



## CITY OF LODI COUNCIL COMMUNICATION

- AGENDA TITLE:**
1. Approve the following Negative Declarations:
    - a. Negative Declaration 06-03 for the General Plan Amendment and change in Zoning for the Gini Project (expansion of auto-related businesses).
    - b. Approve Negative Declaration 06-04 for the General Plan Amendment and change in Zoning for the Lodi Memorial Hospital Project (new south wing addition and other related facilities).
  2. Amend the General Plan designation for 1333 and 1325 South Central Avenue from Eastside Residential to General Commercial (Gini Project) and for 1201, 1139, 1133, 1127, 1121, and 1115 W. Cardinal Street from Low Density Residential to Office (Lodi Memorial Hospital project).
  3. Rezone 1333 and 1325 S. Central Ave. from RE-1, Single Family Residential Eastside to C-2, General Commercial.
  4. Rezone 975, 999, 1031 South Fairmont; 1200 W. Vine Street; 1201, 1139, 1133, 1127, 1121, and 1115 W. Cardinal Street from (R-C-P) Residential-Commercial-Professional Office and (R-2) Residence District to (PD) Planned Development and approve Development Plan.

**MEETING DATE:** April 4, 2007

**PREPARED BY:** Community Development Director

- RECOMMENDED ACTION:**
1. Approve the following Negative Declarations:
    - a. Negative Declaration 06-03 for the General Plan Amendment and change in Zoning for the Gini Project (expansion of auto-related businesses).
    - b. Approve Negative Declaration 06-04 for the General Plan Amendment and change in Zoning for the Lodi Memorial Hospital Project (new south wing addition and other related facilities).
  2. Amend the General Plan designation for 1333 and 1325 South Central Avenue from Eastside Residential to General Commercial (Gini Project) and for 1201, 1139, 1133, 1127, 1121, and 1115 W. Cardinal Street from Low Density Residential to Office (Lodi Memorial Hospital project).
  3. Rezone 1333 and 1325 S. Central Ave. from RE-1, Single Family Residential Eastside to C-2, General Commercial.
  4. Rezone 975, 999, 1031 South Fairmont; 1200 W. Vine Street; 1201, 1139, 1133, 1127, 1121, and 1115 W. Cardinal Street from (R-C-P) Residential-Commercial-Professional Office and (R-2) Residence District to (PD) Planned Development and approve Development Plan.

APPROVED: \_\_\_\_\_  
Blair King, City Manager

The Gini Project and the Lodi Memorial Hospital Expansion Project are two projects similar in nature but independent of each other. The similarity is that both these projects involve requests to change General Plan designations. State law allows only four General Plan Amendments a year, staff has combined these two requests into a single General Plan Amendment so as to use only one of our allowed amendments. There is no restriction in State law as to the number of separate changes (text or map) in a single General Plan Amendment.

One applicant, Mr. Kenneth J. Gini, is interested in expanding his auto service businesses onto property he owns adjacent to his current business. These adjacent properties (1325 and 1333 South Central Avenue) are currently used for residential use and have General Plan and Zoning designations for residential. In order for Mr. Gini's Project to proceed, the General Plan and Zoning designations need to be changed. Currently, Mr. Gini's properties located at 1325 and 1333 South Central Ave (APN: 047-270-11 and 047-270-12, respectively) have a General Plan Designation Eastside Residential (ER) and Zoning designation of Single Family Residence, Eastside (RE-1). The change in zoning to C-2 will allow land uses in the subject properties similar to the uses currently existing along Kettleman Lane and as specifically permitted by the City's Zoning Ordinances.

Lodi Memorial Hospital, in response to state mandated legislation and growing need of the community, plan to expand their current facilities and healthcare services. Anticipated population growth indicated a need to expand the hospital from its current 107 beds to over 150 beds in the near future. At the same time, the State enacted a Hospital Seismic Safety legislation, which specified deadlines that impact the existing facilities, services and beds available to the community. In order to meet the community's anticipated need and to comply with the seismic legislation, the Lodi Memorial Hospital is proposing to execute a three phased expansion plan. The first phase will consist of an addition to the South Wing, construction of a Central Utility Plant and a surface parking lot. The second phase of the construction will be internal and external projects to support future community growth and seismic requirements. The last phase of the proposed project will include several additional major growth projects as mandated by the California Hospital Seismic Safety Act, which calls for all acute care functions to be in buildings of a higher seismic performance standard by 2030. When the project is completed, it will have met the future healthcare needs of the community and meet state mandated seismic standards.

## **BACKGROUND INFORMATION:**

### **A. Gini Project**

Mr. Gini applied for a General Plan Amendment to change the land use designation for 1325 and 1333 South Central Ave (APN: 047-270-11 and 047-270-12, respectively) from Eastside Residential (ER) to General Commercial (GC) and Rezone from RE-1, Single Family Residence Eastside to C-2, Neighborhood Commercial. The change in General Plan designation and Rezone will allow land uses in the subject properties similar to the uses currently existing along Kettleman Lane. The applicant plans to merge these two properties with other properties that he owns that front Kettleman Lane and develop auto related businesses.

This request was first publicly heard by the Planning Commission on December 13, 2006. At that time, the applicant's request included a request for consideration to amend the General Plan and Zoning designations for 1323 South Central Avenue (APN: 047-270-10), which is owned by BVK Investment Co. This property is approximately 10 feet wide and has a depth of 130 ft, with a total area of 1,300 square feet. This particular property is currently being used as a driveway to access both commercially zoned properties that face Kettleman Lane and residential properties to the north. At that hearing, the Planning Commission expressed concerns about the proposed site plan, architectural design of future buildings on the site and how buildings constructed on the property line would affect residential use to the north. They asked the applicant to submit a site plan with elevations. Further, the Planning Commission directed staff to ascertain how a change in designation might affect 1323 South Central Avenue, a property owned by a third party that was included in the original request. The owner of this parcel had objected, via mail, to the inclusion of his property in the Re-Zoning request.

At the Planning Commission Meeting of February 14, 2007, the applicant submitted preliminary site plans and the architectural design of future buildings. The request for a General Plan Amendment and Rezone of 1323 South Central Avenue was dropped. After deliberation and public comment regarding the possible loss of two affordable residential units currently located at 1333 and 1325 South Central Avenue, the Planning Commission voted 5 to 0 (Commissioners Heinitz & White were absent) to recommend that the City Council amend the General Plan designation for 1333 and 1325 South Central Avenue from Eastside Residential (ER) to General Commercial (GC) and Rezone from RE-1, Single Family Residence Eastside to C-2, Neighborhood Commercial.

### **Negative Declaration**

As part of this project and in order to fulfill the California Environmental Quality Act (CEQA), staff prepared an Initial Study to review and assess impacts. This project was found to have no impacts that could be found significant if not mitigated via normal conditions of development. Staff sent the proposed Negative Declaration to various agencies for review, and published, and posted our intent to issue a Negative Declaration for the required 30-day period, (from Tuesday October 17<sup>th</sup> through Wednesday November 11, 2006). Staff received comments from San Joaquin Valley Air Pollution Control District (SJVAPCD) that will be incorporated into the building permit process. In conclusion, staff finds that the proposed project meets requirements and is therefore exempt from further review under CEQA. Negative Declaration 06-03 adequately addresses potential environmental impacts that could occur as result of this project. No significant impacts are anticipated and no mitigation measures have been required.

### **B. Lodi Memorial Hospital**

The second part of this request is by Lodi Memorial Hospital to amend the General Plan designation for a portion of the site (existing residential properties) from LDR, Low Density Residential to Office and Zoning designations for the hospital (R-C-P) and residential properties (R-2) they own to PD, Planned Development. As part of this project and in order to fulfill the California Environmental Quality Act (CEQA), staff prepared an Initial Study to review and assess impacts. This project was found to have no impacts that could be found significant if not mitigated via normal conditions of development. Staff sent the proposed Negative Declaration to various agencies for review and published, and posted our intent to issue a Negative Declaration for the required 30-day period, (from Tuesday January 2<sup>nd</sup>, 2007 through Friday February 9<sup>th</sup>, 2007). In conclusion, staff finds that the proposed project meets requirements and is therefore exempt from further review under CEQA. Negative Declaration 06-04 adequately addresses potential environmental impacts that could occur as a result of this project. No significant impacts are anticipated and no mitigation measures have been required. Staff received comments from San Joaquin Valley Air Pollution Control District (SJVAPCD) and California Transportation Department District 10 (Caltrans). The concerns of the San Joaquin Valley Air Pollution Control District (SJVAPCD) are addressed via normal requirements of development. Caltrans asked for more traffic information to determine impact to Kettleman Lane (State Route 12). When this additional traffic information was provided to Caltrans, it showed minimal impact to Kettleman Lane and Caltrans sent a letter withdrawing any concerns with the project.

At the Planning Commission Meeting of February 28, 2007, the Commission recommended to the City Council that it approve Negative Declaration 06-43 as adequate environmental documentation for the proposal.

### **General Plan Amendment**

This project includes a request to amend the General Plan for a portion of the site (existing residential properties) from LDR, Low Density Residential to Office. The change in General Plan designation will enable the applicant to expand the current hospital facilities and services. Because of anticipated parking shortage in the short term as a result of the South Wing Addition, the Hospital proposes to remove residential buildings it owns and use the lots for surface parking. The use of residential lots for surface parking will aid traffic flow, vehicular access points, and include landscape modifications to facilitate the safe construction of the new facilities. At the Planning Commission Meeting of February 28, 2007, the Commission considered the request by Lodi Memorial Hospital to amend the General Plan designation. After public input concerning traffic and potential parking problems, the Planning Commission voted 5 to 0 (Commissioner White was absent and Commissioner Kiser had to recuse himself due to possible conflict of interest) to recommend that the City Council amend the General Plan

designation for 1201, 1139, 1133, 1127, 1121, and 1115 W. Cardinal Street from Low Density Residential to Office.

### **Rezone**

The applicant, Lodi Memorial Hospital, requested to change Zoning designations for the hospital (R-C-P) and residential properties (R-2) they own to PD, Planned Development. The City of Lodi's Zoning Ordinances requires a minimum of ten acres in order to establish a Planned Zone District. In this case, the subject property measures 17.56 acres in area. The change in Zoning designation would allow the applicant to expand the current hospital facilities and services they offer. The change in zoning from Residential Professional Office (R-C-P) and Single Family Residential (R-2) to PD will allow the use of structures in the project area as specifically permitted in §§17.33.040 Permitted Uses of the City's Ordinances and the approval of the Development Plan will enable the applicant the flexibility to propose their own development criteria, which includes setbacks, heights, lot coverage and other land use issues as defined in §§ 17.33 Planned Development District (P-D) of the City's Ordinances.

The project will be constructed within the existing boundaries of the hospital property. There are eight residential parcels located on the south side of Cardinal Street that back up to the hospital property. The hospital has purchased six of these houses and proposed to incorporate these properties into the project and will utilize the land for additional parking and for a landscaped buffer along Cardinal Street. The two houses not owned by the Hospital are not part of any Rezone request or Development Plan. The proposed expansion is planned to be completed in three phases. The initial phase will consist of the construction of the new South Wing Addition, Central Utility Plant and surface parking lot.

The proposed four-story addition to the existing hospital building is intended to meet current seismic standards and the growing healthcare needs of the community. The existing hospital contains 147,347 square feet of building area and 107-beds in a three-story structure. The Phase One expansion will add a new south wing that will add 131,229 square feet of building area and accommodate 90 beds. Once completed, the hospital will have a total of 362,082 square feet and 157-beds. (The total number of beds reflects the removal of 28-beds in the existing west hospital wing due to seismic requirements and an additional 12 beds lost elsewhere due to the remodeling). The South Wing addition consists of a major 4 story addition. The first floor of this addition will provide for a new Emergency Department, Urgent Care Clinic and front entry to the entire Hospital. The Emergency Department provides for an ambulance entrance off South Fairmont consistent with the existing ambulance entry. The remaining three floors will consist of a 30 bed Medical/Surgical Nursing Care Unit. The project will also include the construction of a new 14,506 square-foot, two-story central plant adjacent to the hospital that will house the mechanical equipment, utilities and other support equipment for the hospital. The proposed Central Utility Plant will support the utility needs of the new South Wing Addition and future development of the campus in latter phases. The proposed Central Plant is a two-story 14,506 sq. ft. unmanned utility building scheduled for completion in November 2008. As part of the first phase of the project, the hospital will also expand their parking lot by removing six single-family residences and replacing them with parking and landscaping. The use of residential lots for surface parking will aid traffic flow, vehicular access points, and include landscape modifications to facilitate the safe construction of the new facilities. The major aspect of the parking related construction is the reconfiguration of the traffic flow pattern, which would relocate the main vehicular access to the Hospital from South Fairmont Avenue to Ham Lane.

The second phase of the construction will be internal and external projects to support future community growth and seismic requirements. The seismic upgrade will strengthen both structural and non-structural elements within the existing facilities. These upgrades are mandated by California law and must be completed within a specific time frame, some by 2013. The internal construction will constitute expansion of dietary support facilities and the pharmacy to support the growing patient needs. The last component of the second phase is construction of a Parking Structure.

The last phase of the proposed project will be executed by 2030 and will include several additional major growth projects as mandated by the California Hospital Seismic Safety Act, which calls for all acute care functions to be in buildings of a higher seismic performance standard by 2030. The projects proposed on the last phase are Hospital Expansion, Phase 2, which would relocate most other acute care areas still

contained in existing hospital space; construction of a Medical Office Building, which is expected to meet continuing community growth and to meet demands of more services moving to the outpatient setting; and construction of an Administrative Office Building, which is needed to increase the service capacity of the hospital. It is expected that the new Administrative Office Building will function as an addition to and/or replacement of current office space located in the Conrad Building. Finally, construction of a parking structure, which is expected to provide additional on-site parking as other buildings growth consumes surface parking.

The change in zoning from Residential Professional Office (R-C-P) and Single Family Residential (R-2) to PD, Planned Development provides the flexibility for applicants to design their own development criteria. This includes setbacks, heights, lot coverage and other land use issues. The proposed buildings in this Planned Development are very similar to existing structures on the site. The New Lodi Memorial South Wing Addition is a 4-story structure composed of 7 basic materials. They include fawn (brown) colored stucco, fawn (brown) cultured stone veneer, Lee-Ivory colored textured finish metal panels, sea-green colored smooth finish metal panels, sea green color corrugated metal panels, Champaign-gold colored smooth finish metal panels, and Solex green colored (subtle green tint) low-e glass with matching spandrel glass. The ground level will have fawn (brown) colored stucco walls with fawn colored stone veneer accent walls near key entrances and along the lower eight feet of the exterior wall. Also on the ground floor, the new main entry canopy will be clad in champaign-gold smooth finish metal panels. The second and third levels, the stair towers, and elevator towers will be clad in lee-ivory colored textured metal panels. The fourth level and roof parapet, will be clad in sea-green colored smooth finish metal panels. Lastly, sun-shades and other exterior metal elements, including a corrugated metal mechanical screen located on the roof, will also be painted sea-green to match the sea-green metal panels.

The New Lodi Memorial Central Plant Building is a 2-story structure composed of three basic materials. The materials are, fawn (brown) colored stucco, sea-green colored smooth finish metal panels, and sea green color corrugated metal panels/louvers. The lower level will have fawn (brown) colored stucco walls with metal doors painted to match the stucco. The ground level will also have a few metal elements including a cooling tower screen enclosure with corrugated metal panels over a metal supporting frame structure, and a metal exterior exit stair, both painted sea-green. The upper level of the building will be clad with sea-green colored smooth finish metal panels and metal louvers also painted sea-green. Lastly, a sea-green painted corrugate metal mechanical screen will be located on the roof.

The landscaping plan is consistent with the existing landscape. The landscape plan on the southern part of the campus along Cardinal Street is provided to further separate residences to the south from the Hospital. The 6-foot solid screening wall on Cardinal Street maintains a 20-foot setback. Further landscaping is provided throughout the campus to enhance its appearance.

## **Summary**

Consider both projects together for potential actions.

1. Approve the following Negative Declarations:
  - a. Negative Declaration 06-03 for the General Plan Amendment and change in Zoning for the Gini Project (expansion of auto-related businesses).
  - b. Approve Negative Declaration 06-04 for the General Plan Amendment and change in Zoning for the Lodi Memorial Hospital Project (new south wing addition and other related facilities).
2. Amend the General Plan designation for 1333 and 1325 South Central Avenue from Eastside Residential to General Commercial (Gini Project) and for 1201, 1139, 1133, 1127, 1121, and 1115 W. Cardinal Street from Low Density Residential to Office (Lodi Memorial Hospital project).

State law allows only four General Plan Amendments a year. Since these two projects are similar in nature and involve requests to change General Plan designations, staff has combined them into a single General Plan Amendment. There is no restriction in State law as to the number of separate changes (text or map) in a single General Plan Amendment,

3. Rezone 1333 and 1325 S. Central Ave. from RE-1, Single Family Residential Eastside to C-2, General Commercial.
4. Rezone 975, 999, 1031 South Fairmont; 1200 W. Vine Street; 1201, 1139, 1133, 1127, 1121, and 1115 W. Cardinal Street from (R-C-P) Residential-Commercial-Professional Office and (R-2) Residence District to (PD) Planned Development and approve Development Plan.

**FISCAL IMPACT:** N/A

**FUNDING:** N/A

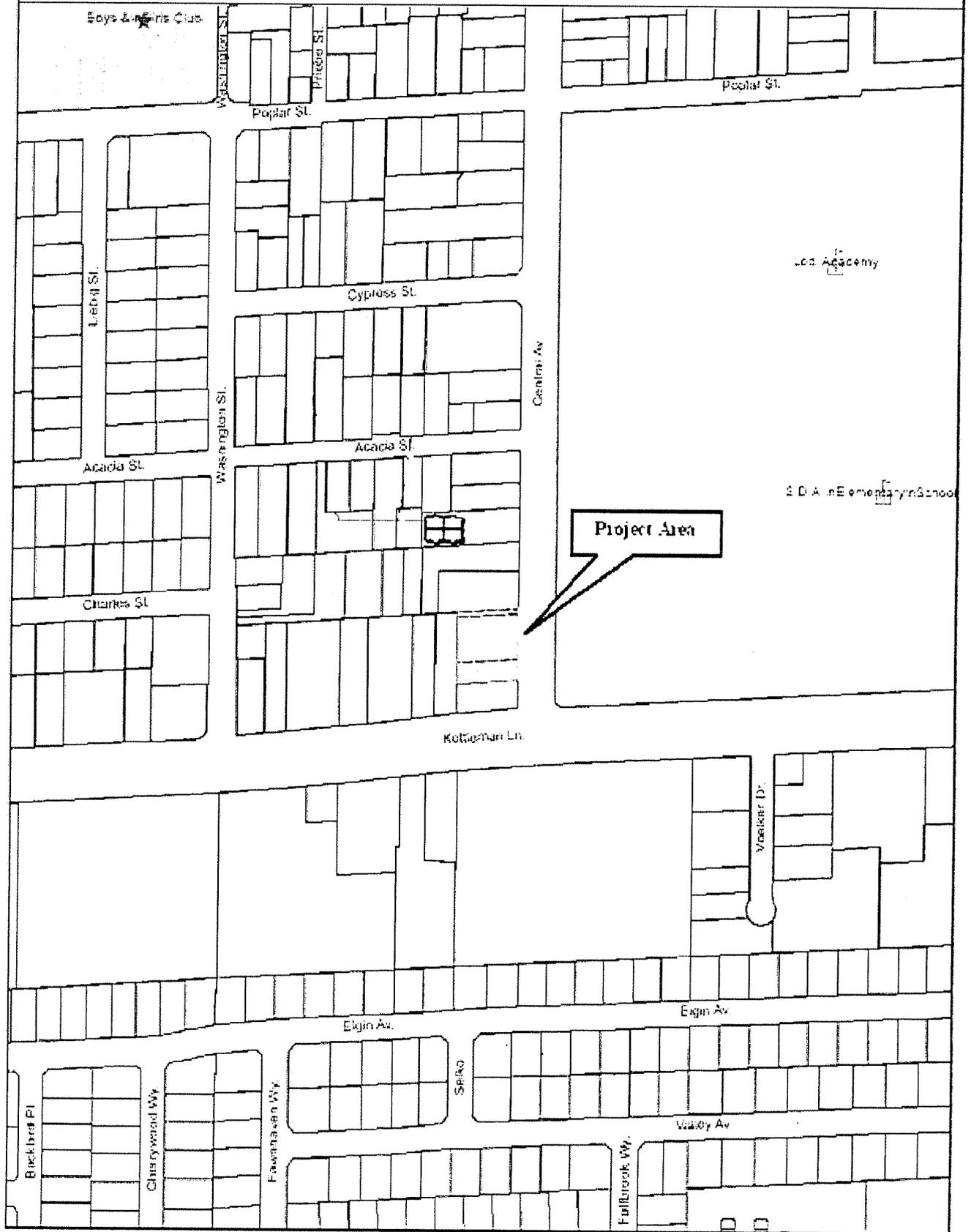
---

Randy Hatch  
Community Development Director

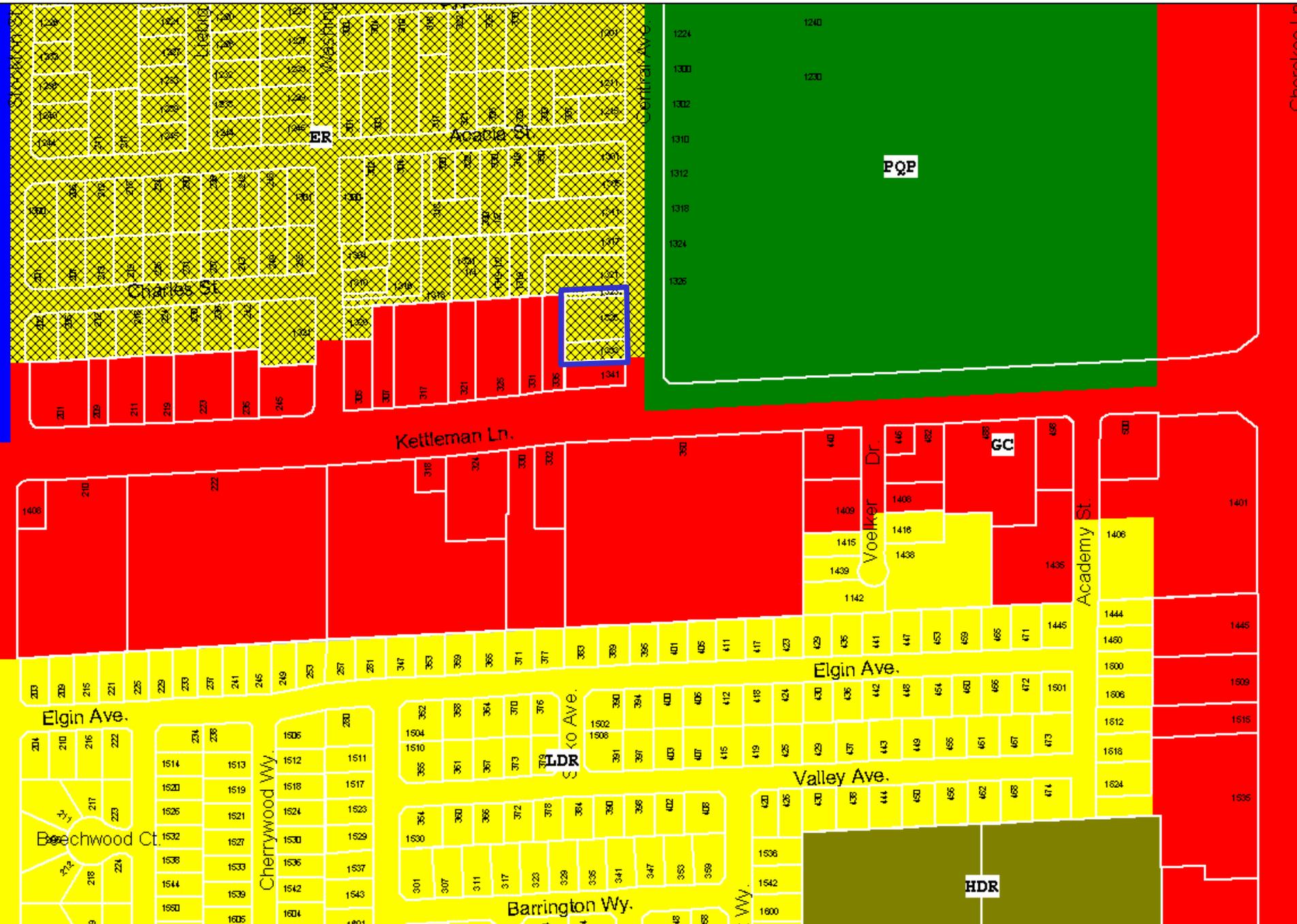
Attachments: Planning Commission Staff Reports  
Draft Resolutions

# GINI PROJECT

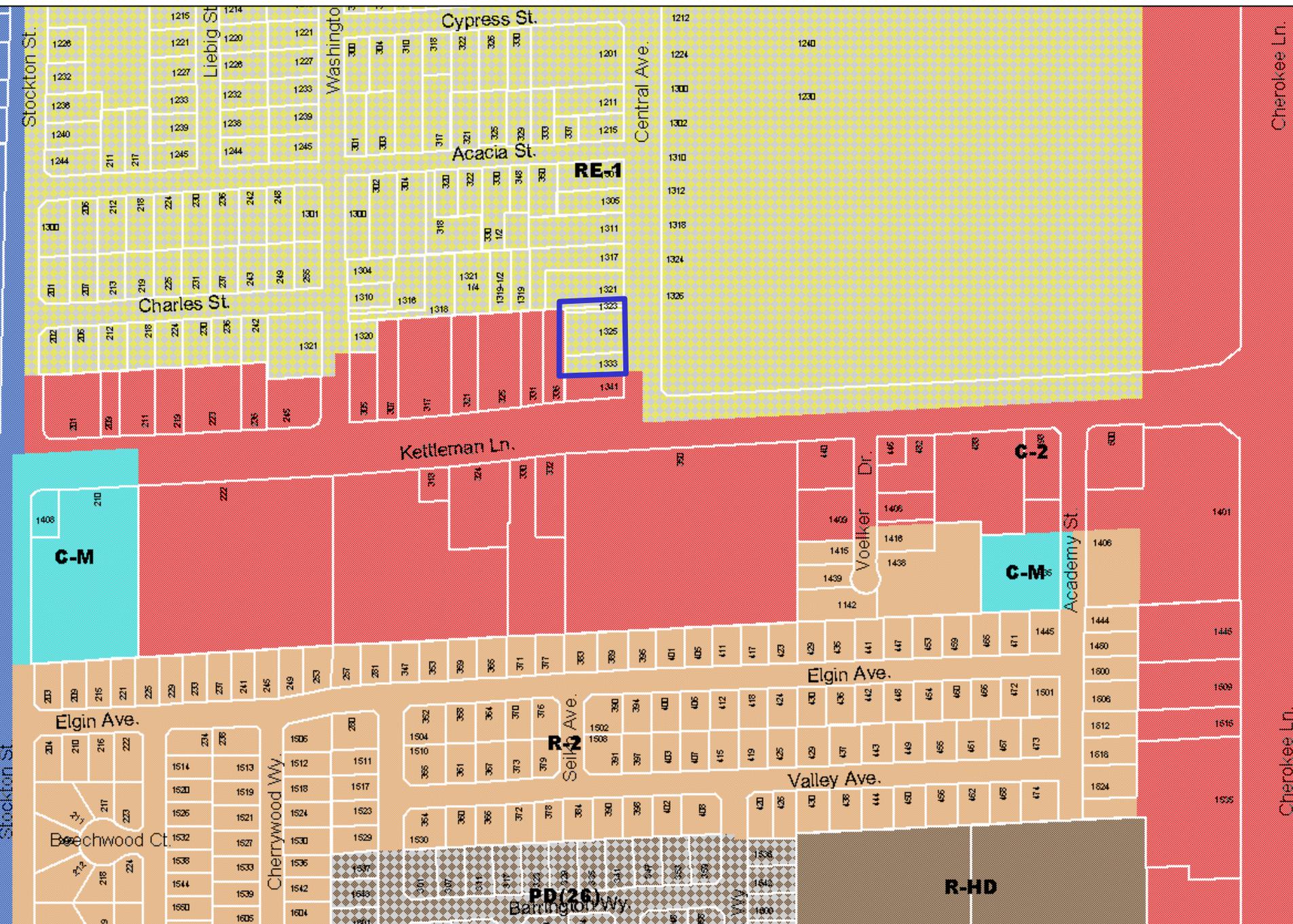
# Location Map 1



# Existing General Plan Designations



# Existing Zoning Ordinance Designations



# SITE PLAN MAP

Project Area

APN 047-270-05  
KJWW

APN 047-270-06  
KJWW

APN 047-270-08  
KJWW

APN 047-270-13  
GM  
0.70 AC  
(AREA OF MERGED PARCELS)

APN 047-270-14  
GM

EXISTING HOUSE  
APN 047-270-11  
GM

APN 047-270-17  
PETRO'S PIZZA PARLORS INC

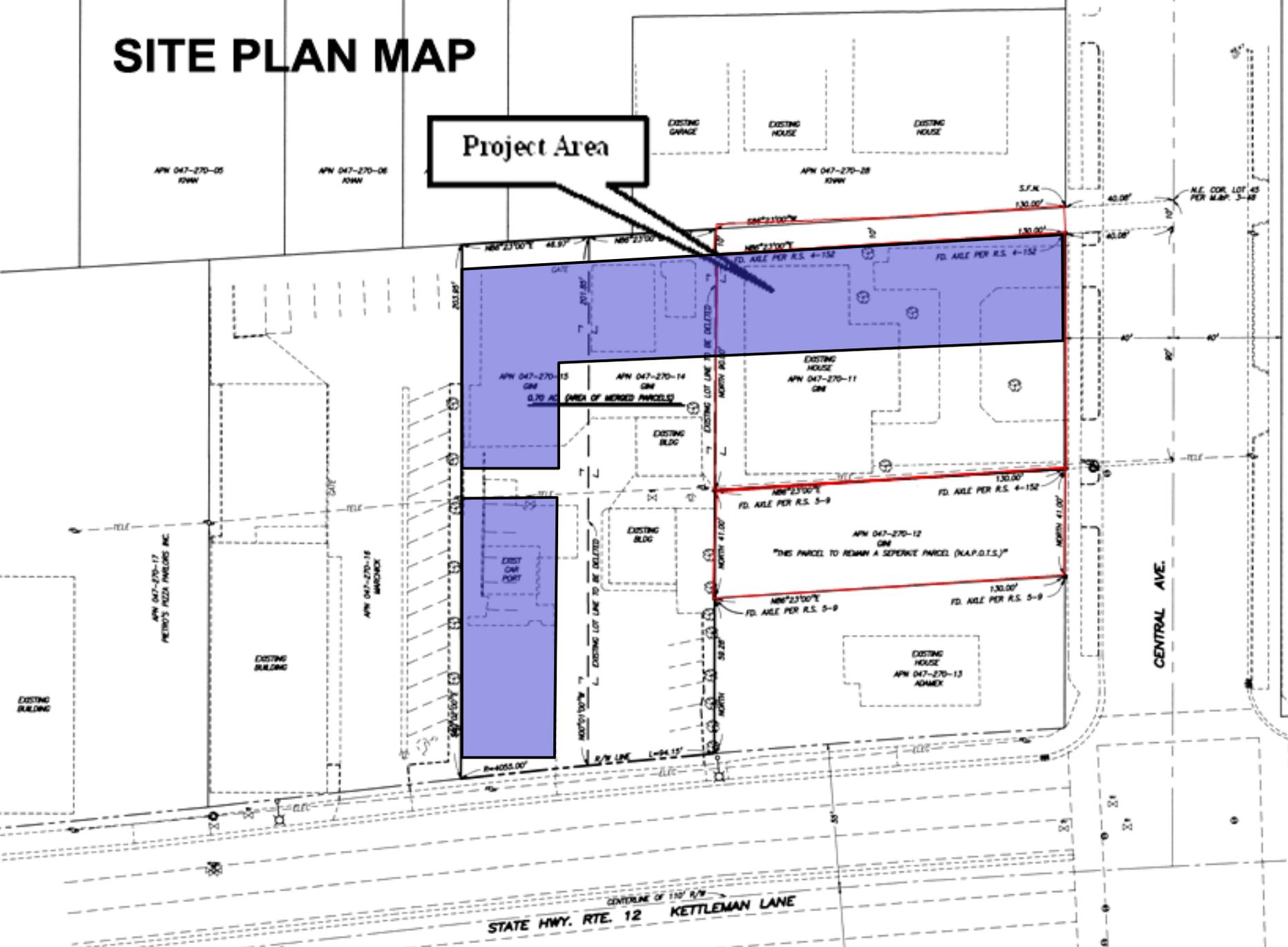
APN 047-270-18  
MANSION

APN 047-270-12  
GM  
"THIS PARCEL TO REMAIN A SEPERATE PARCEL (N.A.P.O.I.S.)"

EXISTING HOUSE  
APN 047-270-13  
ADAMX

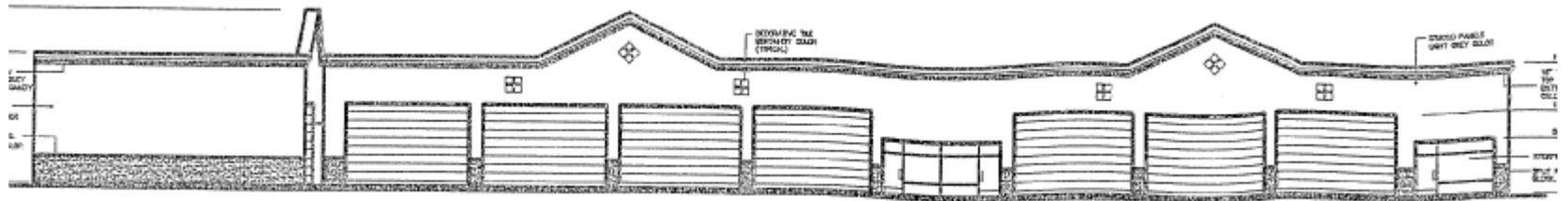
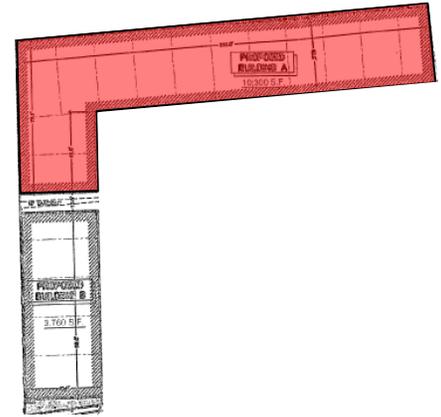
STATE HWY. RTE. 12 KETTLEMAN LANE

CENTRAL AVE.



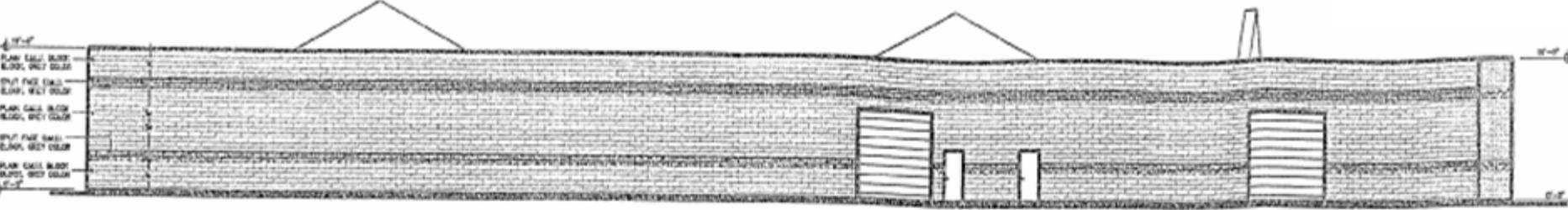
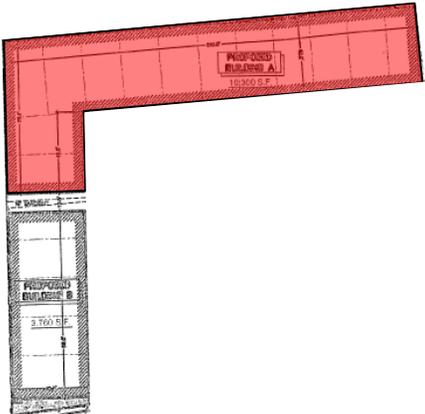


# South Elevation Building A

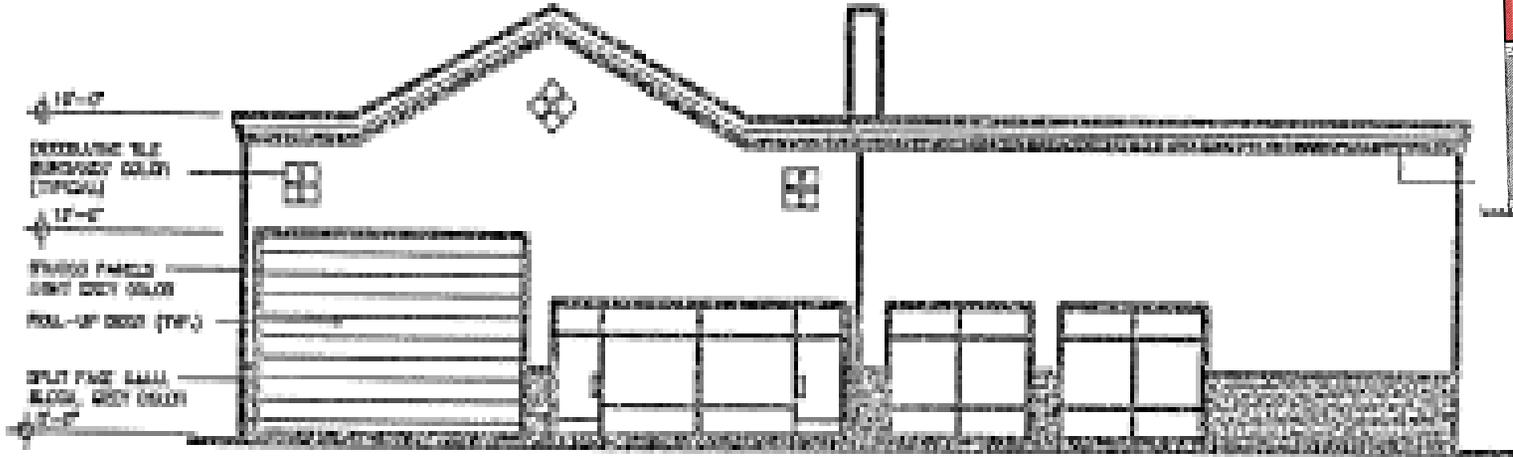


SOUTH ELEVATION

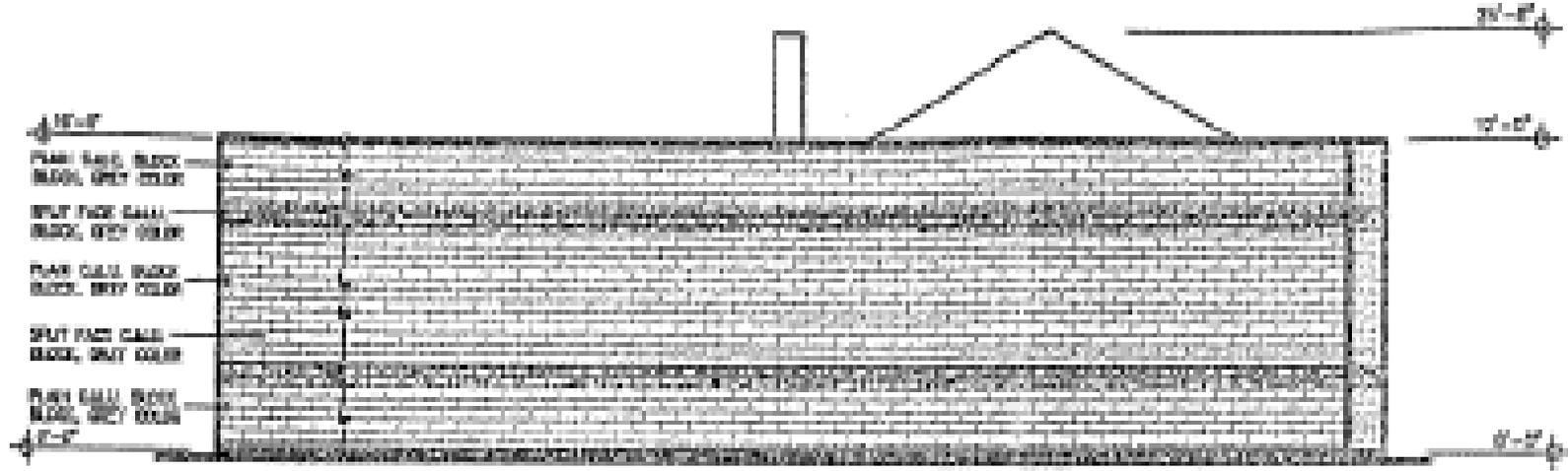
# North Elevation Building A



# East and West Elevations Building A

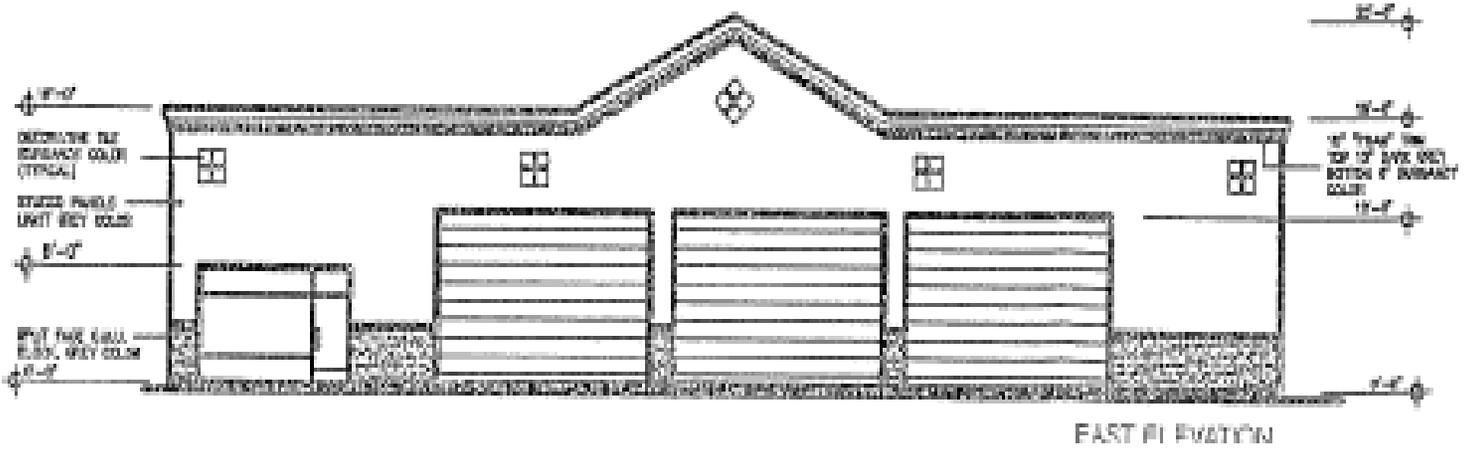
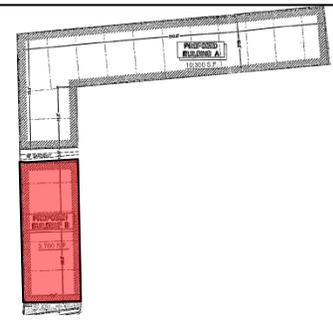
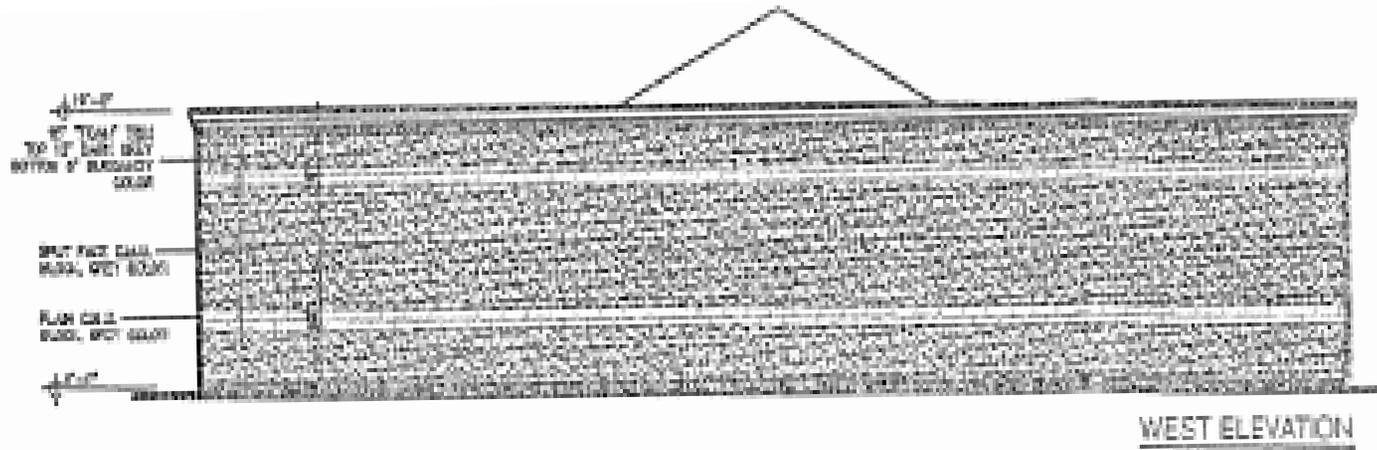


EAST ELEVATION

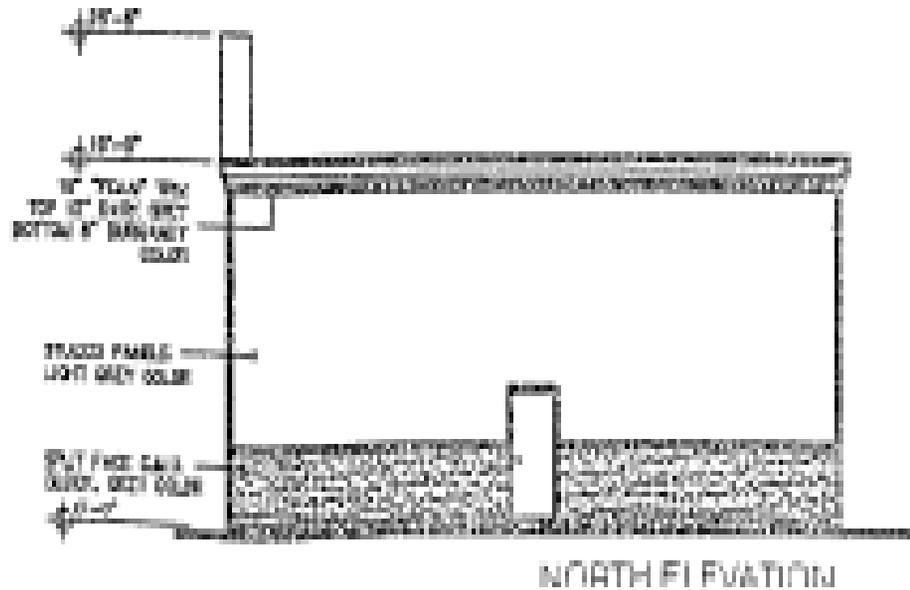
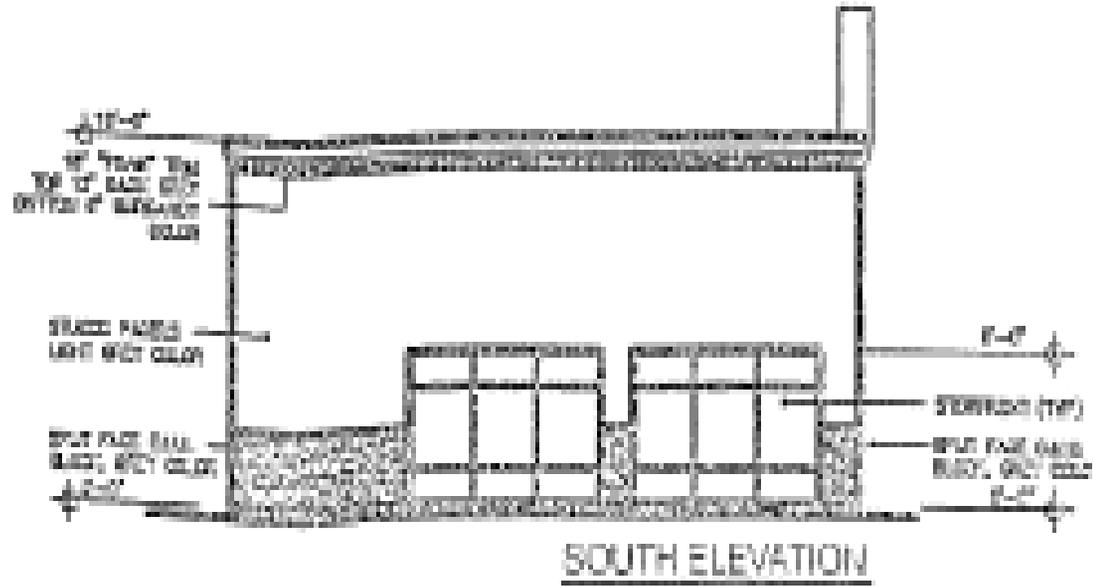


WEST ELEVATION

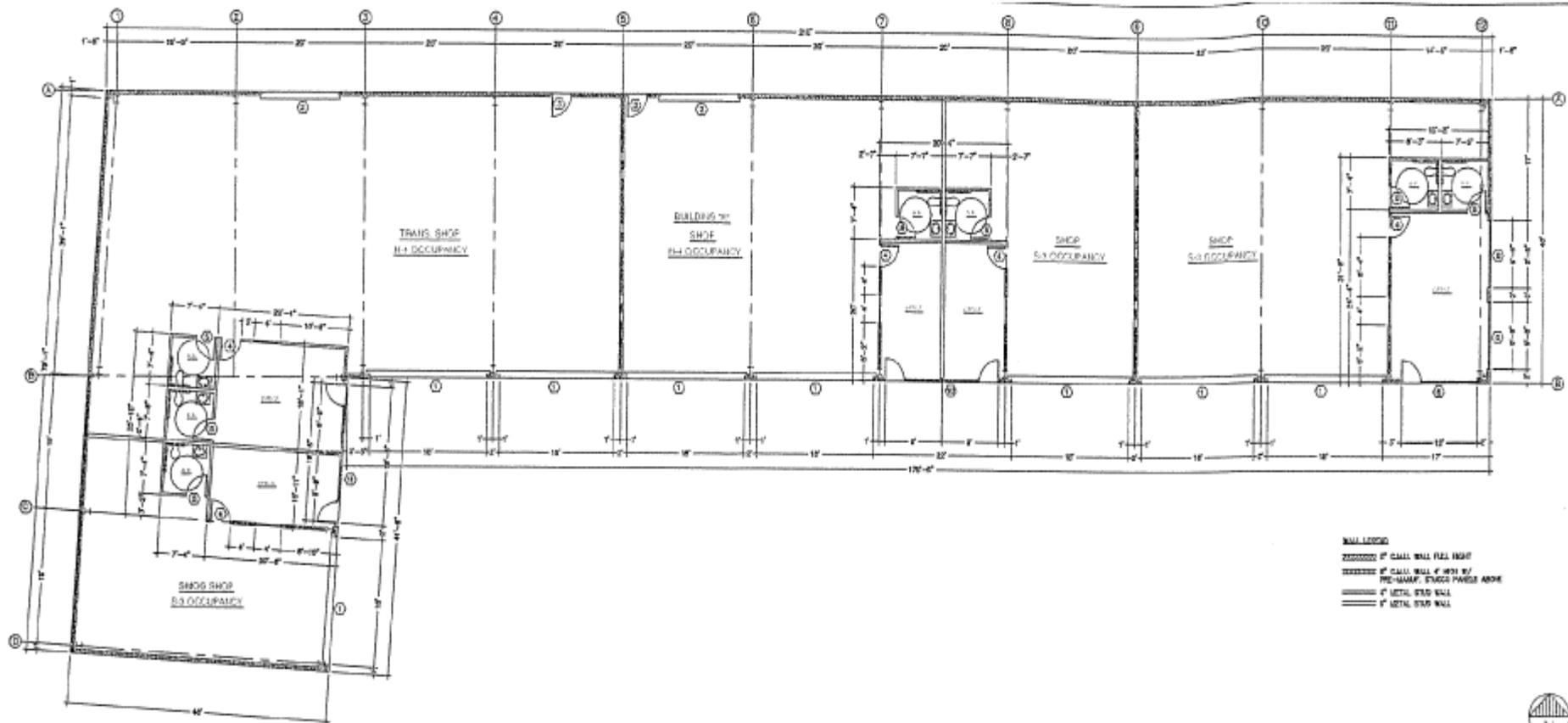
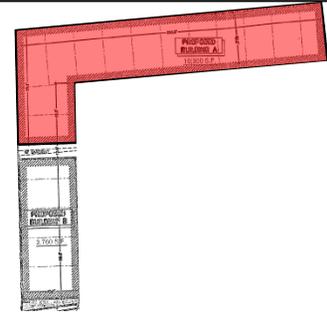
# West and East Elevations Building B



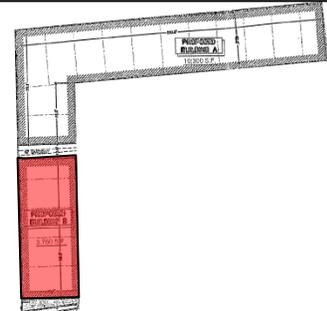
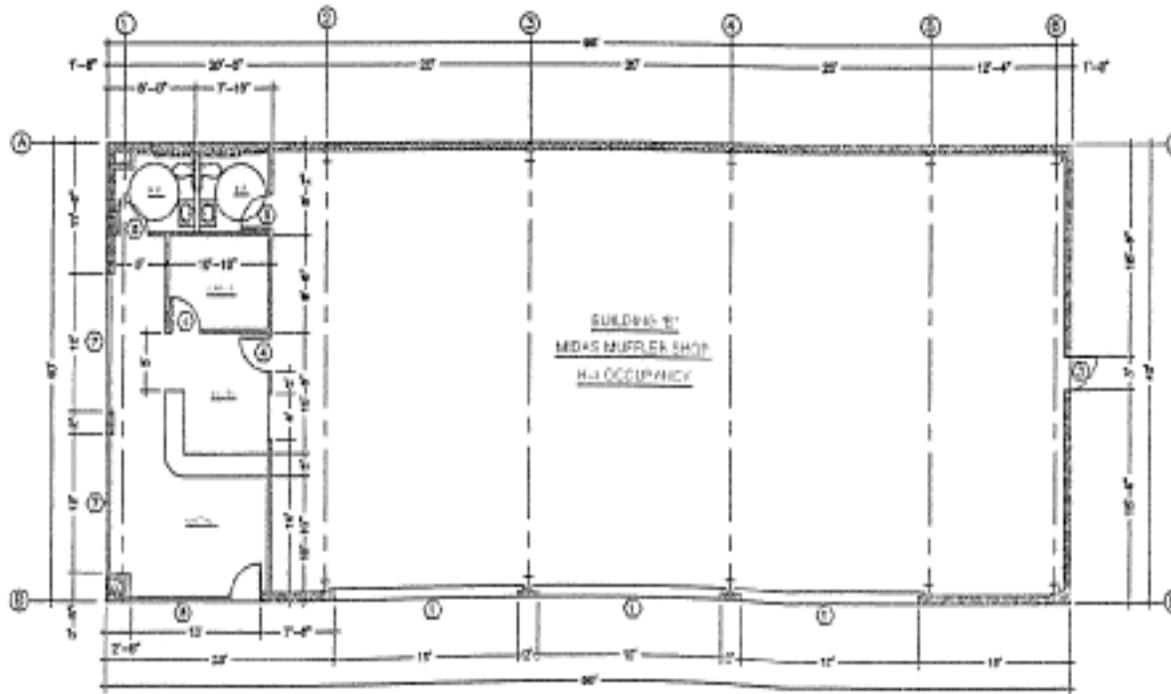
# South and North Elevations Building B



# Building A Floor Plan



# Building B Floor Plan



INITIAL STUDY/NEGATIVE DECLARATION  
NO. 60-03

FOR

Kenneth Gini Rezoning and General Plan Amendment Request

Applicant: Mr. Kenneth J. Gini  
1325 S. Central Ave.  
Lodi, CA 95240

PREPARED BY:

CITY OF LODI  
COMMUNITY DEVELOPMENT DEPARTMENT  
P. O. BOX 3006  
LODI, CA 95241

October 2006

RECEIVED

ASSESSOR

OCT 2 2006

COMMUNITY DEVELOPMENT DEPT.  
CITY OF LODI

## NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

Notice is hereby given that The City of Lodi, Community Development Department, has completed an initial study and proposed negative declaration pursuant to the California Environmental Quality Act for the project described below.

The initial study prepared by the City was undertaken for the purpose of determining whether the project may have a significant effect on the environment. On the basis of the initial study, Community Development Department staff has concluded that the project will not have a significant effect on the environment, and therefore has prepared a proposed Negative Declaration. The initial study reflects the independent judgment of the City.

**File Number:** 06-03

**Project Title:** Kenneth Gini Rezoning and General Plan Amendment Request

**Project Description:** The project site is located in the City of Lodi, County of San Joaquin. The properties are located at 1323, 1325 and 1333 South Central Avenue. (APN 047-270-10), (APN 047-270-11) and (APN 047-10). The applicant is requesting a change in the General Plan (G.P.) and Zoning designation of the three properties from residential to commercial. The G.P. designation change requested is from ER, eastside residential to GC, general commercial. The zoning change requested is from RE-1, residential eastside single-family to C-2, general commercial. The applicant owns a total of 4 parcels adjacent at the corner of Central Ave. and Kettleman Lane. Two of the properties front on Kettleman Lane and have a commercial zoning. One of these properties contains a single family house and one contains a small commercial building. The two subject properties that front on Central Ave. are zoned residential and contain a single-family residence and a duplex. The third property (1333 S. Central) included in this request is owned by another party and currently is used as a driveway serving several adjacent properties. Mr. Gini would like to have the 3 Central Ave. properties rezoned commercial so that he can incorporate them with his Kettleman Lane commercial properties to form a single larger commercial property. This will permit the property to be developed with a commercial building and allow sufficient room for parking and landscaping.

Copies of the Initial Study and the proposed Negative Declaration are on file and available for review at the following locations: 1) Lodi City Hall, Community Development Department located at 221 West Pine Street, Lodi, CA 95240; 2) Lodi Public Library, 201 West Locust Street, Lodi, CA 95240; and 3) City of Lodi website at [www.lodi.gov](http://www.lodi.gov). The City will receive comment on the Initial Study and proposed Negative declaration for a 30-day period, commencing on Tuesday, October 17<sup>th</sup>, 2006 through Wednesday, November 11, 2006. Any person wishing to comment on the Initial Study and proposed Negative Declaration must submit such comments in writing to the City of Lodi at the following address:

Randy Hatch, Director of Community Development  
Community Development Department  
City of Lodi  
P. O. Box 3006  
Lodi, CA 95241

The City will provide additional public notices when the public hearings have been scheduled to consider approval of the Negative Declaration.

Randy Hatch, Director of Community Development  
October 17, 2006.

11/18/06

# NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

Notice is hereby given that The City of Lodi, Community Development Department, has completed an initial study and proposed negative declaration pursuant to the California Environmental Quality Act for the project described below.

The initial study prepared by the City was undertaken for the purpose of determining whether the project may have a significant effect on the environment. On the basis of the initial study, Community Development Department staff has concluded that the project will not have a significant effect on the environment, and therefore has prepared a proposed Negative Declaration. The initial study reflects the independent judgment of the City.

**File Number:** 06-03

**Project Title:** Kenneth Gini Rezoning and General Plan Amendment Request

**Project Description:** The project site is located in the City of Lodi, County of San Joaquin. The properties are located at 1323, 1325 and 1333 South Central Avenue. (APN 047-270-10), (APN 047-270-11) and (APN 047-10). The applicant is requesting a change in the General Plan (G.P.) and Zoning designation of the three properties from residential to commercial. The G.P. designation requested is from ER, eastside residential to GC, general commercial. The zoning change requested is from RE-1, residential eastside single-family to C-2, general commercial. The applicant owns a total of 4 parcels adjacent at the corner of Central Ave. and Kettleman Lane. Two of the properties front on Kettleman lane and have a commercial zoning. One of these properties contains a single family house and one contains a small commercial building. The two subject properties that front on Central Ave. are zoned residential and contain a single-family residence and a duplex. The third property (1373 S. Central) included in this request is owned by another party and currently is used as a driveway serving several adjacent properties. Mr. Gini would like to have the 3 Central Ave. properties rezoned commercial so that he can incorporate them with his Kettleman Lane commercial properties to form a single larger commercial property. This will permit the property to be developed with a commercial building and allow sufficient room for parking and landscaping.

Copies of the Initial Study and the proposed Negative Declaration are on file and available for review at the following locations: 1) Lodi City Hall, Community Development Department located at 221 West Pine Street, Lodi, CA 95240; 2) Lodi Public Library, 201 West Locust Street, Lodi, CA 95240; and 3) City of Lodi website at [www.lohi.gov](http://www.lohi.gov). The City will receive comment on the Initial Study and proposed Negative declaration for a 30-day period, commencing on Tuesday, October 17<sup>th</sup>, 2006 through Wednesday, November 11, 2006. Any person wishing to comment on the Initial Study and proposed Negative Declaration must submit such comments in writing to the City of Lodi at the following address:

Randy Hatch, Director of Community Development  
Community Development Department  
City of Lodi  
P. O. Box 3006  
Lodi, CA 95241

The City will provide additional public notices when the public hearings have been scheduled to consider approval of the Negative Declaration.

Randy Hatch, Director of Community Development  
October 17, 2006.

Prepared pursuant to City of Lodi Environmental Guidelines, §§ 1.7 (c), 5.5

File Number: 06-03

Project Title: Kenneth Gini Rezoning and General Plan Amendment Request

**Project Description:**

The applicant is requesting a change in the General Plan (G.P.) and Zoning designation of the three properties from residential to commercial. The G.P. designation change requested is from ER, eastside residential to GC, general commercial. The zoning change requested is from RE-1, residential eastside single-family to C-2, general commercial.

The applicant owns a total of 4 parcels adjacent at the corner of Central Ave. and Kettleman Lane. Two of the properties front on Kettleman lane and have a commercial zoning. One of these properties contains a single family house and one contains a small commercial building. The two subject properties that front on Central Ave. are zoned residential and contain a single-family residence and a duplex. The third property (1333 S. Central) included in this request is owned by another party and currently is used as a driveway serving several adjacent properties. Mr. Gini would like to have the 3 Central Ave. properties rezoned commercial so that he can incorporate them with his Kettleman Lane commercial properties to form a single larger commercial property. This will permit the property to be developed with a commercial building and allow sufficient room for parking and landscaping.

**Project Location:**

The subject properties are located in the City of Lodi, County of San Joaquin. The properties are located at 1323, 1325 and 1333 South Central Avenue. (APN 047-270-10), (APN 047-270-11) and (APN 047-10).

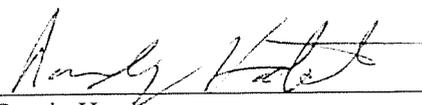
**Name of Project Proponent/Applicant:** Mr. Kenneth J. Gini

A copy of the Initial Study ("Environmental Information Form" and "Environment Checklist") documenting the reasons to support the adoption of a Negative Declaration is available at the City of Lodi Community Development Department.

Mitigation measures are  are not  included in the project to avoid potentially significant effects on the environment.

The public review on the proposed Negative Declaration will end at 5:00 p.m. on November 11, 2006.

The Planning Commission will hold a public hearing on the proposed negative declaration and the proposed project in December 13, 2006.

  
\_\_\_\_\_  
Randy Hatch  
Director of Community Development

October 17, 2006.  
Date

INITIAL STUDY/NEGATIVE DECLARATION  
NO. 60-03

FOR

Kenneth Gini Rezoning and General Plan Amendment Request

Applicant: Mr. Kenneth J. Gini  
1325 S. Central Ave.  
Lodi, CA 95240

PREPARED BY:

CITY OF LODI  
COMMUNITY DEVELOPMENT DEPARTMENT  
P. O. BOX 3006  
LODI, CA 95241

October 2006

## CERTIFICATE OF FEE EXEMPTION

This is to attest that the City of Lodi, acting as the lead agency, has determined that the request by Mr. Kenneth Gini to Rezone and General Plan Amendment involves no potential for adverse effect on wildlife, and is therefore exempt under Fish & Game Section 711.4(c).

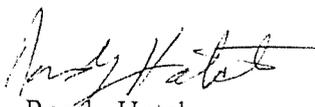
PROJECT TITLE: Kenneth Gini Rezoning and General Plan Amendment Request

PROJECT PROPONENT: Mr. Kenneth J. Gini  
1325 S. Central Ave.  
Lodi, CA 95240

PROJECT DESCRIPTION: The project site is located in the City of Lodi, County of San Joaquin. The properties are located at 1323, 1325 and 1333 South Central Avenue. (APN 047-270-10), (APN 047-270-11) and (APN 047-10). The applicant is requesting a change in the General Plan (G.P.) and Zoning designation of the three properties from residential to commercial. The G.P. designation change requested is from ER, eastside residential to GC, general commercial. The zoning change requested is from RE-1, residential eastside single-family to C-2, general commercial. The applicant owns a total of 4 parcels adjacent at the corner of Central Ave. and Kettleman Lane. Two of the properties front on Kettleman lane and have a commercial zoning. One of these properties contains a single family house and one contains a small commercial building. The two subject properties that front on Central Ave. are zoned residential and contain a single-family residence and a duplex. The third property (1333 S. Central) included in this request is owned by another party and currently is used as a driveway serving several adjacent properties. Mr. Gini would like to have the 3 Central Ave. properties rezoned commercial so that he can incorporate them with his Kettleman Lane commercial properties to form a single larger commercial property. This will permit the property to be developed with a commercial building and allow sufficient room for parking and landscaping.

DECLARATION: The Community Development Department prepared an initial study to evaluate the potential for adverse environmental impacts. The initial study includes information rebutting the presumption of adverse effect on fish and wildlife or the habitat upon which the wildlife depends.

Based on this initial study, Negative Declaration 06-03 was prepared in compliance with the California Environmental Quality Act. Further, the City of Lodi Planning Commission and City council reviewed and approved the information as adequate environmental documentation for the project.



Randy Hatch  
Director of Community Development

Table of Contents

<b>SECTION</b>	<b>PAGE</b>
PROJECT DESCRIPTION.....	1
LOCATION MAP.....	3
SITE MAP.....	4
DETERMINATION.....	5
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM.....	6

1. **Project Title:** **Kenneth Gini Rezoning and General Plan Amendment Request**
  
2. **Lead Agency Name and Address:** City of Lodi  
Department of Community Development  
221 West Pine Street  
Lodi, CA 95240
  
3. **Contact Person and Telephone Number:** Mr. Peter Pirnejad, Planning Manager  
209-333-6711
  
4. **Project Location:** The subject properties are located in the City of Lodi, County of San Joaquin. The properties are located at 1323, 1325 and 1333 South Central Avenue. (APN 047-270-10), (APN 047-270-11) and (APN 047-10). See location map.
  
5. **Project Sponsor's Name and Address:** Mr. Kenneth J. Gini  
1325 S. Central Ave.  
Lodi, CA 95240
  
6. **General Plan Designation and Zoning:** The City of Lodi General Plan land use designation of the project site is ER, Eastside Residential. The zoning is RE-1, residential eastside-single family.
  
7. **Description of Project:** The applicant is requesting a change in the General Plan and Zoning designation of the three properties from residential to commercial. The G.P. designation change requested is from ER, eastside residential to GC, general commercial. The zoning change requested is from RE-1, residential eastside single-family to C-2, general commercial.  
  
The applicant owns a total of 4 parcels adjacent at the corner of Central Ave. and Kettleman Lane. Two of the properties front on Kettleman lane and have a commercial zoning. One of these properties contains a single family house and one contains a small commercial building. The two subject properties that front on Central Ave. are zoned residential and contain a single-family residence and a duplex. The third property (1333 S. Central) included in this request is owned by another party and currently is used as a driveway serving several adjacent properties. Mr. Gini would like to have the 3 Central Ave. properties rezoned commercial so that he can incorporate them with his Kettleman Lane commercial properties to form a single larger commercial property. This

will permit the property to be developed with a commercial building and allow sufficient room for parking and landscaping.

The following environmental topics are addressed in this IS:

- A.** Land Use, Agriculture and Planning Policy
- B.** Traffic and Circulation
- C.** Air Quality
- D.** Noise
- E.** Cultural and Paleontological Resources
- F.** Geology, Soils and Seismicity
- G.** Hydrology and Water Quality
- H.** Biological Resources
- I.** Hazards and Hazardous Materials
- J.** Utilities
- K.** Public Services
- L.** Visual Resources
- M.** Energy

### **Significant Impacts**

Under CEQA, a significant impact on the environment is defined as: a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise and objects of historic or aesthetic significance. Implementation of the proposed project has no significantly adverse environmental impacts in the areas listed below.



**Location Map 1.**



**Environmental Factors Potentially Affected:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agricultural Resources             | <input type="checkbox"/> Air Quality            |
| <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/Service Systems     | <input type="checkbox"/> Mandatory Findings of Significance |   |

**Determination.**

On the basis of this initial evaluation:

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
For

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS.</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Have a substantial adverse effect on a scenic vista?*

The proposed project would not have adverse impact on the scenic vista. The area is already developed with a variety of urban structures structures.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?*

The proposed project would not damage any scenic resources, as the proposed project is not located within the vicinity of a state scenic highway and the site is developed with minimal scenic value. There would be no impact.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

The proposed project would not have an adverse effect on the existing visual character or quality of the site and its surroundings. Future development will replace residential structures with commercial buildings. Any new project will be reviewed by the City's Site Plan and Architectural Review Committee (SPARC). SPARC will address issues such as the appearance of the buildings, landscaping, fencing etc. to assure that the project is aesthetically appropriate for the neighborhood.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

The proposed project would have less than significant impact since lighting is subject to SPARC review and low level or shielded lightings for building and parking lot lighting will be required to assure that they will not shine on adjacent residential properties..

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
--	---	---	---	----------------------

**II. AGRICULTURAL 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 of the California Resources Agency, to a 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) 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) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?*

The current project site is not zoned for agricultural purposes and is currently developed with residential uses. The area is urbanized and not in agricultural use.

- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

The subject property is not zoned for agricultural use, nor is it under a Williamson Act contract. Therefore, no impact would occur as a result of the proposed project.

- c) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

See checklist Items II a. and II b. above. The project site is not in agricultural land, nor is it located immediately adjacent to active agricultural land. Furthermore, the project site is surrounded by existing urban structures. Therefore, the proposed project would not involve changes that could result in the conversion of farmland to a non-agricultural use and no impact would result.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

The City of Lodi is within the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD), which regulates air quality in the San Joaquin Valley. The SJVAPCD has prepared and implements specific plans to meet the applicable laws, regulations and programs, including the 1991 Air Quality Attainment Plan (AQAP). In addition, the SJVAPCD has developed the *Guide for Assessing and Mitigating Air Quality Impacts (Guide)* to help lead agencies in the evaluating the significance of air quality impacts.

In formulating its compliance strategies, the SJVAPCD relies on planned land uses established by local general plans. When a project proposes to change planned uses assumed in an adopted plan by requesting a general plan amendment, the project may depart from the assumption used to formulate the plans of the SJVAPCD in such way that cumulative results of incremental change may hamper or prevent the SJVAPCD from achieving its goals. Land use patterns influence transportation needs, and motor vehicles are the primary source of air pollution. As stated in the *Guide*, projects proposed in jurisdictions with general plans that are consistent with the SJVAPCD's AQAP and projects that conform to those general plans would not create significant cumulative air quality impacts.

The rezoning request will change the zoning from residential to commercial. This will permit the properties to be developed with commercial uses. The three subject properties only total

18,300 square feet in size. Even when added to the applicant's two other properties, the total is less than an acre. Any commercial use of the property will be relatively small in size and will not generate a significant amount of air pollutants. Vehicular traffic entering or exiting the property would be the most likely source of additional air emissions. Based on a 10,000 square foot auto care facility, the property would generate less than 350 trips per day. This would be less than 1% of the existing traffic volume on Kettleman Lane. Therefore, the proposed project would not conflict with the applicable clean air plan. No impacts.

- b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

The City of Lodi is within the jurisdiction of the SJVAPCD, which regulates air quality in the San Joaquin Valley. The EPA designated the entire San Joaquin Valley as non-attainment for two pollutants: ozone and particle matter. More recently, on April 24, 2004, the EPA reclassified the San Joaquin Valley ozone non-attainment area from its previous severe status to "extreme" at the request of the San Joaquin Air Pollution Control District Board. On December 17, 2004, EPA took action to designate attainment and non-attainment areas under the more protective national air quality standards for fine particles or PM<sub>2.5</sub>.

Levels of PM<sub>10</sub> in the San Joaquin Valley currently exceed California Clean Air Act standards; therefore, the area is considered a non-attainment area for this pollutant relative to the State standards. PM<sub>10</sub> levels monitored at the Stockton-Hazelton Street ambient air quality monitoring station, the closest monitoring station with PM<sub>10</sub> data, exceeded the State's standard at three times per year in 2003 and 2004. The standard was exceeded ten times in 2002. No exceedances of the State or federal CO standards have been recorded at any of the region's monitoring stations in the last three years. The San Joaquin Valley is currently considered a maintenance area for State and federal CO standards.

The District adopted an Ozone Attainment Demonstration Plan (2004) and a PM<sub>10</sub> Attainment Demonstration Plan (2003). In addition, to meet California Clean Air Act requirements, the District adopted the California Clean Air Act Triennial Progress Report and Plan Revision 1997-1999, adopted in 2001 to address the California ozone standard. A broad range of actions to improve air quality are set forth in the adopted plans to reduce CO, O<sub>3</sub> precursor emissions, and particulate matter. Generally, the State standards for these pollutants are more stringent than the national standards. Each district plan is to achieve a 5 percent annual reduction average 3 consecutive 3-year periods, in district-wide emissions of each nonattainment pollutant or its precursors. Exceedances of air quality standards occur primarily during meteorological conditions conducive to high pollution levels, such as cold, windless winter nights or hot, sunny summer afternoons.

The City will require the applicant to comply with dust and particulate reduction measures during construction or grading on the site. These standards (Regulation VIII, Fugitive PM<sub>10</sub> Prohibitions) are rules adopted by the San Joaquin Valley Air Pollution Control District (District) and are designed to reduce air quality impacts during construction projects. They include various measures to reduce PM<sub>10</sub> by utilizing best practices methods during the construction process. The City will require the applicant to adhere to these rules; therefore, less than significant impact.

- 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)?*

See discussion under Check List Item III.a. and III.b. above. For any project that does not individually have operational air quality impacts, the determination of a significant cumulative impact should be based on the evaluation of the project's consistency with the general plan and the general plan with regional air quality plan. Although the project will involve a General Plan change from residential to commercial, the project size is less than one acre and no significant air quality issues will result.

- d) *Expose sensitive receptors to substantial pollutant concentrations?*

The SJVAPCD defines sensitive receptors as facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors. However, due to the small size of the proposed project and the estimated amount of daily vehicle trips, it qualifies for what is known as a Small Project Analysis Level. No quantification of ozone precursor emissions is needed for such projects.

- e) *Create objectionable odors affecting a substantial number of people?*

The rezoning project will not produce objectionable odors as identified by SJVAPCD.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

**IV. BIOLOGICAL RESOURCES.** Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>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?</i>				

The proposed project will not have adverse effect to the environment, nor will it affect any natural habitat. There are already structures built on the proposed site. Thus, rezoning it will not have an adverse environmental effect on any natural lands.

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?*

According to San Joaquin county Multi-Species habitat Conservation and Open Space Plan, the subject property does not contain any riparian habitat or other sensitive natural communities. No impact would result.

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?*

According to San Joaquin county Multi-Species habitat Conservation and Open Space Plan, the subject property does not contain any protected wetlands, vernal pools or waters regulated by Section 404 of the Clean Water Act. No impact would result.

- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

The subject properties are fully developed and surrounded by urbanized areas. Thus, no impact would occur.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The City of Lodi General Plan (Conservation Element) includes goals and policies intended to protect sensitive native vegetation and wildlife habitats. Goals E, Policy 2 in the General Plan Conservation element refers to the City of Lodi’s regulation of “heritage tree” removal. The proposed project would not result in the removal of any heritage trees. Thus, no impact would result.

- f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?*

The SJCMShcp was developed to minimize and mitigate impacts to plant and wildlife resulting from the loss of open space projected to occur in San Joaquin County between 2001 and 2051. The City of Lodi adopted the SJCMShcp in 2001, and projects under the jurisdiction of the City can seek coverage under the plan. The proposed project would not conflict with the provisions adopted by the City since the structures are already in existence. Thus, no impact would result

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**V. 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries?                           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- a) *Cause a substantial adverse change in the significance of a historical resource as defined in ' 15064.5?*

This rezoning request does not possess significance necessary to be eligible for the California Register of Historical resources (CRHR) and the properties are currently developed with structures.

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to ' 15064.5?*

As in check list above, this request for zoning will not change archaeological resources of the area. If during construction any archaeological objects are uncovered, work will be halted until a qualified expert can evaluate the objects and recommend mitigation measures.

- c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

No paleontological resource were previously recorded or observed on the subject property. If during construction any paleontological resources are uncovered, work will be halted until a qualified expert can examine the site and recommend mitigation measures.

- d) *Disturb any human remains, including those interred outside of formal cemeteries?*

No human remains, including those interred outside of formal cemeteries, were previously recorded or observed on the project site. If during construction, human remains are discovered, appropriate steps will be taken to reburial the remains in an appropriate facility.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

**VI. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>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; ii) Strong seismic ground shaking; iii) Seismic-related ground failure, including liquefaction; iv) Landslides?</i>				

**I.** According to the City of Lodi's *General Plan*, no earthquake faults underlie the City of Lodi. However, according to geographical survey prepared by Klienfelder in January 2006, the nearest Seismic source Type A fault is mapped greater than 9.32 miles from the project site and the nearest Seismic Source Type B fault is mapped greater than 6.21 miles from the project site. Therefore, the potential for fault rupture at the sites is negligible, and no portions of the sites are located within an Alquist-Priolo Earthquake Fault Zone. The closest known active faults to the project sites is the Clayton-Marsh Creek-Greenville fault, located approximately 36 miles to the southwest. The closest fault considered potentially capable of surface fault rupture is Segment 7 of the Great Valley fault located about 26 miles to the southwest of the project site.

**II.** Ground shaking is a general term referring to all aspects of motion of the earth's surface resulting from an earthquake, and is normally the major cause of damage in seismic events. As with much of California, the City of Lodi is subject to earthquake damage. No faults are

known to cross the GP area; however, ground shaking from an earthquake outside of the GP area may cause damage to structures.

- III.** Liquefaction is the temporary transformation of loose, saturated granular sediments from a solid state to a liquefied state as a result of seismic ground shaking. In the process the soil undergoes a temporary loss of strength, which commonly causes ground displacement or ground failure to occur. Since saturated soils are a necessary condition for liquefaction, soil layers in areas where the groundwater table is near the surface have higher liquefaction potential than those in which the water table is located at greater depths.

Based on the soil boring results, the project site would be suitable for implementation of the proposed project given its incorporation of specific project design and construction. The potential for an earthquake with the capability of promoting liquefaction is a possibility during the design life of the project. However, since the subgrade soils encountered during soil boring are generally medium dense silts, sands and clays and groundwater is about 40 feet below the site grade, the potential for liquefaction is considered to be low.

- IV.** The subject property, as well as the area surrounding the project site, is relatively flat. Furthermore, the project site is surrounded predominately by existing urban development. Due to the developed nature and topographic features of the site and surrounding area, the potential for landslides is considered remote. No impact would result from the implementation of the proposed project.

- b) *Result in substantial soil erosion or the loss of topsoil?*

The proposed project merely seeks rezoning so as to permit the premises to be used for general commercial purposes. However, there is a possibility that any future construction that would require grading, excavation and trenching could possibly result in less than significant top soil erosion.

- 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?*

Based on Checklist Item V a.III and VI a.IV, the project site is stable and suitable for the proposed project.

- d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

Expansive clay-rich swell when wet and shrink when dry, which can cause substantial damage to foundations, concrete slabs and pavement sections. Since there is already existing structures on the premises, the subject properties do not contain expansive soils. Thus, there would not be an impact.

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

The proposed project would be served by the City of Lodi wastewater system. Therefore, there would be no related impact to septic tanks or alternative wastewater disposal systems.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

**VII. HAZARDS AND HAZARDOUS MATERIALS.**

Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Be located on a site 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?                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" 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 result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

The proposed rezoning project would not result in the routine use, transport or disposal of hazardous materials. City of Lodi’s General Plan (EIR) identifies the San Joaquin county Office of Emergency Services the responsible party for clean up. Though the City of Lodi participates in the identification and cleanup of some of the City’s hazards, and the City Fire Department’s Hazardous Materials Emergency Plan outlines procedures for handling hazardous material spills, the project would not be used as a disposal center.

If, as a part of a future commercial business, hazardous waste is routinely generated, the business will be required to comply with all local and State requirements for the safe disposal of any hazardous waste.

- 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?*

At present, it is not anticipated that the proposed project would use and/or contain hazardous materials that would create a significant hazard to the public or the environment through the release of hazardous materials. Any future use of the subject property will have to be consistent with the Uniform Building Code and is subject to zoning regulations. The City Fire Department and County agencies are trained to handle hazardous material incidents. Any hazardous material accident will be dealt with appropriately.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Though the subject property is located within one-quarter mile of an existing school, it is expected that future use would not emit hazardous emissions nor handle hazardous or acutely hazardous material. As stated in Check List VII c., above, future use will conform to local and State requirements for the use and storage of hazardous materials.

- 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?*

According to the State Department of Toxic Substances Control’s *EnviroStor* database and the State Water Resources Control Board *GeoTracker* database, the subject property is not included on a list of hazardous materials sites. As a result the proposed project would not create a

significant hazard to the public or the environment. There would be no impact associated with the project.

- 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?*

The project site is not located within an airport land use plan, nor within two miles of a public airport. Therefore, the project would not result in a safety hazardous for people residing or working in the project area. There would be no impact.

- f) *For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

The project site is not located within the vicinity of an active private airstrip. There would be no impact.

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The City of Lodi's Emergency Plan is based on San Joaquin County's Emergency Plan. The City and County Plans represent a comprehensive disaster preparedness program for the area. The proposed project would not impair implementation of, nor physically interfere with the City or County's adopted emergency response plan or emergency evacuation plan. No impact would result.

- 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?*

The project is located in a developed urban area and is not located adjacent to natural areas that would be subject to wildland fires. Therefore, no impacts would occur as a result of the proposed project.

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
--	---	---	---	----------------------

**VIII. HYDROLOGY AND WATER QUALITY.** Would the project:

- a) Violate any water quality standards or waste discharge requirements?

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 (e.g., 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>Violate any water quality standards or waste discharge requirements?</i>				

Currently, the City of Lodi draws fresh water from ground sources. Surface water is not currently used for human consumption in Lodi, but the City recently secured a long-term contract (40 years) for approximately 6,000 acre-feet of water per year from the Mokelumne River for municipal use. The City's water supply primarily comes from groundwater via 26

municipal wells. Information related to municipal water use and the Water Supply Assessment is located in Section IV.J, Utilities. Due to the nature and location of the proposed project, the impacts associated with water quality standards and discharge would not be significant.

- 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 (e.g., 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)?*

Based on the limited size of the project, water consumption will not be significantly different from existing uses.

- 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?*

The subject properties are connected to the City storm drain system. All runoff will flow into the City's system. Depending on the nature of the future development, an onsite sand and oil trap maybe required to filter onsite runoff. There would be no impact.

- 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?*

The proposed project does not contain a stream or a river, nor is it located in proximity to a stream or river. The proposed project would not alter the existing drainage pattern of the area, nor would it substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The existing storm drainage in the area is adequate to handle the runoff from the project. There would be no impact.

- 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?*

Due to the nature and size of the project, it will not create or contribute runoff water that will significantly impact the existing storm drain system. The existing system will have the capacity to accommodate development of the site. Thus, a less than significant impact would result.

- f) *Otherwise substantially degrade water quality?*

The quality of surface water and groundwater in the vicinity of the project site is affected by past and current land uses at the site and within the watershed and the composition of geologic materials in the vicinity. Water quality in surface and groundwater bodies is regulated by the California Department of Water Resources (DWR) and the Central Valley Regional Water Quality Control Board (CVRWQCB), which are charged with maintaining water quality and reducing potential impacts to water quality within the region. In addition, as discussed in Checklist Item VIII.a., the project is limited in scope. Thus, it would result in no impact.

- 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?*

According to the most recent FEMA mapping, the project site is not located within the 100-year flood hazard zone, and therefore, placement of housing or other structures in a flood hazard zone would not occur under the proposed project. In addition, due to the location of the proposed project, the impacts associated with seiches, tsunamis, and extreme high tides or sea level change would be considered low. Thus, no impact would occur.

- h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

The project is not located within a 100 year flood hazard zone.. No impact would result.

- i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?*

The project site is not located within the vicinity of a levee, dam, or a dam inundation area. As such, no impact would result.

- j) *Inundation by seiche, tsunami, or mudflow?*

A seiche is the tide-like rise and drop of water in a closed body of water caused by earthquake-induced seismic shaking or strong winds. A tsunami is a series of large waves generated by a strong offshore earthquake or volcanic eruption. Given the substantial distance of the site from San Francisco Bay or the Pacific Ocean, seiche and tsunami waves would not be a threat to the site. The proposed project site is flat and does not have any steep slopes or hillsides that would be susceptible to mudflows or landslides. Therefore, no impact would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**IX. 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 an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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) *Physically divide an established community?*

The project is adjacent to existing commercial development and will be compatible with neighboring residential properties.

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 an environmental effect?*

The proposed project requires a General Plan amendment. However, given the existing commercial uses in the area the proposed change is not unreasonable and would be consistent with adjacent uses.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

The City of Lodi adopted the SJCMShCP in 2001. The conservation plan was developed to minimize and mitigate impacts to plant and wildlife habitat resulting from the loss of open space. Since the proposed project is in urbanized area, it will not have an effect on the City of Lodi habitat conservation plan or natural community conservation plan. Thus, no impact will occur.

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
--	---------------------------------------	---	-------------------------------------	------------------

**X. MINERAL RESOURCES.** Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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?*

According to the City's *General Plan*, the subject property and surrounding area are not known to contain regionally and/or state valued mineral resources. Therefore, implementation of the proposed project would not result in an impact to mineral resources.

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?*

The subject property has not been historically used for mineral extraction. In addition, the City's *General Plan* does not identify the project site as a locally important mineral resource recovery site. There would be no impact.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. NOISE.</b> 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne 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) *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?*

It is not anticipated that the proposed project would include features that would result in the significant increase in noise levels. The City's *General Plan* Noise Element outlines many goals and policies regarding land use and associated noise standards. Although the proposed project could result in an incremental increase in noise, it would not exceed the 70 dB standard, nor would it be located near an identified sensitive receptor outlined in *General Plan*. In addition, the project will require compliance with the City of Lodi's noise regulations. When it is determined what type of commercial development will occur on the property, appropriate design measures will be incorporated into the project. This could include additional setbacks, solid screen fencing or reorientation of the buildings to face away from existing residences. The design measures would be implemented via the required Site Plan and Architectural Review of the project.

- b) *Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?*

Ground borne vibrations occur when a vibration source causes soil particles to move or vibrate. Sources of ground borne vibrations include natural events (earthquakes, volcanic eruptions, sea waves, landslides, etc.) and human created events (explosions, operation of heavy machinery and heavy trucks, etc.). The proposed project would not involve any operations that would generate excessive ground borne vibrations or ground borne noise levels. Additionally, the area is already exposed to traffic related ground borne vibration from passing trucks and vehicles.

- c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

The project could result in an increase in ambient noise levels in the vicinity of the project site when the property is developed with commercial uses. Currently the properties contain residences. Any commercial use will be required to comply with the City's Noise regulations. It is anticipated that the future use of the property will be commercial uses that will operate during daytime hours and be closed at night. During daytime hours, the area currently has a fairly high ambient noise level, primarily a result of passing vehicular traffic, particularly from Kettleman Lane. It is not anticipated that the proposed project will significantly add to the ambient noise level.

- d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

There will be a temporary increase in noise levels during the construction phase of the project. The noise will be temporary in nature and will probably be over in six months or less. Construction activities will be required to comply with the City's Noise Ordinance which limits hours of construction and levels of noise permitted. There would be no significant impact.

- 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?*

The project site is not located within an airport land use plan, or within two miles of a public airport or public use airport.

- 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?*

There are no active private airstrips within the City of Lodi. Therefore, no impacts would occur as a result of the proposed project.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

**XII. 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 (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" 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) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The proposed project would not include the construction of residential units, nor require the extension of roads or other infrastructure that could directly or indirectly induce substantial population growth. No impact would result.

- b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

The proposed project seeks to rezone two residential properties into commercial zones. If developed with commercial uses, the existing residences will be removed. The removal of two residential units will not significantly impact the City's housing stock.

- c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

Refer to discussion in XII b.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

**XIII. PUBLIC SERVICES.**

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) 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: | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Fire protection?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Police protection?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Schools?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Parks?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) Other public facilities?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

- a) *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: Fire protection, police protection, schools, parks, other public facilities?*

Due to the nature of the proposed project, future use of the site will not result in substantial adverse impacts relatively to governmental facilities.

- b) *Fire protection?*

The City of Lodi Fire Department would provide fire service to the project site. The Fire Department has four fire stations located within the City. The City's fire protection and established service ratios are based on the full build-out of the City's *General Plan*. Given that the proposed project would be consistent with overall developed area within the *General Plan*, the project would not involve new or more impacts to fire protection services than those already projected by that document. Impacts would be less than significant.

- c) *Police protection?*

The City of Lodi Police Department would provide law enforcement services to the project site. Given that the proposed project already is served by the City of Lodi Police department, it would not need or involve new police protection. There will be no impact.

d) *Schools?*

The proposed project would require no school services, nor would create the need for new or expanded facilities. No impact would result.

e) *Parks?*

The proposed project would not contribute to the demand on existing parks, nor require the dedication of additional parkland. No impact would result.

f) *Schools?*

The project is not residential and will not generate any school aged children.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. RECREATION.</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>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?</i>				

The proposed rezoning project would not create additional demand for existing neighborhood or regional parks or other recreational facilities. No impact would result.

- 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?*

The proposed project would not include the construction or expansion of recreational facilities, nor would it require the construction or expansion of recreational facilities. Therefore, no impact would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. TRANSPORTATION/TRAFFIC.</b> 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 or designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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) *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)?*

The intersection of Central Ave. and Kettleman Lane is controlled by a traffic signal. The intersection operates at an acceptable level of service. The 300 to 400 additional trips that the project might generate will not significantly impact the intersection or adjacent streets. Therefore, impacts would be less than significant.

- b) *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency or designated roads or highways?*

San Joaquin County does not have a congestion management agency. Therefore, no county congestion management agency designated roads or highways would be affected by the proposed project. There would be no impact.

- 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?*

The proposed project would not have any impact on air traffic patterns since the project is not located near an airport. No related impacts would occur as a result of the proposed project.

- d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The proposed project does not call for any design change of the existing features. No related impacts would occur as a result of the proposed project.

- e) *Result in inadequate emergency access?*

The proposed project is already served by the City of Lodi Police and Fire Departments. Therefore, the proposed project would not result in any inadequate emergency access to the site. There would be no impact.

- f) *Result in inadequate parking capacity?*

The City of Lodi regulates parking requirements. Any future use of the site would have to comply with City of Lodi parking requirements. No impact would result.

- g) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

The proposed project would not conflict with adopted policies, plans or programs supporting alternative transportation. No impact would result.

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
--	---	---	---	----------------------

**XVI. 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</i>				

The anticipated sewage discharge from the proposed project would not exceed wastewater treatment capacity at the City’s wastewater treatment plant nor exceed any requirements of the Central Valley Regional Water Quality Control Board. No impact would result.

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?*

The project site is located in an urbanized area that contains existing water and wastewater infrastructure. The proposed project would not require the construction of new water or wastewater treatment facilities or the expansion of existing facilities. No impact would result. Please refer to Checklist Items XVI d. and XVI e. for further details.

- 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?*

The City of Lodi operates a variety of storm water facilities, including storm drain lines, pump stations, inlet catch basins and retention and detention facilities in the area surrounding the project site. The facilities are adequate to serve the subject site and any future development. Due to the size and nature of the project, there would be no impact.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

The City of Lodi Water Utility supplies and distributes potable water, as well as recycled water to the City and to some areas outside the City's jurisdiction. According to the City's *Urban Water Management Plan (UWMP)*, the City currently has a net surplus in water supply given the City's current water entitlements and current water demand. Due to the size and nature of the project, there would be no impact.

- 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?*

The City of Lodi Public Works Department provides wastewater treatment for the City of Lodi. Wastewater in the City of Lodi is treated at the White Slough Water Pollution Control Facility (WSWPCF). The facility has been expanded to a design capacity of 8.5 million gallons (mgd) per day. The proposed project would not increase, in any significant way, demand on wastewater treatment.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

The proposed project would not require any new landfill capacity. No impact would occur.

- g) *Comply with federal, State, and local statutes and regulations related to solid waste?*

The proposed project would comply with federal, state, and local statutes related to solid waste. No solid waste regulatory impacts would occur as a result of the project.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE.**

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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 type="checkbox"/>            | <input checked="" type="checkbox"/> |
- 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?*

The proposed project would not have significant environmental effects that would cause direct or indirect adverse effects to human beings.

- 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.)*

The proposed project concerns changing the General Plan designation and rezoning three parcels into a commercial zone. Incremental impacts associated with the proposed project would not be cumulatively considerable. Impacts would be less than significant.

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

The proposed project would not have significant environmental effects that would cause direct or indirect adverse effects to human beings.

**LODI  
PLANNING COMMISSION  
Staff Report**

---

**MEETING DATE:** February 14, 2007

**APPLICATION NO:** General Plan Amendment 06-GPA-01 and Rezoning 06-Z-01

**REQUEST:** Recommend to the City Council the following actions: 1) Approve Negative Declaration 06-03 as adequate environmental documentation for the proposal; 2) Amend the General Plan designation for 1333, 1325, and 1323 South Central Avenue (APN: 047-270-12, 047-270-11, and 047-270-10) from Eastside Residential to General Commercial; and 3) Rezone these same three properties from RE-1, Single Family Residential Eastside to C-2, General Commercial. (Applicant, Kenneth J. Gini; File # 06-GPA-01 and 06-Z-01).

**LOCATION:** 1323, 1325 and 1333 South Central Avenue, at the northwest corner of the Central Avenue and Kettleman Lane intersection.

**APPLICANT:** Kenneth J. Gini

**PROPERTY OWNERS:** Kenneth J. Gini  
335 E Kettleman Lane  
Lodi, CA 95240  
(1333 and 1323 South Central Avenue, APN: 047-270-12 and APN: 047-270-11, respectively).

B V K INVESTMENT CO  
5405 N Pershing Ave. Suite C-1  
Stockton, CA 95207  
(1323 South Central Ave, APN: 047-270-10).

**RECOMMENDATION**

Staff recommends that the Planning Commission recommend to the City Council the following actions: 1) Approve Negative Declaration 06-03 as adequate environmental documentation for the proposal; 2) Amend the General Plan designation for 1333 and 1325 South Central Avenue (APN: 047-270-12 and 047-270-11) from Eastside Residential to General Commercial; 3) Rezone these same two properties from RE-1, Single Family Residential Eastside to C-2, General Commercial; and 4) Consider amending the General Plan and Zoning designation for 1323 South Central Avenue (047-270-10) to GC and C-2, respectively.

**PROJECT/AREA DESCRIPTION**

**GENERAL PLAN:** Eastside Residential (ER), General Commercial (GC).  
**ZONING DESIGNATION:** Residential-Single Family, Eastside (RE-1).  
**PROPERTY SIZE:** Three parcels totaling 18,330 square feet

**Adjacent zoning and land use are as follows:**

- North:** Residential Single Family Eastside (RE-1).
- South:** Commercial (C-2). The area is mostly general commercial with Single Family Residential (R-2) further south.
- West:** Lodi Academy and General Commercial (C-2) further west.
- East:** General Commercial (C-2)

**SUMMARY**

This is a request for a General Plan Amendment and Rezone by Mr. Kenneth J. Gini for two properties he owns and a consideration to amend the General Plan and Zoning designation for a property owned by a third party, all located near the intersection of Central Avenue and Kettleman Lane. This request includes three separate items. First is a request by the applicant for a General Plan Amendment to change the land use designation of the subject parcels from Eastside Residential (ER) to General Commercial (GC). The subject properties are 1325 South Central Ave (047-270-11) and 1333 South Central Ave (047-270-12). Second is a request by the applicant for a Rezone that changes the zoning designation from Single Family Eastside to General Commercial (RE-1 to C-2). Finally, the third item is a request for consideration to amend the General Plan and Zoning designations for 1323 South Central Avenue (APN: 047-270-10), which is owned by BVK Investment Co.

This property is approximately 10 feet wide and has a depth of 130 ft, with a total area of 1,300 square feet. This particular property is currently being used as a driveway to access commercially zoned properties that face Kettleman Lane and residential properties to the north. Given its size and current use, it would be an acceptable planning practice to consider amending the General Plan and zoning designations from ER to GC and RE-1 to C-2, respectively. Change in the General Plan and Zoning designation for this property establishes a clear and consistent boundary between subject commercial uses and residential uses in the north. The change in zoning would not restrict its current use and would not affect its tax base. Further, the zoning change would enable the applicant to construct commercial buildings up to this property line and avoid the 5-foot setback that would otherwise be required to separate commercial uses from residentially zoned properties.

**BACKGROUND**

The project site is located at the northwest corner of Central Avenue and Kettleman Lane. The neighborhood is fully developed with single family residences, residences converted to commercial uses, and conventional commercial uses. The project site is adjacent to commercial zoning to the east, west and south, and single-family eastside zoning to the north. The applicant requests to have his two Central Ave. properties rezoned to General Commercial so that he can incorporate them with his Kettleman Lane commercial properties to form a single larger commercial property. The request to add the adjoining BVK owned property to the General Plan Amendment and rezoning would make a clear boundary between commercial and residential uses.

The last time this application was heard by the Planning Commission, the Planning Commission requested the applicant to submit a site plan for its review, expressed concerns regarding changing a Zoning designation without consent of the owner, and aesthetics of any future development of the site.

## **ANALYSIS**

The applicant requests a General Plan Amendment and rezoning for his two properties on Central Avenue. The change in zoning would allow him to merge his two Central Avenue properties with his two other properties that face Kettleman Lane, which would allow him to expand his existing commercial development. In order to make a clear boundary between different land use patterns, staff is suggesting that the Planning Commission consider a General Plan Amendment and Rezoning for an additional parcel at 1323 South Central Avenue, which is a total of 1,300 square foot in area. This parcel has a different owner. In response to staff's notification, the property owner, BVK Investment Co., has stated via fax that they oppose the inclusion of their property in this request to amend the General Plan and zoning designation.

Staff has learned from the applicant that BVK Investment Co. and the applicant have been unable to reach a financial agreement for the sale and purchase of this property. However, Staff supports the General Plan Amendment and Rezoning for 1323 South Central Avenue because it will make it consistent with the existing General Plan and Zoning designation to the west and the proposed changes to the south. Adding the property to the proposed commercial rezoning to the south will also create a consistent and straight east-west boundary between commercial and residential uses on the north side of Kettleman Lane. Staff understands that adjoining properties and businesses currently uses this property as a driveway to access properties zoned General Commercial that face Kettleman Lane, and residential properties to the north. Staff and Mr. Gini understands that without the change in zoning and General Plan designation of 1323 South Central Avenue the strict application of the City Zoning Code will require the applicant to develop his property with a 5-foot setback and a screening wall between his property and the driveway to the north.

The change in zoning to C-2 will allow land uses in the subject properties similar to the uses currently existing along Kettleman Lane and as specifically permitted by the City's Zoning Ordinances. Given the property at 1323 South Central Avenue is actually being used as a driveway and is not likely to change in use, staff believes that the proposed zone change will have no affect on the value or use of the property.

The last time this project was publicly heard by the Planning Commission, the Planning Commission directed staff to ascertain how a change in zone designation might affect 1323 South Central Avenue. The County Assessor's Office has indicated that the affects of any zone change will be negligible since the property is too small to build-on and its tax assessment will be based on the actual or potential use of the property, not the underlying zoning.

It is important to note that the Planning Commission was concerned about site plan, architectural design of future buildings on the site and how buildings constructed on the property line would affect residential use to the north. As Mr. Gini indicates in his site plan and in the accompanying letter (attached), the applicant requests to amend General Plan and Zoning designations for 1323 South Central Avenue so that he won't be required to provide a landscaped 5-foot buffer area. He contends that a 5-foot setback reduces his overall buildable area and would make it difficult to provide the required parking spaces and create acceptable and adequate traffic flow. In order to ease the Planning Commission's concerns regarding potential graffiti problems, the applicant proposes to install 2-3 outside lights on his building to illuminate the area and improve security. Further, he proposes the northern wall of the building would feature a design of smooth and split face block to give it a pattern along its length, which he contends will enhance its architectural features and deter possible graffiti problems in the future. However, staff is of the opinion that the proposed façade of buildings could be designed

better, the location of the refuse enclosure could potentially hamper traffic flow, the landscaping plan is inadequate and the overall parking layout could be designed to improve traffic flow.

Mr. Gini has provided a site and preliminary landscape plan elevation of the proposed building. Staff is of the opinion that design of the two buildings are attractive and will be an asset to the area. The body of the building will be stucco in light grey color accented by burgundy colored decorative tiles. A wall cornice detail in a dark grey color is provided. Split face cornice block is as a bare trip in the front elevations and as a solid buffer wall on the north (residential facing) elevation on the largest building. The roof has peaked elements to break-up the flat roof.

The site plan shows the main access (varying from 25' to 30.7' in width) along the building with parking in the center of the "L" shaped site. Modest landscaping with ground cover and trees is within the parking area. The parking stalls are 9' by 17.5' (using a 2' overhang into the planters). Given the size of the buildings and an auto service use, 29 parking spaces are required and 29 are provided. The trash enclosure is at the corner of the "L" in the parking area. Staff is of the opinion that the site is tight and developed at the maximum. The trash enclosure is awkwardly placed for pick-up and staff would expect there to be some difficulties in the servicing of the trash bins. Also, the parking spaces are tight 9'x17.5', requiring the use of overhand in the planters. Further, the site layout requires the building to be placed on the northern property line. This is why the applicant request a General Plan and Zoning change of the BVK property. There is simply not enough room in the layout for a 5' setback from the property line.

While the site plan and layout appear to meet the minimum setbacks if the General Plan change and Rezoning are granted, the Planning Commission needs to evaluate whether this General Plan change and Rezoning for the BVK property is appropriate. It could be a conclusion that the site is being over developed and that scaling back the intensity of the proposed development may be appropriate. Staff has provided resolutions for approval as proposed. Any change derived by the Commission would require different resolution be prepared.

#### **ENVIRONMENTAL ASSESSMENTS:**

The California Environmental Quality Act requires that projects be reviewed for their potential to create environmental impacts. The process requires that potential areas of impact be identified and a level of significance assessed. Staff prepared an Initial Study to review and assess impacts. Staff sent the proposed Negative Declaration to various agencies for review, published, and posted our intent to issue a Negative Declaration for the required 30-day period. This project was found to have no impacts that could be found significant if not mitigated via normal conditions of future development. In conclusion, Staff finds that the proposed project meets these requirements and is therefore exempt from further review under CEQA. A Negative Declaration, ND-06-03 adequately addresses potential environmental impacts that could occur as result of this project. No significant impacts are anticipated and no mitigation measures have been required.

#### **PUBLIC HEARING NOTICE:**

Legal Notice for the Use Permit was published on October 27, 2006. 51 public hearing notices were sent to all property owners of record within a 300-foot radius of the subject property as required by California State Law §65091 (a) 3. Based on the information provided to staff, it was determined that there are no Planning Commission members who reside within 500-foot radius of the project area.

**ALTERNATIVE PLANNING COMMISSION ACTIONS:**

- Approve the Request with Alternate Conditions
- Deny the Request
- Continue the Request

Respectfully Submitted,

Concur,

Immanuel Bereket  
Junior Planner

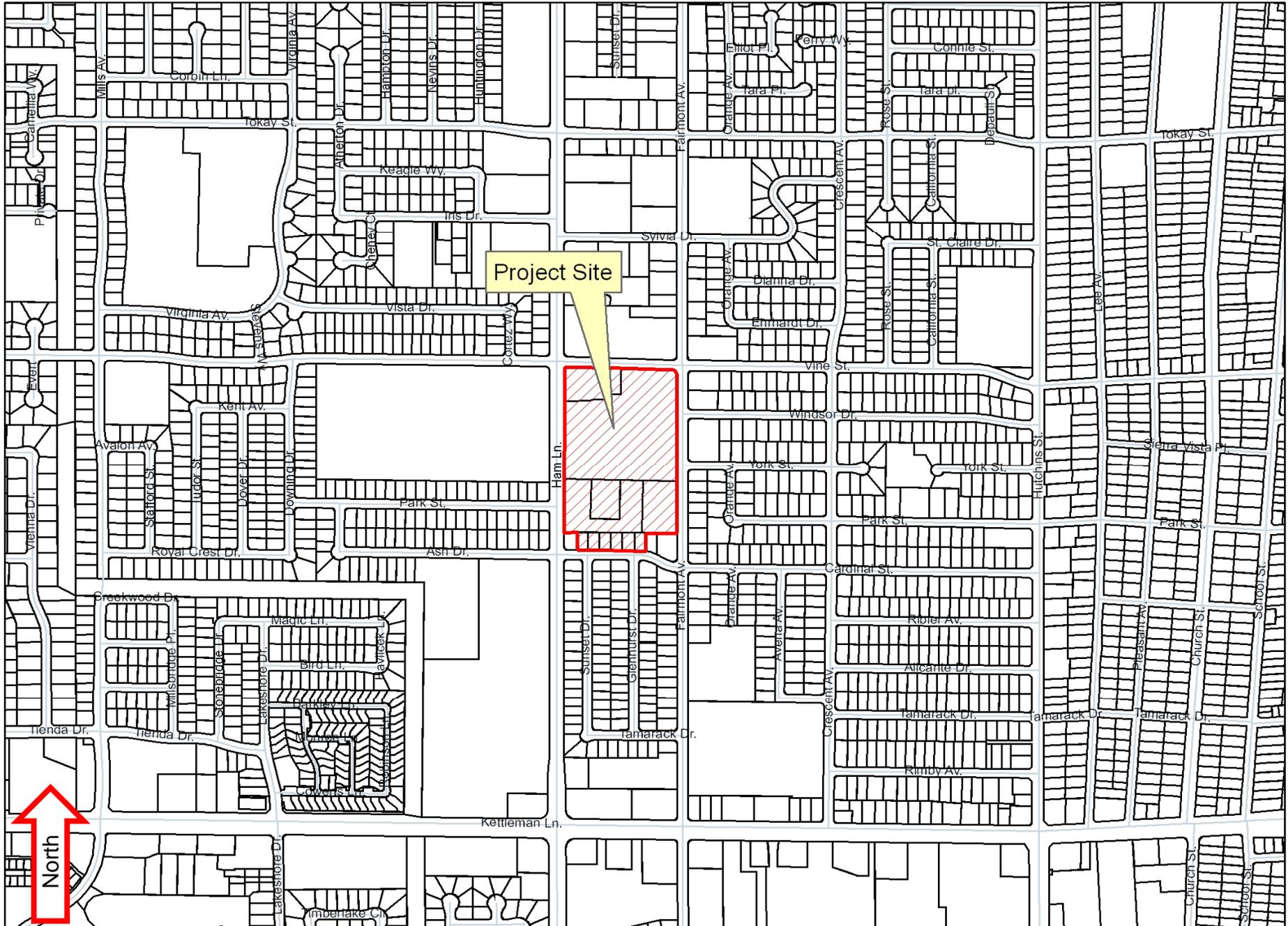
Randy Hatch  
Community Development Director

**ATTACHMENTS:**

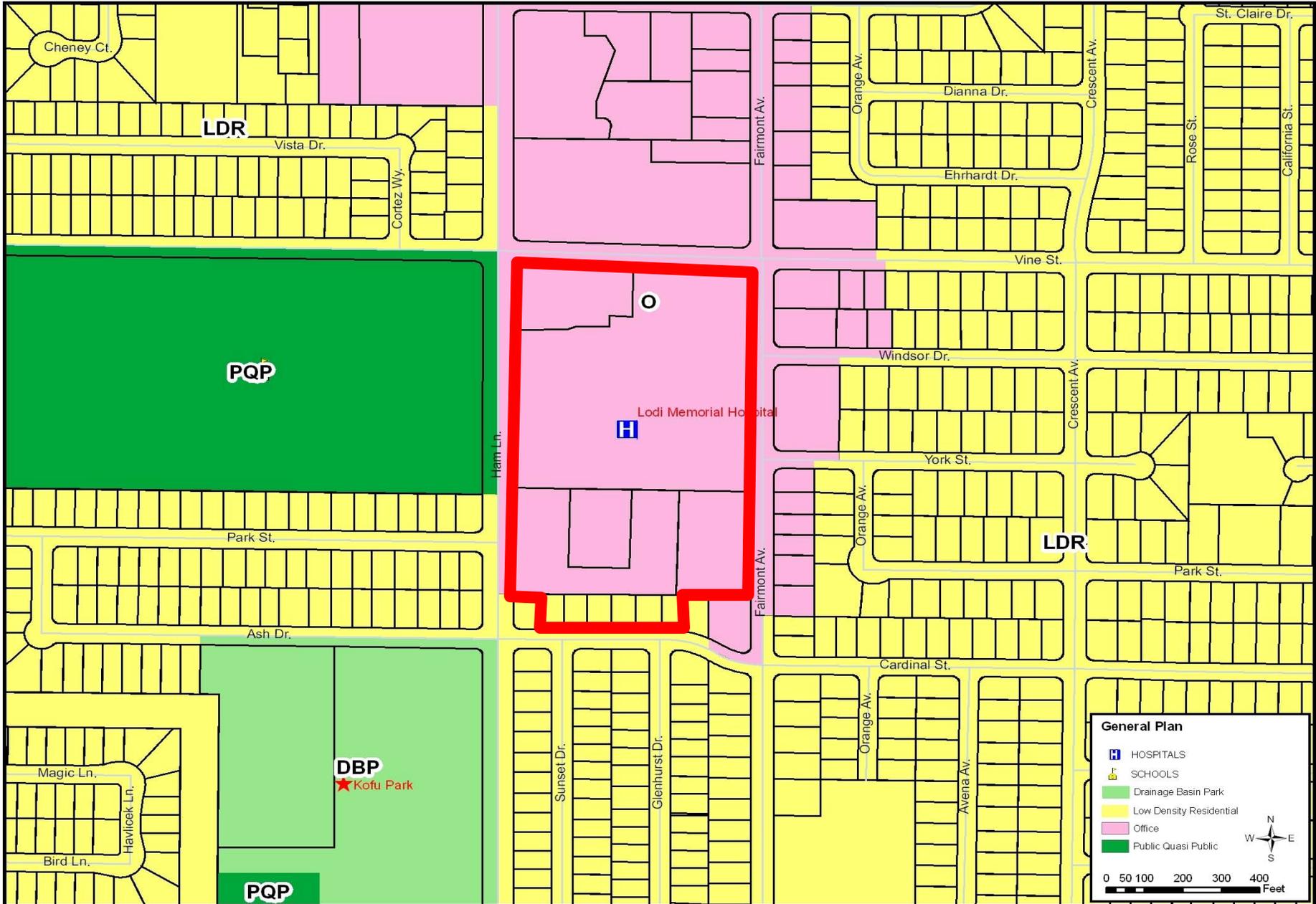
1. Vicinity Map
2. General Plan Map
3. Zoning Map
4. Site Plan, Elevation and Renderings
5. Comment Letters
6. Draft Resolutions

LODI  
MEMORIAL  
HOSPITAL  
PROJECT

# Vicinity Map



# Existing General Plan Designations



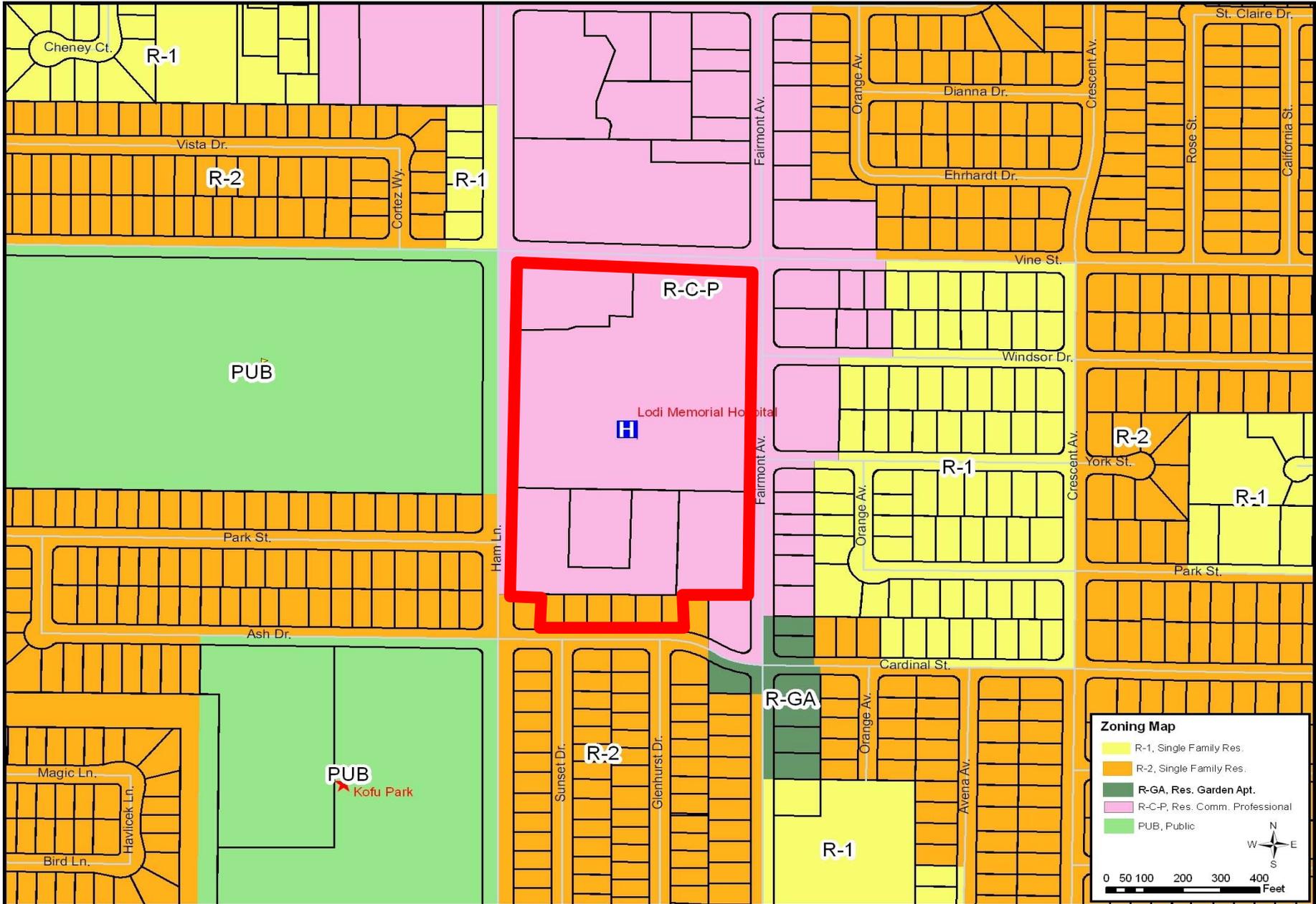
**General Plan**

- HOSPITALS
- SCHOOLS
- Drainage Basin Park
- Low Density Residential
- Office
- Public Quasi Public

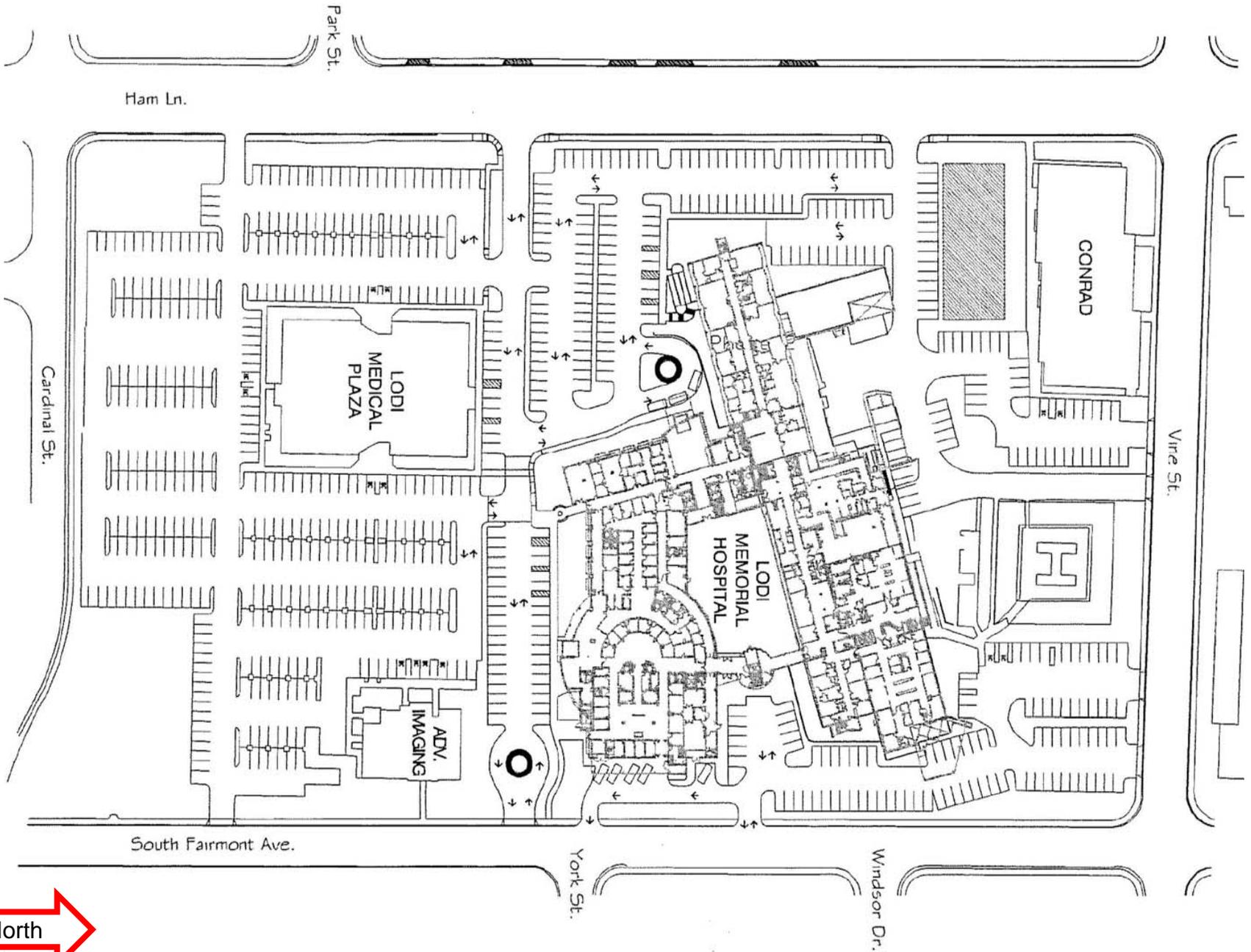
0 50 100 200 300 400 Feet

N  
W — E  
S

# Existing Zoning Designations



# Proposed Site Plan

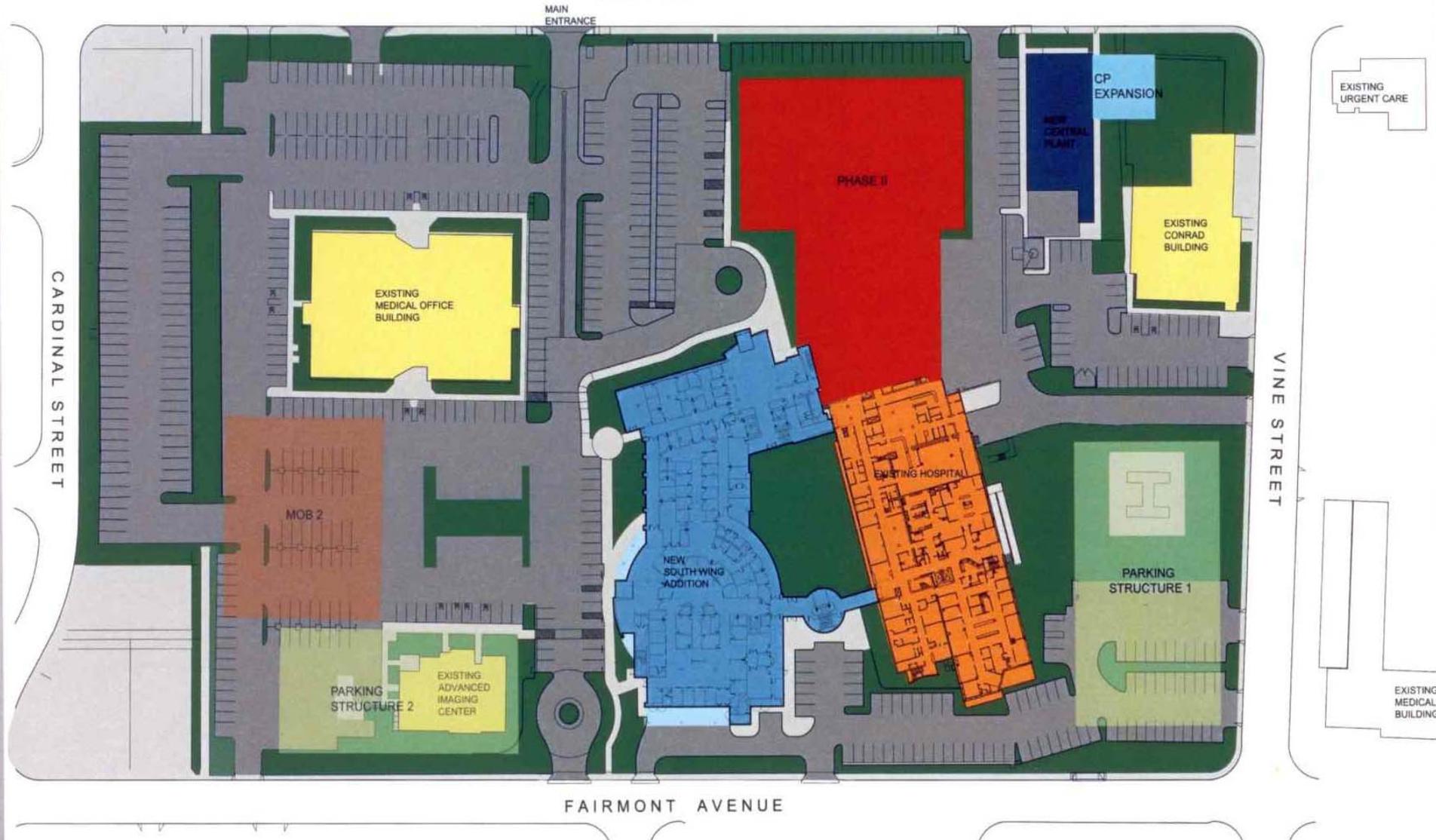


# Projected Expansion by 2013



North

# Projected Expansion by 2030



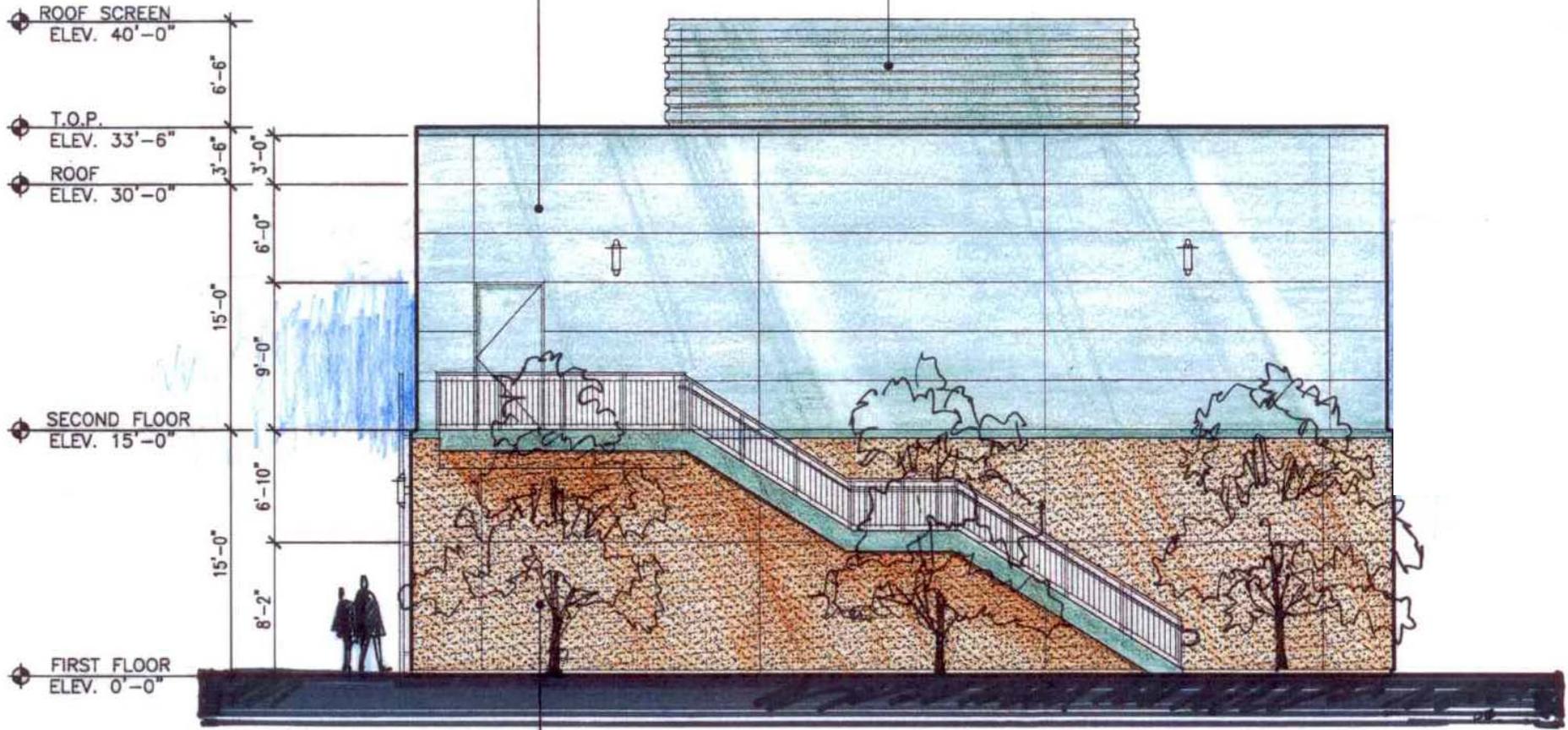
# Building Elevation of the South Wing Addition



# Building Elevation of the South Wing Addition

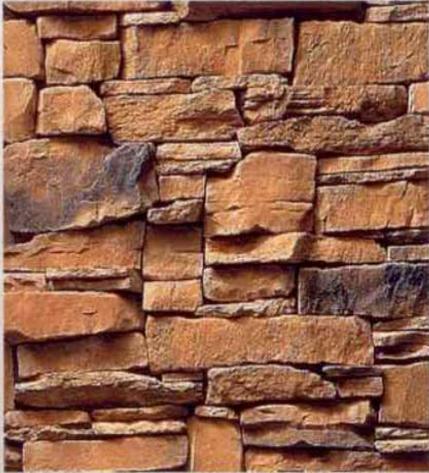


# Central Plant Elevation



EXTERIOR CEMENT PLASTER  
COLOR 2 (FAWN)

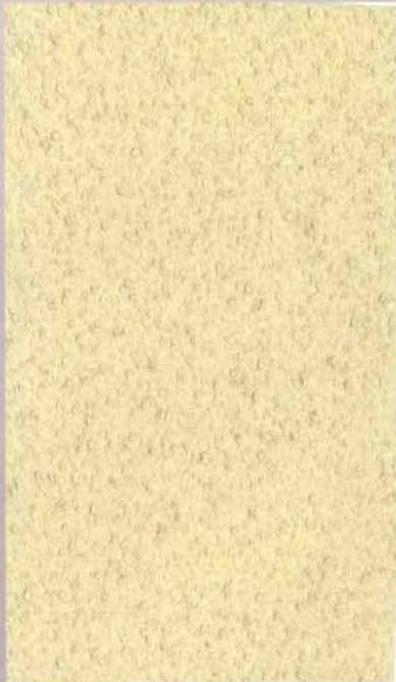
# Exterior Finish Materials



**Cultured Stone  
Fawn**



**Exterior Stucco  
Saddle Brown**



**Metal Panel  
Lee Ivory**



**Metal Panel  
Sea Green**



**Glass  
Light Green**

RECEIVED  
FEB 23 2007

ASSESSOR'S RECORDER  
2007 DEC 23 PM 12:59  
SAN JOAQUIN COUNTY

COMMUNITY DEVELOPMENT DEPT  
CITY OF LODI

*P. Paulsen*

INITIAL STUDY/NEGATIVE DECLARATION  
NO. 06-04

FOR

**Lodi Memorial Hospital Addition**

Applicant: Lodi Memorial Hospital  
975 South Fairmont Avenue  
Lodi, CA 95240

PREPARED BY:

CITY OF LODI  
COMMUNITY DEVELOPMENT DEPARTMENT  
P. O. BOX 3006  
LODI, CA 95241

January 2, 2007

# NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Notice is hereby given that The City of Lodi, Community Development Department, has completed an initial study and proposed negative declaration pursuant to the California Environmental Quality Act for the project described below.

The initial study prepared by the City was undertaken for the purpose of determining whether the project may have a significant effect on the environment. On the basis of the initial study, Community Development Department staff has concluded that the project will not have a significant effect on the environment, and therefore has prepared a proposed Negative Declaration. The initial study reflects the independent judgment of the City.

**File Number:** 06-04

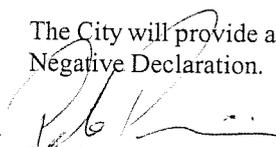
**Project Title:** Lodi Memorial Hospital Addition

**Project Description:** The project site is located in the City of Lodi, County of San Joaquin. The subject property is located at 975 South Fairmont Avenue. The applicant, Lodi Memorial Hospital is proposing to build a new four-story addition to their existing hospital building. One of the main reasons for the expansion is the need to construct a modern hospital facility that will comply with current seismic standards. The existing hospital contains 147,347 square feet of building and 107-beds in a three-story structure. The Phase One expansion will add a new south wing that will add 131,229 square feet of building and contain 90 beds. Once completed, the hospital will have a total of 362,082 square feet and 157-beds. (The total number of beds reflects the removal of 28-beds in the existing west hospital wing due to seismic requirements and additional rooms lost elsewhere due to the remodeling.) The project will also include the construction of a new 14,506 square-foot, two-story central plant adjacent to the hospital that will house the mechanical equipment, utilities and other support facilities for the hospital. As part of the expansion the hospital will also expand their parking lot by removing six single-family residences and replacing them with parking and landscaping.

Copies of the Initial Study and the proposed Negative Declaration are on file and available for review at the following locations: 1) Lodi City Hall, Community Development Department located at 221 West Pine Street, Lodi, CA 95240; 2) Lodi Public Library, 201 West Locust Street, Lodi, CA 95240; and 3) City of Lodi website at [www.lo-di.gov](http://www.lo-di.gov). The City will receive comment on the Initial Study and proposed Negative declaration for a 30-day period, commencing on Tuesday January 2<sup>nd</sup>, 2007 through Monday, February 5, 2007. Any person wishing to comment on the Initial Study and proposed Negative Declaration must submit such comments in writing to the City of Lodi at the following address:

Randy Hatch, Director of Community Development  
Community Development Department  
City of Lodi  
P. O. Box 3006  
Lodi, CA 95241

The City will provide additional public notices when the public hearings have been scheduled to consider approval of the Negative Declaration.

  
For Randy Hatch, Director of Community Development  
January 2, 2007.

Prepared pursuant to City of Lodi Environmental Guidelines, §§ 1.7 (c), 5.5

File Number: 06-04

Project Title: **Lodi Memorial Hospital Addition**

**Project Description:**

The applicant, Lodi Memorial Hospital is proposing to build a new four-story addition to their existing hospital building. One of the main reasons for the expansion is the need to construct a modern hospital facility that will comply with current seismic standards. The existing hospital contains 147,347 square feet of building and 107-beds in a three-story structure. The Phase One expansion will add a new south wing that will add 131,229 square feet of building and contain 90 beds. Once completed, the hospital will have a total of 362,082 square feet and 157-beds. (The total number of beds reflects the removal of 28-beds in the existing west hospital wing due to seismic requirements and additional rooms lost elsewhere due to the remodeling.) The project will also include the construction of a new 14,506 square-foot, two-story central plant adjacent to the hospital that will house the mechanical equipment, utilities and other support facilities for the hospital. As part of the expansion the hospital will also expand their parking lot by removing six single-family residences and replacing them with parking and landscaping.

Currently the property contains an existing three-story 147,347 square foot, 107-bed hospital; a 48,000 square foot medical clinic; a 6,000 medical clinic and a 15,000 square foot office building. There is also associated employee and visitor parking scattered throughout the property, as well as a helicopter landing pad. The Lodi Memorial Hospital and their affiliated entities own a total of 17.56 acres at the project location, including six residential lots along Cardinal Street.

**Project Location:**

The subject property is located in the City of Lodi, County of San Joaquin. The properties located at 975 South Fairmont Avenue, Lodi, CA 95240.

**Name of Project Proponent/Applicant:** Lodi Memorial Hospital

A copy of the Initial Study ("Environmental Information Form" and "Environment Checklist") documenting the reasons to support the adoption of a Negative Declaration is available at the City of Lodi Community Development Department.

Mitigation measures are  are not  included in the project to avoid potentially significant effects on the environment.

The public review on the proposed Negative Declaration will end at 5:00 p.m. on Monday, February 5, 2007.

The Planning Commission will hold a public hearing on the proposed negative declaration and the proposed project in February 14, 2006.

  
For Randy Hatch

January 2, 2007  
Date Director of Community Development

1. Project Title: Lodi Memorial Hospital Addition
2. Lead Agency Name and Address:  
City of Lodi Community Development Department  
221 West Pine Street  
P. O. Box 3006  
Lodi, CA 95241
3. Contact Person and Phone Number:  
David Morimoto, Senior Planner  
Immanuel Bereket, Junior Planner  
Phone: (209)333-6711

4. Project Location: Lodi, California.	
<u>Address</u>	<u>Assessor's parcel number</u>
975 South Fairmont Avenue	031-070-40
1200 W. Vine Street	031-070-37
999 S. Fairmont Ave.	031-070-45
975 S. Fairmont Ave.	031-070-44
1031 S. Fairmont Ave.	031-070-46
1201 W. Cardinal St.	031-080-02
1139 W. Cardinal St.	031-080-03
1133 W. Cardinal St.	030-080-04
1127 W. Cardinal St.	031-080-05
1121 W. Cardinal St.	031-080-06
1115 W. Cardinal St.	031-080-07

5. Project Sponsor's Name and Address:  
Lodi Memorial Hospital  
975 South Fairmont Avenue  
Lodi, CA 95240

6. General Plan designation  
O, Office and LDR, Low Density Residential

7. Zoning:  
R-CP, Residential-Commercial Professional and R-2, Single-family residential

8. Description of Project:  
The applicant, Lodi Memorial Hospital is proposing to build a new four-story addition to their existing hospital building. One of the main reasons for the expansion is the need to construct a modern hospital facility that will comply with current seismic standards. The existing hospital contains 147,347 square feet of building area and 107-beds in a three-story structure. The Phase One expansion will add a new south wing that will add 131,229 square feet of building area and accommodate 90 beds. Once completed, the hospital will have a total of 362,082 square feet and 157-beds. (The total number of beds reflects the removal of 28-beds in the existing west hospital wing due to seismic requirements and additional beds lost elsewhere due to the remodeling). The project will also include the construction of a new 14,506 square-foot, two-story central plant adjacent to the hospital that will house the mechanical equipment, utilities and

other support equipment for the hospital. As part of the project the hospital will also expand their parking lot by removing six single-family residences and replacing them with parking and landscaping.

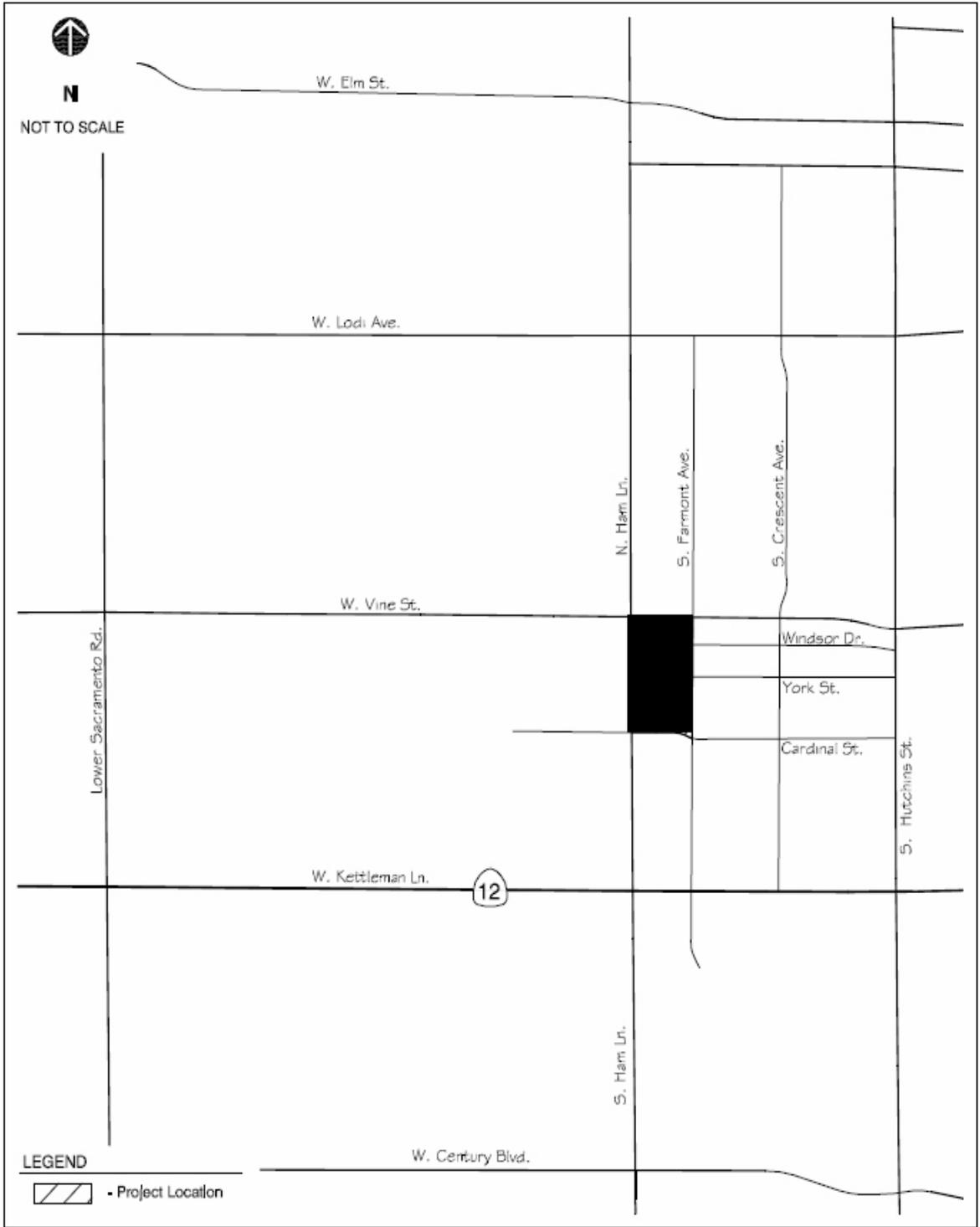
Currently the property contains an existing three-story 147,347 square foot, 107-bed hospital; a 48,000 square foot medical clinic; a 6,000 square-foot medical clinic and a 15,000 square-foot office building. There is also associated employee and visitor parking scattered throughout the property, as well as a helicopter landing pad. The Lodi Memorial Hospital and their affiliated entities own a total of 17.56 acres at the project location, including six residential lots along Cardinal Street.

9. Surrounding Land Uses and Setting: Briefly describe the project's surroundings:

The proposed project is located in a transitional area with medical and business offices to the north and east and residential uses to the south and west. The area north of the hospital is zoned RCP, residential commercial professional and is developed primarily with health care related offices and facilities. Fairmont Ave., which borders the hospital property on the east, and Ham Lane which borders the hospital property on the west, are the primary medical office areas in the City. South of the Hospital property the area is zoned residential and is primarily developed with single-family houses. There is a large school, Lodi Middle School, located east of the hospital, across Ham Lane.

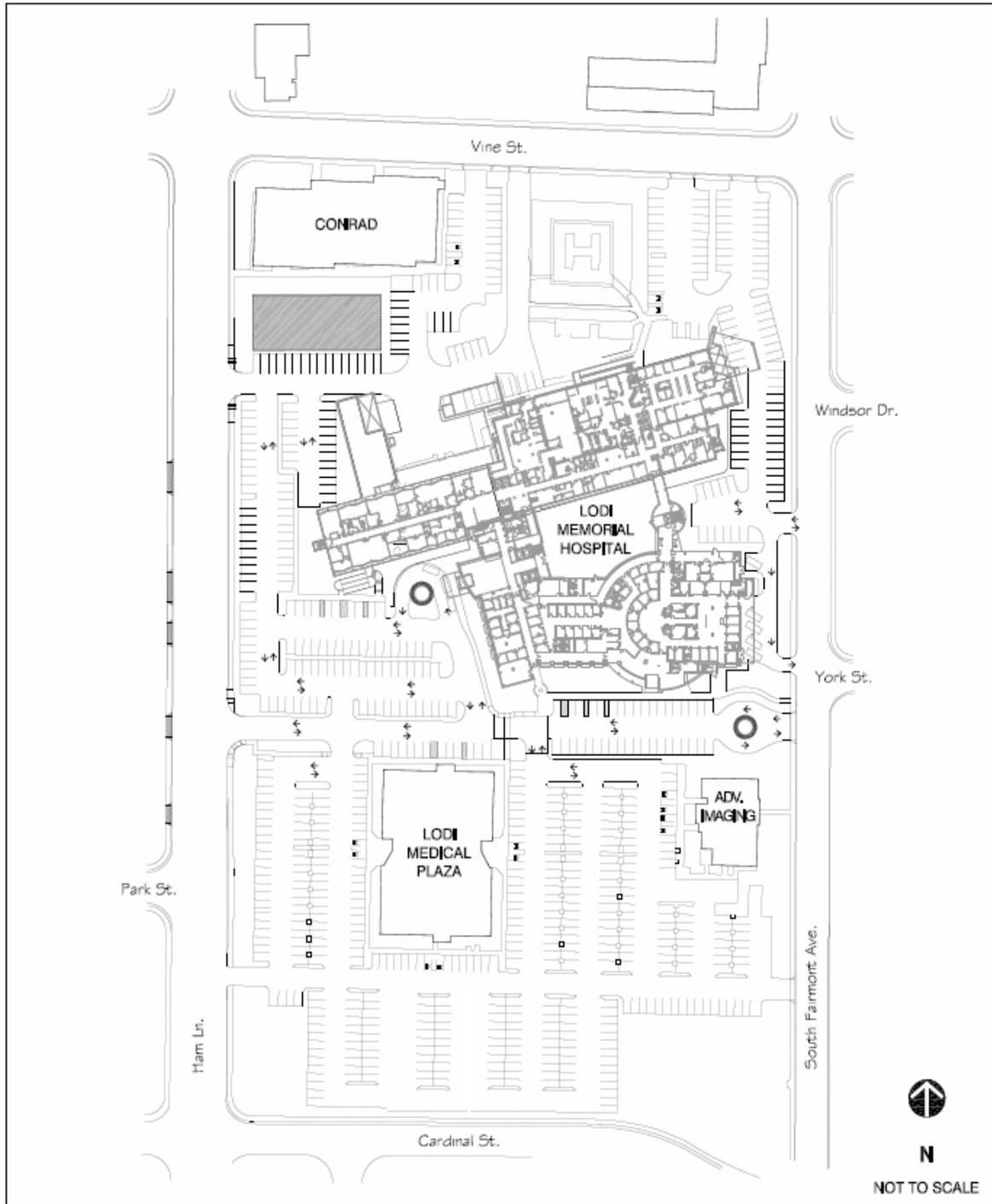
The project will be constructed within the existing boundaries of the hospital property except for a small area on the south edge of the development. There are eight residential parcels located on the north side of Cardinal Street that backed up to the hospital property. The hospital has purchased six of these houses and proposes to incorporate these properties into the project and will utilize the land for additional parking and for a landscaped buffer along Cardinal Street.

10. Other agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)  
City of Lodi; California Office of Statewide Health Planning and Development; San Joaquin Air Quality Management District and the California Department of Health Services.



**PROJECT LOCATION**

**FIGURE 1**



**SITE PLAN WITH SOUTH WING ADDITION**

**FIGURE 2**

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agricultural Resources  | <input checked="" type="checkbox"/> Air Quality            |
| <input type="checkbox"/> Biological Resources                     | <input type="checkbox"/> Cultural Resources      | <input type="checkbox"/> Geology/Soils                     |
| <input checked="" 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"/> Recreation              | <input checked="" type="checkbox"/> Population/Housing     |
| <input type="checkbox"/> Public Services                          | <input checked="" type="checkbox"/> Noise        | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems                |  |  |

Determination

On the basis of this initial evaluation:

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

	Potential y Significan t Impact	Potentially Significant Unless Mitigation Incorporate d	Less Than Significa nt Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Have a substantial adverse effect on a scenic vista?

The area is fully developed with residential, commercial or institutional structures. There are no natural vistas beyond normal urban street views and urban landscaping. The project would temporarily change the appearance of the site during construction. There will be some disruption of the site as a result of grading; removal of existing landscaping and paved areas; storage of dirt and building materials; and other construction activities. The disruption of the site will only last as long as construction is taking place. Once completed, the site will be restored with new landscaping and parking areas.

The addition itself will replace an area currently used for parking and driveways with a four-story structure. While the structure will be clearly visible from surrounding properties, it would not affect any scenic vistas. The existing hospital wing is a three story structure and there is another two story office building existing on the site. The proposed addition is designed to compliment the existing hospital and to be an attractive addition to the community. While taller than other structures in the neighborhood, the new hospital wing will not detract from the scenic views of the neighborhood. There will be a less than significant impact.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

The project would not damage any scenic resources, and is not located within the vicinity of a state scenic highway. There would be less than significant impact.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

The project will involve the construction of a new four story hospital wing on the property. This will be an addition to an existing three story hospital building. While the addition will be clearly visible from the surrounding area, it is not anticipated that the addition will substantially degrade the visual character of the area. The building addition is designed to compliment the existing architecture of the hospital and to be visually attractive from the surrounding area. The project will be reviewed by the City's Site Plan and Architectural Review Committee (SPARC). The Committee will review the project for architectural integrity and to assure that the addition will blend in with the existing structures on the site. They will also review the site design, including landscaping, to make sure that the project will be aesthetically attractive and will blend in with the surrounding neighborhood as much as possible. There will be landscaping around the entire perimeter of the property, including tall trees to help screen the buildings. The parking areas will also be landscaped to improve the visual quality of the site and to provide additional shading.

The hospital is also proposing to construct a solid block wall parallel to Cardinal Street to screen the hospital property and the new parking lot expansion. There will also be a 20-foot wide landscaped buffer between the block wall and the Cardinal St. sidewalk. This will provide a visual buffer between the project site and Cardinal Street and the properties to the south. These measures will reduce the potential visual impacts of the project to a less than significant level. Therefore, there will be less than significant impact.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime view in the area?

The proposed Lodi Memorial Hospital expansion will create additional lighting on the subject property. The building itself will have both internal and external lighting. Additionally, the parking and driveway areas will have lighting for visibility and safety reasons. It is anticipated that at night, most of the patient rooms will have their lights turned off or their blinds drawn so the building will not be fully lit up on a 24-hour basis. External building lights will probably remain on at night for safety reasons. Except for the new building, the overall lighting scheme will be similar to what is already at this site. The existing hospital building has both interior and exterior lighting. The existing parking lot and hospital grounds have lighting and there are existing street lights along all perimeter streets. The hours of operation for the hospital or the way they operate will not change significantly. As part of the SPARC review, the Committee will review exterior lighting on the project and make sure that lights are low level or shielded lighting to minimize light spilling onto adjacent properties.

The proposed buildings will be designed with non-reflective glass to reduce the possibility of additional glare on the surrounding area. The solid portions of the exterior wall will also be designed with a non-glare material like plaster or stone veneer and will be painted a color shade that will minimize reflective glare. These features plus the planting of trees and other landscaping will reduce the chance of added glare to a less than significant level. Therefore, there will be less than significant impact.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

II. AGRICULTURAL 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 of the California Resources Agency, to a 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) 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"/> |

The project site is designated by the City's General Plan and Zoning Code as RC-P and is not considered agricultural land, nor is it located immediately adjacent to active agricultural land. Furthermore, the project site is almost fully developed and is surrounded by existing urban development. The San Joaquin County Important Farmland Map of 2004 identifies the site and vicinity as urban and built-up land. Therefore, the proposed project would not involve changes that could result in the conversion of farmland to a non-agricultural use and no impact would result.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

	Potentially Significant Impact	Potentially Significant Impact Incorporated	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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) Conflict with or obstruct implementation of the applicable air quality plan?				

The proposed expansion to Lodi Memorial Hospital would be consistent with the City of Lodi General Plan and, as such, traffic volumes representing build-out of the project were used to develop projections in the Air Quality Attainment Plan (AQAP). Projects proposed in jurisdictions with general plans that are consistent with the San Joaquin Valley Air Pollution Control District (SJVAPCD) AQAP and projects that conform to those general plans would not create significant cumulative air quality impacts. Therefore, the proposed project would not conflict with the applicable clean air plan. Less than significant impacts would result.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The San Joaquin Valley is considered a non-attainment area for ozone and PM10 (fine particulate matter less than 10 microns in diameter). The Federal Clean Air Act (FCA) and the California Clean Air Act (CCA) require areas that are designated non-attainment to reduce emissions until air quality standards are met.

The project does not propose operational features that would emit substances that would violate local or regional air quality standards. The project would create temporary air quality emissions during construction of the project. The project will involve grading, demolition and trenching work, as well as the use of various construction vehicles and equipment. The SJVAPCD has established thresholds for construction (short-term) and operational (long-term) emissions for air pollutants including reactive organic gases (ROG) and nitrogen oxide compounds (NOx), which are known ozone precursors, and PM10.

The following control measures shall be included in construction contracts and shall be shown on plans submitted for a grading or building permit:

- \* All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.

- \* All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
  - \* All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
  - \* When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
  - \* All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.
  - \* Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
  - \* Within urban areas, track-out shall be immediately removed when it exceeds 50 or more feet from the site and at the end of each workday. Cleanup of carryout or track-out shall be accomplished by:
    - Manually sweeping and picking up;
    - Operating a rotary brush or broom accompanied or preceded by sufficient wetting to limit Visual Dust Emission (VDE) to 20% opacity;
    - Operating a PM10-efficient street sweeper; and
    - Flushing with water, if curbs and gutters are not present and where the use of water will not result as a source of track-out material or result in adverse impacts on storm drain systems or violate National Pollutant Discharge Elimination System permit program.
- 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)?

The entire APCD jurisdiction is considered a non-attainment area for ozone and PM10. The proposed expansion and anticipated vehicle trips will result in net increase of vehicle generated pollutants. Therefore, the project will exceed the thresholds for ozone PM10.

The proposed expansion of the hospital will increase traffic traveling to and from the site. The number of beds will increase by 47%, which will increase the number of employees, patients and visitors. Most of these people will travel by private vehicles or an ambulance. This increase in vehicular traffic will increase the amount of traffic related air pollutants generated by this project. Although the number of beds will increase by 47%, the projected number of vehicle trips is only projected to increase by 29%. This is because the hospital generates only a portion of the trips to the hospital grounds. More than half of the trips are generated by the medical office buildings on the property and these will not be expanded by this phase of the project.

On a regional basis the increase in traffic at this location will be somewhat off set by a possible reduction in vehicular trips between Lodi and Stockton, Sacramento or elsewhere. This is because the expansion of Lodi Memorial Hospital will provide additional beds and services to the Lodi area and the entire area served by the hospital. This increase in available services will mean that at least some potential patients or employees that currently travel to Stockton or Sacramento for medical services or employment may now be able to obtain their care or employment in Lodi. This will mean a shorter travel distance for patients, employees and visitors which could reduce the vehicle miles traveled on a regional basis and thus reduce the overall vehicle related emissions. While it is difficult to quantify the numbers, it seems reasonable to assume that if given the choice, most people in Lodi would choose to seek care in a Lodi facility if comparable services are available.

The following control measures shall be included in construction contracts and shall be shown on plans submitted for a grading or building permit:

- Provide pedestrian enhancing infrastructure that includes: sidewalks and pedestrian paths, direct pedestrian connections, street trees to shade sidewalks, pedestrian safety designs/infrastructure, street furniture and artwork, street lighting and or pedestrian signalization and signage.
- Provide bicycle enhancing infrastructure that includes: bikeways/paths connecting to a bikeway system, secure bicycle parking.
- Provide transit enhancing infrastructure that includes: transit shelters, benches, etc., street lighting, route signs and displays, and/or bus turnouts/bulbs.
- Provide park and ride lots.

The plans for each phase of the proposed project shall implement these measures to the extent feasible and appropriate. The implementation of an aggressive trip reduction program with the appropriate incentives for non-auto travel can reduce project impacts by approximately 10 to 15 percent. A reduction of this magnitude could reduce emissions; therefore, the project's regional air quality impacts would be potentially significant even with mitigation.

- d) Expose sensitive receptors to substantial pollutant concentrations?

The SJVAPCD Guide defines sensitive receptors as facilities that house or attract children, the elderly, and people with illnesses, or others who are especially sensitive to the effects of air pollutants. Hospitals fall in this category. According to the SJVAPCD criteria, due to the small size of the proposed project and the estimated amount of daily vehicle trips, it qualifies for what is referred to as a Small Project Analysis Level. No quantification of ozone precursor emissions is needed for such projects. With regard to dust during grading and construction, the proposed project may expose sensitive receptors to pollutant concentrations; however, impacts would be less than significant.

- e) Create objectionable odors affecting a substantial number of people?

The SJVAPCD has determined some types of facilities that have been known to produce odors in San Joaquin County. Examples include wastewater treatment facilities, asphalt batch plants, chemical manufacturing facilities and feed lots/dairies. Hospitals are not identified by the SJVAPCD as a use that produces objectionable odors. As such, the proposed would not produce objectionable odors. There would be no impact.

	Potentially Significant Impact	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--------------------------------	--	------------------------------	-----------

IV. BIOLOGICAL RESOURCES. Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? |                          |                          |                          |                                     |

According to the Biological Resources Evaluation prepared for the proposed project, the subject property does not contain any riparian habitat or other sensitive natural communities. No impact would result.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No riparian habitat exists in the site. See Checklist IV.a.

- 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?

No wetlands exist on the site. See Checklist IV.a.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The project is an infill project and the site is urbanized area and mostly by residential uses. The subject property does not link two or more large regional open space areas, is not part of a regional wildlife movement corridor, and is not located near a river, stream or lake. Therefore, the proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No impact would result.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The City of Lodi General Plan (Conservation Element) includes goals and policies intended to protect sensitive native vegetation and wildlife habitats. Goal E, Policy 2 in the General Plan Conservation Element refers to the City's regulation of "heritage tree" removal. The proposed project would result in the removal of a large Sycamore tree. However, Sycamore trees are not defined in the General Plan, and the City has not adopted a tree protection ordinance. Therefore, the proposed project would not conflict with any of the goals or policies outlined in the General Plan (including Conservation Element Goal E, Policy 2), or with any adopted ordinances protecting biological resources. There would be no impact.

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?

The project is an infill development in urbanized area, not subject to the County wide Habitat Conservation Plan. Therefore, no impact would result.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

V. 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries?                         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?
- The project is an infill development in urbanized area. No historical resources exist on the site. Therefore, no impact would result.
- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?
- No archaeological resources exist on the site. The project is an infill development in urbanized area. Therefore, no impact would result.
- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
- No paleontological resource exist on the site. The project is an infill development in urbanized area. Therefore, no impact would result.
- d) Disturb any human remains, including those interred outside of formal cemeteries?
- No human remains exist on the site. The project is an infill development in urbanized area. Therefore, no impact would result.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

VI. 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 type="checkbox"/>            | <input checked="" 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 type="checkbox"/>            | <input checked="" 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 type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

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;

According to the City's General Plan, no earthquake faults underlie the City of Lodi. Given that recognized faults neither cross the site nor are adjacent to it, the potential for fault rupture is considered remote and a less than significant impact would result from the project.

ii) Strong seismic ground shaking;

The proposed construction is being built to meet earthquake standards as required by the Hospital Earthquake Safety Act and State and local Building Codes.

iii) Seismic-related ground failure, including liquefaction;

Based on the soil boring results, the project site will be required to be suitable for implementation of the proposed project given its incorporation of specific project design and construction recommendations provided in the Geotechnical Services Report, as well as its adherence to the State and local Building Codes. These requirements would ensure that impacts would be less than significant.

iv) Landslides?

The subject property, as well as the area surrounding the project site, is relatively flat. Furthermore, the project site is surrounded predominately by existing urban development. Due to the developed nature and topographic features of the site and surrounding area, the potential for landslides is considered remote. No impact would result from the implementation of the proposed project.

b) Result in substantial soil erosion or the loss of topsoil?

The proposed construction is located in urbanized area. There will be no soil erosion or loss of topsoil. Thus, no impact would occur.

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?

The proposed project site does not lie in a geologic unit or soil that is unstable. It is located in urbanized area. There will be no impact.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Expansive clay-rich soils swell when wet and shrink when dry, which can cause substantial damage to foundations, concrete slabs and pavement sections. The project's Geotechnical Services Report determined that the project site does not contain expansive soils. There would be no impact.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The project proponents do not plan to add underground tanks. The proposed expansion will be fully served by municipal sewer and waste water systems. Therefore, No impact will occur due to the fact that the project site is in urbanized area.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Potential impacts from the routine transport, use or disposal of hazardous materials such as fuels, solvents and gases during construction or operation of the proposed project are considered less than significant. This finding is due to the fact that the proposed project would involve very limited use of hazardous materials

and any such use would be regulated by existing federal and state requirements. However, due to the nature of the project, and its future use, there will be some transport of hazardous material common to hospitals.

The proposed addition to the Lodi Hospital will necessitate the routine use, transport or disposal of hazardous materials. A number of pharmaceuticals and chemicals used by the hospital may be classified as hazardous by Federal and State agencies. The hospital also utilizes x-ray and radiation equipment that generates hazardous byproducts. Finally, the waste generated by routine medical procedures, gloves, needles, bandages, etc. can be classified as bio-hazardous waste which requires special handling and disposal. All these materials must be used, stored and disposed of in compliance with all local, State and Federal regulations. They must also be transported to and from the site according to specific procedures. In order to eliminate any potential adverse impacts, the project proponent must use meet state and federal standards for use, disposal and transfer of hazardous waste. The hospital is licensed by the State of California and must conform to strict guideline for the handling, storage and disposal of hazardous material. They must maintain strict records and undergo periodic inspections to assure compliance.

Additionally, it should be noted that the hospital already operates as a full service facility and is currently meeting all applicable requirements for the handling of hazardous materials. The hospital addition will only expand their existing contracts to eliminate said wastes. Therefore, less than significant impact will occur.

- 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?

The potential for release of hazardous materials into the environment is negligible because the hospital follows strict protocols mandated by federal, state and local provisions. Therefore, it is not expected that an accident involving the release of hazardous materials into the environment would create a significant hazard to the public or the environment. There is the potential for an accidental release of fuel during construction equipment refueling, but the proposed project includes spill prevention measures and a resulting release of very small amounts of materials is not considered to have the potential to create a significant hazard to the public or the environment.

If during the construction activity, asbestos is encountered, the removal and disposal of such material shall be done by a qualified contractor and work shall be done in compliance with all State and Federal regulations. Therefore, less than significant impact will result.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Even though the project site is within one-quarter mile of an existing school, potential impacts from the routine transport, use or disposal of hazardous materials such as fuels, solvents and gases during construction or operation of the proposed project are considered less than significant. This finding is due to the fact that the proposed project would involve very limited use of hazardous materials and any such use would be regulated by existing federal and state requirements. The hospital is already in operation and does not emit any hazardous materials that will effect nearby schools. Therefore, there will be less than significant impact.

- 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?

According to the State Department of Toxic Substances Control's EnviroSource database and the State Water Resources Control Board GeoTracker database, the project site is not included on a list of hazardous materials sites. The project is an infill development. As a result, the proposed project would not

create a significant hazard to the public or the environment. There would be no impact associated with the project.

- 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?

The project site is not located within an airport land use plan, or within two miles of a public airport. Therefore, the project would not result in a safety hazard for people residing or working in the project area. There would be no impact.

- f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The project site is not located within the vicinity of an active private airstrip. Therefore, the project would not result in a safety hazard for people residing or working in the project area. There would be no impact.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The City of Lodi's Emergency Plan is based on San Joaquin County's Emergency Plan. The City and County Plans represent a comprehensive disaster preparedness program for the area. The proposed project would not impair implementation of, nor physically interfere with the City or County's adopted emergency response plan or emergency evacuation plan. No impact would result.

- h) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?

The project site is located in a developed urban area and is not located adjacent to natural areas that would be subject to wild land fires. Therefore, no impacts would occur as a result of the proposed project.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

VIII. HYDROLOGY AND WATER QUALITY. Would the project:

- a) Violate any water quality standards or waste discharge requirements?  Potentially Significant Impact  Potentially Significant Unless Mitigation Incorporated  Less Than Significant Impact  No Impact
- 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 (e.g., 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)?  Potentially Significant Impact  Potentially Significant Unless Mitigation Incorporated  Less Than Significant Impact  No Impact

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Violate any water quality standards or waste discharge requirements?				

Due to the nature of the project, the hospital uses and generates certain wastes products that may require special disposal. The hospital will need to comply with all State and Federal requirements for disposal into the sanitary waste system. They will also be required to complete a wastewater survey so that the City can determine what they are proposing to discharge into the City's sewer system. Based on the survey, the City will determine what can be put into the City's wastewater system to make sure that discharge does not compromise the City's treatment facility or the treated wastewater water discharged from the facility. There will be a less than significant impact.

- 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 (e.g., 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)?

In and of itself, this project is negligible in its use of underground water. Most of the site is already covered by existing buildings or parking areas and the addition will not significantly increase the amount of impervious surface. The construction of additional hospital rooms will increase the amount of water used by the facility. However, The City has secured a source of surface water that will be used to supplement the City's well water supply. The City has two options; either treat the water and put it into the City's water system or use the water to recharge the City's underground aquifer. In either case, the additional water will improve the City's ability to provide water to its citizens with out further depleting the groundwater table. Beyond that, the City currently has sufficient water to serve the project. Therefore, the proposed project would not substantially deplete groundwater supplies, nor would it interfere with City's groundwater extraction. Therefore, there will be no impact.

- 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?

The project site does not contain a stream or river, nor is it located in proximity to a stream or river. Implementation of proposed project would not alter the existing drainage pattern of the area, nor would not alter the course of a stream or river resulting in substantial erosion or siltation. There would be no impact.

- 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?

The project site does not contain a stream or river, nor is it located in proximity to a stream or river. Therefore, the proposed project would not alter the existing drainage pattern of the area, nor would it alter the course of a stream or river resulting in substantial increase in the rate or amount of surface runoff in a manner that would result in flooding. There would be no impact.

- 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?

The proposed project will not significantly increase storm water runoff. The existing drainage system is designed to handle future development consistent with build-out of the City's General Plan; therefore, the existing storm drain system would have the capacity to accommodate the proposed project. Thus, there will occur no impact.

- f) Otherwise substantially degrade water quality?

See discussion under Checklist Item VIII.a. No impact would result.

- 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?

The project site is not located within an area mapped by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) as a 100-year flood hazard area, nor does the project propose the construction of housing. Therefore, no impacts would occur as a result of the proposed project.

- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

See Checklist Item VIII.g., above. No impact would result.

- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?

The entire City of Lodi is located within an inundation dam area. The levee system along the Mokelumne River is of sufficient height to protect the City from 100-year flood flow,; however, the majority of Central Valley would be inundated during 500-year flood event. Since this is an infill project, it would not expose people or structures to any risk of flooding that would not affect any other part of the City. As such, no impact would result.

- j) Inundation by seiche, tsunami, or mudflow?

A seiche is the tide-like rise and drop of water in a closed body of water caused by earthquake-induced seismic shaking or strong winds. A tsunami is a series of large waves generated by a strong offshore earthquake or volcanic eruption. Given the substantial distance of the site from San Francisco Bay or the Pacific Ocean, tsunami waves would not be a threat to the site. There is no large land of water on or within the vicinity of the site, resulting in no seiche hazard. The proposed project site is flat and does not have any steep slopes or hillsides that would be susceptible to mudflows or landslides. Therefore, no impact would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

IX. LAND USE AND PLANNING. Would the project:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 an 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) Physically divide an established community?

The proposed project would not physically divide an established community. It proposes to demolish 6 existing single-family dwellings and incorporate the land into the hospital campus for additional parking and landscaping. The houses back up to hospital grounds and incorporating them in the project will not affect pedestrian or vehicular circulation patterns in the neighborhood. There would be no impact associated with the project.

- 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 an environmental effect?

The proposed project would be consistent with the City's General Plan policies and Zoning Ordinance regulations, and would not conflict with any other land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impact would result.

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

The City of Lodi adopted the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJCMSHCP) in 2001. The conservation plan was developed to mitigate impacts to plant and wildlife habitat resulting from the loss of open space. Pursuant to the SJCMSHCP, the proposed project would be subject to a Development Fee, which would pay for the preservation of lands used to mitigate the cumulative impacts related to new development, including but not limited to acquisition, enhancement, restoration, maintenance and/or operation of habitat/open space conservation lands. The payment of this fee would ensure the proposed project's compliance with the SJCMSHCP. No impact would result.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

X. MINERAL RESOURCES. Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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?                                |                          |                          |                          |                                     |

According to the City's General Plan, the subject property and surrounding area are not known to contain regionally and/or state valued mineral resources. Therefore, implementation of the proposed project would not result in an impact to mineral resources.

- 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?

The subject property has not been historically used for mineral extraction. In addition, the City's General Plan does not identify the project site as a locally important mineral resource recovery site. There would be no impact.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. 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 ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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) 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?				

The proposed project will be the expansion of an existing hospital. Because hospitals are designed to treat and care for people with health problems on a 24-hour basis, they are aware of the need for low levels of noise, particularly at night. All equipment installed as a part of this project will be designed to meet strict standards for noise attenuation. Most of the large equipment like generators and chillers will be installed in a new central plant building behind the Hospital. The plant will be a fully enclosed building that will be designed to limit the amount of noise that will escape the building.

Additionally, the hospital is buffered on all four sides by streets and non-residential uses, including offices, parking lots and schools. Noise levels in the completed project will not be any higher than levels produced by the existing hospital operation.

- b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

Ground borne vibrations occur when a vibration source causes soil particles to move or vibrate. Sources of ground borne vibrations include natural events (earthquakes, volcanic eruptions, sea waves, landslides, etc.) and human created events (explosions, operation of heavy machinery and heavy trucks, etc.). The proposed project would not involve any permanent operations that would generate excessive ground borne vibrations or ground borne noise levels. There would no impact.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Refer to Checklist Item, XI.a. above. The project will not result in a significant increase in noise levels and, therefore, would not create a permanent increase in ambient noise levels in the vicinity of the project site. Impacts would be less than significant.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

As stated in Checklist Item XI.a. and XI.c., the proposed project's operational features would not permanently generate or expose people to excessive amounts of noise or ground borne noise levels. However, short-term noise levels and ground borne vibrations created during the project's construction may create a temporary increase in noise levels to the neighboring properties. Construction noise will be temporary and will end once the project is completed. Most of the noise will be in the early phases of the project during site grading, demolition and framing of the exterior of the buildings. Construction related noise impacts may be significant without the implementation of mitigation measures. The proposed project's compliance with these mitigation measures would reduce potentially significant short-term noise impacts to a less than significant level.

The following conditions are part of a normal building permit process. The City intends to impose the conditions are part of the building process. As such, there will occur no further impact.

Conditions for obtaining a build permit will include, but are not limited to:

During Construction:

- Prior to the issuance of building and/or grading permits, the project sponsor shall demonstrate, to the satisfaction of the City of Lodi, that the project would comply with the following measures;
- The project's construction activities including grading, excavation and trenching shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. weekdays and Saturdays. No construction activities shall be permitted on Sundays or holidays unless prior approval is given by the City of Lodi Community Development Department. In addition, construction hours, allowable workdays, and the telephone number of the job superintendent shall be clearly posted at all construction entrances.
- All construction equipment are properly muffled and maintained in proper working order.
- The use of low-pressure steam blows or temporary blowouts silencers should be used whenever possible.
- Construction traffic must be routed along arterial streets to the extent possible, not through residential or minor streets.
- The project will be required to comply with all requirements of the City's Noise Ordinance.

- 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?

The project site is not located within an airport land use plan, or within two miles of a public airport or public use airport. No impact would result.

- 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?

The project site is not located within an airport land use plan, or within two miles of a public airport or public use airport. No impact would result.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

XII. 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 (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" 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 type="checkbox"/>            | <input checked="" type="checkbox"/> |

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The proposed project would not include the construction of residential units, nor require the extension of roads or other infrastructure that could directly or indirectly induce substantial population growth. The project would create approximately ten new jobs. However, the creation of ten new jobs would not induce a substantial population growth. No impact would result.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Implementation of the proposed project would result in the demolition of 6 vacant single-family residences. However, the proposed demolition would not necessitate the construction of replacement housing

elsewhere because the houses were purchased from the previous owners and the residents have voluntarily relocated in the Lodi area. Therefore, impacts would be less than significant.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

See discussion under Checklist Item XII.b., above. Although the proposed project would result in the demolition of 6 vacant single-family residences, it would not displace a significant number of people. There is a sufficient stock of available replacement housing in the Lodi area and the previous residents have relocated to other housing. No significant impact would result.

	Potentially Significant	Potentially Significant	Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	-------------------------	-------------------------	--------------------------------	------------------------------	-----------

XIII. PUBLIC SERVICES.

- a) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
B) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
C) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
E) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) 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?

The City of Lodi Fire Department would provide fire service to the project site. The Fire Department has four fire stations located within the City. The City's fire protection and established service ratios are based on the full build-out of the City's General Plan. Given that the proposed project is an infill development, the project would not involve new or more intensive impacts to fire protection services than those already projected by that document. No impact would occur.

b) Police protection?

The City of Lodi Police Department would provide law enforcement services to the project site. The project site is located in the Heritage Patrol District, which encompasses many of the older residential neighborhoods in the City, as well as large business and industrial districts. The City's police departments established service ratios are based on the full build-out of the City's General Plan. Given that the proposed project is an infill development, the project would not involve new or more intensive impacts to police protection services than those already projected by that document. No impact would occur.

c) Schools?

The proposed project would require no school services, nor would create the need for new or expanded facilities as no new residential units are proposed. No impact would result.

d) Parks

The proposed project would not contribute to the demand on existing parks, nor require the dedication of additional parkland as no new residential units are proposed. No impact would result.

e) Other public facilities?

Issues related to the provision of other public services have not been identified. Therefore, no impact would result.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. RECREATION.</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?				

The proposed project would not create additional demand for existing neighborhood or regional parks or other recreational facilities as no new residential units are proposed. No impact would result.

- 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?

The proposed project would not include the construction or expansion of recreational facilities, nor would it require the construction or expansion of recreational facilities. Therefore, no impact would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

XV. 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 or 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 result 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 type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Result in inadequate parking capacity?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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) 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)? |                          |                          |                                     |                                     |

Fehr & Peers Transportation Consultants prepared a technical memorandum (see attached), which evaluated existing and future traffic conditions and level of trip generations at all hospital driveways inbound and out bound traffic. The main hospital driveway on Ham Lane was recounted on Wednesday May 3 and Thursday May 4, 2006. The findings were:

Existing Hospital and School Driveways

Ham Lane borders the west side of the Lodi Memorial Hospital East campus with Vine Street to the north and Park Street to the South. A median lane is provided in Ham Lane along the project frontage of the hospital. The key driveways along Ham Lane are described below:

**Main Hospital Driveway** is aligned directly across Park Street. This driveway handles inbound and outbound traffic to the main hospital parking area.

**Conrad building hospital driveway** is located south of the Conrad building.

**School bus loop driveway** operates as a one-way loop with the inbound driveway to the north and outbound driveway to the south. No parking stalls are provided in this area.

**Main school driveways** provide access to the middle school parking lot. Angled parking stalls are provided in the lot and are primarily used by the school staff/faculty. A separate inbound and outbound driveway is provided and the driveways are located north of Park Street and the main hospital driveway. Level of service calculations were conducted to evaluate existing operations of the school exit driveway and at the hospital driveway on Ham Lane. The LOS calculations (see Attachment B) indicate that the outbound school driveway operates at an LOS F (>100 seconds/vehicles of delay) during all three peak hours. The hospital driveway on Ham Lane, opposite Park Street, operates at an LOS E during the AM peak hour, LOS F during the afternoon peak hour and LOS C during the PM peak hour. AM peak hours were 8:00 am to 9:00 am; midday peak hours constituted 12:00 p.m. to 1:00 p.m. and afternoon peak hours were 3 p.m., after school ends.

#### Ham Lane Driveway Observations

AM, afternoon, and PM peak period observations were conducted on Ham Lane to assess the current operations of the hospital and middle school. Based on observations conducted during the AM peak period, no excessive queues or delays were observed on Ham Lane. An observed queue of 1-3 vehicles in the median lane was noted for the northbound left-turn into the school. A max queue of 3 vehicles was observed for the southbound left turning movement (inbound to hospital) at the Park Street/Ham Lane intersection. Afternoon peak observations show that when school ends (3 pm) vehicles queue in the median lane to enter the school site. On average this queue is 5 vehicles long. This is sometimes caused by inadequate on-site storage of vehicles and drivers not wanting to pull forward so they can exit without circulating through the parking area. During the PM peak period no school traffic was observed and hospital traffic was generally lighter compared to the AM and afternoon peak periods.

Based on the above discussion, the proposed project would cause a less than significant increase in traffic, in relation to existing traffic load and capacity of the street system.

Implementation of the following suggested mitigation measure would further reduce traffic congestion to no impact level:

With the proposed alignment of the new main hospital driveway and the existing school driveways, conflicts would occur during morning drop off and afternoon pick-up times when the median lane would be used to access the school and hospital at the same time.

- To avoid these conflicts it is recommended that the two school driveways be consolidated into one driveway that would form the west leg of the Ham Lane/Main Hospital Driveway. This reconfigured school driveway would eliminate potential conflicts by providing ingress and egress at one driveway and provide a standard four leg intersection. Figure 4 presents the proposed configuration of the driveways.
- Construct a possible layout for the school site that would provide more on-site storage for pick-ups and drop-offs and reduce the potential queuing on Ham Lane. A separate left and right-turn outbound lane is recommended. The new layout is expected to reduce congestion at the school driveway and provide a safer pedestrian environment by reducing the number of conflict points. In addition, we recommend that the

- school staff direct vehicles during pick-up and drop-off periods to reduce potential conflicts. To minimize off-site queuing, the primary pickup/ drop-off area should be designated as far to the west as possible.
- Pedestrian crosswalks across Ham Lane would likely be installed if a traffic signal is provided at the new Ham Lane/Main Hospital Driveway. Increased pedestrian crossings across Ham Lane would result and the potential for parents to use the hospital lot to pick-up or drop-off children. The new site plan for the hospital includes an additional driveway on Ham Lane, south of Park Street. With the new driveway and the reconfigured parking layout, traffic circulation patterns onsite could change substantially from the existing patterns. We recommend that the new Ham Lane/Main Hospital Driveway be monitored annually for a 5-year period after completion of the hospital expansion. This time period will allow for additional observations and verification of the projected volumes to determine the need for a traffic signal.

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency or designated roads or highways?

Refer to Checklist XIV.a. The proposed project would have a less than significant impact on LOS.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

The proposed project would not have any impact on air traffic patterns because the project site is not located near an airport. No related impacts would occur as a result of the proposed project.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed project would not have any impact as a result of design features. Thus, no impact would occur.

- e) Result in inadequate emergency access?

Design plans for the proposed project indicate two access points for emergency vehicles. Therefore, the proposed project would provide adequate emergency access to the site. There would be no significant impact.

- f) Result in inadequate parking capacity?

According to Chapter 17.60 (Off-Street Parking) of the City of Lodi Municipal Code, hospitals are required to provide one parking space for each three beds. In order to fulfill parking lot requirements, as part of the project the hospital will also expand their parking lot by removing six single-family residences and replacing them with parking and landscaping. Therefore, the proposed project would not result in inadequate parking capacity. No significant impact would result.

- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

The proposed project would not conflict with adopted policies, plans or programs supporting alternative transportation. No impact would result.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				
The proposed project would utilize the City's White slough wastewater Treatment Facility. The increased flow from the new hospital additions would be minor and not exceed wastewater treatment requirements of the Central Valley Regional Water Quality Control Board. There will be less than significant impact.				
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?				
The project site is located in an urbanized area that contains existing water and wastewater infrastructure. The proposed project would not require the construction of new water or wastewater treatment facilities or the expansion of existing facilities because there is adequate capacity to serve the proposed the new addition portion of the hospital. There will be less than significant impact.				

- 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?

The City of Lodi owns and maintains a variety of storm water facilities, including storm drain lines; pump stations, inlet catch basins, drainage ditches, and retention and detention facilities. City storm water is discharged to the Mokelumne River and the Woodbridge Irrigation Canal. The proposed project would connect to the existing storm water drainage system. The existing storm drain system has the capacity to accommodate the proposed project. Thus, the project would not require or result in the construction of new or expanded storm water drainage facilities and impacts would be less than significant.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The City of Lodi Water Utility supplies and distributes potable water, as well as recycled water to the City and to some areas outside the City's jurisdiction. According to the City's Urban Water Management Plan (UWMP), the City currently has a net surplus in water supply given the City's current water entitlements and current water demand. In addition, year 2030 projections show the City with a net surplus in water supply. The UWMP analyzed future growth within the City based on land use assumptions depicted in the City's General Plan. The proposed project would not deviate from those land use assumptions; therefore, sufficient water supplies would be available and impacts would be less than significant.

- 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?

The City of Lodi Public Works Department provides wastewater treatment for the City of Lodi. Wastewater in the City of Lodi is treated at the White Slough Water Pollution Control Facility (WSWPCF). The facility has been expanded to a design capacity of 8.5 million gallons (mgd) per day. However, the facility has permits to operate at 7.0 mgd per day. The WSWPCF currently treats approximately 6.2 mgd per day, which means the facility has a net surplus capacity of 0.8 mgd per day ("permitted" capacity). The facility's design capacity could accommodate an additional 2.3 mgd per day. The proposed project would result in a small increase in demand on wastewater treatment. However, given WSWPCF's capacity to treat additional wastewater flow, impacts would be less than significant.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Solid waste management and disposal within the City of Lodi is provided by the Central Valley Waste Services. Solid waste is transported to a Transfer Station and Buy-Back Recycling Center. Waste is then deposited at the North County Landfill, which is owned and operated by San Joaquin County. The North County Landfill is a Class III facility that is permitted to accept 825 tons of solid waste per day. On average, the landfill receives 400 tons per day, and has a remaining lifetime capacity of approximately 6.0 million tons, which would equate to approximately 30 years.

The proposed project would generate an increase in the amount of solid waste. However, the North County Landfill has sufficient capacity to accommodate the proposed project's solid waste needs. Therefore, implementation of the proposed project would result in a less than significant impact.

- g) Comply with federal, State, and local statutes and regulations related to solid waste?

Some of the waste generated by the hospital is medical waste that can not be disposed of in a conventional solid waste facility. This material must be collected, stored, transported and disposed of separately and taken to a disposal facility licensed to handle this class of waste. The hospital currently handles the same type of waste and complies with all regulatory requirements. The proposed project will comply with federal, state, and local statutes related to solid waste. No solid waste regulatory impacts will occur as a result of the project.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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 type="checkbox"/>            | <input checked="" 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) 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? |                          |                          |                                     |                                     |

As documented in this Initial Study, the implementation of the proposed project would no significant impacts on biological and cultural resources since it is in-fill project. Implementation of the proposed project would not result in the loss of open space habitat (row and field crops) and associated wildlife; would not threaten a plant or animal community, would not 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. It is an in-fill project. Therefore, there will be no impact.

- 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.)

The proposed project would construct a new hospital wing onto the existing Lodi Memorial Hospital on a 17.56-acre site. The project site is currently developed with a hospital, two medical office buildings and an Advanced Imaging Center, as well as related parking and landscaping. The site is located in an area that is fully developed with a variety of urban uses. Other than increasing the number of beds in the hospital, the project will not change the operational nature of the site. Therefore, incremental impacts associated with the proposed project would not be cumulatively considerable. Impacts would be less than significant.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

As discussed in this Initial Study, temporary air quality and noise impacts from construction would be less than significant with the implementation of recommended mitigation measures. Therefore, the proposed project would not have permanent significant environmental effects that would cause direct or indirect adverse effects to human beings.

# Attachment



## MEMORANDUM

Date: December 14, 2006

To: Paula Fernandez, City of Lodi  
Wally Sandelin, City of Lodi

Copy To: Allen Taylor, HDR  
Nancy Reich, Lodi Memorial Hospital  
Tak Saito, Lodi Memorial Hospital

From: Norman Wong, Fehr & Peers  
Alan Telford, Fehr & Peers

**Subject: *Trip Generation Analysis and Assessment of Ham Lane Driveway Configuration for the Proposed Lodi Memorial Hospital Expansion***

SJ05-771

This memorandum summarizes future trip generation estimates for the proposed Lodi Memorial hospital expansion. An assessment of potential conflicts between the future hospital driveways and the existing Lodi Middle School driveways on Ham Lane was conducted. The results are discussed below. Figure 1 presents the project location.

### Hospital Trip Generation

#### Data Collection

Fehr & Peers retained Traffic Data Service, a traffic and parking count firm, to conduct 48-hour machine counts on Wednesday, April 26 and Thursday, April 27, 2006. These machine counts were conducted at all hospital driveways to measure inbound and outbound traffic. The main hospital driveway on Ham Lane was recounted on Wednesday, May 3 and Thursday, May 4, 2006 due to a malfunctioning machine count. The count data are contained in Appendix A.

On Thursday, April 27, 2006, turning movement and pedestrian counts were conducted at the Ham Lane/Vine St. and Ham Lane/Park St. intersections during the AM (7-9), afternoon (2-4), and PM (4-6) peak periods. The afternoon peak coincided with dismissal of the Lodi Middle School (3pm). Turning movement counts were also conducted at all four school driveways and at the Conrad building driveway during all three peak periods. Peak period observations were conducted during multiple visits in April 2006. The turning movement and pedestrian counts are illustrated on Figure 2.

#### Existing Trip Generation

The results of the 48-hour machine counts were used to determine the trip generation for the entire campus. As shown in Table 1, the existing hospital and medical office buildings generate approximately 520 AM peak-hour trips, 620 afternoon peak-hour trips, and 480 PM peak-hour trips.



**LEGEND**



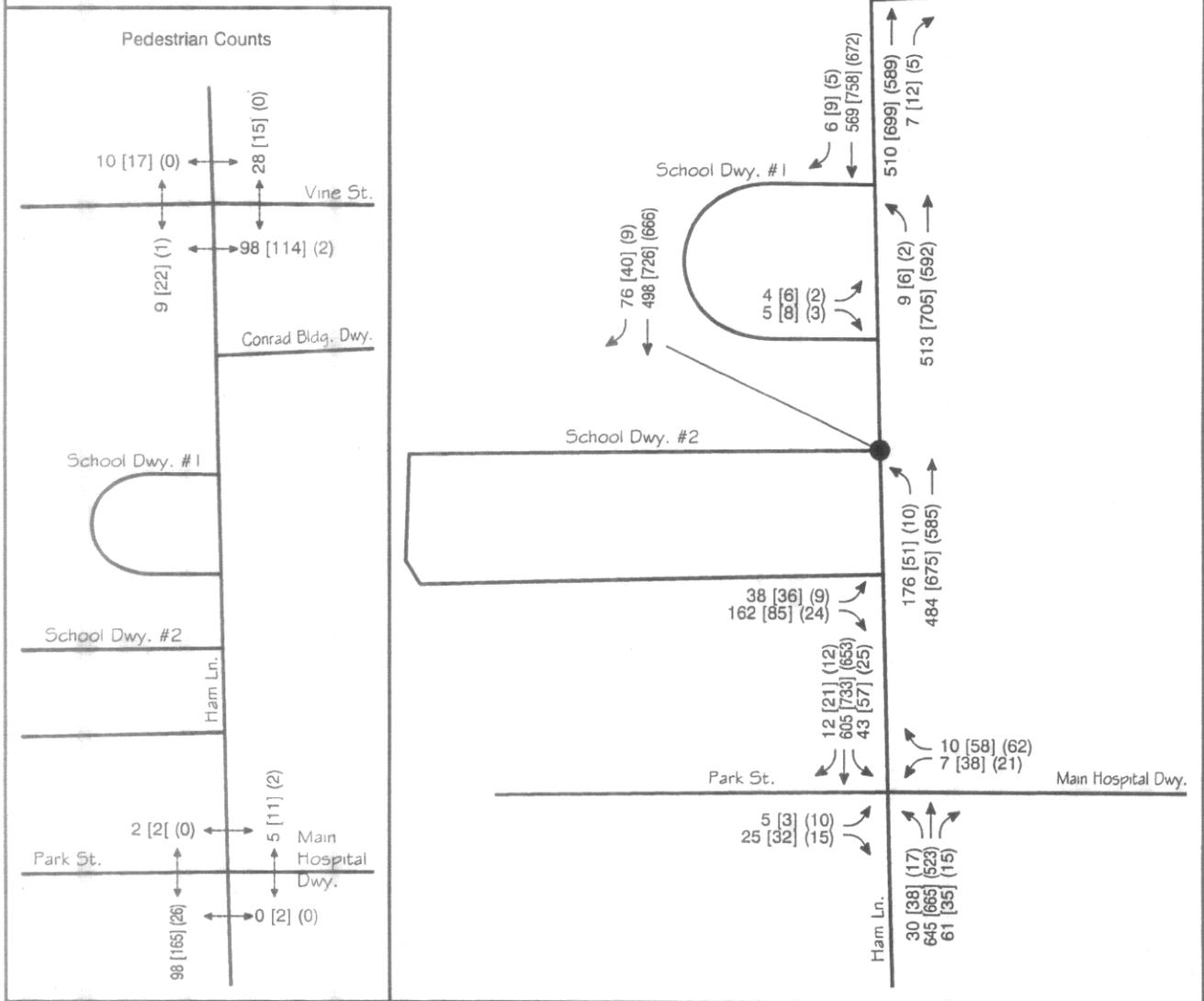
- Turn Lane

XX [YY] (ZZ) - AM [Mid Day] (PM) Peak Hour Traffic Volume



N

NOT TO SCALE



Peak Hours	IN	OUT	TOTAL
7:45 – 8:45 AM	345	176	521
2:30 – 3:30 PM	313	310	623
4:00 – 5:00 PM	181	299	480

Notes:  
 Average of machine counts conducted at all driveways on April 26 and 27, 2006

*ITE Trip Generation Rates*

Table 2 presents the trip generation rates for "Hospital" (ITE Land Use 610) and "Medical/Dental Office" (ITE Land Use 720) land uses from the Institute of Transportation Engineers (ITE) *Trip Generation*, 7<sup>th</sup> edition. These rates were applied to the existing campus size to determine the accuracy of the published rates compared to the count data.

As shown in Table 2, the use of ITE rates results in lower estimates for the campus (292 AM peak-hour trips and 396 peak-hour PM trips) when compared to the driveway counts. Thus, the ITE rates were calibrated to match the count data. The resulting rates are 2.02 trips per bed in the AM and 1.58 trips per bed in the PM for Hospital land use. The calibrated ITE rates for the Medical/Dental office land use are 4.42 trips per 1,000-s.f. (ksf) in the AM and 4.51 trips per ksf in the PM.

Land Use (Units)	ITE Rate/Estimate		Calibrated Rate/Estimate	
	AM	PM	AM	PM
<i>Rates</i>				
Hospital (Bed)	1.13 trips/bed	1.30 trips/bed	2.02 trips/bed	1.58 trips/bed
Medical/Dental Office (ksf)	2.48 trips/ksf	3.72 trips/ksf	4.42 trips/ksf	4.51 trips/ksf
<i>Estimates</i>				
Hospital (107 beds)	121	139	216	169
Medical Office (69 ksf)	171	257	305	311
<b>Total</b>	<b>292</b>	<b>396</b>	<b>521</b>	<b>480</b>

Source:  
 Trip generation rates from Institute of Transportation Engineers' (ITE) *Trip Generation*, 7th Edition.  
 ksf = 1,000 s.f.

Future Trip Generation

The existing Lodi Memorial Hospital East campus currently provides 107 beds in two wings (28 beds in the 39,000-s.f. west wing and 79 beds in the 56,825-s.f. east wing) and a total of 69,000-s.f. of medical office space.

The proposed expansion would provide a total of 188 beds. For the purposes of this analysis, it was assumed that the vacated space in the west wing (10,000-s.f.) would be used as medical office space. This is a conservative assumption because some or all of this space may be used for storage or other uses that do not generate a significant number of trips. The total medical office space is 79,000 s.f. (69,000 s.f. existing and 10,000-s.f. in the west wing). The projected timeframe for the proposed expansion is Year 2011.

The calibrated ITE rates were applied to the size of the future campus. The future afternoon trips were estimated by applying the ratio of existing AM and PM trips to existing afternoon trips. As shown in Table 3, the expanded campus is expected to generate 209 AM, 237 afternoon trips, and 173 PM net new peak-hour trips.

**Table 3**  
**Trip Generation Estimates for Lodi Hospital Campus Expansion**

Land Use (Units)	Size	AM Peak Hour				PM Peak Hour			
		Rates	In	Out	Total	Rates	In	Out	Total
<i>Proposed Use</i>									
Hospital (Bed)	188 beds	2.02	251	129	380	1.58	113	184	297
Medical Office (ksf)	79 ksf	4.42	231	119	350	4.51	135	221	356
<b>Subtotal</b>			<b>482</b>	<b>248</b>	<b>730</b>		<b>248</b>	<b>405</b>	<b>653</b>
<i>Existing Use</i>									
			(345)	(176)	(521)		(181)	(299)	(480)
<b>Net New Trips</b>			<b>137</b>	<b>72</b>	<b>209</b>		<b>67</b>	<b>106</b>	<b>173</b>

**Ham Lane Driveway Assessment**

Existing Hospital and School Driveways Configuration

Ham Lane borders the west side of the Lodi Memorial Hospital East campus with Vine Street to the north and Park Street to the South. A continuous left turn lane is provided in Ham Lane along the project frontage of the hospital. The key driveways along Ham Lane are described below:

*Main Hospital Driveway* is aligned directly across Park Street. This driveway handles inbound and outbound traffic to the main hospital parking area.

*Conrad building hospital driveway* is located south of the Conrad building.

*School bus loop driveway* operates as a one-way loop with the inbound driveway to the north and outbound driveway to the south. No parking stalls are provided in this area.

*Main school driveways* provide access to the middle school parking lot. Angled parking stalls are provided in the lot and are primarily used by the school staff/faculty. A separate inbound and outbound driveway is provided and the driveways are located north of Park Street and the main hospital driveway.

Level of service calculations were conducted to evaluate existing operations of the school exit driveway and at the hospital driveway on Ham Lane. The LOS calculations (see Appendix B) indicate that the outbound school driveway operates at an LOS F (>100 seconds/vehicles of delay) during all three peak hours. The hospital driveway on Ham Lane, opposite Park Street, operates at an LOS E during the AM peak hour, LOS F during the afternoon peak hour, and LOS C during the PM peak hour.

#### Existing Ham Lane Driveway Observations

AM, afternoon, and PM peak period observations were conducted on Ham Lane to assess the current operations of the hospital and middle school. Based on observations conducted during the AM peak period, no excessive queues or delays were observed on Ham Lane. An observed queue of 1-3 vehicles in the continuous left turn lane was noted for the northbound left-turn into the school. A max queue of 3 vehicles was observed for the southbound left turning movement (inbound to hospital) at the Park Street/Ham Lane intersection.

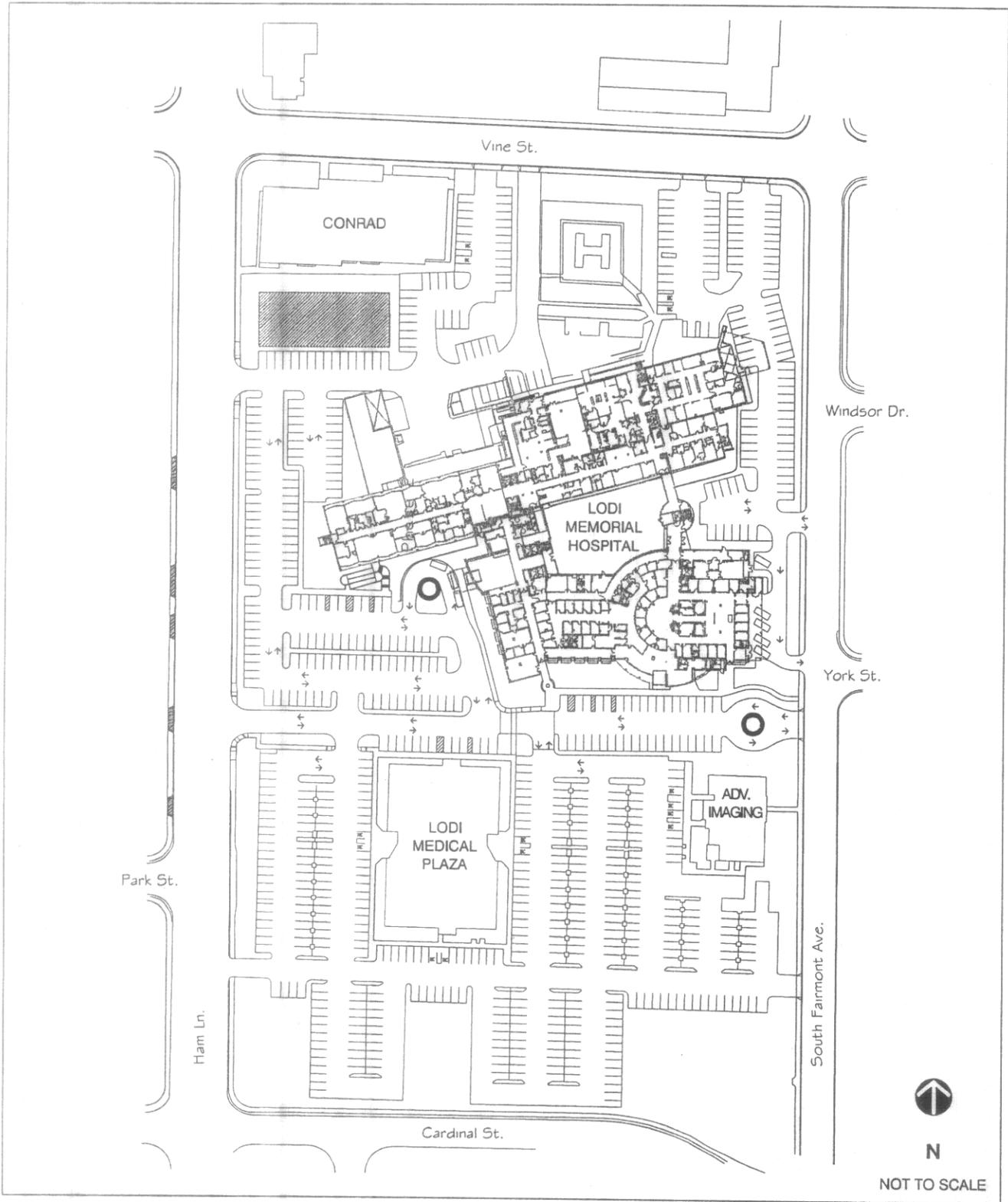
Afternoon peak observations show that when school ends (3 pm) vehicles queue in the continuous left turn lane to enter the school site. On average this queue is 5 vehicles long. This is sometimes caused by inadequate on-site storage of vehicles and drivers not wanting to pull forward so they can exit without circulating through the parking area. During the PM peak period no school traffic was observed and hospital traffic was generally lighter compared to the AM and afternoon peak periods.

#### Future Main Hospital Driveway on Ham Lane

##### *Ham Lane Driveway Realignment*

The main hospital driveway will be relocated north to align with the main school outbound driveway as shown in Figure 3. The Conrad building hospital driveway will be relocated south of its existing location. A third driveway on Ham Lane is proposed to be provided just south of Park Street. To assess potential impacts between the school and the hospital with the new driveway locations, intersection turning movement counts were conducted at all driveways on Ham Lane. Figure 2 illustrates peak-hour volumes at the existing school and hospital driveways on Ham Lane.

With the proposed alignment of the new main hospital driveway and the existing school driveways, conflicts would occur during morning drop off and afternoon pick-up times when the continuous left turn lane would be used to access the school and hospital at the same time. To avoid these conflicts it is recommended that the two school driveways be consolidated into one driveway that would form the west leg of the Ham Lane/Main Hospital Driveway. This reconfigured school driveway would eliminate potential conflicts by providing ingress and egress at one driveway and provide a standard four leg intersection. Figure 4 presents the proposed configuration of the driveways.



**FEHR & PEERS**  
TRANSPORTATION CONSULTANTS

Dec 14, 2006 MJC

N:\Projects\SJ05-771 Lodi Memorial Hospital Parking Study\Graphics\fig03\_siteplan\_w\_southwing.dwg

**SITE PLAN WITH SOUTH WING ADDITION**

**FIGURE 3**

Figure 4 also presents a possible layout for the school site that would provide more on-site storage for pick-ups and drop-offs and reduce the potential queuing on Ham Lane. A separate left and right-turn outbound lane is recommended. The new layout is expected to reduce congestion at the school driveway and provide a safer pedestrian environment by reducing the number of conflict points. In addition, we recommend that the school staff direct vehicles during pick-up and drop-off periods to reduce potential conflicts. To minimize off-site queuing, the primary pick-up/drop-off area should be designated as far to the west as possible.

#### *Future Ham Lane Driveway Volumes and Operations*

The operations of the proposed main Hospital Driveway-Reconfigured School Driveway/Ham Lane intersection were assessed to determine the appropriate traffic control (i.e. stop or signal control). The project trip generation estimates, as shown in Table 3, were assigned to the reconfigured Ham Lane driveway based on the existing driveway assignment. The volumes on the Lodi Hospital driveway approach reflect the estimated traffic entering and exiting the site when expansion is completed under Year 2011 Conditions.

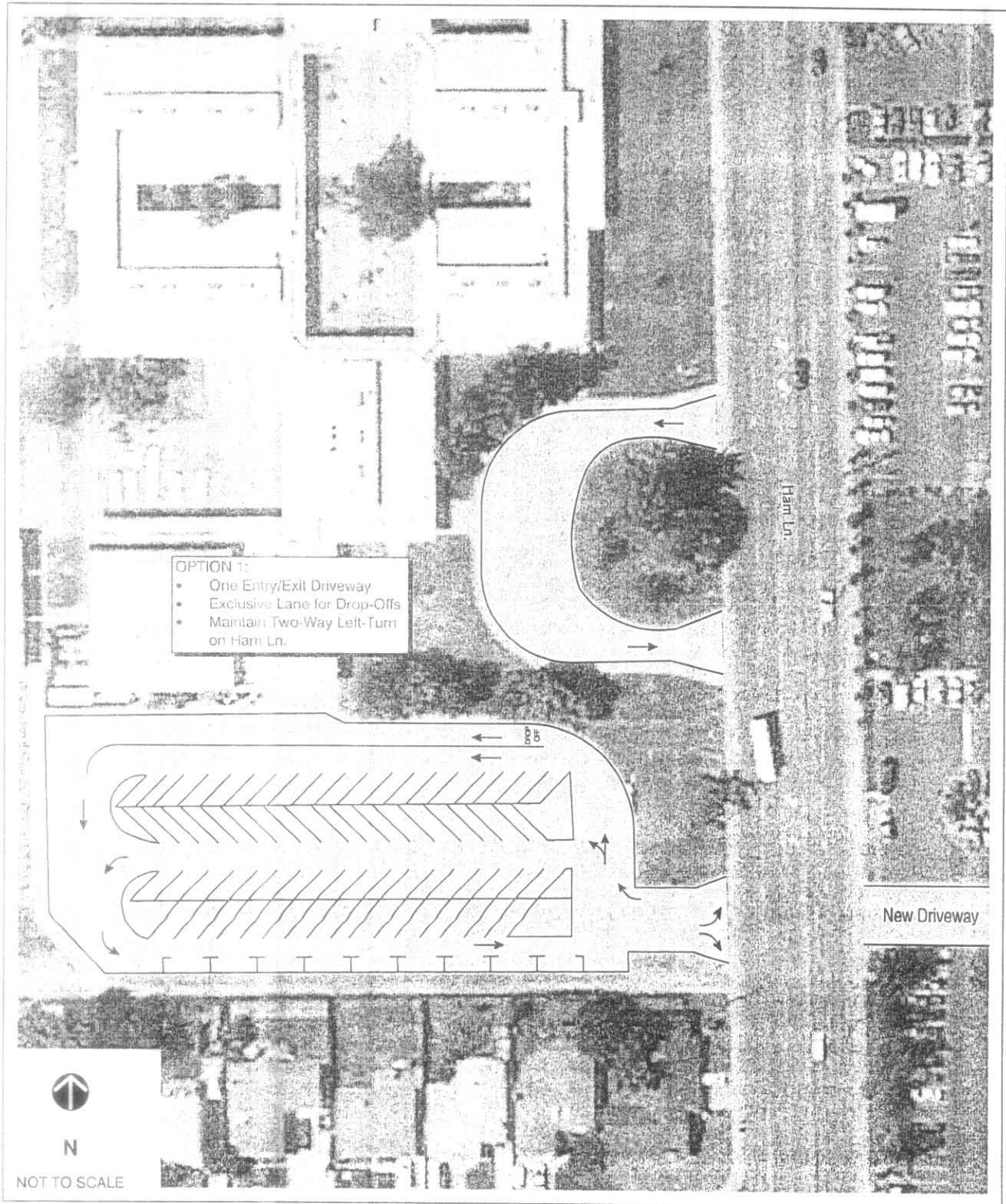
According to the *Lodi Annexation EIR* (LSA Associates, April 2006), future volumes on Ham Lane are estimated to increase by up to 230 vehicles in each direction on Ham Lane through Year 2030 Conditions with traffic from future projects. This future growth on Ham along with the future Lodi Hospital driveway volumes were added to the existing volumes to develop the future volumes as indicated on Figure 5.

The results of the future level of service calculations, assuming the driveway approaches (from the Hospital and school) remain as a side street stop control, is LOS F (>100 seconds/vehicles of delay) during the AM and afternoon peak hours. The level of service calculations are contained in Appendix C. During the PM peak hour the operations of this intersection were calculated to be LOS E (38.0 seconds/vehicle of delay) on the side street.

The peak-hour signal warrant from the Manual on Uniform Traffic Control Devices (MUTCD) was evaluated for the Ham Lane/Main Hospital Driveway intersection under future conditions to determine if a signal is warranted. The results of this analysis (see Appendix D) indicate that a signal is warranted during the AM and afternoon peak hour. However, the peak-hour warrant is not satisfied during the PM peak hour. If the school traffic was excluded from the signal warrant analysis, the peak-hour signal warrant is satisfied during the afternoon peak hour only.

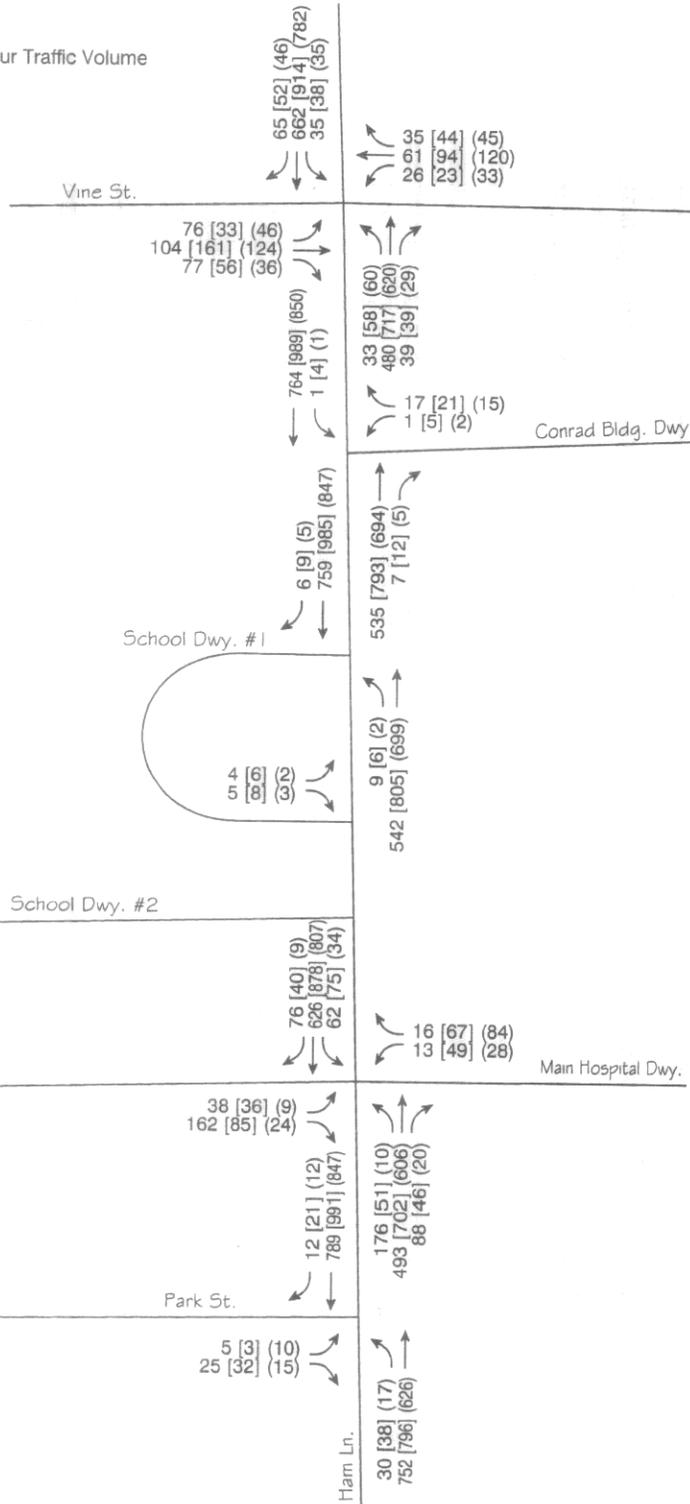
It should be noted that the MUTCD provides seven other warrants that should be considered when determining the need for a traffic signal. The peak-hour signal warrant analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on a thorough study of traffic and roadway conditions. The decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The City of Lodi shall make the final determination on the need for a signal.

Pedestrian crosswalks across Ham Lane would likely be installed if a traffic signal is provided at the new Ham Lane/Main Hospital Driveway. Increased pedestrian crossings across Ham Lane would result and the potential for parents to use the hospital lot to pick-up or drop-off children could be increased.



**LEGEND**

↷ - Turn Lane  
 XX [YY] (ZZ) - AM [Mid Day] (PM) Peak Hour Traffic Volume



The new site plan for the hospital includes an additional driveway on Ham Lane, south of Park Street. With the new driveway and the reconfigured parking layout, traffic circulation patterns on-site could change substantially from the existing patterns.

We recommend that the new Ham Lane/Main Hospital Driveway be monitored annually for a 5-year period after completion of the hospital expansion. This time period will allow for additional observations and verification of the projected volumes to determine the need for a traffic signal.

### **Conclusion**

It is recommended that the Lodi School driveway to the parking lot be reconfigured to provide one inbound and outbound driveway and align with the main hospital driveway. The on-site circulation layout should be configured as shown on Figure 4 to improve on-site pick-up/drop-off operations for the school. It is also recommended that the Ham Lane/Main Hospital Driveway be monitored annually for 5 years after completion of the hospital expansion to determine if the projected volumes would materialize thus requiring the need for a traffic signal.

**CITY OF LODI  
PLANNING COMMISSION  
Staff Report**

---

**MEETING DATE:** February 28, 2007

**APPLICATION NO:** Use Permit: 07-U-02

**REQUEST:** Request for a Use Permit to convert six residential parcels located at 1201, 1139, 1133, 1127, 1121, 1115 Cardinal Street (APN: 031-080-02, 031-080-03, 031-080-04, 031-080-05, 031-080-06, 031-080-07, respectively), to parking and to be incorporated into the surface parking lot for Lodi Memorial Hospital. (Applicant: Lodi Memorial Hospital. File Number: 07-U-02).

**LOCATION:** 975 South Fairmont Street  
Lodi, CA 95241  
(APN: 031-070-40)

**APPLICANT:** Lodi Memorial Hospital

**PROPERTY OWNER:** Lodi Memorial Hospital  
975 South Fairmont Avenue  
Lodi, CA 95240

**RECOMMENDATION**

Staff recommends that the Planning Commission approve the request of Lodi Memorial Hospital for a Use Permit to allow the hospital to remove six single-family houses and replace them with an expanded hospital parking lot.

**PROJECT/AREA DESCRIPTION**

**General Plan Designation:** O –Office and LDR - Low Density Residential.

**Zoning Designation:** RCP, Residential-Commercial Professional and R-2, Single Family Residential.

**PROPERTY SIZE:** 17.56 acres

The adjacent zoning and land use are as follows:

**North:** R-C-P, Residential, Commercial and Professional.

**South:** R-C-P, Residential, Commercial and Professional.

**West:** PUB, Lodi Unified School District.

**East:** R-1 and R-2, Single Family Residential.

**SUMMARY**

The applicant, Lodi Memorial Hospital, is requesting a Use Permit to allow the removal of six single-family residences in order to expand their a parking lot, landscaping and a block wall. The six residential parcels are adjacent to the south side of the hospital's

existing parking lot. The hospital is planning to construct a major addition to the Lodi Memorial Hospital that would take-up some of their existing parking areas. In order for the hospital to maintain their required number of parking spaces, they must add additional parking somewhere else on the site. They have purchased the six residential parcels adjacent to their property with the intent of utilizing them to expand the parking area. The Hospital is requesting this Use Permit in conjunction with their application for a rezoning request to Planned Development, PD (File# 07-Z-01) and a Development Plan approval that will permit the hospital expansion. The proposed hospital expansion is planned to be completed in three phases. The initial phase will consist of the construction of the new South Wing Addition, Central Utility Plant and parking and site improvements. The proposed construction of the expanded parking lot will be part of the first phase of construction.

The expanded parking project will be constructed on hospital property. Over the past year or so, the hospital has purchased the six residential properties. They are proposing to sell and move the houses to other locations. Once the parcels are cleared, an existing wall that separates the properties from the existing hospital grounds will be removed and the land incorporated into the existing hospital parking layout. A new wall will be south of the new parking area, parallel to Cardinal Street. The 20-foot deep setback area between the wall and the Cardinal Street sidewalk will then be landscaped to provide a green buffer between the street and the hospital complex.

## **BACKGROUND**

The proposed project area is located in a transitional area with medical and business offices to the north and east and residential uses to the south and west. The area north of the hospital is zoned RCP, residential commercial professional and is developed primarily with health care related offices and facilities. Fairmont Ave., which borders the hospital property on the east, and Ham Lane which borders the hospital property on the west, are the primary medical office areas in the City. South of the Hospital property the area is zoned residential and is primarily developed with single-family houses. There is a large school, Lodi Middle School, located west of the hospital, across Ham Lane. The Lodi Memorial Hospital and their affiliated entities own a total of 17.56 acres at the project location, including the six residential lots along Cardinal Street, which the hospital proposes to incorporate into their project and will utilize the land for additional parking and for a landscaped buffer along Cardinal Street.

The Hospital would like a separate Use Permit to demolish the 6 residential units and expand their surface parking because of time constraints. It is understood the Hospital would like to prepare the Campus for construction in order to ensure continuous operation of the Hospital. The process of obtaining the requested rezoning to Planned Development and approval of the Development Plan for the entire hospital addition requires City Council action. That action is by ordinance which requires 2 Council meetings and a 30 day waiting period to be finalized. The entire process would delay when the 6 residential units could be removed and the parking expanded.

## **ANALYSIS**

The applicant, Lodi Memorial Hospital is proposing to build a new four-story addition to their existing hospital building. One of the main reasons for the expansion is the need to construct a modern hospital facility that will comply with current seismic standards. The existing hospital contains 147,347 square feet of building area and 107-beds in a three-

story structure. The Phase One expansion will add a new south wing that will add 131,229 square feet of building area and accommodate 90 beds. Once completed, the hospital will have a total of 362,082 square feet and 157-beds. (The total number of beds reflects the removal of 28-beds in the existing west hospital wing due to seismic requirements and additional beds lost elsewhere due to the remodeling). The project will also include the construction of a new 14,506 square-foot, two-story central plant adjacent to the hospital that will house the mechanical equipment, utilities and other support equipment for the hospital.

The proposed surface parking will be constructed within the existing boundaries of the hospital property except for a small area on the south edge of the development. There are eight residential parcels located on the north side of Cardinal Street that back up to the hospital property. The hospital has purchased six of these houses and proposes to incorporate these properties into the project and will utilize the land for additional parking and for a landscaped buffer along Cardinal Street. As part of this Use Permit, the hospital would like to cover all works related to traffic circulation including, but not limited to, a new Ham Lane entrance, new driveways on Fairmont Ave. and modifications to on-site traffic flow. Staff finds that issuance of a Use Permit for this particular project benefits the community since this project will ensure continuous operation of the Hospital.

The Use Permit will allow the Hospital to remove the 6 residential units on Cardinal Street, along with the existing screening wall and the residential landscaping. The Hospital proposes to incorporate those 6 lots into the hospital campus, replacing the houses with parking and landscaping. As part of the project, the Hospital will also build a new 6-foot high solid screening wall between the parking lot and Cardinal Street. The wall will be setback 20 feet from the Cardinal St. property line and the setback area will be landscaped to further screen the Hospital campus from the neighboring residences to the south.

The Hospital is requesting a separate Use Permit in advance of their request to amend the Zoning designation due to time constraints since it will take an additional 10-weeks after this Planning Commission hearing for the Rezone to take affect. The delay would significantly affect their construction schedule. Staff is aware that the Hospital wishes to start working on the surface parking and traffic flow during summer time when Lodi Middle School will be out for the summer. Granting of a separate Use Permit would allow for smoother construction of surface parking and would not interfere with the school schedule.

Staff supports this application for a Use Permit because it will provide parking spaces for the Hospital. Part of the Hospital expansion will remove existing parking spaces adjacent to the hospital. The conversion of these residential lots into new surface parking serves the interest of the Hospital, their patients and the neighbors by providing adequate replacement parking until the proposed parking structures are built sometime in the future. It serves the interests of the neighborhood by providing adequate parking on the Hospital grounds, reducing the necessity for patients or employees to park on the neighboring streets. For these reasons, staff supports this application for a Use Permit.

**ENVIRONMENTAL ASSESSMENTS:**

The project is found to be categorically exempt according to the California Environmental Quality Act, Article 19 §15332, Class 32. The project is exempted by CEQA as an “In-Fill Development Project”. The project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable Zoning designation and regulations. The proposed development occurs within City limits on a project site of no more than five acres substantially surrounded by urban uses. The project site has no value as habitat for endangered, rare or threatened species. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. The site can be adequately served by all required utilities and public services. No significant impacts are anticipated and no mitigation measures have been required.

**PUBLIC HEARING NOTICE:**

Legal Notice for the Use Permit was published on February 28, 2007. A total of 90 notices were sent to all property owners of record within a 300-foot radius of the subject property. Based on the information provided to staff, it was determined that there is one Planning Commission member, Mr. Wendel Kiser, who resides within a 500-foot radius of the project area.

**ALTERNATIVE PLANNING COMMISSION ACTIONS:**

- Approve the Use Permit with Alternate Conditions
- Deny the Use Permit
- Continue the Request

Respectfully Submitted,

Concur,

Immanuel Bereket  
Junior Planner

Randy Hatch  
Community Development Director

**ATTACHMENTS:**

1. Vicinity Map
2. General Plan Map
3. Zoning Map
4. Site Plan
5. Draft Resolution

RESOLUTION NO. 2007-\_\_\_\_\_

A RESOLUTION OF THE LODI CITY COUNCIL CERTIFYING  
NEGATIVE DECLARATION 06-03 AS ADEQUATE  
ENVIRONMENTAL DOCUMENTATION FOR THE **GINI**  
**PROJECT** GENERAL PLAN AMENDMENT AND REZONE

=====

WHEREAS, public hearings were held by the Planning Commission and City Council on December 13, 2006/February 14, 2007 and April 4, 2007 respectively, on the following described General Plan Amendment and Rezone:

- a) General Plan Amendment to redesignate 1325 South Central Avenue (APN 047-270-11) and 1333 South Central Avenue (APN 047-270-12) from Eastside Residential (ER) to General Commercial (GC).
- b) Rezone 1325 South Central Avenue (APN 047-270-11) and 1333 South Central Avenue (APN 047-270-12) from Single Family Eastside (RE-1) to General Commercial (C-2).

WHEREAS, it is the Planning Commission recommendation that City Council approve their finding that the Negative Declaration No. 06-03 is adequate environmental documentation; and

NOW, THEREFORE, BE IT RESOLVED, that the Lodi City Council has reviewed all documentation and hereby certifies the Negative Declaration No. 06-03 as adequate environmental documentation for the above-mentioned General Plan Amendment and Rezone.

Dated: April 4, 2007

=====

I hereby certify that Resolution No. 2007-\_\_\_\_\_ was passed and adopted by the City Council of the City of Lodi in a regular meeting held April 4, 2007, by the following vote:

- AYES: COUNCIL MEMBERS -
- NOES: COUNCIL MEMBERS -
- ABSENT: COUNCIL MEMBERS -
- ABSTAIN: COUNCIL MEMBERS -

RANDI JOHL  
City Clerk

RESOLUTION NO. 2007-\_\_\_\_\_

A RESOLUTION OF THE LODI CITY COUNCIL CERTIFYING  
NEGATIVE DECLARATION 06-04 AS ADEQUATE  
ENVIRONMENTAL DOCUMENTATION FOR THE **LODI  
MEMORIAL HOSPITAL PROJECT** GENERAL PLAN  
AMENDMENT AND REZONE

WHEREAS, public hearings were held by the Planning Commission and City Council on February 28, 2007 and April 4, 2007 respectively, on the following described General Plan Amendment and Rezone:

- a) General Plan Amendment to redesignate 1201, 1139, 1133, 1127, 1121, and 1115 W. Cardinal Street (APN 031-080-02, 031-080-03, 031-080-04, 031-080-05, 031-080-06, and 031-080-07) from Low Density Residential to Office.
- b) Rezone 975, 999, 1031 South Fairmont Avenue (APN #031-070-44, 031-070-45, and 031-070-46); 1200 W. Vine Street (APN #031-070-37); 1201, 1139, 1133, 1127, 1121, and 1115 W. Cardinal Street ((APN 031-080-02, 031-080-03, 031-080-04, 031-080-05, 031-080-06, and 031-080-07), from (R-C-P) Residential-Commercial-Professional Office and (R-2) Residence District to (PD) Planned Development Zone.

WHEREAS, it is the Planning Commission recommendation that City Council approve their finding that the Negative Declaration No. 06-04 is adequate environmental documentation.

NOW, THEREFORE, BE IT RESOLVED, that the City Council has reviewed all documentation and hereby certifies the Negative Declaration No. 06-04 as adequate environmental documentation for the above-mentioned General Plan Amendment and Rezone.

Dated: April 4, 2007

I hereby certify that Resolution No. 2007-\_\_\_\_\_ was passed and adopted by the City Council of the City of Lodi in a regular meeting held April 4, 2007, by the following vote:

- AYES: COUNCIL MEMBERS -
- NOES: COUNCIL MEMBERS -
- ABSENT: COUNCIL MEMBERS -
- ABSTAIN: COUNCIL MEMBERS -

RANDI JOHL  
City Clerk

RESOLUTION NO. 2007-\_\_\_\_\_

A RESOLUTION OF THE LODI CITY COUNCIL AMENDING THE LAND USE ELEMENT OF THE LODI GENERAL PLAN BY REDESIGNATING 1333 AND 1325 SOUTH CENTRAL AVENUE FROM EASTSIDE RESIDENTIAL TO GENERAL COMMERCIAL (**GINI PROJECT**); AND REDESIGNATING 1201, 1139, 1133, 1127, 1121, AND 1115 WEST CARDINAL STREET FROM LOW DENSITY RESIDENTIAL TO OFFICE (**LODI MEMORIAL HOSPITAL PROJECT**)

=====

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Lodi, that the Land Use Element of the Lodi General Plan is hereby amended by redesignating 1333 and 1325 South Central Avenue (APN #047-270-11 and 047-270-12) from Eastside Residential (ER) to General Commercial (GC), and further redesignating 1201, 1139, 1133, 1127, 1121, and 1115 W. Cardinal Street (APN #031-080-02, 031-080-03, 031-080-04, 031-080-05, 031-080-06, and 031-080-07) from Low Density Residential to Office, as shown on Exhibit "A" attached, which is on file in the office of the Lodi City Clerk; and

BE IT FURTHER RESOLVED that Negative Declarations #ND-06-03 and #ND-06-04 have been prepared in compliance with the California Environmental Quality Act of 1970, as amended, and the Guidelines provided thereunder. Further, the Planning Commission has reviewed and considered the information contained in said Negative Declarations with respect to the projects identified in its Resolution Nos. P.C. 06-55 through P.C. 06-57, and Nos. P.C. 07-03 through P.C. 07-07.

BE IT RESOLVED FURTHER, that the Lodi City Council has reviewed all documentation and hereby certifies the Negative Declarations as adequate environmental documentation for the above-referenced projects.

Dated: April 4, 2007

=====

I hereby certify that Resolution No. 2007-\_\_\_\_\_ was passed and adopted by the Lodi City Council in a regular meeting held April 4, 2007 by the following vote:

- AYES: COUNCIL MEMBERS –
- NOES: COUNCIL MEMBERS –
- ABSENT: COUNCIL MEMBERS –
- ABSTAIN: COUNCIL MEMBERS –

RANDI JOHL  
City Clerk

2007-\_\_\_\_\_

ORDINANCE NO. \_\_\_\_\_

AN UNCODIFIED ORDINANCE OF THE LODI CITY COUNCIL AMENDING THE OFFICIAL DISTRICT MAP OF THE CITY OF LODI AND THEREBY REZONING 1325 AND 1333 SOUTH CENTRAL AVENUE (APN 047-270-11 AND 047-270-12) FROM SINGLE FAMILY RESIDENTIAL EASTSIDE (RE-1) TO GENERAL COMMERCIAL (C-2) **(GINI PROJECT)**

=====

WHEREAS, the Planning Commission adopted Resolution No. P.C. 06-57 approving the request of Kenneth J. Gini, Property Owner, on behalf of the Gini Project at its meeting of February 14, 2007; and

WHEREAS, a Negative Declaration (#ND-06-03) has been prepared in compliance with the California Environmental Quality Act of 1970, as amended, and the Guidelines provided hereunder. Further, the Planning Commission has reviewed and considered the information contained in said Negative Declaration with respect to the project identified in its Resolution No. P.C. 06-55, and recommended approval at its meeting of February 14, 2007; and

WHEREAS, the Planning Commission of the City of Lodi recommends approval of the request of Kenneth J. Gini on behalf of the Gini Project for a zone change (06-Z-01) from Single Family Residential Eastside (RE-1) to General Commercial (C-2) to the City Council of the City of Lodi.

NOW, THEREFORE, BE IT ORDAINED BY THE LODI CITY COUNCIL AS FOLLOWS:

Section 1. The Lodi City Council hereby approves the request of Kenneth J. Gini, 1325 S. Central Avenue, Lodi, CA 95240, on behalf of the Gini Project, for a zone change (06-Z-01) from Single Family Residential Eastside (RE-1) to General Commercial (C-2).

Section 2. The Official District Map of the City of Lodi adopted by Title 17 of the Lodi Municipal Code is hereby amended as follows:

1325 and 1333 South Central Avenue (APN #047-270-11 and #047-270-12) are hereby rezoned from Single Family Residential Eastside (RE-1) to General Commercial (C-2) (Gini Project), as shown on Exhibit "A" attached hereto.

Section 3. No Mandatory Duty of Care. This ordinance is not intended to and shall not be construed or given effect in a manner which imposes upon the City, or any officer or employee thereof, a mandatory duty of care towards persons or property within the City or outside of the City so as to provide a basis of civil liability for damages, except as otherwise imposed by law.

Section 4. Severability. If any provision of this ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given effect without the invalid provision or application. To this end, the provisions of this ordinance are severable. The City Council hereby declares that it would have adopted this ordinance irrespective of the invalidity of any particular portion thereof.

Section 5. The alterations, changes, and amendments of said Official District Map of the City of Lodi herein set forth have been approved by the City Planning Commission and by the City Council of this City after public hearings held in conformance with provisions of Title 17 of the Lodi Municipal Code and the laws of the State of California applicable thereto.

Section 6. All ordinances and parts of ordinances in conflict herewith are repealed insofar as such conflict may exist.

Section 7. This ordinance shall be published one time in the "Lodi News-Sentinel," a daily newspaper of general circulation printed and published in the City of Lodi and shall be in force and take effect thirty days from and after its passage and approval.

Approved this \_\_\_\_ day of \_\_\_\_\_, 2007.

\_\_\_\_\_  
BOB JOHNSON  
Mayor

Attest:

RANDI JOHL  
City Clerk

State of California  
County of San Joaquin, ss.

I, Randi Johl, City Clerk of the City of Lodi, do hereby certify that Ordinance No. \_\_\_\_ was introduced at a regular meeting of the City Council of the City of Lodi held April 4, 2007, and was thereafter passed, adopted and ordered to print at a regular meeting of said Council held \_\_\_\_\_, 2007, by the following vote:

AYES: COUNCIL MEMBERS –  
NOES: COUNCIL MEMBERS –  
ABSENT: COUNCIL MEMBERS –  
ABSTAIN: COUNCIL MEMBERS –

I further certify that Ordinance No. \_\_\_\_ was approved and signed by the Mayor on the date of its passage and the same has been published pursuant to law.

RANDI JOHL  
City Clerk

Approved as to Form:

D. STEPHEN SCHWABAUER  
City Attorney

AN UNCODIFIED ORDINANCE OF THE LODI CITY COUNCIL AMENDING THE OFFICIAL DISTRICT MAP OF THE CITY OF LODI AND THEREBY REZONING 975, 999, 1031 SOUTH FAIRMONT; 1200 W. VINE STREET; 1201, 1139, 1133, 1127, 1121, AND 1115 W. CARDINAL STREET FROM (R-C-P), RESIDENTIAL-COMMERCIAL-PROFESSIONAL OFFICE AND (R-2) RESIDENCE DISTRICT TO PD, PLANNED DEVELOPMENT, FOR THE **LODI MEMORIAL HOSPITAL PROJECT**

=====

WHEREAS, the Planning Commission adopted Resolution No. P.C. 07-07 approving the request of Lodi Memorial Hospital for the Planned Development Project at its meeting of February 28, 2007; and

WHEREAS, a Negative Declaration (ND-06-04) has been prepared in compliance with the California Environmental Quality Act of 1970, as amended, and the Guidelines provided hereunder. Further, the Planning Commission has reviewed and considered the information contained in said Negative Declaration with respect to the project identified in its Resolution No. P.C. 07-03, and recommended approval at its meeting of February 28, 2007; and

WHEREAS, the Planning Commission of the City of Lodi recommends approval of the request of Lodi Memorial Hospital for a zone change (07-Z-01) from R-2, Single Family residence and RCP, Residential Commercial Professional Office, to PD, Planned Development, (file 07-Z-01) to the City Council of the City of Lodi.

NOW, THEREFORE, BE IT ORDAINED BY THE LODI CITY COUNCIL AS FOLLOWS:

Section 1. The Lodi City Council hereby approves the Negative Declaration (ND-06-04) as identified in Planning Commission Resolution No. P.C. 07-03.

Section 2. The Lodi City Council hereby approves the request of Lodi Memorial Hospital for a zone change (07-Z-01) from R-2, Single Family Residence and RCP, Residential Commercial Professional Office, to PD, Planned Development.

Section 3. The Official District Map of the City of Lodi adopted by Title 17 of the Lodi Municipal Code is hereby amended as follows:

975, 999, 1031 South Fairmont Avenue (APN #031-070-44, 031-070-45, and 031-070-46); 1200 W. Vine Street (APN #031-070-37); 1201, 1139, 1133, 1127, 1121, and 1115 W. Cardinal Street ((APN 031-080-02, 031-080-03, 031-080-04, 031-080-05, 031-080-06, and 031-080-07), are hereby rezoned from (R-C-P) Residential-Commercial-Professional Office and (R-2) Residence District to (PD) Planned Development, as shown on Exhibit "A" attached hereto.

Section 4. No Mandatory Duty of Care. This ordinance is not intended to and shall not be construed or given effect in a manner which imposes upon the City, or any officer or employee thereof, a mandatory duty of care towards persons or property within the City or outside of the City so as to provide a basis of civil liability for damages, except as otherwise imposed by law.

Section 5. Severability. If any provision of this ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given effect without the invalid provision or application. To this end, the provisions of this ordinance are severable. The City Council hereby declares that it would have adopted this ordinance irrespective of the invalidity of any particular portion thereof.

Section 6. The alterations, changes, and amendments of said Official District Map of the City of Lodi herein set forth have been approved by the City Planning Commission and by the City Council of this City after public hearings held in conformance with provisions of Title 17 of the Lodi Municipal Code and the laws of the State of California applicable thereto.

Section 7. All ordinances and parts of ordinances in conflict herewith are repealed insofar as such conflict may exist.

Section 8. This ordinance shall be published one time in the "Lodi News-Sentinel," a daily newspaper of general circulation printed and published in the City of Lodi and shall be in force and take effect thirty days from and after its passage and approval.

Approved this \_\_\_\_ day of \_\_\_\_, 2007.

\_\_\_\_\_  
BOB JOHNSON  
Mayor

Attest:

RANDI JOHL  
City Clerk

State of California  
County of San Joaquin, ss.

I, Randi Johl, City Clerk of the City of Lodi, do hereby certify that Ordinance No. \_\_\_\_ was introduced at a regular meeting of the City Council of the City of Lodi held April 4, 2007, and was thereafter passed, adopted and ordered to print at a regular meeting of said Council held \_\_\_\_\_, 2007, by the following vote:

AYES:	COUNCIL MEMBERS –
NOES:	COUNCIL MEMBERS –
ABSENT:	COUNCIL MEMBERS –
ABSTAIN:	COUNCIL MEMBERS –

I further certify that Ordinance No. \_\_\_\_ was approved and signed by the Mayor on the date of its passage and the same has been published pursuant to law.

RANDI JOHL  
City Clerk

Approved as to Form:

D. STEPHEN SCHWABAUER  
City Attorney

RESOLUTION NO. 2007-\_\_\_\_\_

A RESOLUTION OF THE LODI CITY COUNCIL  
APPROVING LODI MEMORIAL HOSPITAL PROJECT  
DEVELOPMENT PLAN

=====

NOW, THEREFORE, BE IT RESOLVED that the Lodi City Council does hereby approve the Lodi Memorial Hospital Project Development Plan, on file in the office of the City Clerk.

Dated: April 4, 2007

=====

I hereby certify that Resolution No. 2007-\_\_\_\_\_ was passed and adopted by the City Council of the City of Lodi in a regular meeting held April 4, 2007, by the following vote:

AYES: COUNCIL MEMBERS –  
NOES: COUNCIL MEMBERS –  
ABSENT: COUNCIL MEMBERS –  
ABSTAIN: COUNCIL MEMBERS –

RANDI JOHL  
City Clerk

2007-\_\_\_\_\_



**Please immediately confirm receipt  
of this fax by calling 333-6702**

CITY OF LODI  
P. O. BOX 3006  
LODI, CALIFORNIA 95241-1910

**ADVERTISING INSTRUCTIONS**

**SUBJECT: PUBLIC HEARING TO CONSIDER APPROVAL OF THE GINI AND LODI  
MEMORIAL HOSPITAL PROJECTS**

**PUBLISH DATE: SATURDAY, MARCH 24, 2007**

**LEGAL AD**

**TEAR SHEETS WANTED: One (1) please**

**SEND AFFIDAVIT AND BILL TO:** RANDI JOHL, CITY CLERK  
City of Lodi  
P.O. Box 3006  
Lodi, CA 95241-1910

**DATED: THURSDAY, MARCH 22, 2007**

**ORDERED BY: RANDI JOHL  
CITY CLERK**

  
JENNIFER M. FERRIN, CMC  
DEPUTY CITY CLERK

\_\_\_\_\_  
DANA CHAPMAN  
ADMINISTRATIVE CLERK

**Verify Appearance of this Legal in the Newspaper – Copy to File**

LNS Faxed to the Sentinel at 369-1084 at 3:30pm (time) on 3/22/07 (date) 2 (pages)  
Phoned to confirm receipt of all pages at \_\_\_\_\_ (time) \_\_\_\_\_ JLT \_\_\_\_\_ DRC \_\_\_\_\_ JMP (initials)



## DECLARATION OF POSTING

### **NOTICE OF PUBLIC HEARING TO CONSIDER APPROVAL OF THE GINI AND LODI MEMORIAL HOSPITAL PROJECTS**

On Friday, March 23, 2007, in the City of Lodi, San Joaquin County, California, a Notice of Public Hearing to consider approval of the Gini and Lodi Memorial Hospital Projects (attached and marked as Exhibit A) was posted at the following locations:

Lodi Public Library  
Lodi City Clerk's Office  
Lodi City Hall Lobby  
Lodi Carnegie Forum

I declare under penalty of perjury that the foregoing is true and correct.

Executed on March 23, 2007, at Lodi, California.

ORDERED BY:

**RANDI JOHL  
CITY CLERK**

  
JENNIFER M. PERRIN, CMC  
DEPUTY CITY CLERK

\_\_\_\_\_  
DANA R. CHAPMAN  
ADMINISTRATIVE CLERK



## DECLARATION OF MAILING

### **NOTICE OF PUBLIC HEARING TO CONSIDER APPROVAL OF THE GINI AND LODI MEMORIAL HOSPITAL PROJECTS**

On March 23, 2007, in the City of Lodi, San Joaquin County, California, I deposited in the United States mail, envelopes with first-class postage prepaid thereon, containing a Notice of Public Hearing to consider approval of the Gini and Lodi Memorial Hospital Projects, attached hereto Marked Exhibit A. The mailing list for said matter is attached hereto, marked Exhibit B.

There is a regular daily communication by mail between the City of Lodi, California, and the places to which said envelopes were addressed.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on March 23, 2007, at Lodi, California.

ORDERED BY:

**RANDI JOHL**  
**CITY CLERK, CITY OF LODI**

  
JENNIFER M. PERRIN, CMC  
DEPUTY CITY CLERK

\_\_\_\_\_  
DANA R. CHAPMAN  
ADMINISTRATIVE CLERK



# CITY OF LODI

Carnegie Forum  
305 West Pine Street, Lodi

## NOTICE OF PUBLIC HEARING

Date: April 4, 2007

Time: 7:00 p.m.

For information regarding this notice please contact:

**Randi Johl**  
City Clerk  
Telephone: (209) 333-6702

EXHIBIT A

### NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on **Wednesday, April 4, 2007**, at the hour of 7:00 p.m., or as soon thereafter as the matter may be heard, the City Council will conduct a public hearing at the Carnegie Forum, 305 West Pine Street, Lodi, to consider approval of the following items:

- a) Approve Negative Declaration 06-03 for the General Plan amendment and change in zoning for the Gini Project (expansion of auto-related businesses) and approve Negative Declaration 06-04 for the General Plan amendment and change in zoning for the Lodi Memorial Hospital Project (new south wing addition and other related facilities)
- b) Amend the General Plan designation for 1333 and 1325 South Central Avenue from Eastside Residential to General Commercial (Gini Project) and for 1201, 1139, 1133, 1127, 1121, and 1115 West Cardinal Street from Low Density Residential to Office (Lodi Memorial Hospital Project)
- c) Rezone 1333 and 1325 South Central Avenue from RE-1, Single Family Residential Eastside, to C-2, General Commercial (Gini Project)
- d) Rezone 1201, 1139, 1133, 1127, 1121, and 1115 West Cardinal Street from Low Density Residential to Office and approve Development Plan (Lodi Memorial Hospital Project)

Information regarding this item may be obtained in the Community Development Department, 221 West Pine Street, Lodi, (209) 333-6711. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk, City Hall, 221 West Pine Street, 2<sup>nd</sup> Floor, Lodi, 95240, at any time prior to the hearing scheduled herein, and oral statements may be made at said hearing.

If you challenge the subject matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, at or prior to the close of the public hearing.

By Order of the Lodi City Council:

  
Randi Johl  
City Clerk

Dated: March 21, 2007

Approved as to form:

  
D. Stephen Schwabauer  
City Attorney

# EXHIBIT B

*Lodi Memorial*

APN	OWNER	ADDRESS	CITY	STATE	ZIP
03104002	LODI UNIFIED, SCHOOL DIST				00000
03106010	BURGOS, ALBERT E	1321 PARK ST	LODI	CA	95242
03106011	SCOGGINS, DANIEL B	1315 W PARK ST	LODI	CA	95240
03106012	BECERRA, ESAUL & MARIA	1309 W PARK ST	LODI	CA	95240
03106013	CROSS, GREGORY B & NANCY A	750 LOUIE AVE	LODI	CA	95240
03106014	SIEGLOCK, JACK A & BRENDA LEE	1702 TIMBERLAKE CIR	LODI	CA	95242
03106015	MUHLBEIER, TIMOTHY F & KATHRYN	4279 SCOTTSDALE RD	LODI	CA	95240
03106016	TAMURA, KAY YOSHIE	1308 PARK ST	LODI	CA	95240
03106017	WOODRUFF, TERRY R & CINDY A	9043 HILDRETH LN	STOCKTON	CA	95212
03106018	METTLER, KEITH H & J	1314 PARK ST	LODI	CA	95242
03106019	JAMES, BRIAN J & MELISSA A	1315 CARDINAL ST	LODI	CA	95242
03106020	LINN, THOMAS W	1320 W PARK ST	LODI	CA	95240
03106021	SHUMAN, STEVE M	1321 CARDINAL ST	LODI	CA	95242
03107037	LODI MEMORIAL HOSPITAL ASSN	PO BOX 3004	LODI	CA	95241
03107040	LODI MEMORIAL HOSPITAL ASSN	PO BOX 3004	LODI	CA	95241
03107044	LODI MEMORIAL HOSPITAL ASSN	6653 EMBARCADERO DR STE M	STOCKTON	CA	95219
03107045	LODI MEMORIAL HOSPITAL ASSN	6653 EMBARCADERO DR #M	STOCKTON	CA	95219
03107046	LODI MEMORIAL HOSPITAL ASSN	1121 W VINE ST #16	LODI	CA	95240
03108001	PERINE, BARBARA J	1122 S HAM LN	LODI	CA	95240
03108002	LODI MEMORIAL HOSPITAL	975 S FAIRMONT AVE	LODI	CA	95240
03108003	LODI MEMORIAL HOSPITAL ASSN IN	PO BOX 3004	LODI	CA	95241
03108004	LODI MEMORIAL HOSPITAL ASSN IN	975 S FAIRMONT AVE	LODI	CA	95240
03108005	LODI MEMORIAL HOSPITAL	975 S FAIRMONT AVE	LODI	CA	95240
03108006	LODI	PO BOX 3004	LODI	CA	95241

	MEMORIAL, HOSPITAL ASSN				
03108007	LODI MEMORIAL, HOSPITAL ASSN	CALL BOX 3004	LODI	CA	95241
03108008	BOHNET, ROSE B	1109 CARDINAL ST	LODI	CA	95240
03108009	LODI MEMORIAL HOSPITAL ASSN	CALL BOX 3004	LODI	CA	95241
03108010	THOMPSON, MELVIN & CAROL TR	3360 OFFERDAHL RD	CHEWELAH	WA	99109
03108011	KOYAMA, ASA & SHIGEKO	23090 N KENEFICK RD	ACAMPO	CA	95220
03108012	HANNAH, JEAN PAUL & SHELLI K	1126 GLENHURST DR	LODI	CA	95240
03108013	LOY, MILTON H & BETTY L TR	1127 S FAIRMONT AVE	LODI	CA	95240
03108014	PENA, MARIA A ETAL	1132 GLENHURST DR	LODI	CA	95240
03108040	COOK, LYLE & LA VERA	1127 GLENHURST DR	LODI	CA	95240
03108041	GAIL, JOHN R TR ETAL	1456 ARUNDEL CT	LODI	CA	95242
03108042	GEARHART, LOWELL D & LORRAINE	1121 GLENHURST DR	LODI	CA	95240
03108043	BRUHN, ERVIN M TR	1120 S SUNSET DR	LODI	CA	95240
03108044	TSUTAOKA, JANET K	1115 GLENHURST DR	LODI	CA	95240
03108045	PORTER, ROBERT J & DARLENE F	5900 STARBOARD DR	BYRON	CA	94514
03108046	GARCIA, MARGARITA	1210 CARDINAL ST	LODI	CA	95240
03108047	BRODEHL, ARLO H	815 WOODROW ST	LODI	CA	95240
03108048	BARRIGA, DANIEL & VICTORIA	1127 S SUNSET DR	LODI	CA	95240
03111001	PRIDMORE, ALOHA R TRUSTEE	1110 W PINE ST	LODI	CA	95240
03111002	PRIDMORE, ALOHA R TRUSTEE	1110 W PINE ST	LODI	CA	95240
03111009	GUENTHER, ROLAND E & LA VERA T	1000 CARDINAL ST	LODI	CA	95240
03112001	CANEPA, CAROL J TR	131 S ORANGE AVE	LODI	CA	95240
03112002	THORNESBERRY, CARLYNE J TR	1000 YORK ST	LODI	CA	95240
03112003	WILCOX, JANET	1007 S	LODI	CA	95240

	A TR	ORANGE AVE			
03112004	MOSO, JOHN A TR	1013 S ORANGE AVE	LODI	CA	95240
03112005	MERCURIO, PAT & DIANA TR	1019 S ORANGE AVE	LODI	CA	95240
03112007	BORGES, STEVEN & GWEN	1025 S ORANGE AVE	LODI	CA	95240
03112008	MCMILLEN, CHARLIE TRUSTEE	930 W PARK ST	LODI	CA	95240
03112024	FERVIA, JOHN JR & LORRAINE M T	22027 SW 107TH AVE	TUALATIN	OR	97062
03112025	KNOEFLER, LUCY C	1007 W CARDINAL ST	LODI	CA	95240
03112026	LINN, JOHN S & SHARON G	1011 CARDINAL ST	LODI	CA	95240
03112027	WEAVER, JOAN C	1031 W CARDINAL ST	LODI	CA	95240
03112032	CANEPA, CAROL J TR	131 S ORANGE AVE	LODI	CA	95240
03112033	CANEPA, CAROL J TR	131 S ORANGE AVE	LODI	CA	95240
03112034	CANEPA, CAROL J TR	131 S ORANGE AVE	LODI	CA	95240
03112054	NEAL, DAVID A & BETH A TR	455 W TURNER RD	LODI	CA	95242
03112055	SOROUR FAMILY LLC	1343 RIVERGATE DR	LODI	CA	95240
03112056	SOROUR FAMILY LLC	1343 RIVERGATE DR	LODI	CA	95240
03113004	900 S FAIRMONT, BUILDING PTP	900 S FAIRMONT AVE	LODI	CA	95240
03113005	ANGOCO, JOHNNY C & DEBORAH MAR	930 W VINE ST	LODI	CA	95240
03113020	O SHEA, TIMOTHY JOE	931 WINDSOR DR	LODI	CA	95240
03113023	KRAUSE, MARY A	1000 W WINDSOR DR	LODI	CA	95240
03113024	WELCH, JOHN ALBERT TR	930 WINDSOR DR	LODI	CA	95246
03113039	JORDAN, JOSEPH T & FLORENCE E	931 YORK ST	LODI	CA	95240
03113040	FAIRMONT HEALTH REALTY HOLDING	PO BOX 160488	ALTAMONTE SPRGS	FL	32716
03113041	WILLIAMS, GEORGE & BETTY TR ET	1607 SCARBOROUGH DR	LODI	CA	95240
03113042	900 S FAIRMONT BUILDING PTP	900 S FAIRMONT AVE	LODI	CA	95240
03113043	MCKENZIE,	851 TILDEN	LODI	CA	95242

	THOMAS P & MARGARET	DR			
03113044	CAREY, NANCY J TR	2507 ALDER GLEN DR	LODI	CA	95242
03304011	FILLPPINI, DELMO R TR	833 S HAM LN	LODI	CA	95242
03304012	PUERTA, JULIO E	839 S HAM LN	LODI	CA	95242
03304013	MITCHELL, LEA TR	845 S HAM LN	LODI	CA	95242
03307123	KHAN, YOUSAF ETAL	838 CORTEZ WAY	LODI	CA	95242
03307124	SCANNAVINO, GARY & LEANNE TR E	5463 CHEROKEE RD	STOCKTON	CA	95215
03307125	TRIOLO, RUSSELL & HELEN G TR	1827 EDGEWOOD DR	LODI	CA	95240
03308021	HAYES INVESTMENTS	1217 W TOKAY ST SUITE #D	LODI	CA	95240
03308045	FORTIER, JANET M TR	120 S ORANGE AVE	LODI	CA	95240
03315042	SCHMIDT, DAGOBERT & MAGDALENE	825 S ORANGE AVE	LODI	CA	95240
03315044	WESTGATE, JAMES A & D M	628 WILLOW GLEN DR	LODI	CA	95240
03315049	ROSENAU, LELAND A & D ARLENE R	15625 N DAVIS RD	LODI	CA	95242
03315050	PANAGOPOULOS, JIM & DEBRA	1920 APRICOT WAY	BRENTWOOD	CA	94513
03331025	BRECKENRIDGE, C R & S TR ETAL	845 S FAIRMONT #1	LODI	CA	95240

*Lini*

APN	OWNER	ADDRESS	CITY	STATE	ZIP	SITUS ADDRESS
04726022	SCOTT, ANTONIA M	1301 S CENTRAL AVE	LODI	CA	95240	
04726023	GONZALEZ, MIGUEL & MARIA	1305 S CENTRAL AVE	LODI	CA	95240	
04726024	MCPHERSON, VIOLET R TR	350 ACACIA ST	LODI	CA	95240	
04726025	REICH, GLENN C & BETTE J TR	801 S CHURCH ST	LODI	CA	95240	Resident 348 ACACIA ST. Lodi, CA 95240
04726027	KADIR, ABDUL & C ETAL	318 ACACIA ST	LODI	CA	95240	
04726028	LOPEZ, RAMON & VERONICA	322 E ACACIA ST	LODI	CA	95240	
04726029	KOLB, LESLIE R & C M	303 ACACIA ST	LODI	CA	95240	Resident 320 ACACIA ST. Lodi, CA 95240
04726035	REICH, GLENN C & BETTE J TR	801 S CHURCH ST	LODI	CA	95240	
04727005	KHAN, YAQUB ETAL	224 ACACIA ST	LODI	CA	95240	Resident 1321 S. CENTRAL AVE. Lodi, CA 95240
04727006	KHAN, KAUSAR	1319 S CENTRAL AVE	LODI	CA	95240	
04727007	KHAN, QIAS	1319 S CENTRAL AVE	LODI	CA	95240	
04727010	B V K INVESTMENT CO	5405 N PERSHING AVE SUITE C-1	STOCKTON	CA	95207	Resident 1323 S. CENTRAL AVE. Lodi, CA 95240
04727011	GINI, KENNETH J TR ETAL	325 E KETTLEMAN LN	LODI	CA	95240	Resident 1325 S. CENTRAL AVE Lodi, CA 95240
04727012	GINI, KENNETH J TR ETAL	10899 E WOODBRIDGE RD	ACAMPO	CA	95220	Resident 1333 S. CENTRAL AVE. Lodi, CA 95240
04727013	ADAMEK, DON & JUDIE	80155 GALLATIN RD	BOZEMAN	MT	59715	Resident 1341 S. CENTRAL AVE. Lodi, CA 95240
04727014	GINI, KENNETH J & KARRIE M TR	10899 E WOODBRIDGE RD	ACAMPO	CA	95220	Resident 335 E. KETTLEMAN LN. Lodi, CA 95240
04727015	GINI, KENNETH J & KARRIE M TR	10899 E WOODBRIDGE RD	ACAMPO	CA	95220	Resident 331 E. KETTLEMAN LN. Lodi, CA 95240
04727016	MARCHICK, ALAN H & J TRS	3832 N MONITOR CIR	STOCKTON	CA	95219	Resident 325 E. KETTLEMAN LN. Lodi, CA 95240

04727017	PIETROS'S PIZZA PARLORS INC	317 E KETTLEMAN LN	LODI	CA	95240	Resident 321 E. KETTLEMAN LN. Lodi, CA 95240
04727018	PIETRO'S PIZZA PARLORS INC	317 E KETTLEMAN	LODI	CA	95240	
04727028	KHAN, AYUB & HUSSAN A TR	157 MULBERRY CIR	LODI	CA	95240	Resident 1321 S. CENTRAL AVE. Lodi, CA 95240
04727029	DELIMA, KEN & BEVERLY TR	1848 VIA HERMANA	SAN LORENZO	CA	94580	Resident 1317 S. CENTRAL AVE Lodi, CA 95240
04727032	GIBSON, MICHAEL	1316 S WASHINGTON ST	LODI	CA	95240	
04727033	MIRANDA, DAVID & AMY	416 EDEN ST	LODI	CA	95240	Resident 1318 S. WASHINGTON ST. Lodi, CA 95240
04728001	NO CAL CONF 7TH DAY ADVENTISTS	1230 S CENTRAL AVE	LODI	CA	95240	
06206007	MID CAL PROPERTIES LLC	3200 BAYSHORE RD UNIT 3	BENICIA	CA	94510	Resident 326 E. KETTLEMAN LN. Lodi, CA 95240
06206010	JOHN & VARENE TERESI FAMILY LP	PO BOX 819	LODI	CA	95241	Resident 350 E. KETTLEMAN LN. Lodi, CA 95240
06206052	TAYLOR, JOSEPH A & MERALYNNE T	1912 E METTLER RD	LODI	CA	95242	Resident 330 E. KETTLEMAN LN. Lodi, CA 95240
06206053	TAYLOR, JOSEPH A & MERALYNNE J	1912 E METTLER RD	LODI	CA	95242	Resident 332 E. KETTLEMAN LN. Lodi, CA 95240