



**ADDENDUM TO PORT OF STOCKTON
WEST COMPLEX DEVELOPMENT PLAN
ENVIRONMENTAL IMPACT REPORT**

***For Community Fuels
Expansion Project***

November, 2010

Port of Stockton
2201 West Washington Street
Stockton, CA 95203

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Appendix A MITIGATION MEASURES APPLICABLE TO THE COMMUNITY
FUELS BIODIESEL DISTRIBUTION EXPANSION PROJECT

1. COMMUNITY FUELS BIODIESEL DISTRIBUTION EXPANSION PROJECT

American Biodiesel, Inc., dba Community Fuels (Community Fuels), owns and operates a plant at the Port of Stockton (Port) that produces biodiesel, an alternative fuel derived from vegetable oil or animal fat, for sale to regional fuel distributors who blend and distribute it to end users and/or retail markets. Community Fuels proposes to add storage, product purification, and loading facilities in order to expand Community Fuel's ability to distribute biodiesel to meet the growing requirements for alternative fuels.

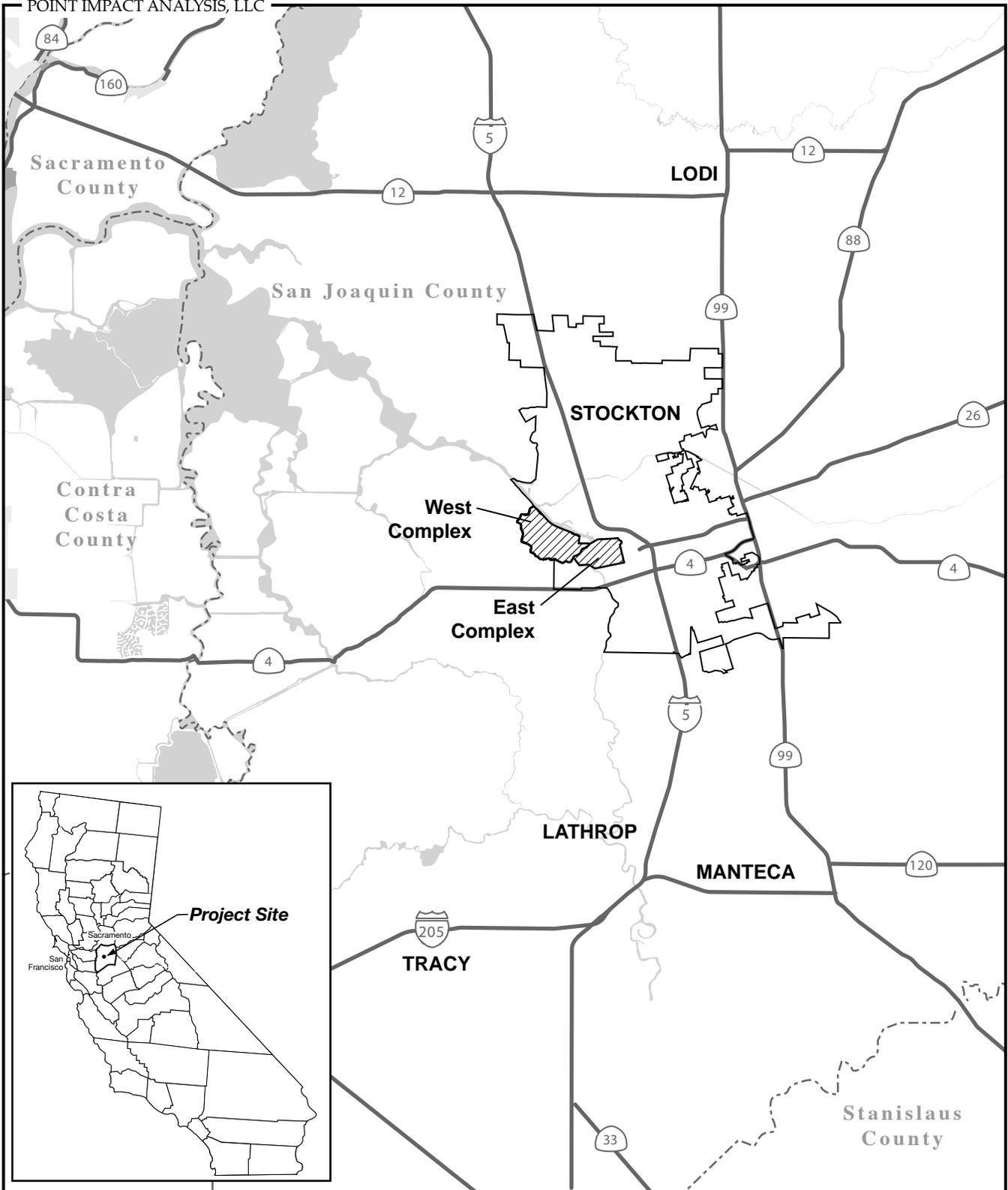
Community Fuels leases approximately three acres in the West Complex of the Port (see Figure 1, Regional Map) and began construction of its existing biodiesel production facility in 2006. Two years previous, in June 2004, the Port certified the Final Environmental Impact Report (EIR) for the West Complex Development Plan, a program and project EIR that evaluated the impacts of developing the entire complex. Under Section 15168 of the California Environmental Quality Act (CEQA) Guidelines, when subsequent activities are within the area covered by a program EIR, the agency needs to evaluate the site and activity to determine if the program EIR covered the effects of the proposed new operations. If the evaluation finds that the significant effects of the proposed activities are within the scope of the analysis in the program EIR, no further environmental documentation is required. The Port certified an Addendum to the West Complex EIR in 2006 that determined that the construction and operation of the 10 million gallon a year Community Fuels biodiesel production facility would not result in any new potentially significant impacts.

In 2010, Community Fuels applied for funding under the *Investment Plan for the Alternative and Renewable Fuel Technology Program* at the California Energy Commission (CEC) in order to build a biodiesel fuel terminal. As a fuel terminal, Community Fuels would sell the biodiesel it produces and if demand exceeds its production capacity, would purchase biodiesel from other producers, likely from the Gulf Coast and the Midwest, purify the product, and sell the fuel to regional refineries and distributors, thereby helping implement the California Low Carbon Fuel Standard (LCFS) and the federal Renewable Fuel Standard.

This addendum compares the potential impacts of the proposed expansion to the impacts evaluated in the West Complex EIR in order to determine whether the expansion would cause any new potentially significant impacts and thus would require additional environmental analyses.

1.1. PROJECT OVERVIEW

Biodiesel is a clean-burning renewable fuel that can be blended in any ratio with petroleum and used in most diesel engines with few or no modifications. Biodiesel has been promoted as an alternative fuel that is nontoxic and biodegradable and reduces emissions of greenhouse gases (GHGs) and toxic air contaminants. Life cycle assessments show that displacing petroleum diesel with biodiesel reduces GHG emissions by 41-78% and could reduce emissions by 61-94% with the development of more sustainable feedstock (CEC, 2009).



Community Fuels Expansion Project

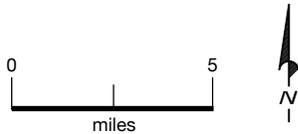


FIGURE 1
REGIONAL MAP

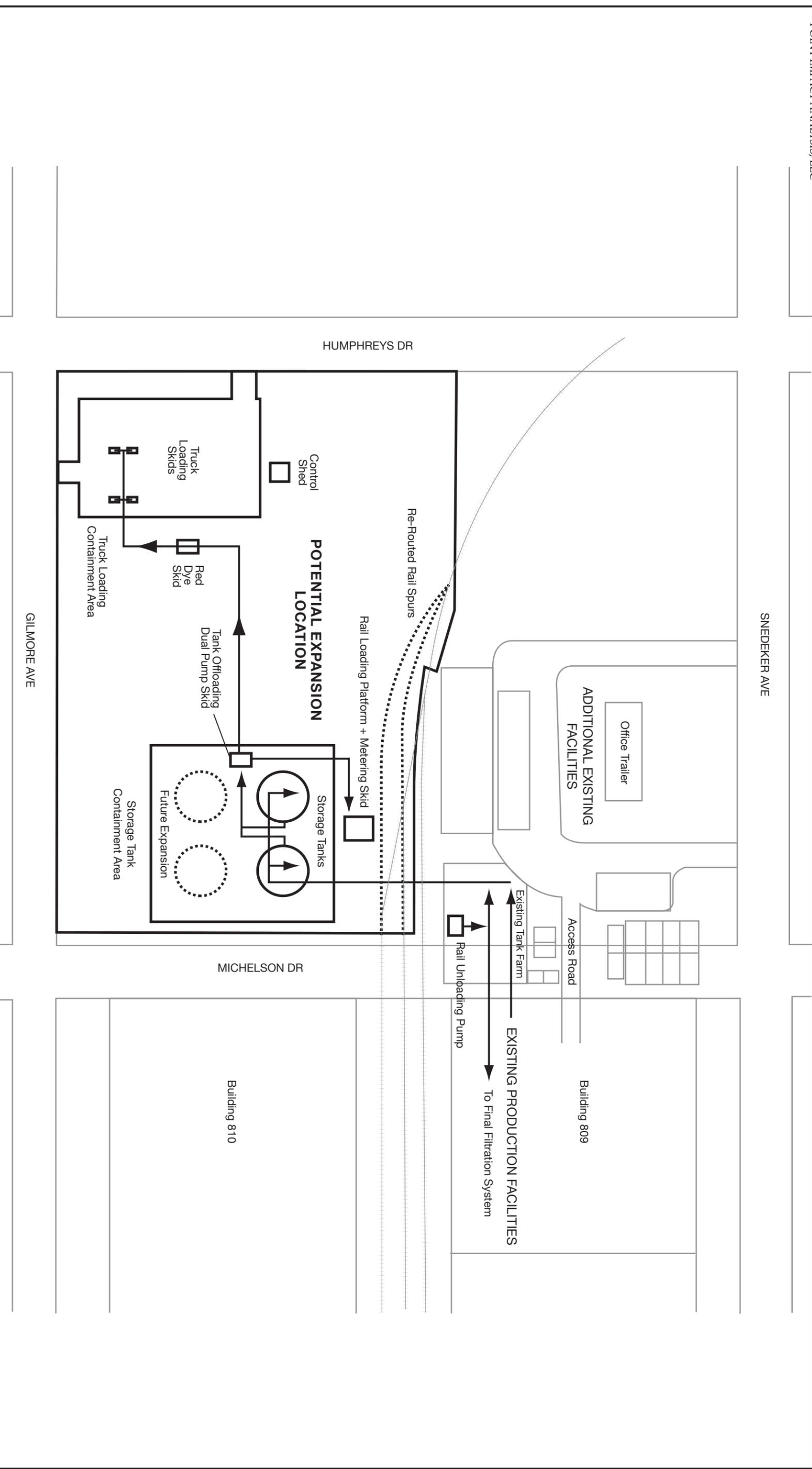
State and federal regulations addressing climate change and toxic air pollutants have caused and are expected to continue to cause an increase in demand for renewable fuels like biodiesel. The federal Renewable Fuel Standard mandates that 36 billion gallons per year of renewable fuel be sold by 2022; the LCFS mandates that the carbon intensity of fuels in California be reduced by at least 10 percent by 2020. The annual demand for biodiesel in California was approximately 50 million gallons in 2008, up from 20 million gallons in 2005 (CEC 2010). In 2009, Biodiesel Magazine estimated the combined production capacity of biodiesel plants in California at 63 million gallons per year. The California Energy Commission expects the demand for biodiesel in California to increase to 400-800 million gallons per year by 2022 (CEC 2010). If demand for biodiesel grows at projected rates, it would exceed the existing in-state production capacity. To meet demand, California would need to increase the in-state biodiesel production capability, expand the state infrastructure for storing and transporting biodiesel, and would likely need to import biodiesel from out of state.

Community Fuels produces biodiesel fuel by removing glycerin from vegetable oil or animal fat and replacing it with an alcohol. This process produces pure biodiesel, and a byproduct, glycerol. Community Fuels sells glycerol to third parties for use in manufacturing applications and sells biodiesel wholesale to distributors. The distributors blend the pure biodiesel with conventional diesel to produce different grades (B5, B10, B20, etc.) with different percentages of biodiesel content and sell the blends as retail products. Community Fuels holds air permits from the San Joaquin Valley Air Pollution Control District (SJVAPCD) that allows it to produce up to 11,751,540 gallons of biodiesel and glycerol per year at the existing facility. The 2006 addendum found all potential impacts of production operations to be consistent with these permitted limits and considered them to be less than significant or covered under the West Complex EIR.

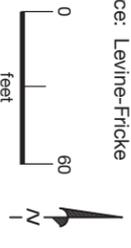
The proposed expansion project would allow Community Fuels to store more biodiesel on site, which would provide more flexibility as production and distribution increase up to their permitted limits. The expansion would also enable Community Fuels to provide needed biodiesel infrastructure and serve as a biodiesel fuel terminal for biodiesel produced elsewhere, including at out-of-state facilities. With the funding from the *Investment Plan for the Alternative and Renewable Fuel Technology Program* of the CEC, Community Fuels proposes to erect two 250,000-gallon biodiesel storage tanks, install an automated pressure filtration system for final product purification, and upgrade truck and rail loading facilities at the plant in order to support the distribution of up to 192,000 gallons per day, or an estimated 73 million gallons per year. As a fuel terminal, the Community Fuels site would help increase the volumes of biodiesel reaching regional and international markets and would further implement of alternative fuel standards.

1.2. LOCATION AND ACCESS

The Community Fuels project site is located in the northwestern section of the West Complex. The site is surrounded by former military buildings, which currently remain vacant or are used for light-industrial purposes and as warehouse space. Community Fuels leases the western third of Warehouse #809, a 120,000 square-foot building on Snedeker Avenue, and two adjacent acres west of the warehouse near Humphreys Drive (Figure 2, Potential Expansion Location). Access to the Community Fuels site is from Michelson Drive, Snedeker Avenue, and Humphreys Drive.



Source: Levine-Fricke



Community Fuels Expansion Project
 FIGURE 2
 POTENTIAL
 EXPANSION LOCATION

The proposed new storage tanks would be located either on the existing production site or on the vacant lot adjacent to Warehouse #810, on the corner of Michelson Drive and Gilmore Avenue. New truck loading skids and a red dye skid would be installed adjacent to the tanks. Re-routing existing rail spurs and adding a rail loading/unloading platform would be part of the project.

PROPOSED FACILITIES

The proposed expansion project facilities would consist of two 250,000-gallon vertical cylindrical carbon steel or stainless steel tanks for biodiesel storage, an automated pressure filtration system to purify biodiesel, equipment to blend red dye into fuel intended for off-road use, and outside upgraded tank truck and rail car loading/unloading stations. New piping would integrate the equipment with the existing facility. The new facilities would be located adjacent to the existing enclosed production and support facilities, office and control room, and outside delivery and storage areas (Figure 3, Facility Location and Access Roads).

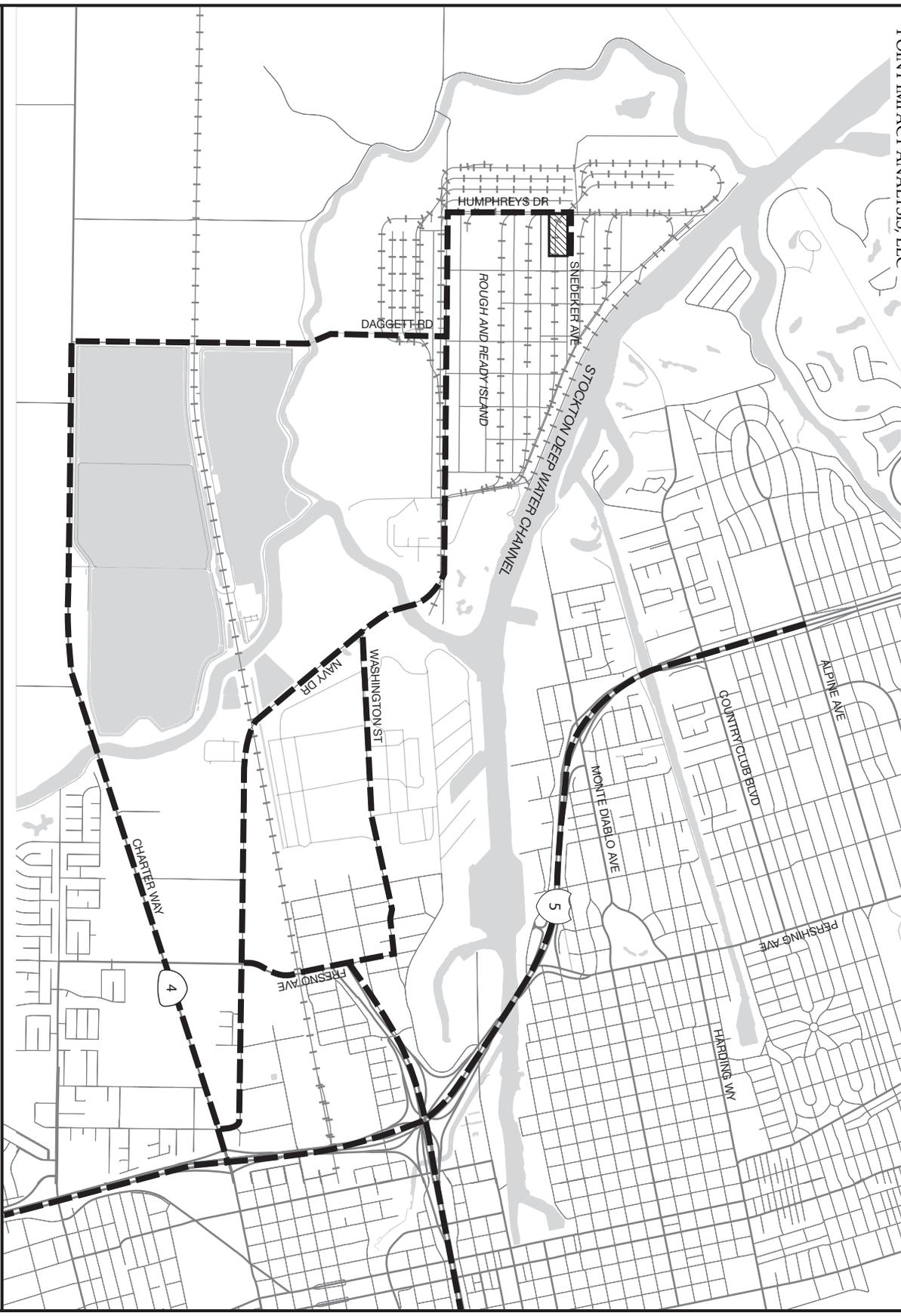
1.3. CONSTRUCTION

The construction for the expansion could occur in seven discrete phases: ground preparation, grading, pouring the tank slab, erecting the tanks, placing equipment, installing piping, and paving and adjusting fences. Project completion would involve up to three months of actual construction activity, but depending on financing, could be spread over a three-year period. The site is essentially flat and would require only minor grading. The proposed new outside storage facilities would occupy approximately one acre of the 2.5-acre yard. Warehouse #809 would remain as is with the addition of the installation of the proposed automated pressure filtration product purification equipment.

Community Fuels anticipates that no more than 15 construction workers would be on-site at any time, but estimated that the entire construction effort, including tank fabrication, would produce up to 50 construction jobs. Construction would occur during normal working hours Monday through Friday. Table 1-1 shows the total expected construction equipment usage over the duration of construction.

Table 1-1
MAJOR EQUIPMENT USED IN CONSTRUCTION

Type of Equipment	Estimated Number of Operational Hours
Forklift	25
Concrete truck	40
Crane	40
Backhoe	16
Dump truck	16
Debris truck	10
Delivery truck	30
Grader	40
Gravel truck	40
Loader	25
Paving equipment	40



Community Fuels Expansion Project

FIGURE 3
FACILITY LOCATION AND
ACCESS ROUTES

1.4. OPERATION

The proposed expansion project would not affect operation of the existing biodiesel production facilities. Community Fuels would increase biodiesel production at its existing plant to meet anticipated demand, but production levels would remain within permitted limits and within the scope considered by the 2006 addendum to the West Complex EIR. The proposed expansion would enable Community Fuels to store more fuel on site and would involve an increase in product purification and loading/unloading activities. Community Fuels would employ an additional 20 permanent employees on-site in four shifts (day, evening, night, and swing) as a result of the expansion.

1.4.1. Delivery and Shipping

Community Fuels currently obtains feedstock and delivers product via both rail and truck through existing access routes. According to the 2006 addendum, at 10 million gallons per day production, there would be 36 rail car and 298 truck deliveries per month. The impacts of these deliveries were addressed in the 2006 addendum. The proposed expansion would substantially increase the amount of biodiesel imported to and exported from the Community Fuels plant.

Community Fuels expects that imports of biodiesel from out-of-state producers would arrive by rail and that distribution to refineries and vendors would be by truck, rail, and perhaps barge. Each rail tank car would carry 24,000-30,000 gallons of biodiesel, and each tank truck would carry about 7,000 gallons of biodiesel. Community Fuels anticipates that 50% of additional biodiesel deliveries would be by truck to regional distributors within a 200-mile radius, 25% would be distributed by rail to regional distributors outside a 200-mile radius, and 25% would be brought to the Port of Oakland by truck or by barge to be shipped to international markets across the Pacific. At a maximum throughput of 192,000 gallons per day (73 million gallons per year), the number of rail car deliveries per month could increase by as much as 310 deliveries (10 per day), from the current 46 per month to 356 per month. Typically the addition of up to ten individual tank cars for daily deliveries would be attached to trains serving other tenants at the Port and dispatched according to rail schedules. The number of trucks could increase by as much as 651 truck per month (21 per day), from 298 per month to 949 per month.

1.4.2. Hazardous Materials Management

The two 250,000-gallon biodiesel storage tanks would have secondary containment sufficient to hold the contents of the largest tank plus rainfall. This containment would prevent spills and leaks from migrating to the surrounding drainage system. Other aspects of the handling and containment process would be documented in a federal Spill Prevention Control and Countermeasure (SPCC) Plan, which would be certified by a licensed professional engineer, and in the hazardous materials business plan. Hazardous materials would be piped above ground so that potential leaks would be visible and repaired.

1.5. ADDITIONAL APPROVALS

Community Fuels would seek grading and building permits from the City of Stockton Community Development Agency. In addition, Community Fuels is required by the Code of Federal Regulations (CFR) and the California Code of Regulations (CCR) to update its SPCC

Plans, Stormwater Pollution Prevention Plan (SWPPP), and Hazardous Materials Business Plan. Central California Traction Company (CCT) would have to review the plans for the new train tracks. No other plans, registrations, or discretionary approvals would be necessary for the expansion project.

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- Biodiesel Magazine. Plant list. Referenced in CEC 2010.
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2. ENVIRONMENTAL ANALYSIS

The following analysis identifies the impacts of the proposed Community Fuels expansion, compares them to the impacts previously considered in the West Complex EIR, and considers whether the expansion would result in any potentially new significant impacts. The analysis shows that the proposed Community Fuels Expansion Project would not result in new significant environmental impacts not addressed in the West Complex EIR.

The previous addendum considered impacts of the existing Community Fuels production facility. This addendum considers the impacts of the existing production facility as part of the existing conditions at the West Complex and considers these conditions where incremental analysis is necessary, such as impacts on traffic. The West Complex EIR addressed the cumulative impacts of the development of the entire West Complex.

This evaluation uses the CEQA Guidelines, as adopted December 31, 2009 and effective March 18, 2010, as the basis for the comparison of impacts. The CEQA Guidelines have changed since WCDP EIR's certification. Where the new checklist includes resources and impacts not addressed in the 2004 West Complex EIR, this evaluation considers whether or not the project would impact these resources and, if so, whether or not the impact would be significant or would require new mitigation measures.

2.1. AESTHETICS

The following analysis considers whether the expansion project would result in any new potentially significant impacts to aesthetics.

Visual Environment

The project area is located in the northwestern portion of the West Complex at the Port of Stockton. The West Complex is visible from residences adjacent to the Stockton Deep Water Ship Channel (DWSC), the Stockton Country Club, and Louis Park. Viewsheds in the direction of the Port include wharf equipment and facilities, ships, marina, and storage warehouses. To the northwest, west, and south of the complex are areas of agricultural lands or open space. The West Complex EIR determined that no scenic vista or visual resources are located within the West Complex. The West Complex EIR did not identify any scenic vistas or visual resources that would be impacted by Port development.

The proposed project site consists of 3.3 acres west of Warehouse #809 and #810. To the east of Warehouse #810 sits three warehouses of identical shape and size with five more identical warehouses to the north and three to the south. Humphreys Drive is immediately west of the site, and beyond it concrete pads stretch towards undeveloped areas to the west until meeting Burns Cut Off.

Impacts of Community Fuels Expansion Project

The Community Fuels expansion project site is not readily visible from most sensitive receptors across the Stockton DWSC and would be obscured by wharf equipment and facilities, ships when in port, and other existing warehouses. Community Fuels would install an upgraded tank truck and rail car loading apparatus, red dye blending equipment, two 250,000-gallon biodiesel storage tanks, an automated pressure filtration system to purify biodiesel, and new piping to

connect the newly installed equipment. Storage tanks for the feedstock would be placed within 3.31 acres adjacent to Warehouse #809 and #810. The storage tanks would be located within this area and are anticipated to be up to approximately 40 feet in height.

Various structures, including fences, telephone poles, and trees lay between the line of site from residences to the project site, but the proposed storage tanks have the potential to be visible to some residences to the north of the West Complex across the Stockton DWSC more than 3,000 feet away. The expansion site falls within the viewshed of residences located at the north end of Riviera Drive and along the southwest corner Saint Andrews Drive. Residences on Saint Andrews Drive would be unable to see the project site because of the levee running along the backyards of residences.

The Community Fuels expansion project would be consistent with the existing Community Fuels project and other industrial projects currently located at the Port and would not degrade the character or quality of the site. Construction and operation activities would not remove existing trees, and trees may be planted to reduce stormwater discharge.

Light and Glare

The Community Fuels project would add additional lighting to the area for safety and security. The West Complex EIR Impact 4.10.4 addressed the impacts of light and glare. Most light and glare from the site would be obscured by intervening warehouses and trees. Mitigation Measures (MM) 4.10.4a-b applicable to the Community Fuels Project include shading and directing stationary overhead light fixtures away from adjacent residential areas and only using exterior lighting where necessary for safety and security purposes. The West Complex EIR determined that mitigation measure implementation would decrease impacts to day and nighttime views to reduce impacts from light and glare associated with facilities to less than significant levels.

The West Complex EIR found the impact of light and glare from the increase in the number of ships and ship berthing time to be significant and unavoidable. Currently, Community Fuels would not use ships at the Port of Stockton for delivery or distribution. The Port would consider any future use of barges at the West Complex in a separate environmental document.

The Community Fuels Distribution Expansion project would not result in any potentially significant impacts to visual resources and aesthetics that were not addressed in the West Complex EIR.

REFERENCES

City of Stockton, 2007. *City of Stockton General Plan 2035 Goals and Policies Report*. Stockton, California. December, 2007.

Environmental Science Associates, 2004. *Port of Stockton West Complex Development Plan Final Environmental Impact Report*. Prepared by Environmental Science Associates in cooperation with Jones and Stokes Associates. May 2004.

2.2. AGRICULTURE AND FORESTRY

The following analysis considers whether the expansion project would result in any new potentially significant impacts to agriculture or forestry.

Agricultural and Forestry Setting

The West Complex EIR identified 435 acres of agricultural land south of Fyffe Avenue. No other agricultural land exists at the West Complex. Fyffe Avenue is one-half of a mile south of the proposed project site. Thus, none of the regulatory policies intended for the protection of agricultural land apply to the development of the proposed project. The project site is not under Williamson Act Contract.

Forest land is not present at the site.

Impacts of Community Fuels Expansion Project

With no agricultural land at or adjacent to the site, the proposed expansion project has no potential impacts on agriculture.

The Community Fuels Biodiesel Distribution Expansion project would not result in any potentially significant impacts to agricultural resources that were not addressed in the West Complex EIR.

REFERENCES

City of Stockton, 2007. *City of Stockton General Plan 2035 Goals and Policies Report*. Stockton, California. December, 2007.

Environmental Science Associates, 2004. *Port of Stockton West Complex Development Plan Final Environmental Impact Report*. Prepared by Environmental Science Associates in cooperation with Jones and Stokes Associates. May 2004.

2.3. AIR QUALITY

The following analysis considers whether the proposed expansion project would result in any new potentially significant impacts to air quality.

Air Quality Setting

The West Complex EIR describes the air quality setting of the San Joaquin Valley Air Basin (SJVAB), which is bordered by mountains on the south, east, and west and is susceptible to the build-up of air pollutants.

Since certification of the West Complex EIR, the air quality in the basin has improved, but applicable air quality standards have changed, as have the designations of attainment status. Table 2.3-1 presents the air pollutant data from the Stockton air quality monitoring station at Hazelton Street. Since certification of the West Complex EIR, SJVAB has been reclassified from severe nonattainment to extreme nonattainment for national ozone standards. The air basin gained attainment status for the national PM₁₀ standard, but was classified as an extreme nonattainment district for PM_{2.5}. The national one-hour ozone standard was revoked 2005, the national annual PM₁₀ standard was revoked in 2006, the national

eight-hour ozone standard was reduced in 2007, and a new California eight-hour ozone standard took effect in 2006. The SJVAB continues to be an area of attainment for all other criteria pollutants, including carbon monoxide, sulfur dioxide, lead, and nitrogen oxide.

The annual number of days that ozone concentrations violated the one-hour state standard peaked in 1998. Based on data from 2005 through 2009, one-hour ozone concentrations in Stockton violated state ozone standards an average of 2.6 days per year, down from 4.5 days for the eight year period between 1996 and 2003 reported in the West Complex EIR. In 2006, however, California began implementing a new, 8 hour ozone standard. The air basin exceeded the standard on 21 days in 2006, but the exceedences dropped to an average of 5 days per year in 2007-2009. Background PM₁₀ concentrations in Stockton have exceeded state 24-hour average standards each year between 1996 and 2009. Over the 14 years from 1996 to 2009, the number of days above the state 24-hour standard peaked in 2001 at 64, and had a low of 17 days in 2003. In the five years from 2005 to 2009, the air basin was above the national 24-hour PM_{2.5} standard an average of 23 days per year.

The West Complex EIR identifies regulatory agencies and management plans designed to achieve attainment status, improve air quality, and reduce emissions from mobile and stationary sources. The nonattainment status of the basin for national and state ozone and PM₁₀ standards places restrictions on the amount of ozone precursors (nitrous oxides (NO_x) and reactive organic gases (ROGs)) and PM₁₀ emissions that can occur from stationary and indirect sources. The San Joaquin Valley Air Pollution Control District (SJVAPCD) is the local agency responsible for regulating emissions within the basin. The District has set a significance threshold of 10 tons per year for ozone precursors.

In 2004, the District amended its Regulation VIII dust control measures to include the Enhanced and Additional Control Measures for Construction Emissions of PM₁₀ previously considered optional mitigation by the SJVAPCD. The district has adopted the Indirect Source Review (ISR) Rule 9510 to assist the District in meeting its PM₁₀ and ozone emission reduction commitments through the regulation of mobile sources of emissions. Development projects that do not meet the emission reduction requirements of Rule 9510 are subject to an Off-site Emissions Reduction Fee. The proposed project is exempt from the ISR Rule under Section 4.4.3.8 of Rule 9510 because the Community Fuels facility has permits issued under New and Modified Stationary Source Review for its primary function of biodiesel production.

Table 2.3-1
SUMMARY OF STOCKTON AREA MONITORING DATA, 2001 - 2005

Pollutant	Averaging Time	Highest Pollutant Concentration ^a				
		2005	2006	2007	2008	2009
Ozone	1 hr (ppm) ^b	0.099	0.109	0.093	0.105	0.116
	8 hr (ppm)	0.086	0.092	0.081	0.09	0.096
PM ₁₀	24 hr (µg/m ³) ^b	84	85	75	105	58.8
	Annual Arithmetic Mean (µg/m ³)	29.8	33.3	27.7	31.1	23.6
PM _{2.5}	24 hr (µg/m ³)	70	53.3	66.8	91	56
	Annual Arithmetic Mean (µg/m ³)	12.4	13.4	13.4	14.3	13.3
	Standard	Days Over Standard				
Ozone	CA 1hr .09 ppm	3	6	0	2	2
	CA 8hr .07 ppm ^d	10 ^d	21	4	7	4
	US 8hr .075 ppm	1*	3*	0*	4	2
PM ₁₀	CA 24 hr 50 µg/m ^{3c}	46.5	62.9	23.5	48.6	18.2
	US 24 hr 150 µg/m ^{3c}	0	0	0	0	0
PM _{2.5}	US 24 hr 35 µg/m ³	14.8	20.8	34.1	27.7	15.9

^a Data was collected at the Hazelton Street monitoring station.

^b ppm=parts per million; µg/m³=micrograms per cubic meter

^c PM10 is measured for 24 hours every sixth day of the year.

^d The California Air Resources Board state 8-hour standard only became effective in 2006.

* Number of days above the previous 1997 standard of .08 ppm

Source: California Air Resources Board, Air Quality Data Statistics (<http://www.arb.ca.gov/adam/>) and U.S. Environmental Protection Agency, National Ambient Air Quality Standards (NAAQS), (epa.gov/air/criteria.html) accessed November 2, 2010.

Impacts of Community Fuels Expansion Project

The proposed project would use standard construction equipment on up to 2.5 acres of land for two to three months and would implement dust control measures pursuant to the SJVAPCD's Regulation VIII requirements as identified in applicable mitigation measures.

Additional operations due to the expansion would be limited to loading and unloading, storage, and purification of biodiesel. Biodiesel is not a significant source of ROG emissions because it has a very low vapor pressure and thus does not volatilize easily. Indirect sources of emissions would include vehicle, shipping and rail traffic.

Construction-Related Impacts

The West Complex EIR analyzed potential construction related dust and exhaust emissions based on conformance with SJVAPCD Regulation VIII dust control measures. The analysis also used a program developed by the Sacramento Metropolitan Air Quality Management

District (SMAQMD) to calculate daily dust and exhaust emissions for anticipated construction projects at the West Complex. Emissions estimates were based on the use of typical construction equipment, including: stationary and mobile gas powered equipment, tractors, crushers, scrapers, trenchers, and surfacing equipment. The West Complex found that increases in fugitive dust, ROG, and NO_x from construction would fall below SJVAPCD significant levels and that fugitive dust would be a less than significant potential impact with the implementation of mitigation measures.

To limit fugitive dust and PM₁₀ exhaust emissions, the proposed project would comply with mitigation measures MM 4.4.1 and 4.4.2. In compliance with MM 4.4.1 d, the Port determined that SJVAPD Construction Equipment Mitigation Measures for exhaust emissions control would be feasible and appropriate for the proposed project. These measures consist of the use of alternative fuels, technologies, or equipment that reduces construction exhaust emissions and activity management plans that reduce short term emissions impacts. All construction equipment for the proposed project would be post-1985 models and use 5 percent biodiesel blended diesel fuel (B5). The use of B5 in construction equipment would reduce emissions of ROGs and PM, but would not reduce emission of NO_x. To the extent practicable, fossil-fueled equipment would be replaced with electrically driven equipment to reduce NO_x emissions. The short construction schedule and limited use of each piece of diesel equipment reduces the feasibility of installing particulate traps on existing diesel-driven equipment or using new alternative technologies for the proposed construction activities.

Construction would require one grader, one backhoe, one forklift, one crane, and one paver and would occur during two to three months over a period of three years. Point Impact Analysis, using URBEMIS 2007 v 9.2.4, estimated that construction equipment would result in 0.61 tons NO_x and 0.05 tons ROG, well below the 10 ton per year significance threshold for these pollutants.

Operation-Related Impacts

The proposed project would result in operational emissions from motor vehicles, yard equipment, rail traffic, and area sources. The proposed project would develop two acres of land and result in up to 72 vehicle trips per day (for the 15 employees and 21 tank trucks) and 10 rail car per day for import and delivery. Community fuels would hire 20 additional on-site employees, but only 15 would work at the site in any one day. Point Impact Analysis used standard URBEMIS assumptions to estimate emissions from additional worker commutes. Rail cars would add to trains already serving the port and thus the proposed project would not be likely to result in additional train trips, but the Central California Traction still needs to review the project. The project does not plan to use of yard equipment, but if required would be well within the operating conditions analyzed in the EIR.

In order to reduce vehicle emissions, the proposed expansion would comply with the Travel Demand Management Plan and Truck Driver Information and Heavy Duty Vehicle Education programs and additional programs identified in mitigation measures 4.3.1 and 4.4.2a-d. Trucks would also comply with the California Air Resources Board (CARB) In-Use On-Road Diesel Vehicle rule.

The West Complex EIR considered the operations-based impact of criteria air pollutants from increased area sources, trucks, vehicles, yard equipment, and maritime and rail activity and found resultant impacts to air quality to be significant and unavoidable despite mitigation. The EIR analysis assumed 897 acres of build out space at the West Complex for area source emissions, 51,319 additional vehicle trips per day for traffic emissions, an increase in rail usage from 12 to 20 trains per month, and an increase in marine vessel calls at the Port from 20 to 150 calls per year. Ten pieces of yard equipment each operating 105 days per year were also assumed in the operational emissions estimate. The EIR estimated and considered that build-out of the West Complex would result in a net increase of 39.1 tons per year ROG, 391 tons per year NO_x, and 33.6 tons per year PM₁₀. Since the EIR was certified, the Port has approved several projects, including Lowe's Flatbed Distribution Center, Ferguson enterprises Distribution Center, the Yara Fertilizer Storage Project, relocated rebar operations, and the Community Fuels production plant. After deducting for the maximum emissions from these approved projects, there are still 27.1 tons per year ROG, 339.8 tons per year NO_x, and 28.77 tons per year PM₁₀ evaluated under West Complex EIR and available for future projects (US Gypsum DEIR, Table 3.3-2). In other words, the West Complex has only reached 14-31% of the total air emissions considered in the EIR.

Transportation of biodiesel to and from Community Fuels would result in emissions of criteria air pollutants within and outside of the San Joaquin Valley Air Basin. This analysis, however, focuses on quantification of emissions within the air basin in order to demonstrate compliance with SJVAPCD regulations. The worst case scenario emissions estimates assume that biodiesel would arrive at Community Fuels by rail from the Midwest and the Gulf Coast (traveling 15 miles each way within the basin) and be distributed by truck and rail to local and regional markets, as well as to the Port of Oakland where it would be shipped overseas. Point Impact Analysis used EMFAC 2007, version 2.3 and URBEMIS 2007, version 9.2.4, to estimate delivery emissions assuming 8 railcars bringing biodiesel to Community Fuels, and 2 railcars and 21 trucks delivering biodiesel from Community Fuels per day. Point Impact Analysis used EMFAC trucking emissions factors and railcar emissions factors from EPA to calculate emissions. Emissions calculations also assume the following:

- Railcar deliveries to Community Fuels would be 181 miles within California, 15 miles within the SJVAPCD basin.
- Local delivery trucks would average 200 miles round trip, with 38 miles within SJVAPCD basin.
- Rail car deliveries to wholesalers would average 331 miles, with 143 miles of each trip within SJVAPCD basin. Community Fuels expects 50 percent of rail car deliveries to travel 270 miles one-way within the basin to southern California and return empty and 50 percent to travel 15 miles one way within the basin to deliver biodiesel to northern California, Nevada, Oregon, and Idaho and return empty.
- International deliveries would be trucked to the Port of Oakland and loaded onto container ships. Average round trip distance to the Port of Oakland is 146 miles, with 25 miles within SJVAPCD.

The table below shows the calculated operational emissions of the proposed project alongside estimated WCDP emissions for similar activities already considered.

Table 2.3-2
COMMUNITY FUELS EXPANSION PROJECT OPERATIONAL EMISSIONS AND ESTIMATED WCDP EMISSIONS

	Emissions Source	Pollutant Emissions (tons per year)				
		ROG	NO _x	CO	SO _x	PM ₁₀
Expansion Project Emissions	Truck	0.81	12.72	4.40	0.01	0.06
	Commute	0.01	0.02	0.13	0.0	0.01
	Rail	0.26	7.1	0.7	0.43	0.18
Net WCDP Emissions Considered in EIR	Truck ^a	24.9	200	188	0.53	17.3
	Commute ^b	10.4	66.2	428	1.51	13.1
	Rail ^c	0.1	1.69	0.18	-0.03	0.04
Emissions from Approved Projects to Date	Passenger Vehicle and Truck ^d	3.09	46.3			3.22
WCDP Total Emissions Remaining for Mobile Sources^e		32.31	221.59	616.18	2.01	27.22
Project Total		1.08	19.84	5.23	0.44	0.25

a Table C-13 Updated West Complex Development Plan Truck Trip Emissions. Appendix C: Updated West Complex EIR Air Quality Emissions Estimates. (Appendix C) US Gypsum DEIR 2008

b Table C-7 Updated West Complex Development Plan Passenger Vehicle Emissions. Appendix C, US Gypsum DEIR 2008.

c Table C-43 Updated West Complex Development Plan Locomotive Emissions. Appendix C: Updated West Complex EIR Air Quality Emissions Estimates. Appendix C, US Gypsum DEIR 2008.

d Table 3.3-2 Emissions to Date from Approved WCDP Projects. US Gypsum DEIR, 2008.

e Net WCDP Emissions considered in EIR minus Emissions from Build-Out to Date

Emissions from truck deliveries and worker commutes resulting from the proposed project would be well within the emissions considered from these sources in the EIR. The combined emissions from approved projects to date and the proposed expansion would not exceed the emissions covered under the EIR. For rail deliveries, however, the West Complex EIR only considered emissions from rail traffic between the West Complex and the Burlington Northern and Santa Fe (BNSF) and Union Pacific (UP) rail yards three miles to the east of the Port. The proposed project would have rail deliveries over greater distances and result in more emissions within the air basin. Point Impact Analysis estimates that rail emissions of NO_x and ROG resulting from the project would be 7.1 tons per year and 0.26 tons per year respectively for the rail travel from within the basin boundaries. The additional NO_x and ROG emissions would be below the 10 tons per year significance threshold. Thus, rail deliveries would result in a less than significant increase in basin emissions.

Criteria Pollutants

The 2006 addendum considered emissions from stationary sources at the Community Fuels plant but did not include biodiesel storage tanks and biodiesel loading and unloading activities. Biodiesel, with a vapor pressure of less than 0.02 kilopascals, does not volatilize easily and thus storage, loading, and unloading activities are exempt from the SJVAPCD air permitting requirements and would contribute negligible emissions of ROGs.

The SJVAPCD has established significance thresholds for operational emissions of ROG and NO_x at 10 tons per year. Stationary source emissions of the proposed project would not exceed District significance thresholds established for ROGs and NO_x, and would, therefore, not be considered a new or substantially more severe significant impact.

The proposed project would also implement SJVAPD Construction Equipment Mitigation Measures in order to further reduce potential health impacts from diesel particulate.

Hazardous Air Pollutants

The proposed expansion would only involve increased storage and distribution of non-hazardous biodiesel and thus would not result in the emission of hazardous air pollutants.

The Community Fuels Biodiesel Production Facility project would not result in any potentially significant air quality impacts not identified in the West Complex EIR.

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- LFR, Inc., 2006. Air Emission Estimates. March 30, 2006.

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2.4. BIOLOGICAL RESOURCES

The following analysis considers whether the expansion project would result in any new potentially significant impacts to biological resources.

Biological Setting

The West Complex EIR describes the biologic setting at the complex, formerly Rough and Ready Island. Wildlife habitats on the island were categorized according to the California Department of Fish and Game's (CDFG's) Guide to Wildlife Habitats. The proposed expansion would occur on lands classified as Industrial and Urban in the West Complex EIR. The expansion site consists of 2.5 acres of annual grasslands west of the warehouse. The West Complex EIR described annual grasslands as ruderal and dominated by exotic species such as orchard grass (*Dactylis glomerata*), Johnson grass (*Sorghum halepense*), and yellow thistle (*Centaurea solstitialis*). Agencies with jurisdiction over special status habitats, plant, and wildlife species are discussed in the West Complex EIR. The San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) designates the area as urban and industrial.

Impacts of Community Fuels Expansion Project

The West Complex EIR determined construction activities and project operations in the West Complex could potentially result in direct and indirect adverse impacts to "waters of the United States," special-status species covered under the SJMSCP, and special-status species not covered under the SJMSCP. To mitigate these impacts, the West Complex EIR required pre-construction surveys to identify any jurisdictional "waters of the United States" and special-status habitat or plant and wildlife species occurring within the vicinity of proposed projects at the West Complex.

Michael Marangio, a biologist with over 20 years of experience, performed a pre-construction biological resources survey for the proposed project. The assessment included a search of the CDFG California Natural Diversity Database (CNDDDB) for both the Stockton West and

Holt USGS 7.5 topographic quadrangles and a site visit to evaluate the presence of potential “waters of the United States” and identify special-status habitat or plant and wildlife species pursuant to MM 4.8.2b and 4.8.3.

Impacts to Waters of the United States

The proposed project would not affect jurisdictional “waters of the United States.” A historic, rock-lined drainage ditch exists along the northwestern boundary of the proposed lease. This ditch is part of a larger drainage system that drains to a pump station at the perimeter levee on the southwest side of the island. Discharges from drainage ditches at the West Complex are retained, tested, and then pumped over the levee into Burns’ Cutoff under National Pollutant Discharge Elimination System (NPDES) Permit # CA-S0084077. The drainage ditch lacks a defined bed and bank and ordinary high water mark necessary to qualify for U.S. Army Corps of Engineers (USACE) jurisdiction. The Jurisdictional Wetlands Delineation Report performed for the Navy transfer EA found that the man-made ditches were not subject to regulation under Section 404 of the Clean Water Act.

Although no jurisdictional waters exist at the proposed site, construction activities would be required to reduce the potential for impacts to overall water quality through implementation of the Hydrology and Water Quality MM 4.7.1 and 4.7.2, and Hazards and Hazardous Materials MM 4.11.3. In addition, potential use of barges for distribution of biodiesel could impact aquatic special status species. The West Complex EIR, however, addressed this impact and found it potentially significant and unavoidable. Since the potential increase in barge use would be within the scope of the West Complex EIR, this would not be a new potentially significant impact.

Impacts to Special-Status Habitat, Plant, or Wildlife Species

The project site contains 2.5 acres of heavily disturbed grassland, in general containing ruderal (weedy) non-native grassland habitat that provides very low quality habitat for wildlife. Non-native black locust (*Robinia pseudoacacia*) trees have been planted on portions of the property. Other plants identified on the field survey include bull thistle (*Cirsium vulgare*), stinkwort (*Dittrichia graveolens*), cheeseweed (*Malva parviflora*), and bristly ox-tongue (*Helminthotheca echioides*).

No sensitive plants or suitable habitat for sensitive plants, including soft birds beak (*Cordylanthus mollis mollis*) and round-leaved filaree (*Erodium macrophyllum*) were observed in or adjacent to the site during the pre-construction survey.

Based on the distribution of regional occurrences, habitat suitability, and field observations, the likelihood of occurrence of listed, candidate and other sensitive wildlife species in the project site is generally considered low. Sensitive wildlife species with the potential to occur at or near the site include state threatened Swainson’s hawk (*Buteo Swainsoni*).

The proposed project site and immediate surroundings do not contain any active nests of special status wildlife species. Evaluations of other projects at the West Complex have identified potential to impact burrowing owls. Due to the highly disturbed nature of the site, the present and historical absence of active burrowing owl nests at the site, and the scarcity

of ground squirrel burrows that could be considered nesting habitat, the biologist concluded that burrowing owls are not expected on the site and do not require a habitat buffer.

Historically, Swainson's hawks have nested within the greater project vicinity and the project site contains habitat that may be used for nesting by Swainson's hawks in the future. The West Complex EIR considered adverse impacts to potential special-status species in Impact 4.8.2 and found that appropriate mitigation in accordance with MM 4.8.2 may include, but would not be limited to, the following:

- Specified construction timing to avoid impacts to breeding birds
- Construction monitoring by a qualified biologist
- Maintain buffers from affected species

The biological report recommends in MM 4.8.2 that all project construction within 250 ft of potential nesting trees would be done between August 31 and February 1, avoiding the general avian nesting season, and if construction activities are planned within 250 ft of trees between February 1 and August 31, the Port shall have a pre-construction survey for nesting Swainson's hawk or other migratory birds conducted 48 hours prior to the installation. If nesting activity is detected, a 250 ft setback from the tree shall be maintained until the young fledge (leave the nest).

These measures would reduce impacts to special-status species to a less than significant level, and Community Fuels has incorporated these measures into its plans.

No heritage trees exist at the proposed site. Operation of the project is unlikely to result in increased maritime activity at the Port. The proposed project, therefore, would not result in impacts to heritage trees or sensitive natural communities of the Sacramento San Joaquin Delta.

The Community Fuels Distribution Expansion project would not result in any potentially significant impacts to biological resources not identified in the West Complex EIR.

REFERENCES

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2.5. CULTURAL RESOURCES

The following analysis considers whether the expansion project would result in any new potentially significant impacts to cultural resources.

Cultural Setting

The West Complex EIR describes the prehistoric context, ethnographic setting, and historic setting of the West Complex, formerly Rough and Ready Island.

The West Complex was the Naval Supply Annex (NSA) Stockton and has been determined a National Register of Historic Places (NRHP) eligible district. The Navy prepared a Historic and Archeological Resources Protection (HARP) plan in 1995 and the State Historic Preservation Office (SHPO) concurred with the eligibility determination for the NAS in 1996. The Navy completed the Historic American Building Survey (HABS), documenting the potential loss of historic properties and the National Parks Service accepted the HABS in 1998.

The West Complex EIR and the Archaeological Sensitivity Review for NSA Stockton found a low potential for subsurface prehistoric cultural resources. No other listed, determined eligible, pending, or known historic properties on local, regional, state, and federal lists, inventories, and/or registers are located in or adjacent to the project area. No known prehistoric, ethnographic, or contemporary Native American resources, including villages, known trails, or sacred places.

Impacts of Community Fuels Expansion Project

The proposed expansion would subject the yard adjacent to the Warehouse #809 and Warehouse #810 to minor grading and pavement of some areas, would install various project components in the yard, and would re-route the rail spurs.

Impacts to Unknown Cultural Resources

Although no archaeological or prehistoric resources are known to exist at the Community Fuels site, earthmoving and excavation has the potential to encounter unknown resources. The West Complex EIR Impact 4.9.01 addressed the impacts to unknown cultural resources as potentially significant.

The Community Fuels expansion project is subject to West Complex MM 4.9.1 that includes halting work if cultural resources or human remains are found and contacting the appropriate authorities. Implementation of MM 4.9.1 during construction would reduce potential impacts to a less than significant level.

Impacts to Historic Resources

The West Complex EIR addressed impacts to the NSA Stockton historic district in Impact 4.9.2 and found that no mitigation beyond recordation is available. The completion of the HARP and the HABS documentation (JRP 1997) constitute recordation of the resources within the West Complex. The proposed expansion project would not result in a significant new or substantially more severe impact than previously considered.

The Community Fuels Distribution Expansion project would not result in any potentially significant impacts to cultural resources that were not addressed in the West Complex EIR.

REFERENCES

- Basin Research Associates, 2006. *Community Fuels Biodiesel Production Facility Memorandum*. June 9, 2006
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- Uribe and Associates, 1996. *Historic and Archaeological Resources Protection Plan for the Naval Communication Station, Stockton, California*. Prepared for Engineering Field Activity, West, Naval Facilities Engineering Command, San Bruno, CA.

2.6. GEOLOGY AND SOILS

The following analysis considers whether the expansion project would result in any new potentially significant impacts to geology and soils.

Geology and Soils Environment

The West Complex EIR describes the geologic setting of Rough and Ready Island. Seismic hazards at the site are those typical for the Central Valley. Stockton is located in Seismic Zone 3 and would be subject to ground shaking. The project is not located in an Alquist-Priolo delineated fault zone. The nearest active fault is the Greenville Fault, located approximately 26 miles west of the project site. The maximum moment magnitude of an earthquake on the Greenville Fault is estimated to be 6.0. Peak ground accelerations in the Stockton region could range from 0.20 g to 0.30 g (Peterson, et. al, 1999). The presence of fill materials and the potential for ground shaking provide conditions typical of liquefaction and settlement hazards. The project is not susceptible to landslides due to the site's flat relief, and is not located in an area of subsidence. The West Complex EIR identified the soil map unit for the proposed project site as Egbert-Urban land complex, 0-2% slope. This soil unit has a high shrink-swell potential and a moderate susceptibility to erosion.

Impacts of Community Fuels Expansion Project

The Community Fuels expansion project would be located in the West Complex and would be subject to the geotechnical and soils hazards considered in the West Complex EIR.

Site-Specific Geotechnical and Soils Hazards

The Community Fuels site is subject to ground shaking and contains expansive soils. Prior to design of the expansion facility foundations, Community Fuels would undertake the required studies for identification of site-specific geotechnical, seismic, and soils hazards and would incorporate the recommendations developed from these studies into the project design. The new structures would be built in conformity with Zone 3 seismic requirements of the California

Uniform Building Code. Local ordinances also required that foundations address the risk of expansive soils. Thus, as found in the West Complex EIR discussion of Impacts 4.6.1 and 4.6.2, the potential impacts from site specific geological and soils hazards, including seismically induced ground-shaking, would be less than significant.

Liquefaction, Settlement, and Levee Failure

The Community Fuels site would be subject to liquefaction, differential settlement and potential inundation that would occur on Rough and Ready Island in the event of a levee failure due to seismic events. The West Complex EIR considered these impacts in Impact 4.6.3. The impacts of liquefaction and differential settlement at the Community Fuels site would be addressed in the site-specific geotechnical analysis required by the City. MM 4.6.3 requires the Port maintain an annual levee-monitoring and inspection program and reinforce the structural integrity of the perimeter levee, if needed. The Port of Stockton is implementing the annual levee-monitoring and inspection program, which reduces the risk of levee failure to less than significant levels.

Levee Bank and Surface Erosion

Construction of the proposed project would disturb up to 2.5 acres of undeveloped land on flat terrain and would have little potential to increase soil entrainment, surface water runoff, erosion, and sedimentation of surface waters. West Complex EIR Impact 4.6.4 considered levee bank and surface erosion. City policies require best management practices (BMPs) during construction activities to reduce the potential for soil erosion. The project would also be subject to National Pollutant Discharge Elimination System (NPDES) requirements for stormwater and would require that the existing Community Fuels NPDES permit be updated. To further reduce the potential for soil erosion to a less than significant level, the West Complex EIR mitigation measures 4.7.1 and 4.7.3b would apply to the proposed project. With the implementation of these mitigation measures, the impacts to levee bank and soil erosion would be reduced to a less than significant level.

The Community Fuels Biodiesel Distribution Expansion project would not result in any potentially significant geology and soils impacts that were not identified in the West Complex EIR.

REFERENCES

- City of Stockton, 2007. *City of Stockton General Plan 2035 Goals and Policies Report*. Stockton, California. December, 2007.
- Environmental Science Associates, 2004. *Port of Stockton West Complex Development Plan Final Environmental Impact Report*. Prepared by Environmental Science Associates in cooperation with Jones and Stokes Associates. May 2004.
- Peterson, et.al, 1999. *Seismic Shaking Hazard Map for California*. California Division of Mines and Geology.

2.7. GREENHOUSE GAS EMISSIONS

The following analysis considers whether the expansion project would result in any new potentially significant impacts to greenhouse gas (GHG) emissions.

Greenhouse gas emissions setting

Assembly Bill 32 (AB 32), the *California Global Warming Solutions Act of 2006* requires reduction of greenhouse gas emissions in California to 1990 levels by 2020 in order to reduce potential climate change impacts, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health. Current projections estimate that business-as-usual GHG emissions in California (without implementation of AB 32) would be 507 million metric tons (MMT) of carbon dioxide equivalent (CO₂e) in 2020. Pursuant to AB 32, CARB approved a statewide emissions limit that calls for the state to reduce GHG emissions to 1990 levels by 2020, from 478 MMTCO₂e in 2008 to 427 MMTCO₂e by 2020 (CARB, 2010). Local and regional agencies are responsible for contributing to the reduction goal through the implementation of significance thresholds and action plans. The SJVAPCD has established a Climate Change Action Program and requires that new projects implement best performance standards or demonstrate a 29 percent reduction in GHG emissions from business-as-usual in order to have a less than cumulatively significant impact (SJVAPCD 2010). The South Coast Air Quality Management District (SCAQMD) has also established a significance threshold requiring compliance with a local GHG reduction plan or 90 percent capture of emissions (SCAQMD 2008). Additionally, the City of Stockton has established an interim GHG emission reduction target of 28.7% from 2020 business as usual estimated emissions (Stockton City Council 2009).

In February 2010, the Office of Administrative Law approved amendments to CEQA Guidelines to address GHG emissions (OPR 2010). The amendments, which took effect in March 2010, require CEQA analysis to quantify the amount of GHG emissions that would result from a proposed project, to the extent feasible, and evaluate the potential impact of those emissions. Lead agencies must assess potential impacts of a project from GHG emissions by determining whether they exceed any applicable significance threshold, and evaluating the extent to which the project would increase or reduce emissions compared to the existing setting and comply with statewide, local, or regional plans to reduce or mitigate GHG emissions (§15064.4 CEQA Guidelines 2010).

Impacts of Community Fuels Expansion Project

The proposed expansion project would emit GHGs during construction and operation but would result in a net decrease in GHG emissions by facilitating the adoption of biodiesel fuel and thereby displacing petroleum diesel emissions. The proposed project would involve standard construction equipment during two to three months of work and would result in 20 permanent onsite jobs. Worker vehicle trips and operation of equipment during construction would result in emissions of 82.3 tons of CO₂e.

Though transportation of biodiesel to and from Community Fuels would result in emissions of GHGs both within and outside of California, the following analysis focuses on a quantification of GHG emissions within the state to demonstrate compliance with the statewide GHG emissions cap established by AB 32. Worst case emissions estimates assume that biodiesel would arrive at Community Fuels by rail from the Midwest and the Gulf Coast

and would then be distributed by truck, rail, and ship to local, regional, and international markets. Point Impact Analysis used CARB shipping emissions data, EPA railcar emissions data (EPA 1997), EMFAC 2007, version 2.3 and URBEMIS 2007, version 9.2.4, to estimate delivery emissions assuming 8 railcar deliveries of biodiesel to Community Fuels and 2 railcars, 21 trucks, and 2 shipping containers delivering biodiesel from Community Fuels per day. Point Impact Analysis used EMFAC trucking emissions factors, railcar emissions factors from EPA, and shipping emissions factors from CARB to calculate emissions. Emissions calculations also assume the following:

- Railcar deliveries to Community Fuels would be 181 miles within California, 15 miles within the SJVAPCD basin.
- Local delivery trucks would average 200 miles round trip, with 38 miles within SJVAPCD basin.
- Rail car deliveries to wholesalers would average 331 miles, with 143 miles of each trip within SJVAPCD basin. Community Fuels expects 50 percent of rail car deliveries to travel 270 miles one-way within the basin to southern California and return empty and 50 percent to travel 15 miles one way within the basin to deliver biodiesel to northern California, Nevada, Oregon, and Idaho and return empty.
- International deliveries would be trucked to the Port of Oakland and loaded onto container ships. Average round trip distance to the Port of Oakland is 146 miles, with 25 miles within SJVAPCD basin. Ocean Going Vessel emissions are calculated from the Port of Oakland to 24 nautical miles offshore. Ocean Going Vessel emissions are prorated assuming each ship holds 2,000 containers, with seven containers generated by this project.

Based on the above assumptions, Point Impact Analysis estimates that at full operation, the proposed project would result in emissions of up to 1,542 tons per year of CO₂e from delivery of biodiesel to the facility by rail, and up to 2,583 tons per year CO₂e from distribution of biodiesel from the facility by truck, rail, and ship for a total of up to 4,124 tons per year CO₂e. Over the 20-year lifetime of the project, maximum possible CO₂e emissions from biodiesel transportation would be 82,480 tons CO₂e.

CEQA guidelines require that lead agencies evaluate the potential net increase or reduction in GHG emissions that would result from the project and the extent to which the project would comply with applicable GHG reduction and mitigation plans, and determining whether emissions would exceed applicable significance thresholds.

The project would result in a net reduction of greenhouse gases because biodiesel supplied through Community Fuels would displace more carbon-intensive petroleum diesel. The carbon intensity of biodiesel depends on the feedstock used; biodiesel can be produced from cooking oil or soy bean oil and the resultant fuels have carbon intensities of 15.84 CO₂e per megajoule (gCO₂e/MJ) and 83.50 gCO₂e/MJ respectively. Biodiesel produces less gCO₂e/MJ of energy delivered than petroleum diesel (94.71 gCO₂e/MJ), therefore, any amount of petroleum diesel consumption displaced with biodiesel would result in a displacement of GHG emissions (CARB, 2009). Assuming maximum operation and assuming two thirds of the resulting displacement would occur in the state of California (Community Fuels plans to distribute 25% internationally; two thirds is a conservative estimate), the project would displace between 70,333 and 508,133 tons CO₂e per year and between 1.41 and 10.16 million tons CO₂e over the 20 year life of the project (American

Biodiesel, Inc., 2010). After considering emissions from delivering biodiesel, the project would still result in a net reduction of 66,209 to 504,009 tons CO₂e per year. After considering delivery and construction, the project would result in a net reduction of 1.32 to 10.08 million tons CO₂e over its lifetime.

Because the project would result in a net reduction of GHG emissions, it would comply with the California emissions cap established pursuant to AB 32, the SJVAPCD Climate Change Action Program, and the City of Stockton GHG reduction target. The proposed project would not be in conflict with the SCAQMD significance threshold. Therefore, the proposed project would not conflict or interfere with the implementation of statewide, local, or regional plans to reduce or mitigate GHG emissions and would not exceed applicable significance thresholds for GHG emissions.

The Community Fuels Distribution Expansion project would not result in any potentially significant impacts from greenhouse gas emissions. 3

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CARB (California Air Resources Board) 2010. *Greenhouse Gas Inventory—2020 Emissions Forecast*. October 29, 2010.

CARB (California Air Resources Board) 2010. *Trends in California Greenhouse Gas Emissions for 2000 to 2008-by Category as Defined in the Scoping Plan*. May 29, 2010.

CEQA Guidelines Amendments 2010. §15064.4 Determining the Significance of Impacts from Greenhouse Gas Emissions.

EPA (U.S. Environmental Protection Agency) 1997. Emission Factors for Locomotives, U.S. EPA 420-F-97-05, December 1997.

OPR (The Governor's Office of Planning and Outreach) 2010. CEQA Guidelines and Greenhouse Gases.

SCAPCD (South Coast Air Quality Management District) 2008. Board Meeting Agenda No. 31. Proposal: Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans. December 5, 2008.

2.8. HAZARDS AND HAZARDOUS MATERIALS

The following analysis considers whether the expansion project would result in any new potentially significant impacts from hazards and hazardous materials.

Hazards Setting

The West Complex is composed of industrial and commercial businesses, vacant warehouses and other former Navy buildings, agricultural land, and open space. Existing facilities at the complex currently handle large and small quantities of hazardous materials and wastes. The West Complex EIR used the CCR definition of hazardous materials and hazardous wastes. Several past and current releases of hazardous materials and petroleum products have occurred within the complex. The areas of concern were identified by the Navy in the Navy Transfer Property Environmental Assessment (EA) (1999).

The West Complex EIR identifies the agencies responsible for implementing hazardous materials and hazardous waste regulations. The San Joaquin County Public Health Services Environmental Health Division (SJCEHD) manages most of the hazardous materials regulation and enforcement. SJCEHD is the Certified Unified Program Agency (CUPA) for the Stockton area. The San Joaquin County Office of Emergency Services (SJCOES) coordinates planning and response to emergencies, which also improving incident notification procedures, providing training and equipment to safety personnel, and reviewing Business Plan and Hazardous Materials Management Plans.

Impacts of Community Fuels Expansion Project

The following describes the potential impact of the expansion project on hazards and hazardous materials.

Impacts of Construction on Contaminated Soils

On March 28, 2006, LFR Inc. completed a Phase 1 for the Community Fuels project site. The Phase 1 found that none of the areas identified in the EA were located in the vicinity of the proposed project site. The closest identified area was located approximately 1,000 feet northeast of the Community Fuels site. Hazardous wastes would not be disposed of as a result of construction or vacation of the Community Fuels site. The Phase 1 found that areas identified as having soil or groundwater contamination were located far enough from the Community Fuels site that the project would not disturb or interfere with the clean-up of those soils. Thus, West Complex EIR Impact 4.11.1 and 4.11.2 are not applicable to the proposed project.

Use and Storage of Hazardous Materials during Construction and Renovation

Project construction would result in the use and storage of hazardous materials such as gasoline and diesel fuels, oils, and solvents in the project area. West Complex EIR Impact 4.11.3 considered the impacts of use and storage of hazardous material during construction activities potentially significant.

Community Fuels would comply with MM 4.11.3 and follow local, state, and federal agency regulatory guidelines to decrease potential impacts from a hazardous materials release on employees and the environment. Community Fuels would run pipes above ground so that

leaks would be detected and repaired immediately. With implementation of these measures, the above impacts would be less than significant.

Damage to Overhead and Underground Utilities

Project construction activities could potentially damage utilities in the project area. West Complex EIR Impact 4.11.4 considered the impacts of construction activities on overhead and underground utilities potentially significant.

Community Fuels plans to conduct minor construction on site during two to three months over a period of three years. Any construction or grading of the lot would be completed with compliance with MM 4.11.4a-b reducing potential impacts to less than significant levels.

Hazardous Material and Waste Exposure to Individuals

The West Complex noted that a Hazardous Materials Business Plan would be prepared for each business using hazardous materials at the complex and the requirements for handling and storage of hazardous materials and hazardous waste. Based on these regulatory requirements, the West Complex EIR found this impact less than significant and that no mitigation was required.

The 2006 addendum evaluated the potential impact of hazardous material and hazardous waste from the Community Fuels biodiesel production facility. The addendum identified several hazardous materials and determined that the project would follow all applicable regulations and that the potential impact would thus be less than significant.

Of the hazardous materials evaluated in the 2006 addendum, the proposed expansion project involves only one of the least hazardous: biodiesel. Biodiesel is included on the California Accidental Release Program (CAL ARP) list. Biodiesel has a lower flash point than diesel and is rated as having a slight fire hazard. The transportation of biodiesel (methyl esters) is regulated by the Department of Transportation (DOT).

Community Fuels plans to construct biodiesel storage and distribution facilities in accordance with applicable federal, state and local laws and regulations. Community Fuels will amend the existing Hazardous Materials Business Plan and a Spill Prevention, Control and Countermeasure (SPCC) Plan to include the additional quantities of biodiesel and other hazardous materials of the proposed expansion. The project site would be maintained so as to reduce potential fire hazards. The project would not interfere with the implementation or adoption of the emergency response plan for the Port.

Asbestos and Lead Exposure Impacts

The proposed project would not require demolition of any existing structures, and only minor interior modifications would be made to Warehouse #809. Thus, the project does not have the potential to expose individuals to asbestos-containing dust or lead-based paint, and the EIR mitigation for this potential impact would not be needed for the proposed project.

The Community Fuels Biodiesel Distribution Expansion project would not result in any potentially significant impacts from hazards and hazardous material that were not addressed in the West Complex EIR.

REFERENCES

- BASF, 2005. *Material Safety Sheet-Methyl Oxide*. November 11, 2005.
- City of Stockton, 2007. *City of Stockton General Plan 2035 Goals and Policies Report*. Stockton, California. December, 2007.
- Darling International Inc., 1998. *Material Safety Data Sheet-Yellow Grease*. August 12, 1998.
- Environmental Science Associates, 2004. *Port of Stockton West Complex Development Plan Final Environmental Impact Report*. Prepared by Environmental Science Associates in cooperation with Jones and Stokes Associates. May 2004.
- La Chemical, 2002. *Material Safety Data Sheet-Methanol*. March 6, 2003
- LFR Inc., 2006. *Phase I Environmental Site Assessment Warehouse #809 Snedeker Avenue and Michelson Drive*. Prepared for Community Fuels. March, 2006.
- Mallinckrodt Baker, Inc., 2005. *Material Safety Data Sheet- Glycerol*. May 25, 2005.
- Mallinckrodt Baker, Inc., 2005. *Material Safety Data Sheet- Sulfuric Acid*. May 25, 2005.
- Parker, Sybil, 1984. *Chemical Terms*. McGraw-Hill, New York, 1985.

2.9. HYDROLOGY AND WATER QUALITY

The following analysis considers whether the project would result in any potentially new significant impacts to hydrology and water quality.

Hydrological Environment

The West Complex, located on Rough and Ready Island, is completely surrounded by water. The San Joaquin River is to the east, the Stockton DWSC to the north, and the Burns Cutoff to the south and west. Water levels in the San Joaquin River are subject to fluctuations in river flow and to tidal action from the San Francisco Bay.

The West Complex has commercial and light industrial tenants and natural, undeveloped areas. Storm water runoff is mostly managed through the use of open culverts and ditches, which drains to a pumping station located on the west side of the West Complex. An automated transfer pump pumps water from the station into the Burns Cutoff.

The proposed project site is not within the 100-year flood zone as mapped by the Federal Emergency Management Agency (FEMA) and is protected by levees. The West Complex is over 70 miles from the Pacific Ocean on flat terrain that has no potential for being inundated by a tsunami or mudflow. In the unlikely event that a seiche was to occur in the Stockton DWSC, the wave caused by such an event would not contribute to levee failure.

The Port has been issued a Municipal NPDES Permit by the Regional Water Quality Control Board (RWQCB) in addition to implementing a Storm Water Pollution Prevention

Plan (SWPPP) and a Port-wide Municipal Storm Water Management Program, which includes tenant involvement. Tenants must meet the minimum performance standards established in the Port's Municipal NPDES permit and SWPPP. Tenants are required to participate in the NPDES General Construction Permits for stormwater runoff associated with construction activity if construction disturbs one acre or more of land and a General Industrial Permit for discharges of stormwater associated with industrial activities.

Impacts of Community Fuels Expansion Project

The proposed Community Fuels expansion project could potentially affect local hydrology and water quality through construction activities, alterations to drainage patterns, stormwater runoff, accidental spills, and depletion of groundwater supplies.

Construction Activities

Construction on site may result in impacts to water quality through siltation, erosion, or accidental releases. West Complex EIR Impact 4.7.1 considered the impacts to water quality from construction activities. Earthmoving on site would occur on a flat area less than 2.5 acres in size while stormwater from the site would flow through Port drains to natural areas, resulting in potential impacts to water quality. The Community Fuels project would be subject to MM 4.7.1 and 4.11.3 in the West Complex EIR requiring implementation of BMPs to provide effective erosion and sediment control and spill control and containment. With these measures, impacts to water quality from siltation, erosion, and contaminant release would be less than significant.

Drainage

The operational phase of the Community Fuels project may impact water quality by increasing runoff from impervious surfaces. West Complex EIR Impacts 4.7.2 and 4.7.3 considered the impacts of development activities on drainage flow. The Community Fuels project would increase impervious surfaces on site, which would impact drainage patterns and increase drainage flows. However, the project would develop less than one acre of new impervious areas, which would not have a substantial effect on drainage flows in the approximately 1,472 acre (2.3 square mile) complex.

Community Fuels would have loading and unloading areas, which could result in the potential for oil, grease, and other contaminants in the stormwater discharges. The site would use containment and spill prevention measures to prevent contaminant release. The Port is responsible for reviewing and enforcing stormwater prevention plans for the project site, and Community Fuels would comply with the Port requirements.

MM 4.7.2 and 4.7.3a-b from the West Complex EIR are applicable to the Community Fuels project and involve the implementation of project specific drainage improvements if needed, minimization of pollutants entering the storm drain system, and implementation of BMPs to maximize stormwater quality. Through compliance with MM 4.7.2 and MM 4.7.3 a-b drainage impacts to water quality would be less than significant.

Accidental Spills

The proposed project would store biodiesel on site, and some accidental spills could occur during transfers from tank trucks and train cars. West Complex EIR Impact 4.7.5

considered the water quality impacts from fuel spills, releases of hazardous materials, and other contaminant-laden runoff. West Complex EIR MM 4.7.5c and 4.11.3 applicable to the Community Fuels project requires immediate clean-up of fuel spills or releases of hazardous materials and immediate control and containment of leaks and proper disposal of contaminated media.

Impacts to water quality due to fuel spills, release of hazardous materials, and other contaminant-laden runoff would be less than significant because the project site would have secondary containment for the new tanks stored on site sized to contain 110% of the largest tank and the storage tank areas would be paved. Additionally, the tank storage areas would have spill detection systems, and Community Fuels would design loading/unloading areas to assist in containing spills. With these project features and the required mitigation, the impacts of spills would be less than significant.

Groundwater Supplies

The Community Fuels expansion project would require an estimated 5,000 gallons of non-potable water during construction. The project would not consume potable groundwater from California Water Service Company (Cal Water).

The Community Fuels Biodiesel Distribution Expansion project would not result in any potentially significant hydrology and water quality impacts that were not addressed in the West Complex EIR.

REFERENCES

Environmental Science Associates, 2004. *Port of Stockton West Complex Development Plan Final Environmental Impact Report*. Prepared by Environmental Science Associates in cooperation with Jones and Stokes Associates. May 2004.

Port of Stockton, 2006. *Port of Stockton Storm Water Development Standards*. April 2006.

2.10. LAND USE AND PLANNING

The following analysis considers whether the expansion project would result in any new potentially significant impacts to land use and planning.

Land Use and Planning Environment

The West Complex EIR describes a number of existing land uses at the Port's West Complex, including warehousing, break-bulk, roll-on roll-off, agricultural land, and undeveloped land. In addition, a number of vacant structures associated with the former naval activities are located throughout the West Complex. Residential and recreational lands, including Stockton Country Club, Louis Park, and the Riviera Cliffs housing development are located to the north of the West Complex, across the Stockton DWSC. The City of Stockton Development Code classifies the West Complex as Port (PT). According to Stockton Municipal Code, the PT zoning designation is consistent with industrial land use and the West Complex Development Plan.

The San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) provides management strategies to balance development with open space conservation and the preservation of protected special status species. Participation in the plan is voluntary.

Impacts of Community Fuels Expansion Project

The Community Fuels expansion would be located in the West Complex. The West Complex is a planned industrial development area.

The Community Fuels addendum found that the Community Fuels Biodiesel plant would not conflict with the City's Development Code or the SJMSCP because the PT zoning designation permits biodiesel production as heavy manufacturing activity. The proposed expansion involves storage and distribution facilities. The PT zoning designation permits such storage and rail and truck loading and unloading.

The proposed Community Fuels Distribution Expansion project would not result in any new potentially significant land use impacts not previously addressed in the West Complex EIR.

REFERENCES

City of Stockton, 2007. *City of Stockton General Plan 2035 Goals and Policies Report*. Stockton, California. December, 2007.

City of Stockton, 2004. *Development Code*. August 2004

Environmental Science Associates, 2004. *Port of Stockton West Complex Development Plan Final Environmental Impact Report*. Prepared by Environmental Science Associates in cooperation with Jones and Stokes Associates. May 2004.

San Joaquin Council of Governments, 2000. *San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP)*. Stockton, CA.

2.11. MINERAL RESOURCES

The following analysis considers whether the expansion project would result in any new potentially significant impacts to mineral resources.

Mineral Resource Setting

The nearest significant resources in San Joaquin County are natural gas deposits extracted from production fields approximately two miles south and five miles west of the project area. No regulatory laws, policies, or significance criteria concerning mineral resources are applicable to the Community Fuels project.

Impacts of Community Fuels Expansion Project

The Community Fuels expansion project is located in an area of no significant mineral deposits (San Joaquin County, 1992). Access to areas of significant mineral deposits, including the natural gas and aggregate deposits mentioned above, would not be affected by the proposed project.

The Community Fuels Distribution Expansion project would not result in any potentially significant mineral resources impacts not previously addressed in the West Complex EIR.

REFERENCES

City of Stockton, 2007. *City of Stockton General Plan 2035 Goals and Policies Report*. Stockton, California. December, 2007.

Environmental Science Associates, 2004. *Port of Stockton West Complex Development Plan Final Environmental Impact Report*. Prepared by Environmental Science Associates in cooperation with Jones and Stokes Associates. May 2004.

San Joaquin County, 1992. *San Joaquin County General Plan 2010*. Adopted July 29, 1992.

2.12. NOISE

The following analysis considers whether the project would result in any potentially new significant impacts to the noise environment.

Noise Environment

Existing noise levels within the West Complex result from ship traffic, vehicular and truck traffic, rail activity, construction, and operation associated with current activity. The West Complex EIR identified sensitive receptors as the residential and recreational areas along the northeastern bank of the San Joaquin River in addition to the schools and hotels/motels located along roadways that provide access to and from the West Complex.

The City of Stockton's General Plan (2007) establishes a range of the "Normally Acceptable" decibel (dB) levels for the various land use categories. The General Plan standards require that commercial uses not generate noise exceeding 75 A-weighted decibels (dBA) day-night average sound level (Ldn)/ Community Noise Equivalent Level (CNEL) at the nearest property line and that industrial uses not generate noise exceeding 80 dBA Ldn/CNEL at the nearest property line. The General Plan restrictions also limit construction activities to the hours of 7 AM to 7 PM Monday through Saturday with no construction on Sundays or national holidays. The West Complex EIR found that residents north of the San Joaquin River and along access routes sometimes experience noise levels above Stockton's noise guidelines.

The City of Stockton Noise Ordinance requires that new or expanded transportation-related project mitigate their noise levels so that the resulting noise does not exceed 65 Ldn dB outdoors and 45 Ldn dB indoors for noise-sensitive land uses. The Noise Ordinance also requires that new or expanded commercial, industrial, or other land-use related noise sources mitigate their noise levels so that the resulting noise does not exceed an hourly equivalent sound level (Leq) to 55 dB from 7 AM to 10 PM and 45 dB from 10 PM to 7 AM or a maximum sound level (Lmax) of 75 dB from 7 AM to 10 PM and 65 dB from 10 PM to 7 AM as measured at the property line of the noise-sensitive land use.

The West Complex is not located within an airport land use plan, within two miles of a public airport or public use airport, or within the vicinity of a private airstrip.

Impacts of Community Fuels Expansion Project

The proposed Community Fuels expansion would be located in the West Complex Marine Terminal on the western portion of the complex adjacent to Warehouse #809 or #810, approximately 2,500 feet from the closest residence, 2,300 feet from the nearest golf course (the Stockton Country Club), and 4,200 feet from the nearest recreational park (Louis Park). The distance to the nearest residences not shielded by other buildings is more than 3,000 feet. Project-related noise sources include construction-related activities, operations at the site, and rail and truck traffic bringing feedstocks and products to and from the site.

Construction-Related Impacts

Construction of the expansion project would result in a temporary increase in noise levels in the project area. Community Fuels anticipates a construction period of no greater than three months. During that period, various pieces of equipment would be used for construction of the upgraded tank truck and rail car loading apparatus, equipment to blend red dye into fuel intended for off-road use, two 250,000-gallon tanks for biodiesel storage, automated pressure filtration system to purify biodiesel enclosed in the production facility, and new pipes that connect the indoor purification system to the outdoor rail unloading and storage tanks. The type of machinery and construction activities would be consistent with those addressed in the West Complex EIR. The combined noise from construction would cause a noisiest hour reference level of 92 dBA Leq at a reference distance of 50 feet. The noise level at the nearest residences would be less than 55 dBA Leq, which is less than the significance levels for these areas.

The West Complex EIR Impact 4.5.1 considered the temporary and intermittent noise impacts of construction activities. West Complex EIR MM 4.5.1.b is applicable to the proposed project and would require that Community Fuels muffle and shield intakes and exhaust on construction equipment and shroud or shield impact tools. Community Fuels would also comply with the Stockton General Plan to limit construction activities to the hours of 7:00 AM to 7:00 PM Monday through Saturday. Through the incorporation of these measures, construction generated noise from the Community Fuels project would have a less than significant impact.

Construction-related material haul trips and commute vehicles for up to 15 workers could temporarily increase noise levels along travel/access routes. The additional traffic during construction of the expansion project would not result in a substantial temporary or periodic increase in periodic noise levels existing without the project and would not be considered significant.

Operational Impacts

The expansion project would not result in a measurable increase in ambient noise levels above current existing levels in the project area; however, the proposed expansion would increase frequency of noise levels from increased loading/unloading operations and barge traffic. Fuel storage, filtration, and piping would not substantially increase noise levels above levels already experienced from the existing Community Fuels project. The nearest sensitive receivers are located more than 2,000 feet from the project site and are shielded by existing warehouse buildings. All sources of noise at the project site would be below existing ambient noise levels at the nearest residential receptors during the daytime and the nighttime and would not cause a measurable change in the noise levels at the sensitive receptors.

The West Complex EIR addressed increases in ambient noise levels from Port operations. No West Complex EIR noise mitigation measures are applicable to the operation of the Community Fuels expansion project. Operational noise at the Community Fuels expansion project site would have a less than significant impact.

Additional Traffic Noise

The project would increase traffic-related noise on roads leading into the West Complex during operation. The West Complex EIR identified impacts of increased traffic noise at sensitive receptor locations as significant and unavoidable.

The proposed project would result in up to 72 total vehicle trips per day (42 truck trips and 30 passenger vehicle trips) creating approximately 10 AM and 10 PM peak hour vehicle trips during project operation, assuming that no more than five delivery trucks arrive and depart during commute hours and a five employee shift change. Passenger vehicles for the additional workers coming to and from the Community Fuels site would use either the Port of Stockton Expressway or Navy Drive Bridges to access the West Complex. Pursuant to MM 4.3.2 (Section 2.15 Traffic and Transportation) and as required by the State Lands Commission in its lease for construction of Daggett Road Bridge, all truck traffic would use Daggett Road Bridge for access to the West Complex.

Current traffic volumes have not increased by 100% at any sensitive receptor locations along Washington Street, Fresno Avenue, or Navy Drive since certification of the West Complex EIR (Section 2.15 Transportation and Circulation). The proposed project would add approximately 10 AM and 10 PM peak hour vehicle trips to total traffic volumes. These trips would be distributed over Fresno Avenue, Washington Street, Navy Drive, and 8th Street and would not impact any one segment. The addition of 10 AM and 10 PM peak hour vehicle trips would not result in a doubling of traffic at sensitive receptor locations identified in the West Complex EIR.

The Community Fuels Biodiesel Distribution Expansion project would not result in any potentially significant noise impacts that were not addressed in the West Complex EIR.

REFERENCES

City of Stockton, 2007. *City of Stockton General Plan 2035 Goals and Policies Report*. Stockton, California. December, 2007.

Environmental Science Associates, 2004. *Port of Stockton West Complex Development Plan Final Environmental Impact Report*. Prepared by Environmental Science Associates in cooperation with Jones and Stokes Associates. May 2004.

2.13. POPULATION AND HOUSING

The following section identifies the impact of the Community Fuels Expansion Project on population and housing.

Population and Housing Setting

The West Complex EIR estimated that full development of projects and activities in the West Complex would generate more than 15,000 direct jobs and other indirect and induced jobs. A number of urbanized areas of San Joaquin County with high rates of unemployment are in close proximity to the West Complex, and an ample supply of available workers live within a reasonable commute distance of the Port. The West Complex EIR found that additional employment would not have adverse impacts to population and housing in the area and that the impacts would, in fact, be beneficial. The current population in Stockton is 322,462 (California Department of Finance, 2005). Unemployment rates and housing foreclosures have increased in the Stockton area since the Port certified the West Complex EIR, and this finding is still relevant to the current conditions. The unemployment rate almost doubled from 8.8% in June 2004 when the Port certified the West Complex EIR to 16.6% in September 2010 (BLS 2010).

Impacts of Community Fuels Expansion Project

Community Fuels anticipates that the proposed expansion would directly create 20 permanent jobs at the site and up to 15 construction jobs at the site and additional jobs at tank fabrication location, for a 50 direct construction jobs. According to the Economic Policy Institute, every one manufacturing job creates 2.9 indirect jobs and every new construction job creates 1.9 indirect jobs. Based on these multipliers, Community Fuels anticipates that the proposed expansion project will result in 153 indirect jobs.

The construction and operation of the Community Fuels expansion project would not result in a significant adverse impact on population or housing. The addition of 50 construction workers and up to 20 permanent employees on site due to the expansion, many whom would already live in Stockton and surrounding areas, would not have a significant impact on population growth in the area. The project is located in a light industrial setting and would not displace existing housing or people or necessitate the construction of replacement housing elsewhere.

The Community Fuels Biodiesel Distribution Expansion project would not result in any potentially significant population or housing impacts not addressed in the West Complex EIR.

REFERENCES

BLS (Bureau of Labor Statistics), 2010. Economy at a Glance: Stockton, CA.
http://www.bls.gov/eag/eag.ca_stockton_msa.htm. Accessed November 3, 2010.

California Department of Finance, 2005. 2005 Estimates.
<http://www.stocktongov.com/EconDev/pages/population.cfm>. Accessed November 3, 2010.

City of Stockton, 2007. *City of Stockton General Plan 2035 Goals and Policies Report*.
 Stockton, California. December 2007.

Environmental Science Associates, 2004. *Port of Stockton West Complex Development Plan Final Environmental Impact Report*. Prepared by Environmental Science Associates in cooperation with Jones and Stokes Associates. May 2004.

San Joaquin Council of Governments, 2006. San Joaquin County Land Use Projections January 2002. www.sjcog.org. Accessed May 23, 2006.

State of California, 2006. Department of Finance-Official Web Site. www.dof.ca.gov. Accessed May 23, 2006.

2.14. PUBLIC SERVICES

The following section identifies the impact of the Community Fuels Expansion Project on public services.

Public Services Setting

The West Complex EIR identified the existing public services provided by the City of Stockton, including fire and police protection, emergency medical response, public parks and recreation, and public schools. In addition to the police, fire, and medical services provided by the City of Stockton, the Port maintains an independent police force providing 24-hour port-security and has established guard gates and other security measures required by the Department of Home Land Security.

The Port also provides fire protection water through its existing on site non-potable water system. In addition, Fire Station 1, located approximately 3.5 miles southeast of project, can provide fire protection and emergency hazardous, medical, and water rescue response teams to the West Complex.

Impacts of Community Fuels Expansion Project

The Community Fuels expansion project would not require new or expanded police or fire protection services, would not increase the demand for schools, parks, or other public facilities, and would rely on the existing non-potable water system at the Port for fire protection. The project would not increase local population estimates, and the additional biodiesel has a slight fire hazard (Cargill, 2009; Marathon, 2005). The improvements to the firewater system addressed in the West Complex EIR have been implemented, and the Port's Fire Marshall has inspected the non-potable water system at Warehouse #809 and determined water supply and flow rates to be adequate.

The Community Fuels Distribution Expansion project would not result in any potentially significant public services impacts not addressed in the West Complex EIR.

REFERENCES

Cargill, 2009. *Material Safety Data Sheet Soybean Oil*. September 30, 2009.

City of Stockton, 2007. *City of Stockton General Plan 2035 Goals and Policies Report*. Stockton, California. December 2007.

Environmental Science Associates, 2004. *Port of Stockton West Complex Development Plan Final Environmental Impact Report*. Prepared by Environmental Science Associates in cooperation with Jones and Stokes Associates. May 2004.

LFR Inc., 2006. *Phase I Environmental Site Assessment Warehouse #809 Snedeker Avenue and Michelson Drive*. Prepared for Community Fuels. March, 2006.

Marathon, 2005. *Material Safety Data Sheet Biodiesel*. September 12, 2005.

2.15. RECREATION

The following section identifies the impact of the Community Fuels Expansion Project on recreation.

Recreational Setting

The Port is at the edge of the Delta, a system of small natural and man-made channels that are popular for boating, fishing, and other recreational activities. Louis Park is across the Stockton DWSC opposite Berth 14 on the eastern side of the San Joaquin River. In addition, the City of Stockton's Park and Recreation Department operates 55 developed parks and the County of San Joaquin operates eight parks within the City of Stockton's limits, as described in the West Complex EIR.

Impacts of Community Fuels Expansion Project

The proposed Community Fuels expansion would not have a significant impact on recreational activities. The proposed tank installation is more than 0.5 miles from Louis Park and the San Joaquin River and would have no effect on park facilities or Delta features. Community Fuels plans to hire up to 20 additional permanent employees as a result of the proposed expansion. As described in the West Complex EIR, the addition of new employees at the Port, many of whom may already live in the area and already use neighborhood and regional parks and recreational facilities, would not result in the need for new facilities or the physical deterioration of recreational facilities in the area. The proposed project would have no impact on the physical environment resulting from construction or expansion of recreational facilities.

The Community Fuels Biodiesel Distribution Expansion project would not result in any potentially significant recreation impacts not addressed in the West Complex EIR.

REFERENCES

City of Stockton, 2007. *City of Stockton General Plan 2035 Goals and Policies Report*. Stockton, California. December 2007.

City of Stockton, 2006. Department of Parks and Recreation-Official Web Site. www.stocktongov.com/parks. Accessed May 23, 2006.

Environmental Science Associates, 2004. *Port of Stockton West Complex Development Plan Final Environmental Impact Report*. Prepared by Environmental Science Associates in cooperation with Jones and Stokes Associates. May 2004.

2.16. TRANSPORTATION AND CIRCULATION

The following analysis is whether the project would result in any potentially new significant impacts to the transportation and circulation.

Transportation and Circulation Environment

The West Complex EIR identified the existing and future traffic conditions for the West Complex. Interstate 5 (I-5), State Route 4 (SR-4), and SR-99 provide regional access to the Port. Washington Street, Navy Drive, and Fresno Avenue currently provide local access to the West Complex via Navy Drive Bridge. Daggett Road (now known as the Port of Stockton Expressway) provides access via Charter Way and Daggett Road.

CCS Planning and Engineering, Inc. conducted a multi-phased transportation impact assessment for the West Complex EIR. The assessment evaluated existing (2004), interim, and cumulative (2020) daily and peak hour vehicle and truck trip generation rates and peak hour Level of Service (LOS) standards at 20 intersections and 60 freeway facilities potentially affected by West Complex traffic. The West Complex EIR considered the impacts of the Cumulative (2020) Plus Project condition, under which approximately 54,000 total off-site vehicle trips per day would be generated.

The West Complex EIR determined pre-project trip generation rates at the West Complex to be 2,704 vehicle trips/day (including 850 truck trips) and estimated 2010 plus project total vehicle trips at the West Complex to be 22,923 vehicle trips/day. Actual 2007 trip generation rates for the West Complex were estimated to be at 4,351 vehicle trips/day (including 1,080 truck trips), which is below the 2010 plus project level (Port of Stockton, 2006). No substantial development has occurred at the West Complex since then.

The Port has constructed the Port of Stockton Expressway for truck traffic to the West Complex and has committed to traffic improvements along SR-4 and Navy Drive. The Port has taken action to direct traffic away from Navy Drive to the Port of Stockton Expressway.

The West Complex EIR considered impact significance for trip generation and peak hour LOS operations under the Cumulative (2020) Plus Project condition. Appendix D of the West Complex EIR identifies potential peak hour LOS impacts associated with interim levels of West Complex development and suggests improvements to mitigate unacceptable LOS conditions as traffic volumes increase at impacted intersections. Actual roadway improvements would be determined in response to biannual monitoring of traffic conditions and in consultation with the City of Stockton.

The West Complex EIR established transportation and circulation impact significance criteria based on the potential for a substantial increase in traffic, reduced LOS operation, or increased hazards due to a design feature or incompatible use. The EIR identified acceptable LOS as LOS A–D for intersection operations and LOS A–E for freeway facilities. A substantial increase in traffic was defined as an increase in traffic volumes of 5% or more.

Impacts of Community Fuels Expansion Project

The proposed Community Fuels expansion would result in additional traffic at the West Complex. During construction of the expansion project, up to 15 employees would commute to the site. During operation, up to 21 trucks per day and 20 employees per day would travel to the biodiesel production facility as a result of the expansion. Truck access to the proposed project would occur through the Port of Stockton Expressway, as required by MM 4.3.2 (see below). Passenger vehicle access would occur through both the Navy Drive and Port of Stockton Expressway Bridges.

Trip Generation

The proposed expansion project would contribute up to 42 truck and 82 total vehicle trips per day to the cumulative total off-site truck and vehicle trip generation rates estimated by the West Complex EIR. Under the Cumulative (2020) Plus Project condition, implementation of the West Complex Development Plan would result in up to 8,849 new truck trips and 51,319 new vehicle trips per day. The West Complex EIR considered cumulative trip generation rates in Impacts 4.3.1, substantial new vehicle trips, and 4.3.2, substantial amounts of additional truck traffic. The proposed Community Fuels expansion would represent 0.002% of the additional vehicle trip generation rates considered in the West Complex EIR.

The increases in traffic for the Community Fuels project would result in 10 vehicles and 10 trucks along SR-4 and Navy Drive during AM and PM peak commute hours, assuming up to five truck deliveries and five-employee shift changes during these periods. The 2005 Fehr and Peers near term projections for AM and PM peak hour vehicle trips were 214 trucks and 213 passenger vehicles in the AM and 210 trucks and 209 passenger vehicles in the PM. These estimated do not include approved projects at the West Complex. The increases from the Community Fuels expansion project are below the 5% threshold for a substantial traffic volume increase along these routes from projected 2007 levels and would not require any interim mitigation. The Community Fuels expansion project, however, would contribute to cumulative trip generation rates at the complex, which, would be significant and unavoidable and require mitigation under the West Complex EIR.

Caltrans plans to rebuild and extend the western terminus of SR-4 and eliminate the off ramp at Fresno Avenue. As a result of these developments, the Port is no longer required to construct interim traffic improvement measures at the Fresno Avenue/Crosstown Freeway intersection (Caltrans, 2009).

Community Fuels will continue to implement a Travel Demand Management Plan and Truck Travel Control Plan in accordance with MM 4.3.1 and 4.3.2. No additional mitigation would be feasible for cumulative vehicle and truck trips generated by the Community Fuels project.

The estimated 10 additional rail cars per day from imports and exports of biodiesel would result in short-term delay to traffic movement within the complex, but most of these cars would add to existing trains to and from the California Traction depot for the Port and would not add substantially to the number of trains into and out of the Stockton area.

The Community Fuels Biodiesel Distribution Expansion project would not result in any potentially significant transportation and circulation impacts not identified in the West Complex EIR.

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2.17. UTILITIES AND SERVICE SYSTEMS

The following section identifies the impact of the Community Fuels Expansion Project on utilities and service systems.

Utility Setting

The West Complex EIR identifies the existing wastewater, stormwater, potable water supply and distribution, solid waste, natural gas, electricity, and telecommunications utility services at the West Complex.

Sanitary Sewer Service is provided by the City of Stockton's Municipal Utilities District. Wastewater is conveyed from the West Complex across the San Joaquin River to the City's Regional Wastewater Control Facility, which provides secondary and tertiary treatment of wastewater. The West Complex EIR estimated wastewater demand would increase by 700,000 gallons per day.

Cal Water provides the potable water supply at the West Complex. Potable water is supplied to the West Complex via a 12-inch cast iron pipe and routed into a 300,000-gallon water tower from which it is distributed throughout the island. Supply to the Community Fuels Site is via a 2-inch line fed from the 8-inch water main on Ellsberg Drive (Pinasco, Inc.) At build-out, the West Complex is estimated to use approximately 1,633 AF per year (potable and non-potable).

Non-potable water is provided by the Port for fire protection, agricultural uses, and the golf course. The water is pumped from Burns Cutoff. Historically, non-potable water use has accounted for 868 AF per year.

Solid waste is collected by Stockton Scavenger and Delta Container and disposed at one of two landfills owned by Forward Inc. The landfills do not currently face capacity issues. According to the California Integrated Waste Management Board's 2000 assessment, the landfill operated by Forward Inc. has a remaining estimated capacity of 40,031,058 cubic yards (78% of total landfill area is available for disposal).

Pacific Gas & Electric (PG&E) provides natural gas and electrical services to the Port. The Port owns and operates both electrical and gas facilities on the West Complex. Telecommunication services in the West Complex are supplied by Pacific Bell through a network of overhead distribution lines and individual service lines.

Impacts of Community Fuels Expansion Project

The Community Fuels biodiesel plant requires approximately 5,000 gallons of non-potable water during construction and no additional potable water.

The proposed project would interconnect to the non-potable water system for construction water and fire protection and the wastewater treatment system for discharge. Waste would be delivered to local landfills.

Impacts to Non-Potable Water System

The non-potable water service is used for fire protection at the proposed site. The proposed expansion would also use 5,000 gallons of non-potable water during construction. The West

Complex EIR considered the impacts to the West Complex's non-potable water system in Impact 4.12.1, which states that development at the West Complex would not require a new or expanded fire station, but may necessitate upgrades to the existing non-potable water system. To address the potential impacts of the non-potable water system, the West Complex EIR required the Port to implement MM 4.12.1, requiring an assessment of the non-potable water system for leaks to determine whether or not the system is acceptable for fire protection. No further assessments or upgrades would be needed to provide an additional 5,000 gallons of non-potable water during three months of construction.

Impacts to Wastewater Service

The West Complex EIR considered the impacts to wastewater services in Impact 4.12.5. The West Complex EIR considered impacts to the existing wastewater service system to be less than significant because the City of Stockton Regional Wastewater Control Facility (RWCF) has sufficient capacity to meet wastewater demands associated with the West Complex.

The RWCF has a pretreatment goal of 800 mg/l for BOD (Bill Barahaf, City of Stockton). Community Fuels would discharge additional sanitary waste associated with the addition of 15 people during construction and up to 20 people during operation and is expected to meet local wastewater treatment plant requirements.

The project, therefore, would have a less than significant impact on the operations of the wastewater treatment plant or wastewater service.

Impacts to Potable Water Supply

The Community Fuels expansion project would not require additional potable water.

Impacts to Water Distribution Infrastructure

The Community Fuels expansion project would not require additional potable water and would not impact the water distribution infrastructure at the West Complex.

Impacts to Landfills

The Community Fuels expansion would generate solid wastes, mostly during construction. The West Complex EIR considered impacts to landfill capacity in Impact 4.12.8 as less than significant because local landfills were not experiencing shortages of capacity.

Local landfills continue to have excess capacity. Pursuant to the California Integrated Waste Management Act (AB 939) and MM 4.12.8 the Port has developed a Source Reduction Plan (SRP) for the reduction of solid waste. The proposed project would be subject to the Port's SRP. The proposed project, therefore, would have a less than significant impact at existing landfills.

The Community Fuels Biodiesel Distribution Expansion project would not result in any potentially significant utilities and service system impacts not identified in the West Complex EIR.

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APPENDIX A

MITIGATION MEASURES APPLICABLE TO THE COMMUNITY FUELS BIODIESEL DISTRIBUTION EXPANSION PROJECT

MITIGATION MEASURES APPLICABLE TO THE COMMUNITY FUELS BIODIESEL DISTRIBUTION EXPANSION PROJECT

The following mitigation measures and portions of mitigation measure from the West Complex Development Plan EIR are applicable to the Community Fuels Biodiesel Distribution Expansion Project. The Community Fuels project would not have to implement any applicable West Complex EIR Mitigation Measures for the following areas: agriculture and forestry, greenhouse gas emissions, land use and planning, mineral resources, population and housing, public services, and recreation. The Port of Stockton, however, would have responsibilities in some of these areas.

All mitigation measures applicable to Community Fuel's construction and operation of its expansion project are listed below.

Aesthetics

4.10.4a Stationary overhead light fixtures shall be shaded and directed away from adjacent residential areas.

4.10.4b Exterior lighting shall only be used where necessary for safety and security purposes.

Air Quality

4.4.1a Retain an Air Quality Monitor during periods of Construction-Related Activity.

The Port shall comply with the SJVUAPCD's Regulation VIII control measures, and shall retain an onsite air quality monitor during periods of construction-related activity to ensure compliance with the SJVUAPCD's Regulation VIII control measures. The monitor must be familiar with the SJVUAPCD's Regulation VIII Fugitive PM10 Prohibitions, including implementation of all feasible control measures specified in the SJVUAPCD's Guide for Assessing Air Quality Impacts.

4.4.1b Further reduction of emissions of construction-related fugitive dust.

When the Port approves a project component implementing the West Complex Development Plan, the Port will require compliance with any feasible and appropriate SJVAPCD Enhanced and Additional Control Measures applicable to the particular project component.

4.4.1c Minimization of Construction Equipment Emissions.

The Port shall require construction contractors to minimize idling time from heavy duty construction equipment (e.g., scrapers, graders, trenchers, earthmovers).

4.4.1d Further reduction of exhaust emissions from construction equipment.

When the Port approves a project component implementing the West Complex Development Plan, the Port will consider the Construction Equipment Mitigation Measures identified by the SJVAPCD, and will implement those Construction Equipment Mitigation Measures that the Port determines are feasible and appropriate for the specific project-component.

4.4.2a Reduction of Truck Emissions.

As part of the Proposed Project, the Port has included internal roadway improvements designed to reduce congestion. The Port will monitor roadways within the Project Area and will, to the extent feasible, improve onsite roadways as necessary to reduce congestion and truck idling. The Port also will carry out a truck driver information program aimed at reducing truck-idle emissions.

4.4.2b Reduction of Emissions From Heavy Duty Yard Equipment.

As equipment is replaced or new equipment is added, the Port shall require that cargo-handling diesel equipment at the West Complex include new engines meeting California emission standards for new diesel engines. Orientation of buildings to the north for natural cooling and the use of appropriate landscaping that maximize the potential of passive solar design principles.

4.4.2c At each time that the Port evaluates a project-specific proposal expected to result in a substantial increase in truck trips, the Port will evaluate the feasibility of adopting a mitigation measure for that project that would implement a program to provide incentives to truck owners to retrofit, repair, or replace diesel engines in trucks which would primarily serve activities within the Port. In addition, on an ongoing basis Port staff will work with regional transportation planning agencies, local governments, and regional and state air quality agencies to determine whether grant money would be available to the Port to fund an incentive program pertaining to diesel truck mitigation, to attempt to obtain such grant money to the extent that it is available and feasibly could be applied to Port-related trucking operations, and to use such grant money to reduce emissions from Port-related trucking operations.

4.4.2e Heavy Duty Vehicle Education Program.

The Port will provide all port heavy duty vehicle users information regarding the SJVAPCD Heavy Duty Engine incentive (Carl Moyer) programs.

Biological Resources

4.7.1 Please see Hydrology and Water Quality

4.7.2 Please see Hydrology and Water Quality

4.8.2a The proponents of future development activities resulting from the Proposed Project, including an increase in maritime traffic in the DWSC, shall comply with the terms of the SJMSCP, or

PORT OF STOCKTON WEST COMPLEX
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4.8.2b Upon determination of final project configuration and before any construction activities, a qualified biologist shall delineate all SJMSCP-listed special-status species habitat occurring within the vicinity of proposed project sites and DWSC. If it is determined that any special status species may be affected by proposed construction activities or increased maritime traffic in the DWSC, the proponents of future development activities resulting from the Proposed Project shall implement pertinent avoidance and mitigation measures commensurate with those described in Sections 5.2 and 5.3 of the SJMSCP (see Appendix K), subject to review and approval by the appropriate regulatory agencies. Mitigation measures may include, but are not limited to, the following:

1. Specified construction timing to avoid impact to migratory or seasonal species.
2. Replacement of habitat at a 1:1 ratio.
3. Transplantation of special-status plant species to protected areas.
4. Purchase of credits from an approved mitigation bank.
5. Maintain buffers from special-status species habitat
6. Construction monitoring by a qualified biologist.
7. Complying with Mitigation Measures 4.7.5a and 4.7.5b.

4.11.3 Please see Hazards and Hazardous Materials

Cultural Resources

4.9.1 Pursuant to CEQA Guidelines 15064.5 (f), “provisions for historical or unique archaeological resources accidentally discovered during construction” should be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the Port shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any find is determined to be significant, representatives of the Port and the qualified archaeologist and/or paleontologist would meet to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.

If the discovery includes human remains, CEQA Guidelines 15064.5 (e)(1) shall be followed, which is as follows:

- (e) In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:
- (1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
 - (A) The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and
 - (B) If the coroner determines the remains to be Native American:
 1. The coroner shall contact the Native American Heritage Commission within 24 hours.

2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
 3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or
- (2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.
- (A) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission;
 - (B) The descendant identified fails to make a recommendation; or
 - (C) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

Geology and Soils

4.6.3 To ensure the island's perimeter levee (Rough and Ready Island only) would provide sufficient protection in the event of an earthquake, the Port shall establish an annual levee-monitoring and inspection program. The purpose of the program will be to review and, if needed, reinforce the structural integrity of the perimeter levee on an annual basis over the lifetime of the Development Plan in accordance with applicable local, state, and federal requirements. A licensed geotechnical or civil engineer shall prepare levee treatments proposed under the program.

4.7.1 Please see Hydrology and Water Quality

4.7.3b Please see Hydrology and Water Quality

Hazards and Hazardous Materials

4.11.3 The Port shall ensure through its construction permitting process or through enforcement of contractual obligation for its own projects, that all contractors immediately control the source of any leak and immediately contain any spill utilizing appropriate spill containment and countermeasures. If required by any regulatory agency, contaminated media shall be collected and disposed at an off-site facility approved to accept such media.

4.11.4a The Port shall ensure through its construction permitting process or through enforcement of contractual obligation for its own projects, that proper precautions will be taken (such as keeping a distance of at least 10 feet from aerial lines) in operating heavy

equipment, moving long tools and sections of metal pipe, the location of scaffolding, etc. to avoid contact with aerial lines.

4.11.4b The Port shall ensure through its construction permitting process or through enforcement of contractual obligation for its own projects, that prior to any construction activities the areas planned to be disturbed would be marked in white paint and all utility owners contacted so that utilities can be identified and avoided. The utility owners will be responsible for the timely removal or protection of any existing utility facilities located within construction areas. This procedure would protect the excavator from personal injury and underground facilities from being damaged.

Hydrology and Water Quality

4.7.1 All construction plans and activities shall implement multiple BMPs to provide effective erosion and sediment control . . . BMPs to be implemented as part of this mitigation measure shall include, but are not limited to, the following measures:

- Temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) will be employed for disturbed areas.
- Protect the storm drain inlets on the site and in downstream off-site areas from sediment with the use of BMPs acceptable to the Port and City of Stockton.
- Sweep dirt and debris from paved streets in the construction zone on a regular basis, particularly before predicted rainfall events.
- Establish grass or other vegetative cover on the construction site as soon as possible after disturbance. At minimum, vegetative application shall be done by September 15th . . . No disturbed surfaces will be left without erosion control measures in place during the period of October 15th to April 15th.

4.7.2 A detailed drainage report shall be prepared by a registered civil engineer prior to site development. The report shall include the following items:

- An accurate calculation of pre-development runoff conditions and post-development runoff scenarios shall be conducted using appropriate engineering methods. . .
- An assessment of existing drainage facilities within the Project Area, and an inventory of necessary upgrades, replacements, redesigns, and/or rehabilitation.
- Design specifications for additional retention basins if needed to attenuate peak flows. Retention basins will be sized to result in no net increase in peak stormwater discharge from the site, taking into account the volume of permanent water held by the basin as discussed in Mitigation Measure 4.7.3.
- A description of the proposed maintenance program for the on-site drainage system.
- The drainage system shall be designed to meet standards in the Stockton Municipal Code and the City of Stockton Department of Public Works Standard Specifications (current edition).

The Drainage Plan shall include, and the Port shall implement, a schedule for identified drainage improvements. In addition, when approving specific developments that may result in increased drainage flows on the project site, the Port shall concurrently implement any necessary drainage improvements such that new development does not exceed the capacity of on-site drainage systems and peak stormwater discharge rates are maintained to pre-project levels. The Port, at its discretion, may require such project-specific drainage improvements to be funded and implemented by the developer (i.e., tenant, developer, and/or contractor).

4.7.3 a To minimize the amount of pollutants entering the storm drain system, project roadways and parking areas will be cleaned regularly using street sweeping equipment. Additionally, litter and debris that may accumulate on the project site will be regularly collected and properly disposed. These activities shall be the responsibility of the Port.

4.7.3 b The Drainage Plan described above in Mitigation Measure 4.7.2 will include BMPs to maximize stormwater quality. The Drainage Plan will include both BMPs that will address the project site as a whole, as well as guidance for BMPs to be implemented for specific projects on a project-by-project basis. These BMPs shall be selected to achieve maximum contaminant removal and represent the best available technology that is economically achievable. The BMPs will include a combination of source control, structural improvements, and treatment systems and will be implemented so as to ensure, at minimum no net increase in contaminant releases in comparison with pre-project conditions.

- A wet retention basin(s), which holds a volume of stormwater until it is displaced by the next storm event, designed to provide effective water quality control. Wet retention basins have been shown to be more effective at contaminant removal than dry detention basins. Basin features shall include the following:

1. Maximize retention time for settling of fine particles.
2. Establish maintenance schedules for periodic removal of sedimentation, excessive vegetation, and debris that may clog basin inlets and outlets.
3. Maximize the retention basin elevation to allow the highest amount of infiltration and settling prior to discharge. Wet retention basins are expected to remove, at a minimum, 50 percent of suspended solids and metals, 30 percent of nitrogen and phosphorus, and up to 30 percent of pathogens (EPA, 1999).

4.7.5c The Port shall ensure the immediate clean-up of any onsite fuel spills or releases of hazardous materials.

4.11.3 Please see Hazards and Hazardous Materials

4.12.6 Please see Utilities and Service Systems

Noise

4.5.1b Construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturers' specifications) and by shrouding or shielding impact tools. All equipment shall have sound control devices no less effective than those provided by the manufacturer.

Transportation and Traffic

4.3.1 Implement Feasible Travel Demand Measures.

While the size of the Proposed Project results in the impact being significant and unavoidable, the size of the project also presents opportunities to implement travel demand management (TDM) measures on a scale not feasible with smaller projects. This is especially the case in the high-density employment “Office – Industrial” and “High Tech – Research & Development” portions of the Proposed Project.

The West Complex Development Plan does not describe proposed land uses in sufficient detail to allow the preparation of specific TDM measures. Nor is quantification of the effectiveness of the mitigation measures possible at this time. However, the San Joaquin Valley Air Pollution Control District document, Guide for Assessing and Mitigating Air Quality Impacts, presents a description of the types of measures that may apply to the Proposed Project. To the extent feasible, and as appropriate to the specific use, the Port shall implement or shall ensure that its tenants implement the following air district guide measures:

- Encourage the provision of transit enhancing infrastructure that includes: transit shelters, benches, etc.; street lighting; route signs and displays; and / or
- Encourage the provision of park and ride lots and/or satellite telecommuting centers.
- Implement carpool / vanpool program (e.g., carpool ridematching for employees, assistance with vanpool formation, provision of vanpool vehicles, etc.)
- Establish mid-day shuttle service from worksite to food service establishments / commercial areas.
Provide shuttle service to transit stations / multimodal centers.
- Provide preferential parking (e.g., near building entrance, sheltered area, etc.) for carpool and vanpool vehicles.
- Implement parking fees for single occupancy vehicle commuters.
- Implement parking cash-out program for employees (i.e., non-driving employees receive transportation allowance equivalent to value of subsidized parking).
- Provide transit incentives.
- Implement compressed work week schedule (e.g., 4/40, 9/80).
- Implement home-based telecommuting program.

As it relates to traffic impacts associated with the Proposed Project, the Port shall develop an overall TDM Plan for the West Complex Development Plan. In developing the TDM Plan, the above measures would be included as components of the plan to be applied as appropriate to the specific uses developed. Additional measures, appropriate to the Project Area, not listed above may also be included in the TDM Plan. As specific high-density employment projects within the Project Area are proposed, additional measures based upon the TDM Plan shall be developed and implemented, and shall be specifically tailored to address the specific characteristics of each project.

4.3.2 Develop and Implement Truck Travel Control Plan.

Until such time that the City, County, SJCOG and Caltrans approve an alternative access plan for the Port that reduces potential conflicts with adjacent residential uses, the Port shall develop and implement a truck travel control plan to reduce the effects of project related truck traffic on local roadways within the vicinity of the Project Area. The plan shall identify feasible methods to manage truck traffic accessing the Project Area, including the following:

- As alternative access becomes available from the West Complex (i.e., Daggett and McCloy Roads), the Port will direct truck traffic, in coordination with Caltrans and to the extent capacity of Highway 4 allows, to that route;
- Additional signage will be provided to direct trucks to only designated truck routes;
- Additional signage will be provided to limit truck speeds in residential areas or other areas of potential conflict with pedestrians and/or passenger vehicle traffic;

The Port will continue to work with the City, County, and Caltrans on studies of alternative access routes and will coordinate with all agencies in the implementation of the Truck Travel Control Plan.

Utilities and Service Systems

4.12.8 In compliance with the California Integrated Waste Management Act (AB 939), the Proposed Project shall implement specific source reduction measures that require mandatory pre-processing of all solid waste generated within the Project Area. Pre-processing methods would include one or more of the following source reduction measures: on-site recycling or reuse programs, composting, and/or funding off-site sorting activities by a private waste management company. Source reduction measures shall be coordinated with the City of Stockton Public Works Department, Division of Solid Waste.