October 2024
Nevada Cement Company LLC Stockton Terminal Modernization Project

ANCHOR QEA

Notice of Preparation and Initial Study

Prepared for Port of Stockton

October 2024
Nevada Cement Company LLC Stockton Terminal Modernization Project

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Prepared for
Port of Stockton
315 W Fyffe Avenue
Stockton, California 95203

Prepared by
Anchor QEA
33 New Montgomery Street, Suite 1210
San Francisco, California 94105

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:

Nevada Cement Company LLC Stockton Terminal Modernization 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 an Initial Study completed to identify probable environmental effects is included as an attachment to 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.

A hybrid in-person and virtual public scoping meeting will be held for the proposed project from 4:00 p.m. to 5:00 p.m. on October 22, 2024. For those wishing to attend in person, the meeting will be held in the new Port Administration Building at 315 W Fyffe Ave, Stockton, California 95203. For those joining virtually, the meeting can be accessed using the link, call-in number, or one-tap mobile access options described in the box below. Please submit your comments, concerns, or suggestions for project alternatives or other pertinent information that may enable the Port to prepare a comprehensive and meaningful EIR for the proposed project.

Comments should be submitted to:

Jason Cashman, Director of Environmental Affairs
Port of Stockton
P.O. Box 2089
Stockton, California 95201
ceqa@stocktonport.com

Public Scoping Meeting Virtual Access Options

1. Zoom link: https://portofstockton.zoom.us/j/89940247896?pwd=6OUmj1P4vlEsAHDmjSBhOWdHDqJuuU.1
2. Call-in number: (669) 900-6833
   - Meeting ID: 899 4024 7896
   - Passcode: 417106
3. One-tap mobile access: +16699006833,,89940247896#,,,,*417106#

The public scoping period is from October 11 to November 12, 2024. Comment letters must be postmarked by November 12, 2024, or transmitted electronically by midnight on November 12, 2024. 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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ATTACHMENT

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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
CCTC	Central California Traction Company
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Stockton
CSLC	California State Lands Commission
DEIR	Draft Environmental Impact Report
DWT	deadweight ton
DTSC	California Department of Toxic Substances Control
EFH	essential fish habitat
EIR	Environmental Impact Report
FAR	floor area ratio
GHG	greenhouse gases
MGD	million gallons per day
MRZ	Mineral Resource Zone
NAHC	Native American Heritage Commission
Nevada Cement	Nevada Cement Company LLC
NOAA	National Oceanic and Atmospheric Administration
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
PD	pressure differential
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 Introduction

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 *Nevada Cement Company LLC Stockton Terminal Modernization Project* (hereafter referred to as the proposed project) and preparation of an Environmental Impact Report (EIR) is required.

In accordance with CEQA Guidelines Section 15082(a)(1), this NOP provides a description of the proposed project, the project location, and probable environmental effects associated with the proposed project. To identify probable environmental effects, the Port completed an Initial Study based on the CEQA Appendix G Environmental Checklist (provided as Attachment 1). The Initial Study provides a preliminary analysis to determine the relative environmental impacts associated with a proposed project.

The Draft EIR (DEIR) will provide additional details that become available with advancement of the proposed project design and based on feedback provided during scoping. The DEIR is currently expected to be released for public review in spring 2025.

Nevada Cement Company LLC (Nevada Cement) currently operates a cementitious materials receiving and distribution marine terminal at 205 Port Road 1 and at the Port's Berths 2 and 3/4 in Stockton, California (Figures 1 and 2). Cementitious construction materials are received via ship at the terminal, unloaded, and then stored at the terminal before being shipped to the local and regional Northern California building construction industry by truck and rail. The proposed project includes a lease modification and terminal improvements to modernize the existing terminal to improve and expand operational efficiency.

Concrete is a mixture of cement, water, and aggregates (like sand and gravel). To create concrete, cement is mixed with water to create a paste that binds to the aggregates and hardens over time. Several substances can be used as cement (cementitious materials). Cementitious materials include Portland cement and ground granulated blast furnace slag cement.

As part of the proposed project, Nevada Cement seeks to modify its lease with the Port to increase the terminal's leasehold area from 4.92 to 10.98 acres. The 4.92-acre existing leasehold area is reflective of only the areas under existing storage structures. However, current terminal operations occur within, between, and around the storage structures and actually encompass an area of 8.18 acres, including the area around the Berths 2 and 3 unloading operations, rail storage and loading, and truck lanes serving the various outbound operations by truck. Accordingly, the lease modification would reflect the actual terminal operation area as well as the proposed expanded operation area.

Proposed terminal improvements include rehabilitating Berth 3/4 to support a new ship unloader to service longer and wider vessels, removing derelict equipment and dilapidated structures from the Berth 3/4 operational area, installing unloading equipment on the combined Berth 3/4, constructing tracks to improve rail loading capacity, and removing and replacing an existing terminal storage bunker with a higher capacity storage dome. The M/V *Golden Arrow*, a floating silo ship that has been used for cement operations at Berth 3/4 since 2003, would be discontinued from use and relocated outside of the Port to free up Berth 3/4 for improved efficiency. Following terminal improvements, the terminal operations would support higher volumes of product and additional vessel, truck, and rail calls as compared to current operations. The upgraded terminal would be designed to accommodate either ship or barge operations.

1.1 Project Location and Setting

1.1.1 Regional Setting

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

The City's *Envision Stockton 2040 General Plan* (City 2018) designates the project site for industrial use. The zoning designation of the project site is Port (PT). The PT zoning district is designated for the operation of Port facilities, including wharves, dockage, warehousing, and related port facilities (City of Stockton Development Code, §16.16.020.C.3). Adjacent parcels on the south side of the San Joaquin River are zoned as Port, General Industrial (IG). One adjacent parcel is outside of City limits and therefore not zoned. Adjacent parcels located north of the San Joaquin River are zoned General Industrial (IG) and Public Facilities (PF).

1.1.2 Project Setting

The existing Nevada Cement terminal is located in the northeast corner of the Port's East Complex. The terminal gate is located at 205 Port Road 1. The 4.92-acre terminal is generally bound by the San Joaquin River, Harbor Street/Port Road A, Port Road 1, and Port Road 2 (Figure 2). The surrounding area is characterized by industrial uses including the presence of storage tanks,

maritime terminals, cementitious materials storage structures, grain silos, railroad facilities, large storage buildings, and stockpiles of various commodities.

1.2 CEQA 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." Per Section 15125, the current physical conditions as described in this NOP will be used in the DEIR to determine the potential for environmental impacts.

The existing terminal includes two vessel berths (Berths 2 and 3/4), vessel unloading equipment, cementitious materials storage structures, and rail and truck loading equipment. All berths share the same dock structure, made up of a concrete deck supported by timber piles and concrete beams. The existing dock structure was constructed in the 1930s and does not meet current seismic design requirements for larger, modern unloading infrastructure. Berth 2 supports an existing ship unloader and is a shared berth with other port tenants. There are seven concrete walled and steel or timber roofed storage bunkers, as well as one bolted steel tank associated with rail loadout equipment for cementitious materials storage/shipping. The existing terminal also includes four permanent truck loading lanes, and two additional lanes when including the operations at the M/V *Golden Arrow* which Nevada Cement utilized up to August 2024. Existing railcar loading facilities are located on current leased property, just north of Port Road A between Berth 2 and Port Road 2. The site also contains abandoned fertilizer material handling equipment from previous site activity.

The operational baseline for Port projects is often defined in terms of "throughput" or the volume of material moving through the terminal, and the resultant truck, rail, and vessel calls needed to move the product through the terminal. Throughput activity at a terminal can vary month to month over the course of a year due to normal fluctuations in products and market forces, and therefore is generally calculated over a period of time, generally the preceding 12 months or calendar year, whichever is more indicative of normal operations. The highest 12-month period of shipping at the terminal occurred from 2022 to 2023, during which the terminal handled 751,432 tons of material. The baseline data for the most recent 12-month period shows the terminal throughput at 667,715 tons for purposes of this analysis (see Section 1.4.2 for more information).

1.3 Project Background and Need

Originally constructed around 1933 to support various Port uses, the terminal was reconfigured as a bulk materials shipping and storage facility for cement in 1990. Since 1990, several different

companies have operated the terminal to receive and store cementitious materials, including most recently Lehigh Hanson and Martin Marietta Materials. Nevada Cement acquired the Stockton terminal from Martin Marietta Materials in 2023 and continued operations of the existing facility while planning for the terminal proposed project improvements as described in this NOP.

In addition to the terms of its lease with the Port, Nevada Cement operates the terminal under a Permit to Operate (Facility Number N-153) issued by the San Joaquin Valley Air Pollution Control District (SJVAPCD). Under the permit, up to 2.628 million tons of cementitious materials can be received at the terminal per year via ship or rail, with a combined permitted truck and rail shipping capacity of 6,000 tons of cementitious materials per day.

Vessels currently unload cementitious material at Berth 2. The existing unloader is designed to handle an older class of 35,000 deadweight tonnage (DWT) vessels. Newer, more efficient bulk material vessels, which are currently calling at the terminal, are longer and wider and the existing ship unloader's horizontal arm is too short to reach effectively across the wider ship's hold. Material within the ship's hold must be pushed to meet the reach of the arm, which results in a longer unloading time and potentially greater fugitive dust. In addition, the existing Berth 2 ship unloader requires high levels of electricity to operate, which can apply pressure to the local grid during unloading hours.

Nevada Cement proposes to install a new, more energy-efficient unloader sized appropriately to the newer class of larger bulk material vessels and to redevelop portions of the terminal to modernize and expand operations. The combined length of Berth 3/4 is more suitable for larger vessels; therefore, the new unloader will be installed on Berth 3/4. Nevada Cement would also update various existing terminal elements to support the redesigned operations.

1.3.1 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 the existing terminal at the Port to continue and further extend Nevada Cement's ability to meet the demand needs of its customers in Northern California's fast-growing cementitious market. Cementitious products, such as domestically manufactured cement, and alternatives, such as fly ash, continue to face downward pressure on overall supply, and the proposed project would allow the terminal to serve the market for decades to come.

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

- Improve and modernize the Stockton Terminal to allow Nevada Cement to accept complementary imported products, increase throughput, and satisfy regional demand for cementitious material in the Northern California markets.

- Upgrade the Stockton Terminal to more efficiently utilize terminal power, update environmental controls, and improve the safe and efficient handling of cementitious material.
- Upgrade and increase the overall utilization of the existing Berth 3/4 dock to support the new ship unloading equipment, comply with current design standards, and increase the life of the berth structure.
- Increase the reliable supply of cement and cementitious materials to meet the growing demand of the region through faster unloading and increased storage capacity.

2 Proposed Project and Alternatives

2.1 Proposed Project Overview

2.1.1 Construction

Construction is anticipated to occur over a period of 24 months, with work occurring concurrently at both the dock and landside operations. In-water work would occur within the annual window of construction. Operations would continue at the terminal during construction.

The purpose of an NOP is to inform the public that the lead agency is commencing the environmental analysis for a proposed project and to solicit public comment regarding the type and extent of environmental analyses to be undertaken. At the scoping stage, project designs are not complete, therefore supplementary information provided regarding the proposed project's design and operations is presented as an overview and considered preliminary. The DEIR will provide more detailed information.

Major construction elements are shown in Figure 3 and include the following:

- **Berth 3/4 Rehabilitation:** The existing dock structure was constructed in the 1930s, and the design to modify the dock structure to support the new unloader would bring about compliance with current seismic codes. The proposed project would utilize the existing gantry rails on Berth 3, then extend the rail to encompass the balance of Berth 3 and the full length of Berth 4. This extension would entail new piling (approximately 130 to 150 new piles), new concrete support beams, and new gantry rails. Construction of this project element is anticipated to take approximately 4 to 5 months.
- **New Ship Unloader:** The ship unloader would be delivered in large pre-assembled parts and a designated area of the dock would be used for assembling the unloader. The new ship unloader would be installed on the newly installed gantry rail along the dock parallel to the berth fender line. The assembly process would require approximately 4 to 5 months before the new ship unloader is assembled and ready for operation.
- **Rail Improvements:** The proposed project involves several rail improvements on the proposed leasehold area south of and parallel to Berth 3/4, including:
  - **Re-establish Industry Leads:** The proposed project would rehabilitate and re-establish the lead track that serves the facility off the Port's main rail beltline.
  - **Loading Track:** The proposed project would build a new loading track capable of accommodating and loading a string of 15 railcars before switching must occur.
  - **Staging Track:** The proposed project would upgrade and rejoin an existing track to exchange railcars with the Port's short-line operator, Central California Traction Company (CCTC). The rail layout would enable CCTC to switch 30 railcars in one move, decreasing the existing switch moves.

  - **Storage Tracks:** The proposed project would build four storage tracks with a total capacity of 60 railcars. This would allow CCTC to deliver more railcars in fewer trips, which Nevada Cement can operate within the proposed leasehold across multiple shifts and/or days, thus reducing rail traffic across the at-grade crossing on Port Road A. Nevada Cement would have a dedicated track to store its own track power equipment, allowing for Nevada Cement to self-perform train movements on the leasehold area instead of relying on CCTC. The rail improvements would also allow Nevada Cement to retire its rail operations on the Berth 2 concrete deck and wooden trestle.
- **Dome Construction:** The proposed project involves replacing two existing storage bunkers.
  - Bunker 7, which has an existing capacity of 8,000 metric tons, would be removed and replaced with a higher capacity concrete storage dome to more efficiently handle Portland cement or other cementitious materials. The new storage dome dimensions would be approximately 125 feet in diameter by 150 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 50,000 metric tons and include air pollution control devices. The dome structure would require approximately 9 to 10 months to complete.
  - Bunker 6, which has an existing capacity of 8,000 metric tons, would remain in service for a period of time in its current configuration; however, the proposed project includes future replacement of this bunker with another dome of similar size and construction as the new dome replacing Bunker 7.
- **Truck and Rail Loading Station Modifications:** The project includes new, higher capacity material handling equipment that would deliver cementitious material to the surge bins to improve the efficiency of loading trucks. There is an existing truck loading station adjacent to Bunkers 3 and 4. This loading station would be renovated to allow direct truck loading from those storage bunkers, as opposed to the current operation of pneumatically conveying cementitious material to existing truck or rail loading stations. This modification would allow the terminal to operate more efficiently and reduce power consumption and air emissions. All equipment would be enclosed, and the truck loading equipment would be operated on a negative-pressure basis using existing and new dust filter systems.
- **Minor Piping Alterations to Support Alternative Delivery Means:** Construction of minor piping interconnections to existing pipelines may be required to support the terminal receiving minimal amounts of cementitious materials by railcar to supplement ship delivery.
- **Barge Loading Equipment Installation:** Barge loading equipment would be installed to allow for future barge loading of cementitious material for water-based shipping. This operation would occur at Berth 2.

2.1.2 Operations

Operations would continue at the terminal during construction. Following construction, operations would generally continue similar to existing operations using the new equipment and facilities to support higher throughput levels in a more efficient manner. Cementitious materials would arrive at the terminal via bulk cargo vessel. Once a bulk cargo vessel is secured at Berth 3/4, the new mechanical ship unloader would unload the vessel, and a new elevated enclosed gathering conveyor would transfer cementitious materials to the enclosed transfer conveyors and material handling systems for distribution to the new storage dome, or transfer to two of the existing storage bunkers, Bunkers 5 and 6.

Stored cementitious materials would be delivered via an air gravity conveyor system to either of two existing truck loading stations (Lanes 3 and 4). Railcars would be loaded at the new enclosed railcar loading station from the new rail loading surge tanks and railcar loading equipment. The existing ship unloader at Berth 2 would remain in place and have the capability to deliver cementitious materials to any of seven storage structures. While the primary unloader will be on Berth 3/4, the existing ship unloader at Berth 2 would remain in service for operation during maintenance on the primary unloader or handling equipment or to expedite ship receiving operations if Berth 3/4 is not available.

The proposed project's expected maximum throughput, as compared to existing baseline and permitted levels, is presented in Table 1. As shown, Nevada Cement's throughput volumes are well below SJVAPCD Permit to Operate limits, and import volumes, as well as export truck and rail volumes, are not expected to exceed permitted limits under the proposed project. However, the new barge loading operation is not covered by the existing Permit to Operate, and Nevada Cement would work with SJVAPCD to modify the existing permit or acquire a new permit to support barge operations. Emissions from cement and cementitious material handling are expected to remain within current permitted maximum allowable limits. Throughput numbers associated with the proposed project may be refined through development of the DEIR but would not differ significantly than presented in Table 1.

Table 1
Baseline, Permitted and Project Throughput

Transport Mode	Baseline (2023)	SJVAPCD Permit to Operate Limit	Project Year 15 (Expected Maximum)
Import			
Rail and ship calls	326,712[1]	2,628,000	2,582,250
Export			
Trucks and rail	341,003	2,190,000	2,190,000
Barge calls	0	Not permitted	225,000

Note:

1. All values are in tons of product.

As shown in Table 1, the proposed project would result in a net increase from current baseline volumes, which would result in additional vessel, truck, and rail calls as detailed in Table 2. The upgraded terminal would also be designed to load barges in the future, in addition to receiving ships. Modal trip numbers associated with the proposed project may be refined through development of the DEIR but would not differ significantly from those presented in Table 2.

Table 2
Modal Moves, Baseline and Proposed Project

Modal Moves	Baseline (2023)	Project Year 15 (Expected Maximum)
Import		
Railcars in[1]	0	1,429
Ship calls[2]	10	69
Export		
Trucks[3]	10,832	41,154
Railcars out[1]	520	9,825
Rail trips	52[4]	437[5]
Barge calls[6]	0	45

Notes:

1. Rail calls are expressed in one-way moves assuming 114 tons per railcar for cement and 105 tons for supplementary cementitious materials.
2. Assumes a ship volume of 35,250 short tons per ship
3. Truck calls are expressed in one-way moves at 26 tons per truck.
4. Assumes an average of 10 cars per train for each move
5. Assumes a future railcar average of 45 cars per train arriving at and leaving the terminal. Assumes all railcars hauling in product for supplementary cementitious materials in pressure differential cars would also be reloaded with cement (1,429 cars) and leave the facility as a full (not an empty) movement, thus reducing the cars required for shipments of cement to be brought to site.
6. Assumes a barge volume of 5,000 short tons per barge

2.2 Alternatives

According to Section 15126.6 of the CEQA Guidelines, an EIR need only examine in detail those alternatives that could feasibly meet most of the basic objectives of the proposed project and would avoid or lessen significant environmental impacts.

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

The following alternatives are currently being considered for further analysis in the DEIR. Additional alternatives may be added in the DEIR based on public comment and additional environmental analysis. While the No Project Alternative is required under CEQA to be considered for analysis, the other alternatives identified below may or may not be carried forward for full analysis based on technical

feasibility, the ability to achieve project objectives, or the ability to avoid or lessen environmental impacts. For any alternative considered but not carried forward for full analysis, the DEIR will include a discussion on why the alternative was rejected.

2.2.1 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, the Port would not issue a new lease and no new developments would be constructed at Berth 3/4 or to landside storage and truck or railcar loading systems by Nevada Cement. Dilapidated structures would remain and the terminal's power consumption would not become more efficient. There would be no change to Nevada Cement operations.

2.2.2 Reduced Rail Loading and Storage Alternative

The *Reduced Rail Loading and Storage Alternative* would consist of the same lease modification (at a lower acreage) and construction and operational components as the proposed project, but with reduced on-site area available for loaded and stored railcars and elimination of the associated construction and operational elements associated with the reduction in rail activities. This alternative would potentially reduce the lease area by approximately 2 acres near Berth 3/4 by limiting track construction. As a result, Nevada Cement would contract for off-site rail storage (which would result in more off-site switching but would maintain throughput levels), switch a portion of rail movements to truck operations (which would maintain throughput levels), or reduce the rail movements with no off-site switching or truck replacement (which would reduce throughput levels as compared to the proposed project).

2.2.3 Berth 2 Improvements Alternative

The *Berth 2 Improvements Alternative* would consist of dock improvements and equipment replacement/installation at Berth 2 with no upgrades at Berth 3/4. The in-water and landside construction and operational activities would be similar to those of the proposed project but located at Berth 2. This alternative would restrict Nevada Cement unloading operations to Berth 2. Construction activities would take Berth 2 out of service for an extended period of time, requiring Nevada Cement to bring material from alternative sources via rail to maintain operations during construction. The ships calling on the terminal are larger vessels that cannot be efficiently discharged, and due to Berth 2's shorter length, the vessels extend beyond the Berth and protrude into the channel. Such larger vessels would have to be lightly loaded, shuttled up and down the berth, and then rotated so that the existing ship unloader could reach both sides of the holds and fully discharge the vessel to avoid extensive pushing of material within the holds of the vessel which creates a higher potential for fugitive dust emissions.

2.3 Expected Environmental Impacts

As noted in Section 1, through the development of an Initial Study, the Port has independently determined that there are potentially significant environmental impacts associated with the proposed project; therefore, preparation of an EIR is required. As identified in the Initial Study, any environmental resource area that has the potential to result in a significant environmental impact will be fully analyzed in the DEIR, including analysis of any feasible mitigation measures and their ability to reduce or eliminate potential impacts. For resources that have been determined to have no environmental impacts, the Port's rationale is provided. Unless new information is provided during scoping or based on project changes, these resources will not be analyzed in the DEIR.

As detailed in Attachment 1, the proposed project has the potential to result in significant environmental impacts to the following environmental resource areas: aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, land use/planning, noise, transportation, tribal cultural resources, and utilities and service systems. Additional issues may be identified during scoping, which could expand the number of environmental resource areas evaluated in the DEIR.

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

Attachment 1 presents a screen of the anticipated environmental impacts of the proposed project which may be modified based on public feedback during scoping.

2.4 Anticipated Project Approvals and Permits

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

Table 3
Regulatory Agencies and Authority

Regulatory Agency	Statutory Authority/Implementing Regulations
U.S. Army Corps of Engineers	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	Approves activities that occur on state-owned tidelands. Consistent with other terminals at the Port, the proposed project is not expected to require a lease from CSLC.
CDFW	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.

Regulatory Agency	Statutory Authority/Implementing Regulations
RWQCB	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	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.
SJVAPCD	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 a modified or new Permit to Operate.
San Joaquin County Department of Environmental Health	Regulates the handling, disposal, generation of, and cleanup from, accidental spills of hazardous waste, on-site petroleum storage, and drilling activities. The proposed project is expected to require approval from this department.
San Joaquin Council of Governments	Reviews and approves of projects obtaining coverage under the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan. The proposed project is expected to obtain coverage under this plan.
City of Stockton Building Department	Reviews and approves of mechanical, electrical, demolition, and building permits, which are expected to be required for the proposed project. The proposed project is expected to require permits from the City.
Stockton Fire Department	Reviews and approves of fire protection systems. The proposed project is expected to require permits from this department.

2.4.1 Assembly Bill 52

AB 52 became effective on July 1, 2015. It requires lead agencies to consider the effects of projects on tribal cultural resources and to conduct notification and consultation with federally and non-federally recognized Native American Tribes and Native American Heritage Commission (NAHC) early in the environmental review process. Six Native American Tribes—the Buena Vista Tribe of Miwok (Me-Wuk) Indians, the Confederated Villages of Lisjan, the Muwekma Ohlone Indian Tribe of the San Francisco Bay Area, the North Valley Yokuts Tribe, the Tule River Indian Tribe, and the Wilton Rancheria Tribe—have requested consultation on CEQA documentation for projects at the Port. The Port initiated consultation with the six tribes in August 2024 and requested a search of NAHC's Sacred Lands Information File in August 2024.

3 Reference

City (City of Stockton), 2018. *Envision Stockton 2040 General Plan*. Public Review Draft. June 2018. Available at: https://cms3.revize.com/revize/stockton/Documents/Business/Planning%20&%20Engineering/General%20Plan/Stockton_General_Plan_Adopted.pdf.

Figures

VICINITY MAP

N

DRAWN	TJC
CHECKED	TKR
APPROVED	TKR

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REV. No.	DESCRIPTION	DATE	APPROVED
A	ISSUED FOR CEQA NOP	9/17/2024	TKR

CITY, STATE	INTERMAT JOB NUMBER	CLIENT JOB NUMBER	DATE
STOCKTON, CALIFORNIA	246-04	N/A	JUNE 2024

NEVADA CEMENT COMPANY
TERMINAL MODERNIZATION

VICINITY MAP

DWG. NO.
NOP-FIG-01

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NEVADA CEMENT CO.
OPERATIONS CONSIST OF ONE SHIP UNLOADER, 7 STORAGE BUNKERS, 4 TRUCK LOADING LANES AND ONE RAIL LOADING STATION

GOLDEN ARROW SILO SHIP
EXISTING CRANE
SHIP UNLOADER
HOPPER
BERTH 2
BERTH 3
BERTH 4
DOCK SIDE SCREW CONVEYOR
STRUCTURE AT BUNKER 6 & 7
WOODEN RAIL TRESTLE
MAINTENANCE AREA
LANE 1
LANE 2
LANE 3
LANE 4
PENNY NEWMAN GRAIN CO.
TRANSIT SHED NO. 4
PORT ROAD B
OUTLINE OF EXISTING LEASED AREA (PARCEL 1B) – 1.83 ACRES
BUNKER 7
BUNKER 1
BUNKER 2
BUNKER 6
PORT ROAD 2
BUNKER 5
OFFICE
RAIL LOADOUT
BUNKER 3
WILMAR OIL & FAT
TRANSFER CONVEYOR
ROTATING CONVEYOR
TRANSFER BASE BUILDING
BUNKER 4
HARBOR ST
PORT ROAD A
OUTLINE OF EXISTING LEASED AREA (PARCEL 1) – 2.36 ACRES
CALPORTLAND
TSA SECURITY GATE
OUTLINE OF EXISTING LEASED AREA (PARCEL 1A) – 0.72 ACRES
PORT ROAD A

EXISTING SITE PLAN

N

EXISTING LEASE BOUNDARY = 4.92 ACRES
EXISTING OPERATING AREA = 1.82 ACRES
TOTAL = 6.74 ACRES

DRAWN	TJC
CHECKED	TKR
APPROVED	TKR

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InterMat INTERNATIONAL MATERIAL HANDLING

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NEVADA CEMENT COMPANY
TERMINAL MODERNIZATION

EXISTING SITE PLAN

DWG. NO.
NOP–FIG–02

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NEVADA CEMENT CO.
OPERATIONS CONSIST OF ONE SHIP UNLOADER, 7 STORAGE BUNKERS, 4 TRUCK LOADING LANES AND ONE RAIL LOADING STATION

GOLDEN ARROW SILO SHIP
EXISTING CRANE
DOCK SIDE SCREW CONVEYOR
BERTH 2
SHIP UNLOADER
HOPPER
WOODEN RAIL TRESTLE
MAINTENANCE AREA
BERTH 3
BERTH 4
STRUCTURE AT BUNKER 6 & 7
LANE 1
LANE 2
LANE 3
LANE 4
BUNKER 1
BUNKER 2
BUNKER 3
BUNKER 4
BUNKER 5
BUNKER 6
BUNKER 7
PENNY NEWMAN GRAIN CO.
PORT ROAD B
TRANSIT SHED NO. 4
PORT ROAD 2
OUTLINE OF EXISTING LEASED AREA (PARCEL 1B) – 1.83 ACRES
OFFICE
RAIL LOADOUT
WILMAR OIL & FAT
TRANSFER CONVEYOR
ROTATING CONVEYOR
TRANSFER BASE BUILDING
HARBOR ST
PORT ROAD A
CALPORTLAND
OUTLINE OF EXISTING LEASED AREA (PARCEL 1A) – 0.72 ACRES
OUTLINE OF EXISTING LEASED AREA (PARCEL 1) – 2.36 ACRES
TSA SECURITY GATE
PORT ROAD A

EXISTING SITE PLAN

N

EXISTING LEASE BOUNDARY = 4.92 ACRES
EXISTING OPERATING AREA = 3.26 ACRES
TOTAL = 8.18 ACRES

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STOCKTON, CALIFORNIA	246-04	N/A	JUNE 2024

NEVADA CEMENT COMPANY
TERMINAL MODERNIZATION

EXISTING SITE PLAN

DWG. NO.
NOP-FIG-02-A

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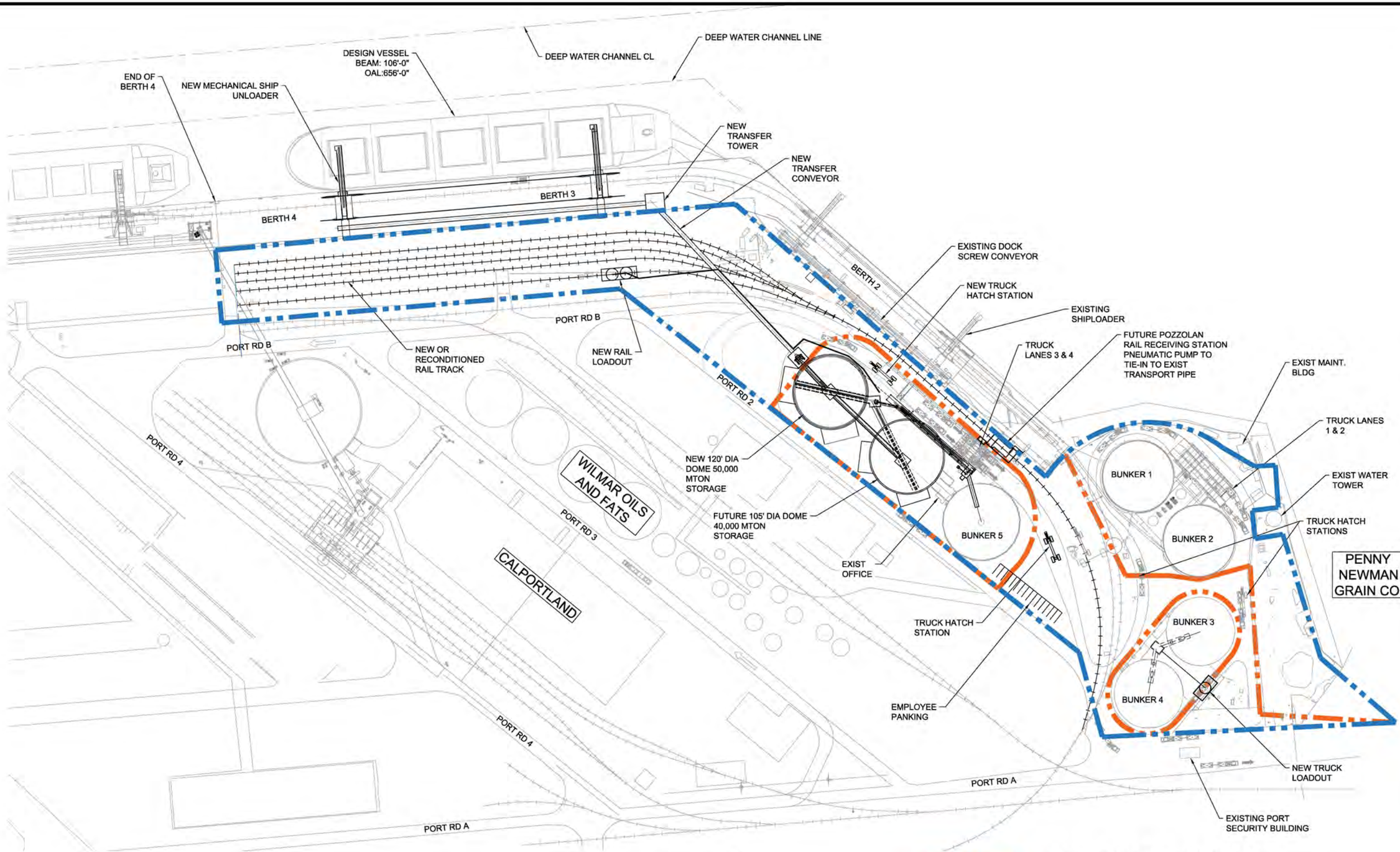

MASTER SITE PLAN

EXISTING LEASE BOUNDARY = 4.92
PROPOSED LEASE BOUNDARY = 10.98 ACRES

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CONCEPTUAL

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NEVADA CEMENT COMPANY
TERMINAL MODERNIZATION

MASTER SITE PLAN

DWG. NO.
NOP-FIG-03

Attachment 1
Initial Study

1 Summary of Initial Study

This document serves as an initial evaluation or screen of environmental resources areas to facilitate the environmental review process.

1.1 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.

☒ Aesthetics	☐ Agricultural/Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Energy
☒ Geology/Soils	☒ Greenhouse Gas Emissions	☒ Hazards and Hazardous Materials
☒ Hydrology/Water Quality	☒ Land Use/Planning	☐ Mineral Resources
☒ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☒ Transportation	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

1.2 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 Environmental Checklist

This section provides the details of the initial evaluation. Resource areas that result in at least one potentially significant impact will be carried through for full analysis in the DEIR.

2.1 Aesthetics

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

2.1.1 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, residential neighborhoods, neighborhood commercial shopping centers, and a variety of other commercial and industrial parcels. Within the project area, 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 CCTC 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 project area (industrial port uses). While the proposed improvements to the terminal and proposed project operations are expected to be similar to baseline conditions, construction activities including installation of the new unloader, construction of the dome storage, and rehabilitating Berth 3/4 would be visible from areas off site 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.

2.2 Agricultural/Forestry Resources

	In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project, and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact to Be Evaluated in the DEIR	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?	☐	☒
b.	Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	☐	☒
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])?	☐	☒
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☒
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?	☐	☒

2.2.1 Discussion

The *Envision Stockton 2040 General Plan* (City 2018) designates the project site as "Industrial", and the zoning classification of the project site and surrounding parcels is "Port" or "Industrial General" (City 2024a). Neither the project site nor the project area currently supports 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.

2.2.2 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 at the project site or in the project area. The project area is zoned as Port or Industrial General, and is 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. No timberland zoned parcels exist in San Joaquin County. 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. No timberland zoned parcels exist in San Joaquin County. 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.

2.3 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 to Be Evaluated in the DEIR	No Impact
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐
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?	☒	☐
c.	Expose sensitive receptors to substantial pollutant concentrations?	☒	☐
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐

2.3.1 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 closest sensitive receptor to the terminal is a residential area located approximately 500 feet to the south. The proposed project would include construction activities and operational increases in trucks, rail, and vessel calls and would likely result in increased emissions of criteria air pollutants relative to baseline conditions. 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.

2.4 Biological Resources

	Would the project:	Potentially Significant Impact to Be Evaluated in the DEIR	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?	☒	☐
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?	☒	☐
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?	☐	☒
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?	☒	☐
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐
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?	☒	☐

2.4.1 Discussion

The proposed project site's developed condition and location within a highly industrialized area precludes the presence of most terrestrial 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*; NOAA 2020; CDFW 2024). The longfin smelt (*Spirinchus thaleichthys*), a state-threatened species and federally species, may also inhabit San Joaquin River waters. There are no areas of wetlands within the project site.

While the terrestrial site 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.

2.5 Cultural Resources

	Would the project:	**Potentially Significant Impact to Be Evaluated in the DEIR**	**No Impact**
a.	Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☒	☐
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☒	☐
c.	Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐

2.5.1 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 ground disturbance associated with pile driving to rehabilitate the Berth 3/4 dock structures to support the new unloader and meet seismic standards, grading and excavation to the south of Berth 3/4 for the construction of the new storage tracks, installation of the foundations for the new dome storage dome, and miscellaneous foundations to support the

conveyance systems and rail loading station. These activities could potentially 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.

2.6 Energy

Would the project:		Potentially Significant Impact to Be Evaluated in the DEIR	No Impact
a.	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐

2.6.1 Discussion

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

2.7 Geology/Soils

	Would the project:	Potentially Significant Impact to Be Evaluated in the DEIR	No Impact
a.	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:		
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☒
	ii. Strong seismic ground shaking?	☒	☐
	iii. Seismic-related ground failure, including liquefaction?	☒	☐
	iv. Landslides?	☒	☐
b.	Result in substantial soil erosion or the loss of topsoil?	☐	☒
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?	☒	☐
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?	☒	☐
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?	☐	☒
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐

2.7.1 Discussion

The project site is paved and would therefore not result in soil erosion or the loss of topsoil. The proposed project would not require installation of septic tanks or alternative wastewater disposal systems. The project area is not located within a currently designated Alquist-Priolo Earthquake Fault Zone, and no known surface expression of active faults is believed to cross the project site; therefore, fault rupture through the project site is not anticipated, and there would be no impact related to this hazard. However, the project area is located within a seismically active region susceptible to ground shaking, liquefaction, and settlement, where adverse effects from seismic activity or site-specific vulnerability to seismic-related hazards could potentially pose a risk of loss, injury, or death. Therefore, the DEIR will fully evaluate the potential for the proposed project to cause substantial adverse effects associated with strong seismic ground shaking, seismic-related ground failure, and landslides.

2.8 Greenhouse Gas Emissions

	Would the project:	Potentially Significant Impact to Be Evaluated in the DEIR	No Impact
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐
b.	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐

2.8.1 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. In 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. In 2017, ARB prepared an update to the 2014 Scoping Plan Update designed to reduce GHG emissions to 40% below 1990 inventory levels by 2030. The 2008 Scoping Plan, 2014 Scoping Plan Update, and 2017 update to the 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 conditions. 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.

2.9 Hazards and Hazardous Materials

Would the project:		Potentially Significant Impact to Be Evaluated in the DEIR	No Impact
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐
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?	☒	☐
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?	☐	☒
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?	☐	☒
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?	☐	☒
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☒	☐

2.9.1 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 California Department of Toxic Substances Control (DTSC) EnviroStor and the State Water Resources Control Board GeoTracker database websites (DTSC 2024; SWRCB 2024). Within a 2-mile radius of the proposed project footprint, the EnviroStor database lists 31 cleanup sites, and the GeoTracker database identifies 40 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.

2.10 Hydrology/Water Quality

	Would the project:	Potentially Significant Impact to Be Evaluated in the DEIR	No Impact
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☒	☐
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☒
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:	☐	☒
	i) result in a substantial erosion or siltation on- or off-site?	☐	☒
	ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	☐	☒
	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?	☐	☒
	iv) impede or redirect flood flows?	☐	☒
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☒	☐
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☒	☐

2.10.1 Discussion

The proposed project would include several best management practices (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 and overwater work, 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.

2.11 Land Use/Planning

	Would the project:	Potentially Significant Impact to Be Evaluated in the DEIR	No Impact
a.	Physically divide an established community?	☐	☒
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?	☒	☐

2.11.1 Discussion

The *Envision Stockton 2040 General Plan* (City 2018) designates the project site as "Industrial", and the zoning classification of the project site and surrounding parcels is "Port" or "Industrial General" (City 2024a). The "Industrial" designation allows for a wide variety of industrial uses, including uses with nuisance or hazardous characteristics, warehousing, construction contractors, light manufacturing, offices, retail sales, service businesses, public and quasi-public uses, and other similar and compatible uses. The maximum floor area ratio (FAR) for industrial uses is 0.6 (City 2018). Residential uses are prohibited; there is no housing within or adjacent to the project site. The closest residential area is located approximately 500 feet to the south. Although the proposed project would be an industrial use, consistent with the project site's current zoning and existing use, it would also involve increased throughput and facility expansion, which could have the potential to affect land uses in the project vicinity. Therefore, the DEIR will evaluate the potential land use and planning impacts of the proposed project.

2.12 Mineral Resources

Would the project:		Potentially Significant Impact to Be Evaluated in the DEIR	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?	☐	☒
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?	☐	☒

2.12.1 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 (California Department of Conservation 2012); adequate information indicates that no significant mineral deposits are present, or it is judged that little likelihood exists for their presence. The project site does not contain any known mineral resources, including any rock, sand, or gravel.

2.12.2 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.

2.13 Noise

	Would the project result in:	Potentially Significant Impact to Be Evaluated in the DEIR	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?	☒	☐
b.	Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐
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?	☐	☒

2.13.1 Discussion

The proposed project would not be located either within the vicinity of a private airstrip or an airport land use plan area, or 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, including pile driving. 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.

2.14 Population/Housing

	Would the project:	Potentially Significant Impact to Be Evaluated in the DEIR	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)?	☐	☒
b.	Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☒

2.14.1 Discussion

The *Envision Stockton 2040 General Plan* (City 2018) designates the project site as "Industrial", and the zoning classification of the project site and surrounding parcels is "Port" or "Industrial General" (City 2024a). There is no housing within the proposed project area. The closest residential area is located approximately 500 feet to the south.

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 (5.5% for May 2024; CEDD 2024) compared to the state of California (4.5% for May 2024; CEDD 2024) and the United States (4.0% for May 2024; BLS 2024; Port 2004).

2.14.2 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. Nor would the project extend roads or other infrastructure beyond the leased boundaries. 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 nearest residential area is located approximately 500 feet south of the project site. 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.

2.15 Public Services

Would the project:		Potentially Significant Impact to Be Evaluated in the DEIR	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?	☐	☒
	Police protection?	☐	☒
	Schools?	☐	☒
	Parks?	☐	☒
	Other public facilities?	☐	☒

2.15.1 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 department's goal for response time, per the *Envision Stockton 2040 General Plan* (City 2018), is to arrive at fire suppression incidents within 4 minutes of notification. 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 (City 2023).

Police Protection. The Port maintains the Port of Stockton Police Department, an independent certified police agency (Port 2024). 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. At least three Port police officers are on duty at any one time (two on patrol and one in charge of communications). The Port Police Department has mutual aid agreements with the Stockton Police Department, the San Joaquin Sheriff's Department, and the California Highway Patrol in case additional police response is needed (Port 2004). The Stockton Police Department also provides police service throughout the City and has an officer-to-citizen ratio of approximately 1 to 605 (Port 2023). The department responds to emergencies within approximately 3 and 5 minutes depending on time of day, location, and the number of requests for services (Stockton Port District 2012).

Schools. The Stockton Unified School District is divided into seven trustee areas and includes 37 Head Start classes, 53 state preschool classes, three First 5 Preschool classes, 41 K-8 schools, 8 high schools, a special education school, an adult education school, and 5 charter schools (SUSD 2019). A number of colleges, universities, and vocational training schools are located in Stockton, including California State University, Stanislaus's Stockton Center, the San Joaquin Delta College, the University of the Pacific, Humphreys University, Christian Life College, and UEI College (Stockton Port District 2012). Washington Elementary School, which is closest to the project site, is located approximately 0.4 mile to the southeast of the project site.

Parks. The *Envision Stockton 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.

2.15.2 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. While the increased number of railcars may cause longer blockages of West Washington Street, emergency vehicles could access areas from surrounding streets. 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.

2.16 Recreation

	Would the project:	Potentially Significant Impact to Be Evaluated in the DEIR	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?	☐	☒
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☒

2.16.1 Discussion

The City operates and maintains a total of 66 parks that range in size from 2 to 64 acres (City 2024b). There are limited park resources within the immediate proposed project area, likely due to the industrial zoning. Nearby parks include Boggs Tract Park approximately 0.5 mile to the south and Victory Park approximately 0.6 mile to the north. Recreational activities can also be found at open spaces and on the waterways in the region, which include the Sacramento-San Joaquin Delta; natural rivers and creeks; and artificial canals, channels, sloughs, and ditches. In addition, the San Joaquin River to the north of the project area is used for recreational boating purposes (Stockton Port District 2013).

2.16.2 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.

2.17 Transportation

	Would the project:	**Potentially Significant Impact to Be Evaluated in the DEIR**	**No Impact**
a.	Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☒	☐
b.	Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☒	☐
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒
d.	Result in inadequate emergency access?	☐	☒

2.17.1 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.

2.18 Tribal Cultural Resources

	Would the project:	**Potentially Significant Impact to Be Evaluated in the DEIR**	**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:	☒	☐
	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)?	☒	☐
	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.	☒	☐

2.18.1 Discussion

The proposed project would include ground disturbance below the surface along Berth 3/4, as well as the area about the new storage dome. 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.

2.19 Utilities/Service Systems

Would the project:		Potentially Significant Impact to Be Evaluated in the DEIR	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?	☐	☒
b.	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☒
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?	☐	☒
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?	☐	☒
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☒

2.19.1 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 existing 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 2021). Existing water supplies include surface water from the San Joaquin River and Mokelumne River and treated surface water from the Stockton East Water District conveyed from the New Melones (Stanislaus River) and New Hogan (Calaveras River) Reservoirs (City 2021). Additionally, groundwater is pumped by the Stockton Municipal Utilities Department from City-owned and operated wells in the underlying Eastern San Joaquin Groundwater Subbasin. There are currently 12 operational groundwater wells in North Stockton and 4 operational groundwater wells in South Stockton (City 2021). The Delta Treatment Plant was completed in 2012 to provide the City with a reliable water supply to meet both current and future water needs. The Delta Water Treatment Plant has a current treatment capacity of 30 million gallons per day (MGD), and, in 2019, it produced 68% of the

Stockton Municipal Utilities Department water supply (City 2021). The Stockton East Water District is a wholesale water supplier that provides treated potable water to the urban water retailers within the Stockton Metropolitan Area, including Stockton Municipal Utilities Department, Cal Water, and two small maintenance districts in San Joaquin County. The Stockton East Water District's Dr. Joe Waidhofer Water Treatment Plant has a current capacity of 60 MGD and is located in Central Stockton. In 2019, the Stockton East Water District produced approximately 20% of the Stockton Municipal Utilities Department water supply (City 2021). 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 tertiary treatment facility with the capacity to treat 55 MGD. The facility serves the City and outlying San Joaquin County areas and currently processes an average of 33 MGD (City 2024c).

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 Center. The most recently reported landfill capacity and acceptable waste types for these facilities are listed in Table A-1.

Table A-1
Project Vicinity Landfills

Landfill	Landfill Capacity	Waste Type
Forward Landfill	Unit 1: 24,20,669 cubic yards (reported January 31, 2020)	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 Center	35,400,000 cubic yards (reported December 31, 2009)	Construction/demolition, industrial, mixed municipal, tires, other designated, agricultural, metals, wood waste

Note:
Source: CalRecycle 2024

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

2.19.2 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 includes 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 beyond baseline conditions. 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.

2.20 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 to Be Evaluated in the DEIR	No Impact
a.	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☒
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?	☐	☒
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?	☐	☒
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?	☐	☒

2.20.1 Discussion

According to the Fire Hazard Severity Zone Maps, the proposed project area, as well as other communities within San Joaquin County, are 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 2023).

The Nevada Cement Company Stockton 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.

2.20.2 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. While the proposed project would involve installing new infrastructure, 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.

2.21 Mandatory Findings of Significance

	Would the project:	Potentially Significant Impact to Be Evaluated in the DEIR	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?	☒	☐
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.)	☒	☐
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐

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

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