



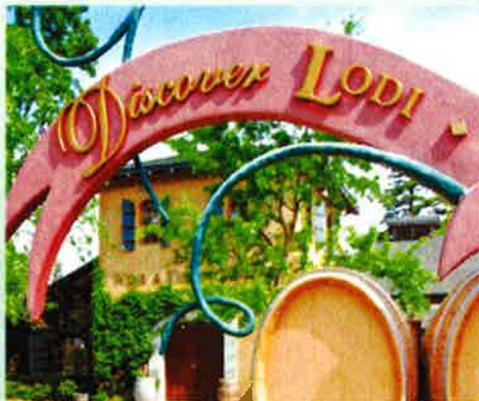
**Public Review Draft**

**Initial Study/  
Negative Declaration**

**For the**

**City of Lodi**

**Climate Action Plan**



**TREE CITY USA**

**PUBLIC REVIEW DRAFT**  
**INITIAL STUDY/NEGATIVE DECLARATION**  
**FOR THE**  
**CITY OF LODI CLIMATE ACTION PLAN**



Prepared by the City of Lodi  
Community Development Department  
221 West Pine Street  
Lodi, CA 95240

August 2013

**NOTICE OF AVAILABILITY AND NOTICE TO OF INTENT  
TO ADOPT A NEGATIVE DECLARATION FOR THE CITY OF LODI  
CLIMATE ACTION PLAN**

The City of Lodi has prepared an Initial Study pursuant to California Environmental Quality Act (CEQA) and the CEQA Guidelines (Public Resources Code, Division 13 and California Code of Regulations, Title 14, Chapter 3) evaluating the potential environmental impacts of the Lodi Climate Action Plan (CAP). The City proposes to adopt a Negative Declaration ("ND") because the CAP would not have a significant effect on the environment. This ND and the Initial Study describe the reasons that this project will not have a significant effect on the environment and, therefore, does not require the preparation of an environmental impact report under CEQA.

In accordance with provisions of the CEQA Guidelines, the Draft Negative Declaration tiers off of the 2009 General Plan Final Environmental Impact Report (FEIR) (SCH# 2009022075 that was certified by the City Council in April 2010. Together, this Draft Negative Declaration and the 2009 General Plan FEIR constitute the environmental record for the proposed CAP. The 2010 General Plan FEIR can be viewed at Lodi City Hall (221 West Pine Street, Lodi Ca 95240) or on the City's website [http://www.lodi.gov/com\\_dev/EIRs.html](http://www.lodi.gov/com_dev/EIRs.html)

**FILE NUMBER:** 13-ND-01

**PROJECT TITLE:** City of Lodi Climate Action Plan

**PROJECT LOCATION:** The City of Lodi Climate Action Plan is intended to provide strategies for reducing greenhouse gas emissions throughout the City of Lodi, including White Slough Water Pollution Control Facility.

**PROJECT DESCRIPTION:** The proposed project is the adoption of a policy document, the Climate Action Plan, intended to provide policy direction and identify actions the City and the community can take to significantly reduce the generation of Greenhouse Gases (GHG) consistent with California Assembly Bill (AB) 32 and Executive Order S-3-05. The purpose of the plan is to guide the development, enhancement, and ultimately the implementation of actions and strategies that reduce Lodi's greenhouse gas emissions. The plan consists of five (5) chapters and appendices that:

- Summarize climate change, outline actions by the State and City to reduce emissions, and describe how Lodi residents and business owners can participate in GHG reduction efforts;
- Describe the role public participation played in the formation of the CAP, State regulations governing climate action planning, and regional climate change initiatives and programs;
- Characterize Lodi's current GHG emissions, indicate the City's projected emissions in 2020 and 2050, and note the action by City General Plan policy to establish a reduction target;
- Propose strategies and measures the City can take to achieve its emissions reduction target, and analyze the estimated cost of the proposed measures; and

- Discuss the means by which the City will monitor the Plan's implementation, verify achievements; and fund the selected measures.

**PUBLIC REVIEW PERIOD:** As mandated by State law, the minimum public review period for this document is 30 days. The proposed Negative Declaration will be circulated for a 30-day public review period, beginning on Monday, July 15, 2013 and ending on Thursday, August 15, 2013. Copies of the Draft Negative Declaration and Draft Development Code documents are available for review at the following locations:

- **Community Development Department**, 221 West Pine Street, Lodi, CA 95240
- **Lodi Public Library**, 201 West Locust Street, Lodi, CA 95240
- **Online at** [http://www.lodi.gov/com\\_dev/EIRs.html](http://www.lodi.gov/com_dev/EIRs.html)

Any person wishing to comment on the Initial Study and proposed Negative Declaration must submit such comments in writing **no later than 5:30 pm on Thursday, August 15, 2012** to the City of Lodi at the following address:

Immanuel Bereket, Associate Planner  
City of Lodi  
P. O. Box 3006  
Lodi, CA 95241

Facsimiles at (209) 333-6842 will also be accepted up to the comment deadline (please mail the original). For further information, contact Immanuel Bereket, Associate Planner, at (209)333-6711.

A public hearing will be scheduled before the Planning Commission and City Council to receive comments on the document and to adopt the Negative Declaration. This meeting will be separately noticed when the date and time are set.

  
\_\_\_\_\_  
Konradt Bartlam, Community Development Director

7-10-13  
\_\_\_\_\_  
Date

## TABLE OF CONTENTS

1.1	Intrduction and Regulatory Guidance.....	1-1
1.2	Purpose and Document Organization.....	1-1
1.3	Incorporation by Reference.....	1-1
1.4	Necessary Public Agency Approvals.....	1-1
2.1	Project Title.....	2-1
2.2	Lead Agency Name and Address.....	2-1
2.3	Contact Persons.....	2-1
2.4	Project Sponsor’s Name and Address.....	2-1
2.5	General Plan Designation.....	2-1
2.6	Zoning Desingation.....	2-1
2.7	Project Assumptions.....	2-1
2.8	Project Background.....	2-1
2.9	Project Location.....	2-1
2.10	Project Objectives.....	2-1
2.11	Project Description.....	2-9
2.12	Emissions Invesntory, Baseline and Projections.....	2.10
2.13	Reduction Strategies.....	2.11
3.1	Environmental Factors Potentially Affected.....	3.1
3.2	Environmental Determination.....	3.1

### Envorimental Checklist

1	Aesthetics.....	4-1
2	Agricultural Resources.....	4-3
3	Air Quality.....	4-5
4	Greenhosue Gas Emissions.....	4-7
5	Biological Resources.....	4-9
6	Cultural Resources.....	4-11
7	Geology and Soils.....	4-13
8	Hazards and Hazardous Materials.....	4-17
9	Hydrology and Water Quality.....	4-21
10	Land Use and Planning.....	4-25
11	Mineral Resources.....	4-27
12	Noise.....	4-29

13	Population and Housing.....	4-33
14	Public Services.....	4-35
15	Recreation .....	4-39
16	Transportation/Traffic.....	4-41
17	Utilities and Service Systems .....	4-43
18	Mandatory Findings of Significance .....	4-45

Dicuments Referenced.....	5-1
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**LIST OF EXHIBITS**

Figure 2-1: Regional Map.....	2-5
Figure 2-2: City Boundaries.....	2-7

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## **Section 1**

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## 1.1 - INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study/Mitigated Negative Declaration (IS/MND) for the City of Climate Action Plan (Draft CAP). The City of Lodi has prepared a Draft Climate Action Plan using input from city staff, consultants, the public, and from various interviews, stakeholder meetings and sessions. The Draft CAP was prepared and developed consistent with the recently adopted 2010 General Plan. Pursuant to Section 15152 of the California Environmental Quality Act (CEQA) Guidelines, this Initial Study is tiered from the City of Lodi 2010 General Plan Environmental Impact Report (General Plan EIR) (State Clearinghouse Number 2009022075).

Under CEQA, tiering refers to the use of analysis contained in previously certified, broad-level Environmental Impact Reports (EIRs) (often programmatic EIRs) to support or complement project-specific EIRs or IS/NDs.<sup>1</sup> CEQA Guidelines encourage the use of tiered environmental documents to reduce delays and excessive paperwork in the environmental review process. This is accomplished in tiered documents by eliminating repetitive analyses of issues that were adequately addressed in the Program EIR and by incorporating those analyses by reference. Impacts only need to be analyzed in more detail in the Initial Study if they were not examined in the prior EIR or if findings were not adopted for significant, unavoidable impacts.

## 1.2 - PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study and proposed Negative Declaration (IS/ND) is to identify the potential environmental impacts and mitigation measures associated with the Draft Climate Action Plan. The intended use of this document is to provide information to support conclusions regarding the potential environmental impacts of the Draft CAP. The IS/ND provides the basis for input from public agencies, organizations, and interested members of the public.

This Initial Study is organized into the following chapters:

**Section 1: Introduction.** This section provides an introduction and overview of the Initial Study document.

**Section 2: Project Description.** This section describes the location and setting of the Draft CAP, along with the principal components of the project boundaries and its relations to the City's recently adopted General Plan. The section also describes the policy setting and implementation process. In addition, this section provides pertinent project details, including lead agency contact information, project location, and General Plan and Zoning designations.

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<sup>1</sup> California Association of Environmental Professionals, 2012, CEQA Statute and Guidelines.

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**Section 3: Environmental Determination.** This chapter summarizes environmental factors potentially affected by this project and the City's environmental determination.

**Section 4: Environmental Checklist and Findings.** Making use of the CEQA Appendix G Environmental Checklist, this chapter identifies and discusses anticipated impacts from the proposed Master Plans, providing substantiation of the findings made. The chapter concludes with the determination, based on the analysis contained in this Initial Study, that a Negative Declaration is appropriate for the proposed Master Plans.

**Chapter 5: References.** This chapter provides a list of documents used in the project.

### 1.3 - INCORPORATION BY REFERENCE

The references outlined below were utilized during preparation of this Initial Study/Mitigated Negative Declaration. The documents are available for public review at the addresses listed below. All City of Lodi documents are available at City of Lodi, Community Development Department, located at 221 West Pine Street, California 95240.

- City of Lodi General Plan 2010. State law requires every city and county to adopt a comprehensive, long-term general plan for the physical development of that city and county. The City of Lodi *General Plan*, adopted April 2010, contains goals, policies, and programs which are intended to guide land use and development decisions for the next twenty years. The *General Plan* consists of eight elements, or chapters, which together fulfill the requirements for a general plan. The *General Plan* chapter include the Land Use; Growth Management and Infrastructure; Community Design and Livability; Transportation; Parks, Recreation and Open Space; Conservation; Safety, and Noise Elements.
- City of Lodi General Plan Final Environmental Impact Report, February 2010. The City of Lodi General Plan, *Final Environmental Impact Report (General Plan FEIR)*, SCH2009022075, is intended to provide information to public agencies and the general public regarding the potential environmental impacts related to implementation of the City of Lodi General Plan. The purpose of the EIR is "to identify the significant effects of a project on the environment, to identify alternatives to the project and to indicate the manner in which significant impacts can be mitigated or avoided."
- City of Lodi General Plan Draft Environmental Impact Report, November 2009. The City of Lodi, *Pubic Review Draft General Plan Environmental Impact Report*, SCH2009022075, is a first-tier evaluation of the environmental effects associated with the adoption of the updated City of Lodi General Plan.

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- The San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) 2000. The City of Lodi adopted the SJMSCP in 2001, and projects under the jurisdiction of the City can seek coverage under the plan. The proposed project is consistent with the SJMSCP, as amended, as reflected in the conditions of project approval for this proposal. Pursuant to the Final EIR/EIS for the SJMSCP, dated November 15, 2000, and certified by the San Joaquin Council of Governments on December 7, 2000, implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a level of less-than-significant. That document is hereby incorporated by reference and is available for review during regular business hours at the San Joaquin Council of Governments (555 E. Weber Avenue, Stockton, CA 95202) or online at: [www.sicoq.org](http://www.sicoq.org).
  - City of Lodi Municipal Code. The City of Lodi *Zoning Code* is contained in Chapter 17 of the Lodi Municipal Code (LMC) and represents the minimum requirement for the promotion of public safety, health, convenience, comfort, prosperity or general welfare.

#### **1.4 - NECESSARY PUBLIC AGENCY APPROVALS:**

The City of Lodi is the lead agency with responsibility for approving the proposed Development Code update. No other public agency approvals are needed.

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## **Section 2**

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**2.1 - PROJECT TITLE:**

City of Lodi Climate Action Plan (CAP)

**2.2 - LEAD AGENCY NAME AND ADDRESS:**

City of Lodi  
Community Development Department  
221 West Pine Street  
Lodi, CA 9540

**2.3 - CONTACT PERSONS:**

Environmental document:	Immanuel Bereket: 209-333-6711
Project Coordinators:	Joseph Wood: 209-333-6711
	Immanuel Bereket: 209-333-6711

**2.4 - PROJECT SPONSOR'S NAME AND ADDRESS:**

City of Lodi, Community Development Department  
221 W. Pine Street  
Lodi CA 95240

**2.5 - GENERAL PLAN DESIGNATION:**

The Draft CAP encompasses the entire City of Lodi General Plan area.

**2.6 - ZONING DESIGNATION:**

The Draft CAP area includes various zoning designations.

**2.7 - PROJECT ASSUMPTIONS:**

This IS/ND assumes compliance with all applicable state, federal, and local codes and regulations.

**2.8 - PROJECT BACKGROUND**

The City of Lodi adopted its current General Plan in April of 2010. The General Plan is the City's vision for how to accommodate anticipated growth within the next 20 to 30 years. The City of Lodi currently provides services to approximately 8,911.55 acres. According to the 2010 General Plan 2010, the service area will increase to approximately 10,623 acres of land (16.6 square miles) at full buildout of the General Plan boundaries. Low Density Residential will continue to represent the largest land use category in the City and will make up approximately 33 percent of the total acreage at buildout. The General Plan calls for preparation, adoption and implementation of a Climate Action Plan.

California has adopted a wide variety of regulations aimed at reducing the State's greenhouse gas (GHG) emissions. While State actions alone cannot stop global warming, the adoption and implementation of this legislation demonstrates California's leadership in addressing this critical challenge. Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, requires California to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 directs the California Air Resources Board (ARB) to develop and implement regulations that reduce statewide GHG emissions. The *Climate Change Scoping Plan* (Scoping Plan) was approved by ARB in December 2008 and outlines the State's plan to achieve the GHG reductions required in AB 32. The Scoping Plan contains the primary strategies California will implement to achieve a reduction of 169 million metric tons of carbon dioxide equivalent (MMT CO<sub>2</sub>e), or approximately 28% from the State's projected 2020 emission levels.

In the Scoping Plan, ARB encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community emissions that parallel the State commitment to reduce GHGs. Though the specific role local governments will play in meeting the State's AB 32 goals is still being defined, they will nonetheless be a key player in implementing GHG reduction strategies.

Lodi's Draft CAP articulates the City's intentions with respect to reducing community-wide GHG emissions in a manner consistent with AB 32. Throughout the Draft CAP, the City outlines strategies, objectives, measures and actions to minimize energy consumption and waste; create an interconnected transportation system; and conserve, create and enhance natural assets that improve the community's quality of life. An action, program, or project would be considered consistent with the Draft CAP if, considering all of its aspects, it would further the strategies, objectives, measures, and actions set forth within the Draft CAP and not obstruct their attainment.

## **2.9 - PROJECT LOCATION**

Lodi is situated in the San Joaquin Valley between Stockton, 6 miles to the south; Sacramento, thirty-five miles to the north; and along State Route (SR) 99. The City is located on the main line of the Union Pacific Railroad and is within 5 miles of I-5 via SR-12. The regional is depicted in Figure 2.1, Regional Location Map.

The Mokelumne River forms the northern edge of the city; Harney and Hogan lane southern edge. The Central California Traction Line (CCT) railroad (north of Kettleman Lane) and SR-99 (south of Kettleman Lane) form the eastern boundary. The western boundary extends approximately one-half mile west of Lower Sacramento Road. Lodi (exclusive of White Slough Water Pollution Control

Facility) encompasses an area of 12.3 square miles. Figure 2 - 1: Regional Map illustrates the City's location in regional context.

## 2.10 - PROJECT OBJECTIVES

The Draft CAP establishes a comprehensive community-wide GHG emissions reduction strategy for Lodi with regard to: a) buildings and energy, b) transportation and land use, and c) waste and water. The project objectives, derived from the vision statement, are expressed below.

- Adopt a CAP that will comply with and implement State law, advance citywide sustainability and reflect community values.
- Reduce Lodi's annual community-wide GHG emissions by 15% below 2005 baseline emission levels by 2020.
- Provide clear guidance to City staff and decision-makers regarding when and how to implement key actions to reduce GHG emissions.
- Inspire residents and businesses to participate in community efforts to reduce GHG emissions.

Based on these objectives, the Draft CAP defines community strategies and GHG reduction measures through text and maps. The Draft CAP also includes implementation actions corresponding to quantified GHG reduction measures. The recommended actions serve as the basis for future programming decisions related to the assignment of staff and expenditure of City funds toward implementing the CAP.



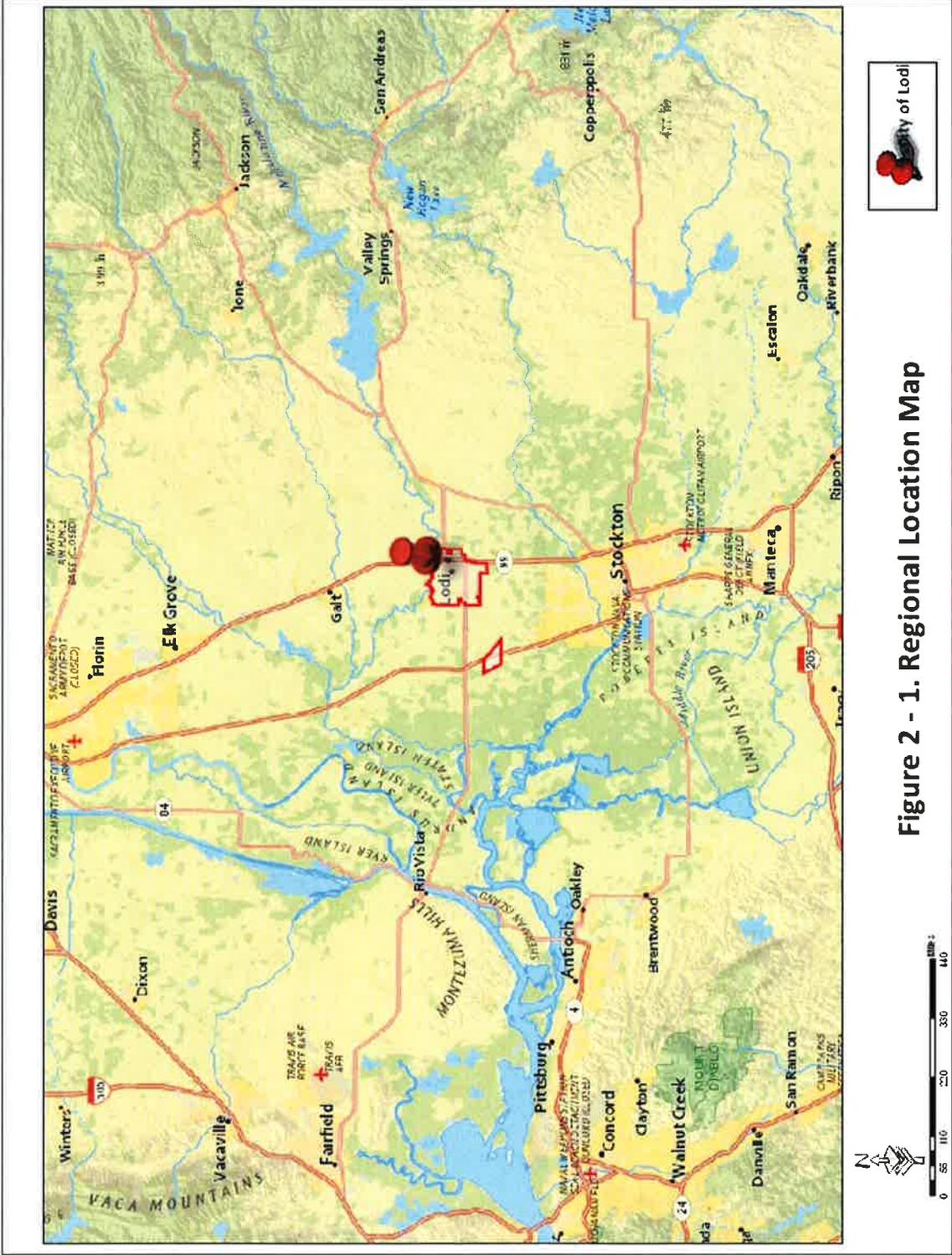
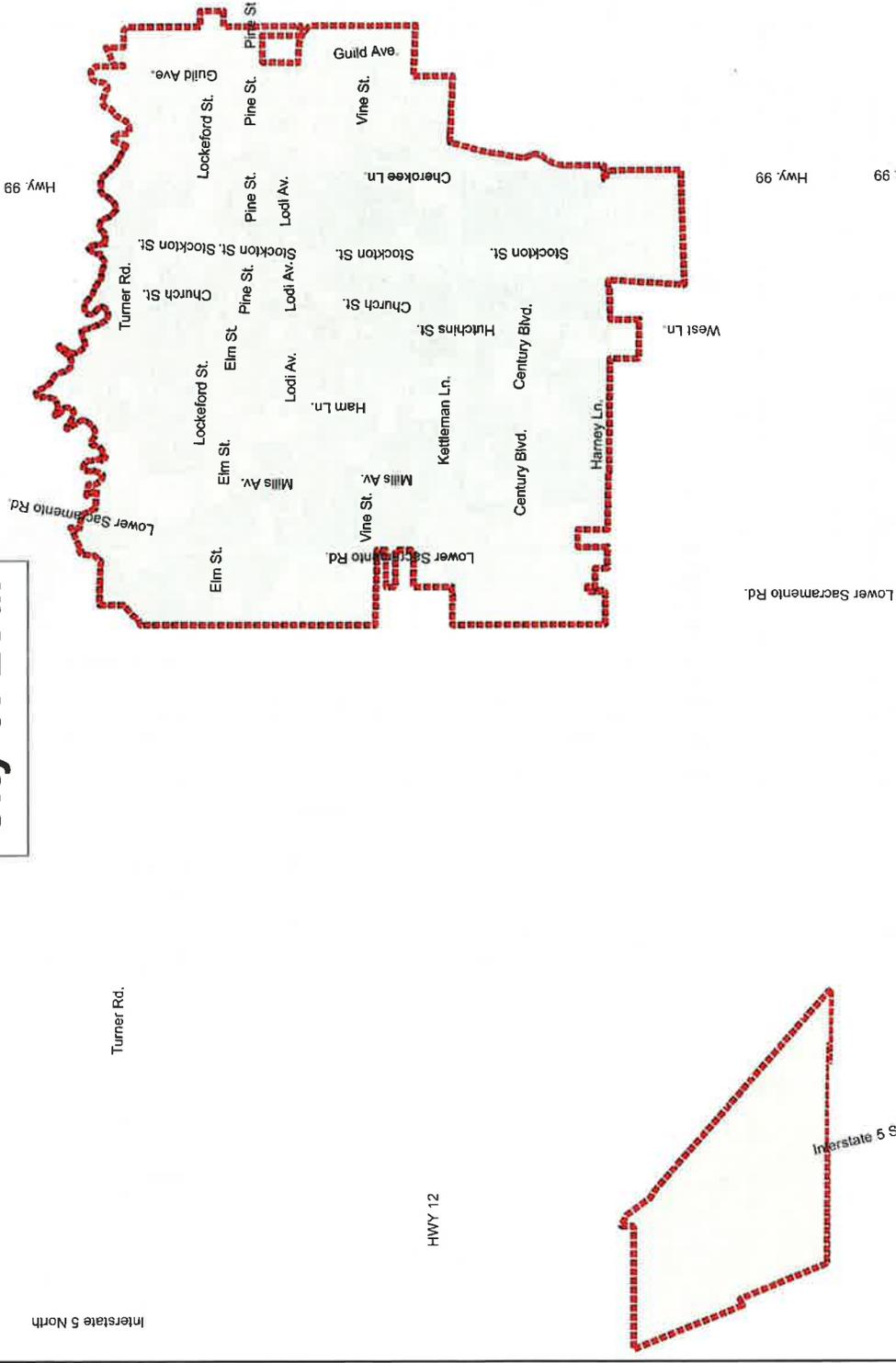


Figure 2 - 1. Regional Location Map

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# City of Lodi



**Figure 2 – 2. Project Site**



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## 2.11 - PROJECT DESCRIPTION

The City of Lodi has prepared a Draft Climate Action Plan (CAP or plan) with input from the City Council, City staff, community members, the development community and citizens. Pursuant to the California Environmental Quality Act (CEQA) the City has prepared this Initial Study (IS) to assess the environmental impacts of adoption and implementation of the CAP. This IS consists of a summary, followed by a description of potential environmental effects that may result from adoption and implementation of the draft CAP.

The Draft CAP provides policies and identifies actions intended to reduce GHG emissions within the City and serves to aid the State in its implementation of Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006, which requires California to reduce statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. AB 32 directed the California Air Resources Board (ARB) to develop and implement regulations that reduce statewide GHG emissions. The *Climate Change Scoping Plan* (Scoping Plan) was approved by ARB in December 2008 and outlines the State's plan to achieve the GHG reductions required by AB 32. The Scoping Plan contains the primary strategies that California will implement to achieve a reduction of 169 million metric tons of carbon dioxide equivalent (MMT CO<sub>2e</sub>), or approximately 28 % from the State's projected 2020 emission levels, which includes actions to be taken by local governments.

The Lodi Draft CAP provides general information about climate change and how GHG emissions within the City contribute to it, as well as an analysis of the potential effects of climate change on the City. In addition, the Draft CAP describes baseline GHG emissions produced in Lodi, and projects GHG emissions that could be expected if the Draft CAP is not implemented. The strategies, measures, and actions proposed in the Draft CAP are described in more detail under "Greenhouse Gas Emission Reduction Strategies," below.

## 2.12 - EMISSIONS INVENTORY, BASELINE AND PROJECTIONS

Chapter 3 of the Draft CAP, "Green House Gas Inventory," presents a GHG emissions inventory, establishes an emissions baseline dating back to the year 2008, provides projections of emissions in 2020 and 2030, and describes the City's emissions reduction target. Baseline emissions are determined using activity data collected from energy, water and waste collection service providers, as well as information collected as part of the General Plan process. Future emissions levels are then projected for the years 2020 and 2030, based on estimated future. The emission inventory identifies the sources, distribution, and amount of GHG emissions by emission sector, including energy consumption, transportation, solid waste, wastewater and water consumption.

### 2008 Baseline Emissions

The city of Lodi's baseline inventory is ordered by sector. A "sector" is an individual subset of the total greenhouse emission spectrum, composed of emissions relating to an economy, industry, market, or general society. The sectors that were measured in this CAP are: energy, transportation, solid waste, waste water, and water consumption. Each of these sectors is shown separately in the overall emissions spectrum to allow for specific measure development for emissions reductions.

#### Energy

The energy sector consists of electricity and natural gas consumption. Energy use typically represents a large portion of total greenhouse gas emissions and is divided into residential and non-residential uses. The City obtained historical (2008) electricity consumption data from Lodi Electric Utility (LEU) and natural gas consumption data from Pacific Gas and Electric (PG&E). LEU and PG&E provided communitywide data aggregated by land use (i.e., residential and non-residential). Electricity data for kWh used from 2008-2009 was converted into CO<sub>2</sub>e using an LEU-specific emission factor. Natural gas data for therms was converted into CO<sub>2</sub>e using a PG&E-specific natural gas emission factor.

2008 BASELINE EMISSIONS		
Emissions Sector	MT CO <sub>2</sub> e	%
Residential Electricity	61,295	12
Residential Natural Gas	52,548	10
Non-Residential Electricity	118,486	23
Non-Residential Natural Gas	63,320	13
<b>Total Energy Consumption</b>	<b>295,649</b>	<b>58</b>
On-Road Vehicles	141,124	28
Off-Road Vehicles and Equipment	7,500	1
<b>Total Transportation Emissions</b>	<b>148,624</b>	<b>29</b>
Solid Waste	54,305	11
Water Consumption	5,231	1
Wastewater Treatment	3,649	1
Municipal	6,717	1
<b>TOTAL</b>	<b>514,175</b>	<b>100</b>

#### Transportation

The transportation sector provides an estimate of emissions generated from vehicle miles traveled (VMT) by passenger cars and freight trucks. The inventory accounts for two types of trips; any vehicle trips generated by Lodi land uses that stay within the city limits and half of all vehicle trips generated by Lodi land uses that either begin or end outside of Lodi. The inventory does not account for pass-through trips. Based on these trips, annual vehicle miles traveled (VMT) is estimated using existing daily traffic volumes determined during the 2008 General Plan update process, and average trip length assumptions generated from U.S. Census data. Annual VMT is translated into emissions using a

transportation-specific emissions factor, which was developed using national data for vehicle fleet mix, fuel economy and average fuel combustion. The transportation sector also accounts for emissions from off-road vehicles.

### **Solid Waste**

Solid waste emissions are generated from decomposing organic waste in place and methane management activities. Solid waste generated within the City, as a result of community and municipal activities, is collected by Waste Management and deposited at various landfills throughout the region. Annual tons of waste generated and typical waste composition data was obtained from Cal Recycle to determine the total emissions.

### **WASTEWATER MASTER PLAN**

The City owns and operates the WSWPCF. The wastewater treatment facility has a current average dry weather flow capacity of 8.5 million gallons per day (mgd). Current dry weather flow is approximately 5.7 mgd. The wastewater treatment facility was originally constructed in 1966 with a capacity of 5.8 mgd. In the late 1980's and early 1990's the City expanded the treatment capacity to 6.3 mgd, and also improved the level of treatment. Between 2003 and 2009 the City again expanded the treatment capacity to the current 8.5 mgd and added tertiary treatment and ultraviolet light disinfection improvements. In conjunction with the 2007 improvements to the WSWPCF, the 48-inch trunk line from the City limits to the treatment plant influent headworks was lined, thereby reducing its effective diameter to 42-inches.

### **Water Consumption**

Unlike the wastewater sector, emissions from the water sector come from the electricity used to treat, convey, and distribute potable water. Total electricity consumption associated with both municipal operations and communitywide land uses was obtained from the City. Emissions were determined using the LEU-specific emissions factor.

## **2.13 - REDUCTION STRATEGIES**

Measures are grouped into five strategy areas that represent the primary ways to reduce communitywide GHG emissions in Lodi. Strategy areas are as follows:

### **Energy Efficiency**

The Draft CAP's energy efficiency measures are primarily focused on the efficient use of electricity, though some measures will also result in natural gas savings. Measures include retrofits of existing residential and commercial buildings, building system efficiency upgrades, streetlight upgrades, building shade tree planting, and increasing renewable energy use.

In 2008, the city's consumption of electricity for appliances, lighting and cooling, and combustion of natural gas for heating, cooking, and other processes within residential, commercial, and industrial buildings generated 58% (295,649 MT

CO<sub>2</sub>e) of Lodi's total GHG emissions. Of the total energy consumption in Lodi, residential energy use accounted for 39% (113,843 CO<sub>2</sub>e) whereas non-residential energy use accounted for 61% (181,806 MT CO<sub>2</sub>e).

About 2/3 of houses in Lodi were built prior to the adoption of California's Title 24 energy efficiency requirements in 1978, and 79% of the building stock that is projected to exist in Lodi in 2020 has already been constructed. Lodi stands to realize a large portion of its emissions reductions from building retrofits. While energy efficiency retrofits reduce building-related greenhouse gas emissions, residents can also benefit from noticeable savings on their utility bills and improved comfort of their home or business. Since 1998, Lodi Electric Utility (LEU) has spent more than \$8.3 million in Public Benefits Charge funds on energy efficiency programs, resulting in an 18% peak demand reduction and 16% energy reduction. LEU's energy conservation programs include:

- **Appliance Rebate** for the purchase of an energy efficient refrigerator, clothes washer or dishwasher;
- **Home Improvement Rebate** for replacing insulation, installing attic fans, whole house fans, shade screens or window tinting, radiant barriers or replacing HVAC air conditioning systems;
- **HVAC System Test Rebate** for performing high-end duct system testing to measure air flow, air return and system balance;
- **Commercial/Industrial Rebates** for building envelope improvements and system efficiency upgrades;
- **Commercial Energy Efficiency Financing** up to \$150,000 in financing for energy efficiency improvements, to be repaid on the participant's monthly utility bill; and
- **Energy Assessments** on-line and on-site for residential and commercial customers.

LEU will continue to implement its energy conservation programs, and increase participation through a comprehensive public outreach campaign. The total GHG emission reduction potential of the energy efficiency strategy is 16,386 MT CO<sub>2</sub>e /yr in 2020 and 29,352 MT CO<sub>2</sub>e/yr in 2030.

### **Transportation**

Transportation is the second largest sector in Lodi's baseline inventory, producing 29% (148,624 MT CO<sub>2</sub>e) of Lodi's total GHG emissions (514,175 MT CO<sub>2</sub>e) in 2008. Emissions in this sector are primarily the result of the combustion of fossil fuels and are determined largely by the number of vehicle miles traveled (VMT) by residents and employees. The best practices for reducing transportation-related greenhouse gas emissions involve reducing the number of vehicle trips through various transportation demand management (TDM) strategies and enhancing the viability of transit and other forms of alternative transportation. In addition, transit-oriented development and mixed-use developments result in denser uses near commercial centers that contribute to decreased vehicle trips. The greenhouse gas reduction strategies presented in this CAP primarily focus on TDM strategies

and transit system improvements to reduce greenhouse gas emissions. The total GHG emission reduction potential of the transportation strategy is 18,967 MT CO<sub>2</sub>e/yr in 2020 and 25,153 MT CO<sub>2</sub>e/yr in 2030.

### **Solid Waste**

Waste disposal creates emissions when organic waste (e.g., food scraps, yard clippings, paper, and wood products) is buried in landfills and anaerobic digestion takes place, emitting methane. In Lodi, 11% of GHG emissions are associated with solid waste generation and disposal in landfills. The CAP's waste diversion measures seek to divert organic waste from landfills by reusing construction materials when possible and increasing communitywide participation in food scrap and yard waste composting.

Construction waste accounts for approximately 29% of the waste stream statewide, and includes items such as lumber, drywall, metals, masonry, carpet, plastics, pipes, rocks, and dirt. Most of these materials are inert and do not contribute to landfill methane generation upon decomposition. However, waste lumber comprises nearly 15% of the total statewide waste stream, and represents a significant source of potential GHG emissions reductions. Per the California 2010 Building Standards Code (Title 24), effective January 1, 2011, all jurisdictions must require the diversion of 50% of construction waste materials generated during certain construction and renovation projects. This CAP assumes the city will enforce these diversion requirements in all applicable future projects.

The Draft CAP proposes reductions methods associated with increased methane capture at landfills. The California Air Resources Board approved a new regulation (effective in June 2010) that requires operators of certain landfills to install methane control systems that operate in an optimal manner. Historically, the majority of solid waste generated in Lodi is disposed of at the North County Landfill. While this landfill already has a methane capture system in place, it is less efficient than currently available technology used elsewhere throughout the state. For purposes of this CAP, it is assumed that efficiency improvements will be made to the existing methane capture system at the North County Landfill, but that the city will play no role in implementing these improvements.

The total GHG emission reduction potential of the waste strategy is 9,129 MT CO<sub>2</sub>e/yr in 2020 and 13,260 MT CO<sub>2</sub>e/yr in 2030.

### **Water**

Water-related GHG emissions are mainly caused by energy used to pump, transport, heat, cool, and treat potable water. Emissions associated with this energy use accounted for approximately 1% of the communitywide GHG inventory. With water supplies expected to continue declining into the future, water conservation strategies have the double benefit of reducing GHG emissions and aligning demand with future water availability. The measures included in this section quantify the greenhouse gas emissions reductions of conservation programs that are already underway in the city.

### **Green Infrastructure**

Green infrastructure refers mainly to the open spaces and vegetation that provide places for recreation, wildlife habitat, and relief from the heat of the sun. The term can also refer to building-integrated vegetation projects, such as green walls and green roofs. There are numerous benefits to planting trees and increasing vegetated surfaces, including reduced surface runoff, increases in natural habitat, reduced urban heat island effect, and opportunities for carbon sequestration. While vegetation-related carbon sequestration is known to reduce greenhouse gases in the atmosphere, the precise level to which this occurs is not well understood and difficult to quantify at this time. Regardless, the other benefits associated with increased tree and vegetation cover, such as reducing the urban heat island effect, may increase comfort and encourage more individuals to walk, ride their bikes, or take transit, indirectly reducing greenhouse gas emissions while contributing to the overall well-being of Lodi's residents.

As a supplement to the quantified measures in this CAP, two measures are included in the Green Infrastructure section that are not quantified, but rather focus on environmental stewardship and education through local agency partnerships and demonstration projects.

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## **Section 3**

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**3.0 ENVIRONMENTAL DETERMINATION**

**3.1 - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this project as indicated by the checklist on the following pages.

Environmental Factors Potentially Affected		
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources
<input type="checkbox"/> Geology/Soils	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology/Water Quality
<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities/Services Systems	
<input checked="" type="checkbox"/> None With Mitigation	<input type="checkbox"/> Mandatory Findings of Significance	

**3.2 - ENVIRONMENTAL DETERMINATION**

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

  
Immanuel Bereket, Associate Planner

7/10/13  
Date

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## **Section 4**

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>1 AESTHETICS .</b> <i>Would the Project:</i>				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	■	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	■	☐
a) The Draft CAP proposes strategies and measures that would aid in reducing the City's emission of GHGs, and thus, would not directly lead to development that would affect scenic vista. The CAP does not recommend specific densities, building heights massing or design of any projects. However, the proposed measures encourage installation of photovoltaic (PV) panels and other distributed renewable energy technologies on the homes, businesses and City facilities to provide alternate sources of energy. PV panels could be placed on rooftops, which could potentially alter scenic views for homes or businesses located behind the rooftop panels. However, the placement of PV panels for residential or civic use would likely not be large enough to significantly affect views from other residences located uphill or behind the rooftop panels. Installation of these panels would require standard building permits from the City, which would ensure the PV panels would not have a specific, adverse impact on public health and safety. Implementation of the Draft Cap would result in <b>less-than significant-impact</b> . Further, the CAP would implement 2010 General Plan policies and the impacts of implementing the CAP would be similar to those identified in the 2010 General Plan FEIR.				
b) There are no designated state scenic highways within or within view of the City. Therefore, there would be <b>no impact</b> .				
c) The Draft CAP recommends rehabilitation and renovation of existing buildings to improve energy efficiency and the development of infill projects to maximize land use potential in the city. The installation of PV panels on rooftops could result in slight changes to existing visual character. However, renovations and new development would be designed to be compatible with existing development. PV panels would be associated with existing structures and installation of PV panels would be subject to Planning and Building review and approval, ensuring that they do not result in substantial changes to the visual character of the city. Implementation of the CAP would result in a <b>less-than-significant-impact</b> .				

- d) Implementation of the Draft CAP would not result in the development of major light sources, although distributed installation of PV panels on homes, businesses, and City facilities is encouraged to reduce Lodi's dependence on energy sources that produce GHGs. PV panels are specifically designed to absorb, not reflect, sunlight. Thus, their placement and orientation on individual properties would not adversely affect day or nighttime views in the area.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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**2 AGRICULTURE RESOURCES:**

*In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:*

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program in the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of forest land (as defined in PRC Sec. 4526), or timberland zoned Timberland Production (as defined in PRC Sec. 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) The Draft CAP does not propose a specific construction plan. The CAP implementation 2010 General Plan policies and the impacts of implementing the Draft CAP would be similar to those identified in the 2010 General Plan FEIR. The Draft CAP would have no effect on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as farming, gardening, and similar uses would be allowed in all zoning districts by right. **No impact** would occur with respect to this issue.



Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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**3 AIR QUALITY.**

*Would the Project:*

a.	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Violate any air quality standard or contribute substantially to an existing or Projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) The purpose of the Draft CAP is to reduce GHG emissions within the city to help contribute to global efforts to reduce the effects of climate change. Recommendations within of the Draft CAP include reducing vehicle use, developing bicycle and pedestrian facilities, enhancing public transit, using renewable energy, improving energy efficiency in buildings, improving energy management, increasing water conservation, and promoting green infrastructure and urban agriculture. In addition to reducing GHGs, each of these elements would help to reduce criteria air pollutants and would not conflict with or obstruct the San Joaquin Valley Air Pollution Control District’s Air Quality Management Plan. Implementation of the Draft CAP would result in a **less-than-significant impact**.

b-d) Growth regulated by, and the impacts of, the Draft CAP would be similar to those identified in the 2010 General Plan FEIR. Generally, a project would conflict with or potentially obstruct implementation of an air quality plan if it would contribute to population growth in excess of that forecasted in the air quality management plan (California Air Resources Control Board, 2007). The proposed Draft CAP would not result in an increase of population for the City beyond that forecast in the 2010 General Plan FEIR. Consequently, as noted in the FEIR, the Draft CAP is not expected to generate population in excess of that envisioned in the local Air Quality Management Plan (AQMP). **Less-than-significant-impact** would occur.

e) The Draft CAP does not proposed strategies or measures that would directly or indirectly result in the creation of objectionable odors. Therefore, there would be **no impact**.



Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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**4 GREENHOUSE GAS EMISSIONS.**

*Would the Project:*

- |    |   |                          |                          |                          |                                     |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. | Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. | Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Implementation of strategies and measures proposed within the Draft CAP would result in annual communitywide GHG emission reductions by 2020. Table 1 in the Project Description identifies the MT CO<sub>2</sub>e reductions and percentages that would be expected from implementation of each proposed Draft CAP strategy and objective. Implementation of the Draft CAP would therefore directly and indirectly *reduce* community-wide GHGs. There would be **no impact**.

b) California has adopted a wide variety of regulations aimed at reducing the State’s greenhouse gas (GHG) emissions. AB 32, the California Global Warming Solutions Act of 2006, requires California to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 directs ARB to develop and implement regulations that reduce statewide GHG emissions. The *Climate Change Scoping Plan* (Scoping Plan) was approved by ARB in December 2008 and outlines the State’s plan to achieve the GHG reductions required in AB 32. The Scoping Plan contains the primary strategies California will implement to achieve a reduction of 169 MMT CO<sub>2</sub>e, or approximately 28% from the State’s projected 2020 emission levels. In the Scoping Plan, ARB encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community emissions that parallel the State commitment to reduce GHGs. The Scoping Plan recommends that local governments consider adopting a goal of 15% below current emissions levels to assist the State in implementing AB 32.

Lodi’s Draft CAP articulates the City’s intentions with respect to reducing community-wide GHG emissions in a manner consistent with AB 32. Implementation of strategies and measures proposed within the Draft CAP would result in annual community-wide GHG emission reductions of approximately 15,660 MT CO<sub>2</sub>e by 2020. Table 1 in the Project Description identifies the MT CO<sub>2</sub>e reductions and percentages that would be expected from implementation of each proposed Draft CAP strategy and objective. Implementation of the Draft CAP alone would not meet the City’s goal of reducing GHG emissions to 25% below 2004 baseline levels, although it would exceed a 15% community-wide GHG reduction target by 2020, which would be consistent with AB 32 Scoping Plan recommendations. As of this writing, there are no adopted regional or local plans,

policies or regulations other than the Scoping Plan and the City's Draft CAP which are designed to reduce emissions of GHGs. There would be **no impact**.

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>5 BIOLOGICAL RESOURCES</b>				
<i>Would the proposal:</i>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	■	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	■	☐
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	■	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	■	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	■	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■
a) The CAP would not modify, either directly or indirectly, habitats of any species identified as a candidate sensitive, or special status. Furthermore, existing General Plan policies would significantly constrain development in areas that support sensitive or special status species. In addition, if development projects in these areas were to involve such species, project specific biological studies and mitigation would be required as part of specific project approvals in compliance with applicable Federal, State and local requirements. The CAP's implementation would, therefore, result in a <b>less-than-significant-impact</b> .				
b) The implementation of the CAP would have a <b>less-than-significant-impact</b> .				

- c) The implementation of the CAP is not expected to cause adverse effect on federally protected wetlands. In the event wetlands could potentially be affected by future actions, project-specific wetland studies and mitigation, if necessary, would be required pursuant to existing Clean Water Act requirements. Implementation of the CAP would result in a **less-than-significant-impact**.
- d) See Item C above. The primary wildlife corridors in the City of Lodi are within the *Mokelumne River* area and to a lesser extent along open areas within the city. Implementation of the CAP would result in a **less-than-significant-impact**.
- e) The City of Lodi CAP does not contain any component that would directly or indirectly conflict with local policies that protect biological resources. Therefore, there would be a **less-than-significant-impact**.
- f) No Habitat Conservation Plan or Natural Communities Conservation Plan would be affected by the CAP.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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**6 CULTURAL RESOURCES**

*Would the Project:*

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The Draft CAP does not propose any strategy or measure that would directly result in an adverse change in the significance of a historical resource. However, the Draft CAP does recommend retrofitting and renovation of older buildings to be more energy efficient and thus reduce GHGs associated with energy consumption. Most of the housing stock in the City is more than 70 years old, thus some of the structures which may be retrofitted could be eligible for classification as historic resources. All major alterations to structures in the City are reviewed by the Planning staff through the City's established through permitting process, which routinely ensures that the historical integrity of structures is not be compromised. Continued compliance with the City's established permitting procedures and process would ensure a **less-than-significant impact**.

b) The CAP would have no impact on historical resources, as it would not directly involve excavation, demolition, tree removal, no other physical changes that would affect a archeological resources in the community. If there are potential impacts to historical resources that would b associated with specific projects, these would be addressed in a project-specific CEQA reviews. In addition, the 2010 General Plan requires protection of significant archaeological resources. A **less-than-significant** impact would occur with the implementation of the CAP.

c) **The City of Lodi** does not contain any known paleontological resources or unique geologic features. The proposed CAP is implementation of a draft plan intended to reduce community-wide GHG emissions and does not include any elements that would directly or indirectly destroy these features. There is a remote possibility that ground-disturbing activities that occur as a result of building additional pedestrian and bicycle infrastructure pursuant to the Draft CAP could uncover unique paleontological resources or sites or unique geologic features. In the event such resources or features are discovered, compliance with State regulations and General Plan policies pertaining to discovery of paleontological resources would ensure that this impact is **less-than-significant**.

- d) There is a remote possibility that ground-disturbing activities that occur as a result of building additional pedestrian and bicycle infrastructure pursuant to the CAP could uncover previously unknown human remains. In the event this occurs, compliance with State regulations and General Plan policies pertaining to discovery of human remains would ensure that this impact is **less-than-significant**.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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**7 GEOLOGY AND SOILS.**

*Would the Project:*

- |      |   |                          |                          |                                     |                                     |
|------|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a.   | Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:   |                          |                          |                                     |                                     |
| i.   | Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| ii.  | Strong seismic ground shaking?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| iii. | Seismic-related ground failure, including liquefaction?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| iv.  | Landslides?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b.   | Result in substantial soil erosion, or the loss of topsoil?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c.   | Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d.   | Be located on expansive soils, as defined in Table 18-1-13 of the Uniform Building Code (1994), creating substantial risks to life or property?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e.   | Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

a)

i. There are no mapped surface or subsurface faults that traverse the city and the city is not listed within a State designated Alquist-Priolo Earthquake Fault Zone. Any future construction will be required to employ building standards set forth in the City's Building Code, including specific provisions for seismic design of structures. In addition, the General Plan FEIR concluded that impacts associated with seismic-related ground shaking would be reduced to **less than significant** due to mandatory compliance with building codes, policies contained in the General Plan, and mitigation measures included in the General Plan EIR.

ii. The Draft CAP would implement measures intended to reduce community-wide GHGs, none of which would directly affect the potential to expose the people or structures to strong seismic ground shaking. Some components of the Draft CAP

would include the development of an expanded net work of bike and pedestrian facilities and retrofitting existing residential and commercial structures to be more energy efficient, and thus reduce GHG emissions associated with energy consumption. These bike and pedestrian facilities, new structures, and building retrofits could be adversely affected by strong seismic ground shaking if not developed in compliance with building code in effect. However, all future projects associated with the implementation of the Draft CAP would be required to meet the building code in effect, which would ensure that these project components do not expose people or structures to the risks associated with strong seismic ground shaking. This would be **less-than-significant** impact.

- iii. The City of Lodi is not considered to be particularly susceptible to liquefaction, although some of the northern areas located along Mokelumne River may be relatively more susceptible. However, similar to Items (a) (i, ii), all future projects associated with implementation of the Draft CAP would be required to meet engineering and structural requirements, as well as applicable building and fire codes. Such compliance would ensure safety to structures and people. The impact would **less-than-significant**.
- iv). The City of Lodi is located in an area of generally level terrain that would not produce a landslide. Average grade within the City is between zero and five degrees. Further, according to the Official Maps of Seismic Hazard Zones provided by the State of California Department of Conservation, the City of Lodi is not located within an earthquake-induced landslide zone, which is defined as an area where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacement. As a result, **no impacts** related to landslides would occur.
- c) No future project resulting from implementation of the Draft CAP would directly involve major movement of topsoil or directly result in substantial soil erosion. In the event that proposed residential or commercial retrofits or renovations, construction of bike paths and pedestrian improvements, such activities would be subject to the City's Grading Ordinance to reduce erosion impacts. As a normal and standard condition of approval for future development proposals, projects would be required to prepare and have approved individual Stormwater Pollution Prevention Plans (SWPPPs) that mandate construction and post-construction water quality provisions, including but not limited to erosion control plans during construction, installation of biofilters and/or mechanical cleansing of stormwater run-off and similar elements. Compliance with the applicable regulations would reduce impacts to **less-than-significant**.
- d) All projects that may possibly be developed as a result of implementation of the Draft CAP would be subject to applicable engineering and City building code requirements, which would ensure that they are developed in a way that

minimizes the possible effects of expansive soil. Compliance with existing code regulations would ensure a **less-than-significant impact**.

- e) The City of Lodi uses a sewer system and does not require the use of alternative wastewater disposal systems or septic tanks. Thus, there would be **no impact**.



Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>8 HAZARDS AND HAZARDOUS MATERIALS.</b>				
<i>Would the Project:</i>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	■
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	■	☐
e. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	■
f. For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	■
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	■	☐
a) The Draft CAP and the future projects that could potentially result from implementation of the Draft CAP would not result in the routine transport, use, or disposal of hazardous materials. It is possible that construction activities associated with new mixed-use or transit-oriented development projects or residential and commercial retrofit and renovation projects recommended by the Draft CAP would require use of construction materials, such as paints and solvents, but not in				

large enough quantities to cause adverse effects. This would be a **less-than-significant-impact**.

- b) Retrofitting of buildings constructed prior to 1978 could create a risk of worker exposure to lead-based paints and asbestos. Contractors would be required to conform to strict state and federal EPA regulations regarding work on such structures, including worker training and containment and removal of hazardous materials. This would reduce the risk on the surrounding environment and worker health to a **less-than-significant-impact**.
- c) The implementation of the CAP would not involve direct handling or emission of hazardous materials. Indirect effects associated with future projects, including those on sites nearby or upwind of sensitive receptors (e.g., residential land uses), or within one-quarter mile of a school, would be addressed through environmental review when an application is submitted to the City. As the CAP does not enable any specific development project, **no impact** would occur relative to this issue.
- d) The CAP presents a citywide program, though proposed development associated with it would be concentrated in older parts of town. The CAP does not propose or enable any specific development project. New developments would be required to go through project level environmental review and would be evaluated and controlled by the 2010 General Plan EIR. The City of Lodi's CAP would have a **less-than-significant-impact** relative to this issue.
- e) There are no public or private airports within the City limits of City of Lodi, nor is the City within two miles of a private or public airfield. The City limits are outside of the Part 77 Horizontal Surface zone of the Lodi Airpark and Kingdon Executive Airport. Part 77 Horizontal Surface zone consists of the airport's primary, horizontal, conical, approach and transitional surfaces. Therefore, **no impact** is anticipated.
- f) See e) above. No impact is anticipated.
- g) The City's 2010 General Plan identifies both urban and wildland fire hazards exist in the Lodi Planning Area, creating the potential for injury, loss of life, and property damage. Urban fires primarily involve the uncontrolled burning of residential, commercial, and/or industrial structures due to human activities. Factors that exacerbate urban structural fires include substandard building construction, highly flammable materials, delayed response times, and inadequate fire protection services.

The CAP does not include any strategies that would impair implementation of or interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the CAP's implementation would have **less-than-significant-impact** relative to emergency evacuation plans.

- h) The City of Lodi is not characterized by substantial areas of wildlands. The topography of the City is relatively homogenous and steep slopes that could contribute to wildland fires are not common. The City's General Plan indicates that less than one percent of the City and its immediate vicinity has "Moderate" fire hazard potential.

No project that could be associated with the CAP's strategies would expose residences or wildlands to any wildfire threat. The policies of the CAP seek to mitigate the impacts of climate change. The CAP's implementation would have **less-than-significant-impact** in relation to wildland fires.



Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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**9 HYDROLOGY AND WATER QUALITY**

*Would the Project:*

a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Place within a 100-year floodplain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) The Draft CAP recommends energy efficiency renovations within existing residential and commercial structures. Construction associated with these projects could increase erosion and adversely affect urban runoff. However, the City enforces

General Plan policies that require urban runoff controls, and enforces the adopted stormwater ordinance, all of which would prevent pollutants from entering drainages. Proper enforcement and compliance with both National Pollutant Discharge Elimination System (NPDES) requirements and the City's implementing stormwater ordinance would ensure that water quality would not be adversely affected by construction and renovation activities resulting from implementation of the Draft CAP. This would be a **less-than-significant** impact.

- b) The Draft CAP recommends numerous water conservation measures, which may result in reduced demand for groundwater supplies. The Draft CAP does not recommend any strategies or measures that would require additional water supply that would be attained from groundwater supplies and would not result in any future projects that would substantially interfere with groundwater recharge. There would be **no impact**.
- c) The Draft CAP does not recommend any strategy or measure that would directly alter drainage patterns. No streams or rivers are anticipated to be altered. The Draft CAP does recommend construction of additional pedestrian and bicycle paths, which may indirectly result in slight alterations to drainage patterns. However, the changes would not be substantial, and any changes that would occur would be subject to existing federal and state regulations. Compliance with existing regulations would result in a **less-than-significant** impact.
- d) The Draft CAP encourages the development of an expanded network of bike and pedestrian facilities, expansion of existing transit facilities, and retrofitting existing residential and commercial structures for renewable energy. Runoff that would result from these facilities and developments could contribute to the flood potential of existing stream channels. However, the Draft CAP does not directly enable this development, and all proposed projects would be subject to environmental and regulatory reviews. These standards mandate installation of either biological or mechanical methods of treating and cleansing stormwater runoff prior to entering the City and regional drainage system, or equivalent water quality features. With adherence to these requirements, this impact would be **less-than-significant** impact.
- e) See Item (d). This would be **less-than-significant** impact.
- f) Although there is a potential for surface water pollution from construction of new development, such water quality impacts would be reduced to a less-than-significant level by adherence to City of Lodi and Regional Water Quality Control Board surface water quality standards, including applicable NPDES requirements. Water quality features would be required by the City as part of the normal development review process to reduce the potential for water pollution to a **less-than-significant** level.
- g) The Draft CAP would not place housing within a 100-year flood hazard area identified on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other

flood hazard delineation map because it does not propose construction. Therefore, **no impact** would occur.

- h) In coordination with the 2030 General Plan, the Draft CAP would regulate development within the 100-year flood zone. However, as discussed in the 2010 General Plan FEIR, 2010 General Plan requires developments to incorporate adequate mitigation measures to achieve an acceptable level of risk from potential flooding hazards. The FEIR concludes that this and other policies would reduce flood hazards to a less than significant level. Because development regulated by the Development Code would be consistent with forecasts contained in the 2010 General Plan FEIR, flooding impacts associated with Development Code implementation would also be **less-than-significant**.
- i) The City of Lodi is located in a dam inundation area for the Pardee and Camanche Dam and dike system. Flood water from the Pardee dam would take 4 hours and 20 minutes to reach west Lodi, and flood water from the Camanche Dam and dike system would take 4 to 6 hours to reach Lodi. No strategy or measure proposed within the Draft CAP would expose people or structures to these risks. The impact would be **less-than-significant**.
- j) Lodi is not subject to risks relating to seiche or tsunami. Lodi is located inland from the Pacific Ocean and as such, is not subject to tsunami hazards. The project limits are relatively flat and fully urbanized and therefore not susceptible to mudflows. The potential for exposure to such risks would be the same as that identified for the 2030 General Plan and, with implementation of 2010 General Plan policies and existing City regulations, would be reduced to a **less-than-significant** level.



Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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**10 LAND USE AND PLANNING.**

*Would the Project:*

a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying area. The Draft CAP proposes strategies and policies that would improve pedestrian and bicycle circulation, and at the same time provide alternative to vehicular transportation. The Draft CAP encourages the creation of infrastructure that improves connectivity throughout the community. The plan contains no language that recommends or supports the division of an established community. **No impact** would occur as result of the plan's implantation.
- b) The Draft CAP is consistent with, and builds the goals of the 2010 Lodi General Plan. The Draft CAP proposes strategies and measures to reduce GHG emissions. Implementing the Draft CAP would not conflict with existing policies, and where conflicts do occur, the Draft CAP strategies and measures would generally result in greater avoidance or mitigation of environmental effects, as the Draft CAP is designed to mitigate adverse environmental impacts associated with global climate change. Therefore, **no impact** would occur due to implementation of the Draft CAP.
- c) No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan would conflict with implementation of the Draft CAP. Therefore, **no impact** would occur due to implementation of the Draft CAP.



Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>11 MINERAL RESOURCES</b>				
<i>Would the Project:</i>				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	■
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	■

a-b) The Draft CAP proposes strategies and policies that would improve pedestrian and bicycle circulation, and at the same time provide alternative to vehicular transportation. The Draft CAP encourages the creation of infrastructure that improves connectivity throughout the community. The Draft CAP contains no language that recommends or supports extraction of mineral resources. In addition, the 2010 General Plan prohibits the extraction of mineral resources that could result in significant environmental impacts. Implementation of the Draft Cap would be consistent with that regulated by the 2010 General Plan and forecast in the 2010 General Plan FEIR. **No impact** to mineral resources would occur due to implementation of the Draft CAP.



Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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**12 NOISE**

*Would the Project result in:*

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) While the Draft CAP does not recommend any strategy or measure that would generate excessive amounts of noise, construction activity associated with recommended energy efficiency retrofits in residential or commercial buildings, expansion of bicycle and pedestrian facilities, and installation of distributed renewable energy systems could possibly result in temporary increases in noise levels.

As discussed in Section 4.9 of the 2030 General Plan FEIR, all construction activities would be required to adhere to the following General Plan policies:

N-G1 Protect humans, the natural environment, and property from manmade hazards due to excessive noise exposure.

N-G2 Protect sensitive uses, including schools, hospitals, and senior care facilities, from excessive noise.

N-P1 Control and mitigate noise at the source where feasible, as opposed to at the receptor end.

N-P2 Encourage the control of noise through site design, building design, landscaping, hours of operation, and other techniques for new development deemed to be noise generators.

N-P3 Use the noise and land use compatibility matrix provided in the General Plan 2010 and allowable noise exposure levels as review criteria for all new land uses. Incorporate noise attenuation measures for all Projects that have noise exposure levels of “conditionally acceptable” and higher. These may include:

- Façades constructed with substantial weight and insulation;
- Sound-rated windows in habitable rooms;
- Sound-rated doors in all exterior entries;
- Active cancellation;
- Acoustic baffling of vents for chimneys, fans and gable ends;
- Ventilation system affording comfort under • closed-window conditions; and
- Double doors and heavy roofs with ceilings of two layers of gypsum board on resilient channels to meet the highest noise level reduction requirements.

In addition, noise in the City is governed by Chapter 9.24 of the Municipal Code, which specifically declares that loud, unnecessary, and unusual noise is a nuisance and is unlawful. The criteria for determining whether a nuisance exists includes the ambient noise level, the sound level of the objectionable noise, the intensity of the noise, whether the noise is continuous or intermittent, the duration and tonal content of the noise, the proximity of the noise to sleeping facilities, the zoning of the area, and the nature of the source. The City of Lodi Municipal Code regulations relevant to construction noise are:

9.24.020 a. General Noise Regulations. Notwithstanding any other provision of this chapter, and in addition thereto, it is unlawful for any persons to willfully make or continue or permit or cause to be made or continued, any loud, unnecessary or unusual noise which unreasonably disturbs the peace and quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal noise sensitivity.

9.24.030 c. It is unlawful for any person, firm or corporation to cause, permit or generate any noise or sound as described herein between the hours of 10:00 p.m. and 7:00 a.m. which exceeds the ambient noise levels at the property line of any residential property as determined at the time of such reading by more than five decibels. This section shall be applicable whether such noise or sound is of a commercial or noncommercial nature.

Since the exact nature of future construction that could occur pursuant to the Draft CAP is not known at this time, construction noise levels cannot be estimated. All construction activities must comply with the City's noise ordinance. In addition, future projects which would potentially cause noise levels exceeding noise ordinance requirements would be required to undergo acoustical analysis to determine specific impacts. Construction activity noise levels for projects resulting from the Draft CAP would not be excessive when compared to those associated

with similar construction projects not associated with the Draft CAP. Since potential noise levels would be temporary in duration and must comply with the City's noise ordinance, and because future project specific impacts would require further evaluation and mitigation, this would be a **less-than-significant impact**.

- b) Similar to the evaluation within Item (a), temporary construction activities resulting from implementation of the Draft CAP could potentially result in excessive groundborne vibration or groundborne noise levels for a temporary period of time associated with recommended energy efficiency retrofits in residential or commercial buildings, expansion of bicycle and pedestrian facilities, and installation of distributed renewable energy systems. All construction activities must comply with the City's noise ordinance, which prohibits construction noise between 10:00 PM to 7:00 AM seven days a week. In addition, future projects which would potentially cause excessive groundborne vibration would be required to undergo environmental analysis to determine specific impacts. Construction activity vibration levels for projects resulting from the Draft CAP would not be excessive when compared to those associated with similar construction projects. Since potential groundborne vibration would be temporary in duration and must comply with the construction hour provisions of the City's noise ordinance, and because future-project specific impacts would require further evaluation and mitigation, this would be a **less-than-significant impact**.
- c) The Draft CAP encourages strategies designed to reduce vehicular traffic and to increase alternative mode of travel. No increase in local traffic volumes is anticipated as a result of implementing the Draft CAP. Therefore, future ambient noise levels should be similar to or somewhat reduced from present levels. This would be a **less-than-significant impact**.
- d) One source of temporary ambient noise in Lodi would be construction activity, as described in Item (a) above. Since the Draft CAP encourages continued investment in existing homes to reduce energy consumption, there would continue to be construction-related noise in the city. Compliance with the City's noise ordinance would reduce impacts to this would be a **less-than-significant impact**.
- e) There is not an airport located within two (2) miles of the city limits. The Draft CAP would not expose people excessive noise levels generated by public use airports, or private airstrips. The closest airport to the city site is the Lodi Airpark, located approximately four (4) miles southwest of the city limits, and supports twenty to thirty (20-30) operations per day. The airport's noise "footprint" does not extend beyond the immediate airport boundary. There would be **no impact**.
- f) No private airstrip is located within or near Lodi. There would be **no impact**.



Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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**13 POPULATION AND HOUSING**

*Would the Project:*

- |    |   |                          |                          |                                     |                          |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. | Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. | Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- a) The Draft Cap includes strategies and measures that seek to reduce GHG emission. Proposed measures include encouraging public transport expansion and retrofitting existing residential and commercial buildings to make them more energy efficient. The CAP does not recommend any specific development, density or number of residential units. Commercial and residential energy efficiency retrofits that may occur as a result of the Draft CAP would update homes already located in the city to make them more energy efficient and would not be likely to include additions that make homes larger and accommodate more people. Therefore, impacts would be **less-than -significant**.
- b) Although the Draft CAP strategies and measures encourage energy efficient retrofits for existing homes, the Draft CAP does not include measures to increase or decrease density or displace homes. Replacement housing would not be necessary. This would be a **less-than-significant-impact**.
- c) The Draft Cap contains no strategies that encourage the displacement of existing housing. Implementation of the Draft CAP poses a **less-than-significant-impact**.



Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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**14 PUBLIC SERVICES**

*Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**City of Lodi General Plan**

The Lodi General Plan Growth Management and Infrastructure Element addressed public services.

GM-G4: Provide public facilities-including police and fire services, schools and libraries commensurate with the needs of the existing and future population.

**Existing Conditions**

Fire Protection

The Lodi Fire Department (LFD) provides fire protection, basic life support (BLS), fire prevention, technical rescue, and hazardous materials response services to the City of Lodi. The LFD employs 48 firefighters, captains, and engineers. In addition, LFD employs 4 battalion chiefs, 2 division chiefs, 1 fire chief, 2 support staff, and 1 inspector for a total department work force of 59. LFD maintains 4 front line fire apparatus capable of 1500 GPM, one Truck Company, 100 ft aerial, 2 reserve apparatus, and various support vehicles. The LFD has 4 fire stations located throughout the City of Lodi.

Police

The Lodi Police Department provides law enforcement and animal services to the City of Lodi. The LPD has 117 positions including 78 Sworn Officers. The LPD will service the area that will be annexed. In addition, the LPD maintains SWAT van, 1 SWAT armored Vehicle, 1 Mobile Command Center, 1 DUI trailer, 1 Crime Prevention van, 1 FET van, 24 patrol cars, 25 undercover cars, 4 motorcycles, 1 bomb squad van, and 4 volunteer vehicles. The LPD also maintains an average of 1.25-minute emergency response time and maintains an average of 31 minutes per call at the scene of the incident.

## Schools

The Lodi Unified School District provides public education for grades preschool through twelve on a traditional calendar system. The District employs 3,018 contracted employees, including 1,573 teachers. The District maintains thirty elementary schools, seven middle schools, and ten alternative schools, and three charter schools.

Parks and Recreation. The City of Lodi operates a total of 27 parks, natural open space areas, and sports field. Park facilities in Lodi range from mini-parks and tot lots to larger regional parks and natural open space areas, in accordance with the City of Lodi Park development standards. Several parks serve the dual purpose of a park facility and a storm drainage detention basin during the winter rainy season. The City of Lodi General Plan established a standard of 8 acres of neighborhood and community parkland per 1,000 population, including school parks and storm drainage detention basin parks, and 3.9 acres of neighborhood and community parkland per 1,000 population, excluding school parks and storm drainage detention basin parks.

- a-i) The Lodi Fire Department (LFD) provides fire protection, basic life support (BLS), fire prevention, technical rescue, and hazardous materials response services to the City of Lodi. The Draft CAP does not propose population growth and would not contribute greatly to the need for increased fire protection services. Thus, implementation of the Draft CAP would not result in a need for additional Fire Department services. This would be a **less-than-significant** impact.
- a-ii) The Draft CAP would no result in a substantial increase of residents as it does not encourage growth. Increase in population would be governed by the RHNA, the Housing Element, and the 2010 Lodi General Plan, which contains policies to provide for adequate and orderly increase in fire protection services. As the Draft CAP does not recommend any specific projects, all future development would undergo environmental review when formal application s are submitted to the City. Therefore, the implementation of the plan would not increase the need for Fire Department's protection services within the City. Implementation the Draft CAP would result in a **less-than-significant** impact.
- a-iii) Implementation of the Draft CAP is not expected to result in substantial population growth and would not necessitate an increase in school district services. Thus, implementation of the Draft CAP's would result in a **less-than-significant** impact.
- a-iv) The City of Lodi operates a total of 27 parks, natural open space areas, and sports field. Park facilities in Lodi range from mini-parks and tot lots to larger regional parks and natural open space areas. Implementation of the Draft CAP is not expected to result in substantial population growth, and thus would not contribute greatly to the nee for additional park facilities. This would be a **less-than-significant** impact.

a-v) As discussed above, the Draft CAP does not propose population growth. Impacts related to library and other services would be **less-than-significant**.



15	RECREATION	Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
	a.	Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	■	☐
	b.	Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	■	☐

a) Implementation of the Draft CAP is not expected to result in substantial population growth, and thus would not result in increased physical deterioration of parks and recreational facilities. Conversely, the Draft CAP promotes the expansion of the current network of bicycle and pedestrian trails, which could provide additional recreational facilities within Lodi, and possible lessen wear on existing facilities. This would be a **less-than-significant** impact.

b) The Draft CAP specifically recommends that the City implement the bike infrastructure improvements contained in the City's current Bicycle Master Plan and key improvements to be identified in a proposed pedestrian obstacle study, with the objective of encouraging complete streets throughout Lodi.

Construction of these facilities could potentially result in adverse impacts on the environment. However, environmental impacts associated with such facilities would likely be minimal, due to the built-out urban nature of the city and the likelihood that such facilities would be constructed within existing rights-of-way. In any case, prior to construction of additional bike or pedestrian trails, the City would be required to prepare subsequent project-level environmental documentation as required by CEQA. These documents would provide site-specific environmental analyses that would analyze all possible impacts and recommend mitigation if necessary. Because adverse impacts associated with bicycle and pedestrian trail construction pursuant to the Draft CAP would likely not be substantial, and because additional project-level analysis would ensure that physical impacts do not occur, this would be a **less-than-significant** impact.



Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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**16 TRANSPORTATION/TRAFFIC**

*Would the Project:*

a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) None of the proposed objectives and strategies in the Draft CAP courage, promote or causes an increase in vehicular traffic relative to existing conditions. To the contrary, implementation of Draft CAP strategies and measures would increase the availability of transit service for Lodi residents, add additional bike and pedestrian facilities. Achieving each of these goals would result in a reduction in traffic loads, which would reduce the number of vehicle trips, volume to capacity ratio, and intersection congestion within the City. Furthermore, no proposed strategy or measure would directly increase traffic in relation to the existing traffic load and capacity of the street system. This would be a **less-than-significant impact**.

b) The San Joaquin County Congestion Management Program (CMP) documents the existing and future conditions along the County's Congestion Management Agency (CMA) roadway system. The San Joaquin County Lodi County Congestion Management Plan (CMP) requires a regional traffic impact analysis when a Project adds 50 or more peak hour vehicles to a CMP Highway system intersection or 150 or more peak hour trips to a mainline freeway link. The intent of CAP policies relative to new development is encourage carpool uses, increase convenience of transit, which would reduce vehicular GHG emissions. The CAP'S implementation

would result in **less-than-significant** impacts in relation to traffic and road network level of service.

- c) The Project site is located roughly two miles from the Lodi Airpark and approximately four miles from the Kingdon Executive Airport. Implementation of the proposed Development Code would have no effect on air traffic patterns. **No impact** would occur.
- d) The CAP encourages development of pedestrian and bicycle infrastructure and features that will serve to reduce GHG emissions. These facilities would not increase hazards but rather have the opposite effect by providing features to make crossings and roads safer and more convenient for pedestrians and cyclists, including a number of strategies, including use of new signage, paving materials, and bike lanes. In having a beneficial effect on the public safety aspects of the City's road network particularly for non-motorized traffic, the plan's implementation would have **no impact** relative to this issue.
- e) The Draft CAP recommends strategies and measures that would increase safety for drivers, pedestrians, and bicyclists and seeks to reduce the number of automobiles on City streets, both of which may actually make access for emergency vehicles easier and more efficient. No strategy or measure proposed within the Draft CAP would result in the development of uses or facilities that would degrade emergency access. This would be a **less-than-significant-impact**.
- f) Implementation of the Draft CAP would not substantially increase parking demand or remove existing parking. Conversely, the Draft CAP encourages walking, biking, carpooling, and public transit use and discourages single occupancy vehicle use. Implementation of the Draft CAP could reduce the need for parking spaces and possibly result in less demand for parking. This would be a **less-than-significant impact**.
- g) The Draft CAP supports and enhances adopted City policies, plans, and programs supporting alternative transportation. Therefore the CAP's implementation would have **no impact** in relation to this issue.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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**17 UTILITIES AND SERVICE SYSTEMS**

*Would the Project:*

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes, and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) Implementation of the Draft CAP would not trigger population increase. Thus, there would be no increase in demand for wastewater treatment that would exceed treatment requirements. This would be a **less-than-significant** impact.
- b) Implementation of the Draft CAP would not result in a significant increase in population. Thus, resulting needs for water and wastewater treatment would not increase substantially. No expanded or new treatment facilities would be required. This would be a **less-than-significant** impact.
- c) Increase in population due to new development could increase in the amount of storm water runoff, which could necessitate the need for more and larger storm water drainage facilities. However, implementation of the Draft CAP would not result in a significant increase in either population or new development. Thus, it is not likely that storm water runoff would increase with implementation of the Draft CAP to the extent that new or expanded drainage facilities would be needed. This impact would be **less-than-significant** impact.
- d) Implementation of the Draft CAP would not result in a significant increase in population. The Draft CAP does not directly enable development and all projects

would be subject to environmental and regulatory review. Thus, no new water supplies would be required. Water demand projections for Lodi indicate that the City has sufficient water supplies for anticipated growth in Lodi. This impact would be **less-than-significant** impact.

- e) The City owns and operates the wastewater collection system within its corporate limits. The collection system includes separate domestic and industrial sewers and related pumping facilities. Untreated wastewater is piped to the City's treatment plant through pipes, utilizing both gravity flow and lift stations, where appropriate. The City also owns the treatment facilities at the White Slough Water Pollution Control Facility (WSWPCF) located approximately 6 miles southwest of the City. The City has adopted and maintains a *Wastewater Master Plan* to estimate future infrastructure and service demands within Lodi. Because Draft CAP does not directly enable new development inconsistent with development projections regulated by the 2010 General Plan, sufficient plant capacity would continue to be available and impacts relating to wastewater service would be **less than significant**.
- f) As indicated in the General Plan EIR, The increased solid waste due to implementation of the General Plan could be accommodated within the existing landfill capacity. Adoption of the Draft CAP would not facilitate any substantial new development activity beyond that analyzed in the General Plan EIR, and thus will not lead to any significant solid waste production beyond that previously indicated. Furthermore, compliance with the City's Source Reduction and Recycling Element (SRRE) program, whereby all future development projects must divert solid waste to meet state diversion goals associated with AB 939, as well as State and County waste reduction programs and policies, would reduce the volume of solid waste entering landfills. Review of future projects will continue be carried out to ensure that the projects are consistent with all General Plan Policies and Policy Actions and the SRRE program. Adherence to such requirements would reduce potential impacts associated with solid waste to a less than significant impact level. Growth regulated by the Draft CAP would be consistent with that regulated by the 2030 General Plan and forecast in the 2010 General Plan FEIR. Therefore, the Draft CAP would not create any impacts beyond those identified in the 2010 General Plan FEIR and impacts would be **less than significant**.
- g) The Draft CAP does not recommend any strategy or measure that does not comply with applicable solid waste regulations. Conversely, the CAP promotes recycling and measures to reduce the City's waste stream and achieve County wide waste reduction goals. There will be **no impact**.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>18 MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) As discussed in Section IV, *Biological Resources* and Section V, *Cultural Resources*, the Draft CAP does not have the potential to substantially reduce habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

The purpose of the Draft CAP is to reduce community-wide GHG emissions in Lodi with the intention of reducing environmental impacts associated with global climate change. The Draft CAP proposes strategies and measures to lessen numerous environmental impacts and does not contain any strategy or measure that would either directly substantially reduce habitat, reduce wildlife populations, threaten animal or plant community restrict the range of species, or eliminate examples of history or prehistory. This would be a **less-than-significant impact**.

- b) The Draft CAP would not result in any adverse environmental impacts that are cumulatively considerable. The Draft CAP is intended to contribute to a cumulative reduction in GHG emissions and to reduce adaptation impacts associated with global climate change, both of which would have beneficial cumulative environmental effects. The CAP contains measures that, if enacted, would reduce GHG emissions through encouraging the use of alternative modes of transportation, promoting residential and commercial energy and water efficiency, increasing use of

renewable energy, investing in green infrastructure and open space, and reducing waste. These measures would, in general, have beneficial effects on the environment. Future land uses and development determined to be consistent with the CAP would not make a cumulatively considerable contribution to the production of GHG emissions. In addition, The CAP'S short-term and long-term goals are in alignment in this regard; so it is highly unlikely that it would have short-term goals that would disadvantage long-term environmental goals. The CAP's implementation would thus have a **less-than-significant** impact.

- c) As discussed in Section III, *Air Quality*; Section VI, *Geology and Soils*; Section VII, *Hazards and Hazardous Materials*; Section VIII, *Hydrology and Water Quality*; Section XI, *Noise*; and Section XV, *Transportation and Traffic*, implementation of the Draft CAP would not create environmental effects that would adversely affect human beings. The Draft CAP is a policy document tended to reduce Lodi's community-wide GHG emissions to help cumulatively address the adverse environmental impacts associated with global climate change, while also protecting and enhancing the quality of life in Lodi. Its strategies and measures strive to protect the environment, enhance human health and safety, and conserve natural resources, both within and beyond Lodi. Adoption and implementation of the Draft CAP would result in beneficial environmental effects, and would not cause substantial adverse direct or indirect effects on human beings resulting from a change in the physical environment. Impacts would be **less-than-significant**.

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## **Section 5**

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