

INITIAL STUDY/  
NEGATIVE DECLARATION  
09-ND-03

**TIENDA DRIVE SENIOR HOUSING**

November 24, 2009

Prepared by:  
City of Lodi  
Community Development Department  
City Hall, 221 West Pine Street  
P.O. Box 3006  
Lodi, CA 95241-1910

PUBLIC REVIEW DRAFT  
INITIAL STUDY/  
MITIGATED NEGATIVE DECLARATION

**TIENDA DRIVE SENIOR HOUSING**  
2245 Tienda Drive  
Lodi, CA 95242

November 24, 2009

Prepared by:  
City of Lodi  
Community Development Department  
City Hall, 221 West Pine Street  
P.O. Box 3006  
Lodi, CA 95241-1910

<b>TABLE OF CONTENTS</b>	<b>Page</b>
INTRODUCTION TO INITIAL STUDY	4
PURPOSE OF INITIAL STUDY	4
NOTICE OF AVAILABILITY	6
PROPOSED MITIGATED NEGATIVE DECLARATION	8
PROJECT TITLE	10
Lead Agency	10
Project Location	10
Project Description	
 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED	 13
 DETERMINATION	 14
 LIST OF FIGURES	
1. Regional Map	15
2. Vicinity Map	16
3. City of Lodi Aerial Map	17
4. Project Site Aerial Map	18
5. Site Utilization Map	19
6. Site Plan	20
7. Color Elevations	20
8. Typical Floor Plan	21
 SUMMARY OF MITIGATION MEASURES	 22
 ENVIRONMENTAL CHECKLIST AND NARRATIVE EXPLANATION	
I. Aesthetics	28
II. Agricultural Resources	32
II. Air Quality	34
IV. Biological Resources	42
V. Cultural Resources	46
VI. Geology and Soils	49
VII. Hazards and Hazardous Materials	54
VII. Hydrology and Water Quality	59
IX. Land Use and Planning	66
X. Mineral Resources	69
XI. Noise	70
XII. Population and Housing	75
XIII. Public Services	77
XIV. Recreation	81
XV. Transportation/Traffic	83
XVI. Utilities and Service Systems	88
XVII. Mandatory Findings of Significance	94

**INTRODUCTION TO INITIAL STUDY**

The proposed project site consists of 3.39-acres of land mostly undeveloped with no frontage improvements, predominantly level except along the southern property line where the site slopes downward, and surrounded by existing residential uses to the north and east, privately held vacant parcel and commercial uses to west, and the Lodi Plaza, which contains the Target store, to the south. There are numerous trees on the western portion of the project parcel.

The project site has a physical address of 2245 Tienda Drive and is located within a portion of a sectionalized 10 of Township 3 North, Range 6 East (MDBM), as shown on the USGS Lodi North, California 7.5' Series Quadrangle Map.

**PROJECT DESCRIPTION**

The proposed project involves construction of two affordable senior apartment complexes, which would contain 79 one-bedroom units, one manager's unit and community room on a relatively flat level 3.39-acre site located at 2245 Tienda Drive, approximately 547 feet north of Kettleman Lane (State Route 12) and 1,136 feet east of Lower Sacramento Road. The project would be developed in two phases. The first phase would see development of 39 units, administrative office and a community room. Phase two would include 41 units and activity room. The amenities within the project include on-site services, common activities room, courtyards, public bus service, adaptable units, new parking lot to serve the apartments, extensive landscaping, and a state-of-the-art sports and fitness facility which, provides a social center for residents living there. 79 of the apartment units will be age-restricted to individuals of 55 years and older, and will be rent-restricted to extremely low, very low, and/or low income households. The remaining unit will not be restricted and will be reserved for an on-site manager. All one bedroom units are proposed to be approximately 600 net square feet each and the manager's units will measure approximately 800 s. ft in area. The project includes a request for a concession pursuant to State law to allow less on-site parking (.75 spaces/unit where 2 spaces/unit would be required) than required by the Lodi Municipal Code for apartment complexes. All of the apartments will serve very low-income seniors making less than 50% of area median income (AMI).

A Tentative Parcel Map is required to allow the existing 3.39 acre site to be subdivided into two separate parcels, which would permit phased development. As proposed, Parcel 1 would measure 1.78 acres and would be developed first and Parcel 2 would measure 1.61 acres and would be developed as a second phase of this project. Construction is expected to commence in Spring of 2011. The proposed affordable senior housing, known as Tienda Drive Senior Housing,

The site is currently vacant, undeveloped and was originally intended to be developed as a public park. The site is presently zoned R-1 and R-2, Single Family residences with 6.7 D.U.A and 8.7 D.U.A, respectively. The project site has a General Plan designation of LDR, Low Density Residential. The City's is in the process of updating its General Plan and the pending General Plan designates the project site as Mixed Use, which would allow Medium-High Density Residential (18.0 to 30 units per acre). The project also involves a concession to allow provision of less on-site parking than required by the Zoning Code for multi-family housing units. The Development Plan would be reviewed by the City of Lodi Planning Commission in conjunction with the Tentative Parcel Map entitlement review and approval process. Pursuant to § 15.34.040 (B) (2), senior housing projects are exempt from further review under the Growth Management Ordinance.

**PURPOSE OF INITIAL STUDY**

The California Environmental Quality Act (CEQA) requires that public agencies document and consider the potential environmental effects of any agency actions that meet CEQA's definition of a "project;" briefly summarized, a "project" is an action that has the potential to result in direct or indirect physical changes in the environment. A project includes the agency's direct activities as well as activities that involve public agency approvals or funding. Guidelines for an agency's implementation of CEQA are found in the "CEQA Guidelines" (Title 14, Chapter 3 of the California Code of Regulations).

Provided that a project is not found to be exempt from CEQA, the first step in the agency's evaluation of the potential environmental effects of the project is the preparation of an Initial Study. The purpose of an Initial Study is to determine whether the project would involve "significant" environmental effects as defined by CEQA and to describe feasible mitigation measures that would be necessary to avoid the significant effects or reduce them to a less than significant level. In the event that the Initial Study does not identify significant effects, or identifies mitigation measures that would reduce all of the significant effects of the project to a less than significant level, the agency may prepare a Negative Declaration. If this is not the case, the agency must prepare an Environmental Impact Report (EIR); the agency may also decide to proceed directly with the preparation of an EIR without preparation of an Initial Study. Construction and completion of the proposed project requires the preparation and adoption of an Initial Study/Negative Declaration, if necessary Environmental Impact Report. Mitigated Negative Declaration 09-MND-03 was prepared and circulated for review on this project and no significant environmental impacts will result from the proposed project.

## **NOTICE OF AVAILABILITY**

Notice is hereby given that the City of Lodi, Community Development Department, has completed an initial study and proposed a 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 Mitigated Negative Declaration 09-MND-03. The initial study reflects the independent judgment of the City.

**File Number:** 09-MND-03

**Project Title:** Tienda Drive Senior Housing

### **PROJECT DESCRIPTION:**

The proposed project involves construction of two affordable senior apartment complexes, which would contain 79 one-bedroom units, one manager's unit and community room on a relatively flat level 3.39-acre site located at 2245 Tienda Drive, approximately 547 feet north of Kettleman Lane (State Route 12) and 1,136 feet east of Lower Sacramento Road. The project would be developed in two phases. The first phase would see development of 39 units, administrative office and a community room. Phase two would include 41 units and activity room. The amenities within the project include on-site services, common activities room, courtyards, public bus service, adaptable units, new parking lot to serve the apartments, extensive landscaping, and a state-of-the-art sports and fitness facility which, provides a social center for residents living there. 79 of the apartment units will be age-restricted to individuals of 55 years and older, and will be rent-restricted to extremely low, very low, and/or low income households. The remaining unit will not be restricted and will be reserved for an on-site manager. All one bedroom units are proposed to be approximately 600 net square feet each and the manager's units will measure approximately 800 s. ft in area. The project includes a request for a concession pursuant to State law to allow less on-site parking (.75 spaces/unit where 2 spaces/unit would be required) than required by the Lodi Municipal Code for apartment complexes. All of the apartments will serve very low-income seniors making less than 50% of area median income (AMI).

A Tentative Parcel Map is required to allow the existing 3.39 acre site to be subdivided into two separate parcels, which would permit phased development. As proposed, Parcel 1 would measure 1.78 acres and would be developed first and Parcel 2 would measure 1.61 acres and would be developed as a second phase of this project. Construction is expected to commence in Spring of 2011. The proposed affordable senior housing, known as Tienda Drive Senior Housing,

The 3.39-acre project site is currently vacant, mostly undeveloped with no frontage improvements, predominantly level except along the southern property line where the site slopes downward, and surrounded by existing residential uses to the north and east, privately held vacant parcel and commercial uses to west, and the Lodi Plaza, which contains the Target store, to the south. The project site has a physical address of 2245 Tienda Drive and is located within a portion of a sectionalized 10 of Township 3 North, Range 6 East (MDBM), as shown on the USGS Lodi North, California 7.5' Series Quadrangle Map.

The site is presently zoned R-1 and R-2, Single Family residences with 6.7 D.U.A and 8.7 D.U.A, respectively.

The project site has a General Plan designation of LDR, Low Density Residential. The City's is in the process of updating its General Plan and the pending General Plan designates the project site as Mixed Use, which would allow Medium-High Density Residential (18.0 to 30 units per acre). The project also involves a concession to allow provision of less on-site parking than required by the Zoning Code for multi-family housing units. The Development Plan would be reviewed by the City of Lodi Planning Commission in conjunction with the Tentative Parcel Map entitlement review and approval process. Pursuant to § 15.34.040 (B) (2), senior housing projects are exempt from further review under the Growth Management Ordinance.

Copies of the Initial Study and the proposed Negative Declaration are on file and available for review at the following locations: 1) Lodi City Hall, Community Development Department located at 221 West Pine Street, Lodi, CA 95240; 2) Lodi Public Library, 201 West Locust Street, Lodi, CA 95240; and 3) City of Lodi website at [www.lodi.gov](http://www.lodi.gov). The City will receive comment on the Initial Study and proposed Negative Declaration for a 30-day period, commencing on Tuesday December 01, 2009 through Monday, January 04, 2010. 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:

Konradt Bartlam, Community Development Director  
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 proposed Mitigated Negative Declaration and the other entitlements for the project.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Konradt Bartlam  
\_\_\_\_\_  
Printed Name

## PROPOSED MITIGATED NEGATIVE DECLARATION

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

**File Number:** 09-MND-03

**Project Title:** Tienda Drive Senior Housing

### **Project Description:**

The proposed project involves construction of two affordable senior apartment complexes, which would contain 79 one-bedroom units, one manager's unit and community room on a relatively flat level 3.39-acre site located at 2245 Tienda Drive, approximately 547 feet north of Kettleman Lane (State Route 12) and 1,136 feet east of Lower Sacramento Road. The project would be developed in two phases. The first phase would see development of 39 units, administrative office and a community room. Phase two would include 41 units and activity room. The amenities within the project include on-site services, common activities room, courtyards, public bus service, adaptable units, new parking lot to serve the apartments, extensive landscaping, and a state-of-the-art sports and fitness facility which, provides a social center for residents living there. 79 of the apartment units will be age-restricted to individuals of 55 years and older, and will be rent-restricted to extremely low, very low, and/or low income households. The remaining unit will not be restricted and will be reserved for an on-site manager. All one bedroom units are proposed to be approximately 600 net square feet each and the manager's units will measure approximately 800 s. ft in area. The project includes a request for a concession pursuant to State law to allow less on-site parking (.75 spaces/unit where 2 spaces/unit would be required) than required by the Lodi Municipal Code for apartment complexes. All of the apartments will serve very low-income seniors making less than 50% of area median income (AMI).

A Tentative Parcel Map is required to allow the existing 3.39 acre site to be subdivided into two separate parcels, which would permit phased development. As proposed, Parcel 1 would measure 1.78 acres and would be developed first and Parcel 2 would measure 1.61 acres and would be developed as a second phase of this project. Construction is expected to commence in Spring of 2011. The proposed affordable senior housing, known as Tienda Drive Senior Housing,

The 3.39-acre project site is currently vacant, mostly undeveloped with no frontage improvements, predominantly level except along the southern property line where the site slopes downward, and surrounded by existing residential uses to the north and east, privately held vacant parcel and commercial uses to west, and the Lodi Plaza, which contains the Target store, to the south. The project site has a physical address of 2245 Tienda Drive and is located within a portion of a sectionalized 10 of Township 3 North, Range 6 East (MDBM), as shown on the USGS Lodi North, California 7.5' Series Quadrangle Map.

The site is presently zoned R-1 and R-2, Single Family residences with 6.7 D.U.A and 8.7 D.U.A, respectively. The project site has a General Plan designation of LDR, Low Density Residential. The City's is in the process of updating its General Plan and the pending General Plan designates the project site as Mixed Use, which would allow Medium-High Density Residential (18.0 to 30 units per acre). The project also involves a concession to allow provision of less on-site parking than required by the Zoning

Code for multi-family housing units. The Development Plan would be reviewed by the City of Lodi Planning Commission in conjunction with the Tentative Parcel Map entitlement review and approval process. Pursuant to § 15.34.040 (B) (2), senior housing projects are exempt from further review under the Growth Management Ordinance.

**Project Location:**

The project site is located in the City of Lodi, County of San Joaquin. The project site has a physical address of 2245 Tienda Drive and is located at POR. SEC. 10, T.3N.R.6E. M.D.B&M., (+38° 11' 73.24", -121° 30' 20.55"). The project site is zoned R-1 and R-2, Single Family Residences and has a General Plan designation LDR, Low Density Residence.

**Name of Project Proponent/Applicant: City of Lodi.**

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 commence on Tuesday, December 1, 2009 and end at 5:00 p.m. on Monday, January 4, 2010.

The Planning Commission will hold a public hearing on the proposed Mitigated Negative Declaration at a future date.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Konradt Bartlam  
Printed Name

**CITY OF LODI  
COMMUNITY DEVELOPMENT DEPARTMENT**



221 West Pine Street  
P. O. Box 3006  
Lodi, CA 95240-1910  
(209)333-6711  
(209)333-6842 Fax  
[www.lodi.gov](http://www.lodi.gov)

**NEGATIVE DECLARATION NO. 09-MND-03**

<p><b><u>Project Title:</u></b> Tienda Drive Senior Housing</p>	<p><b><u>Reference Application Numbers:</u></b> 09-MND-03</p>
<p><b><u>Lead Agency:</u></b> <b>COMMUNITY DEVELOPMENT DEPARTMENT</b> 221 West Pine Street P. O. Box 3006 Lodi, CA 95240-1910</p>	<p><b><u>Contact Person and Telephone No.:</u></b> Immanuel Bereket Assistant Planner (209)333-6711</p>
<p><b><u>PROJECT LOCATION/DESCRIPTION:</u></b> The proposed project involves construction of two affordable senior apartment complexes, which would contain 79 one-bedroom units, one manager's unit and community room on a relatively flat level 3.39-acre site located at 2245 Tienda Drive, approximately 547 feet north of Kettleman Lane (State Route 12) and 1,136 feet east of Lower Sacramento Road. The project would be developed in two phases. The first phase would see development of 39 units, administrative office and a community room. Phase two would include 41 units and activity room. The amenities within the project include on-site services, common activities room, courtyards, public bus service, adaptable units, new parking lot to serve the apartments, extensive landscaping, and a state-of-the-art sports and fitness facility which, provides a social center for residents living there. 79 of the apartment units will be age-restricted to individuals of 55 years and older, and will be rent-restricted to extremely low, very low, and/or low income households. The remaining unit will not be restricted and will be reserved for an on-site manager. All one bedroom units are proposed to be approximately 600 net square feet each and the manager's units will measure approximately 800 s. ft in area. The project includes a request for a concession pursuant to State law to allow less on-site parking (.75 spaces/unit where 2 spaces/unit would be required) than required by the Lodi Municipal Code for apartment complexes. All of the apartments will serve very low-income seniors making less than 50% of area median income (AMI).</p> <p>A Tentative Parcel Map is required to allow the existing 3.39 acre site to be subdivided into two separate parcels, which would permit phased development. As proposed, Parcel 1 would measure 1.78 acres and would be developed first and Parcel 2 would measure 1.61 acres and would be developed as a second phase of this project. Construction is expected to commence in Spring of 2011. The proposed affordable senior housing, known as Tienda Drive Senior Housing,</p> <p>The 3.39-acre project site is currently vacant, mostly undeveloped with no frontage improvements, predominantly</p>	

level except along the southern property line where the site slopes downward, and surrounded by existing residential uses to the north and east, privately held vacant parcel and commercial uses to west, and the Lodi Plaza, which contains the Target store, to the south. The project site has a physical address of 2245 Tienda Drive and is located within a portion of a sectionalized 10 of Township 3 North, Range 6 East (MDBM), as shown on the USGS Lodi North, California 7.5' Series Quadrangle Map. The site is presently zoned R-1 and R-2, Single Family residences with 6.7 D.U.A and 8.7 D.U.A, respectively. The project site has a General Plan designation of LDR, Low Density Residential. The City's is in the process of updating its General Plan and the pending General Plan designates the project site as Mixed Use, which would allow Medium-High Density Residential (18.0 to 30 units per acre). The project also involves a concession to allow provision of less on-site parking than required by the Zoning Code for multi-family housing units. The Development Plan would be reviewed by the City of Lodi Planning Commission in conjunction with the Tentative Parcel Map entitlement review and approval process. Pursuant to § 15.34.040 (B) (2), senior housing projects are exempt from further review under the Growth Management Ordinance.

Dr. Gordon Bruce Roget donated 4.64 acres of land to the City in the early 1990s to be made into a park. The City bought 3.39 acres of adjoining land to make the entire area into a park. The City plans to sell the adjoining 3.39 acres the City bought for senior affordable housing and use the proceeds to develop Roget Park. The City plans to make it a passive park, so the main improvement will be installing sidewalks and lighting.

The project site is located in the City of Lodi, County of San Joaquin. The project site has a physical address of 2245 Tienda Drive and is located at POR. SEC. 10, T.3N.R.6E. M.D.B&M., (+38° 11' 73.24", -121° 30' 20.55"). The project site is zoned The site is presently zoned R-1 and R-2, Single Family Residences and has a General Plan designation LDR, Low Density Residence. (See Figures 2 and 3 for Vicinity and Site Aerial Map).

**Project Proponent and Address:**

City of Lodi, Community Development Department  
 221 West Pine Street  
 Lodi, CA 95241

**Public Agencies with Approval Authority:**

City of Lodi  
 Community Development Department – Planning Division

**General Plan Designation:**

LDR, Low Density Residence

**City Zoning Designation:**

R-1 and R-2, Single Family Residences

Surrounding Land Use Designations:	Land Uses	Significant Features
On-Site	The city bought 3.4-acres project site to develop it as a public park. The adjoining vacant parcel to the east was donated to the City. The parcels have been vacant and undeveloped as of yet. The city plans to sell the project site and use the financial resources generated to develop the adjoining parcel a	The project site is vacant open space. The adjoining parcel, known as Roget Park, features numerous trees and some non-dedicated trails traverse the property.

	passive park.	
<b>North</b>	The area to the north is zoned Planned Development 25 and complies with the R-1 District regulations and is assigned a General Plan designating of LDR, Low Density Residence.	Detached single family homes, mostly two-story structures.
<b>South</b>	The area to the south is zoned R-C-P, Residential, Commercial and Professional and is developed with variety of commercial uses. Parts of the area to the south is within the Lodi Plaza, which contains Target, Marshall's, Staples and various types of smaller stores. This area is fully served by public transportation. The project site is accessed from Tienda Drive.	Tienda Drive, the only public road to the project site.
<b>East</b>	Roget Park	Slopes with various species of vegetation.
<b>West</b>	A privately owned vacant 8.46-acres lot. The area southwest of the project is the Lodi Plaza.	Privately held vacant lot
<b>Other Public Agencies whose approval is required</b>		
No other public agencies are required to approve the proposed development project. However, it should be noted that a variety of funding sources are to be used to fund the proposed development, including Community Development Block Grant funds.		
<b>EARLIER ANALYSES.</b>		
Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following items:		
a) <b>Earlier analysis used.</b> Identify earlier analyses and state where they are available for review.		
<b>Comments:</b> City of Lodi. 1991b. Final Environmental Impact Report for the City of Lodi General Plan. Prepared by Jones and Stokes Associates, Inc., April 1991.		
b) <b>Impacts adequately addressed.</b> Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.		
<b>Comments:</b> Not Applicable		
c) <b>Mitigation measures.</b> For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions of the project.		
<b>Comments:</b> Not Applicable		

### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

### ENVIRONMENTAL EFFECTS/INITIAL STUDY CHECKLIST

This section documents the screening process used to identify and focus upon environmental impacts that could result from this project. The Initial Study Checklist below follows closely the form prepared by the Governor's Office of Planning and Research and was used in conjunction with the City's *CEQA Thresholds Guide* and other sources to screen and focus upon potential environmental impacts resulting from this project. Impacts are separated into the following categories:

**No Impact.** This category applies when a project would not create an impact in the specific environmental issue area. A "No Impact" finding does not require an explanation when the finding is adequately supported by the cited information sources (e.g., exposure to a tsunami is clearly not a risk for projects not near the coast). A finding of "No Impact" is explained where the finding is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

**Less Than Significant Impact.** This category is identified when the project would result in impacts below the threshold of significance, and would therefore be less than significant impacts.

**Less Than Significant After Mitigation.** This category applies where the incorporation of mitigation measures would reduce a "Potentially Significant Impact" to a "Less Than Significant Impact." The mitigation measures are described briefly along with a brief explanation of how they would reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be incorporated by reference. There are no such impacts for the proposed project.

**Potentially Significant Impact.** This category is applicable if there is substantial evidence that a significant adverse effect might occur, and no feasible mitigation measures could be identified to reduce impacts to a less than significant level. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required. There are no such impacts for the proposed project.

Sources of information that adequately support findings of no impact are referenced following each question. All sources so referenced are available for review at the offices of the Community Development Department, Planning Division, 221 West Pine Street, Lodi, California 95241. Answers to other questions (as well as answers of "no impact" that need further explanation) are discussed following each question.

**DETERMINATION:**

**On the basis of this initial evaluation:**

1.	I find that the project <b>could not</b> have a significant effect on the environment, and a <b>NEGATIVE DECLARATION</b> will be prepared.	
2.	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 <b>MITIGATED NEGATIVE DECLARATION</b> will be prepared.	
3.	I find the proposed project <b>may have a significant effect</b> on the environment, and an <b>ENVIRONMENTAL IMPACT REPORT</b> is required.	
4.	I find that the proposed project <b>may have a “potentially significant impact” or “potentially significant unless mitigated impact”</b> 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 <b>ENVIRONMENTAL IMPACT REPORT</b> is required, but it must analyze only the effects that remain to be addressed.	
5.	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.	

\_\_\_\_\_

Project Planner

\_\_\_\_\_

Date

\_\_\_\_\_

Community Development Director

\_\_\_\_\_

Date

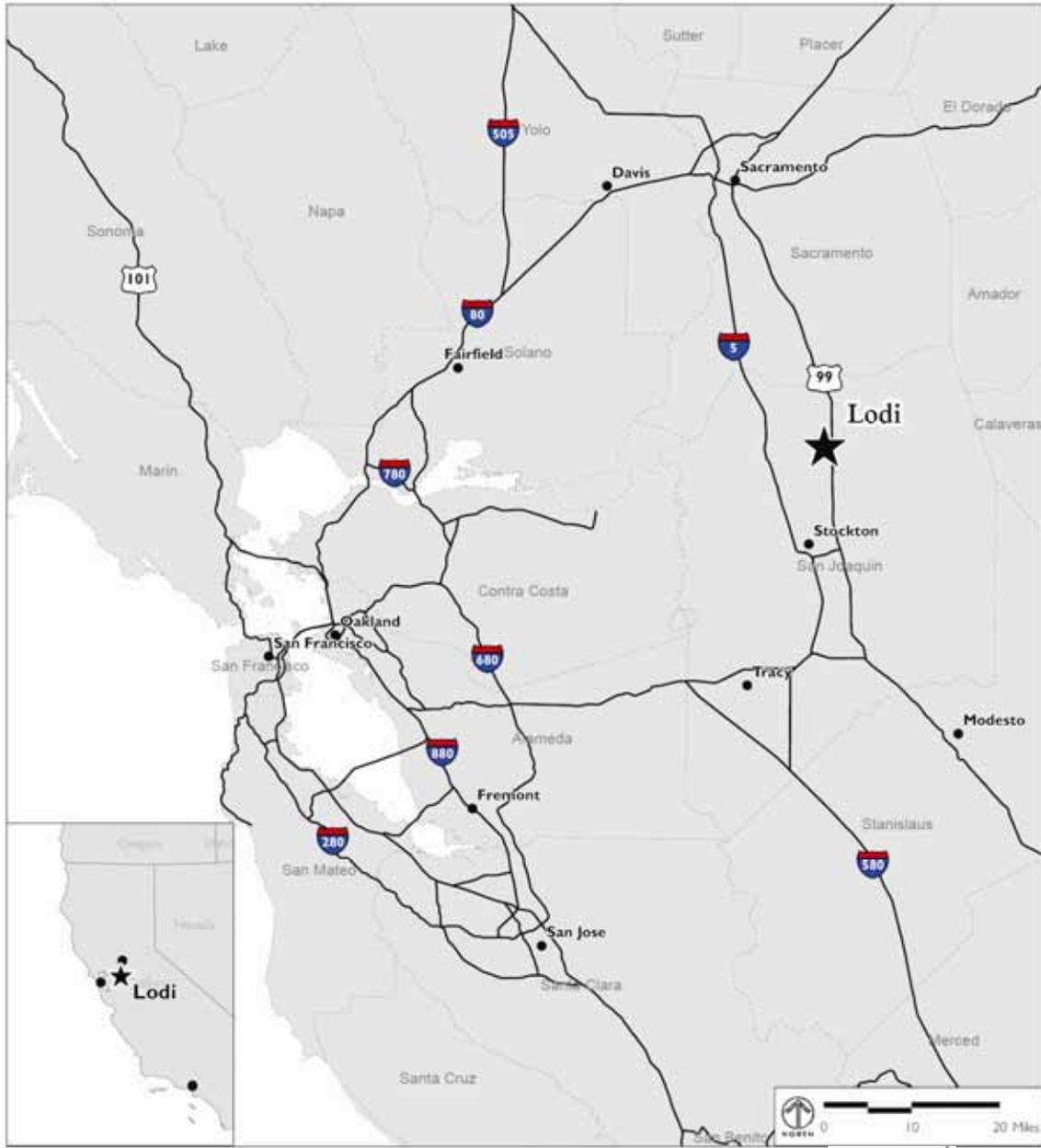
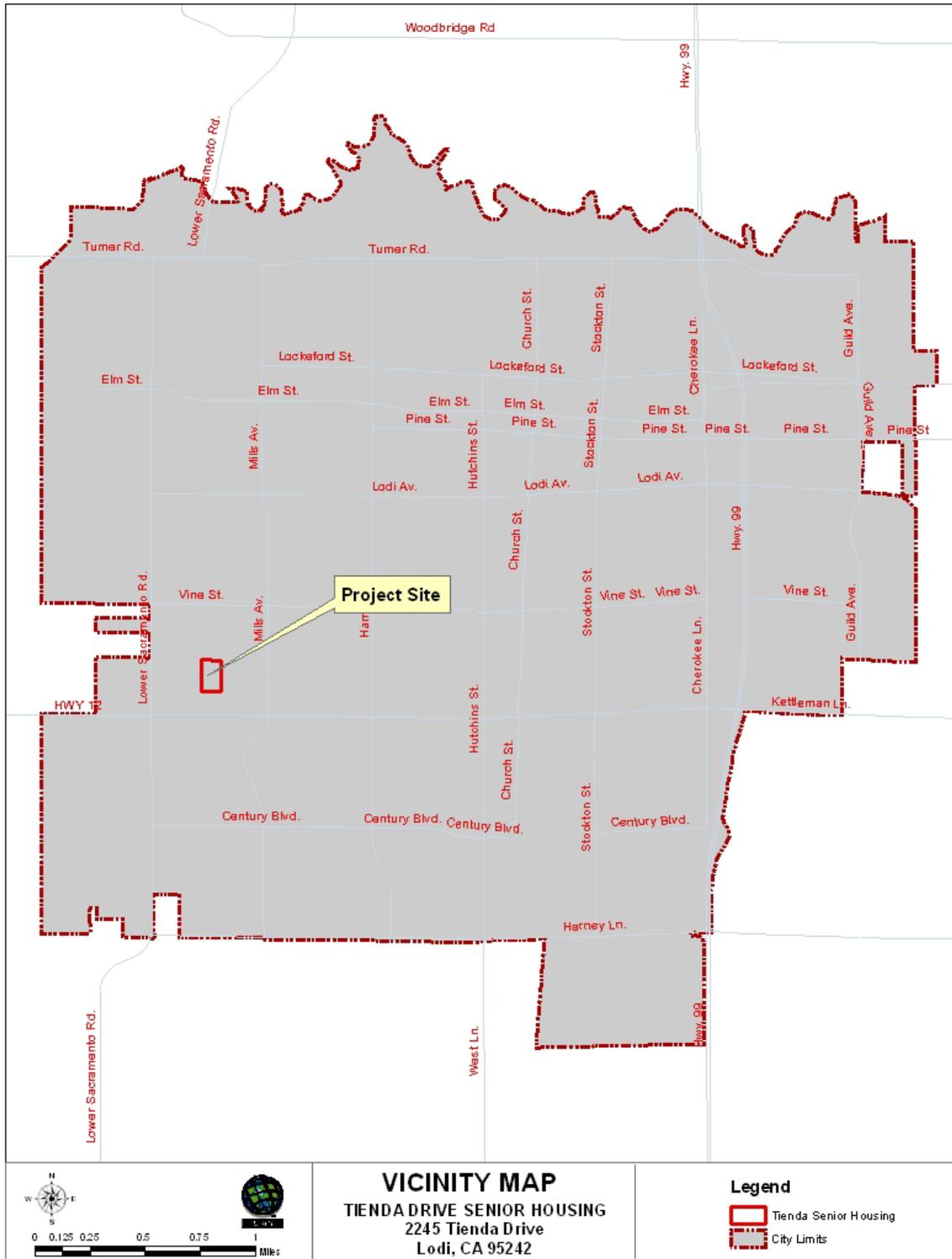
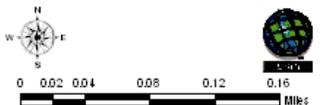


FIGURE 1-1  
REGIONAL LOCATION MAP, CITY OF LODI





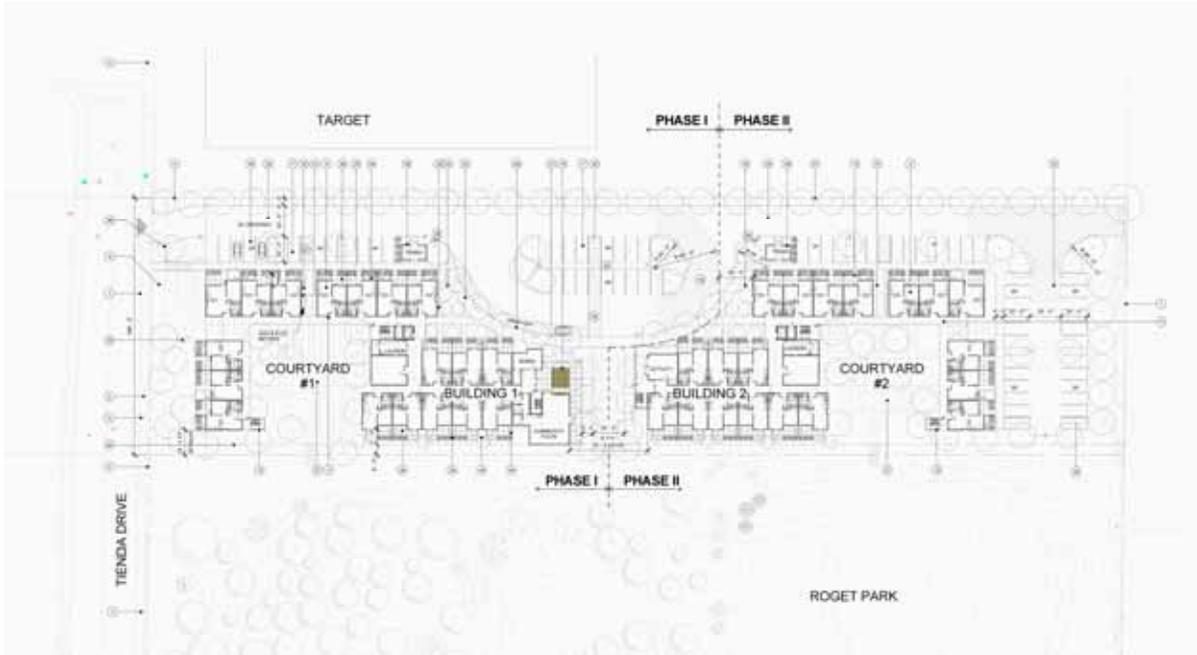


**PROJECT SITE AERIAL MAP**  
**TIENDA DRIVE SENIOR HOUSING**  
 2245 Tienda Drive  
 Lodi, CA 95242

**Legend**

Tienda Senior Housing





- Cement Plaster Finish, Light Brown
- Cement Plaster Finish, Dark Brown
- Cement Plaster Finish, Sunset
- Cement Board Siding, Painted Olive Green
- Cement Plaster Finish, Dark Olive
- Asphalt Composite Shingles, Light Gray



1 Solar Panels



2 Cement Plaster Finish, Light Sand Brown, Painted



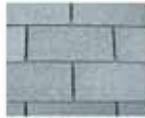
3 Cement Plaster Finish, Flat Sand Finish, Painted



4 Horizontal Cement Board Siding, Painted



5 Wind Window w/ Clear Glazing & Low-E Coating



6 Asphalt Shingles Roofing, Light Gray, Low Solar Reflectance

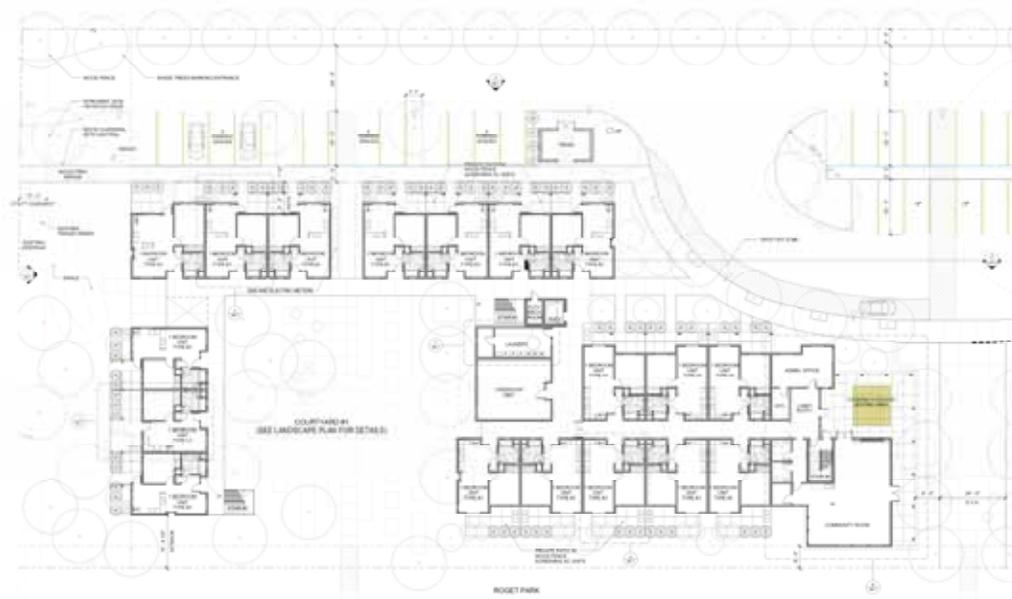


7 Metal Louvers for Air Ventilation, Painted

**Tienda Senior Housing, Lodi, California**  
 Planning Submittal 10.10.2009

Eden Housing Inc.

**Pyatak Architects, Inc.**  
 ARCHITECTURE PLANNING INTERIOR



GROUND FLOOR PLAN - BUILDING ONE



## SUMMARY OF MITIGATION MEASURES

### AESTHETICS

AES-1: The project design features shall include use of non-reflective exterior surfaces and low-reflectance glass (e.g., double or triple glazing glass, high technology glass, low-E glass, or equivalent materials with low reflectivity) on all project surfaces that could produce glare.

AES-2: Prior to building permit issuance, the project proponent shall submit site lighting to the Community Development Department for review and approval. The plan shall include, but not be limited to, the following design features:

- i. Full-cutoff lighting fixtures to direct lighting to the specific location intended for illumination (e.g., roads, walkways, or recreation fields) and to minimize stray light spillover into adjacent residential areas, sensitive biological habitat, and other light sensitive receptors;
  - ii. Appropriate intensity of lighting to provide safety and security while minimizing light pollution and energy consumption; and Shielding of direct lighting within parking areas, parking structures, or roadways away from adjacent residential areas, sensitive biological habitat, and other light-sensitive receptors through site configuration, grading, lighting design, or barriers such as earthen berms, walls, or landscaping.
- III. The plans shall demonstrate that lighting fixtures on the building and grounds shall be designed and installed so as to contain light on the subject property and not spill over onto adjacent private properties or public rights-of-way.

AES-3: Exterior lighting fixtures on the grounds and in the parking lot shall not exceed ten feet in height.

AES-4: Exterior lighting fixtures on private balconies and common exterior walkways shall be energy-efficient fixtures, such as compact fluorescents. Said fixtures shall be equipped with light sensors so that they will only be illuminated during hours of darkness.

AES-5: No internally-illuminated signage may be used on the project site.

### AIR QUALITY

AIR-1: The City shall not issue a building permit for grading, clearing or construction of the proposed project until the applicant obtains grading and building permits the San Joaquin Valley Air Control District.

AIR-2: Construction of the proposed project shall comply with all applicable regulations specified in the San Joaquin Valley Air Pollution Control District Regulation VIII (Fugitive Dust Rules), including, but not limited to, compliance with the following mitigation measure:

- a. Visible Dust Emissions (VDE) from construction, demolition, excavation or other earthmoving activities related to the project shall be limited to 20% opacity or less, as defined in Rule 8011, Appendix A.
- b. Pre-water all land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and phase earthmoving.
- c. Apply water, chemical/organic stabilizer/suppressant, or vegetative ground cover to all disturbed areas, including unpaved roads.
- d. Restrict vehicular access to the disturbance area during periods of inactivity.
- e. Apply water or chemical/organic stabilizers/suppressants, construct wind barriers and/or cover exposed potentially dust-generating materials.

- f. When materials are transported off-site, stabilize and cover all materials to be transported and maintain six inches of freeboard space from the top of the container.
- g. Remove carryout and trackout of soil materials on a daily basis unless it extends more than 50 feet from site; carryout and trackout extending more than 50 feet from the site shall be removed immediately. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden. If the project would involve more than 150 construction vehicle trips per day onto the public street, additional restrictions specified in Section 5.8 of Rule 8041 will apply.
- h. Traffic speeds on unpaved roads shall be limited to 15 mph.

AIR-3: During construction, all grading activities shall cease during periods of high winds (i.e., greater than 30 mph). To assure compliance with this measure, grading activities are subject to periodic inspections by City staff.

AIR-4: Construction equipment shall be kept in proper operating condition, including proper engine tuning and exhaust control systems.

AIR-5: Trucks and other construction vehicles shall not park, queue and/or idle at the project site or in the adjoining public rights-of-way before 7:00 AM or after 10:00 PM, in accordance with the permitted hours of construction stated in the City of Lodi Municipal Code.

AIR-6: Disturbed areas designated for landscaping shall be prepared as soon as possible after completion of construction activities.

AIR-7: Areas of the construction site that will remain inactive for three months or longer following clearing, grubbing and/or grading shall receive appropriate BMP treatments (e.g., revegetation, mulching, covering with tarps, etc.) to prevent fugitive dust generation.

AIR-7: All exposed soil or material stockpiles that will not be used within 3 days shall be enclosed, covered, or watered twice daily, or shall be stabilized with approved nontoxic chemical soil binders at a rate to be determined by the on-site construction supervisor.

AIR-8: Unpaved access roads shall be stabilized via frequent watering, non-toxic chemical stabilization, temporary paving, or equivalent measures at a rate to be determined by the on-site construction supervisor.

AIR-9: Trucks transporting materials to and from the site shall allow for at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer). Alternatively, trucks transporting materials shall be covered.

AIR-10: Where visible soil material is tracked onto adjacent public paved roads, the paved roads shall be swept and debris shall be returned to the construction site or transported off site for disposal.

AIR-11: Wheel washers, dirt knock-off grates/mats, or equivalent measures shall be installed within the construction site where vehicles exit unpaved roads onto paved roads.

AIR-12: Diesel powered construction equipment shall be maintained in accordance with manufacturer's requirements, and shall be retrofitted with diesel particulate filters where available and practicable.

AIR-13: Heavy duty diesel trucks and gasoline powered equipment shall be turned off if idling is anticipated to last for more than 5 minutes.

AIR-14: Where feasible, the construction contractor shall use alternatively fueled construction equipment, such as electric or natural gas-powered equipment or biofuel.

AIR-15: Heavy construction equipment shall use low NOx diesel fuel to the extent that it is readily available at the time of construction.

AIR-17: The construction contractor shall develop a construction traffic management plan that includes the following:

- Scheduling heavy-duty truck deliveries to avoid peak traffic periods

- Consolidating truck deliveries

AIR-18: Where possible, the construction contractor shall provide a lunch shuttle or on-site lunch service for construction workers.

AIR-19: The construction contractor shall maintain signage along the construction perimeter with the name and telephone number of the individual in charge of implementing the construction emissions mitigation plan, and with the telephone number of the SJVAPCD's complaint line. The contractor's representative shall maintain a log of any public complaints and corrective actions taken to resolve complaints.

AIR-20: During grading and site preparation activities, exposed soil areas shall be stabilized via frequent watering, non-toxic chemical stabilization, or equivalent measures at a rate to be determined by the on-site construction supervisor.

AIR-21: During windy days when fugitive dust can be observed leaving the construction site, additional applications of water shall be required at a rate to be determined by the onsite construction supervisor.

### **CULTURAL RESOURCES**

CUL-1: If any subsurface cultural resources are encountered during construction of the project, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist can examine these materials, make a determination of their significance and recommend mitigation measures. The City of Lodi Community Development Department shall be notified, and the applicants and/or their successors shall be responsible for implementing mitigation measures recommended by the archaeologist for any identified significant cultural resources, pursuant to the requirements of the CEQA Guidelines.

CUL-2: If human remains are encountered at any time during the development of the project, all work in the vicinity of the find shall halt and the County Coroner and the Lodi Community Development Department shall be notified immediately. The Coroner must contact the Native American Heritage Commission if the remains have been identified as being of Native American descent. At the same time, the applicants and/or their successors shall retain a qualified archaeologist to evaluate the archaeological implications of the find and recommend any mitigation measures that may be required under CEQA; the applicants and/or their successors shall implement those recommendations. The CEQA Guidelines detail steps to be taken when human remains are found to be of Native American origin.

### **GEOLOGY AND SOILS**

GEO-1: Prior to issuance of a building permit by the City's Building Official, the project proponent shall prepare and submit site-specific geotechnical investigation to the Building Division for review and approval.

### **HYDROLOGY AND WATER QUALITY**

HYD-1: Prior to initiating on-site construction, the project proponent shall submit erosion and sedimentation control plan for the project to the City for review and approval. The plan shall include, but not be limited to, the following applicable measures to protect downstream areas from sediment and other pollutants during site grading and construction:

- i. Proper storage, use, and disposal of construction materials.
- ii. Removal of sediment from surface runoff before it leaves the site through the use of silt fences, gravel bags, fiber rolls or other similar measures around the site perimeter.
- iii. Protection of storm drain inlets on-site or downstream of the construction site through the use of gravel bags, fiber rolls, filtration inserts, or other similar measures.

- iv. Stabilization of cleared or graded slopes through the use of plastic sheeting, geotextile fabric, jute matting, tackifiers, hydro-mulching, revegetation (e.g., hydroseeding and/or plantings), or other similar measures.
- v. Protection or stabilization of stockpiled soils through the use of tarping, plastic sheeting, tackifiers, or other similar measures.
- vi. Prevention of sediment tracked or otherwise transported onto adjacent roadways through use of gravel strips or wash facilities at exit areas (or equivalent measures).
- vii. Removal of sediment tracked or otherwise transported onto adjacent roadways through periodic street sweeping.
- viii. Maintenance of the above-listed sediment control, storm drain inlet protection, slope/stockpile stabilization measures.
- ix. All new storm drain inlets and catch basins within the project site shall be marked with prohibitive language and/or graphical icons to discourage illegal dumping per City standards.
- x. Outdoor areas for storage of materials that may contribute pollutants to the storm water conveyance system shall be covered and protected by secondary containment.
- xi. Permanent trash container areas shall be enclosed to prevent off-site transport of trash, or drainage from open trash container areas shall be directed to the sanitary sewer system.
- xii. Project design and construction shall be in compliance with the Stormwater Development Standards adopted by the City Council on August 6, 2008. Submit Notice of Intent and pay appropriate fees to the State Water Resources Control Board to obtain coverage under the General Permit for storm water discharges associated with construction activity. Submit Project WDID Number to the City prior to commencement of any clearing, grading or construction activities on the project site. In addition, State-mandated construction site inspections to assure compliance with the City of Lodi Storm Discharge Permit are required. The fee for the inspections is the responsibility of the developer and must be paid prior to permit issuance or commencement of construction operations, whichever occurs first.
- xiii. Site design that controls runoff discharge volumes and durations shall be utilized, where applicable and feasible, to maintain or reduce the peak runoff for the 10-year, 6-hour storm event in the post-development condition compared to the pre-development condition, or as defined by current water quality regulatory requirements.
- xiv. Measures that control runoff discharge volumes and durations shall be utilized, where applicable and feasible, on manufactured slopes and newly-graded drainage channels, such as energy dissipaters, revegetation (e.g., hydroseeding and/or plantings), and slope/channel stabilizers.

#### **LAND USE AND PLANNING**

**LUP 1:** No building permit shall be issued for grading, clearing, construction, development or redevelopment the project parcel until the City of Lodi updates its 1991 General Plan.

#### **NOISE**

**NOI-1:** Prior to initiating on-site construction, the project proponent shall develop a specific plan to reduce construction/demolition noises that include measures to reduce construction/demolition noise to the maximum extent feasible. These measures shall include, but are not limited to, the following:

- i. Noise-generating construction activities occurring Monday through Saturday shall be limited to the hours of 7:00 A.M. to 7:00 P.M.

- ii. Noise-generating construction activities occurring on weekends in the vicinity of (can be heard from) off-project site shall be limited to the hours of 9:00 A.M. to 6:00 P.M. on Saturdays, with no construction occurring on Sundays or holidays.
- iii. Construction equipment shall be properly outfitted and maintained with manufacturer recommended noise-reduction devices to minimize construction-generated noise.
- iv. Stationary construction noise sources such as generators, pumps or compressors shall be located at least 100 feet from noise-sensitive land uses, as feasible.
- v. Laydown and construction vehicle staging areas shall be located at least 100 feet from noise-sensitive land uses (i.e., near by residences, public street) as feasible.
- vi. All neighboring land uses that would be subject to construction noise shall be informed at least two weeks prior to the start of each construction project, except in an emergency situation.
- vii. During final project design and prior to issuance of a building permit, noise from proposed HVAC equipment, including heating, ventilating and air conditioning (HVAC) equipment, shall be analyzed. If predicted noise levels would exceed the adjusted Noise Ordinance limits at the property line during the time periods when the equipment may operate, the applicant shall incorporate additional noise control treatments into the design, such as fan silencers, baffles, and equipment screens. The applicant shall submit a report to Planning Department summarizing the analysis and demonstrating that the necessary noise control treatments have been incorporated into the design to meet the Noise Ordinance limit.

### **PUBLIC SERVICES**

**PUS-1:** The following standard mitigation fees are required for the project. The fees listed below are subject to periodic adjustment as provided by the implementing ordinance/resolution. The fee charged will be that in effect at the time of collection indicated above:

- i. Development Impact Mitigation Fees per the Public Works Fee and Service Charge Schedule at the time of building permit issuance.
- ii. Wastewater Capacity Impact Fee at the time of building permit issuance.
- iii. County Facilities Fees at the time of building permit issuance.
- iv. Regional Transportation Impact Fee (RTIF) at the time of building permit issuance.
- v. Storm water compliance inspection fee prior to building permit issuance or commencement of construction operations, whichever occurs first.

### **TRANSPORTATION/CIRCULATION**

**TRA-1:** Prior to grading permit issuance, the applicant shall obtain approval of a haul route from the Community Development Director. The applicant shall ensure that loaded trucks are appropriately covered to prevent soil from spilling on the roadway along the haul route.

**TRA-3:** Prior to issuance of Certificate of Occupancy, and subject to review and approval by the Director of Public Works, the Applicant shall be responsible for installing 1) a “STOP” sign at the project driveway,

### **UTILITIES AND SERVICE SYSTEMS**

**UTL-1:** Prior to building permit issuance, the applicant shall ensure that construction plans and specifications for the project includes the following interior water-conservation measures for the following plumbing devices and appliances: Reduce water pressure to 50 pounds per

square inch or less by means of a pressure-reducing valve; Install water-conserving clothes washers; Install water-conserving dishwashers and/or spray emitters that are retrofitted to reduce flow; and, install one-and-one-half gallon, ultra-low flush toilets.

UTL-2: Prior to building permit issuance, the applicant shall submit landscape and irrigation plans for the common open space areas for the review and approval of the Community Development Director. Said plans shall incorporate, at a minimum, the following water-conservation measures: Extensive use of native plant materials; Low water-demand plants; Minimum use of lawn or, when used, installation of warm season grasses; Grouped plants of similar water demand to reduce over-irrigation of low water demand plants; Extensive use of mulch in all landscaped areas to improve the soil's water-holding capacity; Drip irrigation, soil moisture sensors, and automatic irrigation systems.

**I. AESTHETICS**

**Environmental Setting:**

The project site is located at 2245 Tienda Drive and consists of 3.39 acres of primarily vacant land. The property is an open field with non-native grasses, weeds and vegetations. The site is in an urbanized area, and has frontage on Tienda Drive, a residential street. Low-density single-family residential neighborhoods are located along the north and east boundaries of the project site. The southern and western portions of the site abut commercial and vacant land, respectively. The project site has been disturbed through grading and ground-clearing activities. The project is near Kettleman Lane (Highway 12) but is not visible from Highway 12 due to the site's distance from Highway 12 and location behind church. The new development will introduce new lighting to the site, but all of the new lighting will comply with the Zoning Code height restrictions and be designed to avoid spillover onto adjacent properties.

There are no private or public roads within the project area that are designated as "All American Road" under the Federal Highway Administration's National Scenic Byways Program. All roads nationally designated are considered part of America's Byways collection and must possess at least one of these six intrinsic qualities: historic, cultural, natural, scenic, recreational, and/or archaeological. To receive an All-American Road designation, a road must possess multiple intrinsic qualities that are nationally significant and contain one-of-a-kind features that do not exist elsewhere. The road must also be considered a "destination unto itself," and must provide an exceptional travel experience. All the roads within the project vicinity are mostly residential roadways and have no scenic value.

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

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

Reference: *City of Lodi General Plan Final Environmental Impact Report SCH NO. 89020206 and California, State of, Department of Transportation. San Joaquin County Officially Designated State Scenic Highways and Historic Parkways. 2009.*

Available online at [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm)

A scenic vista generally provides focal views of objects, settings, or features of visual interest or panoramic views of large geographic areas of scenic quality, primarily from a given vantage point. A significant impact may occur if the proposed project introduces incompatible visual elements within a field of view containing a scenic vista or substantially alters a view of a scenic vista.

**No Impact.** The proposed structures will be two-story buildings up to 35' high and would be setback against the existing Roget Park to the east and approximately 40 feet from Tienda Drive. Approximately 94 feet of buffer area is provided between the proposed structure and the residences to the north. This buffer area consists of parking lot, drive isle and 30 feet of landscape buffer between the parking lot and the residences. As such, the proposed buildings will not block views from neighboring uses or public right of ways. The proposed project will include new landscaping throughout the developable portion of the site (within the parking lot, near the structure, and along Tienda Drive).

The project would be located in an urbanized area along a residential street and public park. No scenic vistas exist on or close to the project site. Consists of construction of 79 one-bedroom affordable senior apartments, one two-bed room manager's unit, and a community room within two buildings on a relatively level 3.39 acre site located on the west side of Tienda Drive, approximately 547 feet north of Kettleman Lane (State Route 12) and 1,136 feet east of Lower Sacramento Road. The project site is not part of any scenic vista. The Project would also not be visible from Kettleman Lane (Highway 12). In addition, there are no rock outcroppings or any other unique and scenic natural features within or adjacent to the proposed project site. Implementation of the proposed project would require grading and clearing and removal of and shrubs. These shrubs are common elements and are not considered scenic resources. Therefore, impacts to scenic resources, including trees, rock outcroppings, and historic buildings would be less than significant and no mitigation measures would be required.

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

Reference: *City of Lodi General Plan Final Environmental Impact Report SCH NO. 89020206 and California, State of, Department of Transportation. San Joaquin County Officially Designated State Scenic Highways and Historic Parkways. 2009.* Available online at [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm)

A significant impact may occur where scenic resources within a state scenic highway would be damaged or removed by the proposed project.

**No Impact.** There are no structures on the project site and those that surround it do not have characteristics which would qualify them as a resource of historic significance. In addition, there are no rock outcroppings or any other unique and scenic natural features within or adjacent to the proposed project site. Implementation of the proposed project would require the removal of weed, vegetation and shrubs. These shrubs are common elements and are not considered scenic resources. The removal and replacement of these shrubs is not considered to be a significant impact. Further, no state-designated scenic highways are located near the proposed project. These findings are based on a review of

the California Scenic Highway Mapping System. Therefore, impacts to scenic resources, including trees, rock outcroppings, and historic buildings would be less than significant and no mitigation measures would be required.

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

Reference: *City of Lodi General Plan Final Environmental Impact Report SCH NO. 89020206 and California, State of, Department of Transportation. San Joaquin County Officially Designated State Scenic Highways and Historic Parkways. 2009.*

Available online at [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm)

A significant impact may occur if the proposed project introduces incompatible visual elements to the project site or visual elements that would be incompatible with the character of the area surrounding the project site.

**Less Than Significant Impact.** The proposed project involves the development of an existing vacant site and therefore will have an affect on the existing visual character of the site and its surroundings. However, as described in project description above, the proposed project would be of similar height and scale as surrounding structures. Additionally, the proposed structures will be designed with a residential theme that will be consistent with those in surrounding residential neighborhoods. With respect to the appearance of the building, as shown in the attached elevation drawings of the proposed project, the proposed building facades will include architectural detail and trim to soften any perceived bulk and mass of the building. The building materials, architectural design elements, colors and geometric rhythms will be similar and/or complementary to the characteristics of the neighborhood while incorporating new energy saving features such as solar panels and energy efficient appliances. Therefore, the proposed project would be visually compatible with the surrounding structural elements and would not degrade the existing visual character or quality of the site and its surroundings. Impacts would be considered less than significant and no mitigation measures would be required.

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

Reference: *City of Lodi General Plan Final Environmental Impact Report SCH NO. 89020206 and California, State of, Department of Transportation. San Joaquin County Officially Designated State Scenic Highways and Historic Parkways. 2009.*

Available online at [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm)

A significant impact may occur if the proposed project introduces a new source of light or glare that would be incompatible with the areas surrounding the project site or pose a safety hazard, especially to motorists using adjacent streets; caused a substantial increase in ambient illumination levels beyond the property line or caused new lighting to spill-over onto light-sensitive land uses such as residential, some commercial and institutional uses that require minimum illumination for proper function, and natural areas.

**Less Than Significant Impact.** Compared to existing conditions (vacant parcel), the proposed project will create new sources of nighttime lighting in the area surrounding the project site. Design features of the proposed project incorporate external lighting for visibility and safety. The lighting sources will be from low level parking lot lighting, common walkway lighting and private residential unit lightings. In accordance with Lodi Municipal Code Sec. 9.18.100, the project would be required to minimize glare impacts. In addition, lighting design will be consistent with the Illuminating Engineering Society of North

American Lighting Handbook (Ninth Edition) which provides standards for full cut-off lighting to reduce off-site lighting spill or light pollution. Additionally, in accordance with Mitigation Measure Aes-2 below an exterior lighting plan will be completed and implemented for the proposed project. The following mitigation measures are recommended to reduce the light and glare impacts of the project to less-than-significant levels:

### **MITIGATION MEASURES**

**AES-1:** The project design features shall include use of non-reflective exterior surfaces and low-reflectance glass (e.g., double or triple glazing glass, high technology glass, low-E glass, or equivalent materials with low reflectivity) on all project surfaces that could produce glare.

**AES-2:** Prior to building permit issuance, the project proponent shall submit site lighting to the Community Development Department for review and approval. The plan shall include, but not be limited to, the following design features:

- i. Full-cutoff lighting fixtures to direct lighting to the specific location intended for illumination (e.g., roads, walkways, or recreation fields) and to minimize stray light spillover into adjacent residential areas, sensitive biological habitat, and other light sensitive receptors;
- ii. Appropriate intensity of lighting to provide safety and security while minimizing light pollution and energy consumption; and Shielding of direct lighting within parking areas, parking structures, or roadways away from adjacent residential areas, sensitive biological habitat, and other light-sensitive receptors through site configuration, grading, lighting design, or barriers such as earthen berms, walls, or landscaping.
- III. The plans shall demonstrate that lighting fixtures on the building and grounds shall be designed and installed so as to contain light on the subject property and not spill over onto adjacent private properties or public rights-of-way.

**AES-3:** Exterior lighting fixtures on the grounds and in the parking lot shall not exceed ten feet in height.

**AES-4:** Exterior lighting fixtures on private balconies and common exterior walkways shall be energy-efficient fixtures, such as compact fluorescents. Said fixtures shall be equipped with light sensors so that they will only be illuminated during hours of darkness.

**AES-5:** No internally-illuminated signage may be used on the project site.

### **FINDINGS**

The project would not result in significant aesthetic impacts with implementation of the above mitigation measures.

**II. AGRICULTURAL RESOURCES**

**Environmental Setting:**

The project site is located at 2245 Tienda Drive and consists of 3.39 acres of primarily vacant land. The property is an open field with non-native grasses, weeds and vegetations. The site is in an urbanized area, and has frontage on Tienda Drive, a residential street. The project is considered an infill project surrounded by urban development including existing arterial streets, single-family residential neighborhoods, and commercial properties. Although historically used for agricultural purposes, the project site is not currently in agricultural use. The San Joaquin County Important Farmland Map (2006) indicates that project site soils are considered "urban and built-up" land; the site is surrounded on all sides by "urban and built-up" land. There are no active Williamson Act contracts for the project site.

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation	Less Than Significant Impact	No Impact
<p><b>II. AGRICULTURAL RESOURCES.</b> 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:</p>				
<p>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?</p>				✓
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>				✓
<p>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?</p>				✓

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?**

Reference: California, State of, Department of Conservation, Division of Land Resource Protection. *San Joaquin County Important Farmland 2006*, City of Lodi General Plan (1991) Conservation Element; California Agricultural Land Evaluation and Site Assessment Model (1997)

A significant impact may occur if the proposed project were to result in the conversion of state-designated agricultural land from agricultural use to another non-agricultural use.

**No Impact.** According to the State Farmland Mapping and Monitoring Program, no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance exists within the project area. Therefore, no adverse impact is anticipated.

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

Reference: California, State of, Department of Conservation, Division of Land Resource Protection. *San Joaquin County Important Farmland 2006*, City of Lodi General Plan (1991) Conservation Element

A significant impact may occur if the proposed project were to result in the conversion of land zoned for agricultural use or included under a Williamson Act contract from agricultural use to another non-agricultural use.

**No impact.** The proposed project is located in an urbanized area of the City where no agricultural uses or properties included in a Williamson Act contract exist. Therefore, no impact related to conflicts with existing zoning for agricultural use would occur.

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?**

Reference: California, State of, Department of Conservation, Division of Land Resource Protection. *San Joaquin County Important Farmland 2006*, City of Lodi General Plan (1991) Conservation Element

A significant impact may occur if a project results in the conversion of farmland to a non-agricultural use.

**No Impact.** According to the State Department of Conservation, Division of Land Resources Protection, the project site is designated as “Urban and built-Up” or “Other Land,” neither of which is considered Farmland. No farmland exists on or in the immediate vicinity of the project site. Therefore, no impact related to the conversion of farmland to non-agricultural use would occur.

## MITIGATION MEASURES

No mitigation is required.

## FINDINGS

The project would not result in adverse impacts to agricultural resources.

**III. AIR QUALITY**

**Environmental Setting:**

The federal Clean Air Act requires each state to identify areas where the ambient air quality violates federal standards. States are required to develop, adopt, and implement a state implementation plan (SIP) to achieve, maintain, and enforce federal Ambient Air Quality Standards (AAQS) in these non-attainment areas. The California Air Resources Board (CARB) is responsible for compiling and submitting the SIP to the USEPA. Local districts are responsible for preparing the portion of the SIP applicable within their boundaries.

The project is located in the northern part of the San Joaquin Valley Air Basin and is within the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD), which regulates air quality in the San Joaquin Valley. The SJVAPCD has prepared and implements specific plans to meet the applicable laws, regulations and programs, including the 1991 Air Quality Attainment Plan (AQAP). In addition, the SJVAPCD has developed the *Guide for Assessing and Mitigating Air Quality Impacts (Guide)* to help lead agencies in the evaluating the significance of air quality impacts. Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and for photochemical pollutants, sunlight.

The Federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standards are not met as "non-attainment areas." Because of the differences between the national and state data standards, the designation of nonattainment areas is different under the federal and state legislation. Under the California Clean Air Act, 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.

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation	Less Than Significant Impact	No Impact
<p><b>III. AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
<p>a) Conflict with or obstruct implementation of the applicable air quality plan?</p>		✓		
<p>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p>		✓		

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)?			✓	
d) Expose sensitive receptors to substantial pollutant concentrations?			✓	
e) Create objectionable odors affecting a substantial number of people?			✓	

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

Reference: City of Lodi General Plan, Conservation Element: Goal F

A significant impact may occur if the project is not consistent with applicable Air Quality Management Plan (AQMP) or in some way represents a substantial hindrance to employing the policies or obtaining the goals of the plan. The San Joaquin Valley Air Pollution Control District (SJVAPCD), which regulates air quality in the San Joaquin Valley, has prepared and implements specific plans to meet the applicable laws, regulations and programs, including the 1991 Air Quality Attainment Plan (AQAP), which is a comprehensive air pollution control program for attaining state and federal ambient air quality standards. As part of its General Plan, the City adopted an Air Quality Element that contains policies and goals for attaining state and federal air quality standards, while simultaneously facilitating local economic growth and includes implementation strategies for local programs contained in the AQMP. A significant impact would occur if the project were not consistent with the AQMP or the City's General Plan.

**Less Than Significant.** The proposed project was evaluated against screening thresholds established for construction and operational phase activities by the San Joaquin Valley Air Pollution Control District (SCAQMD). These construction and operational phase screening thresholds assist in the implementation of the Air Quality Management Plan's goal of bringing the air basin into compliance with state and federal ambient air quality standards by identifying which projects would result in significant levels of air pollution. Emissions from the proposed project were below the screening thresholds established for the construction and operational phase of the project for all pollutants except particulate matter (PM10). However, with implementation of appropriate mitigations measures Air-2B below, PM10 impacts would be reduced to below a level of significance (refer to III, b).

Therefore, the project would not result in a significant impact to air quality. Based on the relatively small magnitude of air pollutant emissions associated with the project, the proposed project would not result in any conflict with, or obstruction of, the objectives or implementation of the SJVAPCD Air Quality Management Plan. The project would also not result in a violation of air quality standards, as discussed in item III(b) below. The project would therefore be consistent with the AQMP. Impacts would be less than significant.

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

Reference: City of Lodi General Plan, Conservation Element: Goal F and Air Quality and *Guide for Assessing and Mitigating Air Quality Impacts (Guide)* prepared by SJVAPCD.

A significant impact may occur if the proposed project violated any SJVAPCD air quality standard. The SJVAPCD has set thresholds of significance for reactive organic gases (ROG), nitrogen oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), and particulate matter (PM<sub>10</sub>) emissions resulting from construction and operation in the San Joaquin Valley.

**Less Than Significant With Mitigation Incorporated.** The SCAQMD has established significance thresholds for construction and operation, which were used to evaluate potential impacts associated with the proposed project. According to the district's ***Guide for Assessing and Mitigating Air Quality Impacts*** projects proposed in jurisdiction with general plans that are consistent with the SJVAPCD's Air Quality Attainment Plan (AQAP) and projects that conform to those general plans would not create significant cumulative air quality impacts.

In formulating its compliance strategies, the SJVAPCD relies on planned land uses established by local general plans. Land use patterns influence transportation needs, and motor vehicles are the primary source of air pollution. As stated in the Guide, projects proposed in jurisdictions with general plans that are consistent with the SJVAPCD's AQAP and projects that conform to those general plans would not create significant cumulative air quality impacts. The proposed project conforms to the City's General Plans and would not conflict with the applicable clean air plan. Other than construction related trips and periodic service trips to the well site, the well is not expected to generate traffic volume beyond the assumption used to formulate the SJVAPCD's plans and standards.

Further, The EPA designated the entire San Joaquin Valley as non-attainment for two pollutants: ozone and particle matter. On April 24, 2004, the EPA reclassified the San Joaquin Valley ozone non-attainment area from its previous severe status to "extreme" at the request of the San Joaquin Air Pollution Control District Board. On December 17, 2004, EPA took action to designate attainment and non-attainment areas under the more protective national air quality standards for fine particles or PM<sub>10</sub>.

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

The District adopted an Ozone Attainment Demonstration Plan (2004) and a PM<sub>10</sub> Attainment Demonstration Plan (2003). In addition, to meet California Clean Air Act requirements, the District adopted the California Clean Air Act Triennial Progress Report and Plan Revision 1997-1999, adopted in 2001 to address the California ozone standard. A broad range of actions to improve air quality are set forth in the adopted plans to reduce CO, O<sub>3</sub> precursor emissions, and particulate matter. Generally, the State standards for these pollutants are more stringent than the national standards. Each district plan is to achieve a 5 percent annual reduction average 3 consecutive 3-year periods, in district-wide

emissions of each non-attainment pollutant or its precursors. Air quality standards are exceeded primarily during meteorological conditions conducive to high pollution levels, such as cold, windless winter nights or hot, sunny summer afternoons.

The SJVAPCD significance threshold for construction dust impacts is based on the appropriateness of construction dust controls. The SJVAPCD regulates construction emissions through its Regulation VIII. Regulation VIII does not require any formal dust control plans or permits, but violations of the requirements of Regulation VIII are subject to enforcement action. The provisions of Regulation VIII pertaining to construction activities require:

- Effective dust suppression for land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill and demolition activities.
- Effective stabilization of all disturbed areas of a construction site, including storage piles, not used for seven or more days.
- Control of fugitive dust from on-site unpaved roads and off-site unpaved access roads.
- Removal of accumulations of mud or dirt at the end of the work day or once every 24 hours from public paved roads, shoulders and access ways adjacent to the site.

Compliance with SJVAPCD's adopted Regulation VIII is required by the mitigation measures below. The SJVAPCD Rule 9510 Indirect Source Review was adopted December 15, 2005 and took effect March 1, 2006. The purpose of Rule 9510 is to reduce emissions of NOx and PM10 from both the construction and operation of new development in the San Joaquin Valley. The rule applies to development projects that include minimum of: 50 residential units, 2,000 square feet (SF) of commercial space, 25,000 SF of industrial space, 20,000 SF of medical office space, 39,000 SF of general office space, 9,000 SF of educational space, 10,000 SF of government space, 20,000 SF of recreational space or 9,000 SF of uncategorized space.

The proposed project would include a maximum of 80 residential units constructed over two phases and, therefore, is subject to Rule 9510. Thus, conformance with applicable regulations set forth by Rule 9510 would reduce impacts to less than significant construction and operation NOx and PM10 emissions.

## **MITIGATION MEASURES**

**AIR-1:** The City shall not issue a building permit for grading, clearing or construction of the proposed project until the applicant obtains grading and building permits the San Joaquin Valley Air Control District.

**AIR-2:** Construction of the proposed project shall comply with all applicable regulations specified in the San Joaquin Valley Air Pollution Control District Regulation VIII (Fugitive Dust Rules), including, but not limited to, compliance with the following mitigation measure:

- i. Visible Dust Emissions (VDE) from construction, demolition, excavation or other earthmoving activities related to the project shall be limited to 20% opacity or less, as defined in Rule 8011, Appendix A.
- j. Pre-water all land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and phase earthmoving.

- k. Apply water, chemical/organic stabilizer/suppressant, or vegetative ground cover to all disturbed areas, including unpaved roads.
- l. Restrict vehicular access to the disturbance area during periods of inactivity.
- m. Apply water or chemical/organic stabilizers/suppressants, construct wind barriers and/or cover exposed potentially dust-generating materials.
- n. When materials are transported off-site, stabilize and cover all materials to be transported and maintain six inches of freeboard space from the top of the container.
- o. Remove carryout and trackout of soil materials on a daily basis unless it extends more than 50 feet from site; carryout and trackout extending more than 50 feet from the site shall be removed immediately. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden. If the project would involve more than 150 construction vehicle trips per day onto the public street, additional restrictions specified in Section 5.8 of Rule 8041 will apply.
- p. Traffic speeds on unpaved roads shall be limited to 15 mph.

AIR-3: During construction, all grading activities shall cease during periods of high winds (i.e., greater than 30 mph). To assure compliance with this measure, grading activities are subject to periodic inspections by City staff.

AIR-4: Construction equipment shall be kept in proper operating condition, including proper engine tuning and exhaust control systems.

AIR-5: Trucks and other construction vehicles shall not park, queue and/or idle at the project site or in the adjoining public rights-of-way before 7:00 AM or after 10 PM, in accordance with the permitted hours of construction stated in the City of Lodi Municipal Code.

AIR-6: Disturbed areas designated for landscaping shall be prepared as soon as possible after completion of construction activities.

AIR-7: Areas of the construction site that will remain inactive for three months or longer following clearing, grubbing and/or grading shall receive appropriate BMP treatments (e.g., revegetation, mulching, covering with tarps, etc.) to prevent fugitive dust generation.

AIR-7: All exposed soil or material stockpiles that will not be used within 3 days shall be enclosed, covered, or watered twice daily, or shall be stabilized with approved nontoxic chemical soil binders at a rate to be determined by the on-site construction supervisor.

AIR-8: Unpaved access roads shall be stabilized via frequent watering, non-toxic chemical stabilization, temporary paving, or equivalent measures at a rate to be determined by the on-site construction supervisor.

AIR-9: Trucks transporting materials to and from the site shall allow for at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer). Alternatively, trucks transporting materials shall be covered.

AIR-10: Where visible soil material is tracked onto adjacent public paved roads, the paved roads shall be swept and debris shall be returned to the construction site or transported off site for disposal.

AIR-11: Wheel washers, dirt knock-off grates/mats, or equivalent measures shall be installed within the construction site where vehicles exit unpaved roads onto paved roads.

AIR-12: Diesel powered construction equipment shall be maintained in accordance with manufacturer's requirements, and shall be retrofitted with diesel particulate filters where available and practicable.

AIR-13: Heavy duty diesel trucks and gasoline powered equipment shall be turned off if idling is anticipated to last for more than 5 minutes.

AIR-14: Where feasible, the construction contractor shall use alternatively fueled construction equipment, such as electric or natural gas-powered equipment or biofuel.

AIR-15: Heavy construction equipment shall use low NOx diesel fuel to the extent that it is readily available at the time of construction.

AIR-17: The construction contractor shall develop a construction traffic management plan that includes the following:

- Scheduling heavy-duty truck deliveries to avoid peak traffic periods
- Consolidating truck deliveries

AIR-18: Where possible, the construction contractor shall provide a lunch shuttle or on-site lunch service for construction workers.

AIR-19: The construction contractor shall maintain signage along the construction perimeter with the name and telephone number of the individual in charge of implementing the construction emissions mitigation plan, and with the telephone number of the SJVAPCD's complaint line. The contractor's representative shall maintain a log of any public complaints and corrective actions taken to resolve complaints.

**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)?***

Reference: City of Lodi General Plan, Conservation Element: Goal F and Air Quality and *Guide for Assessing and Mitigating Air Quality Impacts (Guide) prepared by SJVAPCD.*

A significant impact may occur if the proposed project, when viewed together with the effects of other projects, would result in a considerable net increase of a criteria pollutant for which the region exceeds air quality standards.

**Less Than Significant With Mitigation Incorporated.** The district is designated as a non-attainment area for PM10. For any project that does not individually have operational air quality impacts, the determination of a significant cumulative impact should be based on the evaluation of the project's consistency with the general plan and the general plan with regional air quality plan. SJVAPCD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and state Clean Air Acts. As discussed earlier in 3a, the proposed project would be consistent with the AQMP, which is intended to bring the district into attainment for all criteria pollutants. Further, as indicated in item 3(b) above, construction and operational emissions of the project would not exceed the SJVAPCD's thresholds of significance for criteria pollutants. For those emissions generated during construction, the minor generation of criteria pollutants would be temporary and short-term in nature. Mitigation measures have been recommended to reduce impacts to less than significant.

Climate change has been at the forefront of research and policy in recent years. In June 2005, California Governor Arnold Schwarzenegger signed Executive Order (E.O.) S-3-05. The goal of this E.O. is to reduce the state's greenhouse gas (GHG) emissions, including carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride emissions, to 2000 levels by 2010, 1990 levels by 2020, and 80% below the 1990 levels by the year 2050. On 2006, the California Global Warming Solutions Act, also known as Assembly Bill (AB) 32, established a cap on statewide greenhouse gas (GHG) emissions, called for a regulatory framework to achieve the corresponding emissions reduction, and charged the California Air Resources Board (CARB) with implementation of the act.

It should be noted that there are no existing methodologies that address the significance of greenhouse gases (GHGs), a cumulative impact issue, emitted from an individual development project and other sources. When dealing with air quality issues related to operation emissions, thresholds are usually compared to the net change in emissions compared to baseline conditions (normally existing conditions with no project). There are currently no health-based standards that measure the threat GHGs, including CO<sub>2</sub>, pose on human health. CO<sub>2</sub> is generally a global pollutant and ordinarily poses an indirect threat to human health because CO<sub>2</sub> production, among other things, contributes to climate change. The proposed project is senior affordable housing that is age and income restricted. It is assumed vehicle per unit /household, thereby reducing vehicle traffic, which is a primary contributor of GHGs. Thus, the project would reduce the demand for driving which in turn would result in a reduction of carbon dioxide from internal combustion of vehicle engines. Therefore, the Project would not be cumulatively considerable for greenhouse gas impacts.

In comparison to existing conditions, operation of the proposed project would increase vehicle emissions generated by mobile source as well as emissions generated by stationary sources, including natural gas and electricity consumption, and emissions generated from the use of consumer products. Mobile source emissions related to trips to and from the project site were calculated by using the ITE Trip Generation (7th Edition, 2003) for senior attached apartment housing, which results in a total project trip estimate of 198 trips per day.

Further, based on pre-design information, no substantial energy use was identified for operation of the project that is not identified in the pending General Plan and its accompanying EIR. The project would incorporate energy efficiency through selection of energy efficient appliances and solar panels thus optimizing energy consumption as feasible. The energy required for operation of the well would be consistent with the City's General Plan and the district's requirements. Therefore, impacts would be less than significant with the recommended mitigation measures outlined in III(b).

#### **MITIGATION MEASURE**

AIR-20: During grading and site preparation activities, exposed soil areas shall be stabilized via frequent watering, non-toxic chemical stabilization, or equivalent measures at a rate to be determined by the on-site construction supervisor.

AIR-21: During windy days when fugitive dust can be observed leaving the construction site, additional applications of water shall be required at a rate to be determined by the onsite construction supervisor.

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

Reference: City of Lodi General Plan, Conservation Element: Goal F and Air Quality and *Guide for Assessing and Mitigating Air Quality Impacts (Guide) prepared by SJVAPCD.*

A significant impact may occur if construction or operation of the proposed project generated pollutant concentrations to a degree that would significantly affect sensitive receptors. Land uses considered to be sensitive receptors include long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities.

**Less Than Significant Impact.** When quantifying mass emissions for localized analysis, only emissions that occur on the site are considered. Consistent with SJVAPCD's Localized Significant Threshold (LST) methodology guidelines, emissions related to off-site

delivery/haul truck activity and employee trips are not considered in the evaluation of localized impacts. The proposed building sites are located within a highly urbanized portion of the City. As previously discussed, construction and operation of the proposed project would not exceed the SJVAPCD construction or operational screening thresholds with the incorporation of mitigation measures, and therefore, would not result in any substantial air pollution concentrations. Consequently, the proposed project would not expose sensitive receptors to significant air pollution concentrations. During construction, the project may generate fugitive (stray) dust. However, applicable best management practices such as those in SJVAPCD Section 6 (Mitigating Air Quality Impacts) would, in addition to minimizing air quality impacts, also help minimize potential construction odors. Therefore, application of best management practices and local construction standards would reduce impacts that may result from construction-period air pollutant emissions to less than significant.

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

Reference: City of Lodi General Plan, Conservation Element: Goal F and Air Quality and *Guide for Assessing and Mitigating Air Quality Impacts (Guide) prepared by SJVAPCD.*

A significant impact may occur if construction or operation of the proposed project would result in the generation of odors that would be detectable in adjacent areas.

**Less Than Significant Impact.** According to the *San Joaquin Valley Air Pollution Control District Guide*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding facilities. The proposed project does not include any uses identified therein as being associated with odors. The proposed project may generate odors associated with the operation of diesel engines during site preparation and building construction; however, these odors are typical of urbanized environments and would be subject to construction and air quality regulations, including proper maintenance of diesel engines to minimize engine emissions. These emissions would also be of short duration and would be quickly dispersed into the atmosphere. In addition, mandatory compliance with SJVAPCD rules will ensure that no construction activities or materials are proposed that would create a significant level of objectionable odors. Therefore, the proposed project would not create objectionable odor impacts that would affect a substantial number of people. As such, potential odor impacts during short-term construction would be less than significant.

## **FINDINGS**

Implementation of the mitigation measures described in the Air Quality section would reduce impacts to air quality less than significant.

**IV. BIOLOGICAL RESOURCES**

**Environmental Setting:**

The biotic resources of the project site consist of grasslands, weeds, shrubs, and groundcovers. The project site has been disturbed through clearing activities over the years. Although previously used for agricultural purposes, the project site has not been in active use for several years. Lands to the north, south, east and west are urbanized and built-up. According to the City’s General Plan EIR, there are no known special-status species with potential to occur within or adjacent to the project area. The San Joaquin County Multi-Species Habitat Conservation and Open Space Plan categorizes the project area as urban land, having no biological, no agricultural, no riparian habitat or other sensitive natural community resources value.

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES.</b> 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?			✓	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?				✓
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native				✓

wildlife nursery sites?				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?				✓

**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?**

Reference: Cit of Lodi. *General Plan Final Draft Environmental Impact Report, 1991* and the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP); U.S. Fish and Wildlife Service Critical Habitat Database (<http://crithab.fws.gov/>)

A significant impact may occur if the proposed project would remove or modify habitat for any species identified or designated as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulation or by the state or federal regulatory agencies cited.

**Less Than Significant Impact.** The project site consists of disturbed, graded and cleared park land and is devoid of trees or native vegetation. Previously EIRs for the project vicinity established no habitat or sensitive natural communities exist within the project area. Further, the proposed project is consistent with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), as amended, as reflected in the conditions of project approval for this proposal. Pursuant to the Final EIR/EIS for the San Joaquin county Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), dated November 15, 2000, and certified by the San Joaquin Council of Governments on December 7, 2000, implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a level of less-than-significant. That document is hereby incorporated by reference and is available for review during regular business hours at the San Joaquin Council of Governments (555 East Webber Avenue/Stockton, CA 95202) or online at: [www.sjcoq.org](http://www.sjcoq.org). According to the SJCOG HCP, the project area is classified as Category A, which is disturbed urban land that has no wetlands, biological resources. Therefore, less than significant impact is anticipated.

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

Reference: Cit of Lodi. *General Plan Final Draft Environmental Impact Report, 1991* and the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP); U.S. Fish and Wildlife Service Critical Habitat Database (<http://crithab.fws.gov/>)

A significant impact may occur if riparian habitat or any other identified sensitive natural community were to be adversely modified.

**Less Than Significant Impact.** No riparian habitat or sensitive natural communities exist on or immediately adjacent to the project site. Therefore, the proposed project would have no impact on any riparian habitat or sensitive natural community. The proposed project site is located within the City's Urban Service Boundary and is within CAT A (No-Pay) zone, as defined by the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSHCP). Less than significant impact would occur.

- 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?***

Reference: Cit of Lodi. *General Plan Final Draft Environmental Impact Report, 1991* and the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP); U.S. Fish and Wildlife Service Critical Habitat Database (<http://crithab.fws.gov/>)

A significant impact may occur if wetlands that are protected under federal regulation, as defined by Section 404 of the Clean Water Act, would be modified or removed.

**No Impact.** Based on field observations and according to a review of the U.S. Fish and Wildlife Service Wetlands Online Mapper, no wetlands, as defined by Section 404 of the Clean Water Act, exist on or in the immediate vicinity of the project site. Therefore, no impacts related to wetlands would occur.

- 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?***

Reference: Cit of Lodi. *General Plan Final Draft Environmental Impact Report, 1991* and the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP); U.S. Fish and Wildlife Service Critical Habitat Database (<http://crithab.fws.gov/>)

A significant impact may occur if the proposed project interferes or removes access to a migratory wildlife corridor or impedes the use of native wildlife nursery sites.

**No Impact.** The proposed project is located in an urbanized area of City of Lodi, and no known wildlife corridors or nursery sites are located on or in proximity to the project site. Construction of the project would not require removal of any street trees. Therefore, no impacts are anticipated to occur, and no further analysis of this issue is required.

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

Reference: Cit of Lodi. *General Plan Final Draft Environmental Impact Report, 1991* and the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP); U.S. Fish and Wildlife Service Critical Habitat Database (<http://crithab.fws.gov/>)

A significant impact may occur if the proposed project would cause an impact that was inconsistent with local regulations pertaining to biological resources, including protected trees.

**No Impact.** There are no locally designated natural communities within or adjacent to the project area, and the proposed project would not result in the removal of any heritage trees. Further, the City of Lodi General Plan (Conservation Element) includes goals and policies intended to protect sensitive native vegetation and wildlife habitats. Goals E, Policy 2 in the General Plan Conservation element refers to the City of Lodi's regulation of "heritage tree"

removal.<sup>2</sup> The proposed project would not result in the removal of any heritage trees. Thus, no impact would occur and no mitigation measures would be required.

**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?**

Reference: Cit of Lodi. *General Plan Final Draft Environmental Impact Report, 1991* and the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP); U.S. Fish and Wildlife Service Critical Habitat Database (<http://crithab.fws.gov/>)

A significant impact may occur if the proposed project were inconsistent with mapping or policies in any conservation plans of the types cited.

**No Impact.** The proposed project location does not contain biological resources that are managed under any conservation plans. Accordingly, the proposed project would not conflict with any local, regional, or state habitat conservation plan. Therefore, no impact would occur.

**MITIGATION MEASURES**

No mitigation is required.

**FINDINGS**

The project would not result in adverse impacts to biological resources.

**V. CULTURAL RESOURCES**

**Environmental Setting:**

The project area is urbanized land within the City limits. The site is surrounded on all sides by residential neighborhoods, commercial properties and residential street. The proposed site is an in-fill project; however, historically, the land was used for agricultural purposes.

Cultural resources are locations of human activity, occupation, or use. They include expressions of human culture and history in the physical environment, such as archaeological sites, historic buildings and structures, or other culturally significant places. Cultural resources can also be natural features, plants, and animals or places that are considered to be important or sacred to a culture, subculture, or community. Resources may be important individually or as part of a grouping of complementary resources, such as a historic neighborhood.

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES.</b> Would the project:			✓	
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?			✓	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?			✓	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
d) Disturb any human remains, including those interred outside of formal cemeteries?			✓	

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

Reference: Cit of Lodi. *General Plan Final Draft Environmental Impact Report 1991* and City of Lodi General Plan Urban Design and Cultural Resources Element, Policy Goals

A significant impact would occur if the project caused a substantial adverse change to a historical resource through demolition, destruction, relocation, or alteration of the resource

or its immediate surroundings such that the significance of the historical resource would be materially impaired.

**Less Than Significant.** A historical resource is defined as (1) a resource listed in, or determined by the State Historical Resources Commission to be eligible for listing in, the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

Based on previous EIRs, no prehistoric or historic cultural resources have been identified within the project area. No prehistoric or historic sites or features or buildings have been identified within the project site or near the project site. However, if during construction any historical resources are uncovered, work will be halted until a qualified expert can evaluate the situation and recommend mitigation measures. The following mitigation measures would reduce these potential effects to less than significant.

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

Reference: Cit of Lodi. *General Plan Final Draft Environmental Impact Report 1991* and City of Lodi General Plan Urban Design and Cultural Resources Element, Policy Goals

A significant impact would occur if the project causes a substantial adverse change to an archaeological resource through demolition, construction, conversion, rehabilitation, relocation, or alteration.

**Less Than Significant.** Review of previous EIRs for the project area indicate that no cultural resources have been identified within the project area, and no cultural resources have been recorded. The project is located in a heavily disturbed urban area and was deemed to have a low sensitivity for cultural resources. Should any potentially important cultural deposits be encountered during construction, per standard public works construction practice, work would be temporarily diverted from the vicinity of the find until a qualified archaeologist can identify and evaluate the find, conduct any appropriate assessment, and make recommendations as needed to protect the resource or mitigate impacts. Therefore, impacts are anticipated to be less than significant.

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

Reference: Cit of Lodi. *General Plan Final Draft Environmental Impact Report 1991*

A significant impact may occur if grading or excavation activities associated with the proposed project would disturb paleontological resources or geologic features that exist within the project site.

**Less Than Significant.** According to the current General Plan EIR, no known paleontological resources, sites, or unique geologic features are located in the project area or in the immediate vicinity. Therefore, no impact on paleontological resources would occur as a result of the proposed project. However, in accordance with standard City procedures, a halt-work condition would be in place in the unlikely event paleontological resources are

discovered during construction. Therefore, less than significant impacts are expected to occur.

**MITIGATION MEASURE:**

CUL (a)(b)(c)-1: If any subsurface cultural resources are encountered during construction of the project, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist can examine these materials, make a determination of their significance and recommend mitigation measures. The City of Lodi Community Development Department shall be notified, and the applicants and/or their successors shall be responsible for implementing mitigation measures recommended by the archaeologist for any identified significant cultural resources, pursuant to the requirements of the CEQA Guidelines.

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

Reference: Cit of Lodi. General Plan Final Draft Environmental Impact Report 1991

A significant impact may occur if grading or excavation activities associated with the proposed project would disturb previously interred human remains.

**Less Than Significant.** No known burial sites are located within the project site. Should human remains be encountered during construction, per standard public works construction practice, work would be temporarily diverted from the vicinity of the find until the coroner is notified in accordance with the Health and Safety Code Section 7050.5. If the remains were determined to be of Native American descent, the coroner would have 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC would identify the person(s) thought to be the Most Likely Descendent, who would then help determine the appropriate course of action. Implementation of the following mitigation measure would reduce impacts to less than significant.

**MITIGATION MEASURE:**

CUL-2: If human remains are encountered at any time during the development of the project, all work in the vicinity of the find shall halt and the County Coroner and the Lodi Community Development Department shall be notified immediately. The Coroner must contact the Native American Heritage Commission if the remains have been identified as being of Native American descent. At the same time, the applicants and/or their successors shall retain a qualified archaeologist to evaluate the archaeological implications of the find and recommend any mitigation measures that may be required under CEQA; the applicants and/or their successors shall implement those recommendations. The CEQA Guidelines detail steps to be taken when human remains are found to be of Native American origin.

**FINDINGS**

Implementation of the mitigation measures outlines above would reduce adverse impacts to cultural resources to less than significant.

**VI. GEOLOGY AND SOILS**

**Environmental Setting:**

The project site is located in an upland valley portion of the San Joaquin Valley on inter-bedded clay, silt, sand, and gravel deposits. According to the City's *General Plan*, no earthquake faults underlie the City of Lodi. A report prepared by Kleinfelder titled *Geotechnical Services Report*, 1 dated January 2006, mapped the nearest Seismic Source Type A fault greater than 9.32 miles from the City limits.

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS.</b> 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;***

Reference: Cit of Lodi. *General Plan Health Safety Element*

A significant impact may occur if the proposed project resulted in or exposed people to adverse effects involving fault rupture, such as from placement of structures or infrastructure within a state-designated Alquist-Priolo Earthquake Fault Zone or other designated fault zone.

**Less Than Significant.** According to the Alquist-Priolo Earthquake Fault Zoning Map, neither the project site nor the City is located in the immediate vicinity of any known active faults. No structure will be constructed along or on fault lines. In addition, proposed buildings will be constructed in compliance with the California Building Code (CBC). The potential for exposure of people or structures to hazards due to ground surface rupture is considered low. As such, less than significant impact would occur.

***ii) Strong seismic ground shaking;***

Reference: Cit of Lodi. *General Plan Health and Safety Element*

A significant impact may occur if the proposed project results in or exposes people to adverse effects involving strong ground shaking from fault rupture or seismic hazards.

**Less Than Significant.** The potential severity of ground shaking depends on many factors, including distance from the originating fault, the earthquake magnitude, and the nature of the earth materials below the project site. As indicated in VI(a)(i) above, the project site is not located within an Alquist-Priolo Earthquake Fault Zone.

The potential severity of ground shaking depends on many factors, including distance from the originating fault, the earthquake magnitude, and the nature of the earth materials below the project site. Although implementation of the proposed project has the potential to result in the exposure of people and structures to strong

ground shaking during a seismic event, this exposure is no greater than exposure present in other areas throughout the City. In addition, the proposed buildings are required to comply with the California Building Code (CBC) minimum standards for good engineering and construction practices would reduce potential seismic impacts. Therefore, no impact would occur.

**iii) Seismic-related ground failure, including liquefaction;**

Reference: Cit of Lodi. *General Plan health and Safety Element*

A significant impact may occur if the project were to result in or expose people to adverse effects involving seismic-related ground failure from liquefaction and other geologic hazards. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils.

**Less Than Significant.** Soils on the project area consist of the Tokay Fine Sandy Loam and Tokay-Urban mapping units. Both soil types are very deep and well-drained. The shrink-swell potential of these soils is not high; the site is not designated as “expansive” on the San Joaquin County Expansive Soils Map 1999. The Tokay Fine Sandy Loam land complex unit is designated as a “Prime” soil, while Tokay-Urban is not. The topography of the site is essentially flat. Implementation of the proposed project would not create any new impacts related to liquefaction beyond existence. Construction of the proposed project would be required to comply with applicable City of Lodi Municipal Code, California Building Code and development standards. Compliance with these requirements would provide an acceptable level of safety. Therefore, a less-than-significant impact related to liquefaction would occur.

**iv) Landslides?**

Reference: Cit of Lodi. *General Plan health and Safety Element*

A significant impact may occur if the project results in or exposes people to adverse effects involving landslides.

**No Impact.** According to the Safety Element of the City’s General Plan, the project site is not located in an Earthquake-Induced Landslide Seismic Hazard Zone and contains no significant slopes. According to the Official Maps of Seismic Hazard Zones provided by the State of California Department of Conservation, the project site is not located within an earthquake-induced landslide zone, which is defined as an area where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacement. No impact would occur.

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

Reference: Cit of Lodi. *General Plan Conservation Element, Goal D*

A significant impact may occur if the proposed project exposes large areas to the erosional effects of wind or water for a prolonged period of time.

**Less Than Significant.** The proposed project has the potential to result in a minimal amount of soil erosion during construction activities. In accordance with standard specifications, a stormwater pollution prevention plan for erosion and sedimentation control would be implemented during construction. Best management practices would be undertaken to control runoff and erosion during construction and activation of the well. Such

control measures would prevent substantial soil erosion or the loss of topsoil. The City's Building Division will require the preparation and implementation of an erosion control plan for wind- and waterborne soil. A site landscape plan will also be prepared and implemented to help stabilize post-construction slopes. These standard project conditions will reduce any project-related erosion to less-than-significant levels.

**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?**

Reference: Cit of Lodi. *General Plan Health and Safety Element*

A significant impact may occur if the proposed project is built in an unstable area without proper site preparation or design features, thereby posing a hazard to life and property.

**Less Than Significant.** According to the California Department of Mines and Geology, the project site is not located in a liquefaction area (historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacement). Therefore, implementation of the proposed project would not expose people and/or structures to potential substantial adverse effects due to soil instability including the risk of loss, injury, or death. In addition, compliance with CBC and implementation of recommendations in the site-specific geotechnical investigation would reduce hazards associated with unstable soils to below a level of significance.

**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?**

Reference: Cit of Lodi. *General Plan Health and Safety Element*

Expansive soils typically have a high clay content and high shrink-swell potential. Shrinking and swelling of soils underlying a project area may cause structures to become physically unsound or walkways to buckle and become dangerous or difficult to navigate. A significant impact may occur if the proposed project is built upon expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thereby posing a hazard to life and property.

**Less Than Significant.** Soils on the project area consist of the Tokay Fine Sandy Loam and Tokay-Urban mapping units; detailed information on these soils is shown in the table below. Both soil types are very deep and well-drained. The shrink-swell potential of these soils is not high; the site is not designated as "expansive" on the San Joaquin County Expansive Soils Map 1999. The project is not expected to result in significant impacts to people or structures because the California Building Code includes provisions for construction on expansive soils. These provisions (proper fill selection, moisture control, and compaction during construction) can prevent these soils from causing significant damage. Therefore, compliance with the CBC requirements would ensure that impacts related to expansive soils would be less than significant.

**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?**

Reference: Cit of Lodi. *General Plan Health and Safety Element*

A significant impact may occur if the proposed project is built on soils that are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems and such a system is proposed.

**No Impact.** The project will be connected to the existing public sanitary sewer system; septic systems or alternative wastewater disposal systems will not be permitted. As such there will be no impact.

#### **MITIGATION MEASURES**

GEO-1: Prior to issuance of a building permit by the City's Building Official, the project proponent shall prepare and submit site-specific geotechnical investigation to the Building Division for review and approval.

#### **FINDINGS**

The project would not result in less than significant impact with incorporation of the mitigation measures required above.

**VII. HAZARDS AND HAZARDOUS MATERIALS**

**Environmental Setting:**

The project site is vacant urban land. The existing use of the site is public park/open space. Previous use of the site was limited to agricultural use and there is no record of past use of hazardous materials on the site. The existing uses in the Plan area do not currently contain or generate substantial hazardous materials or waste. A search of U.S.EPA Superfund site revealed no current or historic hazardous waste sites in the plan area (<http://www.epa.gov/region09/cleanup/california.html>).

Hazardous materials are substances which can harm people or the environment, can impair human health if contacted, ingested, or inhaled. Such processes are classified as hazardous because of materials they use or because of the potential for spills, fire or explosions to occur.

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				✓
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f) For a project 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?				✓
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓

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

Reference: California, State of, Department of Toxic Substance Control's EnviroStor Data Management System and United States Environmental Protection Agency. Region 9: Cleanup in the Pacific Southwest, Cleanup Sites in California.

A significant impact may occur if the proposed project involves the use or disposal of hazardous materials as part of its routine operations and has the potential to generate toxic or otherwise hazardous emissions.

**Less Than Significant.** The proposed project involves construction of a senior affordable housing. Construction and operation of the proposed senior housing would not require transport, use of, or disposal of significant quantities of hazardous materials, including, but not limited to oils, pesticides, or chemicals. According to an *EDR Radius Map Report* (a review of federal and state agency lists) and a review of GeoTracker on the State Water Resources Control Board web site, there is no site within the project area that has been identified as having contamination from a leaking underground storage tank. However, if unknown contamination were identified during project construction or a spill were to occur during construction, agencies with jurisdiction would be notified and immediate measures would be taken to ensure the health and safety of the public and workers and to protect the environment. Adherence to regulations set forth by local, state, and federal regulatory agencies would reduce the potential for hazardous materials impacts to less than significant levels.

**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?**

Reference: California, State of, Department of Toxic Substance Control's EnviroStor Data Management System and United States Environmental Protection Agency. Region 9: Cleanup in the Pacific Southwest, Cleanup Sites in California.

A significant impact may occur if the proposed project uses substantial amounts of hazardous materials as part of routine operations, which could pose a hazard under accident or upset conditions.

**No Impact.** There is no evidence or record that hazardous substances or waste materials have ever been produced, stored, or disposed of on-site. The construction and operation of the proposed project would not involve the storage, transport, use, or disposal of a significant amount of hazardous materials. The small amount of hazardous materials that would be used during construction will be transported, used, stored, and disposed of, according to city, state, and federal regulations. Therefore, implementation of the proposed project would not result in a significant impact and no mitigation measures would be required.

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

Reference: California, State of, Department of Toxic Substance Control's EnviroStor Data Management System; United States Environmental Protection Agency. Region 9: Cleanup in the Pacific Southwest, Cleanup Sites in California and City of Lodi MapGuide.

A significant impact may occur if the proposed project is located within 0.25 mile of an existing or proposed school site and projected to release toxic emissions that pose a hazard beyond regulatory thresholds.

**No Impact.** There are no private or public schools within a quarter-mile of the project site. As discussed in previous responses, this project would not involve handling of hazardous or acutely hazardous materials and would not generate any significant hazardous emissions, and no mitigation measures would be required.

**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?**

Reference: California, State of, Department of Toxic Substance Control's EnviroStor Data Management System and United States Environmental Protection Agency. Region 9: Cleanup in the Pacific Southwest, Cleanup Sites in California.

A significant impact may occur if the proposed project site contains hazardous materials that would create a significant hazard to the public or the environment. California Government Code Section 65962.5 requires state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.

**No Impact.** A search of hazardous waste sites compiled pursuant to Government Code Section 65962.5 was conducted for the project site. The project site is not listed in the State Water Resources Control Board GeoTracker system which includes leaking underground

fuel tank sites and Spills, Leaks, Investigations, and Cleanups sites; or the Department of Toxic Substances Control EnviroStor Data Management System which includes CORTESE sites, or the Environmental Protection Agency's database of regulated facilities. No impact is anticipated.

- 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?***

Reference: City of Lodi General Plan

A significant impact may occur if the proposed project site is located within a public airport land use plan area or within 2 miles of a public airport and would create a safety hazard.

**No Impact.** The project is not located within an airport land use plan or within 2 miles of a public airport or public use airport. The project site is outside of the airport land use plan area. There are no private airstrips within the vicinity of the project site. Therefore, implementation of the proposed project would not expose people or structures to air traffic hazards and no mitigation measures would be required.

- 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?***

Reference: City of Lodi General Plan

A significant impact may occur if the proposed project is located within the vicinity of a private airstrip and creates a safety hazard for people in the project area.

**No Impact.** The project is not located within an airport land use plan or within 2 miles of a public airport or public use airport. The project site is outside of the airport land use plan area. There are no private airstrips within the vicinity of the project site. Therefore, implementation of the proposed project would not expose people or structures to air traffic hazards and no mitigation measures would be required.

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

Reference: City of Lodi General Plan, Safety Element

A significant impact may occur if the proposed project were to interfere with roadway operations occurring in conjunction with an emergency response plan or emergency evacuation plan or generate enough traffic to create traffic congestion that would interfere with the execution of such a plan.

**No Impact.** The project would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan. All construction-related activities would be contained within and immediately around the project site. Road closures are not anticipated during construction activities; however, in the event that a closure is necessary standard contractor specifications imposed by the City include a requirement to ensure that roadways surrounding the project site remain accessible to emergency vehicles and crews, and open for emergency evacuations, if necessary. The City has an Emergency Management Plan that addresses the campus community's planned response for various levels of emergencies, including fires, hazardous spills, earthquakes, flooding, and explosions. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and no mitigation measures would be required.

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

Reference: City of Lodi General Plan, Safety Element

A significant impact may occur if the proposed project is located in or adjacent to a wildland area and places persons or structures at risk in the event of a fire.

**No Impact.** There are no wildland areas in or near this highly urbanized part of the City. Therefore, the proposed project would not expose people or structures to potential fire hazards associated with wildland and urban interfaces and no mitigation measures would be required.

#### **MITIGATION MEASURES**

No mitigation is required.

#### **FINDINGS**

Less-than-significant impact is anticipated.

**VIII. HYDROLOGY AND WATER QUALITY**

**Environmental Setting:**

Surface Water

Groundwater is the primary source of municipal water for the City of Lodi. The project site overlies the Eastern San Joaquin Groundwater Basin, which is a part of the Central Valley Groundwater Basin. With a combined capacity of 50.7 million gallons per day (mgd), groundwater from 27 wells is the primary source of water supply for the City of Lodi. There are no existing water resources on the project site. The Mokelumne River is the only source of above-ground water in the community. Water drawn from the Mokelumne River provides irrigation for agricultural lands in and around the City, as well as for recreational uses and freshwater habitat.

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a) Violate any water quality standards or waste discharge requirements?			✓	
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)?			✓	

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?			✓	
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?			✓	
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?			✓	
f) Otherwise substantially degrade water quality?			✓	
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?				✓
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
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?				✓
j) Inundation by seiche, tsunami, or mudflow?				✓

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

Reference: City of Lodi General Plan, Conservation Element, Water Supply and City of Lodi Stormwater Management Program

A significant impact may occur if the proposed project discharges water that does not meet the water quality standards set by agencies that regulate surface water quality and water discharge into stormwater drainage systems

**Less Than Significant Impact.** The project involves extensive grading and clearing. There is the potential for short-term surface water quality impacts to occur during the grading and construction phases, including runoff of loose soils and/or a variety of construction wastes

and fuels that could be carried off-site in surface runoff and into local storm drains and streets that drain eventually into water resources protected under federal and state laws. These water quality impacts would be avoided through compliance with the NPDES regulations set forth under Section 402 of the federal Clean Water Act. Pursuant to the NPDES regulations, the contractor will need to file a Notice of Intent for a General Construction Permit with the RWQCB. To obtain this permit, the contractor would prepare a SWPPP that specifies BMPs (erosion and sediment controls such as silt fences and/or straw wattles or bails, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, prevention and containment of accidental fuel spills or other waste releases, inspection requirements, etc) to ensure that the proposed project does not violate any water quality standards or any waste discharge requirements during the construction phases. This permit would cover the entire grading footprint area of the proposed sites, along with the adjacent staging areas. Compliance with the approved permit would ensure that the proposed project does not violate any water quality standards or any waste discharge requirements during the construction phases. Therefore, implementation of the proposed project would result in less than significant impacts related to the violation of water quality standards and waste discharge requirements.

#### **MITIGATION MEASURE:**

- HYD-1:** Prior to initiating on-site construction, the project proponent shall submit an erosion and sedimentation control plan for the project to the City for review and approval. The plan shall include, but not be limited to, the following applicable measures to protect downstream areas from sediment and other pollutants during site grading and construction:
- i. Proper storage, use, and disposal of construction materials.
  - ii. Removal of sediment from surface runoff before it leaves the site through the use of silt fences, gravel bags, fiber rolls or other similar measures around the site perimeter.
  - iii. Protection of storm drain inlets on-site or downstream of the construction site through the use of gravel bags, fiber rolls, filtration inserts, or other similar measures.
  - iv. Stabilization of cleared or graded slopes through the use of plastic sheeting, geotextile fabric, jute matting, tackifiers, hydro-mulching, revegetation (e.g., hydroseeding and/or plantings), or other similar measures.
  - v. Protection or stabilization of stockpiled soils through the use of tarping, plastic sheeting, tackifiers, or other similar measures.
  - vi. Prevention of sediment tracked or otherwise transported onto adjacent roadways through use of gravel strips or wash facilities at exit areas (or equivalent measures).
  - vii. Removal of sediment tracked or otherwise transported onto adjacent roadways through periodic street sweeping.
  - viii. Maintenance of the above-listed sediment control, storm drain inlet protection, slope/stockpile stabilization measures.

#### **Long-Term Impacts**

**Less Than Significant With Mitigation Incorporated.** Waste Discharge Requirements are issued by the Regional Water Quality Control Board under the provisions of Division 7, Article 4 of the California Water Code. These requirements regulate “point source” discharges of wastes to surface and groundwaters, such as septic systems, sanitary landfills, dairies, etc. All wastewater produced within the proposed project would be discharged into the City sewer network. Therefore, the proposed project would have no point sources of wastewater discharge from this project and thus would have no direct effect upon surface or groundwaters.

The project site consist of undeveloped land, project construction will result in an increase in the amount of impervious surfaces resulting in more storm runoff and increase the potential for water quality impacts. However, compliance with Waste Discharge Requirements, water quality impacts during project operation would be considered less than significant. Operation of the proposed project would not violate any water quality standards or any waste discharge requirements. Therefore, implementation of the proposed project would result in less than significant impacts related to the violation of water quality standards and waste discharge requirements.

**MITIGATION MEASURE:**

- HYD-2:
- i. All new storm drain inlets and catch basins within the project site shall be marked with prohibitive language and/or graphical icons to discourage illegal dumping per City standards.
  - ii. Outdoor areas for storage of materials that may contribute pollutants to the storm water conveyance system shall be covered and protected by secondary containment.
  - iii. Permanent trash container areas shall be enclosed to prevent off-site transport of trash, or drainage from open trash container areas shall be directed to the sanitary sewer system.

- 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)?***

Reference: City of Lodi General Plan, Conservation Element, Water Supply and West Yost & Associates, Technical Memorandum No.1 Full Surface Water Implementation Study.

A significant impact may occur if the proposed project would if it were to result in a demonstrable and sustained reduction in groundwater recharge capacity or change the potable water levels enough to reduce the ability of a water utility to use the groundwater basin for public water supplies or the storage of imported water, reduce the yields of adjacent wells or well fields, or adversely change the rate or direction of groundwater flow.

**Less Than Significant.** Groundwater is a primary source of the water supply for the City of Lodi through its 27 wells. It is also used by private residences (domestic users) that were recently annexed into the City. The Mokelumne River is the only source of above-ground water in the community. In May 2003, the City of Lodi secured a long term contract with the Woodbridge Irrigation District (WID) to provide an additional 6,000 acre-feet water per year of untreated surface water from the Mokelumne River for municipal use for 40 years. The City is currently examining its options for developing this water supply, which may include groundwater recharge or a water treatment plant.

All water demand for the proposed project would be met through City's water supply sources and existing water service agreements with Woodbridge Irrigation District (WID). The City's latest review of water demand and supply, in conjunction with the pending General Plan update, included the proposed project. The study determined although water demand would increase due to the project, in comparison to existing conditions, the City's water supply would sufficiently serve the project. Further, the proposed project would not have the potential to directly change the rate or flow of groundwater because it would not interfere with any known aquifers. Therefore, less than significant impact to groundwater supplies or recharge would be expected to occur and no mitigation would be required.

- 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?**

Reference: City of Lodi General Plan, Conservation Element, Water Supply

A significant impact may occur if the proposed project results in a substantial alteration of drainage patterns and a substantial increase in erosion or siltation during construction or operation of the project.

**Less Than Significant Impact.** The project site is vacant and pervious. Implementation of the proposed project (building parking lot, and sidewalk) would alter the topography of the site and increase impervious surface area. This will result in changes to the current drainage patterns on the project site, as well as the potential for erosion and run-off during construction. However, this would be common for any development of the subject site. Due to the scope of the project, it is subject to the City of Lodi's adopted Storm Water Management Program, which includes construction and post-construction runoff control associated with new development and pollution prevention. Chapter 13.14 of the Municipal Code codifies these requirements. Compliance with the City's standard requirement would reduce impacts to less than significant.

**MITIGATION MEASURE:**

- HYD-3: i. Project design and construction shall be in compliance with the Stormwater Development Standards adopted by the City Council on August 6, 2008. Submit Notice of Intent and pay appropriate fees to the State Water Resources Control Board to obtain coverage under the General Permit for storm water discharges associated with construction activity. Submit Project WDID Number to the City prior to commencement of any clearing, grading or construction activities on the project site. In addition, State-mandated construction site inspections to assure compliance with the City of Lodi Storm Discharge Permit are required. The fee for the inspections is the responsibility of the developer and must be paid prior to permit issuance or commencement of construction operations, whichever occurs first.

- 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?**

Reference: City of Lodi General Plan, Conservation Element, Water Supply

A significant impact may occur if the proposed project results in increased runoff volumes during construction or operation and flooding conditions that affect the project site or nearby properties.

**Less Than Significant Impact.** As indicated in VIII (c), above, the project site is vacant and pervious. Implementation of the proposed project (building parking lot, and sidewalk) would alter the topography of the site and increase impervious surface area, thereby significantly increasing runoff. Runoff would be directed into the City's municipal storm drainage system. Sufficient drainage capacity exists within the system to serve the project. No impact would occur.

- 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?**

Reference: City of Lodi General Plan, Conservation Element, Water Supply

A significant impact may occur if the volume of the stormwater runoff were to increase to a level that exceeds the capacity of the storm drain system serving the project site. A significant impact may also occur if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system.

**Less Than Significant Impact.** In comparison to existing conditions, the proposed project would generate significant urban runoff, which would send contaminants into the City's storm drainage system. As indicated in VIII (c) and VIII (d), above, runoff generated by the proposed project would be directed toward existing drainage.

The City of Lodi has adopted a Storm Water Management Program (January 2003) that includes several elements. These include public control of illicit discharges, construction and post-construction runoff control associated with new development and pollution prevention. Chapter 13.14 of the Municipal Code codifies these requirements. City regulations establish local oversight of the State's general permit system that implements the federal National Pollutant Discharge Elimination System (NPDES) requirements. The primary element of the Lodi Management Program requires projects greater than one acre to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) that incorporates both construction and post-construction Best Management Practices. Compliance with City of Lodi requirements would reduce the potentially significant water quality effects of project construction and operation to a less than significant level.

#### **MITIGATION MEASURES**

- HYD-4:** i. Site design that controls runoff discharge volumes and durations shall be utilized, where applicable and feasible, to maintain or reduce the peak runoff for the 10-year, 6-hour storm event in the post-development condition compared to the pre-development condition, or as defined by current water quality regulatory requirements.
- ii. Measures that control runoff discharge volumes and durations shall be utilized, where applicable and feasible, on manufactured slopes and newly-graded drainage channels, such as energy dissipaters, revegetation (e.g., hydroseeding and/or plantings), and slope/channel stabilizers.

**f) *Otherwise substantially degrade water quality?***

Reference: City of Lodi General Plan, Conservation Element, Water Supply City of Lodi Annual Water Quality Report for 2005.

A significant impact may occur if a project includes potential sources of water pollutants with the potential to substantially degrade water quality.

**Less Than Significant Impact.** Project construction would comply with the City's construction specifications, Stormwater Management Program and Municipal Code Chapter 13.14, which requires contractors to take measures to prevent the pollution of channels, storm drains, and bodies of water during construction. As such, implementation of the proposed project would not create any new impacts related to water quality beyond those discussed in the preceding responses and mitigation measures. Therefore, no degradation of water quality would occur.

**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?***

Reference: Flood Insurance Rate Map (FIRM) Map No. 06077C0306F

A significant impact may occur if the proposed project is located within a 100-year flood zone.

**No Impact.** According to FEMA guidelines, the 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. Areas of Special Flood Hazard are zoned A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

The project site is zoned X according to FEMA guidelines. Zone X are areas of 0.2% annual chance flood; areas of 1% chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. The project 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. The project site has 0.2% annual chance of flood.. No impact is anticipated.

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

Reference: Flood Insurance Rate Map (FIRM) Map No. 06077C0306F and City of Lodi General Plan Safety Element

A significant impact may occur if the proposed project is located within a 100-year flood zone.

**No Impact.** According to the City's General Plan Safety Element, the proposed project site is not located within a 100-year flood hazard area. The FEMA Flood Insurance Rate Map (FIRM), Number 06077C030F, dated October 16, 2009, indicates that the project site is located in Flood Zone X. Areas zoned X are outside of the 100-year flood zone area. The purpose of the project is to supply water to the City of Lodi. As such, flood flows would not be affected. Therefore, no impact would occur.

**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?***

Reference: Flood Insurance Rate Map (FIRM) Map No. 06077C0306F and City of Lodi General Plan Safety Element, Flooding Hazards

A significant impact may occur if the proposed project were located in an area where a dam or levee could fail, exposing people or structures to significant risk of loss, injury or death.

**No Impact.** As stated VIII (h) above, the project site is located in Flood zone X, which is outside of the 100-year floodplains. The entire City of Lodi is located within an inundation area. The levee system along the Mokelumne River is of sufficient height to protect the City from the 100-year flood flow; however, the majority of Central Valley would be inundated during the 500-year flood event. The proposed project would not place structures within the 100-year flood hazard area that would impede or redirect flood flows. Therefore, no impact is anticipated.

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

Reference: Flood Insurance Rate Map (FIRM) Map No. 06077C0306F and City of Lodi General Plan Safety Element, Flooding Hazards

A significant impact may occur if the proposed project would cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury.

**No Impact.** 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 project site from San Francisco Bay or the Pacific Ocean, tsunami waves would not be a threat to the site. There is no large body of water on or within the vicinity of the project site. The subject area is flat and does not have any steep slopes or hillsides that would be susceptible to mudflows or landslides. Therefore, no impact would occur.

**FINDINGS**

Implementation of the above mitigation measures would reduce impacts to hydrology and water quality to less than significant.

**XI. LAND USE AND PLANNING**

**Environmental Setting:**

The proposed project site is vacant land with. The site is located in an urbanized area of Lodi and is surrounded by urban residential and commercial uses and residential street. Existing land uses immediately surrounding the site are as follows:

- North: R-1 and R-2, Single-Family Residential
- East: Public Park (Roget Park)
- South: CS, Shopping Commercial and RCP, Residential, Commercial and Office
- West: Vacant land zoned Single-Family Residential

The project site is located within the Planning Area of the Lodi General Plan, within the Plan's designated Urban Service Boundary and within the existing City limits. The site is currently designated Single Family Residential.

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation	Less Than Significant Impact	No Impact
<b>IX. LAND USE AND PLANNING.</b> Would the project:				
a) Physically divide an established community?			✓	
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?				
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				

**a) *Physically divide an established community?***

Reference: City of Lodi General Plan Land Use and Growth Management Element

A significant impact may occur if the proposed project is sufficiently large enough or otherwise configured in such a way so as to create a physical barrier within an established community.

**Less Than Significant.** The project site is a vacant parcel surrounding mostly by developed properties. The proposed project is an in-fill project within the surrounding community. The proposed project would develop an existing vacant site, but would not disrupt or divide the existing pattern of development surrounding the project site. Surrounding land uses vary from R-C-P and CS zoning districts along Kettleman Lane and residential land uses on the east side of the project site. The proposed rental affordable housing project for seniors is compatible with other existing institutional land uses along Kettleman Lane where there are several senior assisted living institutions. Furthermore, although it is a rental project, given its residential design and accommodation to seniors, the proposed project will not be incompatible with the single-family residential community to the east and north. As such, the proposed project will not physically divide an established community and therefore there will be less than a significant impact.

**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?***

Reference: City of Lodi General Plan Land Use and Growth Management Element

A significant impact may occur if the proposed project is inconsistent with general plan designations or zoning currently applicable to the proposed project site and causes adverse environmental effects, which the general plan and zoning ordinance are designed to avoid or mitigate.

**Less Than Significant.** When the City of Lodi last updated its General Plan in 1991, the project site was assigned a General Plan designation of Low Density Residence (LDR) and Single Family Residence (R-1 and R-2). The LDR district permits up to 7 units per net acre with 2.75 persons per household. No house was constructed on the project parcel in the past. The vacant adjacent parcel (Roget Park) was donated to the City in the early 1990s to be made into a park. Then the city bought adjoining land (the project parcel) to make the entire area in to a park with the understanding that the land use designations would change upon development as a park, a common practice that has been granted by the City in the past. However, the park has not been developed due to budgetary constraints. Now the City plans to sell the project parcel and use the funds generated to develop Roget Park. Also, the City intends to change the General Plan land use designation from Single Family Residence to High Density.

The proposed project would necessitate General Plan Amendment to change the Single Family designation to High Density Residential. The high density residential designation

allows garden style units, apartments, condominiums, and townhouses with a maximum density of 30 dwelling units per net acre and assumes an average of 2.00 persons per household. Thus, although the proposed project is not consistent with the existing Lodi General Plan designation, the proposed project would be consistent with the new General Plan and Mixed Use land use designation.

It should be noted the City is in the process of updating its General Plan. Under the new General Plan, the proposed project has been analyzed for its land use impact. The project site has been redesignated as Mixed Use, which allows up to 30 units per gross acre with 2.00 persons per household. The General Plan re-designation will take effect when the General Plan is updated and land use map is created. The City anticipates updating its General Plan early next year. The change in General Plan designation would allow higher density residential uses not allowed under the current General Plan and zoning of the site.

Additionally, it should be noted that the proposed project involves a Zone Text Amendment to further define the allowable uses in the Mixed Use district to accommodate residential projects that are strictly reserved for elderly persons. There is less than a significant impact related to this change as the request is simply clarifying the existing permitted uses to allow residential projects for elderly persons provided that they provide affordable age- and income-restricted senior housing services so as to be consistent with the purpose of the Senior Housing section of the City Growth management Ordinance.

The project would not conflict with plans adopted for the purpose of avoiding or mitigating an environmental effect. No other plans pertain to the project site. A parking variance would be required because the proposed senior housing requires more parking than has been identified on the site plan. This issue is addressed in more detail in Section XV, Transportation/Traffic. The residential project has been designed to fit into the surrounding residential and quasi-public land uses, and therefore would not result in a significant land use impact. The new General Plan will designate the project site Mixed Use so as to permit these types of developments in that zone. With the adoption of a new General Plan, impacts would be less than significant.

**MITIGATION MEASURE:**

LUP 1: No building permit shall be issued for grading, clearing, construction, development or redevelopment the project parcel until the City of Lodi updates its 1991 General Plan.

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

Reference: San Joaquin County Multi-Species habitat Conservation and Open Space Plan  
A significant impact may occur if the proposed project conflicts with a habitat conservation plan or natural community conservation plan adopted for the area surrounding the project location.

**No Impact.** The proposed project site is located in a highly urbanized area of the campus and is not in or adjacent to any habitat conservation or natural community conservation areas. Therefore, no impacts would occur.

**FINDINGS**

No impact is anticipated with implementation of the above mitigation measure.

**X MINERAL RESOURCES**

**Environmental Setting:**

The project area is not identified as containing locally or regionally important mineral resources recovery. The site is not currently in a state of being used for mining of resources that would be of value to the region or state. No record exists of gravel or other mineral resource extraction on the project site.

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation	Less Than Significant Impact	No Impact
<b>X. MINERAL RESOURCES.</b> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				✓
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

**a) *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?***

Reference: City of Lodi General Plan

A significant impact may occur if the proposed project is located in an area that is used or available for extraction of a regionally important mineral resource, converts an existing or potential regionally important mineral extraction use to another use, or affects access to a site used or potentially available for regionally important mineral resource extraction.

**No Impact.** According to the Conservation Element of the City’s General Plan, the project site is not located within an area that contains a mineral resource that is available for extraction and of value to the region or residents of the state.

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

Reference: City of Lodi General Plan

A significant impact may occur if a project is located in an area that is used or available for extraction of a locally important mineral resource, as delineated on a local general plan, specific plan, or other land use plan.

**No Impact.** The City of Lodi has not designated a locally significant mineral resource in the project area. As such, no impact would occur.

**MITIGATION MEASURES**

No mitigation is required.

**FINDINGS**

No impact is anticipated.

**XI. NOISE**

**Environmental Setting:**

The City of Lodi’s General Plan contains policies and goals which pertain to desired noise levels for various land uses located within the City. Noise is defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB) with zero dB being the threshold of hearing. Decibel levels range from zero to 140. Typical examples of decibel levels would be a low decibel level of 50 dB for light traffic to a high decibel level of 120 dB for a jet takeoff at 200 feet. Vehicle use (residential traffic) represents the dominant noise source in the project vicinity.

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation	Less Than Significant Impact	No Impact
<b>XI. NOISE.</b> Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?			✓	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without 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 expose people residing or working in the project area to excessive noise levels?				✓
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?				✓

**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?**

Reference: City of Lodi General Plan Noise Element

A significant impact may occur if the proposed project generates noise levels that exceed the standards for ambient noise, as established by the general plan and municipal code, and/or exposes persons or sensitive uses to increased noise levels. Noise-sensitive uses may include residences, transient lodging, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheatres, playgrounds, and parks.

**Less Than Significant with Impact Mitigation Incorporated.** Noise standards for residential development are established in the Lodi General Plan. Table IV.D-4 of the General Plan Noise Element shows that Ldn noise levels up to 60 dB Ldn are considered normally acceptable for exterior noise levels in residential developments, while interior noise levels should be maintained at 45 dB Ldn or below. Noise sources in the project vicinity are limited to local traffic and current land uses. There are no highways, railroads, airports or noise-generating industry in the vicinity.

**Short-Term (Construction) Impacts**

Construction of the proposed project would require various types of construction equipment, such as scrapers, loaders, graders, and other construction machineries which would have the potential to create temporary significant noise impacts during construction period. Noise levels during construction would vary with the type of equipment and machinery in use. Construction generated noise levels for the phases 1 and I would be higher than the existing ambient noise environment and will be restricted to Monday through Friday, with Saturdays as required and work hours consistent with City of Lodi policies. Construction noise would be most audible by people in the immediate vicinity, including construction crews, pedestrians, bicyclists, and near by residential areas. The construction crews routinely work in a noisy environment and are not considered sensitive receptors. The experience of construction noise by passing pedestrians and bicyclists would be momentary and thus less than significant. People residing and working in adjacent buildings would be exposed to increased noise levels during the project's construction. However any adverse impacts related to such

noise would be reduced to less than significant with the incorporation of the following mitigation measures.

**MITIGATION MEASURES:**

NOI-1: Prior to initiating on-site construction, the project proponent shall develop a specific plan to reduce construction/demolition noises that include measures to reduce construction/demolition noise to the maximum extent feasible. These measures shall include, but are not limited to, the following:

- viii. Noise-generating construction activities occurring Monday through Saturday shall be limited to the hours of 7:00 A.M. to 7:00 P.M.
- ix. Noise-generating construction activities occurring on weekends in the vicinity of (can be heard from) off-project site shall be limited to the hours of 9:00 A.M. to 6:00 P.M. on Saturdays, with no construction occurring on Sundays or holidays.
- x. Construction equipment shall be properly outfitted and maintained with manufacturer recommended noise-reduction devices to minimize construction-generated noise.
- xi. Stationary construction noise sources such as generators, pumps or compressors shall be located at least 100 feet from noise-sensitive land uses, as feasible.
- xii. Laydown and construction vehicle staging areas shall be located at least 100 feet from noise-sensitive land uses (i.e., near by residences, public street) as feasible.
- xiii. All neighboring land uses that would be subject to construction noise shall be informed at least two weeks prior to the start of each construction project, except in an emergency situation.

Long Term (Operational) Phase:

The noise level generated by the normal operation of the proposed project is not expected to result in a significant increase in the ambient noise level. Deliveries to and/or pickups from the project site and maintenance of the project site may result in increased noise during operation but would not be considered significant. Project-related traffic noise is not expected to result in a substantial permanent increase in ambient noise levels in the project vicinity. However, heating, ventilating, and air conditioning units for the proposed two buildings could run during the daytime and the nighttime. It is not possible to specifically predict noise levels from a piece of HVAC equipment until that piece of equipment has been selected. The noise from the equipment would be regulated by the Noise Ordinance. If the equipment operated at night, the maximum allowable noise level would be 45 dBA measured at the nearest residential property line.

**MITIGATION MEASURES:**

- xiv. During final project design and prior to issuance of a building permit, noise from proposed HVAC equipment, including heating, ventilating and air conditioning (HVAC) equipment, shall be analyzed. If predicted noise levels would exceed the adjusted Noise Ordinance limits at the property line during the time periods when the equipment may operate, the applicant shall incorporate additional noise control treatments into the design, such as fan silencers, baffles, and equipment screens. The applicant shall submit a report to Planning Department summarizing the analysis and demonstrating that the necessary noise control treatments have been incorporated into the design to meet the Noise Ordinance limit.

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

Reference: City of Lodi General Plan Noise Element

A significant impact may occur if the project results in or exposes people to excessive groundborne vibration or groundborne noise levels during construction or operation. This would include excessive groundborne vibration or noise that causes structural damage or displaces objects in nearby buildings

**Less Than Significant Impact.** 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 involves grading, clearing and would require the need to drill to reach suitable materials for foundation support. The movement of soil and the operation of construction equipment have the potential to create short-term construction-related noise impacts upon nearby sensitive receptors, including single-family residences to the north and commercial uses to the south. As such, implementation of the above mitigation measures required above would reduce the noise impacts of the project to less-than-significant level.

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

Reference: City of Lodi General Plan Noise Element

A significant impact may occur if the proposed project were to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the proposed project.

**Less Than Significant Impact.** Refer to Checklist Item, XI.a and b. above. The primary source of permanent noise generated by the proposed project would be related to vehicle trips to and from the site. Project-related traffic noise is not expected to result in substantial permanent increase in ambient noise levels in the project vicinity and would be within the traffic volumes and resulting noise levels projected in the 1991 City of Lodi General Plan Environmental Impact Report which identified single family residences and no significant noise impacts. Considering this is a age- and income-restricted senior housing project with .75 vehicle per household, the project site may result in a minimal increase in daily ambient noise levels but would be considered less than significant. Compliance with the Noise Ordinance would result in controlling noise levels from the site so that a substantial permanent increase in noise levels would not occur. Refer to (a) above. Implementation of the proposed project would not result in a substantial permanent increase of ambient noise levels and would be considered less than significant.

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

Reference: City of Lodi General Plan Noise Element

A significant impact may occur if the proposed project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the proposed project.

**Less Than Significant Impact.** Minor construction activities associated with proposed remodeling would temporarily elevate noise levels in the area. Section 9.24.030 of the Lodi

Municipal Code, which outlaws any noise or sound as described herein between the hours of ten p.m. and seven a.m., would be in effect during construction. This rule is applicable whether such noise or sound is of a commercial or noncommercial nature. Because of the small scale and short duration of the anticipated construction, compliance with the ordinance would protect against a substantial temporary or periodic increase in noise resulting from construction activities. No additional mitigation measures are required. As described under (a) and (c), above, the proposed project would not substantially increase ambient noise levels in the project vicinity over existing conditions. Impacts would be less than significant.

- 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?***

Reference: City of Lodi General Plan

A significant impact may occur if the project is located within an airport land use plan or within 2 miles of a public airport and people residing or working in the project area would be exposed to excessive noise levels.

**No Impact.** The project site is neither located within an airport land use plan or two miles of a public airport or public use airport. Therefore, the project would not expose people residing or working in the project area to excessive noise levels and no mitigation measures would be required. 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?***

A significant impact may occur if the project is located in the vicinity of a private airstrip and people residing or working in the project area would be exposed to excessive noise levels.

**No Impact.** The proposed project is not located in the vicinity of any private airstrips. Therefore, the project would not expose people residing or working in the project area to excessive noise levels and no mitigation would be required. No impact would result.

## **FINDINGS**

Implementation of the above mentioned mitigation measures would reduce impacts to less than significant.

**XII. POPULATION AND HOUSING**

**Environmental Setting:**

The January 2009 population of the City of Lodi was 63,313 (California Department of Finance Report E-4). The City had an estimated 23,253 residential units, approximately 65% of which were detached (i.e. single-family) units. No housing exists within the project site. However, the project area is surrounded by residences and the surrounding area is mostly developed urban land.

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation	Less Than Significant Impact	No Impact
<b>XII. POPULATION AND HOUSING.</b> 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)?			✓	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

- 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)?***

Reference: City of Lodi General Plan Housing Element (2003-2009)

A significant impact may occur if the proposed project induces substantial population growth in an area, either directly or indirectly.

**Less than Significant.** The approximately 3.39-acre project would create 79 one-bedroom affordable senior apartments, one two-bed room manager's unit, and a community room within two buildings. The project would extend or increase infrastructure only to support the proposed project's needs by installing project-level connections to existing infrastructure. Residents who would occupy the proposed project may include those not currently residing near the project site or in the City of Lodi. This would result in a less than significant impact on the housing stock of the City of Lodi and the surrounding region, and is not expected to require the construction of any new housing developments or infrastructure that are not already planned as part of the region's anticipated growth. The proposed project is consistent with the housing goal of the City of Lodi to create affordable housing for senior citizens. Considering the project is age- and income-restricted, the project is not anticipated to create population growth. In addition, potential population increases associated with development of infill sites have been accounted for in the General Plan. Therefore, the proposed project would not induce substantial population growth in the surrounding area. Impacts are considered less than significant and no mitigation would be required.

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

Reference: City of Lodi General Plan Noise Element

A significant impact may occur if the proposed project Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

**No Impact.** The project site is relatively flat and vacant lot with no existing dwelling units. The project would not involve demolition of housing; the project would result in construction of up to 79 senior and income restricted affordable senior housing. The proposed project would add affordable housing to the City's existing housing stock and would be considered beneficial. No adverse impact is anticipated.

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

Reference: City of Lodi General Plan Noise Element

A significant impact may occur if the proposed project results in the displacement of a substantial number of people.

**No Impact.** The project site is relatively flat and vacant lot with no existing dwelling units. The project would not involve demolition of housing; the project would result in construction of up to 79 senior and income restricted affordable senior housing. The proposed project would add affordable housing to the City's existing housing stock and would be considered beneficial. No adverse impact is anticipated.

## **MITIGATION MEASURES**

No mitigation is required.

**FINDINGS**

No impact is anticipated.

**XIII. PUBLIC SERVICES**

**Setting:**

The proposed project is located within the City of Lodi, who provides fire, police, and emergency services. The Lodi Fire Department responds to all fires, hazardous materials spills, and medical emergencies in the project area. It is the Fire Department's goal to not exceed four minutes for the "first response" and six minutes for the "second response" times.

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation	Less Than Significant Impact	No Impact
<b>XIII. PUBLIC SERVICES.</b>				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
I). Fire protection?			✓	
II). Police protection?			✓	
III). Schools?				✓
IV). Parks?			✓	

V). Other public facilities?				
------------------------------	--	--	---	--

- 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:**

***I. Fire protection?***

Reference: City of Lodi General Plan Safety Element

A significant impact may occur if the City of Lodi Fire Department (LFD) cannot adequately serve the proposed project based on response time, access, or fire hydrant/water availability.

**Less than Significant Impact.** This proposed project site would be served by the Lodi Fire District. The Lodi Fire District has four stations located throughout the City of Lodi. Fire Station #4 is located at 180 North Lower Sacramento Road and is the closest station to the project site. Fire Station #4 is equipped with one fire engine. The station is staffed with three fire fighters in a 24-hour shift. The estimated population of the proposed project is up to 1600 persons, which amounts to only a 0.3% increase in the City's 2009 estimated population of 63,313. Implementation of the project would in small increase. Development of the proposed project would involve a minor addition to the responsibilities to the Lodi Fire District. The Lodi Fire District does not anticipate any problems serving the proposed project site. Accessibility is adequate, and the proposed structures do not involve any particular fire protection concerns. The small increase in population is not expected to place significant additional demands upon public safety services (i.e., fire and police). As conditions of project approval, the applicant will be required to pay fees to the City for the project's proportional impacts upon public facilities fee. No impacts are anticipated.

***II. Police protection?***

Reference: City of Lodi General Plan Safety Element

A significant impact may occur if the proposed project results in an increase in demand for police services that would exceed the capacity of the police department responsible for serving the site.

**Less than Significant Impact.** Law enforcement services for the project site will be the responsibility of the Lodi Police Department (LPD). It is LPD's policy to respond to all emergency calls within a three minute time period and all non-emergency calls within 40 minutes. The Lodi Police Department consists of two divisions: Support Services and Operations. The Department is currently budgeted for 78 sworn officers and 39 civilian staff. The Police Department meets the general goal of acceptable levels of service. The proposed project could require additional officers. However, the police department bases its staffing needs on a number of factors such as population, calls for service, activity levels, and crime levels. The small population increase of (up to 160 people) would not result in the need for new police facilities that could have a physical impact on the environment. Therefore, impacts related to police protection would be less than significant and no mitigation measures would be required.

### **III. Schools?**

Reference: City of Lodi General Plan, Parks Recreation, and Open Space

A significant impact may occur if the proposed project results in an increase in demand for police services that would exceed the capacity of the police department responsible for serving the site.

**No Impact.** The proposed project would not generate a significant increase in school-age children. The project involves construction of age- and income-restricted affordable senior housing. The project will not result in the need to alter the existing or construct new schools of which could result in significant impacts on the physical environment. No impact is anticipated.

### **IV. Parks**

Reference: City of Lodi General Plan, Parks Recreation, and Open Space

A significant impact may occur if the proposed project induces substantial employment or population growth, which could generate demand for school facilities that exceed the capacity of the school district responsible for serving the project site.

**Less Than Significant Impact.** The proposed project does not include a housing component; therefore, increased demand on park services resulting from an increase in residential population is not anticipated. The project is a construction of water well in an existing community designed to accommodate existing water demands. Accordingly, the proposed project is not growth inducing, either directly or indirectly. Therefore, it would not increase the demand for parks in the area. No impact on parks would occur.

Public parks and recreation facilities in the vicinity are provided by the City of Lodi. The project will generate new residential population that will increase park demands in the project neighborhood. Recreational needs generated by the project would be met by the existing parks in the project area. Roget Park is located adjoins the project site (east of the proposed project site). The city plans to develop the park shortly after the completion of the proposed project. Kofu Park is located at 1145 South Ham Lane, approximately ½ mile east of the proposed project site. Vinewood Park is located at 1824 Tokay Street, approximately .75 miles north of the project site. Both these parks are equipped with playground equipment, baseball and soccer fields, basketball hoops and picnic tables. The project would be required to contribute to the City's Public Facilities Fees for parks and recreation facilities that will help meet overall park and recreation needs in the City as a whole. The demand for additional public park facilities is not expected to rise as a result of the proposed project. No impact would occur and no mitigation measures would be required.

### **V. Other public facilities?**

Reference: City of Lodi General Plan, Parks Recreation, and Open Space

A significant impact may occur if the proposed project generates demand for other public facilities, thereby exceeding the capacity available to serve the project site.

**Less Than Significant Impact.** Implementation of the proposed project would not induce significant populations growth, either directly or indirectly, and would therefore not increase the demand or use for other public facilities in the area, including public roads. The project site is already served by existing public streets. Access to the site would be constructed to City standards and absorbed into the City system. Temporary impacts may

occur to other near by parks during construction. However, no longer term impact is anticipated. In addition, the estimated population of the proposed 80-unit project is up to 160 persons, which amounts to only a 0.3% increase in the City's 2009 estimated population of 63,313. This small increase in population is not expected to place significant additional demands upon public facilities. As conditions of project approval, the applicant will be required to pay fees to the City of Lodi for the project's proportional impacts upon public facilities. Therefore, the public services impacts of the project are expected to be less than significant.

### **MITIGATION MEASURES**

PUS-1: The following standard mitigation fees are required for the project. The fees listed below are subject to periodic adjustment as provided by the implementing ordinance/resolution. The fee charged will be that in effect at the time of collection indicated above:

- vi. Development Impact Mitigation Fees per the Public Works Fee and Service Charge Schedule at the time of building permit issuance.
- vii. Wastewater Capacity Impact Fee at the time of building permit issuance.
- viii. County Facilities Fees at the time of building permit issuance.
- ix. Regional Transportation Impact Fee (RTIF) at the time of building permit issuance.
- x. Storm water compliance inspection fee prior to building permit issuance or commencement of construction operations, whichever occurs first.

### **FINDINGS**

The proposed project would less than significant impacts to public services with implantation of the above mitigation measures.

**XIV. RECREATION**

**Environmental Setting:**

Public parks and recreation facilities in the vicinity are provided by the City of Lodi. Roget Park is located adjoins the project site (east of the proposed project site). The city plans to develop the park shortly after the completion of the proposed project. Kofu Park is located at 1145 South Ham Lane, approximately ½ mile east of the proposed project site. Vinewood Park is located at 1824 Tokay Street, approximately .75 miles north of the project site. Both these parks are equipped with playground equipment, baseball and soccer fields, basketball hoops and picnic tables. The project adjoins a public park known as Roget Park.

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

- a) ***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?***

Reference: City of Lodi General Plan, Parks Recreation, and Open Space

A significant impact may occur if the proposed project includes substantial employment or population growth, which could generate demands for public parks and recreational facilities that exceed the capacity of those that currently exist.

**Less Than Significant Impact.** The proposed project is expected to increase the City's population by up to 160 persons. Although this amounts to only a 0.3% population increase (based upon 2009 estimates), additional residents may place additional demands on the City's recreational facilities. However, as part of the proposed project, the project includes common area for residents and Roget Park will be fully developed. The City is partnering with Eden Affordable Housing to (1) develop affordable senior housing and (2) develop Roget Park. The project site will be sold to Eden Affordable Housing, Inc. and the funds generated will be directed toward efforts to develop and improve Roget Park. Roget Park will be developed will become open space/passive recreational use that will allow for recreational use and trails to traverse the open space parcel. As such, the provision of additional passive recreational land in the City will result in a less than significant impact to recreational facilities. Therefore, no impact to parks or other recreation facilities would result from the proposed project and no mitigation would be required.

- 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?***

Reference: City of Lodi General Plan, Parks Recreation, and Open Space

A significant impact may occur if the proposed project includes the construction or expansion of recreational facilities or necessitates the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

**Less Than Significant Impact.** The proposed project includes both common and private recreational facilities. The common facilities include a bocce court and walkways on the ground level. The private facilities include balconies/decks for each unit. These facilities will be constructed concurrent with the proposed project and will, in and of themselves, have no significant impacts that are not addressed elsewhere in this analysis. In addition, the City of Lodi provides recreational areas and facilities in various parts of the City based on city-wide needs and General Plan policies. Therefore, the proposed project will not include the development of off-site recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. No impact would occur and no mitigation measures would be required.

## **MITIGATION MEASURES**

No mitigation is required.

## **FINDINGS**

The proposed project would not result in impacts to recreational resources.

**XV. TRANSPORTATION/CIRCULATION**

**Environmental Setting:**

The City of Lodi has established a level of service (LOS) standard of LOS C. Vehicular access to the development would be provided from Tienda Drive, a fully improved local street. Tienda Drive intersects Kettleman Lane (HWY 12). The proposed project would involve the development of 80 age-restricted senior housing/residences with 0.75 vehicle per dwelling unit. The project includes a concession pursuant to State law to allow a parking reduction. The applicant has provided information that senior housing projects require less parking than City standards.

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation	Less Than Significant Impact	No Impact
<b>XV. TRANSPORTATION/TRAFFIC.</b> Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			✓	
b) Exceed, either individually or cumulatively, a level of service standard established by the county			✓	

congestion management agency or designated roads or highways?				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
e) Result in inadequate emergency access?				✓
f) Result in inadequate parking capacity?			✓	
g) Conflict with adopted polices, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓

**Significance Thresholds**

The significance criteria is based upon the City of Lodi and San Joaquin County’s goal for intersections and roadway segments to operate at LOS C or better; and in general, a LOS C or better that degrades to a LOS D or worse is considered significant direct impact. A cumulative impact can occur if the intersection level of service is already operating below City/County standards and the project increases the delay by more than two seconds.

The following specific significance criteria have been established based on the level of service (LOS) policies of the City of Lodi General Plan and on standard professional practice. A traffic increase, traffic hazard, or parking deficiency would be considered in this analysis to be “substantial” if any of the following criteria are met:

- (1) Operations (LOS) at an unsignalized intersection deteriorate from an acceptable level (LOS C or better) under existing conditions to an unacceptable level (LOS D, E or F under the project condition);
- (2) Operations (LOS) at a signalized intersection deteriorate from an acceptable level (LOS D) to an unacceptable level (LOS E or F), with the exception of specific intersections identified in the City’s General Plan;
- (3) Project traffic increases the average delay by more than 2 seconds at any unsignalized intersection currently operating at LOS D, E or F;
- (4) Project traffic causes a traffic signal warrant to be met;
- (5) Project design results in inadequate emergency access;
- (6) Project site design is inadequate such that it may deteriorate circulation, sight distance, or emergency vehicle access;
- (7) Parking space requirements of the City of Lodi are not met and/or parking is not adequate in number or design to serve the proposed project; or
- (8) Project construction vehicle traffic may cause significant traffic impacts or, or damage to, local roadways.

Each of the standard checklist questions is answered below. The analysis of the proposed project addresses a variety of land uses that could occur under rezoning. Where necessary, these are addressed separately from the proposed specific hardware use.

**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)?**

Reference: City of Lodi General Plan, Circulation Element

A significant impact may occur if the proposed project causes an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.

**Less Than Significant Impact.** Based upon the City of Lodi trip generation standard for residential condominiums- townhomes, the City staff has conservatively estimated that the project would generate 200 daily trips. This is far more conservative than if the current 7th Edition ITE trip generation standard for elderly housing were used, which would yield only about 140 daily trips. Further, the City has completed a comprehensive traffic study in conjunction with updating its General Plan. Specifically, the proposed project's potential traffic impact has been analyzed in relation to the proposed project and the change in land use associated with the project. The new General Plan re-designates the project site from Single Family Residence to Mixed Use, which would permit higher density. As a result of the comprehensive traffic analysis, no significant traffic impacts were identified at any intersection as a result of the proposed project.

Construction Related Traffic:

During construction, soil would be removed from the site using trucks. These truck trips have the potential to create adverse impacts along the route on and off the Tienda Drive. Therefore, the following mitigation measure is recommended to reduce this impact to less-than-significant levels:

**MITIGATION MEASURE**

TRA-1: Prior to grading permit issuance, the applicant shall obtain approval of a haul route from the Community Development Director. The applicant shall ensure that loaded trucks are appropriately covered to prevent soil from spilling on the roadway along the haul route.

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

Reference: City of Lodi General Plan, Circulation Element

A significant impact may occur if the proposed project exceeds, either individually or cumulatively, a level of service standard established by Metro, the county congestion management agency, for designated roads or highways.

**Less Than Significant.** As discussed above, the proposed project would not result in a significant adverse impact and will not exceed the performance criteria for any of the intersections and roadway links identified above within the project area. The San Joaquin County Congestion Management Program (CMP) documents the existing and future conditions along the County's Congestion Management Agency (CMA) roadway system. The project is not located along a route on the County Congestion Management Agency system, and therefore does not contribute significant levels of traffic to the CMA facilities. The Congestion Management Program (CMP) for San Joaquin County requires that the

traffic impact of individual development projects of potential regional significance be analyzed. As discussed above, although those intersections have been reviewed for possible decline in LOS levels, those intersections are not identified in the CMP. However, the proposed project will not add 50 or more trips to the noted intersections a CMP intersection traffic impact analysis is not required for this project. Therefore, the proposed project will not either individually or cumulatively exceed LOS standards.

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

Reference: City of Lodi General Plan, Circulation Element

A significant impact may occur if the proposed project changes air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

**No Impact.** The proposed project is a residential complex and has no impact upon air traffic patterns. No airports are located in the project vicinity and due to the nature and size of the proposed project, it would not have the potential to affect air traffic. Therefore, no impact would occur.

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

Reference: City of Lodi General Plan, Circulation Element

A significant impact may occur if the proposed project substantially increases road hazards due to a design feature or introduced incompatible uses.

**Less Than Significant.** An evaluation of the on-site circulation plan and access to the site found that the width of drive isle, access and egress from the site and other general traffic circulation components are acceptable. The proposed senior housing would require onsite loading and unloading area and the project provides onsite loading/unloading zone. The loading zone would be located between the two buildings and will be fully constructed as part of the phase one of the project. Based on SU-30 truck templates used to simulate a 30-foot small truck, the proposed circular loading and unloading would be adequate to provide access to emergency and other services. The Noise section of this Initial Study (see Section XI) addresses the need to comply with the City's noise ordinance in terms of noise generation from the project site.

The proposed project does not require alterations to existing streets or highways and would not introduce hazardous design features such as sharp curves or dangerous intersections or provide incompatible uses. Access to the project site will be from an existing street (Tienda drive). Based on a review of the expected peak hour traffic volumes, a street widening or deceleration lane is not required. Additionally, given that the westbound travel way on Tienda Drive is approximately 30 feet wide along the project it has been determined that there is adequate roadway width provided for a through lane.

Furthermore, the traffic analysis reviewed potential sight distance impacts related to the project access onto Tienda Drive. The buildings are setback 30 feet from the property line. It was determined that adequate sight distance will be provided. Additionally, the traffic impact analysis for the proposed project did identify the potential for certain turning movement impacts related to the location of the driveway access and the intersection of Tienda Drive.

As such, to mitigate these impacts to a less than significant level, the following mitigation measure shall be implemented:

### **MITIGATION MEASURE**

**TRA-3:** Prior to issuance of Certificate of Occupancy, and subject to review and approval by the Director of Public Works, the Applicant shall be responsible for installing 1) a “STOP” sign at the project driveway,

**e) *Result in inadequate emergency access?***

Reference: City of Lodi General Plan, Circulation Element, Safety Element

A significant impact may occur if the proposed project results in inadequate emergency access.

**No Impact.** The proposed project site is readily accessible from adjacent roadways. The project site does not block access to the park or structures and emergency access. The project does not include any temporary or permanent changes or alternations to emergency access. Access to properties located in the project area would also be maintained during construction. Therefore, no impact related to inadequate emergency access would occur.

**f) *Result in inadequate parking capacity?***

Reference: City of Lodi General Plan, Circulation Element

A significant impact may occur if the proposed project results in inadequate parking capacity based upon City code requirements.

**No Impact.** Construction of the proposed project would not require road closures. In addition, standard contractor specifications imposed by the City would include a requirement to ensure that roadways surrounding the project site remain accessible to emergency vehicles and crews and open for emergency evacuations. As previously noted, the proposed project does not include any new or alterations to existing public streets. Once the project is completed, the ability of fire or emergency vehicles to respond to the project site will remain the same as it currently exists. No impact would occur and no mitigation measures would be required.

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

Reference: City of Lodi General Plan, Circulation Element

A significant impact may occur if the proposed project were to conflict with adopted policies, plans, or programs supporting alternative transportation.

**No Impact.** There are no specific adopted policies, plans, or programs supporting alternative transportation that include the subject property and/or any abutting right-of-way. No adverse changes to the existing alternative transportation systems are planned as a part of the proposed project. The project site is accessible to bike and foot traffic via a system of sidewalks, pathways, and an on-campus shuttle system. These facilities would continue to provide access to and from the project site. Therefore, no impact would occur due to the project in terms of conflicts with policies, plans, or programs that support alternative transportation to the project site and no mitigation measures would be required.

## **FINDINGS**

The project would result in less than significant impacts to transportation or circulation with implementation of the above mitigation measure.

## **XVI. UTILITIES AND SERVICE SYSTEMS**

### **Environmental Setting:**

The project area is located within the City limits. The City of Lodi and the majority of the area surrounding Lodi rely on groundwater as their source of domestic water supply. The City provides water to its customers from a series of 27 wells drawing on 150 foot to 500 foot deep aquifers. A “safe yield” of approximately 15,000 acre-feet per year (AFY) has been estimated for the aquifer serving as the source of the City water supply based on water balance calculations (City of Lodi 2006). The City also provides electrical services through the City of Lodi Electrical and Utility Department.

Wastewater and Stormwater runoff from the City are treated at the City’s White Slough Wastewater Pollution Control Facility. Solid waste in the City of Lodi is collected under contract with Central Valley Waste, and deposited at the Harney Lane Sanitary Landfill. The landfill is owned and operated by San Joaquin County (City of Lodi 1988).

Lodi Electric and Utility Department (EUD) provides electricity to the City of Lodi and the project vicinity. EUD is customer-owned and City operated to offer local residences competitive prices and service. Pacific Gas and Electric Company (PG&E) currently provides natural gas service to existing development in the project vicinity. Electrical and gas facilities are located along Turner Road and Lower Sacramento Road. PG&E is a state-regulated utility that is obligated to extend electrical and gas service to existing and new development within its service area.

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation	Less Than Significant Impact	No Impact
<b>XVI. UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
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?			✓	
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?			✓	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
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?				✓
f) Be served by a landfill with sufficient permitted capacity to accommodate the project=s solid waste disposal needs?				✓
g) Comply with federal, State, and local statutes and regulations related to solid waste?				✓

**a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

Reference: City of Lodi Wastewater Master Plan (West Yost Associates. 2001) and Memo including summary of proposed improvements at the White Slough WPCF (West Yost Associates. 2003).

A significant impact may occur if the proposed project exceeded wastewater treatment requirements of the local regulatory governing agency.

**Less Than Significant Impact.** Sewage treatment and collection services in the City of Lodi, including the project area, are provided by the White Slough Pollution Control Facility (WSWPCF) and operated by the City of Lodi Public Works Department. The proposed project would result in the construction of 80 new dwelling units, which equates to only a 0.3% increase in the number of dwelling units in the City (based upon 2009 estimates). The City has existing contracts for solid waste disposal for residential properties in the City. Therefore, the additional demand for these services resulting from the proposed project is expected to be less than significant. In addition, wastewater generated by the proposed project are within the overall wastewater generation rates identified in the existing General Plan EIR and would be of similar generation rates and composition as generated by other similar housing facilities on the city. On-site sewer lines would need to be and connected to the main City sewer systems. Wastewater discharges from this project would flow into the main city sewer system and would ultimately be treated at the White Slough Pollution Control Facility. Implementation of the proposed project is not expected to exceed wastewater treatment requirements pursuant to WSWPCF capacity limitations. Therefore, this impact is considered less than significant and no mitigation measures would be required.

**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?***

Reference: City of Lodi Wastewater Master Plan (West Yost Associates. 2001) and Memo including summary of proposed improvements at the White Slough WPCF (West Yost Associates. 2003).

A significant impact may occur if the proposed project requires construction of new water or wastewater treatment facilities or expansion of existing facilities.

**Less Than Significant Impact.** 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 the construction of 80 new dwelling units, which equates to only a 0.3% increase in the number of dwelling units in the City (based upon 2009 estimates). The proposed project is consistent with the planned land uses and intensities set forth in the new General Plan. Furthermore, the White Slough facility has recently been expanded. The water demand and wastewater generation would be within existing planning projections for both water and wastewater treatment. No new or modified mainline water or wastewater facilities would be required for the proposed project. Domestic and fire water service for the proposed project would be provided through connections to existing domestic and reclaimed water mains within the project vicinity. Construction of the local water connections would result in less than significant environmental impacts and no mitigation measures would be required.

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?**

Reference: City of Lodi Wastewater Master Plan (West Yost Associates. 2001) and Memo including summary of proposed improvements at the White Slough WPCF (West Yost Associates. 2003).

A significant impact may occur if the volume of stormwater runoff from the proposed project increases to a level exceeding the capacity of the storm drain system serving the project site.

**Less Than Significant Impact.** The project site is located in an urbanized area, which is adequately served by the existing storm drain system. 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. No storm drains would need to be relocated due to the proposed project. No new catch basins would need to be constructed due to the project. Implementation of the proposed project is anticipated to result in a significant increase in impervious surfaces on the project sites (in comparison to existing conditions). However, the projects site is included in projections in the City's Storm Drain Master Plan and existing storm drainage facilities would be adequate to accommodate the increased runoff that would result from project implementation. Therefore, the proposed project would not require or result in construction of new storm water drainage facilities or the expansion of existing facilities, which could cause significant environmental effects. Impacts would be considered less than significant and no mitigation measures would be required.

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

Reference: City of Lodi Urban Water Management Plan: Final Report 2006

A significant impact may occur if the proposed project would exceed the existing water supplies available to serve the project.

**Less Than Significant Impact.** 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 consists of activation of a well and would contribute to the City's water supply.

The proposed project is consistent with the City's water demand projections. Development of this project and the water demand associated with the completed facilities would be consistent with projected demands. However, given that the proposed project would increase the number of persons in the City by only 0.3% in comparison to current conditions, the increase in demand for water, wastewater treatment, and solid waste disposal attributable to this project is expected to be minimal compared to the amount of services being offered to the service area. Nevertheless, the following mitigation measures are recommended to reduce the water supply impacts of the project to less-than-significant

levels and ensure that existing service providers for wastewater treatment and solid waste disposal will be less than significantly impacted:

#### **MITIGATION MEASURES**

**UTL-1:** Prior to building permit issuance, the applicant shall ensure that construction plans and specifications for the project includes the following interior water-conservation measures for the following plumbing devices and appliances: Reduce water pressure to 50 pounds per square inch or less by means of a pressure-reducing valve; Install water-conserving clothes washers; Install water-conserving dishwashers and/or spray emitters that are retrofitted to reduce flow; and, install one-and-one-half gallon, ultra-low flush toilets.

**UTL-2:** Prior to building permit issuance, the applicant shall submit landscape and irrigation plans for the common open space areas for the review and approval of the Community Development Director. Said plans shall incorporate, at a minimum, the following water-conservation measures: Extensive use of native plant materials; Low water-demand plants; Minimum use of lawn or, when used, installation of warm season grasses; Grouped plants of similar water demand to reduce over-irrigation of low water demand plants; Extensive use of mulch in all landscaped areas to improve the soil's water-holding capacity; Drip irrigation, soil moisture sensors, and automatic irrigation systems.

**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?***

Reference: City of Lodi Wastewater Master Plan (West Yost Associates. 2001) and Memo including summary of proposed improvements at the White Slough WPCF (West Yost Associates. 2003).

A significant impact may occur if the proposed project would increase wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded.

**Less Than Significant Impact.** The City of Lodi Public Works Department provides wastewater treatment for the City of Lodi. Wastewater in the City of Lodi is treated at the White Slough Water Pollution Control Facility (WSWPCF). The facility has been expanded to a design capacity of 8.5 million gallons (mgd) per day. The 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 not increase demand in wastewater treatment.

The proposed project would result in the construction of new impermeable surfaces that would increase runoff from the site. The proposed project would contribute additional flows to the existing City storm drainage system. The storm drainage system was designed to accommodate the planned commercial use of the project, and proposed residential use would reduce the potential runoff associated with site development. Existing storm drainage lines would accommodate the additional storm water from the project site. Further, storm runoff water quality is regulated by the federal Clean Water Act through the National Pollutant Discharge Elimination System (NPDES) and the State general permit system. The City of Lodi Storm Water Management Program (January 3, 2003) and associated Municipal Code requirements, which are discussed in Section 8, provide for control of storm water quality impacts. Compliance with the mitigation measures included in Section 8 Hydrology would reduce potential water quality impacts to less than significant.

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

Reference: City of Lodi Wastewater Master Plan (West Yost Associates. 2001)

A significant impact may occur if the proposed project were to increase solid waste generation to a degree that existing and projected landfill capacities would be insufficient to accommodate the additional solid waste

**Less Than Significant Impact.** Construction and implementation of the project would comply with applicable City policies including recycling programs. As a result the proposed project would minimize the amount of solid waste generated by project construction activities (grading, foundation construction, utility connections, and building construction) with construction waste reduced, reused, and/or recycled consistent with City policy. The amount of construction waste generated would not be expected to significantly impact landfill capacities. . In addition, operation of the proposed project would comply with the City's solid waste management program and recycle daily waste consistent with City policy. As a result operation of the proposed project would not result in the need for new solid waste facilities. Central Valley Waste Services provides solid waste collection in Lodi. Solid waste is disposed of at existing private landfill facilities. There is no shortage of landfill facilities space. The proposed project would be subject to existing City recycling programs and would involve no substantial increase in solid waste generation. Therefore, impacts are considered less than significant and no mitigation measures would be required.

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

Reference: Memo including summary of proposed Phase 3 improvements 2007 at the White Slough WPCF (West Yost Associates 2006).

A significant impact may occur if the proposed project generates solid waste that is not disposed of in accordance with applicable regulations.

**No Impact.** In accordance with City's standard construction practices, all contractors must properly dispose of construction wastes in accordance with applicable statutes and regulations. Operation of the proposed project would generate the same types of solid wastes as those generated by the other similar facilities in the City. The proposed project would not require any revisions to the City's solid waste management program and would not result in any violations of or conflicts with state, federal, or local laws governing solid waste disposal and no mitigation measures would be required.

## **FINDINGS**

The proposed project would result in less than significant impacts to utilities and service systems with implementation of the above mitigation measures.

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE.**

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation	Less Than Significant Impact	No Impact
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?			✓	

<p>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.)</p>			✓	
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>			✓	

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?***

**Less Than Significant With Mitigation Incorporated.** As documented in this Initial Study, the project site is located within an existing public park in an urbanized area of the City. It does not contain any sensitive natural communities, wetlands, or riparian or other habitat that would support wildlife. Therefore, the proposed project would not have the potential to affect any riparian habitat or sensitive natural community. 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.

No known archaeological or paleontological resources, unique geologic features, or human remains are located on the project site or in the immediate vicinity. However, a standard halt-work condition would be in place in the event that resources are discovered during construction. No historical buildings or streetlights have been identified within or adjacent to the project site.

The project site is within an urbanized area of the City. The project site is presently vacant, and used as undeveloped public park. The project site has been previously disturbed through grading and clearing. The proposed project would be developed on a total of approximately 3.39 acres in two phases. The project site contains minimal habitat value and does not support sensitive wildlife or plant species. No candidate, sensitive or special status species occupy the project site. Therefore, development of the proposed project would not degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal. As discussed in Section 5 Cultural Resources, implementation of the proposed project has the potential to impact cultural resources during site grading/excavation. However, with implementation of the mitigation measure previously mentioned (CR-1), significant impacts to cultural resources would be avoided.

As discussed in Section 10, Noise, implementation (construction phase) of the proposed project has the potential to result in impacts related to ambient noise increase during construction. However, with implementation of the mitigation measures previously mentioned in that section, significant impacts related to ambient noise during construction and operation would be avoided.

- 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.)**

**Less than Significant Impact.** As discussed in this report and as provided through mitigation measures, the proposed project will not 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, substantially 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 pre-history.

#### Construction

All campus construction projects, including the proposed project, must implement air quality measures to control fugitive dust as required by the SJVAPCD. In addition, the proposed project will also be required to implement project-specific controls to ensure that emissions from the project during the application of architectural coatings and other building sealants do not exceed daily thresholds. Since no other construction projects are currently scheduled in the vicinity of the proposed project, during the same time period, project-related impacts to biological resources, cultural resources, geology and soils, hydrology/water quality, noise, and transportation/traffic are also not considered to be cumulatively considerable. Given the broad distribution of other ongoing projects and the continued implementation of mitigation measures to minimize impacts to air quality, biological resources, cultural resources, geology and soils, hydrology/water quality, and noise, no significant cumulative construction impacts would occur as a result of the proposed project.

#### Operation

The proposed project is a relatively small project. The proposed project would result in negligible increases of 0.3% in the number of persons in the City. Once construction of the project is completed, as mitigated, the traffic expected to be generated by the project will not cause impacts to nearby intersections. This project is an in-fill development in an area of the City that is zoned for and developed with other commercial, residential and institutional type uses. The environmental impacts of the project will be below the level of significance after mitigation. As noted in the response 5.3, b, the project’s air emissions during operation would be below the SCAQMD thresholds, which were established to assess the significance of both project level and cumulative impacts. The proposed project would not result in significant impacts that cannot be mitigated to a level that is less than significant. The analysis in this IS/MND has determined that the proposed project would not have any individually limited or cumulatively considerable impacts. Therefore, the proposed project is not anticipated to result in a significant cumulative impact.

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

**Less than Significant Impact.**

The primary impacts associated with this project are short-term impacts related to grading, and construction activities. Short term impacts are all localized to the project site and its vicinity, and may include limited adverse effects upon air quality and ambient noise levels. The project will not include any activities or uses causing substantial adverse effects on human beings either directly or indirectly or on the environment. The project has been designed to meet the general development standards required by the City of Lodi and will incorporate conditions of approval to meet local codes and regulations. Compliance with City standards and implementation of recommended mitigation measures will reduce the impacts to levels less than significant.

**MITIGATION MEASURES**

No mitigation is required.

**FINDINGS**

The proposed project would result in no impacts to utilities and service systems.

**SOURCE**

Black and Veatch. City of Lodi Stormwater Management Program. January 2003.

California Department of Conservation (CDC), Div. of Land Resources Protection. 1997. California Agricultural Land Evaluation and Site Assessment Model.

California, State of, Department of Conservation, Division of Land Resource Protection. *San Joaquin County Important Farmland 2006*. Available online at [http://redirect.conservation.ca.gov/DLRP/fmmp/county\\_info\\_results.asp](http://redirect.conservation.ca.gov/DLRP/fmmp/county_info_results.asp)

California, State of, Water Resources Control Board. GeoTracker. 2008. Available online at <http://www.geotracker.swrcb.ca.gov>.

California, State of, Department of Toxic Substance Control. ENVIROSTOR. Available online (<http://www.envirostor.dtsc.ca.gov/public>)

California, State of, Department of Transportation. San Joaquin County Officially Designated State Scenic Highways and Historic Parkways. 2009. Available online at [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm)

City of Lodi, Annual Water Quality Report for 2005.

City of Lodi. City of Lodi Municipal Code.

City of Lodi. 1990. Draft Environmental Impact Report for the City of Lodi Draft General Plan. Prepared by Jones and Stokes Associates, Inc., April 1990.

City of Lodi. 1991a. City of Lodi General Plan Policy Document. Prepared by Jones and Stokes Associates, Inc., April 1991.

City of Lodi. 1991b. Final Environmental Impact Report for the City of Lodi General Plan. Prepared by Jones and Stokes Associates, Inc., April 1991.

City of Lodi. 2003. Stormwater Management Program, January 2003. Prepared by Black & Veatch Corporation, 2003.

City of Lodi. 2006. 2005 Urban Water Management Plan: Final Report. Prepared by RMC, March 2006.

Crawford Multari & Clark Associates. 2003. City of Lodi Zoning and Subdivision Ordinance. September 2003.

Federal Emergency Management Agency, Flood Insurance Rate Map, Map No. 06077C0306F, October 19, 2009.

Institute of Traffic Engineers, ITE Trip Generation, 7<sup>th</sup> Edition.

Kleinfelder, Inc., Geotechnical Services Report Distribution Terminal Guild Avenue and Victor Road, January 17, 2006.

National Register of Historic Places <http://www.cr.nps.gov/nr/index.htm>.

Office of Historic Preservation <http://ohp.parks.ca.gov>.

San Joaquin Valley Air Pollution Control District. 2002. Guide For Assessing and Mitigating Air Quality Impacts (GAMAQI). January 10, 2002.

Schlumberger Water Services, 2005. Water Availability Assessment, Lodi Westside Annexation. March 30.

United States Environmental Protection Agency. Region 9: Cleanup in the Pacific Southwest, Cleanup Sites in California. Available online (<http://www.epa.gov/region09/cleanup/california.html>)

United States, Department of the Interior, Fish & Wildlife Service. National Wetlands Inventory. Wetlands Mapper, January 5, 2009. Available online at <http://www.fws.gov/wetlands/data/Mapper.html>.

United States, Department of the Interior, Fish & Wildlife Service. The National Map (created and maintained by U.S. Department of the Interior, Geological Survey).

West Yost & Associates, 2005. Technical Memorandum No.1 Full Surface Water Implementation Study, City of Lodi.

West Yost Associates. 2003. Memo including summary of proposed improvements at the White Slough WPCF. January 2003.

West Yost Associates. 2006. Memo including summary of proposed Phase 3 improvements  
2007 at the White Slough WPCF. September 2006.

Left blank intentionally