



October 2019
Lehigh Southwest Stockton Terminal Project



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 will be preparing an Environmental Impact Report (EIR) for the following project:

Lehigh Southwest Stockton Terminal Project

We transmit this Notice of Preparation (NOP) for review in accordance with the California Environmental Quality Act 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 project.

Please submit your comments to Jason Cashman, Port of Stockton Environmental and Regulatory Affairs Manager, by email to jcashman@stocktonport.com or by mail to the following address:

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

Comment letters must be postmarked by November 23, 2019. If you have any questions, please contact Mr. Cashman by email or postal mail (above) or by phone at 209-946-0246.

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ABBREVIATIONS

AB	Assembly Bill
ARB	California Air Resources Board
BMP	best management practice
Cal Water	California Water Service Company
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
DEIR	Draft Environmental Impact Report
DWT	tons deadweight
EFH	essential fish habitat
EIR	Environmental Impact Report
GHG	greenhouse gases
IS	Initial Study
MGD	million gallons per day
MLLW	mean lower low water
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
SJVAPCD	San Joaquin Valley Air Pollution Control District

1 Project Overview

This Notice of Preparation (NOP) has been prepared to inform responsible and trustee agencies, public agencies, and the public that the Port of Stockton (Port), as the Lead Agency under the California Environmental Quality Act (CEQA), has independently determined that there are potential significant environmental impacts associated with the proposed Lehigh Southwest Stockton Terminal Project (hereafter referred to as the proposed project) and preparation of an Environmental Impact Report (EIR) is required. The project site is located at 205 Port Road 1 and at Berth 2 at the Port in Stockton, California (Figures 1 and 2). The proposed project involves redeveloping the existing bulk cementitious material receiving and distribution terminal to improve operational efficiency. As part of the proposed project, Berth 2 would be rehabilitated to support a new ship unloader with a greater reach and that has the capacity to service longer and wider vessels. In addition, the proposed project includes a lease modification to increase the terminal's leasehold from 6.24 to 8.08 acres.

1.1 Environmental Setting

1.1.1 Regional Setting

The proposed project 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. In the area surrounding the project site, the Port leases property for a variety of industrial uses, characterized by the presence of storage tanks, maritime terminals, cementitious materials storage structures, grain silos, railroad facilities, large storage buildings, and stockpiles of various commodities. The City's *2040 General Plan* (City 2018) designates the project site for industrial use, and the zoning classification of the project site and surrounding parcels is Port Area (PT), Industrial General (IG), or Unzoned (UNZ).

1.1.2 Project Setting

The terminal is located in the northeast corner of the Port at 205 Port Road 1. The 6.24-acre terminal is bound by the San Joaquin River, Harbor Street, Port Road 1 and Port Road 2, north of Washington Street. Existing rail facilities are located on current leased property, Berth 2, and just north of Port Road B between Berth 2 and Port Road 4. The existing dock structure is an approximately 540-foot-long concrete dock. The dock is comprised of nearly 1,000 timber piles that support concrete beams and a concrete sub-deck, with above water line columns and beams supporting the existing rails and main platform deck, as well as a ship unloader. The existing dock and ship unloader were originally designed to handle 35,000 tons deadweight (DWT) vessels. The existing bulk cementitious materials storage facility consists of seven concrete walled and steel or timber roofed storage bunkers, as well as one bolted steel tank associated with rail loadout. The existing facility also

includes two truck loading stations, each with two lanes (for a total of four truck loading lanes). The site also contains abandoned fertilizer material handling equipment.

1.2 Project Background

From its terminal at the Port, Lehigh receives, stores, and ships cementitious construction materials (including cement and ground granulated blast furnace slag cement, with fly ash identified as a future commodity) to the local Stockton area and regional Northern California building industry. Cementitious material is received via ship, rail, or truck at the terminal, unloaded, and then stored at the terminal before being shipped to the local and regional market by truck and rail. The current berth capacity and channel depth is designed to handle 35,000 DWT vessels. The existing ship unloader is nearing the end of its useful life and is in need of replacement. Because of a change in the size of vessels available in the world's shipping fleet, Lehigh has been chartering longer and wider vessels; thus, the existing ship unloader's horizontal arm is too short to reach effectively across the ship's hold. The proposed new ship unloader would be supplied with a longer arm for greater reach, allowing operations at a higher capacity, thereby minimizing the possibility of dust emissions, reducing berthing time, and allowing greater dock utilization. Because a new unloader would be significantly heavier, the existing rail support beams and narrow rail gauge would not be adequate. In addition, the existing dock structure was constructed in the 1930s and was not constructed to current seismic design. In order to accommodate the replacement ship unloader, the structure would be rehabilitated. Upland improvements to the storage, rail, and truck systems are also proposed to handle cementitious material more efficiently.

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 EIR. The proposed project's goal is to upgrade an existing dock at the Port in order to handle a heavier replacement unloader and improve rail and truck loading/unloading systems in anticipation of increased future cementitious materials supply and market demand.

To accomplish this goal, the following key project objectives need to be accomplished:

- Upgrade the existing Berth 2 to meet seismic standards and to allow larger vessels to safely berth at the dock.
- Increase the availability of cementitious material to provide a supply of critical building materials to the region and Bay Area.
- Receive, store, and ship cementitious material in a manner that promotes safe and efficient handling while ensuring environmental protection and controls.
- Update and renew the lease with the Port consistent with the proposed project.

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 as they exist at the time the NOP is published, or if no NOP is published, at the time the environmental analysis is commenced, from both a local and regional perspective. 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 this NOP is circulated.

Per Section 15125, the following is a description of current conditions at the Lehigh terminal. Because activity at a terminal can vary month to month over the course of a year due to normal market forces, throughput activity is generally calculated over the preceding 12 months or a calendar year, whichever is more indicative of normal operations. Lehigh currently operates a cementitious materials receiving and distribution terminal. Per the terminal’s existing Permit to Operate (Facility Number N-153), issued by San Joaquin Valley Air Pollution Control District (SJVAPCD), the combined permitted truck and rail shipping capacity is 6,000 tons of cementitious materials per day, and the facility is permitted to receive 2.628 million tons per year via ship or rail. Under permitted limits, the terminal can handle any combination of a maximum of approximately 200 trucks per day or 18 rail cars per day. The existing operation received approximately 20 bulk cargo vessel calls in 2018.

1.5 Project Elements and Operations

1.5.1 Construction

Construction is anticipated to occur over a period of 18 months, with work occurring concurrently at the two locations. Staging of materials and construction equipment would be coordinated with the Port to minimize disruptions to existing Port operations and would generally be limited to areas within the Lehigh terminal or directly adjacent space near Berths 3 and 4. In-water work would occur within the annual window of construction of July 1 through November 30.

1.5.1.1 Berth 2 Rehabilitation

Berth 2 would be upgraded with new pilings, new concrete support beams, new gantry rails, a new ship fendering system and new stowage mast, and structural rehabilitation of the base dock structure. This construction process is anticipated to take approximately 4 to 5 months when working around ship schedules while respecting the in-water work window.

The current plan for installing a new ship unloader gantry crane rail support system requires cutting slots in the existing deck. Approximately 144 piles would be driven inside the slots. Berth 2 rehabilitation would also include repairs for structural integrity, including repair of damage to

existing concrete columns, spalled concrete on beams, and to the underside of the deck. A new ship berth shock absorption fender system would be installed to protect the dock structure during ship mooring and berthing. Approximately twenty 14-inch square precast concrete piles would be driven at the dock face for attachment of this replacement ship fendering system.

Based on a preliminary evaluation of the most recent hydrographic survey, some minor maintenance dredging may be required along the face and at the south end of Berth 2. The amount of dredging is anticipated to be less than 500 cubic yards and is anticipated to be conducted under the Port's existing permits for annual dock maintenance dredging.

1.5.1.2 Ship Unloader Replacement

The existing ship unloader would be replaced with a new ship unloader inclusive of a completely enclosed conveying system. The ship unloader components would be delivered to the site by ship from various international locations in large pre-assembled parts and multiple shipping containers. A designated area of the dock would be used for assembling the unloader upon the new gantry rails. The existing open area of the previous Berth 3 warehouse, directly adjacent to Berth 2, would be used for staging the parts and containers. The new ship unloader would be installed on the newly installed gantry rail along the dock parallel to the berth face. The assembly process would require approximately 4 to 5 months before the new ship unloader is deemed operational.

1.5.1.3 Rail Trestle Replacement

The existing wooden rail support trestle, which spans between the land and the end of the existing concrete dock, would be dismantled. An approximately 180-foot portion of the existing wooden trestle has deteriorated and, accordingly, its load-bearing capacity has been reduced. Therefore, only empty rail cars can travel or be stored on the trestle. In order to accommodate full rail cars, the existing wooden trestle would be replaced with a new structural bridge capable of supporting full cars and the engine. The new structural bridge would be similar in construction to that proposed for the primary dock structure handling the new ship unloader. Construction activities would include removing the wooden trestle and piling to the mudline, driving approximately 30 new piles, and installing concrete beams, track, and access walkways on each side.

1.5.1.4 Barge Loading Equipment Installation

Barge loading equipment installation would take place to allow for future barge loading of cementitious material for water-based shipping. Specific designs for this proposed project element have not yet been completed.

1.5.1.5 Dome Construction, Truck Loading Station Modifications, and Existing Bunker Dust Collector Upgrades

Bunker 7, which has an existing capacity of 8,000 metric tons, would be replaced with a concrete storage dome to more efficiently handle Portland cement or other cementitious materials. The new storage dome dimensions are approximately 120 feet in diameter by 132 feet tall, compared to the existing bunker, which is 130 feet in diameter by 58 feet tall. The new storage dome would have a storage capacity of 40,000 metric tons and include air pollution control devices. The dome would be constructed on a foundation supported by pre-cast concrete piles.

Bunkers 5 and 6 and the new dome would transfer reclaimed cement to Truck Loading Lanes 3 and 4. The existing single scales at Truck Loading Lanes 3 and 4 would be replaced with a new split-deck scale so that each tank of a dual tank trailer can be weighted and loaded separately. Truck Loading Lanes 1 and 2, which currently receive reclaimed cementitious material from Bunkers 1 and 2, would also be upgraded with a new dual truck loading spout system and a split-deck scale. This upgrade would be similar to what exists for Truck Loading Lanes 3 and 4, but specific designs for these elements have not been completed. All equipment would be enclosed and operated on a negative pressure basis using existing and new dust filter systems.

The dome structure would require approximately 9 to 10 months to complete. During the dock, ship unloader, and dome installations, a separate contractor would install material handling equipment and access platforms. All material handling equipment would be enclosed and automated. The installation of associated dust filters and their associated foundations and structural supports would require approximately 6 months, but would mostly occur concurrently with construction of the other systems.

1.5.1.6 Fertilizer Material Handling Equipment Removal

Some demolition of existing equipment and structures would be required to install and operate the proposed equipment modifications to the terminal. The primary components to be demolished would be related to the original installation and purpose of the terminal (handling fertilizer products). When the facility was converted to handle cementitious materials in 1996, all of the fertilizer material handling equipment was taken out of service but left in place. This equipment would be removed as part of the proposed project because its position would hinder installation of the new enclosed equipment, as well as truck and rail car movement.

1.5.2 Operations

Once the bulk cargo vessel is secured at the berth, the new enclosed and self-contained mechanical ship unloader would unload the vessel, possibly entailing movements up to 20 times during the unloading operation. The unloading, receiving, and distribution system would be designed to meet an unloading capacity of 1,650 metric tons per hour and would not exceed the unloader's permitted

receiving rate. A new elevated conveyor would transfer cementitious materials to the enclosed cargo material handling systems for distribution to any of seven of the eight storage structures.

Cementitious materials would then be delivered via an air gravity conveyor system to either of two existing truck loading stations (Lanes 3 and 4). In addition, this new material handling system would transfer Portland cement or other cementitious materials from the dome to existing Bunkers 5 and 6 as overflow storage. Rail cars would be loaded by an enclosed system from the new rail loading tanks.

As shown in Table 1, the proposed project would result in a net increase in cementitious material throughput, which would result in additional vessel, truck, and rail calls. The proposed project’s expected maximum throughput, as compared to existing levels, is presented in Table 1. Throughput numbers will be refined through development of the Draft EIR (DEIR).

**Table 1
Expected Maximum Proposed Project Throughput Compared to Existing Levels (Annual)**

	Baseline (2018)		Project Year 10 (Expected Maximum)	
	Mode (annual moves)	Tons of Product	Mode (annual moves)	Tons of Product
Truck ¹	16,730	459,484	42,000	1,100,000
Rail Cars	534	56,057	4,700	500,000
Rail Trips ²	27	--	300	--
Ships Calls	20	287,907	50	1,700,000
Barges Calls	0	0	40	200,000
Total Tons	--	803,448	--	3,500,000

Notes:

1. Truck calls are expressed in one-way moves.
2. Assumes an average of 20 cars per train
3. Current throughput permitted by the SJVAPCD is 2,628,000 tons per day receiving into and 6,000 tons per day shipping out of the terminal.

As shown in Table 1, the terminal would also be designed to service barges in the future along with vessels.

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. The purpose of the proposed project is to modify and rehabilitate an existing bulk cementitious material receiving and distribution terminal. The following alternatives are currently being considered for further analysis in the DEIR.

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 developments would be constructed at Berth 2; therefore, there would be no change to operations.

1.6.2 *Reduced Project Alternative*

The Reduced Project Alternative would consist of the same construction and operational components as the proposed project, with the exception of the wooden rail trestle replacement. Under the Reduced Project Alternative, replacement of the rail trestle bridge would not occur, which would reduce the overall area available for loaded rail cars, and accordingly reduce the maximum throughput expected at the terminal as compared to the proposed project. Since rail capacity would be reduced, this alternative may rely more on trucks for operations, which has the potential to create more truck traffic in comparison with the proposed project.

1.7 **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 2).
- 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 (CSLC), 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 2 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 2
Regulatory Agencies and Authority**

Regulatory Agency	Jurisdiction	Statutory Authority/Implementing Regulations
U.S. Army Corps of Engineers	Responsible Agency	Reviews and authorizes in-water work under the Clean Water Act and Rivers and Harbors Act. The proposed project is expected to require permits under these regulations.
CSLC	Trustee Agency	Reviews dredging and placement of structures on state tidelands. Docks 2 and 3 are located in historic upland areas even though they are now in tideland areas. The lands would likely not be subject to the Public Trust Doctrine.
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.
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.
Office of Historic Preservation	Responsible agency	Consults with federal lead agencies under Section 106 of the National Historic Preservation Act regarding impacts on cultural resources that are either listed, or eligible for listing, on the National Register of Historic Places. The proposed project may require Section 106 consultation with the State Historic Preservation Officer.
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 a demolition permit and an air permit modification.
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.

Regulatory Agency	Jurisdiction	Statutory Authority/Implementing Regulations
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.
City of Stockton Building Department	Responsible agency	Reviews and approves of mechanical, electrical, demolition, and building permits, which are expected to be required for the proposed project.
Stockton Fire Department	Responsible agency	Reviews and approves of fire protection systems.

1.7.1.1 Assembly Bill 52

Assembly Bill (AB) 52 became effective on July 1, 2015, requiring 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 Native American Heritage Commission (NAHC) early in the environmental review process. Two Native American tribes, the Buena Vista Tribe of Miwok (Me-Wuk) Indians and the Wilton Rancheria Tribe, have requested consultation on CEQA documentation for projects at the Port. The Port initiated consultation with the two tribes and requested a search of NAHC’s Sacred Lands Information File in October 2019.

1.8 Initial Study

An Initial Study based on the CEQA Appendix G Environmental Checklist was completed and is attached for review in Section 2. 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, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation, and tribal cultural resources.

Any resource area that was found to have at least one impact that is potentially significant as indicated by the checklist will be included for full analysis in the DEIR.

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 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 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.	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. In the area surrounding the project site, the Port leases property for a variety of industrial uses, characterized by the presence of storage tanks, maritime terminals, cementitious material storage structures and grain silos, railroad facilities, large storage buildings, and stockpiles of various commodities. Local regional land uses that affect the visual character include residential infill (the closest residential areas are located 500 feet to the south of the project site), industrial/commercial facilities (south, west, and east of the project site), and Central California Traction Company rail lines and right of way (south of the project site). The proposed project would not affect any rock outcroppings or historic buildings. 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). While the proposed project is expected to be similar to baseline conditions, the proposed project includes dock and upland construction or improvements 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 aesthetics impacts.

2.3 Agricultural/Forestry Resources

Would the project:		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 2040 General Plan designates the project site for industrial use, and the zoning classification of the project site and surrounding parcels is Port or Industrial, General (City 2018). Neither the project site nor the immediate surrounding areas currently support agricultural use or forestry resources. There are no timberland zoned properties within San Joaquin County as of 2001 (Stockton Port District 2012); the nearest forest area is the Stanislaus Forest, which is more than 50 miles away. All property surrounding the project site has been developed or planned 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 area and surrounding areas are zoned as Port or Industrial, General, 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 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, rail, and vessel 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 500 feet to the south. 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 developed condition and location within a highly industrialized area precludes the presence of most special-status species, although several special-status bird and fish species may have a very low to low potential for occurrence in or around the project site. This includes Swainson's hawk (*Buteo swainsoni*; California Endangered Species Act threatened) and white-tailed kite (*Elanus leucurus*; CDFW fully protected). The project site may also provide suitable nesting habitat for Migratory Bird Treaty Act-protected bird species. Other species potentially present in the project area (specifically within the San Joaquin River) were identified based on critical habitat and essential fish habitat (EFH) designations (50 Code of Federal Regulations 226; NOAA 2009). San Joaquin River waters in which in-water work would occur and increased vessel calls that would be accommodated

as a result of the proposed project are within designated critical habitat for delta smelt (*Hypomesus transpacificus*), Central Valley steelhead (*Oncorhynchus mykiss irideus*), and green sturgeon (*Acipenser medirostris*). San Joaquin River waters in the project area are also considered EFH for Pacific salmon and may provide habitat to Central Valley fall-run and late fall-run Chinook salmon (*Oncorhynchus tshawytscha*; NMFS 2019; CDFW 2019). State-threatened longfin smelt (*Spirinchus thaleichthys*) may also inhabit San Joaquin River waters. While there are no known areas of wetlands, there are small pockets of vegetation along the shoreline that would be surveyed to ensure any wetlands are identified. While the project area is largely developed and devoid of potential habitat for special-status species, because trees and undeveloped (but disturbed) portions of the project area may provide habitat to 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 includes dismantling the existing wooden rail support trestle, which, based on age, has the potential to be a historical structure. In addition, the proposed project includes ground disturbance along the dock for equipment supports and beneath the proposed dome, as well as at -37 feet mean lower low water (MLLW) within the dock area, 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 an archaeological or historical 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.7.1 Discussion

Senate Bill (SB) SX1-2 requires the state of California to produce 33% of its electricity from renewable sources by December 31, 2020; 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. Local policies pertaining to energy include Stockton General Plan Policy LU-5.4B, which requires all new development, including major rehabilitation, renovation, and redevelopment, to incorporate feasible and appropriate energy conservation practices.

In order to comply with SB SX1-2 and 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. For the compliance period from 2021 through 2030, the Port will determine and implement the most cost-effective options for complying with newly codified laws (Port 2016).

As of July 2019, the Port additionally offers its tenants financial incentives for the installation of high-efficiency equipment or systems. Incentives are paid on the energy savings and permanent peak demand reduction above and beyond baseline energy performance, which include state-mandated codes, federal-mandated codes, industry-accepted performance standards, or other baseline energy performance standards (Port 2019).

The existing Lehigh terminal obtains energy from local providers, including electricity from the Pacific Gas and Electric Company (PG&E).

2.7.2 Impact Evaluation

A: Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

No Impact. Proposed project construction would involve equipment that consumes fossil fuels; however, the proposed project would not require any unusual or excessive construction equipment or practices compared to projects of similar type and size. In addition, the proposed project would comply with standard best management practices (BMPs) such as equipment idling restrictions and maintaining equipment according to manufacturers' specifications. As such, construction of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy.

The proposed project includes an expansion of existing operations but would not result in the storage of any products not currently allowed under Lehigh's existing lease. Operations within the facility itself, specifically the new more efficient ship unloader and pneumatic distribution system, would result in a decreased energy demand of up to 25% even with the projected increases in throughput. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

B: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. Lehigh would employ standard BMPs during construction, and facility operations would occur in compliance with federal, state, and local regulations pertaining to emissions and efficiency. These measures would ensure that consumption of fossil fuels associated occur in compliance with existing plans and regulations.

Continued implementation of the Port's *Renewable Portfolio Standard Procurement Plan* (Port 2016) would ensure that the proposed project does not conflict with state regulations pertaining to renewable energy. As noted, the Port currently operates in compliance with 2020 standards and plans will be developed to ensure compliance with 2030 standards. The Port will continue to offer its tenants financial incentives for the installation of high-efficiency equipment or systems consistent with local policies for energy efficiency. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

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:				
	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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 site is paved and therefore would not result in soil erosion or the loss of topsoil. 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 rupture of a known earthquake fault, 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 require that reductions in GHG emissions come from virtually all sectors of the economy and be accomplished from 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 goal of 29% reduction in GHG emissions 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2.10.1 Discussion

The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Surrounding sites potentially containing hazardous materials were identified through a search of the DTSC EnviroStor and the State Water Resources Control Board GeoTracker database websites (DTSC 2019; SWRCB 2019). Within a 2-mile radius of the proposed project footprint, the EnviroStor database lists 33 cleanup sites and the GeoTracker database identifies 48 cleanup sites with active, open, or unidentified statuses (with some sites occurring in both databases). There are no schools, airstrips, airports, or other sites potentially sensitive to hazards or hazardous materials within the proposed project vicinity. The nearest school is Washington Elementary School, located approximately 0.4 mile to the southeast of the project site.

The closest airport is the Stockton Municipal Airport, located approximately 5 miles southeast of the project site. However, because the proposed project would receive, store, and distribute Portland cement or other cementitious materials and use hazardous materials (e.g., oils, concrete, etc.) as part of constructing the proposed project, there is potential for hazards and 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 hazardous materials as well as the use of hazardous materials during construction.

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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	i) result in a substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 BMPs 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 Central Valley Regional Water Quality Control Board (RWQCB). The proposed project design would comply with the Port's *Storm Water Development Standards Plan* (Port 2009). Installation of new infrastructure improvements is anticipated to have no appreciable effect on groundwater recharge. The project area is within the dam inundation zone for several dams, and levee systems protect the project site from inundation. There is a low probability for failure of existing dams and levees, and existing inspection and response plans are in place to address these hazards. 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, because the proposed project would result in pile driving in water, overwater work, and potentially dredging, it would have the potential to alter water quality conditions. 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 2040 General Plan designates the project site for industrial use, and the zoning classification of the project site and surrounding parcels is Port or Industrial, General (City 2018). There is no housing within or adjacent to the project site.

2.12.2 Impact Evaluation

A: Would the project physically divide an established community?

No Impact. The project site is zoned for industrial use and does not include any residences, hospitals, schools, convalescent facilities, or other features that would constitute an established community. The proposed project is an industrial use, which is consistent with the current zoning. Therefore, there would be no impact, 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. Dock and upland improvements are consistent with the project site's existing zoning and use. Accordingly, the proposed project would be consistent with applicable land use plans and policies. Therefore, 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 minerals 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-1 (MRZ-1; Smith and Clinkenbeard 2012), which indicates that 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 resources.

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 proposed 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 in such areas. 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 levels 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 City's 2040 General Plan designates the project site for industrial use, and the zoning classification of the project site and surrounding parcels is Port or Industrial, General (City 2018). There is no housing within the proposed project area.

The project site is near the Port's West Complex, and significant growth of the Port's West Complex is anticipated, as analyzed in the *Port of Stockton West Complex Development Plan Final Environmental Impact Report* (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 and the relatively high rate of unemployment for the Stockton-Lodi Metropolitan Statistical Area (10.1% for 2017) compared to the state of California (7.7% for 2017) and the United States (6.6% for 2017; Port 2004; American Census Bureau 2017).

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 immediate project area and all work would occur on the existing terminal with all operations occurring on existing roadways, waterways and railways with existing capacity to accommodate increased movements. The proposed project would have no effect on existing residential areas, and the 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 City's Fire Department provides fire protection to the City and contiguous areas, including the proposed project area. The department has 12 fire stations, and each fire station has one fire engine. The response time goal for the department is to provide service within 4 minutes of notification 90% of the time. Generally, service can be provided in this timeframe to areas within 1.5 miles of a fire station (Stockton Port District 2015). The fire stations that serve the project area are Fire Stations 2 and 6 at 110 West Sonora Street and 1501 Picardy Drive respectively. Fire Stations 2 and 6 are approximately 1.5 miles and 0.7 mile away from the project site, respectively.

Police Protection. The Port maintains an independent sworn police force to provide Port security. In addition, the City's Police Department provides police protection services throughout the City limits (56 square miles). The Port police force patrols on a 24-hour basis and is currently served by 13 staff. A minimum of three officers are on duty during a given 24-hour period, with one officer in charge of communications and two on patrol. The Port police currently have plans to increase their police force by three sworn officers. The Port patrol maintains mutual aid agreements with the City Police Department, the San Joaquin Sheriff's Department, and the California Highway Patrol in the event that backup services are needed. The current City Police Department officer to citizen ratio is about 1 to 693, with an emergency response time between 3 and 5 minutes depending on time of day, location, and the number of requests for services (Stockton Port District 2015).

Schools. The Stockton Unified School District includes seven trustee areas served by four high schools, six middle schools, 32 elementary schools, and several other miscellaneous schools. Several institutions of higher education are located within the Stockton area, including the University of the Pacific; California State University, Stanislaus's Stockton campus; San Joaquin Delta College;

Humphrey's College and School of Law; and an assortment of vocational training schools (Stockton Port District 2015). Washington Elementary School, which is closest to the project site, is located approximately 0.4 mile to the southeast.

Parks. The City's 2040 General Plan designates the project site for industrial use, and the zoning classification of the project site and surrounding parcels is Port or Industrial, General (City 2018). The nearest parks to the proposed project area are Boggs Tract Park and Victory Park, located approximately 0.5 mile to the south and 0.6 mile to the north, respectively.

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 City Fire Department, City Police Department, and Port police. 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 a total of 66 parks that range in size from 2 to 64 acres (City 2019a). Recreational activities can also be found on the waterways in the region, which include the Sacramento-San Joaquin Delta; natural rivers and creeks; and artificial canals, channels, sloughs, and ditches. There are limited park resources within the immediate proposed project area, likely due to the industrial zoning. Nearby parks include Boggs Tract Park and Victory Park, located approximately 0.5 mile to the south and 0.6 mile to the north, respectively. In addition, the San Joaquin River to the north of the project area is used for recreational boating purposes (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. While the proposed project would not increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) because it would not include any roadway modifications, the proposed project would result in increased truck and rail trips as compared to baseline conditions. Therefore, the DEIR will fully evaluate the proposed project's potential impacts on transportation resources.

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 includes ground disturbance up to 80 feet below the surface along the dock and beneath the proposed dome, as well as 40 feet below the sediment within the dock. 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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

Stormwater Drainage. Stormwater from the project site is currently conveyed to the Port's stormwater drainage system, which ultimately conveys stormwater to the retention basin adjacent to Navy Drive. The existing stormwater drainage system at the Lehigh terminal includes 10 grated inlets and pipes. The grated inlets are protected with filtration inserts, gravel, jute netting, or comparable filtration devices.

Water Supply. Water service providers in the Stockton metropolitan area include the Stockton Municipal Utilities Department and the California Water Service Company (Cal Water; City 2018). Approximately 25% of the City's water supply originates from groundwater wells, with the remaining water supply from treated surface water supplied by the Stockton East Water District (City 2019b). The Delta Water Supply Project was recently completed to provide the City with a reliable water supply to meet both current and future water needs (City 2019b). Cal Water provides domestic water in the area. Non-potable water obtained directly from the San Joaquin River is used for most non-domestic Port development needs.

Wastewater Infrastructure. The Stockton Regional Wastewater Control Facility (located just off State Route 4 on both sides of the San Joaquin River) provides secondary and tertiary treatment of municipal wastewater throughout the City. The Stockton Regional Wastewater Control Facility is a 55 million gallons per day (MGD) tertiary treatment facility. The facility serves the City and outlying San Joaquin County areas and currently processes an average of 33 MGD (City 2019b).

Solid Waste. Solid waste within the City (and Port) is transported and disposed of primarily in the privately owned Forward Landfill and San Joaquin County-owned Foothill Sanitary Landfill and North County Landfill and Recycling. The most recently reported landfill capacity and acceptable waste types for these facilities are listed in Table 3.

Table 3
Project Vicinity Landfills

Landfill	Landfill Capacity	Waste Type
Forward Landfill	Unit 1: 22,100,000 cubic yards (reported December 31, 2012)	Agricultural, asbestos, friable, ash, construction/demolition, contaminated soil, green materials, industrial, mixed municipal, sludge (biosolids), tires, and shreds
Foothill Sanitary Landfill	125,000,000 cubic yards (reported June 10, 2010)	Agricultural, construction/demolition, dead animals, industrial, mixed municipal, tires, wood waste
North County Landfill and Recycling	35,400,000 cubic yards (reported December 31, 2009)	Construction/demolition, industrial, mixed municipal, tires, other designated, agricultural, metals, wood waste

Note:
Source: CalRecycle 2019

Electrical and Gas Services. PG&E services the project area with overhead electrical distribution lines.

2.20.2 Impact Evaluation

A: Would the project 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?

No Impact. The existing terminal and dock include water connections to meet facility demand. Terminal and dock redevelopment may require new connections to existing utilities for proposed improvements. None of these utility connections or minor improvements would require the construction or expansion of existing utility facilities. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

B: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

No Impact. As previously described, new water connections may be required for operation of the facility improvements. Proposed project construction and operations are not anticipated to generate significant water demand. Therefore, the proposed project would have no impact pertaining to water supply entitlements, and this issue will not be addressed further in the DEIR.

C: Would the project 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?

No Impact. The proposed improvements would not generate new or additional sources of wastewater. Existing operations do not generate wastewater. Therefore, the proposed project would have no impact pertaining to wastewater, and this issue will not be addressed further in the DEIR.

D: Would the project 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?

No Impact. The proposed project would require excavation and demolition which would generate solid waste. However, the landfills in the area have adequate capacity to meet the region's need and are authorized to accept waste materials that may be generated during construction of the proposed project. Therefore, there would be no impact related to landfill capacities, and this issue will not be addressed further in the DEIR.

E: Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. The proposed project would be constructed within the parameters of applicable federal, state, and local solid waste regulations. As described, area landfills are authorized to accept the types of waste potentially generated by proposed project construction and operation. Therefore, there would be no impact, and this issue will not be addressed further in the DEIR.

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, the proposed project area, as well as other communities within San Joaquin County, is not located within one of the zones that present a moderate to very high fire hazard severity risk, and therefore is generally considered to have lower wildfire risk (Cal Fire 2019).

The Lehigh terminal commonly handles flammable materials as part of its operations. As previously described, there are emergency response plans already in place and fire response services already adequately serving the facility.

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 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 contents) 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, which is not considered at a significant risk of wildfire. 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 involves installing new switchboards, new switchgear, and new transformers. While these infrastructures may exacerbate fire risks, their construction and operation would occur according to regulations and according to facility specific operational plans. Existing fire response services adequately serve the terminal. 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 site is essentially flat and located in an existing urbanized area of the City, downstream landslides would not occur nor expose people or structures to significant risks. 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"/>

2.22.1 Discussion

As described in preceding sections, the proposed project could have the potential to result in potentially significant impacts on 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 result in adverse impacts on human beings through environmental impacts, either directly or indirectly. Therefore, the DEIR will evaluate whether the proposed project would cause direct or indirect adverse effects on human beings and will include a full analysis of Mandatory Findings of Significance.

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Figures



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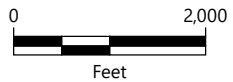


Figure 1
Vicinity Map
 Lehigh Southwest Stockton Terminal Project
 Port of Stockton



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Figure 2
Existing Site Plan
 Lehigh Southwest Stockton Terminal Project
 Port of Stockton