

Notice of Preparation of the
Draft Environmental Impact Report for the

**PORT OF STOCKTON WEST COMPLEX
DEVELOPMENT PLAN**

Stockton, California

State Clearinghouse No.

Prepared for:

PORT OF STOCKTON
2201 W. Washington Street
P.O. Box 2089
Stockton, CA 95201

Prepared by:

ENVIRONMENTAL SCIENCE ASSOCIATES
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Building 3, Suite 300
Sacramento, CA 95826

OVERVIEW OF PROJECT

PROJECT TITLE: *Port of Stockton West Complex Development*

ENVIRONMENTAL IMPACT REPORT PROPOSED

Both specific and programmatic projects are anticipated as a result of the Port of Stockton West Complex (West Complex) Development Plan (Plan). A list of potential future projects will be included in the Plan, but if any of these are constructed, they will require additional planning and environmental review, as specified under CEQA. The environmental review of these future projects will tier from this EIR.

PUBLIC REVIEW PERIOD: *March 8, 2002 – April 10, 2002*

The Port of Stockton (Port) is the lead agency for the preparation of an Environmental Impact Report (EIR) for the above referenced project located in the City of Stockton (Map 1) within central San Joaquin County. The document is being prepared in compliance with the California Environmental Quality Act (CEQA).

CEQA Section 15082 states that once a decision is made to prepare an EIR, the lead agency must prepare a Notice of Preparation (NOP) to inform all responsible agencies that an EIR will be prepared. The purpose of this NOP is to provide responsible agencies and interested persons with sufficient information describing the Proposed Project and the potential environmental effects to enable them to make meaningful response as to the scope and content of the information to be included in the EIR.

In addition to the 30-day comment period, on April 3, 2002 the Port will hold a public scoping session to provide information and to hear comments and suggestions regarding the scope and content of the EIR. There will be two sessions held on this date. The first will begin at 2:00 p.m. and the second will begin at 6:00 p.m. Both will be held at the Portside Room located at 2203 W. Washington Street, Stockton CA 95201.

All documents mentioned herein or related to this project can be reviewed Monday through Friday between 8:00 a.m. and 5:00 p.m. at the Port's administrative building located at 2201 W. Washington Street, Stockton CA 95201. Staff will assist to provide any information requested. To make an appointment to view documents please contact Rita Koehnen at 209-946-0246.

DEADLINE FOR WRITTEN COMMENTS

To ensure that the full range of issues related to this proposed action are addressed and that all significant issues are identified, comments and suggestions are invited from all

interested parties. The Port of Stockton has retained the firm of Environmental Science Associates to coordinate the CEQA review process for the project, and to prepare the EIR

Written responses to the NOP regarding the scope of the EIR must be submitted to the lead agency within 30 days. **Comments must be received by 5:00 p.m. on April 10, 2002.** Direct all written comments to:

J. Gordon Palmer, Jr.
Deputy Port Director - Port of Stockton
Environmental, Planning and Facilities
2201 W. Washington Street
P.O. Box 2089
Stockton, CA 95201

PROJECT LOCATION

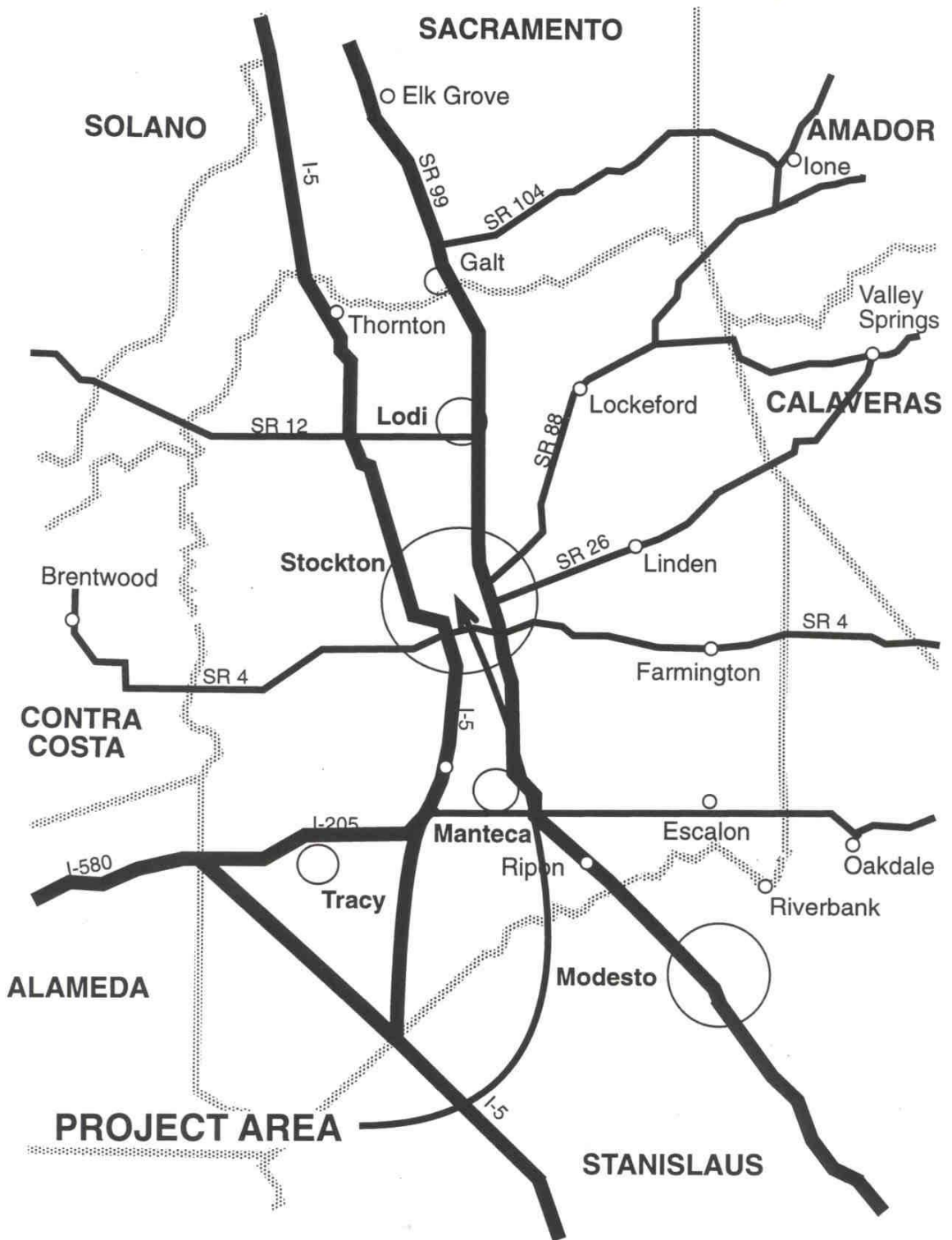
The Project is located in the City of Stockton (Map 1) within central San Joaquin County. The project site includes 1,459 acres located west of Interstate 5 and south of the Stockton Deep Water Ship Channel, as shown on the Vicinity Map (Map 2) and includes nearly all of Rough and Ready Island.

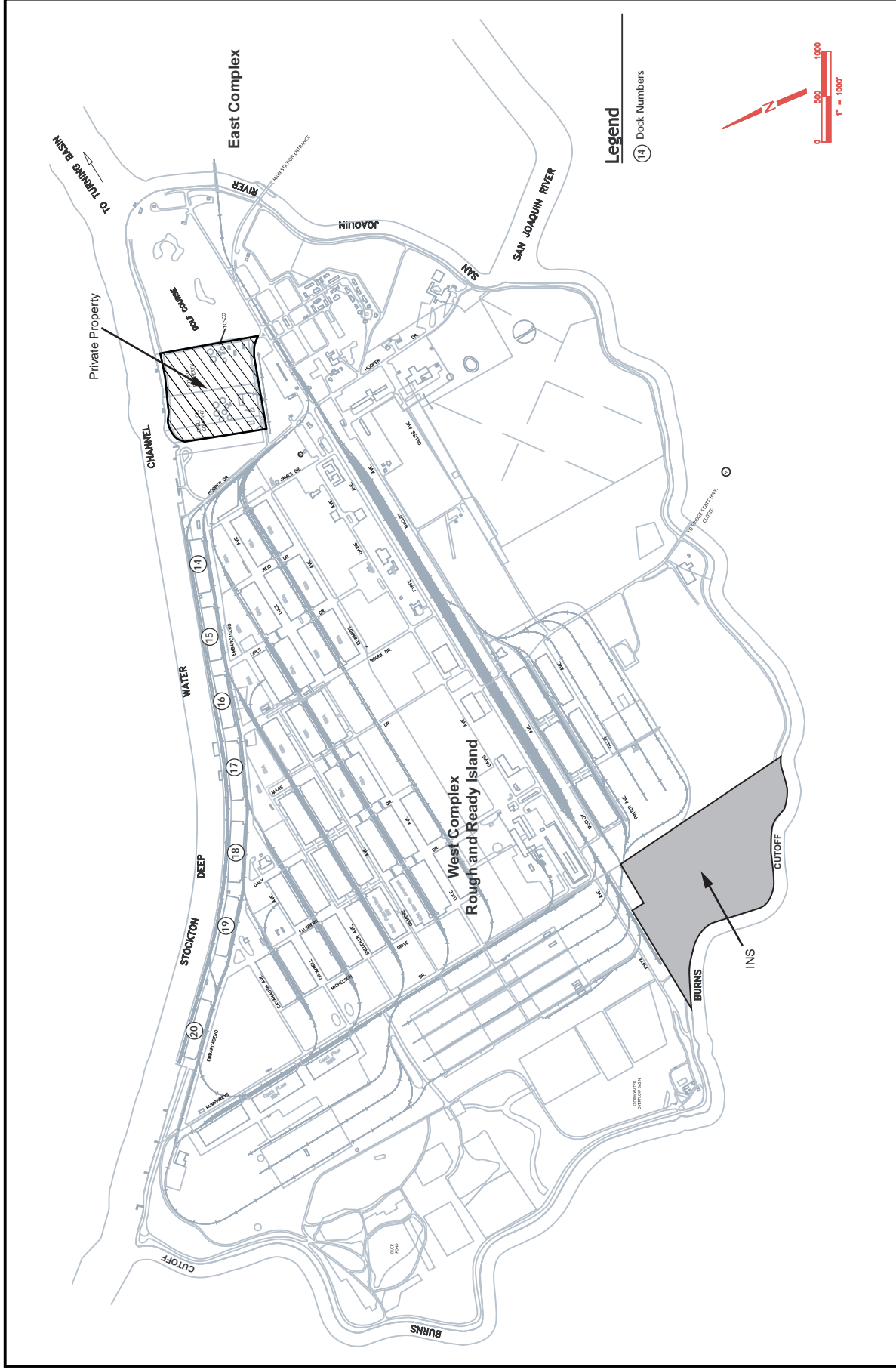
GENERAL PROJECT DESCRIPTION

This development plan is for the entire area of land named Rough and Ready Island. Two exceptions are the portion of private property on a northern section of the island and area set aside by the Navy for the Immigration and Naturalization Service on a southern section of the island (Map 2). The entire island is within the Port of Stockton. The Project Area is named Port of Stockton West Complex and is the portion of the Port located west of the San Joaquin River and south of the Deep Water Ship Channel. The area was formerly used as a military base, however, the Navy is in the final process of transferring ownership of the land to the Port of Stockton. The development plan for this project is being prepared in conjunction with the anticipated final transfer of the property with the understanding that all associated mitigation measures and the conditions of transfer will be implemented. The project area (Map 2) is a cohesive area bounded by water on all sides. The West Complex contains areas of distinct and similar land uses divided generally in the northern and southern halves of the island. The northern half is the industrial-developed area previously used by the military. The land contains blight characteristics and will be redeveloped to meet the objectives of the Port.

As a means of assisting in the revitalization of this area, the Stockton Redevelopment Agency is proposing to establish a development project area that will encompass the entire West Complex. The proposed Development Plan would provide the Agency with the legal authority to engage in development activities for a maximum of 30 years. The

MAP 1
VICINITY MAP





Port of Stockton West Complex / 201621

Map 2
Detail
Rough and Ready Island

SOURCE: Dillon & Murphy, and Jones & Stokes, 2002

Development Plan will primarily be a financial tool, and will not propose land use, building intensity, or infrastructure changes other than those allowed by the City of Stockton General Plan. The southern half of the island is primarily vacant, underutilized land that is proposed for industrial and commercial activities. This area is in need of infrastructure improvements including, but not limited to, storm drainage, roadway reconstruction and widening for industrial traffic, fire protection, potable water and sewer service.

Three major distinctions in the project are associated with water, land use, and maritime activities. This document will examine the water activities at a project level of detail. These include, but are not limited to, dredging, placement of dredged materials, and shipping channel operations. This document will examine the maritime and land use actions at a program level of detail. It is anticipated that this document will adequately examine the maritime and land use actions and their potential impacts to a degree that will allow subsequent CEQA documentation to be tiered from this EIR.

The City of Stockton General Plan land use diagram currently designates the entire Project Area as Institutional. The City's Zoning Ordinance currently designates the entire Project Area as Public Lands (P-L). As part of the proposed project the land use diagram of the General Plan will be revised to show an industrial land use designation for the Project Area. In addition, the Project Area will be rezoned from a P-L zoning district to a Port (PT) zoning district. The PT zoning district is applied to areas of the City of Stockton that are operated by "port districts" as formed under the Harbors and Navigation Code (Section 6210 et seq.) for the operation of port facilities, including wharves, dockage, warehousing, and related port facilities. The PT zoning district also allows a full range of industrial and commercial activities. The PT zoning district is consistent with the industrial land use designation of the General Plan.

Preliminary Project Objectives

The following is a list of preliminary project objectives:

- To develop the industrial, commercial, and maritime use of the former military base under the authority of the Port to the maximum regional economic value.
- To amend the City's General Plan Map to designate the Project Area as Industrial and rezone the area to the City's "Port District" zoning designation.
- To establish a Development Project Area that will include the entire Port of Stockton West Complex.
- To provide useful information for regional planning of infrastructure and public services related to industrial, commercial, and maritime development.
- To coordinate processing of the environmental, land use, and maritime processes.

- To maintain the shipping channel at a depth sufficient to allow full economic use of the Project Area.
- To revitalize and redevelop the Project Area, eliminate blight, and develop specific land uses, which are anticipated to be associated with industrial, commercial, and maritime activities on site.
- To allow for the development of a land use map or diagram that includes a mixture of commercial and industrial uses at a program level of detail.
- To develop an environmental document that will be used as the basis of further CEQA analysis for many forthcoming projects related to the development of this area.
- To facilitate the design and construction of on-site physical improvements and update existing physical improvements needed to serve to the project site.
- To identify any necessary new infrastructure and improvements to existing infrastructure necessary to support the intended land uses.

Potential Impacts

The Port has reviewed the Proposed Project and has determined that the EIR should address the following issues:

- Land Use Consistency and Compatibility
- Transportation/Circulation
- Hydrology/Flooding/Water Quality
- Air Quality
- Noise
- Biological Resources
- Public Facilities and Services
- Cultural Resources
- Hazardous Materials and Human Health
- Aesthetics
- Population and Housing

The significant environmental effects that alternatives will seek to eliminate or reduce are:

- Transportation and circulation impacts
- Air quality
- Loss of agricultural land
- Biological impacts resulting from a loss of habitat

The EIR will also examine potential alternatives to the Proposed Project. The purpose of the alternatives analysis in an EIR is to describe a range of reasonable alternatives to the project that could feasibly attain the objectives of the project, and to evaluate the comparative merits of the alternatives (CEQA Guidelines, Section 15126[f]).

Section 15126.6 of the CEQA Guidelines requires consideration and discussion of alternatives that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.

PROJECT ALTERNATIVES

The document will examine four proposed alternatives. The defining element of each alternative is the intensity of development proposed. Under all scenarios, except for the Alternative 1 - No Project Alternative, the project proposes to include maritime, industrial, and commercial activities at varying levels.

Alternative 1 – No Project Alternative

This option would result in no action taken by the Port or the City of Stockton. The land transfer from the Navy would commence as anticipated, but the Port would not invest in any improvements or development of Rough and Ready Island. Any ensuing maritime, industrial, and/or commercial activities would be the result of the continued use of the facilities in their present conditions.

Alternative 2 – Low Intensity

This option is the low intensity development. Under this alternative, all of the existing berths would be used, all of the existing industrial/commercial area would be redeveloped, and all of the existing vacant land would be developed into industrial/commercial uses. Exceptions to this are areas that are set aside for remediation, mitigation, or continued operations under existing land uses.

Alternative 3 – Medium Intensity

This option is the medium intensity development. Under this alternative, all of the existing berths would be used, all of the existing industrial/commercial area would be redeveloped, and all of the existing vacant land would be redeveloped into industrial/commercial uses. Additionally, under this alternative only two access points (bridge replacement) to the West Complex would be developed.

Alternative 4 – High Intensity

This option is the high intensity development. Under this alternative, all of the existing berths would be used and additional berths would be created. All of the existing industrial/commercial area would be redeveloped, but at a higher density than that proposed by Alternative 3. All of the existing vacant land would be redeveloped into industrial/commercial uses, but at a higher density than that proposed by Alternative 3. Higher densities would be achieved by using taller structures and by clustering the buildings. Additionally, under this alternative two or more access points (bridge replacement and creation) to the West Complex would be developed.

The project description (Attachment 1) is representative of Alternative 3 and generalizes the Port's anticipated development plan.

ATTACHMENT 1

Project Phasing

Phasing

Specific project components (Table 1) will occur at various locations and at various times relative to each other. The phasing for the Marine Terminal Development has the Phase order of 0 through III. The phasing for the Commercial and Industrial Development has the Phase order of A through C. The phasing for the Rail System has the Phase order of I-A through III. Each of the phasing schemes is completely independent of the others.

Phase I

Phase I consists of initial water-related development, and the site will be developed in such a way that it is easily converted to container handling activities. This phase is slated for break-bulk activities. The initial site is shown as 50 acres of backland and 900 linear feet of wharf upgrade. The office functions required as part of the facility are planned to take place in an existing warehouse or transit shed and all utilities will be roughed in for future container activities.

Phase II

Phase II is the midpoint in the conversion to maritime activities. This phase replaces the Phase I break-bulk facility with a 50-acre container terminal, provides intermodal rail yard capabilities, and develops a new 50-acre break-bulk terminal and a new 65-acre auto processing facility. It is assumed that the new auto berth and the container berth will provide berthing facilities for the break-bulk facility.

Phase II Alternative

This alternative would provide: a combined break-bulk, rollon-rolloff (RoRo), and project cargo area; an area that is in use but under development; an area that will serve intermodal container transfer facility functions, either dock to rail or truck to rail; and general cargo, rail-to-dock. Both alternatives may be combined as driven by tenant needs.

Phase III

Phase III is the completion of the direct water-related facilities. This phase incorporates an additional 55 acres for container handling and intermodal rail yard. This phase also completes the area slated as general marine development, however, this area has an adjacent 245 acres slated for water-related support and offers critical expansion area for the future. A portion of the expansion will be used to develop corridors to the intermodal rail yards, and for related expansion of the two container terminals. It is assumed that both container terminals and their related intermodal rail yards will be operated by or for the same entity or two separate terminal operators. It should be noted that both container terminals require conversion of the wharves to accommodate 100-foot gage crane rails. Other uses in the expansion area may include: continued low price leasing of the existing buildings; development of a precast concrete factory with its own batch plant; and other uses.

Commercial and Industrial Park

Nearly 500 acres are available south of the central east-west McCloy Road/rail corridor for a three-phase development of a commercial and industrial park, from west to east. This phasing of development is independent of the maritime terminal phased development.

Phase A

This phase comprises 140 acres. The site contains five warehouse buildings that would be upgraded as an interim development by replacing the exterior cladding and roofs. Existing pipe utilities should be adequate to serve general occupancies such as light manufacturing and warehousing. The balance of this site will likely develop as office-industrial, and may be leased to a private developer for master development. In the event that the Immigrations and Naturalization Service facilities are developed to the immediate west, Phase A will serve as a buffer to adjacent campus developments to the east.

Beyond development of the existing buildings, new structures and denser populations will require expansion of potable water service to the three phases. This will include installation of a minimum 12-inch diameter water line to Phase A, and potential installation of pump stations. Fire fighting water will be pumped from the river. Sanitary sewer, storm drainage, telecommunications, power, and gas facilities would be dependent of the nature and density of development and tenant needs. Infrastructure improvements associated with this and other phases are discussed below.

In addition to the existing 600,000 square feet of buildings that may be rehabilitated, this phase is expected to include construction of tilt-up structures with offices in front, and high-bay light industrial functions in the larger rear area. Loading bays would likely be provided in the rear of the buildings. This type of development lends itself to a rectilinear grid of streets on “superblocks,” with truck alleys separating the rears of the buildings. Tenants would probably use maritime, road, and rail services.

Phase B

This 243-acre phase would likely be developed as campus office buildings, typically three to five stories in height. As much as 2 million square feet of buildings and a daytime population of 20,000 could be supported. Structured parking is necessary to support this dense development. If a single-use tenant is not found, conventional staged development can occur, probably using curvilinear streets, berming, and heavy planting to enhance the site.

Phase C

This phase is not necessarily time-constrained by Phases A and B, and could be an expansion of a Phase-B-type development, or a single-use tenant campus. The buildings on the site, including 50-year-old housing, the damaged Officer’s Club, the NCO Club,

the bowling alley, and pool, will be demolished. Utilities would be brought to the site as discussed below. Buildings would likely be up to 75 feet high.

Infrastructure Improvements

A variety of improvements to infrastructure on the island in support of the marine terminal and commercial/industrial park development will be completed. Infrastructure improvements are categorized into the following areas: access, internal road system, internal rail system and rail bridge, wharf, utilities, and existing structures.

Access

Access improvements have been divided into three categories based on time frame. Short-Term Access - At present, access to the island is barely adequate for current traffic volumes. Short-term access improvements will support current activities, Phase 0 of the Marine Terminal Development, and potentially Phase A of the commercial/industrial park development. Over the short term, Navy Drive will be the primary access to the island.

Mid-Term Access - Over the mid-term, access to the island would begin to be redirected from Navy Drive to Daggett Road, as this provides a more central access point to the island. Improvements would be carried out on both Navy Drive and Daggett Road. Navy Drive improvements are limited to alterations in the West Complex and are anticipated to consist of the following:

- Widen Navy Drive from two lanes to three lanes.
- Construct a raised median in areas not fronted by driveways.
- If Navy Drive remains the only access to the island, replace the Navy Drive bridge. The new bridge will be sized to support adequate lanes with a center divider. A movable bridge will be used for ship passage.
- Daggett Road improvements will consist of the following:
 - Construct Daggett Road as a two-lane roadway with paved shoulders.
 - Construct an at-grade crossing with gates and flashers at the Daggett Road/BNSF railroad crossing. Four lanes will be provided at the crossing.
 - Improve the intersection of SR4 and Daggett Road by installing south-bound left- and right-turn lanes, an eastbound left-turn lane, and on SR4, a westbound right-turn lane.
 - Replace the Daggett Road bridge with a new structure, potentially using either a fixed span bridge or a movable bridge.

Long-term Access - Over the long term, Daggett Road will become the primary access to the island. Improvements will include:

- Widen Navy Drive if it has not been done already.
- Widen Daggett Road with curbs, gutters, and drainage improvements.
- Replace the at-grade Daggett Road/BNSF railroad crossing with a grade-separated crossing.

Internal Road System

While much of the internal road system on Rough and Ready Island is adequate for current traffic volumes, improvements will be necessary to accommodate development on the island:

- Assuming that the principal access to Rough and Ready Island is Daggett Road, development of an east-west arterial through the center of the island is critical. McCloy Road is recommended as the best alternative, and could tie into Fyffe Avenue just north of the Navy Drive Bridge to avoid the need to cross the railroad tracks. A new four- to five-lane arterial would then be constructed to tie into Humphries Drive.
- Daggett Road would be improved from the bridge to McCloy Road.
- Collector roads would be constructed from Daggett Road and McCloy Road. Locations would be determined by the type and location of development.
- After development, the area north of the intermodal spine would be paved hardstand, and roads would be defined by striping.

Internal Rail and Rail Bridge

Improvements to the rail system on the island would occur in several phases to support the maritime and commercial/industrial developments.

- Phase II-A – Initial Intermodal Yard

These upgrades would serve the first stage of the 50 acre container facility (Phase II). An intermodal yard would be developed parallel to the existing rail storage yard, on top of the existing Fyffe Avenue. Several buildings north of Fyffe Avenue would also be removed as part of this development. Four or five tracks will require upgrade, six new turnouts will be installed for the intermodal yard, and eight turnouts installed for the storage yard. The new yard will be stub ended for this phase, and contain three pairs of tracks.

- Phase II-B – Automotive Loading Facility

The Phase II auto loading facility will be on the northwest corner of the island. A single track will lead to the facility, where it will fan out into 5 stub ended loading tracks. If this is constructed before the storage yard, at least one track the entire length of both yards will require upgrading. Storage/switching tracks near the facility may be necessary depending upon the level of use. Four new turnouts would be installed.

- Phase II-C – Container Facility

The Phase II container facility will be located just east of the auto loading facility. A single track will start off the auto facility lead and will fan out into 3 stub ended tracks. Three new turnouts would be installed.

- Phase III – Complete Intermodal Facility

These upgrades would service the Phase III intermodal facility. The tracks will be a mirror image of the work proposed in Phase II-A, building off of the three stub ends to create a double-ended facility. Six new turnouts will be installed.

Wharf

The wharf is in generally good condition. However, several areas of work would be necessary to upgrade the wharf such that it could service the new maritime facility. Dredging adjacent to the wharf has been partially addressed in a mitigated negative

declaration (Jones and Stokes, 2001). This document addressed approximately 1400 feet of linear dredging at berths 20, 19, and 18. Other actions in this EIR will include:

- Dredging for the remaining berths (14 through 17).
- Establishment of protocol for maintenance dredging at all berths.
- Establishment of protocol for upland placement of dredged materials.
- The fender system along the wharf will be replaced.
- A 100-foot rail-mounted crane would potentially be installed. Transit sheds near the wharf would have to be removed to accommodate this. If a rail-mounted crane is not used, a mobile harbor crane may be substituted.

Utilities

The utilities on the island, developed in the 1940s, are serviceable for their current use. However, any future development or development may require upgrades to meet new demands, as well as to meet modern codes and standards.

Domestic Potable Water

The island is currently served by a 12-inch water main. An additional water main will be installed to provide a looped system. In addition, a larger main may be necessary to accommodate tenant demands.

Fire Protection Water System

The fire protection water system is in need of inspection to determine suitability for ongoing use (e.g. condition, adherence to modern standards, etc.). It may be subject to upgrades depending upon its condition and anticipated future demands.

Stormwater

Stormwater systems will be replaced and/or upgraded as part of the development of the island. The current system does not conform to modern standards, and would not adequately service the new configuration of facilities under the development scenarios. Detention ponds, oil/grease traps, and water quality treatment facilities may be necessary as part of the renovation.

Sanitary Sewer

The sanitary sewer suffers from infiltration issues. An investigation and potentially major renovation will need to be performed.

Electrical System

Provide electrical distribution facilities for redeveloped or new developments.

Table 1. Activities in the proposed Development Plan

Marine Terminal Development	
Phase 0	<ul style="list-style-type: none"> • Continue current activities. • Extend Port activities onto island. • Install camels/fendering on wharf. • Upgrade rail-to-dock system (see Rail System Phase I-B).
Phase I	<ul style="list-style-type: none"> • Construct a 50-acre break-bulk facility.

	<ul style="list-style-type: none"> • Perform wharf upgrades.
Phase II	<ul style="list-style-type: none"> • Replace the break-bulk facility with a container terminal. Would include 900' wharf upgrade and installation of cranes. • Develop intermodal rail yard (see Rail System Phase II-A). • Construct new 55-acre break-bulk facility. • Construct 65-acre auto facility. Would include 900' wharf upgrade. • Construct expanded break-bulk, Ro-Ro, and project cargo facility to the east of the auto facility. • Construct a container expansion/intermodal transfer facility between container terminal and intermodal yard.
Phase II alternative	<ul style="list-style-type: none"> • Construct large break-bulk, Ro-Ro, and project cargo facility along wharf. • Develop intermodal rail yard.
Phase III	<ul style="list-style-type: none"> • Expand break-bulk, Ro-Ro, and project cargo operations to 138 acres • Expand container expansion/intermodal transfer facility to 45 acres. • Construct a new 55-acre container facility. Would include wharf upgrades and installation of cranes. • Leave 93-acre area for future Marine Terminal expansion.
Commercial and Industrial Park	
Phase A	<ul style="list-style-type: none"> • Perform building upgrades on existing buildings. • Construct tilt-up buildings. • Install new water main.
Phase B	<ul style="list-style-type: none"> • Develop campus-style office buildings, 3-5 stories in height. • Construct parking to service campus • Other alternatives are possible depending upon tenant needs.
Phase C	<ul style="list-style-type: none"> • Many alternatives are possible depending upon tenant needs. • Buildings would be up to 75' high. • Demolish old buildings. • Perform utility upgrades.
Infrastructure	
Access	<ul style="list-style-type: none"> • Bridge replacement. • Road improvements.
Internal Road System	<ul style="list-style-type: none"> • Road construction and improvements.
Rail System	
Phase I-A	<ul style="list-style-type: none"> • Already completed.
Phase I-B	<ul style="list-style-type: none"> • Already completed.
Phase II-A	<ul style="list-style-type: none"> • Demolish buildings north of Fyffe Avenue. • Install intermodal yard and upgrade/replace tracks. • Strengthen or replace San Joaquin Bridge.
Phase II-B	<ul style="list-style-type: none"> • Install/upgrade tracks to service auto loading facility.
Phase II-C	<ul style="list-style-type: none"> • Install/upgrade tracks to service container facility to the east of auto loading facility.
Phase III	<ul style="list-style-type: none"> • Complete intermodal yard begun in Phase II-A. • Install/upgrade tracks.
Wharf	<ul style="list-style-type: none"> • See Maritime Development phases.
Utilities	<ul style="list-style-type: none"> • Upgrade/replace sanitary sewer, electrical, and fire protection

	systems as necessary. <ul style="list-style-type: none">• Install new stormwater drainage system as needed.• Install new water main (see Commercial and Industrial Park Phase A).
Buildings	<ul style="list-style-type: none">• Demolish/renovate as necessary.