CEDD 2021) and the United States (6.7% for November 2020; BLS 2021; Port 2004).

### 2.15.2 Impact Evaluation

*A: Would the project induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?*

**No Impact.** No new homes would be constructed as part of the proposed project. The proposed project would not induce population growth. Therefore, the proposed project would have no impact, and this issue will not be addressed further in the DEIR.

*B: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

**No Impact.** There are no housing units in the project area. The nearest residential area is located approximately 3,500 feet north of the project site, across the San Joaquin River. The proposed project

would have no effect on existing residential areas, and the project site's zoning precludes the potential for future housing developments. Therefore, the proposed project would have no impact, and this issue will not be addressed further in the DEIR.

## 2.16 Public Services

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.16.1 Discussion

**Fire Protection.** The Stockton Fire Department provides fire protection to the City and contiguous areas, including the project site. The department has 12 fire stations, and each fire station has one fire engine. The department's goal for response time, per the *Envision Stockton 2040 General Plan* (City 2018a), is to arrive at fire suppression incidents within 4 minutes of notification. Nearby fire stations include Station 6 at 1501 Picardy Drive (2.4 miles northeast of the project site) and Station 10 at 2903 West March Lane (2.6 miles north of the project site; City 2018b).

**Police Protection.** The Port maintains the Port of Stockton Police Department, an independent certified police agency (Port 2021). The Port Police Department patrols on a 24-hour basis and is currently served by 13 staff. At least three Port police officers are on duty at any one time (two on patrol and one in charge of communications). The Port Police Department has mutual aid agreements with the Stockton Police Department, the San Joaquin Sheriff's Department, and the California Highway Patrol in case additional police response is needed (Port 2004). The Stockton Police Department also provides police service throughout the City and has an officer-to-citizen ratio of approximately 1 to 650 (City 2021b). The department responds to emergencies within approximately 3 to 5 minutes, depending on time of day, location, and the number of requests for services (Stockton Port District 2012).

**Schools.** The Stockton Unified School District is divided into seven trustee areas and includes 37 Head Start classes, 53 state preschool classes, three First 5 Preschool classes, 41 K-8 schools, eight high schools, a special education school, an adult education school, and five charter schools (SUSD 2019). A number of colleges, universities, and vocational training schools are located in Stockton, including California State University, Stanislaus's Stockton Center, the San Joaquin Delta College, the

University of the Pacific, Humphreys University, Christian Life College, and UEI College (Stockton Port District 2012). The nearest schools are George Washington Elementary School, located approximately 2 miles east of the project site, and Madison Elementary School, located approximately 2.1 miles northeast of the project site.

**Parks.** The *Envision Stockton 2040 General Plan* (City 2018a) designates the project area for institutional use. Nearby parks include Louis Park (approximately 0.65 mile northeast of the project site across the San Joaquin River from the West Complex) and Boggs Tract Park (approximately 1.7 miles east of the project site).

### *2.16.2 Impact Evaluation*

*A: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: 1) fire protection; 2) police protection; 3) schools; 4) parks; or 5) other public facilities?*

**No Impact.** The proposed project would not result in increased demand on any existing facilities or services, including fire protection, police, schools, or parks. The proposed project area is adequately served by the Stockton Fire Department, Stockton Police Department, and Port of Stockton Police Department. There would be no impact to fire protection, police, schools, parks, or other public facilities; therefore, this issue will not be addressed further in the DEIR.

## 2.17 Recreation

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.17.1 Discussion

The City operates and maintains 66 parks ranging in size from 1 to 60 acres (City 2018a). Recreational activities can also be found on the waterways in the region, which includes the Delta; natural rivers and creeks; and manufactured canals, channels, sloughs, and ditches (City 2015). There are limited park resources within the immediate project area. Nearby parks include Louis Park (approximately 0.65 mile northeast of the project site across the San Joaquin River from the West Complex) and Boggs Tract Park (approximately 1.7 miles east of the project site). In addition, the Burns Cutoff to the west and the San Joaquin River to the east and north of the project site are used for recreation (Stockton Port District 2013).

### 2.17.2 Impact Evaluation

*A: Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

**No Impact.** Neither construction nor operation of the proposed project would increase the use of existing neighborhood and regional parks or other recreational facilities. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

*B: Would the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?*

**No Impact.** The proposed project does not include construction or expansion of any recreational facilities and would not result in increased demand or other effects to recreational facilities. Therefore, the proposed project would result in no impact to recreation, and this issue will not be addressed further in the DEIR.

## 2.18 Transportation

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.18.1 Discussion

The proposed project is not expected to result in inadequate emergency response. The Port has developed an emergency response plan to address emergency needs Port-wide, and the Port maintains its own police department, which is responsible for providing security protection of Port tenants on a 24-hour basis. The proposed project would not increase hazards due to a geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) because it would not include any roadway modifications. However, the proposed project would result in increased truck and rail trips compared to baseline conditions. Therefore, the DEIR will fully evaluate the proposed project's potential impacts on transportation.

## 2.19 Tribal Cultural Resources

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2.19.1 Discussion

The proposed project would include the following ground disturbances:

- Site grading: up to 3 feet below the ground surface
- Construction of stormwater detention ponds and utility vaults, and removal of the existing fire water line: up to 6 feet below the ground surface
- Utility trenching: up to 12 feet below the ground surface
- Installation of drilled displacement columns below the outdoor storage area and building: up to 55 feet below the ground surface

Native sediments may contain intact archaeological resources that are also tribal cultural resources. Therefore, the DEIR will evaluate the proposed project's potential impacts on tribal cultural resources.

## 2.20 Utilities/Service Systems

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.20.1 Discussion

The proposed project would connect to Port water supplies but would require limited potable supply for drinking and wash water. Non-potable water demand would be limited to as-needed emergency fire controls. The amount of solid waste generated by construction and operation and maintenance would be negligible. The proposed project would be constructed within the parameters of applicable federal, state, and local solid waste regulations. However, the proposed project would require extension (expansion) of electricity, water, sanitary sewer, stormwater drainage, natural gas, and telecommunications facilities and would contribute additional runoff to the existing sanitary sewer system. Therefore, the DEIR will evaluate the proposed project's potential impacts on utilities and service systems.



## 2.21 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity areas, would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.21.1 Discussion

According to the Fire Hazard Severity Zone Maps maintained by the California Department of Forestry and Fire Protection, the project area and other nearby communities within San Joaquin County are not located within the zones that present a moderate to very high fire hazard severity risk. Therefore, the project area and nearby communities are generally considered to have lower wildfire risk (CAL FIRE 2019). The project and nearby communities are located in a local responsibility area (CAL FIRE 2021).

Existing fire response services are described in Section 2.16. As noted throughout, there are regional emergency response plans for the project area. In addition, during facility operation, TC NO. CAL. Development would prepare and keep on site an emergency response plan to be implemented in case of emergencies such as fires.

### 2.21.2 Impact Evaluation

*A: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

**No Impact.** The proposed project would be located in a local responsibility area, not a state responsibility area, and would not be in or near lands classified as very high fire hazard severity zones (CAL FIRE 2019). The proposed project would not impair implementation of, or physically

interfere with, an adopted emergency response plan or emergency evacuation plan. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

*B: Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

**No Impact.** The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels, and fuel moisture content), and topography. For instance, steep slopes can contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult (Estes et al. 2017). Fuels, such as grass, are highly flammable (Estes et al. 2017). The project site is located in an area that is industrialized, generally flat, and contains very limited vegetation that is not considered to pose a significant risk of wildfire. The proposed project would be located in a local responsibility area, not a state responsibility area, and would not be in or near lands classified as very high fire hazard severity zones (CAL FIRE 2019). Although the proposed project entails storage and usage of common industrial materials that may be flammable, the emergency response plan would address operational hazards, and adequate fire response services are in place to respond during an emergency. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

*C: Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

**No Impact.** The proposed project would be located in a local responsibility area, not a state responsibility area, and would not be in or near lands classified as very high fire hazard severity zones (CAL FIRE 2019). The proposed project would use existing roads and an existing power line adjacent to the project site and would not require construction of other utilities that may exacerbate fire risk or result in wildfire-related impacts. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

*D: Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

**No Impact.** The proposed project would not result in downstream flooding or landslides as a result of changes in runoff, post-fire slope instability, or drainage. Because the project site is essentially flat and located in an existing urbanized area of the City, downstream landslides would not occur; therefore, neither people nor structures would be exposed to significant risks. Additionally, the proposed project would be located in a local responsibility area, not a state responsibility area, and

would not be in or near lands classified as very high fire hazard severity zones (CAL FIRE 2019). Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

## 2.22 Mandatory Findings of Significance

Would the project:		Potentially Significant Impact	Less Than Significant Impact After Mitigation	Less Than Significant Impact	No Impact
a.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As described in preceding sections, the proposed project could have the potential to result in potentially significant impacts to the environment. Therefore, the DEIR will evaluate whether the proposed project has the potential to substantially degrade the quality of the environment, both at a project level and cumulatively. The proposed project could directly or indirectly result in adverse impacts on humans. Therefore, the DEIR will evaluate whether the proposed project would cause direct or indirect adverse effects on humans and will include a full analysis of Mandatory Findings of Significance.

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