

4.0 ALTERNATIVES

4.1 INTRODUCTION

Section 15126.6(a) of the CEQA Guidelines requires that an EIR describe a range of reasonable alternatives to the project, or to the location of the project site, that could feasibly attain the basic objectives of the project. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR should also evaluate the comparative merits of the alternatives. This Chapter sets forth alternatives to the proposed project and evaluates them, as required by CEQA.

Key provisions of the CEQA Guidelines relating to alternatives analysis are summarized below:

- The discussion of alternatives should focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.
- One of the alternatives analyzed must be the “no project” alternative. The “no project” alternative analysis shall discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community service.
- The range of alternatives required in an EIR is governed by a “rule of reason”; therefore, the EIR must evaluate only those alternatives necessary to permit a reasonable choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.
- The EIR should identify any alternatives that were considered by the Lead Agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency’s determination.
- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.
- An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

Rationale for Selecting Potentially Feasible Alternatives

Since the CEQA Guidelines require that an EIR state why an alternative is being rejected, a preliminary rationale for rejecting an alternative is presented, where applicable, in this EIR. If an alternative would cause any significant effects in addition to those that would be caused by the project, the significant effects of the alternatives must be discussed, although in less detail than the significant effects of the project.

The alternatives may include no project, a different type of project, modification of the proposed project, or suitable alternative projects sites. However, the range of alternatives discussed in an EIR is governed by a “rule of reason” which CEQA Guidelines Section 15126.6(f) defines as setting forth:

(O)nly those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the Lead Agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making.

Among the factors that may be taken into account when addressing the feasibility of alternatives (as described in CEQA Section 15126.6(f)(1)) are environmental impacts, site suitability, economic viability, availability of infrastructure, General Plan consistency, regulatory limitations, jurisdictional boundaries, and whether the proponent could reasonably acquire, control, or otherwise have access to the alternative site. An EIR need not consider an alternative whose effects could not be reasonably identified, whose implementation is remote or speculative, and that would not achieve the basic project objectives.

For purpose of this analysis, the project alternatives are evaluated to determine the extent to which they attain the basic project objectives, while significantly lessening any significant effects of the project. The project objectives, as described in Chapter 2 of this EIR are:

Overall Goal:

The Reynolds Ranch Project is intended to maintain and promote high quality mixed-use development that would satisfy demand for a variety residential product types in combination with new commercial and office developments to facilitate greater jobs to housing balance within the region as well as incorporate New Urbanist principles to promote a more sustainable and pedestrian oriented community.

Land Use/Growth Management Goals and Objectives

Goal: *The Reynolds Ranch Project is intended to promote economic and employment opportunities and provide high quality residential development while maintaining a logical and sustainable pattern of growth as the City continues to develop and expand beyond its urban boundaries and into existing agricultural lands.*

Objectives:

- *Correlation between the land development and the installation of water, sewer, electrical, and natural gas utility systems, and project open space and amenities in a manner that is economically feasible and that ensures adequate service to residents and businesses within the community.*
- *Identify and assess appropriate areas within the City and its outlying Sphere of Influence areas to accommodate future growth that will promote mixed-use development to maintain an appropriate jobs to housing balance within the community and the region.*

Housing Objectives:

- *Promote the development of affordable/senior housing to meet the needs of low- and moderate-income households.*
- *Promote New-Urbanist design principles that promote walkability to destination points such as a school, park, and retail uses via a well connected web of pedestrian and bicycle oriented trail systems.*

Commercial Retail Use Objectives:

- *Encourage new large-scale commercial centers to be located along major arterials and at the intersections of major arterials and freeways.*
- *Provision of desirable pedestrian connections between residential neighborhoods, parks, the neighborhood school, and neighborhood-level commercial opportunities that serve residents' daily needs (e.g., drug store, day care center, dry cleaners, hair salon, etc.).*
- *Establishment of neighborhood retail and service uses (e.g., restaurants, drug store, day care, personal services, etc.) to serve the needs of nearby residents and employment centers.*

- *Provision of a variety of sales tax-generating uses.*

Office Use Objectives:

- *To designate land for office space that is capable of accommodating Blue Shield's call and processing operations and otherwise satisfies Blue Shield's needs.*
- *Ensure that such office use projects reflect the City's concern for achieving and maintaining high quality development with convenient freeway access and business-supporting retail uses.*
- *Provide Blue Shield with their desired Freeway visibility to promote their corporate vision and goals for the proposed Call Center.*
- *Place said office facility within walking distance to a system of walking trails to provide employees with opportunities to walk before work, at breaks, and after work in an effort to promote health living.*
- *Place said office complex within reasonable proximity for employee pedestrians and motorists to access convenience facilities such as breakfast/lunch eateries and dry cleaners.*

School Use Objectives:

- *Ensure that new school sites are easily and safely accessible by vehicles, pedestrians, and bicyclists.*
- *Assist the Lodi Unified School District in locating school facilities as close as possible to the residential areas that these facilities are designed to serve, particularly those residential areas that are expected to generate the largest demand for these facilities.*
- *Locate said facility in the heart of a residential population however maintain required separation from conflicting land uses such as Rail Roads and major traffic corridors*
- *Provide a large enough site to accommodate at minimum a K-6 and potentially a K-8 school.*

Parks, Recreation, and Open Space Goal and Objectives

Goal: *To establish and maintain a public park system suited to enhancing the livability of the urban environment by meeting the open space and recreation needs of Lodi residents and visitors; providing parks for*

residential neighborhoods; and preserving significant open space resources

Objectives:

- *Consider the need for an interconnected system of pedestrian and bicycle paths linking City parks and open space areas with other uses to promote health and increase quality of living in new developing residential neighborhoods.*
- *Provision of a range of recreational amenities, including greenbelt areas and trails, picnic areas/tot lots, open play fields, and ball courts.*
- *Expand the neighborhood and community park system with the goal of providing park facilities within reasonable walking distance of all new residential areas.*
- *Design parks to be accessible by pedestrians and a variety of transportation modes including automobile, bus, and bicycle.*
- *Require that more open space be provided within multifamily developments and other adjacent developments through wider setbacks, greenbelts and greater building separation.*

Circulation Goal and Objectives

Goal: *To provide for safe and efficient vehicular, pedestrian, and bicycle movement within the Reynolds Ranch Project.*

- *Provision of a system of local roadways within the community that is capable of safely moving vehicles within the community and to exterior arterial roadways without congestion.*
- *Reduction of the need to rely on automobile travel through the provision of safe and convenient pedestrian and bicycle connections between residential neighborhoods, local K-8 school, neighborhood parks, and commercial/office areas.*

Pedestrian/Bike Access Objectives:

- *Require sidewalks for all developments in accordance with City design standards and encourage additional pedestrian access where applicable.*

- *Shall consider the need for an interconnected system of pedestrian paths linking major use areas in Lodi.*
- *Consider the need for an interconnected system of bicycle paths linking major use areas in Lodi.*

Infrastructure Goal and Objectives

Goal: *To provide adequate utility and drainage infrastructure to serve the needs of the uses within the project area.*

Objectives:

- *Provision of the water, sewer, electrical, and natural gas utility systems needed to support build out of the Reynolds Ranch Project.*
- *Provision of adequate stormwater drainage capacity to protect residents and businesses.*

Urban Design Goal and Objectives

Goal: *To preserve existing community character and fabric, and promote the creation of a small-town atmosphere in newly developing areas that will accommodate a high quality, well-planned mixture of residential, commercial, and open space uses.*

- *Establishment of residential neighborhoods that are identifiable by their mix of compatible architectural styles and location within the community, with safe and convenient pedestrian, bicycle, and vehicular access to existing and surrounding communities as well as to adjacent nonresidential uses to promote alternate modes of travel.*

Pedestrian Oriented Objectives:

- *Promote the creation of well-defined residential neighborhoods in newly developing areas. Each of these neighborhoods should have a clear focal point, such as a park, school, or other open space and community facilities, and should be designed to promote pedestrian convenience.*
- *Minimize the visual impact of automobiles in all new development through the use of berms, landscaping, and/or site planning techniques.*

- *Promote pedestrian convenience, safety, and accessibility over parking considerations in new commercial and office developments.*
- *Provision of an extensive system of greenbelt areas, trails, and sidewalks providing desirable pedestrian access throughout the community, connecting residential neighborhoods with the local K-8 school, park facilities, retail, and commercial/office areas.*

This EIR analyzes the following alternatives:

- Alternative 1: No Project/No Development Alternative
- Alternative 2: Reduced Scale Residential
- Alternative 3: Reduced Scale Retail/Park-N-Ride

4.2 ALTERNATIVES DISMISSED FROM CONSIDERATION

As discussed above in Section 4.1, CEQA requires a reasonable set of alternatives to be considered. Section 15126.6 of the State CEQA Guidelines explains which alternatives need not be considered. In brief, an alternative need not be considered if:

- The alternative does not feasibly attain most of the basic objectives of the project;
- The alternative does not avoid or substantially lessen any of the significant effects of the project;
- The alternative is not feasible due to factors including site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent);
- The effects of the alternative cannot be reasonably ascertained; or
- The implementation of the alternative is remote and speculative.

Project alternatives that were dismissed from consideration due to these reasons include: alternative locations, commercial-focused development, industrial development, dedicated Blue Shield site, dedicated open space, and multiple project design alternatives. For the purposes of the project, these identified project alternatives did not meet the overall project criteria which included a suitable site for Blue Shield to establish an office location for its future call center operations and accommodate a variety of mixed uses to support the Blue Shield development and fulfill community and economic goals and objectives as part of any proposed development. The following discussion describes the specific reasons for dismissing these alternatives.

Alternative Project Locations

Alternative project locations for the proposed project were dismissed because the project proponent currently owns the project site, and acquiring an alternative site is not reasonable. Additionally, Blue Shield and future retail locations require freeway access/visibility to maximize market potential and/or convenience of travel to the site. Although other locations may be available to support the size and scope of the proposed project, such sites were not sited freeway close for convenient vehicle access and its increased visibility for marketing purposes.

Commercial-Focused Development, Industrial Development Alternatives

Commercial-focused development and industrial development alternatives were dismissed for several reasons. Such land uses would be inconsistent with the Planned Residential Reserve (PRR) prezone designation which reflects a less intense use than strictly a commercial or industrial type use for the project site. Although such a commercial-focused development and/or industrial development may accommodate an office facility for Blue Shield's future call center operations, such a development scenario would potentially increase land use incompatibility with existing and future surrounding land uses while substantially increasing the project impacts than the proposed project.

Blue Shield Site Alternatives

A dedicated Blue Shield development site would be economically infeasible as the necessary infrastructure improvements to support such a development and their associated costs would be prohibitive. Extension of services and facilities needed to support this development would become a financial drain on the City's resources that would incur substantial upfront capital costs as well as long-term city resources necessary to serve the site.

Dedicated Open Space Alternatives

Dedicated open space alternatives (i.e, nature preserve, park use, greenbelt, etc.) with no commercial application have limited development potential due to the financial drain associated with such uses. In addition, an open space alternative would be inconsistent with the land use and zoning designations for the project site. Such an alternative would also not meet basic project objective to include a Blue Shield office facility for its call center operations as part of the overall development of the site. As a result, dedicated open space would also not aid the City in achieving the vision identified in the Lodi General Plan, which identifies this portion of the City in its pre zoning as potential residential development.

Multiple Project Design Alternatives

In addition to these land use alternatives, multiple project design alternatives have been considered for the site. Given the various land uses proposed for the project, several land use configurations were considered which employed site planning techniques to minimize potential impacts to the community while achieving the project goals and objectives. Due to an iterative process that considered on-site constraints, traffic circulation/access issues, adjacent use/impacts, as well as potential project benefits, prior project design alternatives were dismissed. The proposed project represents the preferred alternative that minimizes the project impacts while providing a viable development that will serve the long-term needs of the community.

4.3 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT ALTERNATIVE

Description

In addition to alternative development scenarios, Section 15126.6(e) of the CEQA Guidelines requires the analyses of a “no project” alternative. This “no project” analysis must discuss the existing condition of the project site, as well as what would be reasonably expected to occur in the foreseeable future if the project were not to be approved. The “no project” alternative (Figure 4.3.1) in this case represents the status quo, or maintaining the project site in its current state, which is vacant, unincorporated land. Upon annexation, the reasonable foreseeable future use of the site is allowable build-out under the existing General Plan designation of Planned Residential Reserve. Under the build-out scenario analyzed under Alternative 2 and 3, a General Plan Amendment would be required.

Impacts

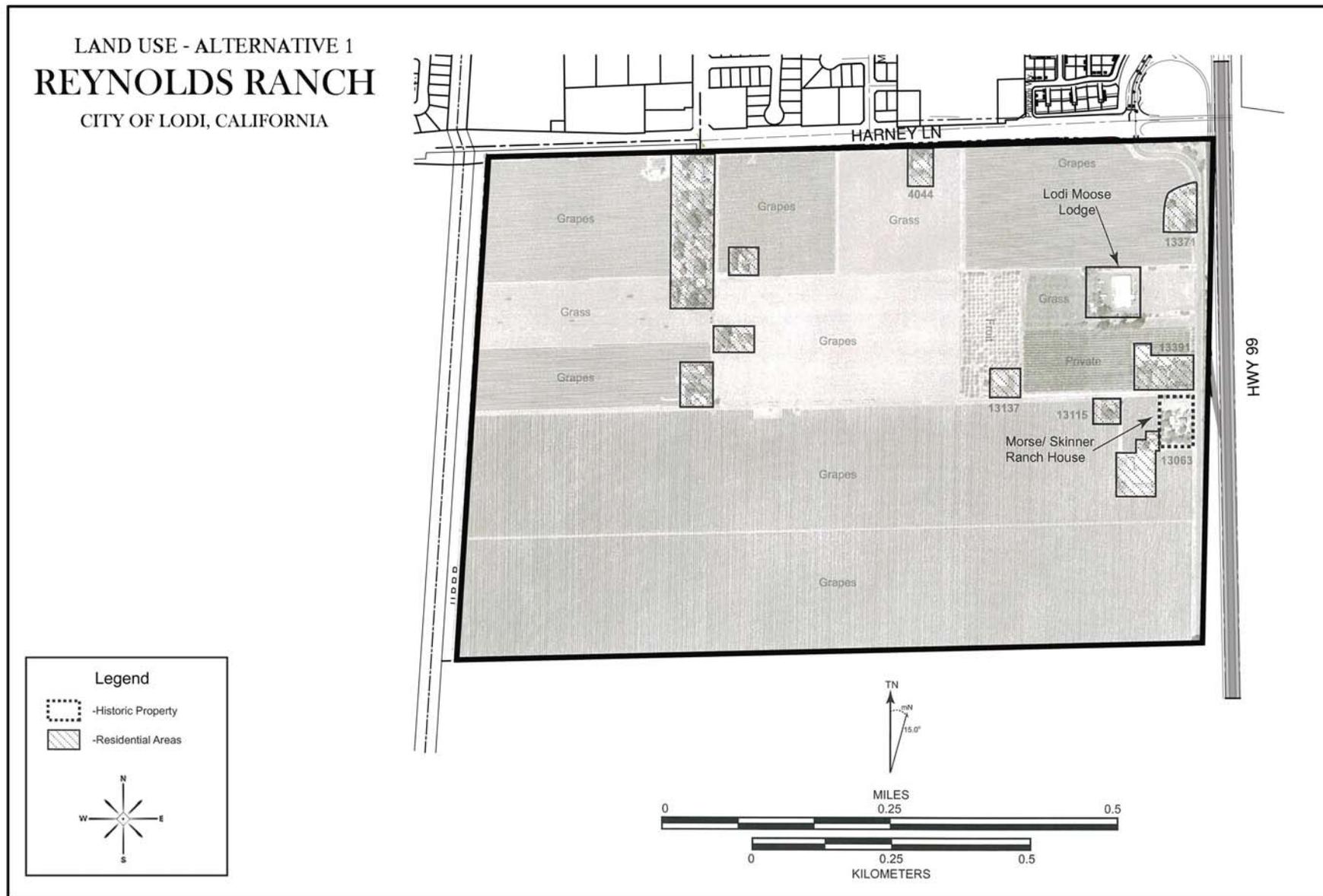
Air Quality

The No Project/No Development Alternative would not generate any additional air pollutants, and would not otherwise impact air quality. Therefore, the No Project/No Development Alternative would have less air quality impacts than the proposed project.

Biological Resources

The No Project/No Development Alternative would not destroy any vegetation or result in the loss of any habitat. Therefore, the No Project/No Development Alternative would not impact biological resources. However, the proposed project includes biological benefits that would not be realized if the project was not approved. This benefit is the payment of SJMHCP mitigation fees, which would be used to purchase and collect offsite habitat and preserve areas.

FIGURE 4.3.1: EXISTING LAND USE – ALTERNATIVE 1



Cultural Resources

The No Project/No Development Alternative would not directly affect cultural resources, and would not potentially disrupt/destroy the historic and archaeological sites that currently exist onsite. Additionally, the Morse/Skinner House and Water Tank would remain unaltered and situated within its historic context of surrounding agricultural lands. Therefore, the No Project/No Development Alternative would have less potential to directly impact cultural resources than the proposed project. However, over time, maintaining the site as vacant land could reduce or eliminate the cultural resource data recovery potential of the site. Undertaking the proposed project in accordance with the mitigation measures included in this EIR would, over time, be less of an impact to the cultural resources onsite than maintaining the site as existing agricultural use.

Energy Conservation

This no project/no development alternative would retain the current use for the entire 220-acre site, which is predominantly agricultural operations and requires minimal energy resources to maintain its present use. Therefore, the No Project/No Development Alternative would have less potential to directly impact energy demands/conservation than the proposed project. This alternative would also require significantly less resources and energy demands than would be typical of an urban development for both residential and nonresidential uses.

Hazards and Hazardous Materials

The No Project/No Development Alternative would not increase the number of persons and structures exposed to wildland fire hazards, and would not otherwise cause impacts from hazards or hazardous materials. Therefore, the No Project/No Development Alternative would have less potential for impacts from hazards and hazardous materials than the proposed project.

Hydrology

The No Project/No Development Alternative would not change the drainage pattern of the site, would not generate construction-related or urban-induced water pollutants, and would not otherwise cause hydrology impacts. Therefore, the No Project/No Development Alternative would have less hydrology impacts than the proposed project.

Land Use and Planning

The No Project/No Development Alternative would not change the current land use, which would remain as unincorporated agricultural land with associated residential structures. As the current use shall remain under this alternative and there are no incompatible uses to surrounding areas, the No Project/No Development Alternative would have less land use impacts than the proposed project.

Noise

The No Project/No Development Alternative generates minimal and infrequent noise impacts associated with its current agricultural operations. Any sensitive receptors are current residents located on-site and would be minimally affected due to the low-intensity operations of the agriculture use in comparison to the more urban condition of the proposed project that will likely increase noise impacts from greater traffic as well as expose more persons to noise or vibrations to freeway and rail activities which border the project to the east and west, respectively. Therefore, the No Project/No Development Alternative would have less noise impacts than the proposed project.

Public Services

The No Project/No Development Alternative would not increase the demand for school, fire, or police services, and would not otherwise impact public services from its current agricultural operations. Therefore, the No Project/No Development Alternative would have less impact to public services than the proposed project.

Traffic and Circulation

The No Project/No Development Alternative would generate minimal traffic since the current agriculture use has low traffic demand to service several of the existing residences and operations on-site. The proposed buildout of the site with a residential subdivision, retail, and office uses are considered significant traffic generators that would result in increased impact to the traffic network. Therefore, the No Project/No Development Alternative would have less traffic and circulation impacts than the proposed project.

Utilities and Service Systems

The No Project/No Development Alternative would not increase the demand for water, sewer, energy, or solid waste services and would not otherwise impact utilities and service systems. Therefore, the No Project/No Development Alternative would have less impact to utilities and service systems than the proposed project.

Attainment of Project Objectives

The No Project/No Development Alternative would not meet the basic project objective of providing an economically viable development to support a mix of retail and office use in conjunction with offering a variety of housing and open space/recreational opportunities as the City grows and expands beyond its urban boundaries. The No Project/No Development Alternative would also not meet – nor conflict with - the project's Land Use, Housing, Open Space, Circulation, Infrastructure, Urban Design Objectives, and Project Implementation goals and objectives.

4.4 ALTERNATIVE 2: REDUCED SCALE RESIDENTIAL

Description

Under this alternative, residential dwelling units would be reduced by 245 units for a total of 839 units, representing a 23% reduction in the total number residential units from the proposed project. This reduction in density is mostly identified within the residential areas south of Loop Street with the exception of the proposed low-density residential area along the southern project boundary. Additionally, the proposed senior housing site and low density residential would be increased from 150 to 205 senior units and 103 to 280, respectively. Otherwise, the proposed office, retail, fire station, K-8 school, and mini-storage will remain unchanged from the preferred alternative or proposed project. Figure 4.4.1 shows the Alternative 2 land use plan.

Similar to the proposed project, Alternative 2 would develop the entire site and would require similar on- and off-site infrastructure improvements. The infrastructure improvements required for Alternative 2 include:

- Circulation system;
- Drainage improvements;
- Connections to electricity, telephone, and cable services; and
- Water and wastewater infrastructure improvements.

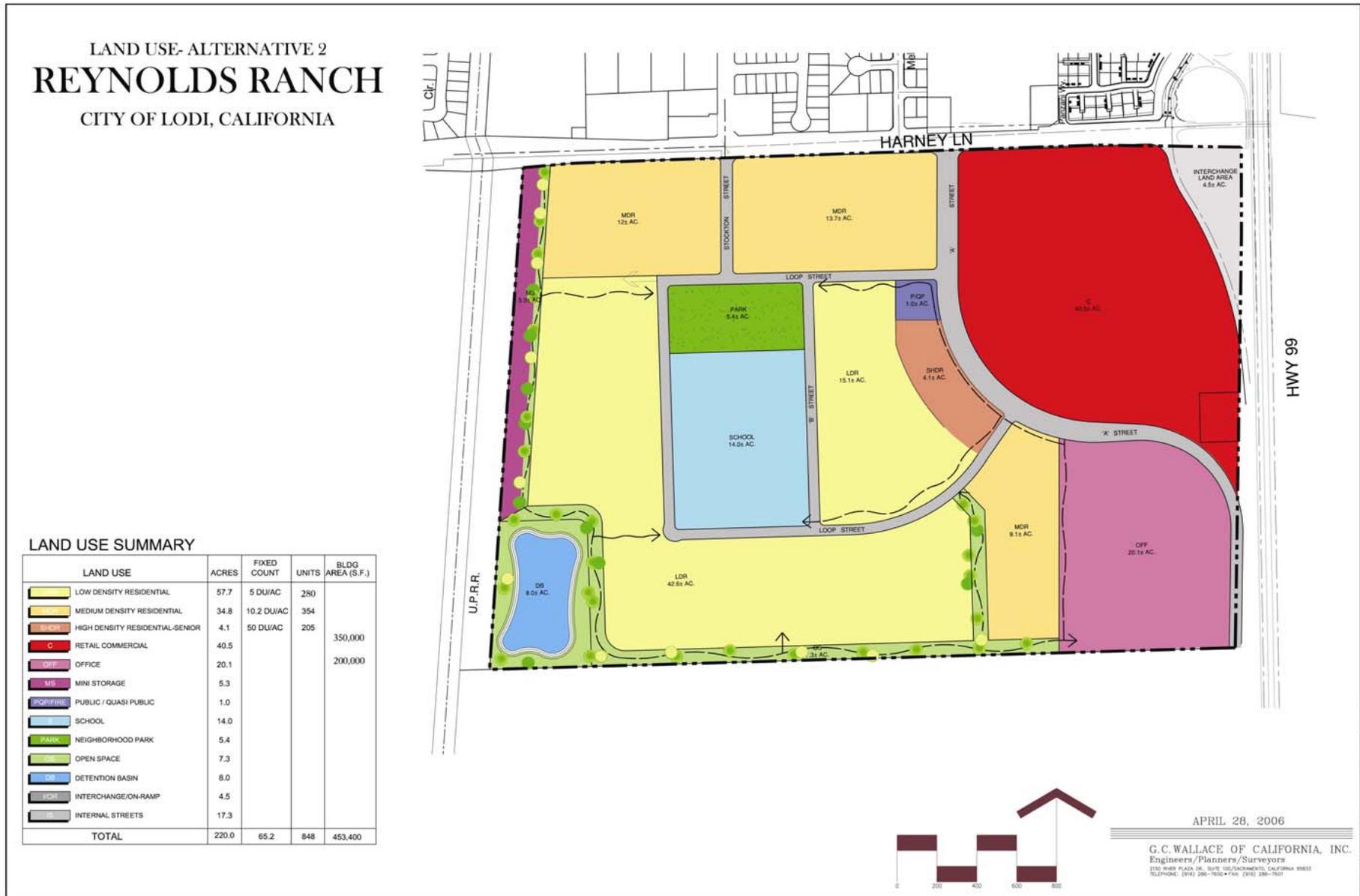


FIGURE 4.4.1: LAND USE – ALTERNATIVE 2

Impacts

Air Quality

Alternative 2 would have similar short-term impacts and less long-term impacts to air quality than the proposed project. Alternative 2 would involve similar grading and construction activities as the proposed project, and thus, would generate nearly the same amount of short-term air pollutants. However, Alternative 2 would result in less human activity of the site by virtue of less dwelling units on-site and, hence, would generate less vehicle trips than the proposed project. Thus, Alternative 2 would generate less air pollutants in the long term. All of the mitigation measures identified in this EIR to reduce air quality impacts could be applied to Alternative 2. However, even with the incorporation of these mitigation measures, Alternative 2 would have significant short- and long-term impacts to air quality.

Biological Resources

Alternative 2 would have the same biological resource impacts as the proposed project. Both Alternative 2 and the proposed project would result in the loss of 220 acres of disturbed agricultural land yet harbor potential habitat for six special status species, particularly during the nesting season. In addition, Alternative 2 would be subject to the same SJMHCP mitigation fees as the proposed project. Thus, Alternative 2 would provide the SJMHCP benefits of creating an offsite habitat preserve.

All of the mitigation measures identified in this EIR to reduce impacts to biological resources could be applied to Alternative 2. With the incorporation of these mitigation measures, Alternative 2 would not significantly impact biological resources.

Cultural Resources

Alternative 2 would have the same cultural resource impacts as the proposed project. Both Alternative 2 and the proposed project would develop the entire project site, physically impacting any cultural resources onsite. All of the mitigation measures identified in this EIR to reduce impacts to cultural resources could be applied to Alternative 2. With the incorporation of these mitigation measures, Alternative 2 would not significantly impact cultural resources.

Energy Conservation

Because there are less residential units to consume energy resources, Alternative 2 would have a greater energy conservation benefit than the proposed project. However, the reduction in energy consumption may not be comparatively lower since the entire site would nonetheless be developed despite the lesser number of residential units to be developed. Nevertheless, as the energy savings may be minimal, Alternative 2 would ultimately have less impacts on energy consumption than the proposed project.

Hazards and Hazardous Materials

The potential hazards impacts of Alternative 2 would be nearly equal to the potential hazards impacts of the proposed project. Similar to the proposed project, all potential contaminant sites (i.e., USTs, hazardous materials use/storage, etc.) are anticipated to be encountered with Alternative 2. Although Alternative 2 would occupy the site with less people and structures than the proposed project, the contamination hazards are considered equal since the mitigation measures included in this EIR would address the potential contamination concerns. All of the mitigation measures identified in this EIR to eliminate or reduce the contamination hazards could be applied to Alternative 2. With the incorporation of these mitigation measures, Alternative 2 would not cause significant impacts from hazards and hazardous materials.

Hydrology

The hydrology impacts of Alternative 2 would be equal to those of the proposed project. Alternative 2 has relatively the same, if not, a slightly smaller development footprint as the proposed project, and thus, would create approximately the same or less area of impermeable surfaces. The reduction in residential density from medium to low density residential may not necessarily result in less impermeable surfaces as the total development area remains unchanged. Consequently, runoff volume, stormwater pollutants, and groundwater recharge potential would be similar between Alternative 2 and the project. All of the mitigation measures identified in this EIR to reduce hydrology impacts could be applied to Alternative 2. With the incorporation of these mitigation measures, Alternative 2 would not significantly impact hydrology.

Land Use and Planning

Because Alternative 2 would result in a reduction of residential densities from medium to low density and high to medium density residential within certain areas of the project, this alternative would result in diminished land use and planning impacts than the proposed project. The overall reduction of 236 dwelling units from the project would alter the land use character from predominantly multi-family residential to single-family residential community. Such a change would also result in diminished impacts for infrastructure and services. However, this alternative, representing a loss of approximately 20 percent of the total units under the proposed project, would potentially impair the market and economic feasibility to accommodate development of the site. Due to the reduced development potential, Alternative 2 would become less economically viable despite causing less impact in land use considerations than the proposed project. Additionally, Alternative 2 would propose development of the entire site for future urban uses resulting in the loss of existing agricultural land and future productivity that current agricultural operations would provide. It is expected that payment of fees will be included as a mitigation measure to offset the loss of the existing agricultural use.

Noise

Alternative 2 would have similar short-term impacts and greater long-term impacts on noise than the proposed project. Alternative 2 would involve similar grading and construction practices as the proposed project, and thus, would generate nearly the same amount of short-term noise. However, Alternative 2 would result in less human activity on the site and would generate less vehicle trips than the proposed project. Thus, Alternative 2 would generate less noise in the long term. All of the mitigation measures identified in this EIR to reduce noise impacts could be applied to Alternative 2. With the incorporation of these mitigation measures, Alternative 2 would not cause significant noise impacts.

Public Services

Alternative 2 is less intense than the proposed project due to a reduction in residential units, and thus, would generate less demand for public services. Thus, Alternative 2 would have less impact on public services than the proposed project.

Traffic and Circulation

Alternative 2 would result in the reduction of 245 units contributing to a reduction of approximately 3% reduction in traffic generation than the proposed project (See Table 4.4.1). This alternative would, therefore, have less traffic and circulation impacts than the proposed project.

TABLE 4.4.1: ALTERNATIVE 2 PROJECTS WEEKDAY TRIP GENERATION

| Land Use | Quantity | AM Peak Hour | | | PM Peak Hour | | | Daily |
|-------------------------|------------|--------------|-----|-------|--------------|-------|-------|--------|
| | | In | Out | Total | In | Out | Total | |
| Alternative 2 | | | | | | | | |
| Office | 1,600 Emp. | 405 | 60 | 465 | 50 | 245 | 295 | 5,300 |
| LDR Residential | 280 DU | 60 | 165 | 225 | 180 | 115 | 295 | 2,800 |
| MDR Residential | 354 DU | 25 | 130 | 155 | 125 | 60 | 185 | 2,100 |
| HDR Senior Residential | 205 DU | 15 | 15 | 30 | 15 | 15 | 30 | 700 |
| Commercial | 350 TSF | 220 | 140 | 360 | 630 | 685 | 1,315 | 15,000 |
| K-8 School | 1,000 Stu. | 265 | 210 | 475 | 40 | 35 | 75 | 1,400 |
| Mini Storage | 5.3 AC | 10 | 5 | 15 | 10 | 10 | 20 | 200 |
| Fire Station | 1 AC | 1 | 1 | 2 | 1 | 1 | 2 | 1 |
| Totals | | 1,000 | 725 | 1,725 | 1,050 | 1,165 | 2,215 | 27,500 |
| Proposed Project | | | | | | | | |
| Office | 1,600 Emp. | 405 | 60 | 465 | 50 | 245 | 295 | 5,300 |
| LDR Residential | 103 DU | 20 | 60 | 80 | 65 | 40 | 105 | 1,000 |
| MDR Residential | 631 DU | 45 | 235 | 280 | 225 | 105 | 330 | 3,700 |
| HDR Residential | 200 DU | 20 | 70 | 90 | 70 | 40 | 110 | 1,200 |
| HDR Senior Residential | 150 DU | 10 | 10 | 20 | 10 | 10 | 20 | 500 |
| Commercial | 350 TSF | 220 | 140 | 360 | 630 | 685 | 1,315 | 15,000 |
| K-8 School | 1,000 Stu. | 265 | 210 | 475 | 40 | 35 | 75 | 1,400 |
| Mini Storage | 5.3 AC | 10 | 5 | 15 | 10 | 10 | 20 | 200 |
| Fire Station | 1 AC | 1 | 1 | 2 | 1 | 1 | 2 | 1 |
| Totals | | 995 | 790 | 1,785 | 1,100 | 1,170 | 2,270 | 28,300 |

TSF – thousand square feet of floor area

Utilities and Service Systems

Due to a 23% reduction in overall residential development, service demands for water, sewer, energy, and solid waste services would accordingly decrease. This alternative would, therefore, have less impact on utilities and service systems than the proposed project.

Attainment of Project Objectives

Alternative 2 would potentially meet the basic project objective of providing a mix of residential and non-residential land uses including open space/recreational opportunities in a planned community setting. Despite satisfaction of these project objectives, the reduced residential units would necessarily impair or jeopardize the long term development of site as the loss of over 20 percent of the total residential units than the proposed project would render the project economically infeasible to accommodate the construction of facilities and service to support the overall development of the site. Hence, Alternative 2 cannot meet the overall development potential of the site with the accompanying facilities and services to support it.

4.5 ALTERNATIVE 3: REDUCED SCALE RETAIL/PARK-N-RIDE

Description

Under this alternative, the total commercial/retail building area would be reduced from the proposed project, resulting in the loss of 46,000 square feet of retail area to accommodate a proposed park-n-ride facility along the frontage of the proposed retail site on Harney Lane. The total retail square footage would subsequently be reduced from approximately 350,000 square feet to 304,000 square feet, a 13% reduction and result in the loss of proposed retail buildings “Jr. A” and “Shops A” from the proposed retail development. The new park-n-ride facility would be expected to accommodate a surface parking facility of up to 75 spaces on a 5.5-acre site with the remainder of the proposed retail site development to remain the same as the proposed project. Otherwise, for the remaining office and residential and public facility uses identified within the Master Plan, these future uses will remain unchanged from the proposed project. Figure 4.5.1 shows the Alternative 3 land use plan.

Additionally, Alternative 3 would require on- and off-site infrastructure improvements similar to the proposed project. The infrastructure improvements required for Alternative 3 include:

- Circulation system;
- Drainage improvements;
- Connections to electricity, telephone, and cable services; and
- Water and wastewater infrastructure improvements.

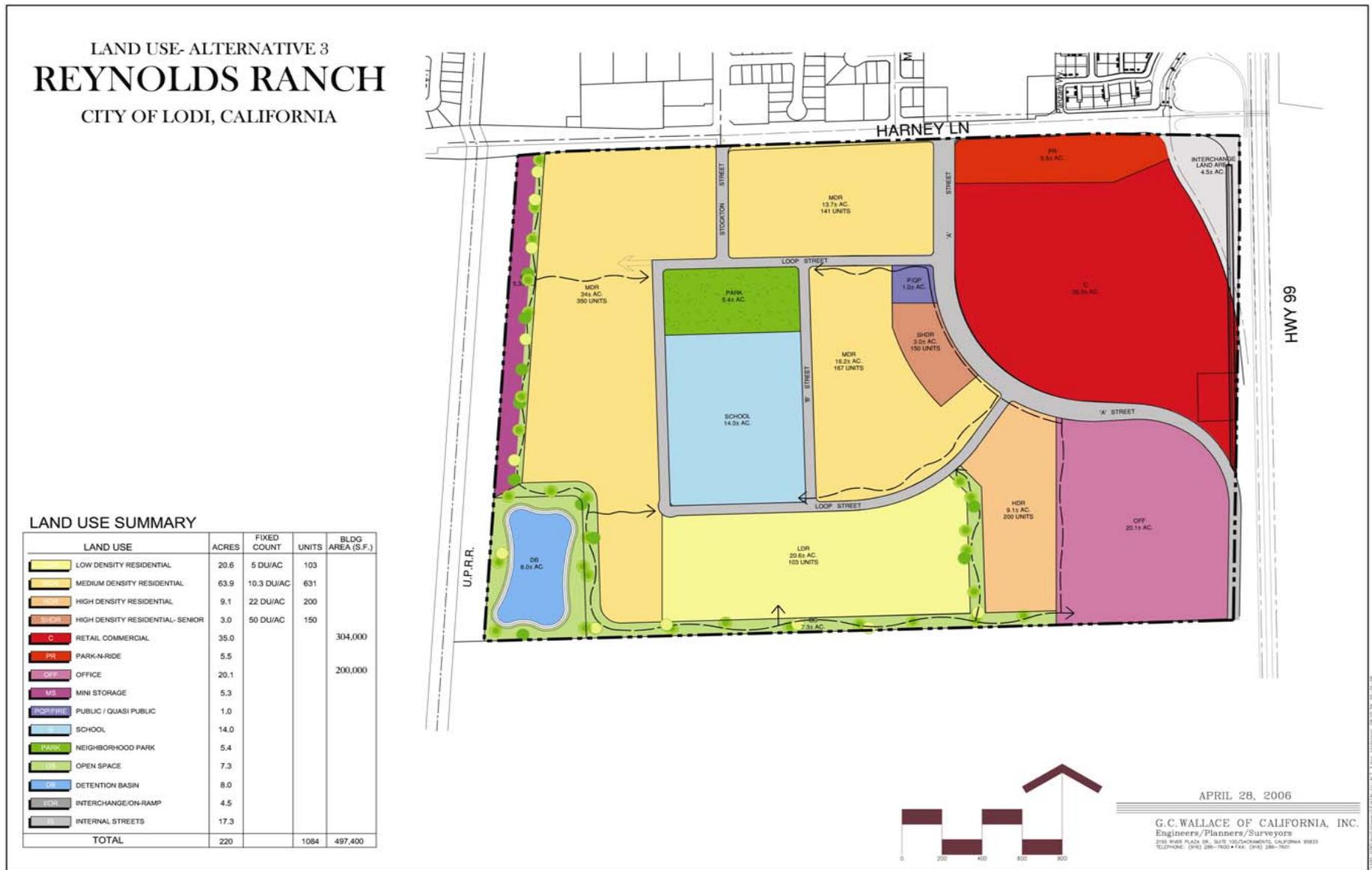


FIGURE 4.5.1: LAND USE – ALTERNATIVE 3

Impacts

Air Quality

The air quality impacts of Alternative 3 would be equivalent to those of the proposed project. Alternative 3 would involve similar grading and construction practices as the proposed project, and thus, would generate nearly the same amount of short-term air pollutants. However, Alternative 3 would generate less vehicle trips than the proposed project due to the reduction in retail area, and hence, would contribute less long-term air pollutants in concert with the reduction in vehicle emissions. Also, with the proposed park and ride facility, its use and demand for these facilities will ultimately contribute to the overall reduction in vehicle emissions with the region. All of the mitigation measures identified in this EIR to reduce air quality impacts could be applied to Alternative 3. However, even with the incorporation of these mitigation measures, Alternative 3 would have significant short- and long-term impacts to air quality.

Biological Resources

Alternative 3 would have the same biological resource impacts as the proposed project. Both Alternative 3 and the proposed project would result in the loss of 220 acres of disturbed agricultural land yet harbor potential habitat for eight special status species. In addition, Alternative 3 would be subject to the same SJMHCP mitigation fees as the proposed project. Thus, Alternative 3 would provide the SJMHCP benefits of aiding in the creation of offsite habitat preserve.

All of the mitigation measures identified in this EIR to reduce impacts to biological resources could be applied to Alternative 3. With the incorporation of these mitigation measures, Alternative 3 would not significantly impact biological resources.

Cultural Resources

Alternative 3 would have the same cultural resource impacts as the proposed project. Both Alternative 3 and the proposed project would have the same project footprint in developing most of the project site. With the exception of retaining the one-acre parcel for the Morse/Skinner Ranch House, this alternative would similarly impact any cultural resources onsite. All of the mitigation measures identified in this EIR to reduce impacts to cultural resources could be applied to Alternative 3. With the incorporation of these mitigation measures, Alternative 3 would not significantly impact cultural resources.

Energy Conservation

The reduction in retail building area of 46,000 square feet to provide a 75-space park-n-ride facility in its place will result in less consumption of energy resources than the proposed project. A contributing factor in the reduction of energy resources is less travel demand for a reduced scale retail development and the low travel demand

anticipated for a park-n-ride facility. Therefore, Alternative 3 would ultimately have less impacts on energy consumption than the proposed project.

Hazards and Hazardous Materials

The potential hazards impacts of Alternative 3 would be nearly equal to the potential hazards impacts of the proposed project. Similar to the proposed project, all potential contaminant sites (i.e., USTs, hazardous materials use/storage, etc.) are anticipated to be encountered with Alternative 3. Although Alternative 3 would occupy the site with less building area than the proposed project, the contamination hazards are considered equal since the mitigation measures included in this EIR would address the potential contamination concerns. All of the mitigation measures identified in this EIR to eliminate or reduce the contamination hazards could be applied to Alternative 3. With the incorporation of these mitigation measures, Alternative 3 would not cause significant impacts from hazards and hazardous materials.

Hydrology

The hydrology impacts of Alternative 3 would be similar to those of the proposed project. Despite the overall reduction in retail building area, the amount of impermeable surfaces would be approximately equal since the park-n-ride facility would occupy the same parking area that would otherwise be needed for a larger retail development. Consequently, runoff volume, stormwater pollutants, and groundwater recharge potential would be similar between Alternative 3 and the project. All of the mitigation measures identified in this EIR to reduce hydrology impacts could be applied to Alternative 3. With the incorporation of these mitigation measures, hydrology would not be significantly impacted by Alternative 3.

Land Use and Planning

Due to the comparative loss of the retail space under this alternative than to the proposed project, Alternative 3 would result in diminished land use and planning impacts than the proposed project. Additionally, the proposed park-n-ride use to replace the lost retail area would require minimal or no resources or services to accommodate its use. Nevertheless, a reduction of retail area of approximately 13 percent than the proposed project would potentially impair the market and economic feasibility to accommodate overall development of the site. Due to the reduced development potential, Alternative 3 would become less economically viable despite causing less impact in land use and planning than the proposed project. Alternative 3 would also propose development of the entire site for future urban uses resulting in the loss of existing agricultural land and the loss of future productivity that current agricultural operations would provide. Similar to Alternative 2, it is expected that payment of fees will be included as a mitigation measure to offset the potential loss of the existing agricultural use and an option to dedicate land toward an agricultural easement in perpetuity.

Noise

The noise impacts of Alternative 3 would be similar or slightly less than to those of the proposed project. Alternative 3 would involve similar grading and construction practices as the proposed project, and thus, would generate nearly the same amount of short-term noise impacts. However, because of the reduced retail development, the post construction or long-term impacts would generate approximately 2,400 less daily vehicle trips than the proposed project, particularly along the eastern portion of Harney Lane and "A" Street where access to the retail site is provided. It is anticipated that all of the mitigation measures identified in this EIR to reduce noise impacts could be applied to Alternative 3. With the incorporation of these mitigation measures, Alternative 3 would not generate significant noise impacts.

Public Services

In terms of demand for protection services such as fire and police, the relative reduction in retail development may be considered to be slightly less or nearly equivalent in development intensity to the proposed project, whereas demand for school and recreational facilities will largely be unaffected under this alternative. Despite the relative loss of retail area proposed under this alternative, the proposed park-n-ride facility may, however, require equivalent or slightly increased security than the proposed project. Because no structures will be associated with the park-n-ride use, demand for fire services will be slightly diminished as a result. Thus, Alternative 3 and the proposed project would likely generate an equal demand for public services.

Traffic and Circulation

The traffic and circulation impacts of Alternative 3 would be less than those of the proposed project. Because of the reduction of commercial square footage to include a park-n-ride facility, the overall traffic impacts under this alternative would be diminished as a consequence. The loss of 46,000 square feet of retail space resulted in a greater overall trip reduction than the potential trip generation from the park and ride facility. As a result, Alternative 3 has 2,400 less daily trips, representing an 8 percent decrease from the proposed project (Table 4.5.1). During the critical peak travel periods, the AM peak hour (6-9AM) trips remain approximately the same, whereas, during the PM peak period (3-6PM) the total PM trips are reduced by about 200 trips. It appears that the proposed park-n-ride facility would account for no significant traffic impacts during the morning peak travel periods, but would largely contribute to a reduction in trips during evening peak travel period and likely result in a corresponding improvement in the level of service during the PM peak hours. Since the land use changes are isolated to the retail site with the remainder of the land uses remaining the same as the proposed project, any potential traffic level of service improvement would be similarly isolated near the retail site. However, despite the potential level of service improvement, any trip reduction realized under Alternative 3 would not be sufficient to overcome the overcapacity level of service at several identified at several study intersections. Therefore, all of the mitigation measures identified in this EIR to reduce traffic and

circulation impacts may similarly be applied to Alternative 3. With the incorporation of these mitigation measures, Alternative 3 would not significantly impact traffic or circulation.

TABLE 4.5.1: ALTERNATIVE 3 PROJECTS WEEKDAY TRIP GENERATION

| Land Use | Quantity | AM Peak Hour | | | PM Peak Hour | | | Daily |
|-------------------------|------------|--------------|-----|-------|--------------|-------|-------|--------|
| | | In | Out | Total | In | Out | Total | |
| Alternative 3 | | | | | | | | |
| Office | 1,600 Emp. | 405 | 60 | 465 | 50 | 245 | 295 | 5,300 |
| LDR Residential | 103 DU | 20 | 60 | 80 | 65 | 40 | 105 | 1,000 |
| MDR Residential | 631 DU | 45 | 235 | 280 | 225 | 105 | 330 | 3,700 |
| HDR Residential | 200 DU | 20 | 70 | 90 | 70 | 40 | 110 | 1,200 |
| HDR Senior Residential | 150 DU | 10 | 10 | 20 | 10 | 10 | 20 | 500 |
| Commercial | 304 TSF | 190 | 120 | 310 | 550 | 595 | 1,145 | 13,000 |
| K-8 School | 1,000 Stu. | 265 | 210 | 475 | 40 | 35 | 75 | 1,400 |
| Mini Storage | 5.3 AC | 10 | 5 | 15 | 10 | 10 | 20 | 200 |
| Park-N-Ride Lot | 75 spaces | 45 | 10 | 55 | 10 | 40 | 50 | 300 |
| Fire Station | 1 AC | 1 | 1 | 2 | 1 | 1 | 2 | 1 |
| Totals | | 1,010 | 780 | 1,790 | 1,030 | 1,120 | 2,150 | 26,600 |
| Proposed Project | | | | | | | | |
| Office | 1,600 Emp. | 405 | 60 | 465 | 50 | 245 | 295 | 5,300 |
| LDR Residential | 103 DU | 20 | 60 | 80 | 65 | 40 | 105 | 1,000 |
| MDR Residential | 631 DU | 45 | 235 | 280 | 225 | 105 | 330 | 3,700 |
| HDR Residential | 200 DU | 20 | 70 | 90 | 70 | 40 | 110 | 1,200 |
| HDR Senior Residential | 150 DU | 10 | 10 | 20 | 10 | 10 | 20 | 500 |
| Commercial | 350 TSF | 220 | 140 | 360 | 630 | 685 | 1,315 | 15,000 |
| K-8 School | 1,000 Stu. | 265 | 210 | 475 | 40 | 35 | 75 | 1,400 |
| Mini Storage | 5.3 AC | 10 | 5 | 15 | 10 | 10 | 20 | 200 |
| Fire Station | 1 AC | 1 | 1 | 2 | 1 | 1 | 2 | 1 |
| Totals | | 995 | 790 | 1,785 | 1,100 | 1,170 | 2,270 | 28,300 |

TSF – thousand square feet of floor area

Utilities and Service Systems

Alternative 3 is nearly equivalent in intensity to the proposed project, and thus, would generate an equal demand for water, sewer, energy, and solid waste services. Despite the reduced retail square footage, the project will nevertheless require development of the entire project area where capacity demand will be relatively unchanged. Hence, all

of the mitigation measures identified in this EIR to reduce impacts to utilities and service systems could be applied to Alternative 3. With the incorporation of these mitigation measures, Alternative 3 would not significantly impact utilities and service systems.

Attainment of Project Objectives

Although, Alternative 3 would meet the basic project objective of providing a mix of residential and nonresidential land uses to complement and support the surrounding land uses within and adjacent to the project, the reduced scale retail development resulting in the loss of 46,000 square feet of retail may adversely impact the economic feasibility to develop the site. Despite the inherent trip reduction and air quality benefits associated with the proposed park-n-ride facility, the representative loss of retail and lease space would necessarily reduce the market potential of this retail center and thereby affecting its finances to provide services and facilities for the entire project site.

Other considerations in the reduction of retail area under this alternative as opposed to the proposed project include the potential loss of business-supporting retail for the Blue Shield office development as well as a reduction in the variety and availability of retail uses to service future and existing residents in the surrounding community. The diminished retail potential of the project for both residents and employees in the surrounding community is in conflict with the project objectives which is to provide a pedestrian friendly mixed use development with a diversity of services and retail uses.

4.6 SUMMARY OF PROJECT ALTERNATIVES

A summary of the identified feasible project alternatives, and a comparison of environmental impacts relative to the proposed project, is presented in Table 4.6.1.

**TABLE 4.6.1:
ALTERNATIVE COMPARISON MATRIX**

| | Project | Alternative 1 No Project / No Development | Alternative 2 Reduced Scale Residential | Alternative 3 Reduced Scale Retail/Park- N-Ride |
|-------------|--|--|--|--|
| Air Quality | <p><u>Impact 3.1.1 (A): (Construction Generated Air Pollutants) –Less than Significant After Mitigation:</u> Construction of the proposed project would generate air pollutants, including equipment exhaust and fugitive dust.</p> <p><u>Impact 3.1.1 (B): (Operational Emissions of Ozone Precursors) – Significant Impact:</u> Operation of the proposed project would generate NOx and ROG, which are ozone precursors, in excess of the SJVAPCD's yearly emission significance thresholds.</p> <p><u>Impact 3.1.1 (C): (Operational Emissions of Particulate Matter) – Less Than Significant Impact:</u> Operation of the proposed project would generate particulate matter.</p> <p><u>Impact 3.1.1 (D): (Operational Emissions of Carbon Monoxide) - Less Than Significant Impact:</u> Operation of the proposed project would generate carbon monoxide (CO).</p> <p><u>Impact 3.1.2: (Contribution to Cumulative Criteria Air Pollutants) – Significant Impact:</u> The project would emit ozone precursors (NOx and ROG) at levels that are</p> | <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> | <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Significant impacts with the incorporation of mitigation measures, and less impacts when compared to the proposed project.</p> <p>Less than significant impacts and less impacts when compared to the proposed project.</p> <p>Less than significant impacts and less impacts when compared to the proposed project.</p> <p>Significant impacts with the incorporation of mitigation measures, and less impacts when compared to the proposed project.</p> | <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Significant impacts with the incorporation of mitigation measures, and less impacts when compared to the proposed project.</p> <p>Less than significant impacts and less impacts when compared to the proposed project.</p> <p>Less than significant impacts and less impacts when compared to the proposed project.</p> <p>Significant impacts with the incorporation of mitigation measures, and less impacts when compared to the proposed project.</p> |

**TABLE 4.6.1:
ALTERNATIVE COMPARISON MATRIX**

| | Project | Alternative 1 No Project / No Development | Alternative 2 Reduced Scale Residential | Alternative 3 Reduced Scale Retail/Park- N-Ride |
|----------------------|--|---|--|--|
| | <p>significant as cumulatively considerable net increases of non-attainment criteria pollutants for the San Joaquin Valley Air Basin.</p> <p><u>Impact 3.1.3: (Exposure of Sensitive Receptors to Air Pollution) - Less than Significant After Mitigation:</u> The proposed project would generate air pollutants that could affect sensitive receptors and the project involves siting sensitive receptors in the vicinity of air pollution generators.</p> <p><u>Impact 3.1.4: (Objectionable Odors) - Less Than Significant Impact:</u> The proposed land uses could be exposed to occasional odors emitted by surrounding agricultural operations.</p> | <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> | <p>Less than significant impacts with the incorporation of mitigation measures, and less impacts when compared to the proposed project.</p> <p>Less than significant impacts and equal impacts when compared to the proposed project.</p> | <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts and equal impacts when compared to the proposed project.</p> |
| Biological Resources | <p><u>Impact 3.2.1: Migratory Birds – Less Than Significant After Mitigation:</u> Includes potential nesting sites for bird species that are protected by the Migratory Bird Treaty Act and The California Department of Fish and Game Code.</p> <p><u>Impact 3.2.2: Habitat Conservation Plans – Significant Unless Mitigated:</u> The proposed</p> | <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> | <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts</p> | <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts</p> |

**TABLE 4.6.1:
ALTERNATIVE COMPARISON MATRIX**

| | Project | Alternative 1 No Project / No Development | Alternative 2 Reduced Scale Residential | Alternative 3 Reduced Scale Retail/Park- N-Ride |
|--|--|--|--|--|
| | <p>project is located within the area covered by the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMHCP).</p> <p><u>Impact 3.2.3: Special-Status Species – Significant Unless Mitigated</u></p> <p><u>Impact 3.2.3 (a): Swainson's Hawk – Significant Unless Mitigated:</u> The proposed project has a low potential to impact the Swainson's hawk by eliminating marginal foraging habitat and marginal nesting habitat.</p> <p><u>Impact 3.2.3 (b): Western Burrowing Owl – Significant Unless Mitigated:</u> The proposed project would eliminate marginal habitat for the western burrowing owl, including agricultural land with ground squirrel burrows that could provide nesting opportunities for the western burrowing owl. Construction of the proposed project also has the potential to impact individual burrowing owls, if any are present onsite during the time of construction.</p> | <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> | <p>when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> | <p>when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> |

**TABLE 4.6.1:
ALTERNATIVE COMPARISON MATRIX**

| | Project | Alternative 1 No Project / No Development | Alternative 2 Reduced Scale Residential | Alternative 3 Reduced Scale Retail/Park- N-Ride |
|--|--|--|--|--|
| | <p><u>Impact 3.2.3 (c): White-Tailed Kite – Significant Unless Mitigated:</u> The proposed project has the potential to eliminate potential nesting and foraging habitat for the white-tailed kite. Additionally, construction of the proposed project has the potential to impact individual white-tailed kites or their nests if any are present onsite during the time of construction.</p> <p><u>Impact 3.2.3 (d): California Horned Lark – Significant Unless Mitigated:</u> The proposed project has the potential to eliminate potential foraging and nesting habitat for the California horned lark from the site. Additionally, construction of the proposed project has the potential to impact individual California horned larks or their nests if any are present onsite during the time of construction.</p> <p><u>Impact 3.2.3 (e): Loggerhead Shrike – Significant Unless Mitigated:</u> The proposed project has the potential to eliminate suitable nesting and foraging habitat for the loggerhead shrike, and construction of the proposed project has the potential to impact</p> | <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> | <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> | <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> |

**TABLE 4.6.1:
ALTERNATIVE COMPARISON MATRIX**

| | Project | Alternative 1 No Project / No Development | Alternative 2 Reduced Scale Residential | Alternative 3 Reduced Scale Retail/Park- N-Ride |
|--|--|--|--|--|
| | <p>individual loggerhead shrikes or their nests if any are present onsite during the time of construction.</p> <p><u>Impact 3.2.3 (f): Rufous Hummingbird – Less than Significant:</u> The proposed project has the potential to temporarily reduce the foraging habitat for the rufous hummingbird onsite.</p> <p><u>Impact 3.2.3 (g): Pallid Bat and Greater Western Mastiff Bat – Less than Significant:</u> The proposed project has the potential to reduce the roosting and foraging habitat onsite for the pallid bat and the greater western mastiff bat.</p> <p><u>Impact 3.3.4: Oak Tree Impacts/Consistency With San Joaquin County's Tree Protection Ordinance – Significant Unless Mitigated:</u> The project site contains one tree that is protected under San Joaquin County's tree protection ordinance. This tree is a valley oak that would be classified as a "Heritage Oak Tree" by the County's ordinance. Development of the project site has the potential to either remove this tree or damage this tree during construction.</p> | <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> | <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> | <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> |

**TABLE 4.6.1:
ALTERNATIVE COMPARISON MATRIX**

| | Project | Alternative 1 No Project / No Development | Alternative 2 Reduced Scale Residential | Alternative 3 Reduced Scale Retail/Park- N-Ride |
|--------------------|---|---|--|--|
| Cultural Resources | <p><u>Impact 3.3.1: Historic Resources – Less than Significant with Mitigation:</u> The proposed project would adaptively reuse the Morse-Skinner Ranch House and water tower, a significant historic resource listed on the National Register of Historic Places (NRHP) and eligible for listing on the California Register of Historical Resources (CRHR). The proposed Development Plan and subsequent development of the balance of the 220-acre project site could result in the demolition of a Moose Lodge facility, 12 residences, and ancillary structures. None of these structures are known or expected to be historically significant per Section 15064.5 of the State CEQA Guidelines. However, none of these structures have been evaluated by an architectural historian for historic significance. As such, it cannot be precluded that the removal, alteration, or demolition of these structures would not result in significant impacts on historical resources.</p> <p><u>Impact 3.3.2: Archaeological Resources – Less than Significant with Mitigation:</u> Although not</p> | <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> | <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts</p> | <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts</p> |

**TABLE 4.6.1:
ALTERNATIVE COMPARISON MATRIX**

| | Project | Alternative 1 No Project / No Development | Alternative 2 Reduced Scale Residential | Alternative 3 Reduced Scale Retail/Park- N-Ride |
|---------------------------------|--|---|---|---|
| | <p>anticipated, grading and construction activities onsite could encounter previously undiscovered archaeological resources.</p> <p><u>Impact 3.3.3: Paleontological and Unique Geologic Features – Less than Significant with Mitigation:</u> Although not anticipated, grading and construction activities would encounter previously undiscovered paleontological resources.</p> <p><u>Impact 3.3.4: Disturbance of Human Remains – Less than Significant Impact:</u> The project site is not known or expected to contain human remains and, as such, the proposed project is not expected to disturb human remains. In the unlikely event that human remains are discovered onsite, existing regulations ensure such remains are handled appropriately.</p> | <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> | <p>when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> | <p>when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> |
| Hazards and Hazardous Materials | <p><u>Impact 3.5.1 – On-site Hazardous Materials - Significant Unless Mitigated:</u> The Phase I Environmental Site Assessment determined that site conditions at certain locations on the project site constitute potentially significant impacts or potential impediments to future development of the</p> | No impact and a reduction in impacts from the proposed project. | Significant impacts and requires mitigation measures; equal impacts when compared to the proposed project. | Significant impacts and requires mitigation measures; equal impacts when compared to the proposed project. |

**TABLE 4.6.1:
ALTERNATIVE COMPARISON MATRIX**

| | Project | Alternative 1 No Project / No Development | Alternative 2 Reduced Scale Residential | Alternative 3 Reduced Scale Retail/Park- N-Ride |
|-----------|---|--|---|--|
| | project site and, therefore, require mitigation. | | | |
| Hydrology | <p><u>Impact 3.6.1: Potential to generate water pollutants during construction -- Less than Significant Impact:</u> The project would disturb more than one acre of land during construction.</p> <p><u>Impact 3.6.2: Permanent change to the drainage pattern of the site - Less than Significant Impact After Mitigation Measure:</u> The proposed project would replace the existing informal and/or non-existent drainage system onsite with an engineered drainage system.</p> <p><u>Impact 3.6.3: Potential water pollutants could be released from the project site -- Less than Significant After Mitigation Measure:</u> With mitigation water pollutants generated onsite are reduced to the maximum extent practicable.</p> <p><u>Impact 3.6.4: The proposed project does not include a levee or dam that will be of risk or failure – Less than Significant.</u></p> <p><u>Impact 3.6.5: The proposed project would contribute runoff</u></p> | <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> | <p>Less than significant impacts, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts, and equal impacts when compared to the proposed project.</p> | <p>Less than significant impacts, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> |

**TABLE 4.6.1:
ALTERNATIVE COMPARISON MATRIX**

| | Project | Alternative 1 No Project / No Development | Alternative 2 Reduced Scale Residential | Alternative 3 Reduced Scale Retail/Park- N-Ride |
|----------|---|---|---|---|
| | <p><u>water to the existing and planned drainage system – Less than Significant After Mitigation Measure:</u> The proposed development may contain pollutants however, compliance with the State's General Construction Activity Storm Water Permit and the SMP ensures water pollutants generated onsite are reduced to the maximum extent practicable.</p> <p><u>Impact 3.6.6: Groundwater – Less than Significant Impact:</u> The proposed project would increase the amount of impermeable surfaces onsite and, as a result, reduce the site's groundwater recharge potential. In addition, the proposed project would increase the use of groundwater table as a water source and contribute to the lowering of the groundwater table.</p> | No impact and a reduction in impacts from the proposed project. | <p>when compared to the proposed project.</p> <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> | <p>when compared to the proposed project.</p> <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> |
| Land Use | <p><u>Impact 3.7.1: Conflicts with Land Use Conflict with Surrounding Land Uses - Less than Significant With Mitigation:</u> The proposed project is immediately surrounded by agricultural land uses to the west and south of the project</p> | No impact and a reduction in impacts from the proposed project. | Less than significant impacts after mitigation, and equal impacts when compared to the proposed project. | Less than significant impacts after mitigation, and equal impacts when compared to the proposed project. |

**TABLE 4.6.1:
ALTERNATIVE COMPARISON MATRIX**

| | Project | Alternative 1 No Project / No Development | Alternative 2 Reduced Scale Residential | Alternative 3 Reduced Scale Retail/Park- N-Ride |
|-------|---|---|---|---|
| | <p><u>Impact 3.7.2: The proposed project would result in the conversion of approximately 110 acres of Prime Farmland to non-agricultural uses – Less than Significant With Mitigation:</u> Parcels located within the project site is primarily used in agricultural production, and is currently designated as Prime Farmland. Development of the proposed project would result in the conversion of this Prime Farmland to non-agricultural uses.</p> <p><u>Impact 3.7.3: The proposed project would result in a conflict with an existing Agricultural Use and Williamson Act Contract – Less than Significant With Mitigation:</u> As is discussed with Impact LU-2, one parcel located within the project site (APN 058-110-41) is defined as Prime Farmland, and its conversion would result in a significant and unavoidable impact. The proposed project would also conflict with the existing agricultural uses on the project site.</p> | <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> | <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> | <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> |
| Noise | <u>Impact 3.8.1 - Less than Significant With Mitigation:</u> Construction of the proposed project would temporarily generate noise above | No impact and a reduction in impacts from the proposed project. | Less than significant impacts after mitigation, and equal impacts when compared to the proposed project. | Less than significant impacts after mitigation, and equal impacts when compared to the proposed project. |

**TABLE 4.6.1:
ALTERNATIVE COMPARISON MATRIX**

| | Project | Alternative 1 No Project / No Development | Alternative 2 Reduced Scale Residential | Alternative 3 Reduced Scale Retail/Park- N-Ride |
|--|--|--|---|--|
| | <p>levels existing without the project.</p> <p><u>Impact 3.8.2 - Less than Significant With Mitigation:</u> Increased traffic would generate noise levels above levels existing without the project.</p> <p><u>Impact 3.8.3 - Less than Significant With Mitigation:</u> Location of residential uses in proximity to noise sources can result in exposure to noise levels in excess of standards.</p> <p><u>Impact 3.8.4 - Less than Significant With Mitigation:</u> The proposed project would place sensitive receptors in the vicinity of train noise.</p> <p><u>Impact 3.8.5 - Less than Significant With Mitigation:</u> Detention basin pump noise could result in permanent increases in ambient noise levels above levels existing without the project.</p> <p><u>Impact 3.8.6 - Less than Significant With Mitigation:</u> Agricultural noise resulting from existing on-going agricultural operations in the vicinity of the project site could impact sensitive receptors onsite.</p> | <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> | <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> | <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts after mitigation, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts, and equal impacts when compared to the proposed project.</p> |

**TABLE 4.6.1:
ALTERNATIVE COMPARISON MATRIX**

| | Project | Alternative 1 No Project / No Development | Alternative 2 Reduced Scale Residential | Alternative 3 Reduced Scale Retail/Park- N-Ride |
|-----------------|--|--|---|---|
| | <p><u>Impact 3.8.7: (Location of School Uses in Proximity to Noise Sources) - Less than Significant Impact:</u> The proposed project includes the placement of an elementary school, a sensitive noise receptor.</p> <p><u>Impact 3.8.8 - Less than Significant Impact:</u> Potential to temporarily generate vibration and ground borne noise during construction.</p> <p><u>Impact 3.8.9 - Less than Significant Impact:</u> Operation of the project will result in new noise sources.</p> | <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> | <p>Less than significant impacts, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts, and less impacts when compared to the proposed project.</p> | <p>Less than significant impacts, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts, and less impacts when compared to the proposed project.</p> |
| Public Services | <p><u>Impact 3.6.1: Police Service – Less Than Significant:</u> The project involves the development of an office building, retail commercial center, a mini-storage facility, residential structures, a school, and parkland and, as a result, would increase the structures and population served by the Lodi Police Department.</p> <p><u>Impact 3.6.2: Fire Service – Less than Significant With Mitigation:</u> The project involves the development of an office building, retail commercial center, a mini-storage facility, residential structures, a school, and parkland</p> | <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> | <p>Less than significant impacts, and less impact when compared to the proposed project.</p> <p>Less than significant impacts, and less impact when compared to the proposed project.</p> | <p>Less than significant impacts, and less impact when compared to the proposed project.</p> <p>Less than significant impacts, and less impact when compared to the proposed project.</p> |

**TABLE 4.6.1:
ALTERNATIVE COMPARISON MATRIX**

| | Project | Alternative 1 No Project / No Development | Alternative 2 Reduced Scale Residential | Alternative 3 Reduced Scale Retail/Park- N-Ride |
|-------------------------|--|---|---|---|
| | and, as a result, would increase the structures and population served by the Lodi Fire Department. | | | |
| Traffic and Circulation | <u>Impact 3.10.1:</u> The project will require roadway improvements as part project development for an internal roadway network as well as address impacts resulting from increased travel demand on surrounding streets. As a result, identified transportation improvements are needed to mitigate the potential project traffic impacts upon project buildout. | No impact and a reduction in impacts from the proposed project. | Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project. | Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project. |
| | <u>Impact 3.10.2:</u> A development of this size and scope will likely be developed over a period of time and in a phased manner. To accommodate a phased development, necessary roadway improvements shall be provided to support the pace of development. A comprehensive and coordinated approach will also be needed to address concurrent development in surrounding areas adjacent to the project. | No impact and a reduction in impacts from the proposed project. | Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project. | Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project. |
| | <u>Impact 3.10.3:</u> Because the project has not identified a specific development plan (layout) for the residential, school, mini-storage and public use facilities, an evaluation of the internal roadway | No impact and a reduction in impacts from the proposed project. | Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project. | Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project. |

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| | Project | Alternative 1 No Project / No Development | Alternative 2 Reduced Scale Residential | Alternative 3 Reduced Scale Retail/Park- N-Ride |
|-------------------------------|---|---|---|---|
| | network by a qualified Traffic Engineer shall be necessary once a development plan can be defined to ensure that any potential access or circulation conflicts can be addressed and minimized. | | | |
| | <u>Impact 3.10.4:</u> Construction traffic will occur over time during project development. Because of existing and future residential land uses located near or adjacent to the development during construction, operation of such heavy equipment vehicles need to be considered. | No impact and a reduction in impacts from the proposed project. | Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project. | Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project. |
| | <u>Impact 3.10.5:</u> The project serving a largely future residential population will require critical fire and police services. Emergency vehicle access is considered a vital function as part of any future roadway network to accommodate a safe and efficient access for both future residents and critical emergency services. | No impact and a reduction in impacts from the proposed project. | Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project. | Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project. |
| | <u>Impact 3.10.6:</u> Future land uses for the project will be required to provide adequate off-street parking facilities. Available on-street parking on future roadways may be limited or, otherwise, prohibited. | No impact and a reduction in impacts from the proposed project. | Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project. | Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project. |
| Utilities and Service Systems | <u>Impact 3.11.1:</u> The proposed project would not impact energy resources or supply – Less than | No impact and a reduction in impacts from the proposed project. | Less than significant impacts with the incorporation of mitigation measures, and equal impacts | Less than significant impacts with the incorporation of mitigation measures, and equal impacts |

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| | Project | Alternative 1 No Project / No Development | Alternative 2 Reduced Scale Residential | Alternative 3 Reduced Scale Retail/Park- N-Ride |
|--|---|---|---|---|
| | <p><u>Significant Impact.</u></p> <p><u>Impact 3.11.2: The proposed project would not impact natural gas or supply – Less than Significant.</u></p> <p><u>Impact 3.11.3: Typical domestic sewage does not exceed wastewater treatment requirements – Less than significant after mitigation.</u></p> <p><u>Impact 3.11.4: Increase in the Demand for Water Service – Less than Significant Impact After Mitigation:</u> The proposed project would increase water demand. The increased demand could be accommodated by a water supply and drainage system that includes two new groundwater wells.</p> <p><u>Impact 3.11.5: Increase in the Demand for Wastewater Service– Less than Significant Impact After Mitigation:</u> The proposed project would increase the demand for wastewater service. The increased demand could be accommodated by an onsite sewer system and improvements to wastewater infrastructure in the</p> | <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> <p>No impact and a reduction in impacts from the proposed project.</p> | <p>when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> | <p>when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> <p>Less than significant impacts with the incorporation of mitigation measures, and equal impacts when compared to the proposed project.</p> |

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| | Project | Alternative 1 No Project / No Development | Alternative 2 Reduced Scale Residential | Alternative 3 Reduced Scale Retail/Park- N-Ride |
|--|-------------------|---|--|---|
| | project vicinity. | | | |

4.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The only significant and unavoidable impacts of the proposed project are short-term construction and long-term operational induced air pollutants. The only project alternative that would not have significant short- and long-term air quality impacts is the No Project/No Development Alternative. Thus, the No Project/No Development Alternative would be the environmentally superior alternative. When the No project/no development alternative is the environmentally superior alternative, CEQA requires that a second alternative be identified as environmentally superior. In this case, none of the remaining project alternatives could reduce short- and long-term air quality impacts to a less-than-significant level. Alternative 3 (Reduced Scale Retail/Park-N-Ride) would, itself, generate less vehicle trips and, hence, contribute less short- and long-term air quality pollutants than the project and Alternative 2, and thus, would be environmentally superior.