

Draft Initial Study/Negative Declaration



HARNEY LANE SPECIFIC PLAN

April 2011

Draft
Initial Study/Negative Declaration
For
HARNEY LANE SPECIFIC PLAN

April 2011

Prepared by the City of Lodi
Department of Public Works
221 West Pine Street
Lodi, CA 95240

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This document is divided into the following sections:

1.0 INTRODUCTION

This section provides an introduction and describes the purpose and organization of this document.

2.0 PROJECT DESCRIPTION

This section provides a detailed description of the proposed project and any alternatives considered.

3.0 ENVIRONMENTAL DETERMINATION

This section provides a summary of environmental factors that would be potentially affected by this project as indicated by the checklist on the following pages.

4.0 INITIAL STUDY CHECKLIST

This section describes the environmental setting for each of the environmental subject areas, evaluates a range of impacts classified as “no impact”, “less than significant

impact”, “less than significant with mitigation incorporated”, or “potentially significant” in response to the environmental checklist, and provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level; and provides an environmental determination of the project.

5.0 DOCUMENTS REFERENCED

This section provides a summary of mitigation measures for the proposed project.

Section 1

1.1 - INTRODUCTION AND REGULATORY GUIDANCE

The document is an Initial Study (IS) with supporting environmental studies, which provides justification for a Negative Declaration (ND) pursuant to the California Environmental Quality Act (CEQA) for the City of Lodi Harney Lane Specific Plan project (Project) in the City of Lodi. The IS/ND is a public document to be used by the City of Lodi (City) acting as lead agency, to determine whether the project may have a significant effect on the environment pursuant to CEQA.

If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment that cannot be mitigated, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an Environmental Impact Report (EIR), use a previously prepared EIR and supplement that EIR, or prepare a subsequent EIR to analyze the project at hand.

If the agency finds no substantial evidence that the project or any of its aspects may cause a significant impact on the environment with mitigation, an MND shall be prepared with a written statement describing the reasons why the proposed project would not have a significant effect on the environment, and therefore, why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371).

According to State CEQA Guidelines Section 15070, a Negative Declaration (ND) or MND shall be prepared for a project subject to CEQA when either:

- a) The IS shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- b) The IS identifies potentially significant effects, but:
 - 1) Revisions in the project plans or proposals made by, or agreed to by the applicant before the proposed MND and IS are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - 2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

This IS/MND has been prepared in accordance with the CEQA, Public Resources Code Section 21000 et seq., and the State CEQA Guidelines Title 14 California Code of Regulations (CCR) Section 15000 et seq.

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b)(1), "The lead agency will normally be the agency with general governmental powers rather than an agency with a single or limited purpose." In addition, Section 15051(c) states "where more than one public agency equally meet the criteria in subdivision (b), the agency which will act first on the project in question shall be the lead agency". The City Public Works Department has initiated preliminary design of the project. The Project lies within the City limits of the City of Lodi and requires approval from the City of Lodi City Council. Therefore, based on the criteria described above, the lead agency for the proposed project is the City of Lodi, Public Works Department.

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study and proposed Negative Declaration (IS/ND) is to identify the potential environmental impacts and mitigation measures associated with the proposed Harney Lane Specific Plan, which seeks to reach a consensus of the most appropriate roadway improvements to be implemented in the Harney Lane corridor to accommodate anticipated growth and traffic volume increases and establish the necessary right of way needed to be acquired, reserved and/or dedicated in order to accommodate the roadway improvements. Pursuant to Section 15367 of the CEQA Guidelines, the City is the Lead Agency in the preparation of this IS/ND, and any additional environmental documentation required for the project. The intended use of this document is to provide information to support conclusions regarding the potential environmental impacts of the project. The IS/ND provides the basis for input from public agencies, organizations, and interested members of the public.

The proposed Mitigated Negative Declaration tiers of the City of Lodi General Plan 2010 and General Plan EIR 2010 (SCH#2009022075), which serve as the project's program level EIR. The proposed Harney Lane Specific Plan intends to refine the vision, goals, policies, and actions of the City's General Plan by establishing area-specific goals and policies to guide land use patterns in the Specific Plan Area (along Harney Lane). The proposed Harney Lane Specific Plan involves land that is incorporated into, and planned for development in Lodi's 2010 General Plan. Having been so included, all General Plan level environmental effects were of necessity, therein addressed. As a tiered document, the Initial Study/Negative Declaration for the project relies, in part, on the General Plan 2010 and General Plan EIR 2010, for:

- 1) A discussion of general background and setting information for environmental topic areas;
- 2) Overall growth-related issues, land uses, level of service related to traffic;
- 3) Issues that were evaluated in sufficient detail in the 2010 General Plan EIR, for which there are no significant new information or changes in circumstances that would require further analysis; and
- 4) Analysis of long-term cumulative impacts.

This Tiered Initial Study/Negative Declaration analyzes the potential site-specific and localized impacts of the Project. As the analysis demonstrates, there are no new significant impacts identified due to the project since no physical improvements or construction activities are proposed by the project itself at this time. The Harney Lane Specific Plan serves as an implementing arm of the City's General Plan; therefore, the General Plan EIR has assessed many project related impacts. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis. Since specific development outcomes and impacts cannot be accurately assessed at this time, this document will discuss the general impacts imposed by the Project. Because there are no new significant impacts identified there are no new alternatives to the project that need be examined and therefore, the previous analysis is sufficient. Additionally, because there are no new significant impacts identified, the cumulative impacts remain the same. Thus, the information contained in this

subsequent Negative Declaration is sufficient to meet the requirements of CEQA Guidelines Section 15163.

1.4 INCORPORATION BY REFERENCE

The references outlined below were utilized during preparation of this Initial Study/Negative Declaration. The documents are available for review at the City of Lodi, Community Development Department, located at 221 West Pine Street, California 95240.

- City of Lodi General Plan 2010. State law requires every city and county to adopt a comprehensive, long-term general plan for the physical development of that city and county. The City of Lodi *General Plan*, adopted April 2010, contains goals, policies, and programs which are intended to guide land use and development decisions for the next twenty years. The *General Plan* consists of eight elements, or chapters, which together fulfill the requirements for a general plan. The *General Plan* chapter include the Land Use; Growth Management and Infrastructure; Community Design and Livability; Transportation; Parks, Recreation and Open Space; Conservation; Safety, and Noise Elements.
- City of Lodi General Plan Final Environmental Impact Report, February 2010. The City of Lodi General Plan, *Final Environmental Impact Report (General Plan FEIR)*, SCH2009022075, is intended to provide information to public agencies and the general public regarding the potential environmental impacts related to implementation of the City of Lodi General Plan. The purpose of the EIR is “to identify the significant effects of a project on the environment, to identify alternatives to the project and to indicate the manner in which significant impacts can be mitigated or avoided.”
- City of Lodi General Plan Draft Environmental Impact Report, November 2009. The City of Lodi, *Pubic Review Draft General Plan Environmental Impact Report*, SCH2009022075, is a first-tier evaluation of the environmental effects associated with the adoption of the updated City of Lodi General Plan.
- City of Lodi Municipal Code. The City of Lodi *Zoning Code* is contained in Chapter 17 of the Lodi Municipal Code (LMC) and represents the minimum requirement for the promotion of public safety, health, convenience, comfort, prosperity or general welfare.

Section 2

2.1 PROJECT BACKGROUND

The City of Lodi adopted its current General Plan in April of 2010. The General Plan is the City's vision for how to accommodate anticipated growth within the next 20 to 30 years. As part of the General Plan, the City reviews the forecasted traffic volumes based on the anticipated growth of the city. The number of lanes for each of the roads in the network is determined from these forecasts. A minimum Level of Service (LOS) "E" is maintained throughout the City. Chapter 5 of the General Plan designates Harney Lane as a four lane expressway from Lower Sacramento Road to State Route 99. To achieve this goal, the City proposes Harney Lane Specific Plan, which intends to refine the vision, goals, policies, and actions of the City's General Plan by establishing area-specific goals and policies to guide land use patterns in the Specific Plan Area (along Harney Lane).

2.2 PROJECT LOCATION

The projects limits are located on Harney Lane, between Stockton Street and Lower Sacramento Road in the City of Lodi, in San Joaquin County. Harney Lane, as illustrated in Exhibit 1, is located at the southern edge of the current City limits. Regional access to the project limits is from SR Route 99 via Harney Lane exit. Exhibit 1 shows the project's location from a local and regional context.

2.3 PROJECT PURPOSE AND OBJECTIVES

The purpose of the Harney Lane Specific Plan is to reach a consensus of the most appropriate roadway improvements to be implemented in the Harney Lane corridor to accommodate anticipated growth and traffic volume increases and establish the necessary right of way needed to be acquired, reserved and/or dedicated in order to accommodate the roadway improvements. Harney Lane is planned to be one of the main east-west connectors across the south side of the city. According to the General Plan, Harney Lane is classified as a minor arterial west of Lower Sacramento Road and an expressway from Lower Sacramento Road to State Route 99. Lower Sacramento Road is also designated an expressway (the main north-south connector on the west side of the city) connecting Harney Lane to Kettleman Lane

2.4 PROJECT DESCRIPTION

The proposed Harney Lane Specific Plan involves widening of Harney Lane so as to relieve existing and future traffic congestion at the west-east bound road. Harney Lane currently is a two lane road with a posted speed of 45 mph. North of Harney Lane is mostly new single family residential subdivisions with block walls fronting Harney Lane. Harney Lane has been widened to the ultimate width on the north where the recent development has occurred. The south side is a mixture of agriculture (grapes and cherries) and single family residences. West of Lower Sacramento Road single family

2.0 PROJECT DESCRIPTION

residences populate both sides of the road. Between South Hutchins Street and South Stockton Street, Harney Lane crosses the Union Pacific Railroad. The proposed Harney Lane Specific Plan mostly affects the south side of Harney Lane.

The proposed Harney Lane Specific Plan is an integral component of the City's General Plan 2010, which identifies Harney Lane as a four lane express way. The proposed Harney Lane Specific Plan details roadway improvements, establish the necessary right-of-way required to accommodate the roadway improvements and it affects a total of 47 privately-owned parcels. Proposed right-of-way acquisitions would occur in conjunction with actual construction projects. No physical improvements or construction activities are proposed in conjunction with implementation of the Harney Lane Specific Plan. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis.

The project design, as illiterate in Exhibit 5, was prepared in accordance with the City framework set out in the General Plan adopted on April 7, 2010. Items considered during the preparation of the Specific Plan include future land use, roadway and bicycle network, right of way issues, safety (pedestrian and vehicular), ingress and egress for residents and businesses and environmental issues. There are no physical improvements or construction activities proposed by the project itself at this time.

2.0 PROJECT DESCRIPTION

Exhibit 1: Location Map

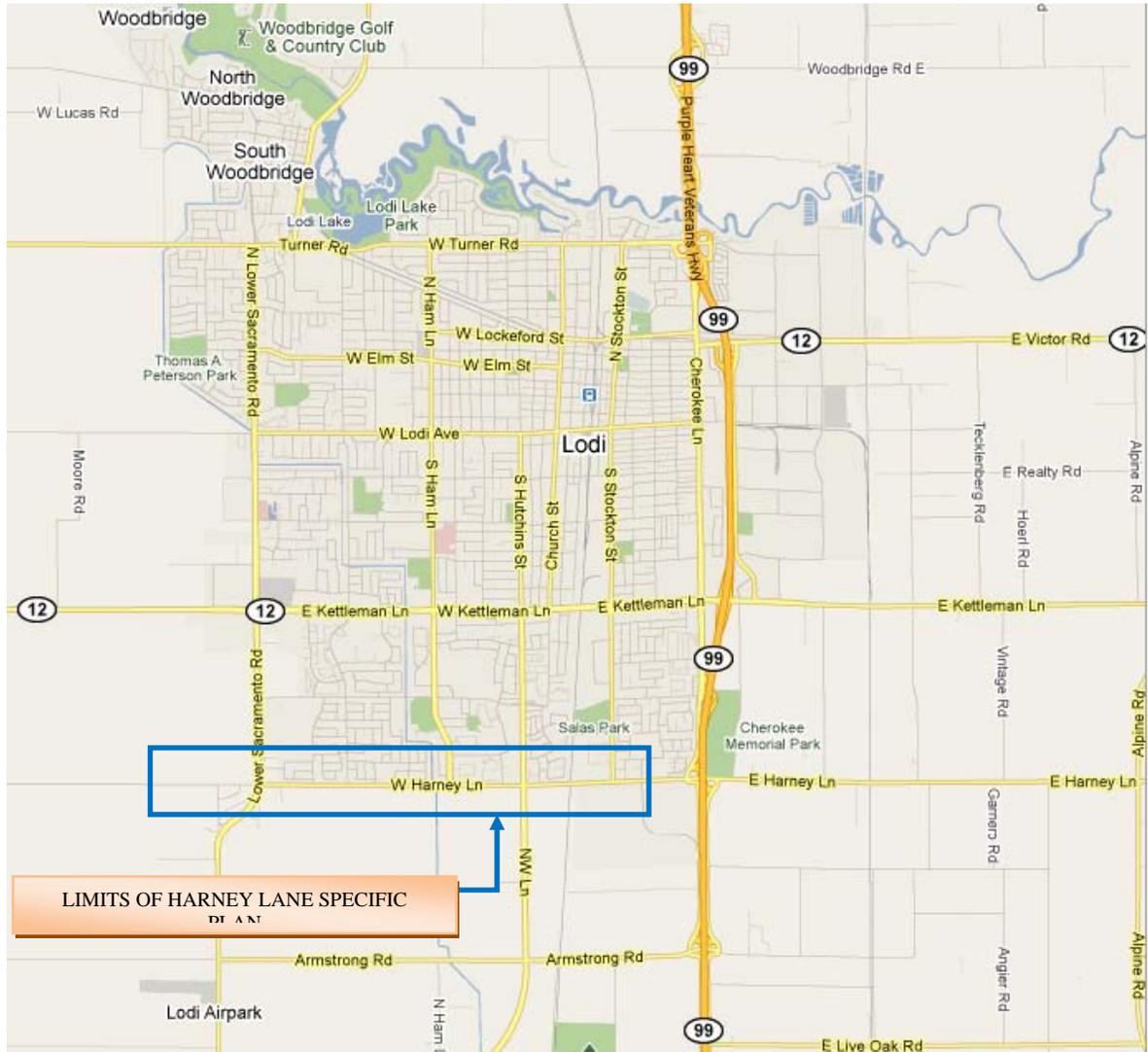
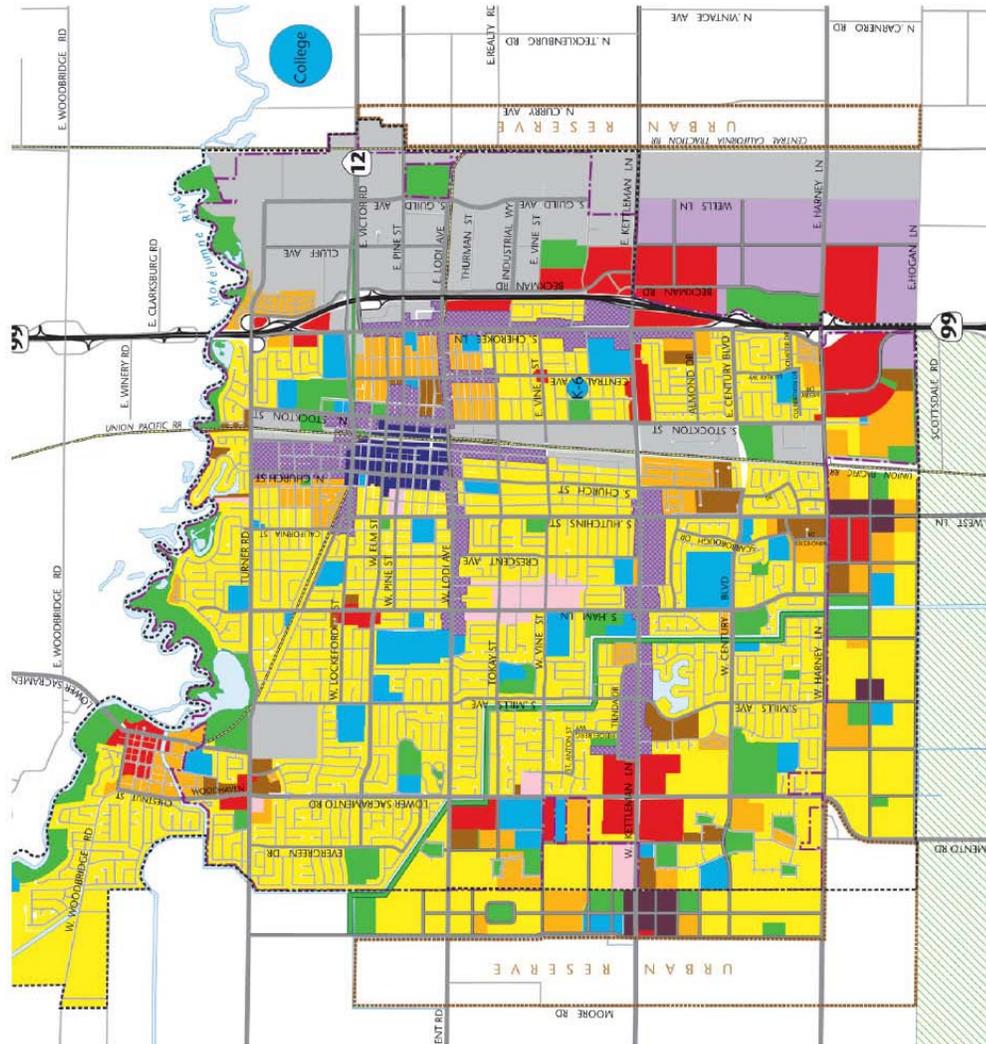


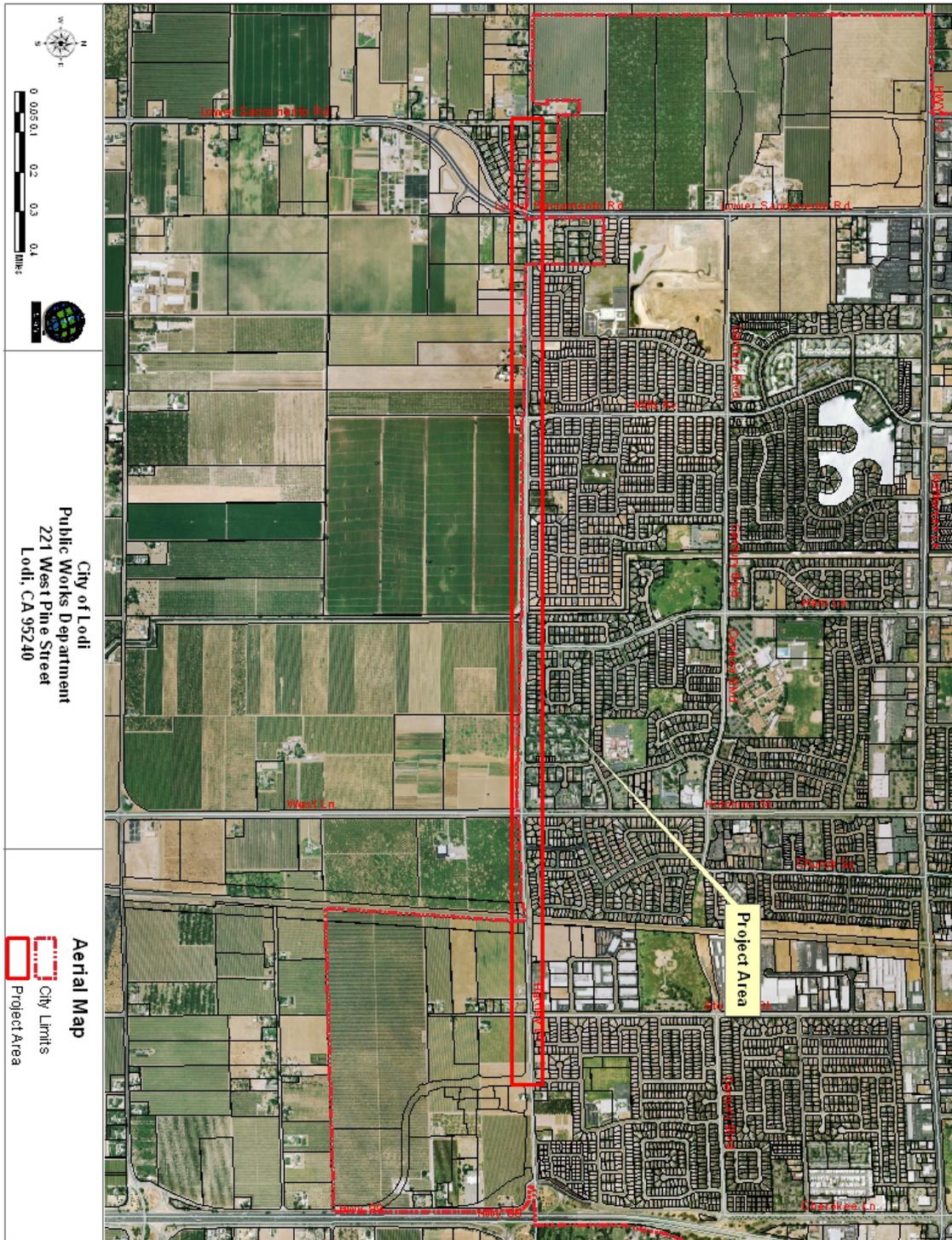
Exhibit 2: Existing Land Use Diagram

FIGURE 2-1: LAND USE DIAGRAM



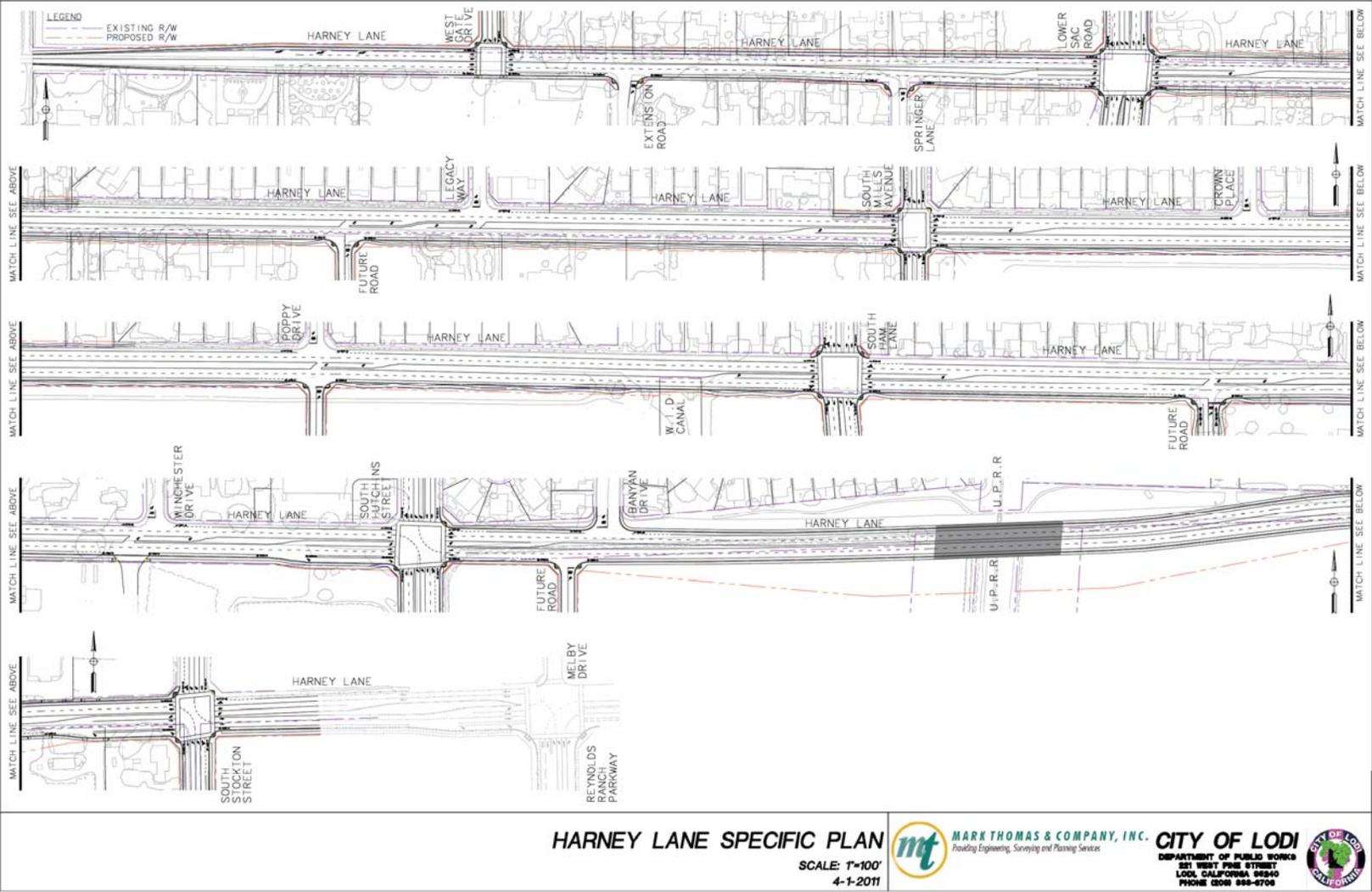
- | | | |
|----------------------------|------------------------------|--|
| Low Density Residential | Mixed Use Corridor | Open Space |
| Medium Density Residential | Business Park | Armstrong Road Agricultural Cluster Study Area |
| High Density Residential | Office | Urban Reserve |
| Commercial | Public/Quasi-Public | Sphere of Influence (2008) |
| Downtown Mixed Use | College/School (Placeholder) | City Limits (2008) |
| Mixed Use Center | Industrial | |

Exhibit 4: Aerial Map



2.0 PROJECT DESCRIPTION

Exhibit 5: Harney Lane Specific Plan Design



2.5 LEAD AGENCY NAME AND ADDRESS:

City of Lodi, Public Works Department
221 West Pine Street
Lodi, CA 9540

2.6 CONTACT PERSONS AND PHONE NUMBER:

Environmental document: Manny Bereket 209-333-6711
Project Coordinators: Wes Fujitani 209-333-6706
Chris Boyer 209-333-6706

2.7 PROJECT SPONSOR'S NAME AND ADDRESS:

City of Lodi Public Works Department
221 W. Pine Street
Lodi CA 95240

2.8 GENERAL PLAN DESIGNATIONS:

The parcels fronting on north side of Harney Lane (within incorporated City limits) have a mixture of General Plan designations of Industrial, Commercial, Single Family Residence, Medium Density Residences, and High Density Residences.

The parcels fronting on the south side of Harney Lane are within the San Joaquin County jurisdiction and have a General Plan Designation of Ag (Agricultural Land) and R/VL - Residential.

2.9 ZONING DESIGNATIONS:

The parcels fronting on north side of Harney Lane (within incorporated City limits) have a mixture of Zoning designations of M-2, Heavy Industrial, C-1, Neighborhood Commercial, R-2, Single Family Residence, and PD- Planned Development Units.

The parcels fronting on the south side of Harney Lane are within the San Joaquin County jurisdiction and have a variety of Zoning Designations of Ag-40 (Agricultural Land - minimum of 40 acres) and R/VL - Residential.

2.10 PROJECT CONSTRUCTION

The proposed Harney Lane Specific Plan involves widening of Harney Lane so as to relieve existing and future traffic congestion at the west-east bound road. Harney Lane currently is a two lane road with a posted speed of 45 mph. North of Harney Lane is mostly new single family residential subdivisions with block walls fronting Harney Lane. Harney Lane has been widened to the ultimate width on the north where the recent development has occurred. The south side is a mixture of agriculture (grapes and cherries) and single family residences. West of Lower Sacramento Road single family residences populate both sides of the road. Between South Hutchins Street and South Stockton Street, Harney Lane crosses the Union

2.0 PROJECT DESCRIPTION

Pacific Railroad. The proposed Harney Lane Specific Plan mostly affects the south side of Harney Lane.

The proposed Harney Lane Specific Plan is an integral component of the City's General Plan 2010, which identifies Harney Lane as a four lane express way. The proposed Harney Lane Specific Plan details roadway improvements, establish the necessary right-of-way required to accommodate the roadway improvements and it affects a total of 47 privately-owned parcels. Proposed right-of-way acquisitions would occur in conjunction with actual construction projects. No physical improvements or construction activities are proposed in conjunction with implementation of the Harney Lane Specific Plan. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis.

The project design, as illiterate in Exhibit 5, was prepared in accordance with the City framework set out in the General Plan adopted on April 7, 2010. Items considered during the preparation of the Specific Plan include future land use, roadway and bicycle network, right of way issues, safety (pedestrian and vehicular), ingress and egress for residents and businesses and environmental issues. There are no physical improvements or construction activities proposed by the project itself at this time.

2.11 REQUIRED PROJECT APPROVALS

In order for the project to be implemented, a series of actions and approvals would be required from agencies. Anticipated project approvals/actions would include, but are not limited to the following:

- Lodi City Council - Adoption of the circulated ND, and actions associated with Harney Lane Specific Plan.

2.12 OTHER PROJECT ASSUMPTIONS

This IS/ND assumes compliance with all applicable state, federal, and local codes and regulations including, but not limited to, City of Lodi Standards, the Guidance Manual for On-site Storm Water Quality Control Measures, the State Health and Safety Code, and the State Public Resources Code.

2.13 TECHNICAL STUDIES

The following technical study forms the basis of this IS/ND:

- *Draft Harney Lane Specific Plan*, dated January 10, 2011. Prepared by Mark Thomas and Company, Inc.,

Section 3

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project as indicated by the checklist on the following pages.

Environmental Factors Potentially Affected		
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources
<input type="checkbox"/> Geology/Soils	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology/Water Quality
<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities/Services Systems	
<input type="checkbox"/> Mandatory Findings of Significance		

3.2 ENVIRONMENTAL DETERMINATION: On the basis of this initial evaluation:

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

Konradt Bartlam, Community Development Director

Date

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 proposed Harney Lane Specific Plan may have a significant effect on the environment. On the basis of the initial study, Community Development Department staff has concluded that the proposed Harney Lane Specific Plan will not have a significant effect on the environment, and therefore has prepared a proposed Negative Declaration 11-MND-01. The initial study reflects the independent judgment of the City.

FILE NUMBER: 11-ND-01

PROJECT TITLE: Harney Lane Specific Plan

PROJECT DESCRIPTION: The proposed Harney Lane Specific Plan involves widening of Harney Lane so as to relieve existing and future traffic congestion at the west-east bound road. Harney Lane currently is a two lane road with a posted speed of 45 mph. North of Harney Lane is mostly new single family residential subdivisions with block walls fronting Harney Lane. Harney Lane has been widened to the ultimate width on the north where the recent development has occurred. The south side is a mixture of agriculture (grapes and cherries) and single family residences. West of Lower Sacramento Road single family residences populate both sides of the road. Between South Hutchins Street and South Stockton Street, Harney Lane crosses the Union Pacific Railroad. The proposed Harney Lane Specific Plan mostly affects the south side of Harney Lane.

The proposed Harney Lane Specific Plan is an integral component of the City's General Plan 2010, which identifies Harney Lane as a four lane express way. The proposed Harney Lane Specific Plan details roadway improvements, establish the necessary right-of-way required to accommodate the roadway improvements and it affects a total of 47 privately-owned parcels. Proposed right-of-way acquisitions would occur in conjunction with actual construction projects. No physical improvements or construction activities are proposed in conjunction with implementation of the Harney Lane Specific Plan. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis.

The project design, as illustrated in Exhibit 5, was prepared in accordance with the City framework set out in the General Plan adopted on April 7, 2010. Items considered during the preparation of the Specific Plan include future land use, roadway and bicycle network, right of way issues, safety (pedestrian and vehicular), ingress and egress for residents and businesses and environmental issues. There are no physical improvements or construction activities proposed by the project itself at this time.

PROJECT LOCATION: The project limits are located on Harney Lane, between Stockton Street and Lower Sacramento Road in the City of Lodi, in San Joaquin County. Harney Lane,

as illustrated in Exhibit 1, is located at the southern edge of the current City limits. Regional access to the project limits is from SR Route 99 via Harney Lane exit. Exhibit 1 shows the project's location from a local and regional context.

PUBLIC REVIEW PERIOD: The proposed Negative Declaration will be circulated for a 30-day public review period, beginning on **Tuesday, April 12, 2011** and ending on **Wednesday, May 11, 2011**. Copies of the document are available for review at the following locations:

- **Community Development Department**, 221 West Pine Street, Lodi, CA 95240
- **Lodi Public Library**, 201 West Locust Street, Lodi, CA 95240
- **Public Works Department**, 221 West Pine Street, Lodi, CA 95240

The Mitigated Negative Declaration is also available for review on the internet at the following web address: http://www.lodi.gov/com_dev/EIRs.html

Any person wishing to comment on the Initial Study and proposed Negative Declaration must submit such comments in writing **no later than 5:00 pm on Wednesday May 11, 2011** to the City of Lodi at the following address:

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

Facsimiles at (209) 333-6842 will also be accepted up to the comment deadline (please mail the original). For further information, contact Immanuel Bereket, Associate Planner, at (209)333-6711.

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 Negative Declaration and the other entitlements for the project.

Konradt Bartlam, Community Development Director

Date

PROPOSED NEGATIVE DECLARATION

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

FILE NUMBER: 11-MND-01

PROJECT TITLE: Harney Lane Specific Plan

PROJECT DESCRIPTION: The proposed Harney Lane Specific Plan involves widening of Harney Lane so as to relieve existing and future traffic congestion at the west-east bound road. Harney Lane currently is a two lane road with a posted speed of 45 mph. North of Harney Lane is mostly new single family residential subdivisions with block walls fronting Harney Lane. Harney Lane has been widened to the ultimate width on the north where the recent development has occurred. The south side is a mixture of agriculture (grapes and cherries) and single family residences. West of Lower Sacramento Road single family residences populate both sides of the road. Between South Hutchins Street and South Stockton Street, Harney Lane crosses the Union Pacific Railroad. The proposed Harney Lane Specific Plan mostly affects the south side of Harney Lane.

The proposed Harney Lane Specific Plan is an integral component of the City's General Plan 2010, which identifies Harney Lane as a four lane express way. The proposed Harney Lane Specific Plan details roadway improvements, establish the necessary right-of-way required to accommodate the roadway improvements and it affects a total of 47 privately-owned parcels. Proposed right-of-way acquisitions would occur in conjunction with actual construction projects. No physical improvements or construction activities are proposed in conjunction with implementation of the Harney Lane Specific Plan. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis.

The project design, as illiterate in Exhibit 5, was prepared in accordance with the City framework set out in the General Plan adopted on April 7, 2010. Items considered during the preparation of the Specific Plan include future land use, roadway and bicycle network, right of way issues, safety (pedestrian and vehicular), ingress and egress for residents and businesses and environmental issues. There are no physical improvements or construction activities proposed by the project itself at this time.

PROJECT LOCATION: The projects limits are located on Harney Lane, between Stockton Street and Lower Sacramento Road in the City of Lodi, in San Joaquin County. Harney Lane, as illustrated in Exhibit 1, is located at the southern edge of the current City limits. Regional access to the project limits is from SR Route 99 via Harney Lane exit. Exhibit 1 shows the project's location from a local and regional context.

NAME OF PROJECT PROPONENT/APPLICANT:

City of Lodi , Public Works Department
221 West Pine Street
Lodi, CA 95240

3.0 ENVIRONMENTAL DETERMINATION

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, April 12, 2011** and ending on **Wednesday, May 11, 2011**.

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

Konradt Bartlam, Community Development Director

Date

Section 4

4.0 INITIAL STUDY CHECKLIST

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

As indicated in the project description, the proposed Harney Lane Specific Plan is an integral part of the City’s General Plan 2010 and involves establishment of the necessary right-of-way required to accommodate the roadway improvements. Proposed right-of-way acquisitions would occur in conjunction with actual construction projects. No physical improvements or construction activities are proposed in conjunction with implementation of the Harney Lane Specific Plan. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis.

Impact Analysis:

(a) Determination of significance for potential impacts to visual resources is based primarily on the level of visual sensitivity in an area. Scenic vistas typically consist of a far reaching view, such as a panoramic view of a skyline or ridgeline, and provide an aesthetic public benefit (i.e. available to the general public). All roads nationally designated as such 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. (<http://www.scenic.org/byways>).

The San Joaquin County General Plan and the City of Lodi General Plan do not designate specific areas within the Project site as scenic vistas, and the views from the project site consist of agricultural lands to the south and existing residential and commercial developments to the north, and ornamental landscaping. The topography in the project area is generally flat and does not support far reaching views. Further, the Harney Lane Specific Plan does not involve construction, site grading, and disturbing.

Future construction project would be viewed for potential environmental impact on project basis. Therefore, no impact would occur in this regard.

Significance Determination: No impact.

Mitigation Measures: Mitigation measures are not required.

Significance After Mitigation: No impact.

- (b) The Harney Lane Specific Plan would not affect a scenic vista or scenic resources scenic the project does not involve physical improvements or construction activities. No state scenic highways are located within the project area at this time and none of the local roads within the project area have been designated as scenic (State Routes 12 and 99 are not designated as scenic within or abutting the project area). Therefore, no impact would result associated with scenic resources visible from a designated scenic highway.

Significance Determination: No impact.

Mitigation Measures: Mitigation measures are not required.

Significance After Mitigation: No impact.

- (c) A project is generally considered to have a significant aesthetic impact if the project substantially changes the character of the project site such that it becomes visually incompatible in comparison to that of its surroundings.

The project site is located within a partially urbanized area of the City and mostly agricultural land within the County. The project site consists of an existing roadway, surrounded by residential and commercial development. The project site and the surrounding area are not recognized as scenic resources or contain structures that have unique architectural styles or historical significance. Further, Harney Lane Specific Plan does not involve physical improvements or construction activities. Therefore, no impact would occur.

Significance Determination: No impact.

Mitigation Measures: Mitigation measures are not required.

Significance After Mitigation: No impact.

- (d) Currently, the primary source of day and nighttime lighting and glare in the area is from Harney Lane and urban development around the project site. The main sources of daytime glare in the area are from sunlight reflecting from structures with reflective surfaces such as windows. Building materials (i.e., reflective glass and polished surfaces) are the most substantial sources of glare. The amount of glare depends on the intensity and direction of sunlight, which is more acute at sunrise and sunset because the angle of the sun is lower during these times. Nighttime light sources include, but are not limited to, residential developments, vehicles (headlights), overhead street lighting, parking lot lighting, and security related lighting for non-residential uses.

Implementation of Harney Lane Specific Plan would require the replacement existing streetlights and installation of new streetlights. However, new streetlights would be controlled through the existing City Code, which requires street lights to be directed

down and shielded away from adjacent properties (Chapter 16.24). Nuisance lighting is regulated by the Municipal Code § 17.81.050. Nevertheless, the proposed Harney Lane Specific Plan does not propose construction plans or installation of streetlights. Therefore, no impact would occur.

Significance Determination: No impact.

Mitigation Measures: Mitigation measures are not required.

Significance After Mitigation: No impact.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<p>4.2 AGRICULTURE RESOURCES: <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:</i></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 in the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c. Conflict with existing zoning for, or cause rezoning of forest land (as defined in PRC Sec. 4526), or timberland zoned Timberland Production (as defined in PRC Sec. 51104 (g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d. Result in loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e. 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>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project occurs partially in agricultural fields and partially in fully developed urban area that does not contain any agricultural farmland. No parts of the project limits include forest uses. As indicated in the project description, the proposed Harney Lane Specific Plan is an integral part of the City’s General Plan 2010 and involves establishment of the necessary right-of-way required to accommodate the roadway improvements. Proposed right-of-way acquisitions would occur in conjunction with actual construction projects. No physical improvements or construction activities are proposed in conjunction with implementation of the Harney Lane Specific Plan. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis.

(a) Agriculture has historically been an important part of Lodi’s land use and economy. Impacts resulting from conversion of important farmland, including conversions for transportation improvements, were considered and analyzed in the City’s General Plan EIR (2009). In addition, the City’s General Plan policies C-P7 and C-P8 involve mitigation measures aimed for the preservation of agricultural land and activities. The proposed Harney Lane Specific Plan is an implementing arm of the said General Plan and involves no construction activities. Future construction projects would be subjected

to environmental review on a project-by-project basis. Because the proposed Harney Lane Specific Plan would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, the project would have no impact from conversion of farmland.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (b) The proposed Harney Lane Specific Plan does not involve physical improvements or construction activities. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis. Therefore, no impact would occur due to the proposed Harney Lane Specific Plan.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (c) A significant impact may occur if the proposed Project were to result in the conversion of forest land to non-forest land.

There is no existing zoning for forest land on or near the project limits. The proposed Harney Lane Specific Plan does not involve physical improvements or construction activities. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis. Therefore, no impact would occur due to the proposed Harney Lane Specific Plan.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (d) A significant impact may occur if the proposed Project were to result in the conversion of forest land to non-forest land.

There is no forest land located in or around the project limits; therefore no impact to these resources would occur.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (e) A significant impact may occur if it involves changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use. The proposed Harney Lane Specific Plan does not involve physical improvements or construction activities. Subsequent development in the Plan Area,

including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis. Therefore, no impact would occur due to the proposed Harney Lane Specific Plan.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.3 AIR QUALITY.				
<i>Would the Project:</i>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or Projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a) The Federal Clean Air Act established Federal air quality standards known as the National Ambient Air Quality Standards. These standards identify levels of air quality for "criteria" pollutants (Ozone [O₃], Carbon Monoxide [CO], Nitrogen Oxides [NO_x], Sulfur Oxides [SO_x], Particulate Matter [PM₁₀], Fine Particulate Matter [PM_{2.5}], and Lead [Pb]) that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare.

The City of Lodi is located in the San Joaquin Valley Air Basin (SJVAB). Air quality conditions within the SJVAB are under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). SJVAPCD does not require construction emissions to be quantified. Rather, it requires implementation of effective and comprehensive feasible control measures to reduce PM₁₀ emissions (San Joaquin Valley Air Pollution Control District 2002). SJVAPCD considers PM₁₀ emissions to be the greatest pollutant of concern when assessing construction-related air quality impacts. It has determined that compliance with its Regulation VIII, including implementation of all feasible control measures specified in its *Guide for Assessing Air Quality Impacts* (San Joaquin Valley Air Pollution Control District 2002) constitutes sufficient mitigation to reduce construction-related PM₁₀ emissions to less-than-significant levels and minimize adverse air quality effects.

The proposed Harney Lane Specific Plan does not involve construction activities. Air Quality impacts have been exhaustively examined and mitigation measures have been detailed in the City's General Plan EIR (SCH2009022075) and mitigation polices are incorporated in the General Plan policy. Future projects and developments in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis. Therefore, no impact would occur due to the proposed Harney Lane Specific Plan.

1. The project would not result in short-term construction emissions that would exceed the CEQA significance emissions thresholds established by the SJVAPCD and there would be no long-term emissions associated with the project as it involves no construction activities.
2. The project would not affect growth forecasts in the Air Quality Management Plan, since it does not propose physical improvements or construction activities.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (b) As aforementioned in item (a), the proposed project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation since it does not involve physical improvements or construction activities. All future projects including, but not limited to, Subdivision Maps, Parcel Maps, Conditional Use Permits, Site Plan Review, and Planned Development Review projects must be evaluated to ensure compliance with air quality standards, including construction, area source, and operational emissions.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (c) As discussed in checklist item 4.3(a) and(b), the project will not significantly increase the production of any criteria pollutant as described in section a), therefore, it is appropriate to conclude that the project's incremental contribution to criteria pollutant emissions is not cumulatively considerable. Future construction activities will be subject to environmental review on a project-by-project basis.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (d) When quantifying mass emissions for localized analysis, only emissions that occur on-site are considered. Consistent with SJVAPCD Localized Significance 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. As such,

localized impacts that may result from Harney Lane Specific Plan would be of no consequences as there no construction activity is being proposed at this time.

Sensitive receptors near the project site include the nearby residences located along north of Harney Lane and interspersed along the south side of Harney Lane, and commercial properties along Harney Lane. However, as previously mentioned, The proposed Harney Lane Specific Plan does not involve construction activities. Air Quality impacts have been exhaustively examined and mitigation measures have been detailed in the City's General Plan EIR (SCH2009022075) and mitigation polices are incorporated in the General Plan policy. Future projects and developments in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis. Therefore, the proposed project would not exceed any of the established air quality thresholds. There will be no impacts resulting from the proposed project and would not expose sensitive receptors to substantial pollutant concentrations.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (e) According to the SJVAPCD *Guide For Assessing and Mitigating Air Quality Impacts*, 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 by SJVAPCD as being associated with odors. Further, no construction activities or materials are proposed that would as part of the Harney Lane Specific Plan. As such, no potential odor impacts are anticipated due to the project.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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4.4 GREENHOUSE GAS EMISSIONS.

Would the Project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Since the adoption of AB 32, there has been little regulatory guidance regarding quantification of potential greenhouse gas (GHG) impacts. Given the complexity of the overall interactions between various global and regional scale air emissions, it is difficult to determine whether any proposed project would alter any existing conditions. No statewide significance threshold has been adopted. Although the San Joaquin Valley Air Pollution Control District has adopted interim guidance on GHG analysis, this guidance only applies to stationary sources.

The recently revised CEQA Guidelines indicate that the lead agency should use careful judgment in assessing potential GHG impacts. Pursuant to the Guidelines, the lead agency should make a good faith effort to describe a project's potential GHG emissions. The lead agency may, in its discretion, rely on a quantitative or qualitative analysis for these purposes (CEQA Guidelines, Section 15064.4(a))

(a) California is a substantial contributor of global greenhouse gases (GHG's), emitting over 400 million tons of CO₂ a year. Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit over the next century. Methane is also an important GHG that potentially contributes to global climate change. GHG's are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHG's have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of anthropogenic activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO₂, methane, and nitrous oxide from before the start of the industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO₂ concentrations ranged from 180 parts per million (ppm) to 300 ppm. For the period from approximately 1750 to the present, global CO₂ concentrations increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHG's needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHG's at 400 to 450 ppm carbon dioxide-equivalent concentration is required to keep mean global climate change below 2°C, which in turn is assumed to be necessary to avoid dangerous climate change.

City of Lodi Greenhouse Gas Emissions

In accordance with Assembly Bill 32 (AB 32) 2006 and Senate Bill (SB 97) 2007, the City of Lodi is implementing a policy that requires Negative Declarations, Mitigated Negative Declarations and Environmental Impact Reports prepared to comply with CEQA to include a GHG Emissions analysis. The adverse impacts of global climate change include impacts to water supply, air quality, fire hazards, sea level rise (flooding), and an increase in health related problems. AB 32 establishes a state goal of reducing GHG emissions to 1990 level by the year 2020. The long range reduction goal is reflected in Executive Order S-3-05, which requires GHG to be reduced to 80 percent below 1990 levels by 2050.

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). In addition, there are currently no health-based standards that measure the threat GHGs, including CO₂, pose on human health.

In comparison to existing conditions, implementation of the proposed Harney Lane Specific plan would not increase vehicle emissions generated by mobile source as well as emissions generated by stationary sources because it does not propose physical improvements or construction activities. The City's General Plan is consistent with the State's goal of reducing GHG emissions to 1990 levels by 2020 and is consistent with the City of Lodi General Plan 2010 and accompanying EIR. Therefore, no impact is anticipated.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (b) As stated previously, implementation of the proposed Project would not conflict with applicable regional or local plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases. The proposed Project would be consistent with the State's goals of reducing GHG emissions to 1990 levels by 2020. As such, the proposed Project's contribution to climate change/worldwide GHG emissions would be less than significant.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

4.0 INITIAL STUDY CHECKLIST

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.5 BIOLOGICAL RESOURCES				
<i>Would the proposal:</i>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a) No impacts to biological resources are expected as a result of the Harney Lane Specific Plan. All future constructions plans would by reviewed for environmental impact on project-by-project basis. Further, the Project area is within and 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 Weber Avenue/Stockton, CA 95202) or online at www.sjog.org.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (b) The proposed Harney Lane Specific Plan does not involve construction activities. Impacts to Biological Resources have been exhaustively examined and mitigation measures have been detailed in the City’s General Plan EIR (SCH #2009022075) and mitigation polices are incorporated in the General Plan policy. All future projects and developments in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis. Therefore, no impact is anticipated.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (c) 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 construction activities have been proposed as part of the Harney Lane Specific Plan.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (d) 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. The area north of the Project site lies within the City of Lodi and is currently developed. The area east, south and west is currently agricultural fields. Given the existing development north of the site and regular disturbance associated with agricultural uses, it is unlikely that the site would serve as a migratory corridor or a nursery site. Furthermore, the project area where the Harney Lane Specific Plan would be implemented is not identified as a missing linkage on the California Wilderness Coalition California’s Missing Linkages Report. Therefore, no impact is anticipated due to the implementation of the proposed Harney Lane Specific Plan.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (e) 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. 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. The proposed project would not result in the removal of any heritage trees. Thus, no impact would result.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (f) A significant impact may occur if the proposed Project were inconsistent with mapping or policies in any conservation plans of the types cited. In an effort to protect sensitive and threatened species throughout San Joaquin County, SJCOG prepared the SJMSCP. The purpose of the SJMSCP is to provide for the long-term management of plant, fish and wildlife species, specially those that are currently listed or may be listed in the future under the FESA or CESA, and to provide and maintain multiple-use open space that contributes to the quality of life of residents of San Joaquin County. The City of Lodi has adopted the SJMSCP and participation by the Project in the plan is required by the City.

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 E. Weber Avenue, Stockton, CA 95202) or online at: www.sicoq.org.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

4.0 INITIAL STUDY CHECKLIST

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.6 CULTURAL RESOURCES				
<i>Would the Project:</i>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(a) 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. The proposed Harney Lane Specific Plan does not include construction, grading, and site disturbance. Therefore, the Project would have less than significant impact on historical resources as defined by CEQA

Significance Determination: Less than significant.
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

(b) 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. The proposed Harney Lane Specific Plan does not involve construction, grading, and site disturbance. All future construction activities would be evaluated for adverse environmental impact on project-by-project basis. Therefore, the Project would have less than significant impact on historical resources as defined by CEQA

Significance Determination: Less than significant.
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

(c) 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. No paleontological resources or unique geologic features have been noted on the surface of the Project site. The likelihood of paleontological resources or unique geologic features being present subsurface within the boundaries of the

proposed Project is unlikely given the rapid rate of deposition in the area. The possibility exists, however, that previously unidentified paleontological resources could be encountered during ground-disturbing activities. All future ground disturbing activities would be evaluated on project-by-project basis for environmental impacts. Therefore, implementation of the proposed Harney Lane Specific Plan would lead to less than significant impact.

Significance Determination: Less than significant.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (d) A significant impact may occur if grading or excavation activities associated with the proposed Project would disturb previously interred human remains. Disturbing human remains, either in a formal cemetery or disarticulated, would be considered a significant impact under CEQA Guidelines §10564.5. The proposed Harney Lane Specific Plan does not include construction, grading, and site disturbance. Therefore, the Project would have less than significant impact on historical resources as defined by CEQA.

Significance Determination: Less than significant.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.7 GEOLOGY AND SOILS.				
<i>Would the Project:</i>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion, or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soils, as defined in Table 18-1-13 of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a)

- i. 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. The proposed Harney Lane Specific Plan would not expose people or structures to potential substantial adverse effects involving surface rupture as the Project involves no construction activities. No impact.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- ii. 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. There is no record of any seismic activity originating in the City of Lodi other than tremors on the west side of the San Joaquin Valley, close to the Ortigalita Fault. The proposed Harney Lane Specific Plan would not expose people or structures to potential substantial adverse effects involving surface rupture as the Project involves no construction activities. No impact.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact.

- iii. 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. The potential for liquefaction is recognized throughout the San Joaquin Valley where unconsolidated sediments and a high water table coincide. Areas which have the greatest potential for liquefaction are those areas in which the water table is less than 50 feet below the ground surface and soils are predominantly clean, comprised of relatively uniform sands and are of loose to medium density. However, the proposed Harney Lane Specific Plan would not expose people or structures to potential substantial adverse effects involving surface rupture as the Project involves no construction activities. No impact.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact.

- iv. A significant impact may occur if the Project results in or exposes people to adverse effects involving landslides. Slope stability hazards are nonexistent and present no risk in the City of Lodi. The Project site is located in an area of generally level terrain that would not produce a landslide. Average grade within the Project site is between zero and five degrees. Further, 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.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact.

- (b) The project site would be subject to seismic ground shaking, as is the case throughout seismically active California. Ground shaking may occur as result of movement along

any fault in northern California. However, the proposed Harney Lane Specific Plan does not involve construction activities or improvements.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (c) The project is an implementing arm of the City General Plan and does not propose any physical improvements or construction activities. Therefore, no impact would occur.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (d) See discussion under a) above. Potential impacts are highly unlikely and are considered to be less than significant and no mitigation is required.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (e) No septic tanks or alternative wastewater disposal systems are necessary to support the Proposed Project. Therefore, no impact would occur and no mitigation is required.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

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

- (a) 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. The proposed project involves adoption of a street widening plan and not the routine transport, use, or disposal of hazardous materials or the generation of toxic or hazardous emissions. In addition, the project involves no construction activities.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (b) 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. The operation of the roadway does not involve the use of hazardous materials. Vehicles carrying hazardous materials may use the roadway. Nonetheless, the proposed project would not increase the potential for accidents or spills beyond existing conditions. Furthermore, improvements in traffic flow may reduce the potential for accidents overall; therefore, no impacts would occur.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (c) 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. There several private and public schools within a ½ mile of the project area. However, the project does not involve construction activities and does not involve. The use of hazardous materials or result in the release of hazardous materials or substances.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (d) 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.

There are two sites identified as hazardous material sites within the project area. However, the Harney Lane Specific Plan does not involve construction activities. All future construction activities would be subject to standard City procedures and other applicable State and Federal procedures and requirements.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (e) 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.

The Project site is located within the area of influence for the Lodi Airpark and Kingdon Executive Airport. The Lodi Airpark is located roughly 4 miles to the southwest of the Project site while the Kingdon Executive Airport is located approximately 4 miles southwest of the Project site. The primary function of the Lodi Airpark is as a base for a commercial aerial chemical application service for both agriculture and insect abatement purposes. The Lodi Airpark is also used for pilot training activity. The Kingdon Executive Airport presently hosts a variety of aviation activities including pilot training and aerial application of agricultural chemicals. The airport is also home to the Delta Flying Club, which owns six single-engine piston aircraft for use by its members.

The Project site is located outside of the Part 77 Horizontal Surface zone of both airports, which consists of the airport's primary, horizontal, conical, approach and transitional surfaces. Therefore, impacts related to safety hazards for people visiting or working within the Project site would be less than significant.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (f) 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. The Project site is located outside of the Part 77 Horizontal Surface zone of both airports, which consists of the airport's primary, horizontal, conical, approach and transitional surfaces. Therefore, impacts related to safety hazards for people visiting or working within the Project site would be less than significant.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (g) 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.

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

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

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. The City's newly adopted General Plan (2010) identifies both urban and wildland fire hazards exist in the Lodi Planning Area, creating the potential for injury, loss of life, and property damage. Urban fires primarily involve the uncontrolled burning of residential, commercial, and/or industrial structures due to human activities. Factors that exacerbate urban structural fires include substandard building construction, highly flammable materials, delayed response times, and inadequate fire protection services.

The City of Lodi is not characterized by substantial areas of wildlands. The topography of the City is relatively homogenous and steep slopes that could contribute to wildland fires are not common. The City's General Plan indicates that less than one percent of the City and its immediate vicinity has "Moderate" fire hazard potential. In the event of a fire, the Fire Department relies on sufficient water supply and pressure. The City's design standard for water transmission facilities is to provide 4,000 gallons per minute of flow at a minimum 45 pounds per square inch of pressure in pipes 8 inches and larger. The Project area is made up of Non-Wildland/Non-Urban zones, Urban/Unzoned, and Moderate Risk zones. Therefore, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildland fires are adjacent to urbanized areas. As such, there would be no impact.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

4.0 INITIAL STUDY CHECKLIST

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.9 HYDROLOGY AND WATER QUALITY				
<i>Would the Project:</i>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Place within a 100-year floodplain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunamis, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- (a) 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.

The Harney Lane Specific Plan does not involve physical improvements or construction activities. Future construction activities and projects would be reviewed project-by-project basis. Although implementation of the proposed Project would increase impermeable surface area, and site runoff, potentially contributing typical roadway pollutants to the environment, future developments within the Project area would be required to conform to surface water quality standards adopted by the Regional Water Quality Control Board and enforced by the City of Lodi. These standards mandate installation of either biological or mechanical methods of treating and cleansing stormwater runoff prior to entering the City and regional drainage system, or equivalent water quality features. With adherence to these requirements, this impact would be less-than-significant.

Significance Determination: Less than significant

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (b) Groundwater is a major component of the water supply for many public water suppliers in the Valley. It is also used by private industry, as well as by private agricultural and domestic users. A project would normally have a significant impact on groundwater supplies 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.

The Harney Lane Specific Plan does not involve construction activities. All future construction activities would be subjected to environmental review on project-by-project basis.

Significance Determination: Less than significant

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (c) 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.

The Project site does not contain any discernable watercourses, topographical depressions, or bodies of standing water. No streams or river courses are located on or immediately adjacent to the project site. As such, no impact would occur that would affect a nearby stream or river or the existing drainage pattern on or near the proposed project site.

Significance Determination: Less than significant
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

- (d) Refer to c), above. The proposed project would not substantially alter the existing drainage pattern of the site or area. 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. The Harney Lane Lane Specific Plan does not involve construction activities.

Significance Determination: Less than significant
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

- (e) The Harney Lane Specific Plan involves adoption of a road widening policy. Implementation of the Harney Lane Specific Plan would result in conditions similar to existing, and would not propose any new uses that would potentially degrade water quality. All future construction activates would be subject to environmental review on project-by-project basis.

Significance Determination: Less than significant
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

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

The proposed Harney Lane Specific Plan would neither create nor contribute to water quality degradation. Future construction activities would be required to comply with City of Lodi and Regional Water Quality Control Board surface water quality standards, including applicable NPDES requirements, which require 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 that already exist. Therefore, no impact related to water quality would occur.

Significance Determination: Less than significant
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

- (g) A significant impact may occur if the proposed project is located within a 100-year flood zone. The proposed Project would not place housing within a 100-year flood hazard area identified on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map because the Project does not include a residential component that would be affected by flooding potential, so no impact would occur.

Significance Determination: Less than significant

Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

- (h) A significant impact may occur if the proposed project is located within a 100-year flood zone and would impede or redirect flood flows.

As discussed in Checklist Response 3.9 (G) above, the project site is not located within a 100-year flood hazard area. In addition, the proposed project would not include the construction of any structures. Therefore, no impact would occur.

Significance Determination: Less than significant
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

- (i) A significant impact may occur if the proposed Project is located in a flood-prone area, including floods caused by the failure of a dam or levee.

The Project sites, as well as the entire City of Lodi, are located in a dam inundation area for the Pardee and Camanche Dam and dike system. Flood water from the Pardee dam would take 4 hours and 20 minutes to reach west Lodi, and flood water from the Camanche Dam and dike system would take 4 to 6 hours to reach Lodi. Due to the location of the proposed Project, the impacts associated with seiches, tsunamis, and extreme high tides or sea level change would be considered low.

Significance Determination: No Impact.
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

- (j) A significant impact may occur if the proposed project is located in an area with inundation potential due to seiche, tsunami, or mudflow.

A seiche is the tide-like rise and drop of water in a closed body of water caused by earthquake-induced seismic shaking or strong winds. A tsunami is a series of large waves generated by a strong offshore earthquake or volcanic eruption. Given the substantial distance of the 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.

Significance Determination: No Impact.
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.10 LAND USE AND PLANNING.				
<i>Would the Project:</i>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- (a) 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.

The Harney Lane Specific Plan involves road a widening program and involves no construction activities. The Harney Lane Specific Plan would improve east-west mobility in the southern part of the City. As such, it would not create a physical barrier within an established community.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (b) 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.

The purpose of this Harney Lane Specific Plan is to reach a consensus of the most appropriate roadway improvements to be implemented in the Harney Lane corridor to accommodate anticipated growth and traffic volume increases and establish the necessary right of way needed to be acquired, reserved and/or dedicated in order to accommodate the roadway improvements. The Specific Plan was prepared in accordance with the City framework set out in the General Plan adopted April 7, 2010. Items considered during the preparation of the Specific Plan include future land use, roadway and bicycle network, right of way issues, safety (pedestrian and vehicular), ingress and egress for residents and businesses and environmental issues. There are no physical improvements or construction activities proposed by the project itself at this time. Subsequent development in the Plan Area, including all Subdivisions, Site Plan

Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (c) 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.

As discussed in 3.10 (B) above, there are no physical improvements or construction activities proposed by the Harney Lane Specific Plan. All future developments in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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4.11 MINERAL RESOURCES

Would the Project:

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

- (a) 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.

The Harney Lane Specific Plan involves a road widening program and no physical improvements or construction activities proposed by the Harney Lane Specific Plan. All future developments in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis.

Significance Determination: No Impact.
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

- (b) 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.

As discussed in 3.11(A), no physical improvements or construction activities are proposed by the project itself at this time. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis.

Significance Determination: No Impact.
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

4.0 INITIAL STUDY CHECKLIST

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

(a) 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.

The Harney Lane Specific Plan involves a road widening program and involves no physical improvements or construction activities. All future developments within the project limits will be subject to environmental review on a project-by-project basis.

Significance Determination: Less than significant impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

(b) 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.

As discussed in 2.12(A), no physical improvements or construction activities are proposed by the project itself at this time. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis.

Significance Determination: Less than significant impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (c) 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.

The Harney Lane Specific Plan involves a road widening program and no physical improvements or construction activities proposed are by the Harney Lane Specific Plan. All future developments in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis. In addition, noise levels in the project vicinity are dominated by vehicular traffic along Harney Lane and the nearby trains. This condition would continue after implementation of the proposed project. The proposed project is intended to reduce congestion. The Harney Lane Specific Plan is not growth-inducing. The resultant increase in traffic noise is estimated to be of a level that would not be readily noticeable to the typical human ear in the community environment (i.e., outside of controlled conditions). Therefore, the increase in traffic noise would be less than significant.

Significance Determination: Less than significant impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (d) 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.

As discussed in 3.12(C), no physical improvements or construction activities proposed by the project itself at this time. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis. As such, implementation of the Harney Lane Specific Plan would not substantially increase ambient noise levels in the project vicinity over existing conditions.

Significance Determination: Less than significant impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (e) 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.

The proposed Harney Lane Specific Plan would not expose people residing or working in the Project area to excessive noise levels generated by public use airports, or private airstrips. There is not an airport located within two (2) miles of the Project site. The closest airport to the Project site is the Lodi Airpark, located approximately four (4) miles southwest of the Project site, and supports twenty to thirty (20-30) operations per day. The airport's noise "footprint" does not extend beyond the immediate airport boundary. Therefore, the Project would have no impact from airport-generated noise.

Significance Determination: Less than significant impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (f) 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.

The proposed Harney Lane Specific Plan would not expose people residing or working in the Project area to excessive noise levels generated by public use airports, or private airstrips. There is not an airport located within two (2) miles of the Project site. The closest airport to the Project site is the Lodi Airpark, located approximately four (4) miles southwest of the Project site, and supports twenty to thirty (20-30) operations per day. The airport's noise "footprint" does not extend beyond the immediate airport boundary. Therefore, the Project would have no impact from airport-generated noise.

Significance Determination: Less than significant impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.13 POPULATION AND HOUSING <i>Would the Project:</i>				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The proposed Harney Lane Specific Plan does not involve the development of housing. The proposed project is General Plan policy program designed to mitigate anticipated traffic conditions. It would not induce population growth directly or indirectly. Therefore, no impact would occur.

Significance Determination: Less than significant impact
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

- (b) A significant impact may occur if the proposed project would result in the displacement of existing housing units, necessitating construction of replacement housing elsewhere.

The proposed Harney Lane Specific Plan would not induce population growth in the area either directly or indirectly. The proposed Harney Lane Specific Plan involves infrastructure improvements along Harney Lane and would not displace existing housing in the area. No replacement housing would be required as a result of the proposed Harney Lane Specific Plan. No impacts would occur in this regard.

Significance Determination: No impact
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

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

Please refer to 3.13(B). The proposed Harney Lane Specific Plan would not displace residents, and, therefore, no replacement housing would be required. As such, no impacts would occur.

Significance Determination: No impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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4.14 PUBLIC SERVICES

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

a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The City of Lodi Fire Department provides fire protection and emergency response to the City. The Lodi Fire Department operates out of four stations. The proposed Harney Lane Specific Plan would occur within and along Harney Lane. The Harney Lane Specific Plan would not generate new residents or employees, and would not result in a demand of fire and emergency response services. Future construction activities would be reviewed on project-by-project basis to ensure compliance and consistency with the City’s Safety policy. Implementation of the proposed Harney Lane Specific Plan would improve traffic flow and emergency access within the project area. Therefore, impacts are less than significant.

Significance Determination: Less than significant impact
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

- (b) 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.

The City of Lodi Police Department provides police protection to the City. The main police station is located at 215 West Elm Street, approximately 3.25 miles north of the project site. The proposed Harney Lane Specific Plan does not include uses that would require additional police services or facilities. Long-term project operations would improve traffic flow and thus police access within the project area. Therefore, impacts are less than significant.

Significance Determination: Less than significant impact
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

- (c) 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.

The proposed Harney Lane Specific Program is a street-widening project intended to relieve existing and future traffic congestion. It would not induce growth, either directly or indirectly, and would not increase the demand for schools in the area through substantial employment or population growth. No impacts are anticipated related to population or employment growth; therefore, no impacts on enrollment levels at nearby schools would occur.

Significance Determination: Less than significant impact
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

- (d) A significant impact may occur if the available parks and recreation services cannot accommodate the population increase resulting from implementation of the proposed project.

The proposed Harney Lane Specific Program is a street-widening project intended to relieve existing and future traffic congestion. It would not induce growth, either directly or indirectly. Therefore, it would not increase the demand for parks in the area.

Significance Determination: Less than significant impact
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

- (e) 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.

The Project would not contribute significantly to the demand for any other public facilities (e.g., library, senior centers, or other public facilities/services) as it would not directly introduce a new population of residents to the City. Some minor incidental demand for services may result, as such impacts would be less than significant on a Project-specific or cumulative basis.

Significance Determination: Less than significant impact
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

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

- (a) 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.

As discussed previously, the proposed Harney Lane Specific Plan would not directly or indirectly induce growth. Therefore, the proposed project would not increase the use of existing neighborhood and regional parks or any other recreation facilities. The proposed project would have no impact on neighborhood or regional parks.

Significance Determination: Less than significant impact
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

- (b) 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.

The proposed Harney Lane Specific Plan does not include recreational component. The proposed project would not require the construction or expansion of recreational facilities or induce growth, either directly or indirectly. Therefore, it would not increase the demand for recreational facilities in the area.

Significance Determination: Less than significant impact
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.16 TRANSPORTATION/TRAFFIC				
<i>Would the Project:</i>				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a) 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.

The proposed Harney Lane Specific Plan would widen Harney Lane between State Highway 99 and Lower Sacramento Road in order to reduce congestion and increase sidewalk widths to improve pedestrian access. No additional vehicle trips would be generated by the proposed project. The project is designed to ease existing congestion in the area and to provide additional capacity for the future developments. No major shift in traffic is expected as a result of the street improvements. Therefore, no impact would occur.

Significance Determination: Less than significant impact
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

- (b) A significant impact may occur if the proposed project exceeds, either individually or cumulatively, a level of service standard established by the San Joaquin Council of Governments, the county congestion management agency, for designated roads or highways.

Please refer to 3.11(A). The purpose of a Congestion Management Program (CMP) is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the County. The CMP program required review of substantial individual projects, which might individually impact the CMP transportation system. The proposed Harney Lane Specific Plan does not generate any new daily trips. The proposed Harney Lane Specific Plan would widen the existing roadway and add additional travel lanes, which would improve traffic flow. The project aims to reduce congestion and, as such, would help maintain an acceptable level of service (LOS) along the affected portion of Harney Lane. Therefore, less than significant impact would occur.

Significance Determination: Less than significant impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (c) 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.

There are no airports located within or adjacent to the project limits. The proposed project does not include any aviation-related elements and would not change existing air traffic patterns. Therefore, no impact would occur.

Significance Determination: Less than significant impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

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

The proposed project would not increase road hazards due to a design feature or introduce incompatible uses. The Harney Lane Specific Plan involves reservation and acquisition of right-of-ways for future road widening and proposes no physical improvements or construction activities. The proposed project would incorporate design features to improve circulation, reduce congestion, and increase safety along Harney Lane.

Significance Determination: Less than significant impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (e) A significant impact may occur if the proposed project results in inadequate emergency access.

The proposed project consists of the widening of Harney Lane to improve traffic flow and reduce traffic congestion. These improved conditions could enhance emergency access to the surrounding area. Therefore, no impact related to inadequate emergency access would occur.

Significance Determination: No impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

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

Construction activities may temporarily reduce available on-street parking in the project area. Impacts on parking during construction would be temporary and, once completed, the project would not result in a net loss of parking, and may even increase parking capacity. Therefore, impacts would be less than significant.

Significance Determination: Less than significant impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (g) A significant impact may occur if the proposed project conflicts with adopted policies, plans, or programs supporting alternative transportation.

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

Significance Determination: Less than significant impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

4.0 INITIAL STUDY CHECKLIST

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.17 UTILITIES AND SERVICE SYSTEMS				
<i>Would the Project:</i>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Comply with federal, state, and local statutes, and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a) A significant impact may occur if the proposed project exceeds wastewater treatment requirements of the regional water quality control board, the local regulatory governing agency.

As indicated in the project description, the proposed Harney Lane Specific Plan is an integral part of the City's General Plan 2010 and involves establishment of the necessary right-of-way required to accommodate the roadway improvements. Proposed right-of-way acquisitions would occur in conjunction with actual construction projects in the future. No physical improvements or construction activities are proposed in conjunction with implementation of the Harney Lane Specific Plan. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis. Therefore, no impacts would occur.

Significance Determination: No impact would occur

Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

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

The project would not require or result in the construction of new water treatment facilities or expansion of existing facilities. In addition, the proposed Harney Lane Specific Plan would not use water in amounts that would have a significant impact on water treatment facilities. The minimal amounts of water used during construction and for irrigation of landscaping would be accommodated by existing water supplies. Therefore, no impact would occur.

Significance Determination: No impact would occur
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

- (c) 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.

New storm drainage facilities would be constructed as part of the proposed project as part of future projects. Each project would be reviewed for potential environmental impact on project by project basis. The construction of all storm water drainage facilities required as part of the project would be subject to the requirements of the RWQCB and the NPDES permit process; therefore impacts are considered less than significant. No impact would result due to implementation of the proposed Harney Lane Specific Plan.

Significance Determination: No impact would occur
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

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

The proposed project consists of improvements to an existing street and would not increase the use of water, except for irrigation of landscaping improvements. City policies encourage the use of drought tolerant trees whenever possible to minimize the use of water in the City. The project would not result in new facilities or other uses that would require additional water resources. As a result, existing water supplies would not be exceeded by the project. Therefore, no impact would occur.

Significance Determination: No impact would occur
Mitigation Measures: Mitigation measures are not required
Significance After Mitigation: No impact

- (e) 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.

The proposed project would not create new land uses that would result in wastewater generation that would affect the capacity of existing facilities or wastewater utility infrastructure. Therefore, no impact would occur.

Significance Determination: No impact would occur

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (f) 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.

The proposed project would not produce any solid waste during operations. Construction activities may generate minor amounts of solid waste (concrete, asphalt, etc.), but these small amounts would be recycled or disposed of in existing landfills. The amount could be accommodated by existing landfill capacity. Therefore, no impact would occur.

Significance Determination: No impact would occur

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

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

Disposal of all solid waste generated would comply with federal, state, and local statutes and regulations related to solid waste. Therefore, no impact would occur.

Significance Determination: No impact would occur

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.18 MANDATORY FINDINGS OF SIGNIFICANCE				
a. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less than Significant impact. As documented in this Initial Study, the proposed Harney Lane Specific Plan does not involve construction activities. The project will not substantially impact any scenic vistas, scenic resources, or the visual character of the area; the proposed project would not directly affect any sensitive habitat or wildlife populations. The project does not involve any operational component or construction impacts that could substantially degrade the quality of the environment, as discussed throughout this analysis. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis.

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- (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. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. The proposed Harney Lane Specific Plan also serves as an implementing arm of the City's General Plan 2010. Chapter 5 of the General Plan designates Harney Lane as a four lane expressway from Lower Sacramento Road to State Route 99. To achieve this goal, the City proposes Harney Lane Specific Plan, which intends to refine the vision, goals, policies, and actions of the City's General Plan by establishing area-specific goals and policies to guide land use patterns in the Specific Plan Area (along Harney Lane). All the individual and cumulative impacts have been analyzed in the Lodi General Plan EIR 2009 (SCH#2009022075). As such, less than significant impacts are anticipated with full implementation of mitigation measures outlined in Lodi General Plan EIR 2009 (SCH#2009022075).

- (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 proposed project would not cause any significant environmental impacts, either short term or long term. The project is designed to alleviate traffic congestion and provide standard road widths within an established community. The proposed project would not result in any adverse effects on human beings, either directly or indirectly.

Section 5

Documents Referenced

- Alquist-Priolo Earthquake Fault Zoning Act (<http://www.consrv.ca.gov/dmg/shezp/maps/mora4.htm>).
- California Environmental Quality Act Guidelines, as amended.
- City of Lode General Plan 2010.
- City of Lodi General Plan Environmental Impact Report 2009 (SCH#2009022075)
- Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Map Panel Number 06077C0169F, Effective Date October 16, 2009.
- Guide For Assessing And Mitigating Air Quality Impacts., Prepared by San Joaquin Valley Air Pollution Control District.
- State of California, Department of Conservation, Division of Land Resource Protection. Farmland Mapping and Monitoring Program. Accessed at www.consrv.ca.gov/dlrp
- State of California, Health and Human Safety Code, Section 7050.5.
- State of California, Public Resources Code, Section 5097.5.
- United States, Department of the Interior, Fish & Wildlife Service. National Wetlands Inventory. *Wetlands Mapper*, Accessed March 28, 2011. 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).
- United States, Environmental Protection Agency, *EnviroMapper for Superfund*. Available online at <http://www.epa.gov/enviro/sf/>.