

Appendix A

Initial Study/Notice of Preparation and Responses

**Initial Study
Reynolds Ranch / Blue Shield
Lodi, San Joaquin County, CA**

Lead Agency:

City of Lodi
221 West Pine Street
Lodi, CA 95241-1910
(209) 333-6711
Contact: Peter Pirnejad

January 20, 2006

Environmental Checklist

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. Aesthetics				
<i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	✗	<input type="checkbox"/>	<input 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 type="checkbox"/>
2. Agriculture Resources				
<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.</i>				
<i>Would the project:</i>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
3. Air Quality				
<i>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.</i>				
<i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	✗	<input type="checkbox"/>	<input 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 type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No 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)?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Biological Resources				
<i>Would the project:</i>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
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"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
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"/>
5. Cultural Resources				
<i>Would the project:</i>				
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"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Geology and Soils				
<i>Would the project:</i>				
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"/>
ii) Strong seismic ground shaking?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	✗	<input type="checkbox"/>	<input 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"/>
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"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Hazards and Hazardous Materials				
<i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	✘	<input type="checkbox"/>	<input 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"/>
d) Be located within one-quarter mile of a facility that might reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Be located on a site of a current or former hazardous waste disposal site or solid waste disposal site unless wastes have been removed from the former disposal site; or 2) that could release a hazardous substance as identified by the State Department of Health Services in a current list adopted pursuant to Section 25356 for removal or remedial action pursuant to Chapter 6.8 of Division 20 of the Health and Safety Code?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be located on land that is, or can be made, sufficiently free of hazardous materials so as to be suitable for development and use as a school?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) 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"/>
h) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) 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"/>
j) 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"/>
k) Be located within 1500 feet of: (i) an above-ground water or fuel storage tank, or (ii) an easement of an above ground or underground pipeline that can pose a safety hazard to the proposed school?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
8. Hydrology and Water Quality				
<i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (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"/>
c) Substantially alter the existing drainage pattern of 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"/>
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"/>
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"/>
f) Otherwise substantially degrade water quality?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Land Use and Planning				
<i>Would the project:</i>				
a) Physically divide an established community?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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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"/>
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Mineral Resources				
<i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	✘	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
11. Noise				
<i>Would the project result in:</i>				
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"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	✘	<input type="checkbox"/>	<input 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 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 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"/>
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"/>
12. Population and Housing				
<i>Would the project:</i>				

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Public Services				
<i>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:</i>				
a) Fire Protection?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police Protection?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Schools?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Parks?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Recreation				
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"/>
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"/>
15. Transportation/Traffic				
<i>Would the project:</i>				
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 type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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"/>
e) Result in inadequate emergency access?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Utilities and Service Systems				
<i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	✗	<input type="checkbox"/>	<input 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 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"/>
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"/>
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"/>
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"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	✗	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. 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"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	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.)	✘	<input type="checkbox"/>	<input 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"/>

Environmental Factors That Could Result in a Potentially Significant Impact

The environmental factors listed below are checked because the proposed project may result in a "potentially significant impact" as indicated by the preceding checklist and will be further analyzed in an Environmental Impact Report.

- | | | |
|---------------------------------|--------------------------------------|--------------------------|
| ✘ Aesthetics | ✘ Agriculture Resources | ✘ Air Quality |
| ✘ Biological Resources | ✘ Cultural Resources | ✘ Geology/Soils |
| ✘ Hazards & Hazardous Materials | ✘ Hydrology/Water Quality | ✘ Land Use/Planning |
| ✘ Mineral Resources | ✘ Noise | ✘ Population/Housing |
| ✘ Public Services | ✘ Recreation | ✘ Transportation/Traffic |
| ✘ Utilities/Services Systems | ✘ Mandatory Findings of Significance | |

Environmental 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 measure based on the earlier analysis as described on attached sheets. An **Environmental Impact Report** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **Negative Declaration** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **Negative Declaration**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signed _____

Date _____

Discussion of Environmental Evaluation

1. AESTHETICS

At this point there is not enough known about the project to determine the extent of the impact if any that the project will have on this category. The EIR will be used to analyze this category and determine the level of analysis appropriate.

2. AGRICULTURAL RESOURCES

At this point there is not enough known about the project to determine the extent of the impact if any that the project will have on this category. The EIR will be used to analyze this category and determine the level of analysis appropriate.

3. AIR QUALITY

The impacts associated with this project will be studied in the EIR and determined what level of analysis is necessary. At this point there is not enough known about the project to determine the extent of the impact if any that the project will have on this category.

4. BIOLOGICAL RESOURCES

At this point there is not enough known about the project to determine the extent of the impact if any that the project will have on this category. The EIR will be used to analyze this category and determine the level of analysis appropriate..

5. CULTURAL RESOURCES

At this point there is not enough known about the project to determine the extent of the impact if any that the project will have on this category. The EIR will be used to analyze this category and determine the level of analysis appropriate.

6. GEOLOGY AND SOILS

At this point there is not enough known about the project to determine the extent of the impact if any that the project will have on this category. The EIR will be used to analyze this category and determine the level of analysis appropriate.

7. HAZARDS AND HAZARDOUS MATERIALS

At this point there is not enough known about the project to determine the extent of the impact if any that the project will have on this category. The EIR will be used to analyze this category and determine the level of analysis appropriate.

8. HYDROLOGY AND WATER QUALITY

At this point there is not enough known about the project to determine the extent of the impact if any that the project will have on this category. The EIR will be used to analyze this category and determine the level of analysis appropriate.

9. LAND USE AND PLANNING

At this point there is not enough known about the project to determine the extent of the impact if any that the project will have on this category. The EIR will be used to analyze this category and determine the level of analysis appropriate.

10. MINERAL RESOURCES

At this point there is not enough known about the project to determine the extent of the impact if any that the project will have on this category. The EIR will be used to analyze this category and determine the level of analysis appropriate..

11. NOISE

At this point there is not enough known about the project to determine the extent of the impact if any that the project will have on this category. The EIR will be used to analyze this category and determine the level of analysis appropriate..

12. POPULATION AND HOUSING

At this point there is not enough known about the project to determine the extent of the impact if any that the project will have on this category. The EIR will be used to analyze this category and determine the level of analysis appropriate..

13. PUBLIC SERVICES

At this point there is not enough known about the project to determine the extent of the impact if any that the project will have on this category. The EIR will be used to analyze this category and determine the level of analysis appropriate..

14. RECREATION

At this point there is not enough known about the project to determine the extent of the impact if any that the project will have on this category. The EIR will be used to analyze this category and determine the level of analysis appropriate..

15. TRANSPORTATION/TRAFFIC

At this point there is not enough known about the project to determine the extent of the impact if any that the project will have on this category. The EIR will be used to analyze this category and determine the level of analysis appropriate.

16. UTILITIES AND SERVICE SYSTEMS

At this point there is not enough known about the project to determine the extent of the impact if any that the project will have on this category. The EIR will be used to analyze this category and determine the level of analysis appropriate.

17. MANDATORY FINDINGS OF SIGNIFICANCE

At this point there is not enough known about the project to determine the extent of the impact if any that the project will have on this category. The EIR will be used to analyze this category and determine the level of analysis appropriate

To: _____
(Agency)

(Address)

Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:

Consulting Firm (If applicable):

Agency Name City of Lodi

Firm Name Willdan

Street Address 221 West Pine Street

Street Address 2399 Gateway Oaks Drive,
Suite 210

City/State/Zip Lodi, CA 95240

City/State/Zip Sacramento, CA 95833

Contact Peter Pirnejad

Contact Al Warrot

The City of Lodi will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approvals for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study is attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but **not later than 30 days** after receipt of this notice.

Please send your response to City of Lodi at the address shown above. We will need the name for a contact person in your agency.

Project Title: Reynolds Ranch/Blue Shield Development Plan

Project Location: Outside and adjacent to the City of Lodi corporate boundary but within the General Plan and Sphere of Influence of the City of Lodi in the County of San Joaquin specifically, south of Harney Lane and between State Route 99 and the UPRR.

Project Description:

The project involves the creation of a Development Plan of approximately 60 acres within a larger infrastructure Master Plan of approximately 220 acres all within the southeast section of the City of Lodi's Sphere of Influence. As the attached map describes, the entire project boundary is bordered by the State Route 99 to the east, the Union Pacific Rail Road to the west, Harney Lane to the North, and the property line that runs parallel and approximately 637 feet north of Scottsdale Road to the South.

The Master Plan entails approximately 160+ acres of residential including park and public uses, 20+ acres of office, and 40+ acres of retail use. It is anticipated the Master Plan will focus primarily on infrastructure needs to serve land uses proposed in the 60-acre project area and projected by the General Plan for the remaining 160 acres. The Development Plan will study only the office and retail uses totaling 60+ acres. The office use is anticipated to be approximately a 200,000 square foot multi-story building at full capacity on a 20+ acre site employing a total of 1,600 employees at full capacity. The office user is anticipated to be a single owner-occupied corporation operating back office services and a large call center with an expected parking need of 900+ spaces in two shifts. The retail component is proposed to consist of one 100,000 square foot building and one 150,000 square foot building each on its own 20+ acre parcel. The City is preparing a Program Level analysis for the Master Plan and Project Level analysis for the Development Plan.

The entire project area is outside the current City boundaries but within the Planned Residential Reserve designation of the General Plan and within the LAFCo approved Sphere of Influence.

The City would like to hear your views regarding the scope and content of the environmental information to be addressed in this EIR.

The City will hold a scoping meeting on Tuesday, February 14, 2006, at 3:00 p.m. in Carnegie Forum, 305 W. Pine Street, Lodi, California.

The City will receive comments on the Notice of Preparation for a 30-day period, commencing on Wednesday, January 25, 2006 and ending on Monday, February 27, 2006. Any person wishing to comment on the scope and content of the environmental information to be addressed in this EIR must submit such comments to the City of Lodi.

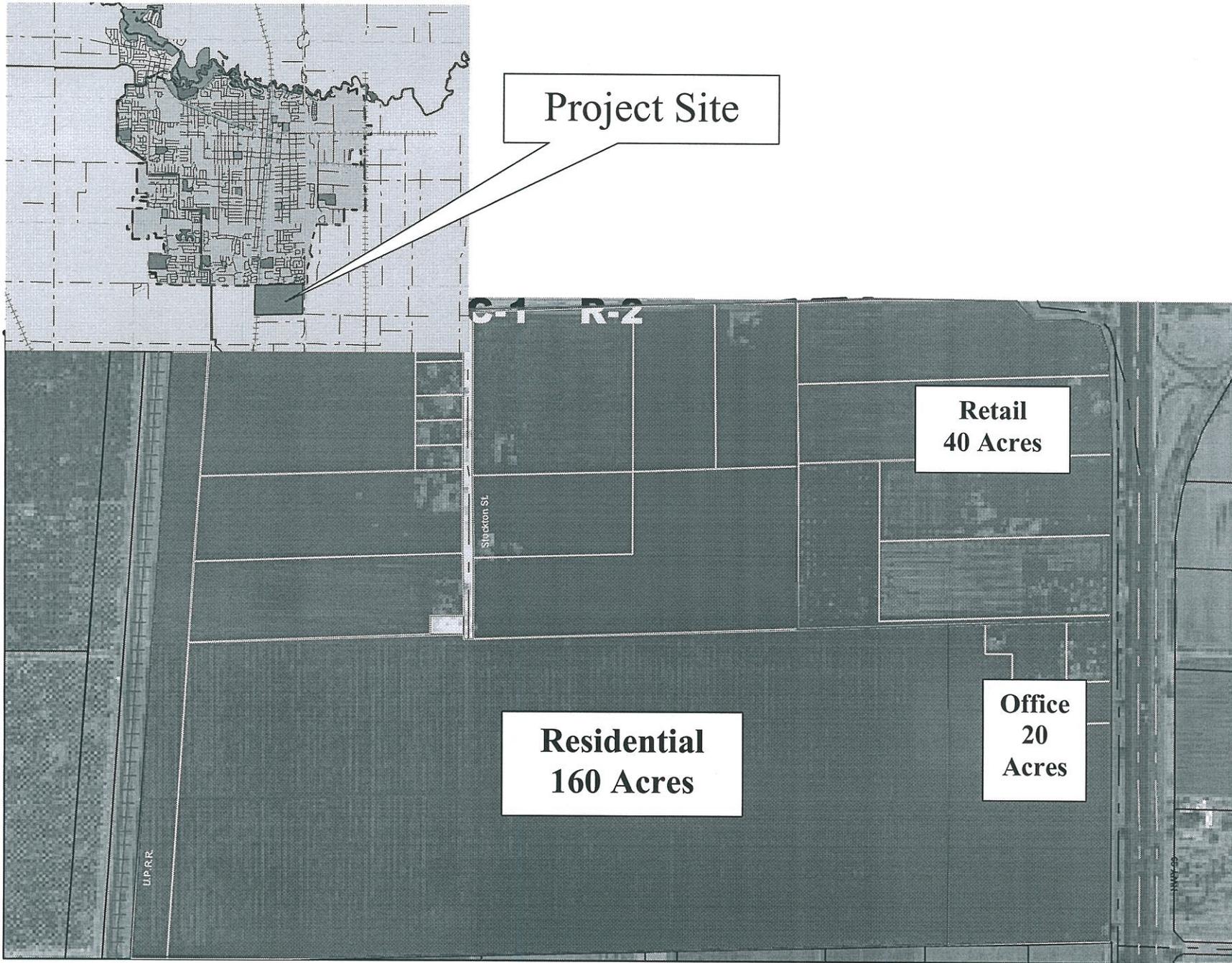
Date January 23, 2006

Signature _____

Title Planning Manager

Telephone (209) 333-6711

PROJECT SITE LOCATION AND PRELIMINARY LAND USE PLAN





Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

Notice of Preparation

January 25, 2006

RECEIVED

JAN 31 2006

COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

To: Reviewing Agencies

Re: Reynolds Ranch/Blue Shield Development Plan
SCH# 2006012113

Attached for your review and comment is the Notice of Preparation (NOP) for the Reynolds Ranch/Blue Shield Development Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Peter Pirnejad
City of Lodi
221 West Pine Street
Lodi, CA 95240

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

SM: Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2006012113
Project Title Reynolds Ranch/Blue Shield Development Plan
Lead Agency Lodi, City of

Type NOP Notice of Preparation
Description The project involves the creation of a Development Plan of approximately 60 acres within a larger infrastructure Master Plan of approximately 220 acres all within the southeast section of the City of Lodi's Sphere of Influence.

Lead Agency Contact

Name Peter Pirnejad
Agency City of Lodi
Phone (209) 333-6711 **Fax**
email
Address 221 West Pine Street
City Lodi **State** CA **Zip** 95240

Project Location

County San Joaquin
City Lodi
Region
Cross Streets Harney Lane between SR 99 and the UPRR
Parcel No.

Township	Range	Section	Base
-----------------	--------------	----------------	-------------

Proximity to:

Highways 99
Airports
Railways UPRR
Waterways
Schools
Land Use

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Biological Resources; Geologic/Seismic; Toxic/Hazardous; Water Quality; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Traffic/Circulation; Other Issues

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 2; Department of Health Services; Office of Emergency Services; Native American Heritage Commission; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 10; Department of Toxic Substances Control; Regional Water Quality Control Bd., Region 5 (Sacramento)

Date Received 01/25/2006 **Start of Review** 01/25/2006 **End of Review** 02/23/2006

NOP Distribution List

0706

County: San Joaquin

SCH# Z000012110

Resources Agency

- Resources Agency
Nadell Gayou
- Dept. of Boating & Waterways
David Johnson
- California Coastal Commission
Elizabeth A. Fuchs
- Colorado River Board
Gerald R. Zimmerman
- Dept. of Conservation
Roseanne Taylor
- California Energy Commission
Roger Johnson
- Dept. of Forestry & Fire Protection
Allen Robertson
- Office of Historic Preservation
Wayne Donaldson
- Dept of Parks & Recreation
Environmental Stewardship Section
- Reclamation Board
DeeDee Jones
- S.F. Bay Conservation & Dev't. Comm.
Steve McAdam
- Dept. of Water Resources
Resources Agency
Nadell Gayou
- _____
Conservancy

Fish and Game

- Depart. of Fish & Game
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Environmental Services Division
- Fish & Game Region 1
Donald Koch
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- Fish & Game Region 3
Robert Flerke
- Fish & Game Region 4
Mike Mulligan
- Fish & Game Region 5
Don Chadwick
Habitat Conservation Program
- Fish & Game Region 6
Gabrina Gatchel
Habitat Conservation Program
- Fish & Game Region 6 I/M
Tammy Allen
Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Game M
George Isaac
Marine Region

Other Departments

- Food & Agriculture
Steve Shaffer
Dept. of Food and Agriculture
- Depart. of General Services
Public School Construction
- Dept. of General Services
Robert Sleppy
Environmental Services Section
- Dept. of Health Services
Veronica Rameriz
Dept. of Health/Drinking Water

Independent

Commissions, Boards

- Delta Protection Commission
Debby Eddy
- Office of Emergency Services
Dennis Castrillo
- Governor's Office of Planning & Research
State Clearinghouse
- Native American Heritage Comm.
Debbie Treadway

- Public Utilities Commission
Ken Lewis
- State Lands Commission
Jean Sarino
- Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Business, Trans & Housing

- Caltrans - Division of Aeronautics
Sandy Hesnard
- Caltrans - Planning
Terri Pencovic
- California Highway Patrol
John Olejnik
Office of Special Projects
- Housing & Community Development
Lisa Nichols
Housing Policy Division

Dept. of Transportation

- Caltrans, District 1
Rex Jackman
- Caltrans, District 2
Marcelino Gonzalez
- Caltrans, District 3
Katherine Eastham
- Caltrans, District 4
Tim Sable
- Caltrans, District 5
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- Caltrans, District 11
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- Caltrans, District 12
Bob Joseph

Cal EPA

Air Resources Board

- Airport Projects
Jim Lerner
- Transportation Projects
Kurt Karperos
- Industrial Projects
Mike Tollstrup

- California Integrated Waste Management Board
Sue O'Leary

- State Water Resources Control Board
Jim Hockenberry
Division of Financial Assistance

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Student Intern, 401 Water Quality Certification Unit
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Division of Water Rights

- Dept. of Toxic Substances Control
CEQA Tracking Center

- Department of Pesticide Regulation

Regional Water Quality Control Board (RWQCB)

- RWQCB 1
Cathleen Hudson
North Coast Region (1)
- RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)
- RWQCB 3
Central Coast Region (3)
- RWQCB 4
Jonathan Bishop
Los Angeles Region (4)
- RWQCB 5S
Central Valley Region (5)
- RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
- RWQCB 5R
Central Valley Region (5)
Redding Branch Office
- RWQCB 6
Lahontan Region (6)
- RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- RWQCB 7
Colorado River Basin Region (7)
- RWQCB 8
Santa Ana Region (8)
- RWQCB 9
San Diego Region (9)
- Other _____



California
Department of
Health Services

SANDRA SHEWRY
Director

State of California—Health and Human Services Agency
Department of Health Services



ARNOLD SCHWARZENEGGER
Governor

RECEIVED

JAN 31 2006

January 27, 2006

COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

Peter Pirnejad, Planning Manager
City of Lodi
221 West Pine Street
Lodi, CA 95240

RESPONSE TO THE NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE REYNOLDS RANCH/BLUE SHIELD DEVELOPMENT PLAN PROJECT

This letter is in response to the Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) for the Reynolds Ranch/ Blue Shield Development Plan Project. The NOP was received by the Department from City of Lodi (City) on January 24, 2006. After reviewing the notice, the Department has the following comments.

The Department wants to make sure that the issue of water quality and quantity produced by the City of Lodi is addressed in the Environmental Impact Report. The EIR should take into consideration that the development of the area should not compromise the quality and quantity of the water produced by the wells that exist in the area. The EIR should also address the issue that the water production is adequate to meet the long term demands of the developed area. Since the City presently relies on groundwater, the City should study its ground water supply to make sure that ground water supply will sustain all this growth without significantly diminishing the quantity of water stored in the aquifer.

Based on the requirements outlined in California Water Code Sections 10910 through 10915, the City should prepare an assessment to assure that there will be a long term adequate supply of water to support this significant increment of development. Typically these issues listed in California Water Code Sections 10910 through 10915 would be addressed in a water supply master plan. Therefore, the City shall prepare a water supply master plan to address all the issues listed in this letter and all the items identified in the California Water Code Sections 10910 through 10915 to support the City's conclusions in the EIR with respect to the adequacy and sustainability of its water supply.



Do your part to help California save energy. To learn more about saving energy, visit the following web site:
www.consumerenergycenter.org/flex/index.html

Southern California Drinking Water Field Operations Branch
31 East Channel Street, Room 270, Stockton, CA 95202
(209) 948-7696; (209) 948-7451 fax

Internet Address: <http://www.dhs.ca.gov/ps/ddwem/technical/dwp/dwpindex.htm>

If you have any questions or comments regarding this letter, please contact me at (209) 948-3816 or Bhupinder Sahota at (209) 948-3881.

A handwritten signature in cursive script that reads "Joseph O. Spano". The signature is written in black ink and is positioned above the typed name and title.

Joseph O. Spano, P.E.
District Engineer
Southern California Branch
Drinking Water Field Operations
Stockton District

A:\3910004\Response to NOP 0106

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

RECEIVED

FEB 03 2006



January 31, 2006

COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

Peter Pirnejad
City of Lodi
221 West Pine Street
Lodi, CA 95240

Dear Mr. Pirnejad:

Re: SCH# 2006012113; Reynolds Ranch/Blue Shield Development Plan

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the County be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the County.

If you have any questions in this matter, please call me at (415) 703-2795.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Kevin Boles".

Kevin Boles
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection and Safety Division

cc: Pat Kerr, UP

RECEIVED

FEB 07 2006

File



SJCOG, Inc. COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

555 East Weber Avenue • Stockton, CA 95202 • (209) 468-3913 • FAX (209) 468-1084

*San Joaquin County Multi-Species Habitat Conservation &
Open Space Plan (SJMSCP)*

**SJMSCP RESPONSE TO LEAD AGENCY
ADVISORY AGENCY NOTICE TO SJCOG, Inc.**

To: Peter Pirnejad , City of Lodi Community Development Department
From: Erin Sickler, SJCOG, Inc.
Date: January 31, 2006
Re: **Lead Agency Project Title:** Reynolds Ranch/Blue Shield Development
Lead Agency Project Number: N/A
Assessor Parcel Number(s): Multiple

Total Acres to be converted from Open Space Use: 220 acres

Habitat Types to be Disturbed: Multi-purpose Open Space and Urban Land

Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Mr. Pirnejad:

SJCOG, Inc. has reviewed the Notice of Preparation for the Reynolds Ranch/ Blue Shield EIR. This project involves the creation of a development plan of approximately 60 acres within a larger infrastructure of approximately 220 acres. This project is bordered by State Route 99 to the east, Union Pacific Railroad to the west, Harney Lane to the North, and the property line that runs parallel and approximately 637 feet north of Scottsdale Road to the South.

The City of Lodi is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). Although participation in the SJMSCP is voluntary, lead agents should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

This Project is subject to the SJMSCP. Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements:

- Schedule a SJMSCP Biologist to perform a pre-construction survey ***prior to any ground disturbance***
- Sign and Return Incidental Take Minimization Measures to SJMSCP staff (given to project applicant after pre-construction survey is completed)
- Pay appropriate fee based on SJMSCP findings
- Receive your Certificate of Payment and release the required permit

If you have any questions, please call (209) 468-3913.



**CITY OF LODI
FIRE DEPARTMENT
MEMORANDUM**



RECEIVED

FEB 07 2006

COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

TO: Peter Pirnejad, Planning Manager
FROM: Michael E. Pretz, Fire Chief *mf*
DATE: February 3, 2006
SUBJECT: Reynolds Ranch/ Blue Shield Development Plan

The Reynolds Ranch/Blue Shield Development Plan will impact the delivery of Fire Service in the Southeast sector of the City. The current General Plan Health and Safety element calls for the City of Lodi Fire Department to maintain a three (3) minute emergency travel time. The closest fire station location to the proposed development is Fire Station #2, located at 705 E. Lodi Avenue. Since 2003, Fire Department response time data has indicated a decline in our ability to meet the three (3) minute response time in that area. In 2005, we met this goal only 51% of the time. Moreover, the Fire Department has experienced a 30% increase in call volume in the proposed development area over the previous three (3) years.

In addition to the City's General Plan, the Fire Department also uses National Fire Protection Association standards in determining adequacy of fire protection. NFPA 1710 sets a response time requirement of four (4) minutes emergency travel time for 90% of all emergencies. Even using the NFPA standard, the Fire Department only meets the response time criteria for this area 66.6% of the time. In order to accomplish our mission and meet the response time goals for the proposed development, a fire station will need to be built in the proposed development area.

In order to service the proposed development a one (1) acre site with a 10,000 square foot fire station capable of housing a total of twelve (12) firefighters, four (4) of which will be on duty at one time will be needed. In addition, the apparatus floor will need three (3) drive-through bays, deep enough to park two (2) fire apparatus per bay. Construction costs are estimated to be approximately \$2.65/square foot. The cost may not include tenant improvements. In addition, a new fire engine, with pump capacity of 1,500 gallons per minute (GPM), capable of carrying four (4) firefighters and equipment will also be needed. Total cost for a fully equipped fire apparatus is approximately \$500,000.

All commercial, retail, and residential buildings will be expected to comply will all applicable City of Lodi Fire Codes, including street width, access, and fire sprinkler provisions. For Fire Code information, please contact Verne Person, Fire Marshal. Verne will also be the point of contact for the Fire Department; he can be reached at (209) 333-6739.



Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

Notice of Preparation

February 6, 2006

RECEIVED

FEB 09 2006

COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

To: Reviewing Agencies

Re: Reynolds Ranch/Blue Shield Development Plan
SCH# 2006012113

Attached for your review and comment is the Notice of Preparation (NOP) for the Reynolds Ranch/Blue Shield Development Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Peter Pirnejad
City of Lodi
221 West Pine Street
Lodi, CA 95240

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

for Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2006012113
Project Title Reynolds Ranch/Blue Shield Development Plan
Lead Agency Lodi, City of

Type NOP Notice of Preparation
Description The project involves the creation of a Development Plan of approximately 60+/- acres within a larger infrastructure Master Plan of approximately 220+/- acres all within the southeast section of the City of Lodi's Sphere of Influence.

Lead Agency Contact

Name Peter Pirnejad
Agency City of Lodi
Phone (209) 333-6711 **Fax**
email
Address 221 West Pine Street
City Lodi **State** CA **Zip** 95240

Project Location

County San Joaquin
City Lodi
Region
Cross Streets Harney Lane between SR 99 and the UPRR

Parcel No.	Township	Range	Section	Base
-------------------	-----------------	--------------	----------------	-------------

Proximity to:

Highways 99
Airports
Railways UPRR
Waterways
Schools
Land Use

Project Issues Agricultural Land; Air Quality; Biological Resources; Geologic/Seismic; Toxic/Hazardous; Water Quality; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Traffic/Circulation; Other Issues

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 2; Native American Heritage Commission; Office of Emergency Services; Department of Health Services; Department of Housing and Community Development; California Highway Patrol; Caltrans, District 10; Department of Toxic Substances Control; Regional Water Quality Control Bd., Region 5 (Sacramento)

Date Received 02/06/2006 **Start of Review** 02/06/2006 **End of Review** 03/07/2006

NOP Distribution List

JD

County: San Joaquin

SCH# 2006012113

Resources Agency

- Resources Agency
Nadell Gayou
- Dept. of Boating & Waterways
David Johnson
- California Coastal Commission
Elizabeth A. Fuchs
- Colorado River Board
Gerald R. Zimmerman
- Dept. of Conservation
Roseanne Taylor
- California Energy Commission
Roger Johnson
- Dept. of Forestry & Fire Protection
Allen Robertson
- Office of Historic Preservation
Wayne Donaldson
- Dept of Parks & Recreation
Environmental Stewardship Section
- Reclamation Board
DeeDee Jones
- S.F. Bay Conservation & Dev't. Comm.
Steve McAdam
- Dept. of Water Resources
Resources Agency
Nadell Gayou

Conservancy

Fish and Game

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Habitat Conservation Program
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Tammy Allen
Inyo/Mono, Habitat Conservation Program
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Public School Construction
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Environmental Services Section
- Dept. of Health Services
Veronica Rameriz
Dept. of Health/Drinking Water

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- Governor's Office of Planning & Research
State Clearinghouse
- Native American Heritage Comm.
Debbie Treadway

- Public Utilities Commission
Ken Lewis
- State Lands Commission
Jean Sarino
- Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

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Sandy Hesnard
- Caltrans - Planning
Terri Pencovic
- California Highway Patrol
John Olejnik
Office of Special Projects
- Housing & Community Development
Lisa Nichols
Housing Policy Division

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Division of Water Quality

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Division of Water Rights

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Victorville Branch Office
- RWQCB 7
Colorado River Basin Region (7)
- RWQCB 8
Santa Ana Region (8)
- RWQCB 9
San Diego Region (9)
- Other _____



**SAN JOAQUIN COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT**

1810 E. HAZELTON AVE., STOCKTON, CA 95205-6232
PHONE: 209/468-3121 FAX: 209/468-3163

February 8, 2006

MEMORANDUM

TO: Peter Pirnejad
Planning Manager

FROM: Karla Kuhl
Assistant Planner

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report
Reynolds Ranch/Blue Shield Development Plan

Please send a copy of the Draft EIR prepared on the above-mentioned project to me to review upon completion.

Thank you.

From: Jerry Adams
Sent: Thursday, February 16, 2006 4:57 PM
To: Peter Pirnejad
Cc: Blair King; David Main; Gary Benincasa
Subject: RE: Blue Shields / Reynolds Ranch

Peter,

I appreciate the heads-up. I do have concerns about any new housing developments or
We also have some building recommendations concerning building address lighting for

Chief Jerry J. Adams
Lodi Police Department
215 W. Elm Street
Lodi, CA 95240
(209)333-6725
www.lodi.gov/police

From: Peter Pirnejad
Sent: Wednesday, February 15, 2006 10:29
To: Jerry Adams
Subject: Blue Shields / Reynolds Ranch

Hay Jerry,

I would like to give you a heads up and have you start thinking about the new 220+/-
We sent out a Notice of Preparation a few weeks ago and wanted to solicit comments f
Fire already sent their comments to us (I have attached them for your review)
I would like you or your designee to start giving some thoughts as to what you will
We will be contacting you (We meaning myself and the consulting team - Willdan) to g
We had our Scoping meeting yesterday where we received input from the public, public
In any case if you could start drafting something up as far as a memo and be ready t
We have a deadline to comments to the Notice of Preparation by March 7. But we will

Look forward to your comments.

Thanks,

Peter Pirnejad
Planning Manager
221 West Pine Street
PO Box 3006
Lodi, CA 92541-1910
T 209-333-6711
F 209-333-6842
Ppirnejad@lodi.gov

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



February 21, 2006

Peter Pirnejad
City of Lodi
221 West Pine Street
Lodi, CA 95240

RECEIVED
FEB 23 2006
COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

Dear Mr. Pirnejad:

Re: SCH 2006012113; Reynolds Ranch/Blue Shield Development Plan

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the County be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the County.

If you have any questions in this matter, please call me at (415) 703-2795.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Kevin Boles".

Kevin Boles
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection and Safety Division

cc: Pat Kerr, UP



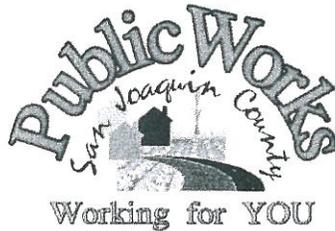
THOMAS R. FLINN
DIRECTOR

THOMAS M. GAU
DEPUTY DIRECTOR

MANUEL SOLORIO
DEPUTY DIRECTOR

STEVEN WINKLER
DEPUTY DIRECTOR

ROGER JANES
BUSINESS ADMINISTRATOR



P. O. BOX 1810 - 1810 E. HAZELTON AVENUE
STOCKTON, CALIFORNIA 95201-3018
(209) 468-3000 FAX (209) 468-2999
www.co.san-joaquin.ca.us

February 23, 2006

RECEIVED
FEB 27 2006

COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

Mr. Peter Pirnejad
City of Lodi
221 West Pine Street
Lodi, California 95240

SUBJECT: REVISED NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE REYNOLDS RANCH/BLUE SHIELD DEVELOPMENT PLAN

Dear Mr. Pirnejad:

San Joaquin County Department of Public Works has reviewed the above mentioned document and has the following comments:

From Transportation Planning:

1. A traffic impact study is required for the full master planned development. The traffic study shall identify all impacts from the master planned development, and respective mitigation measures. The traffic study shall identify the project's fair share percentage cost of any improvements. The City of Lodi shall collect the project's fair share of improvement costs.
2. San Joaquin County Public Works will be interested in reviewing a Traffic Impact Study for the proposed development project. Study intersections shall include:
 - a. West Lane/Harney Lane.
 - b. Stockton Street/Harney Lane.
 - c. SR99 East Frontage/Harney Lane.
 - d. SR99 West Frontage/Harney Lane.
 - e. Cherokee Memorial Park Access/Harney Lane.
 - f. Beckman Road/Harney Lane.
 - g. SR99 East Frontage Road/Scottsdale Road.
3. Recent City of Lodi development, coupled with the proposed project, will undoubtedly render the State Highway Route 99/Harney Lane interchange inadequate. It is the City's responsibility to hold the developer financially responsible for their impacts to the interchange.
4. The Environmental Impact Report must also address the implications the proposed project's design will have on the reconstruction of the State Highway Route 99/Harney Lane interchange. Due to the adjacent cemetery, expansion of the interchange will only be feasible to the west and south. This must be addressed now.

Mr. Peter Pirnejad - 2 -
REVISED NOTICE OF PREPARATION OF
A DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE REYNOLDS RANCH/BLUE SHIELD DEVELOPMENT PLAN

5. The project shall be subject to the recently passed Regional Transportation Impact Fee.
6. An Encroachment Permit is required for any work and/or traffic control within the County's jurisdiction.

Thank you for the opportunity to comment. Please add San Joaquin County Department of Public Works to your distribution list for future environmental documents. Should you have any questions or need additional information, please contact me at 468-8494.

Sincerely,



ANDREA VALLEJO
Assistant Planner

AV:rc
TP-6B069-R1

c: Adam Brucker, Senior Transportation Planner
Dwayne Sabiniano, Engineering Assistant II
Michael Selling, Senior Civil Engineer



San Joaquin Valley
Air Pollution Control District

RECEIVED

FEB 27 2006

COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

February 23, 2006

Reference No. C20060173

Peter Pirnejad
City of Lodi
221 West Pine St.
Lodi, CA 95240

Subject: Notice of Preparation of Draft Environmental Impact Report for Reynold's Ranch / Blue Shield

Dear Mr. Pirnejad:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above and offers the following comments:

The entire San Joaquin Valley Air Basin is classified non-attainment for ozone and fine particulate matter (PM₁₀). This project would contribute to the overall decline in air quality due to construction activities in preparation of the site, and ongoing traffic and other operational emissions. This project may generate significant air emissions and it will reduce the air quality in the San Joaquin Valley. The project will make it more difficult to meet mandated emission reductions and air quality standards. A concerted effort should be made to reduce project-related emissions as outlined below:

Preliminary analysis indicated that development of this magnitude would likely produce emissions in excess of the District's annual Thresholds of Significance for ozone precursors. These thresholds are 10 tons per year for either of the following two ozone precursor emissions: reactive organic gases (ROG) or oxides of nitrogen (NO_x). When projects are of this size, the District recommends the preparation of an Air Quality Impact Assessment (AQIA) and a Traffic Impact Study (TIS) to quantify project emissions and determine potential adverse air impacts.

The District recommends using the URBEMIS 2002 Version 8.7 program to calculate project area and operational emissions and to identify mitigation measures that reduce impacts. URBEMIS can be downloaded from www.urbemis.com or the South Coast Air Quality Management District's website at <http://www.aqmd.gov/ceqa/urbemis.html>. If the preliminary analysis indicates that the project exceeds the District's Thresholds of Significance for ozone precursors (10 tons/year of either ROG or NO_x), then the District recommends the preparation of a full Air Quality Impact Assessment (AQIA) that describes the air quality setting and identifies measures that reduce air quality impacts. The project applicant or consultant is encouraged to consult with District staff for assistance in determining appropriate methodology and model inputs.

The District does not recommend quantifying fugitive PM₁₀ emissions from construction activities. The District considers that PM₁₀ emissions are reduced to levels considered less-than-significant through compliance with the District's Regulation VIII (Fugitive PM₁₀ Emissions) rules. If construction activity is especially intense, or sensitive receptors are nearby, the District recommends applying the enhanced PM₁₀ control measures listed in the *Guide for Assessing and Mitigating Air Quality Impacts; 2002 version (GAMAQI)*.

The District recommends that the air quality section of the EIR have four main components:

- 1. A description of the regulatory environment and existing air quality conditions impacting the area.** This section should be concise and contain information that is pertinent to analysis of the project. The District has several sources of information available to assist with the existing air quality and regulatory environment section of the EIR. The District's GAMAQI contains discussions regarding the existing air quality conditions and trends of the San Joaquin Valley Air Basin, including those pollutants of particular concern: ozone, PM10, and carbon monoxide. In addition, it provides an overview of the regulatory environment governing air quality at the federal, state, and regional levels. The GAMAQI provides air monitoring data and other relevant information for PM-10 and other pollutants. The most recent air quality data for the District is Available at the California Air Resources Board's (CARB) website at <http://www.arb.ca.gov/html/age&m.htm>. The air quality section of EPA's Region 9 (which includes information on the San Joaquin Valley Air Basin) can be found at <http://www.epa.gov/region09/air/index.html>. Additionally, this section should also contain a discussion regarding growth projections that San Joaquin County provided to the District (through the San Joaquin COG) for inclusion in the Ozone and PM10 Attainment Plans and any impacts this project will have on Federal Conformity for San Joaquin County and the San Joaquin Valley Air Basin. Lastly, this section should clearly describe the air pollution regulatory authority of the District and CARB for the various emission sources in the Reynold's Ranch / Blue Shield Project.
- 2. Estimates of existing emissions and projected pollutant emissions related to the increase in project source emissions and vehicle use, along with an analysis of the effects of these increases.** The EIR should include the methodology, model assumptions, inputs and results for pollutant emissions. The cumulative impact analyses should consider current existing and planned development both within the project area and in surrounding areas. The EIR needs to address the short-term and long term local and regional adverse air quality impacts associated with the operation of construction equipment (reactive organic gases, nitrogen oxides, carbon monoxide, and PM10) and emission generated from stationary and mobile sources. The EIR should identify the components and phases of the project. The EIR should provide emissions projections for the project at the build out of each phase (including ongoing emissions from each previous phase).

Ozone Precursors – The District recommends using the regional transportation model to quantify mobile source emissions, but in some cases it may be possible to use the URBEMIS 2002 Version 8.7 program to calculate project area and operational emissions. Tulare County Association of Governments may be able to provide assistance with the regional transportation model. The District recommends using the URBEMIS 2002 Version 8.7 program to calculate project area and operational emissions and to identify mitigation measures that reduce impacts. URBEMIS can be downloaded from <http://www.urbemis.com/> or the South Coast Air Quality Management District's website at: <http://www.aqmd.gov/ceqa/urbemis.html>. If the analysis reveals that the emissions generated by this project will exceed the District's thresholds, this project may significantly impact the ambient air quality if not sufficiently mitigated. The project applicant or consultant is encouraged to consult with District staff for assistance in determining appropriate methodology and model inputs.

Hazardous Air Pollutants (HAPs) – The air analysis should discuss District regulations for identifying and reducing HAPs and should describe how the City of Lodi would address potential impacts to sensitive receptors near the construction site. Potential HAPs sources include project equipment, and trucks (CARB has designated diesel particulate emissions as a toxic air contaminant). On page 43 of the District's GAMAQI, the District addresses and defines sensitive receptors with respect to CEQA. If the project is near sensitive receptors and HAPs are a concern, the project developer should perform a Health Risk Assessment (HRA). HRA guidelines promulgated by the California Office of Environmental Health Hazard Assessment (OEHHA) and OEHHA toxicity criteria must be used. The District recommends use of the latest version of the Hot Spots Analysis and Reporting Program (HARP) released by CARB for a health risk assessment because it is the only software that is compliant with the OEHHA guidelines. An HRA should include a discussion of the toxic risk associated with the proposed project, including

project equipment, operations, and vehicles. The GAMAQI defines the significance levels for toxic impacts as a cancer risk greater than 10 in a million and/or a hazard index (HI) of 1.0 or greater for chronic non-carcinogenic or acute risks. The project consultant should contact the District to review the proposed modeling approach before modeling begins. For more information on hazardous air pollutants (HAPs) analyses, please contact Mr. Leland Villavazo, Supervising Air Quality Specialist, at (559) 230-6000 or hramodeler@valleyair.org.

Carbon Monoxide Hotspot Analysis – Results of the traffic study should be used to identify intersections and corridors with high levels of congestion that may result in a CO hot spot. CO hot spots should be screened using a protocol developed by the Institute of Transportation Studies at University of California Davis entitled Transportation Project-Level Carbon Monoxide Protocol. Locations that are predicted by the CO Protocol to experience high levels of CO should be modeled using the dispersion model CALINE4. The procedure for using EMFAC 2002 to calculate emission factors to be used in the CALINE4 modeling can be downloaded at the CalTrans Division of Environmental Analysis site <http://www.gov.ca.gov/hq/env/air/emfac.htm>.

Odor Analysis- The proposed project should be analyzed to see if it is considered near a location of sensitive receptors (including residences) and if odor is a concern. The procedure outlined in the District's GAMAQI includes the following:

- Identify the location of sensitive receptors (including residences).
- Compare the distance to the nearest sensitive receptor to the distances in Table 4.2 of the GAMAQI. If the sensitive receptors are further away than the distances given in Table 4.2, no further analysis is required. The results should be documented in the EIR.
- Obtain any odor complaints against the facility or similar facilities from the local District office and the county's environmental health department.
- Review the complaints to determine the location of complainants relative to the facility.
- Identify any sensitive receptors at similar distances.
- Determine if emissions of odoriferous compounds will increase or decrease with implementation of the project.
- Draw any reasonable conclusions as to the probability that the project will generate odor complaints based on this analysis of complaint history.

3. **Identify and discuss all existing District regulations that apply to the project.** The EIR should identify and discuss all existing District regulations that apply to the project. It would be appropriate to discuss proposed rules that are being developed that would apply to the proposed project. District rules and regulations are periodically revised, and new regulations are promulgated. The District strongly advises the Department of Transportation to contact the District for any rule updates and new rules when the project development begins. Current District rules and regulations applicable to the proposed project are requirements. Current rules and regulations are available on the District's website at <http://www.valleyair.org/rules/1ruleslist.htm>.

Regulation VIII (Fugitive PM10 Prohibitions) Rules 8011-8081 are designed to reduce PM10 emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and trackout, landfill operations, etc. The District's compliance assistance bulletin for construction sites can be found at <http://www.valleyair.org/busind/comply/PM10/Reg%20VIII%20CAB.pdf>.

If a residential project is 10.0 or more acres in area or a non-residential project is 5.0 or more acres in area or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials on at least three days, a Dust Control Plan must be submitted as specified in Section 6.3.1 of Rule 8021. Construction activities shall not commence until the District has approved the Dust Control Plan. A template of the District's Dust Control Plan is available at <http://www.valleyair.org/busind/comply/PM10/forms/DCP-Form%20-%202012-01-2005.doc>.

Rule 2280 (Portable Equipment Registration) As of May 1, 1994, all portable emission units (including portable drilling rigs) are required to register with the District or CARB. Should this

project require the installation of an air stripping operation, and/or an auxiliary diesel or natural gas engine greater than fifty (50) brake horsepower, application for an Authority to Construct may be required. Any question pertaining to District permitting or registration requirements should be directed to our Permit Services division at (559) 230-6000.

Rule 3135 (Dust Control Plan Fee) This rule requires the applicant to submit a fee in addition to a Dust Control Plan. The purpose of this fee is to recover the District's cost for reviewing these plans and conducting compliance inspections. More information on the fee is available at <http://www.valleyair.org/rules/currnrules/Rule%203135%201005.pdf>.

Rule 4002 (National Emission Standards for Hazardous Air Pollutants) In the event that any portion of an existing building will be renovated, partially demolished or removed, the project will be subject to District Rule 4002. Prior to any demolition activity, an asbestos survey of existing structures on the project site may be required to identify the presence of any asbestos containing building material (ACBM). Any identified ACBM having the potential for disturbance must be removed by a certified asbestos contractor in accordance with CAL-OSHA requirements. If you have any questions concerning asbestos related requirements, please contact Ms. Jan Sudomier at (209) 557-6422, or contact CAL-OSHA at (559) 454-1295. The District's Asbestos Requirements Bulletin can be found at <http://valleyair.org/busind/comply/asbestosbuln.htm>.

Rule 4102 (Nuisance) This rule applies to any source operation that emits or may emit air contaminants or other materials. In the event that the project or construction of the project creates a public nuisance, it could be in violation and be subject to District enforcement action.

Rule 4103 (Open Burning) This rule regulates the use of open burning and specifies the types of materials that may be open burned. Agricultural material shall not be burned when the land use is converting from agriculture to non-agricultural purposes (e.g., commercial, industrial, institutional, or residential uses). Section 5.1 of this rule prohibits the burning of trees and other vegetative (non-agricultural) material whenever the land is being developed for non-agricultural purposes. In the event that the project applicant burned or burns agricultural material, it would be in violation of Rule 4103 and be subject to District enforcement action.

Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations) If asphalt paving will be used, then paving operations of this project will be subject to Rule 4641. This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.

Rule 4901 (Wood Burning Fireplaces and Wood Burning Heaters) This rule limits PM10 and PM2.5 emissions from residential development. Construction plans for residential developments may be affected by section 5.3, specifically:

§5.3 Limitations on Wood Burning Fireplaces or Wood Burning Heaters in New Residential Developments.

Beginning January 1, 2004,

- 5.3.1 No person shall install a wood burning fireplace in a new residential development with a density greater than two (2) dwelling units per acre.
- 5.3.2 No person shall install more than two (2) EPA Phase II Certified wood burning heaters per acre in any new residential development with a density equal to or greater than three (3) dwelling units per acre.
- 5.3.3 No person shall install more than one (1) wood burning fireplace or wood burning heater per dwelling unit in any new residential development with a density equal to or less than two (2) dwelling units per acre.

More information about Rule 4901 can be found on our website at www.valleyair.org. For compliance assistance, please contact Mr. Wayne Clarke, Air Quality Compliance Manager, at (559) 230-5968.

Rule 4902 (Residential Water Heaters) This rule applies to and limits emissions of NOx from residential natural gas-fired water heaters.

Rule 9510 (Indirect Source Review) This rule requires the applicants of certain development projects to submit an application to the District when applying for the development's last discretionary approval. The rule requires developers to mitigate emissions at the project site to the extent feasible and to pay a mitigation fee to the District for a percentage of the remaining emissions. The ISR rule becomes effective March 1, 2006. Projects that have a final discretionary application in process and have not received approval by March 1, 2006 must submit an ISR application by April 3, 2006. For further information please contact the District's CEQA-ISR Section at (559) 230-5800 or ISR@valleyair.org.

4. **Identify and discuss all feasible measures that will reduce air quality impacts generated by the project.** "Feasible" means "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors: (California Code of Regulations (CCR § 15364)). The California Environmental Quality Act (CEQA) requires that EIRs "describe measures which could minimize significant adverse impacts" (CCR §15126(c)). Additionally, the CCR requires that "a public agency should not approve a project as proposed if there are feasible alternatives or mitigation measures that would substantially lessen any significant effects that the project would have on the environment " (CCR § 15021(a)(2)). For each potential adverse impact, mitigation measures should be identified to reduce impacts below air quality threshold levels of significance. Therefore, the EIR should identify which mitigation measures will be included in the project, and how each mitigation measure will be implemented. The reduction of air quality impacts from implementation of mitigation measures should be quantified to the extent possible. If a measure cannot be quantified a qualitative discussion should be provided explaining the benefits of the proposed mitigation measure. The EIR should discuss how project design modifications could reduce project impacts. Site design, equipment alternatives, construction and operational measures that would reduce emissions should be identified. Mitigation measures must be included in the EIR that reduce the emissions of reactive organic gases, nitrogen oxides, and PM10 to the fullest extent possible. Site design and construction measures that would reduce air quality impacts should be included. The Districts *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI) describes these features. The current GAMAQI can be found at http://www.valleyair.org/transportation/ceqa_guidance_documents.htm. The Local Government Commission (LGC) website, <http://www.lgc.org>, contains valuable information and resources on subjects from street design to energy efficiency.

The District recommends the following applicable mitigation measures:

- Trees should be carefully selected and located to protect the buildings from energy consuming environmental conditions, and to shade 50% of paved areas within 15 years. Also, large canopy shade trees should be planted adjacent to all sidewalks thirty foot on center and at a ratio of one tree for each five parking spaces. Structural soil should be used under paved areas to improve tree growth. For information on Structural Soil see <http://www.hort.cornell.edu/uhi/outreach/csc/>. For information on Tree Selection see <http://www.ufei.org/>. For Urban Forestry see <http://www.coolcommunities.org>, <http://wcufre.ucdavis.edu> and http://www.lgc.org/bookstore/energy/downloads/sjv_tree_guidelines.pdf.
- Sidewalks and bikeways should be installed throughout as much of the project as possible and should be connected to any nearby existing and planned open space areas, parks, schools, residential areas, commercial areas, etc., to encourage walking and bicycling. Connections to nearby public uses and commercial areas should be made as direct as possible to promote walking for some trips. Sidewalks and bikeways should be designed to separate pedestrian and bicycle pathways from vehicle paths. Sidewalks and bikeways should be designed to be accommodating and appropriately sized for anticipated future pedestrian and bicycle use. Such pathways should be easy to navigate, designed to facilitate pedestrian movement through the project, and create a safe environment for all potential users (pedestrian, bicycle and disabled) from obstacles and automobiles. Pedestrian walkways should be created to connect all buildings

throughout the project. The walkways should create a safe and inviting walking environment for people wishing to walk from one building to another. Walkways should be installed to direct pedestrians from the street sidewalk to the buildings. Safe and convenient pathways should be provided for pedestrian movement in large parking lots. Mid-block paths should be installed to facilitate pedestrian movement through long blocks (over 500' in length) and cul-de-sacs. Sidewalks should be designed for high visibility (brightly painted, different color of concrete, etc.) when crossing parking lots, streets and similar vehicle paths.

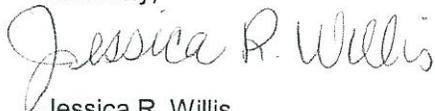
- As many energy conserving and emission reducing features as possible should be included in the project. Energy conservation measures include both energy conservation through design and operational energy conservation. Examples include (but are not limited to):
 - Increased energy efficiency (above California Title 24 Requirements)
See <http://www.energy.ca.gov/title24/>.
 - Energy efficient windows (double pane and/or Low-E), lighting, appliances, and heating and cooling systems. See <http://www.energystar.gov/>
 - Programmable thermostats for all heating and cooling systems
 - Use Low and No-VOC coatings and paints. See South Coast's site for No-VOC Coatings at <http://www.aqmd.gov/prdas/brochures/paintguide.html>
 - High-albedo (reflecting) roofing material. See <http://eetd.lbl.gov/coolroof/>
 - Cool Paving. "Heat islands" created by this and similar projects contribute to the reduced air quality in the valley by heating ozone precursors. See <http://eande.lbl.gov/heatisland/> and <http://www.harc.edu/harc/Projects/CoolHouston/>
 - Radiant heat barrier. See <http://www.eere.energy.gov/consumerinfo/refbriefs/bc7.html>
 - Features to promote energy self-sufficiency (solar water-heating systems, photovoltaic cells, solar thermal electricity systems, small wind turbines, etc.) Rebate and incentive programs are offered for alternative energy equipment. See <http://www.dsireusa.org/>, <http://rredc.nrel.gov/>, and <http://www.energy.ca.gov/renewables/>
 - Awnings or other shading mechanism for windows
 - Porch, patio and walkway overhangs
 - Utilize daylighting (natural lighting) systems such as skylights, light shelves, interior transom windows etc. See <http://www.advancedbuildings.org>
 - Electrical outlets around the exterior of the units to encourage use of electric landscape maintenance equipment
 - Natural gas fireplaces (instead of wood-burning fireplaces or heaters)
 - Natural gas lines in backyard or patio areas to encourage the use of gas barbecues
 - Reducing the amount of single occupancy vehicle visitor traffic to and from the project (bicycle parking facilities for patrons and employees in a covered secure area, reducing parking spot supply, implementing parking charges)
 - Employee shower and locker areas for bicycle and pedestrian commuters
 - On-site employee cafeterias or eating areas
 - Pre-wire the units with high speed modem connections/DSL and extra phone lines
 - Exits to adjoining streets should be designed to reduce time to re-enter traffic from the project site
 - More information can be found at <http://www.ciwmb.ca.gov/GreenBuilding/>, <http://www.consumerenergycenter.org/index.html>, <http://www.sustainable.doe.gov/>, and <http://www.lgc.org>.
- The District encourages the applicant and fleet operators using the facility to take advantage of the District's Heavy-Duty Engine program to reduce project emissions. The Heavy Duty program provides incentives for the replacement of older diesel engines with new, cleaner, fuel-efficient diesel engines. The program also provides incentives for the re-power of older, heavy-duty trucks with cleaner diesel engines or alternative fuel engines. New alternative fuel heavy-duty trucks also qualify. For more information regarding this program contact the District at (559) 230-5858 or visit our website at <http://www.valleyair.org/transportation/heavydutyidx.htm>.
- The Department of Transportation should require that all diesel engines be shut off when not in use on the premises to reduce emissions from idling. The applicant should install equipment that

provides amenities that would otherwise be powered by idling engines. An example of such technology includes *IdleAire*. See <http://www.idleaire.com/>.

- Construction equipment may be powered by diesel engines fueled by alternative diesel fuel blends or Ultra Low Sulfur Diesel (ULSD). CARB has verified specific alternative diesel fuel blends for NOx and PM emission reduction. Only fuels that have been certified by CARB should be used. Information on biodiesel can be found on CARB's website at <http://www.arb.ca.gov/fuels/diesel/altdiesel/altdiesel.htm> and the EPA's website at <http://www.epa.gov/oms/models/biodsl.htm>. The applicant should also use CARB certified alternative fueled engines in construction equipment where practicable. Alternative fueled equipment may be powered by Compressed Natural Gas (CNG), Liquid Propane Gas (LPG), electric motors, or other CARB certified off-road technologies. To find engines certified by the CARB, see their certification website <http://www.arb.ca.gov/msprog/offroad/cert/cert.php>. For more information on any of the technologies listed above, please contact Mr. Chris Acree, Senior Air Quality Specialist, at (559) 230-5829.
- Construction equipment may be used that meets the current off-road engine emission standard (as certified by the CARB), or be re-powered with an engine that meets this standard. Tier I, Tier II and Tier III engines have significantly less NOx and PM emissions compared to uncontrolled engines. To find engines certified by the CARB, see <http://www.arb.ca.gov/msprog/offroad/cert/cert.php>. This site lists engines by type, then manufacturer. The "Executive Order" shows what Tier the engine is certified as. Rule 9510 requires construction exhaust emissions to be reduced by 20 percent for NOx and 45 percent for PM10 when compared to the statewide fleet average or to pay an in lieu mitigation fee. For more information on incentive funding for heavy-duty engine emission reduction projects, please contact Mr. Thomas Astone, Air Quality Specialist, at (559) 230-5800.
- Enhanced construction activity mitigation measures include:
 - Limit area subject to excavation, grading, and other construction activity at any one time
 - Limit the hours of operation of heavy duty equipment and/or the amount of equipment in use
 - Replace fossil-fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set)
 - Curtail construction during periods of high ambient pollutant concentrations; this may include ceasing of construction activity during the peak-hour of vehicular traffic on adjacent roadways, and "Spare the Air Days" declared by the District.
 - Implement activity management (e.g. rescheduling activities to reduce short-term impacts)
 - During the smog season (May through October), lengthen the construction period to minimize the number of vehicles and equipment operating at the same time.
 - Off road trucks should be equipped with on-road engines when possible.
 - Minimize obstruction of traffic on adjacent roadways.

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. If you have any questions or require further information, please call me at (559) 230-5818 or Mr. Dave Mitchell, Planning Manager, at (559) 230-5807 and provide the reference number at the top of this letter.

Sincerely,



Jessica R. Willis
Air Quality Specialist
Central Region

c: file



San Joaquin Valley
Air Pollution Control District

February 28, 2006

RECEIVED

Reference No. C20060304

MAR 03 2006

Peter Pirnejad
City of Lodi
221 West Pine St.
Lodi, CA 95240

COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

Subject: Revised Notice of Preparation of Draft Environmental Impact Report - Reynold's Ranch/Blue Shield

Dear Mr. Pirnejad:

The San Joaquin Valley Unified Air Pollution Control District (District) has previously commented on this project and has no additional comments at this time.

Previous comments: District Reference Number C20060173, mailed to you on February 23, 2005

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. If you have any questions or require further information, please call me at (559) 230-5818 or Mr. Dave Mitchell, Planning Manager, at (559) 230-5807 and provide the reference number at the top of this letter.

Sincerely,

Jessica R. Willis
Air Quality Specialist
Central Region

c: file

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

3330 Ad Art Road
Stockton, CA 95208
(209) 943-8666
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



March 2, 2006

File No.: 265.8981.11045

Peter Pirnejad
City of Lodi Community
221 West Pine Street
Lodi, CA 95240

RECEIVED
MAR 15 2006
COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

Dear Mr. Pirnejad:

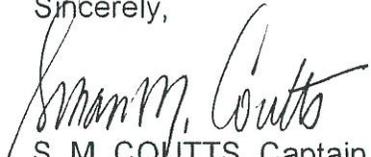
Thank you for the opportunity to review the Notice of Preparation of a Draft Environmental Impact Report (EIR) for the Reynolds Ranch/Blue Shield Development Plan Project located in the area of State Route 99 and Harney Lane (SCH# 2006012113). While the development area is adjacent to the City of Lodi, and anticipated to be annexed into the City of Lodi prior to completion, the project will have significant impacts on the surrounding county roads as well as State Routes (SR) 12 and 99. The California Highway Patrol (CHP) has the primary responsibility for traffic enforcement on county roads as well as these State Highways. These roadways will see a significant increase in the average daily traffic volumes. Additionally, this increase will be felt on Interstates 5 (I-5) and 205 (I-205) as these are major commute routes to the Bay Area from the Lodi area.

The project plan includes approximately 220 acres with an anticipated building plan encompassing an unspecified number of dwelling units, in addition to commercial and business/industrial parks. The Notice of Preparation does indicate a need to mitigate the expected increased traffic volumes throughout the project and adjacent roadways by widening the major roadways and increasing the number of lanes to help maintain the City of Lodi's Level Of Service (LOS) standards for local roadways. However, there is no discussion of mitigating the impact of the increased traffic on the supporting State Route and freeway systems, other than perhaps egress and ingress alterations to SR 99. It is important that the City of Lodi work closely with the Department of Transportation (Caltrans) as well as the California Highway Patrol in developing long range plans that are beneficial to all the citizens utilizing the highway system.

Peter Pirnejad
Page 2
March 2, 2006

It is clear the proposed project will create challenges for daily commuters and tax the already busy roadway systems in the area. This development will directly impact the Stockton and Tracy CHP's ability to effectively manage traffic without an increase in resources. This need should be addressed in the project's Environmental Impact Report. Should you have any questions, please feel free to call me or Lieutenant Edward Whitby of my staff at (209) 943-8666.

Sincerely,



S. M. COUTTS, Captain
Commander

cc: Special Projects Section
Tracy CHP