

INITIAL STUDY/NEGATIVE DECLARATION
NO. 06-04

FOR

Lodi Memorial Hospital Addition

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

PREPARED BY:

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

January 2, 2007

CERTIFICATE OF FEE EXEMPTION

This is to attest that the City of Lodi, acting as the lead agency, has determined that the request by Lodi Memorial Hospital to expand existing facilities involves no potential for adverse effect on wildlife, and is therefore exempt under Fish & Game Section 711.4(c).

PROJECT TITLE: Lodi Memorial Hospital Addition

PROJECT PROPONENT: Lodi Memorial Hospital
 975 South Fairmont Avenue
 Lodi, CA 95240

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

The project site is within the developed portions of the City and is surrounded by medical and businesses offices to the north and east, and residential over to the north and west. The San Joaquin County Important Farmland Map of 2004 identifies the site and vicinity as urban and built-up land. The San Joaquin Multi-Species Habitat Conservation and Open Space Plan Map identifies the site and vicinity as land Category A, exempt no pay fee. The site has no habitat for Fish and Game reserves and had no potential for adverse effect.

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

Based on this initial study, Negative Declaration 06-04 was prepared in compliance with the California Environmental Quality Act. Further, the City of Lodi Planning Commission and City council reviewed and approved the information as adequate environmental documentation for the project.

Randy Hatch
Director of Community Development

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

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

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

File Number: 06-04

Project Title: Lodi Memorial Hospital Addition

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

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

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

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

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

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

File Number: 06-04

Project Title: **Lodi Memorial Hospital Addition**

Project Description:

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

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

Project Location:

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

Name of Project Proponent/Applicant: Lodi Memorial Hospital

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

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

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

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

Randy Hatch

Date Director of Community Development

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

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

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

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

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

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

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

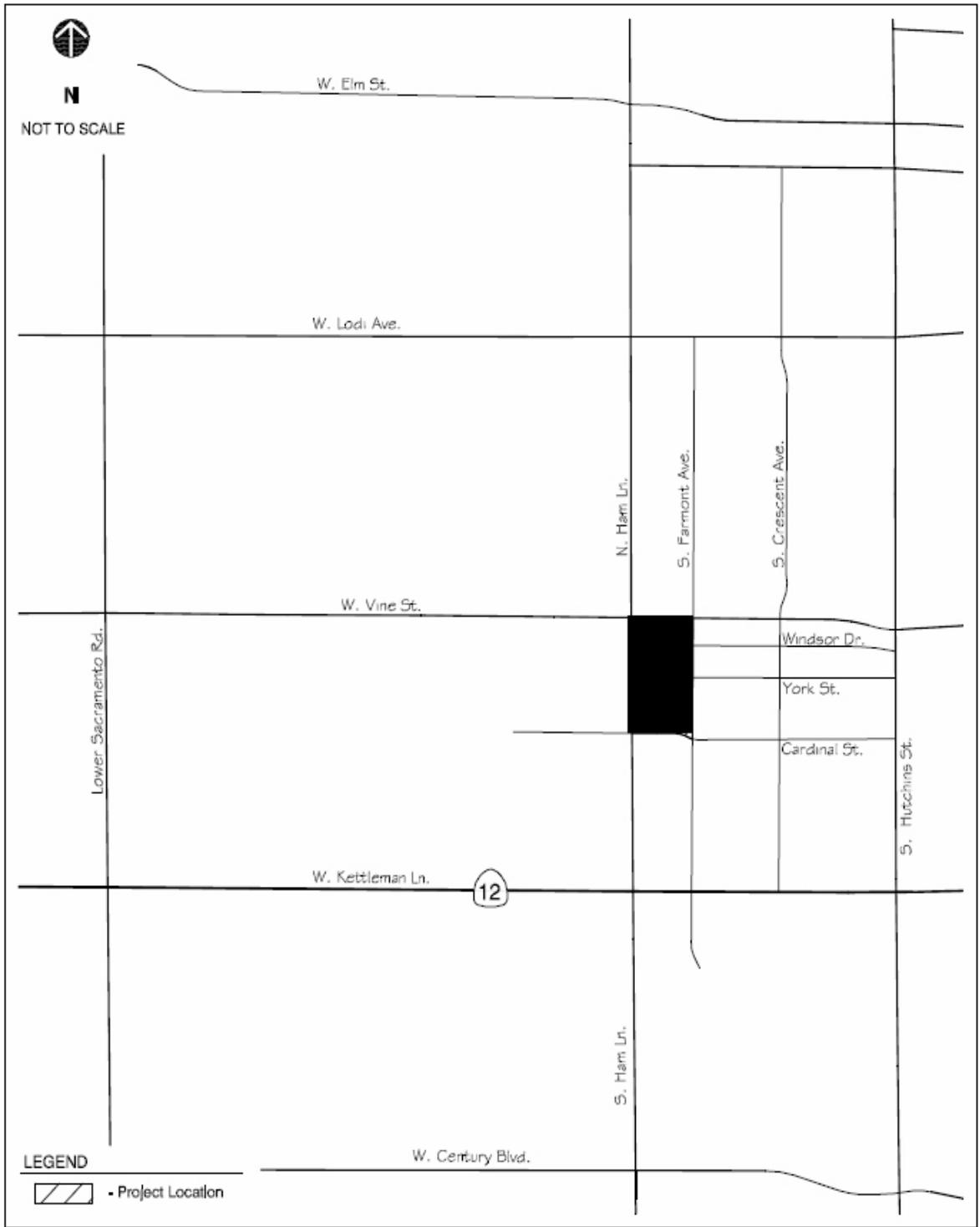
Currently the property contains an existing three-story 147,347 square foot, 107-bed hospital; a 48,000 square foot medical clinic; a 6,000 square-foot medical clinic and a 15,000 square-foot office building. There is also associated employee and visitor parking scattered throughout the property, as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

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

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

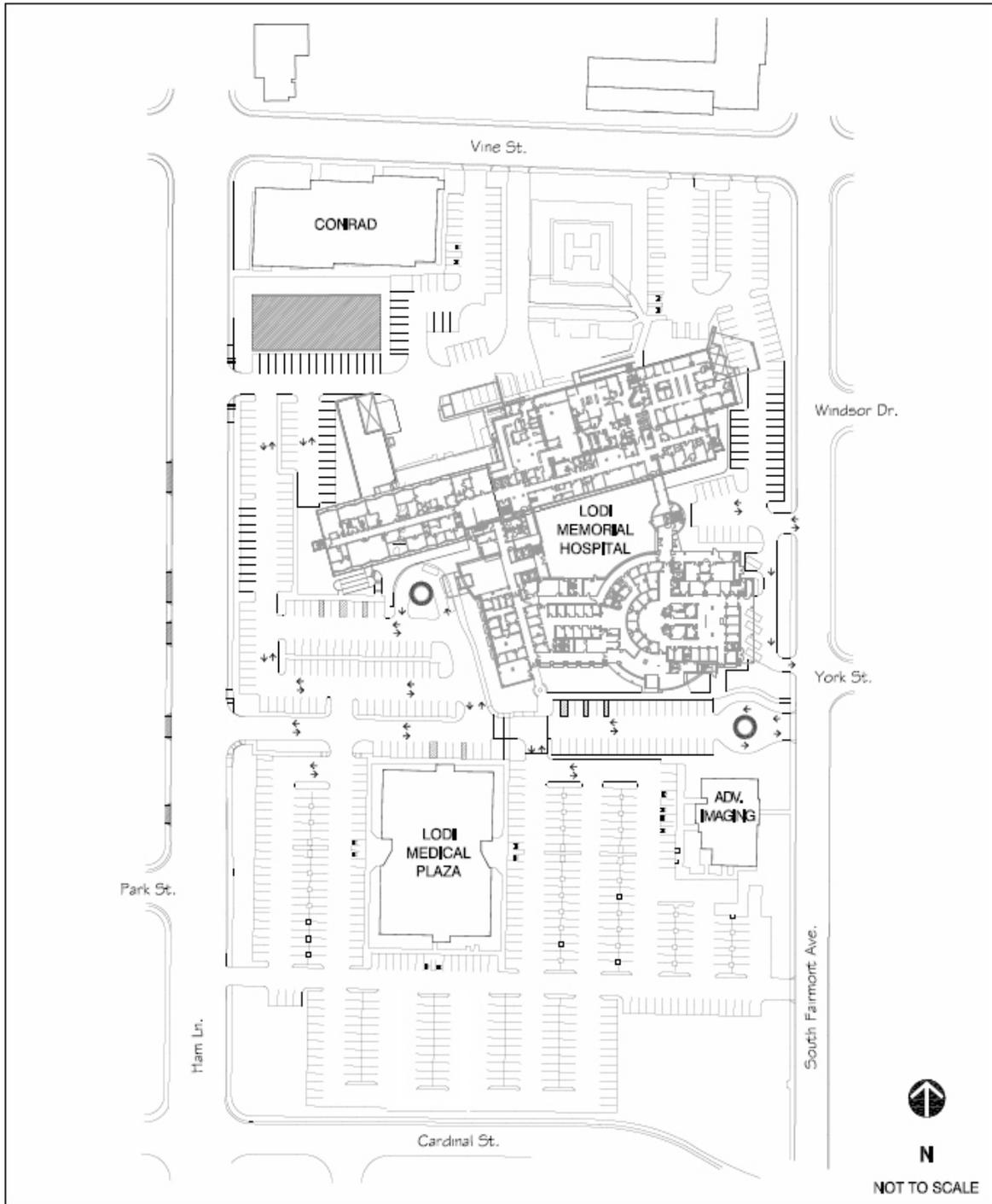
The project will be constructed within the existing boundaries of the hospital property except for a small area on the south edge of the development. There are eight residential parcels located on the north side of Cardinal Street that backed up to the hospital property. The hospital has purchased six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

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



PROJECT LOCATION

FIGURE 1



SITE PLAN WITH SOUTH WING ADDITION

FIGURE 2

Environmental Factors Potentially Affected:

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

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | | |

Determination

On the basis of this initial evaluation:

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

Signature

Date

Printed Name

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

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

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

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

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

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

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

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

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

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

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

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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

	Potentially Significant Impact	Potentially Significant Impact Incorporated	Unless Mitigation Than Significant Impact	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with or obstruct implementation of the applicable air quality plan?					

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

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

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

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

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

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

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

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

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

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

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

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

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

d) Expose sensitive receptors to substantial pollutant concentrations?

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

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

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

	Potentially Significant Impact	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | | | | |

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

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

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

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

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

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

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

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

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

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

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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V. CULTURAL RESOURCES. Would the project:

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS. Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - ii) Strong seismic ground shaking?
 - iii) Seismic-related ground failure, including liquefaction?
 - iv) Landslides?
 - b) Result in substantial soil erosion or the loss of topsoil?
 - 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?
 - 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?
 - e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?
- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42;

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

ii) Strong seismic ground shaking;

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

iii) Seismic-related ground failure, including liquefaction;

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

iv) Landslides?

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

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

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

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

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

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

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

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

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

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

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

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

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

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

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

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

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

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

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

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

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

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

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

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

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

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

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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VIII. HYDROLOGY AND WATER QUALITY. Would the project:

- a) Violate any water quality standards or waste discharge requirements? Potentially Significant Impact Potentially Significant Unless Mitigation Incorporated Less Than Significant Impact No Impact
- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Potentially Significant Impact Potentially Significant Unless Mitigation Incorporated Less Than Significant Impact No Impact

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Violate any water quality standards or waste discharge requirements?				

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

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

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

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

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

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

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

- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

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

- f) Otherwise substantially degrade water quality?

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

- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

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

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

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

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

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

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

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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IX. LAND USE AND PLANNING. Would the project:

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

- a) Physically divide an established community?

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

- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

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

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

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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X. MINERAL RESOURCES. Would the project:

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

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

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				

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

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

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

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

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

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

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

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

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

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

During Construction:

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

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

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

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

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

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XII. POPULATION AND HOUSING. Would the project:

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

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

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

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

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

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

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

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

	Potentially Significant	Potentially Significant	Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIII. PUBLIC SERVICES.

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

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

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

- a) Fire protection?

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

b) Police protection?

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

c) Schools?

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

d) Parks

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

e) Other public facilities?

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. 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"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				

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

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XV. TRANSPORTATION/TRAFFIC. Would the project:

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

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

Existing Hospital and School Driveways

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

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

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

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

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

Ham Lane Driveway Observations

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

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

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

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

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

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

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

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

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

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

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

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

- e) Result in inadequate emergency access?

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

- f) Result in inadequate parking capacity?

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

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

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

	Potentially Significant Impact	Potentially Significant Impact Mitigated	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<p>The proposed project would utilize the City's White slough wastewater Treatment Facility. The increased flow from the new hospital additions would be minor and not exceed wastewater treatment requirements of the Central Valley Regional Water Quality Control Board. There will be less than significant impact.</p>			
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?	<p>The project site is located in an urbanized area that contains existing water and wastewater infrastructure. The proposed project would not require the construction of new water or wastewater treatment facilities or the expansion of existing facilities because there is adequate capacity to serve the proposed the new addition portion of the hospital. There will be less than significant impact.</p>			

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

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

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

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

- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

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

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

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

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

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

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | | | | |

As documented in this Initial Study, the implementation of the proposed project would no significant impacts on biological and cultural resources since it is in-fill project. Implementation of the proposed project would not result in the loss of open space habitat (row and field crops) and associated wildlife; would not threaten a plant or animal community, would not reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. It is an in-fill project. Therefore, there will be no impact.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

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

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

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