Draft
Mitigated Negative Declaration /Initial Study

For

HUTCHINS STREET RECONSTRUCTION PROJECT

October 2011

Prepared by:
City of Lodi
Community Development Department • Planning Division
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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 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 REFERENCES

This section provides a list of documents used to prepare this Mitigated Negative Declaration.

6.0 TECHNICAL STUDY

Site specific technical study carried out by Quadriga Landscape Architecture and Planning, Inc., dated September 19, 2011.

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 Hutchins Street Reconstruction 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 Hutchins Street Reconstruction, 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 Hutchins Street Reconstruction project involves minor widening of the street to improve traffic safety and traffic flow; installation of new sidewalk, wheelchair ramps and driveways in compliance with the American with Disabilities Act requirements; and installation of energy efficient street lights. The project occurs in an urbanized area part of the City and the majority of the work will be done within the existing right-of-way. Having been so included, all General Plan level environmental effects were of necessity, and 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 2009, 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. 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 200. 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 2010. 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 Hutchins Street from Lodi Avenue to Pine Street as a minor arterial. This stretch of Hutchins Street is need of repair and major upgrade. Most of the work will be done within existing right-of-way. The proposed work will not increase traffic capacities or volumes on the street. The proposed project is intended to improve the surface quality of the roadway and enhance safety for both vehicles and pedestrians.

2.2 - PROJECT LOCATION

The City of Lodi is a town located in the northern portion of San Joaquin County, California with an estimated population of 63,000 residents. Incorporated in 1906, the City has grown from its origin as a stop along the Union Pacific Railway to a mix of manufacturing, light industrial, residential and agricultural. It is bordered on the north by the Mokelumne River and Central California Traction Railroad on the east. Currently, Harney Lane defines the City limit on the south. (Exhibit 1)

The project limits are located on Hutchins Street, between Lodi Avenue to the south and Pine Street to the north, within the incorporated City Limits. Hutchins Street is centrally located within the City limits. It's a north-south bound minor arterial street. Commercial and residential parcels abut the Hutchins Street. Many of the businesses are in older commercial buildings or in converted residences. Most of the residential properties along Hutchins Street are older residential neighborhoods that contain a mix of single family and multi-family dwellings. Harney Lane forms the south end of the City limits and Hutchins Street turns into West Lane in the San Joaquin County jurisdiction.

2.3 - PROJECT PURPOSE AND OBJECTIVES

The purpose of the Hutchins Street Reconstruction Project, is to improve safety and traffic flow, improve the surface quality of the roadway and enhance safety for both vehicles and pedestrians. When the project is complete, better and safer access will be available to the homes and businesses in the area, as well as to Hutchins Street Square, Lodi's community center, which is located between Walnut Street and Oak Street.

2.4 - PROJECT DESCRIPTION

The City of Lodi (City) proposes to reconstruct a 0.3-mile-long section of Hutchins Street from Lodi Avenue to Pine Street. Hutchins Street is a two-lane street in the central part of the City, and it passes by the City's Hutchins Street Square community center. Hutchins Street is narrow in places and has abrupt pavement

transitions; furthermore, the existing pavement has extensive cracks and is past its service life. The purpose of the proposed project is to repair areas of failed or damaged pavement, to extend the service life of Hutchins Street, and to add safety elements that would benefit both motorists and pedestrians. The scope of work for the proposed project includes:

Street modification: The portion of Hutchins Street from Lodi Avenue to Oak Street would be slightly widened without adding new through lanes. The widening would accommodate a new two-way left turn lane between Lodi Avenue and Walnut Street, and a new one-way left-turn lane for traffic turning from northbound Hutchins Street to Walnut Street, and new diagonal parking spaces. Roadside "bulb-outs" would also be built at several locations to calm traffic by reducing vehicle speed and to improve pedestrian safety by shortening crosswalk lengths. Bulb-outs would be located on Hutchins Street at the intersections with Walnut Street and Oak Street.

Street light improvement and relocation: Some of the existing street lights along Hutchins Street would need to be moved to accommodate planned street improvements. All street lights within project limits would be upgraded to new energy-efficient lights in a style that matches the existing pedestal-type lights.

Tree removal: Seventeen City-owned trees would need to be removed to accommodate planned street improvements: nine (9) palm trees, four (4) crape myrtles, and five (5) Chinese pistaches. None of the existing landscaping in front of Hutchins Street Square would be affected. Removal of existing street trees would be offset by replacement tree plantings at DeBenedetti and Roget Parks in Lodi (Both parks are currently under development).

Driveway re-construction: Four (4) residential driveways and two (2) business driveways would be temporarily closed and rebuilt during project construction. The closure period would be kept as short as possible tominimize impacts. The affected businesses have alternate access via neighboring streets (other than Hutchins Street), and affected homes have alternate vehicle access via a rear alley.

Americans with Disabilities Act (ADA) compliance: New and existing sidewalks and wheelchair ramps and existing driveways would be modified to be in compliance with current ADA regulations.

Parking modification: Existing street-side parking on the east side of Hutchins Street between Walnut Street and Oak Street would be converted from parallel to diagonal parking spaces. This change would result in a net gain of one (1) parking space (from 12 to 13 spaces). Existing diagonal parking on the west side of Hutchins Street in front of Hutchins Street Square would remain.

Drainage work: Excavation to a maximum depth of five (5) feet would be required for construction of storm drain catch basins and laterals. The existing pavement surface on Hutchins Street would need to be ground down to prepare it for new pavement overlay. Existing white and yellow painted roadway striping and

markings would be removed along with pavement grindings. The reconstructed Hutchins Street would be overlaid with new asphalt concrete, and roadway striping and markings would be replaced.

All construction work would be done on paved and previously-disturbed areas within existing City right of way. Full closure of Hutchins Street within project limits would be required to facilitate construction. During this time, traffic would be temporarily detoured to nearby local streets. Detours would be in effect for two to three weeks and would be implemented in stages to minimize impacts on nearby properties. There would be no change in property access when the project is completed.

Exhibit 1: Regional Map

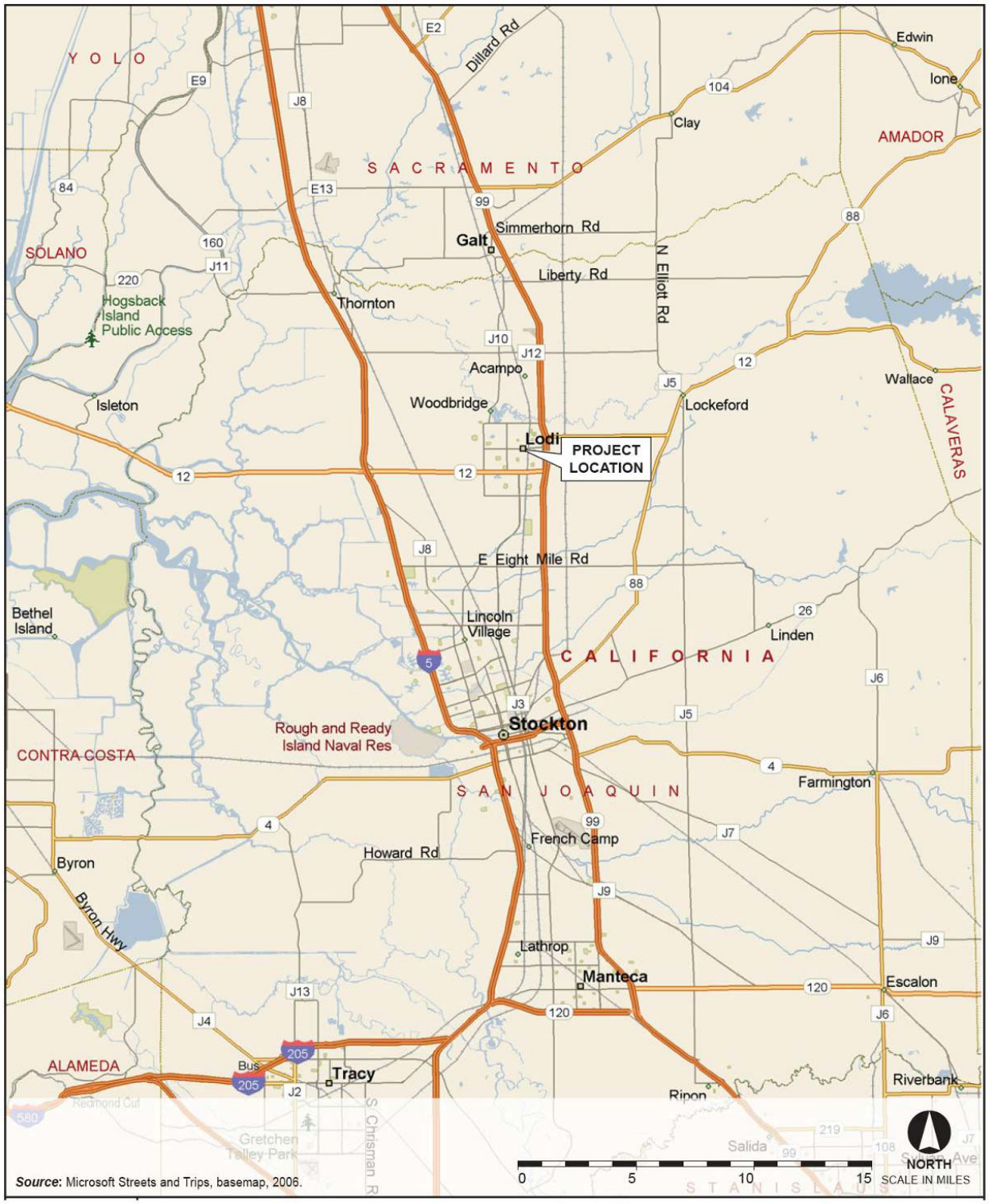


Exhibit 2: Location Map

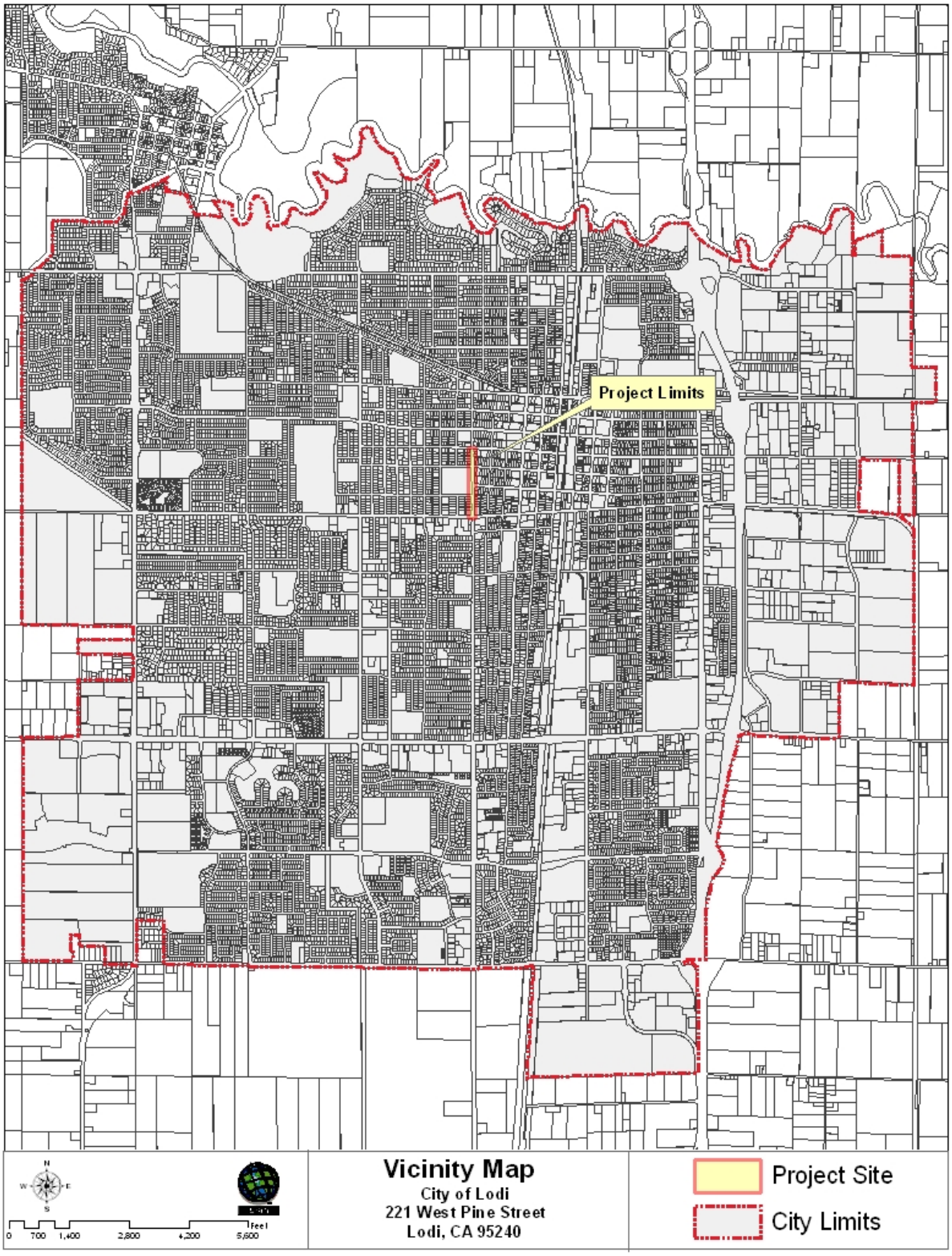


Exhibit 3: Project Area Map

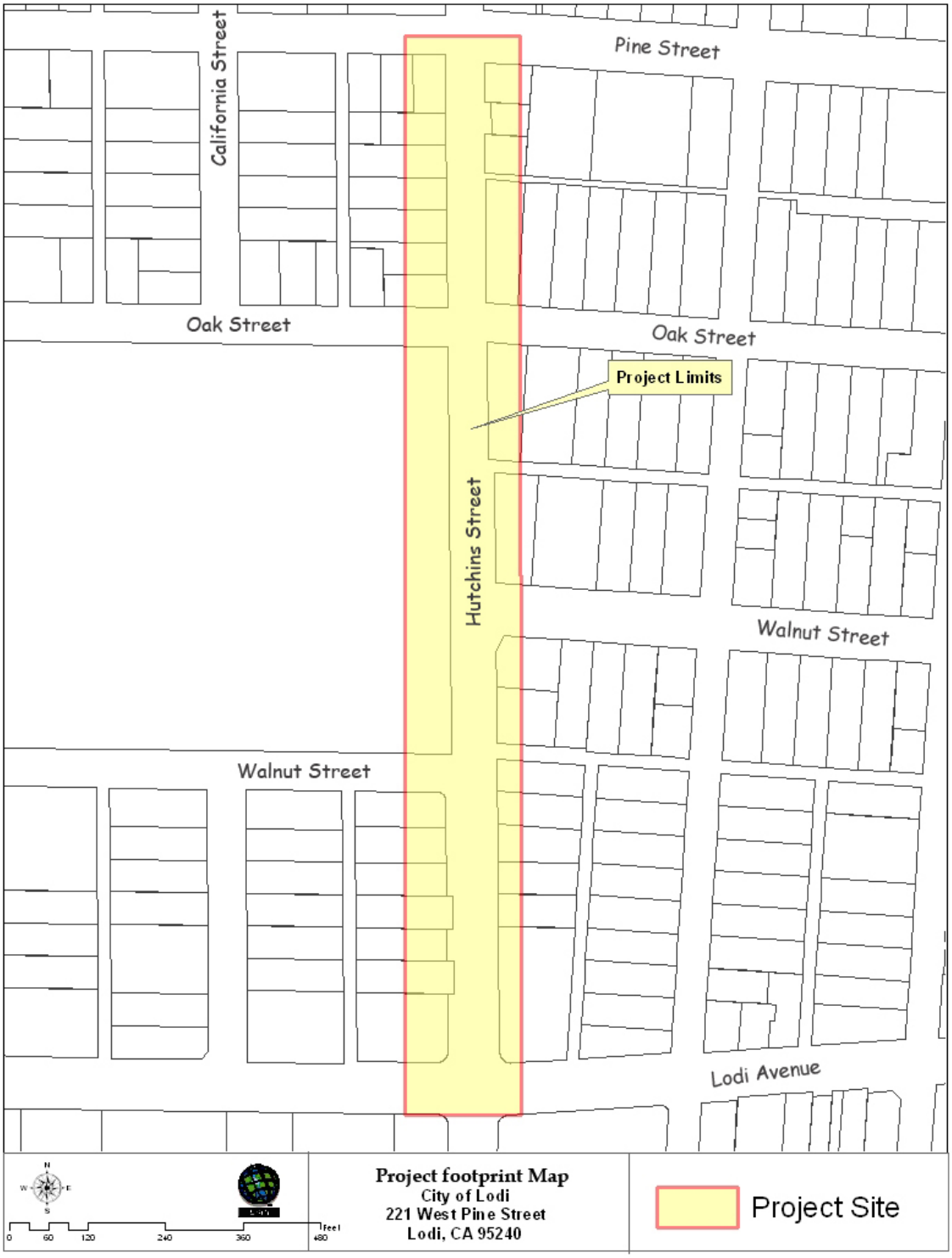


Exhibit 4: Aerial Map

Exhibit 5: General Plan Roadway System

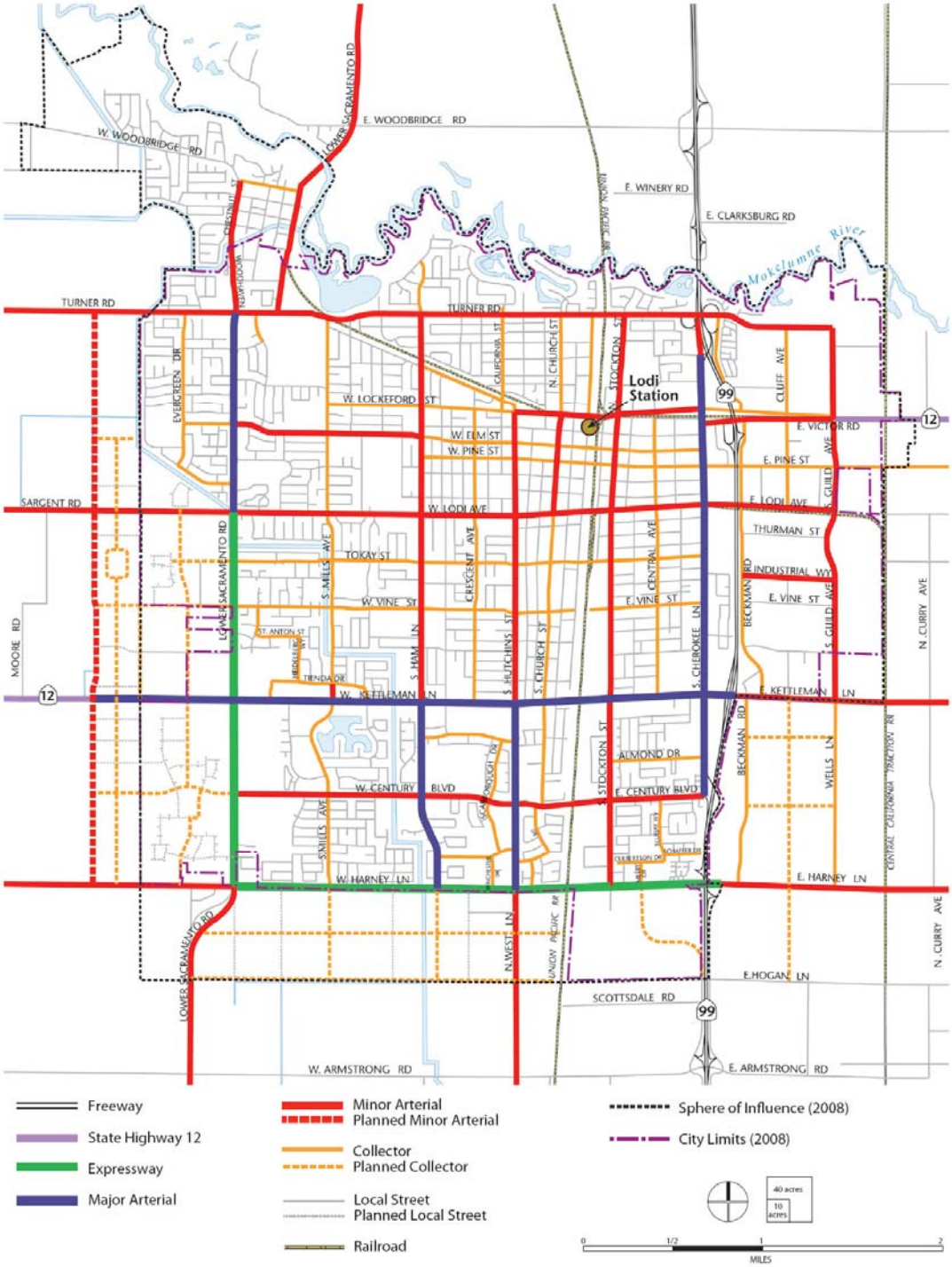


Exhibit 6: General Plan Bicycle System

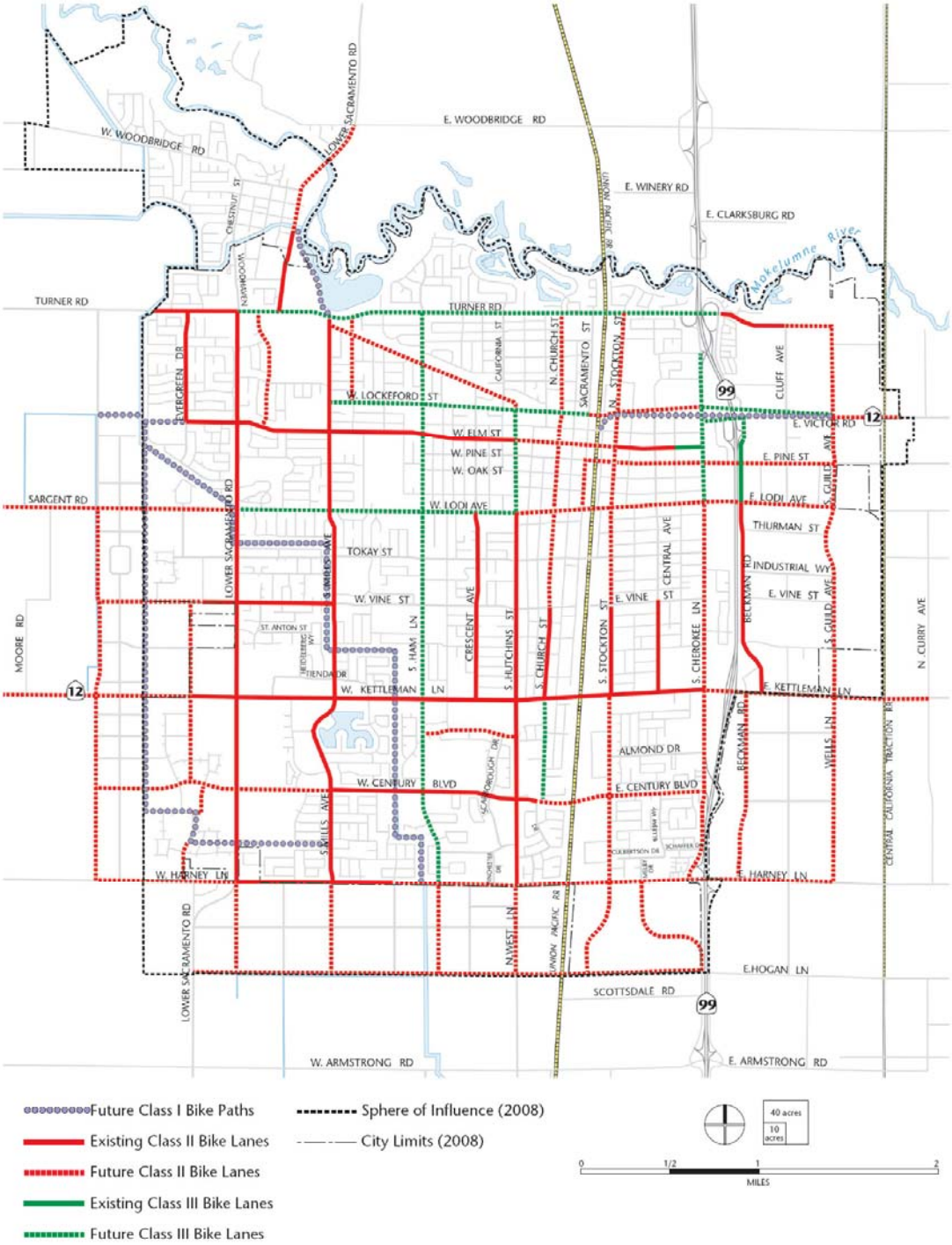
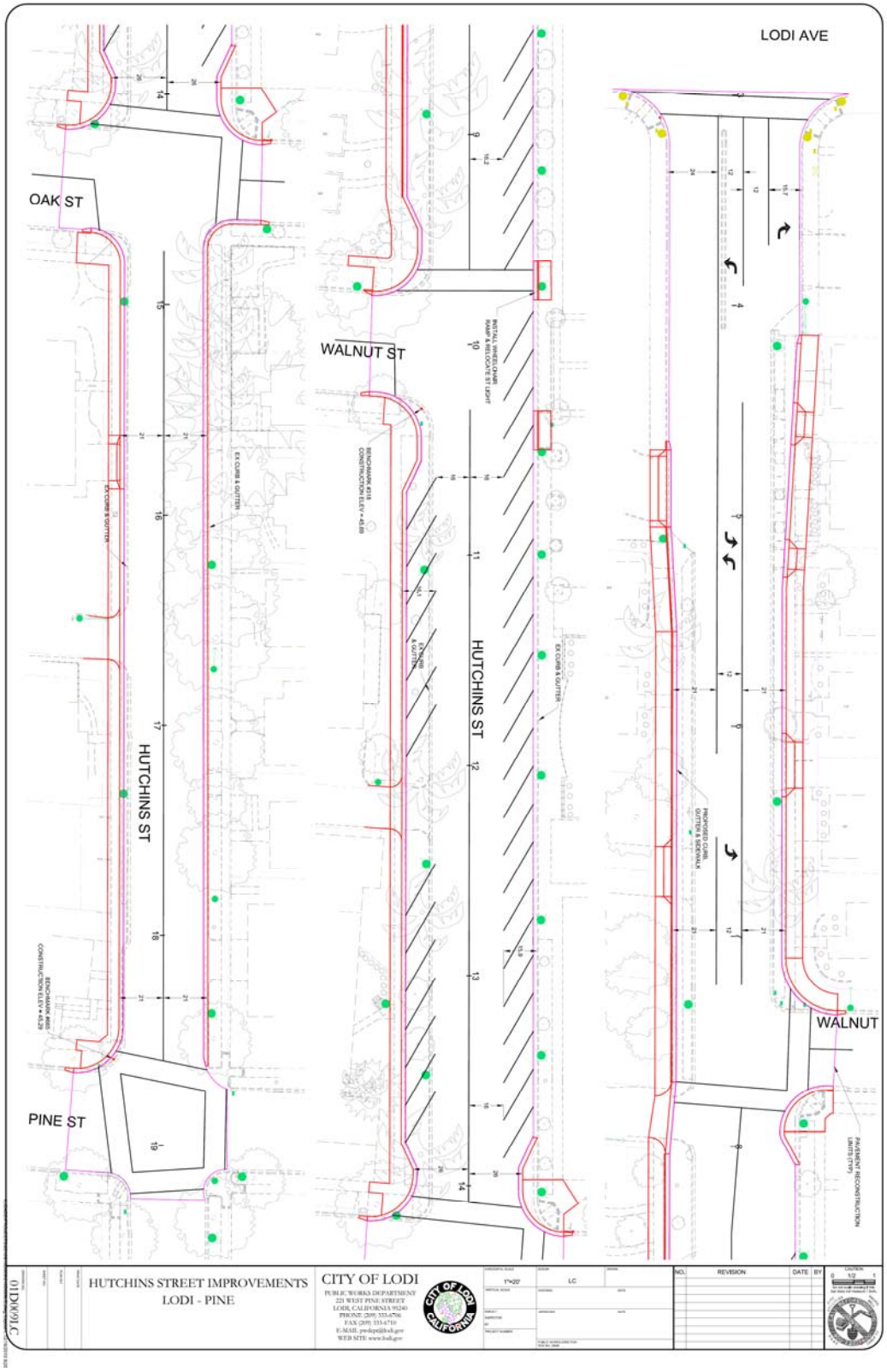


Exhibit 7: Preliminary Improvement Designs



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:	Lyman Chang 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 east side of Hutchins Street have a mixture of have a mixture of General Plan Land Use designations of Low Density Residences (LDR), Mixed Use Corridor and Office uses.

The parcels fronting on the west side of Hutchins Street have a mixture of have a mixture of General Plan Land Use designations of Low Density Residences (LDR), Mixed Use Corridor, Office and Public uses. The City owned community center, known as Hutchins Street Square, is located along the west side of Hutchins Street. Hutchins Street Square plays host to a wide variety of musical groups, theatre events, art events, wedding receptions, business conferences, City meetings, youth activities, and senior care.

2.9 - ZONING DESIGNATIONS:

The parcels fronting on east side of Hutchins Street have a mixture of Zoning designations of Residential-Commercial and Professional(R-C-P), Single Family Residence (RE-1), and Neighborhood Commercial (C-1).

The parcels fronting on the west side of Hutchins Street feature a mixture of Zoning designation as well. Most of the parcels are privately owned properties have zoning designations of Residential-Commercial and Professional(R-C-P), Single Family Residence (RE-1), and Neighborhood Commercial (C-1). Hutchins Street Square is also located along Hutchins Street. Hutchins Street Square plays host to a wide variety of musical groups, theatre events, art events, wedding receptions, business conferences, City meetings, youth activities, and senior care.

2.10 - PROJECT CONSTRUCTION

Construction is anticipated to commence in the Spring of 2012.

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 MND, and actions associated with Hutchins Street Reconstruction.

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.

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

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 herby 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 Hutchins Street Reconstruction may have a significant effect on the environment. On the basis of the initial study, Community Development Department staff has concluded that the proposed Hutchins Street Reconstruction will not have a significant effect on the environment, and therefore has prepared a proposed Negative Declaration 11-ND-02. The initial study reflects the independent judgment of the City.

FILE NUMBER: 11-MND-02

PROJECT TITLE: Hutchins Street Reconstruction

PROJECT DESCRIPTION: The project consists of reconstruction of Hutchins Street from Lodi Avenue to Pine Street. Hutchins Street at the moment is narrow at certain places and features abrupt pavement transitions, which could cause safety concerns. The existing pavement has extensive cracks and is past its service life. The proposed project intends to improve the surface quality of the roadway and enhance safety for both vehicles and pedestrians.

Part of the work also involves minor widening of the street to improve traffic safety and traffic flow; installation of new sidewalk, wheelchair ramps and driveways in compliance with the American with Disabilities Act requirements; and installation of energy efficient street lights. The proposed designs feature bulb outs aimed to reduce the crossing distance for pedestrian and to serve as a traffic calming device to reduce vehicle speed. Finally, because of street widening at certain section, additional street parking spaces would be created due to street widening at certain sections. The majority of the work will be done within the existing right-of-way. Acquisition of street easements from two properties located on the west side of Hutchins Street between Lodi Avenue and Walnut Street are required for the street widening. The street easement acquisition process has begun and the City is in the process of making an offer to the property owners. The widening also requires removal of a 17 street trees (mostly palm trees). The City intends to replace every tree removed at least at a ratio of 1:1 and will be plated at the DeBenedetti and Roget Parks. When the project is complete, better and safer access will be available to the homes and businesses in the area, as well as to Hutchins Street Square, and Lodi's Community Center.

PROJECT LOCATION: Hutchins Street is centrally located within the City limits. It's a north-south bound minor arterial street. Commercial and residential parcels abut Hutchins Street. Many of the businesses are in older commercial buildings or in converted residences.

Most of the residential properties along Hutchins Street are older residential neighborhoods that contain a mix of single family and multi-family dwellings. Harney Lane forms the south end of the City limits and Hutchins Street turns into West Lane in the San Joaquin County jurisdiction.

PUBLIC REVIEW PERIOD:
The proposed Negative Declaration will be circulated for a 30-day public review period, beginning on Wednesday, October 12, 2011 and ending on Friday, November 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 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 5:30 PM on Friday, November 11, 2011 to the City of Lodi at the following address:

Konradt Bartlam, 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, Assistant 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 Mitigated Negative Declaration and the other entitlements for the project.

_____ _____
Konradt Bartlam, Community Development Director Date

PROPOSED MITIGATED NEGATIVE DECLARATION

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

FILE NUMBER: 11-MND-02

PROJECT TITLE: Hutchins Street Reconstruction

PROJECT DESCRIPTION: The project consists of reconstruction of Hutchins Street from Lodi Avenue to Pine Street. Hutchins Street at the moment is narrow at certain places and features abrupt pavement transitions, which could cause safety concerns. The existing pavement has extensive cracks and is past its service life. The proposed project intends to improve the surface quality of the roadway and enhance safety for both vehicles and pedestrians.

Part of the work also involves minor widening of the street to improve traffic safety and traffic flow; installation of new sidewalk, wheelchair ramps and driveways in compliance with the American with Disabilities Act requirements; and installation of energy efficient street lights. The proposed designs feature bulb outs aimed to reduce the crossing distance for pedestrian and to serve as a traffic calming device to reduce vehicle speed. Finally, because of street widening at certain section, additional street parking spaces would be created due to street widening at certain sections. The majority of the work will be done within the existing right-of-way. Acquisition of street easements from two properties located on the west side of Hutchins Street between Lodi Avenue and Walnut Street are required for the street widening. The street easement acquisition process has begun and the City is in the process of making an offer to the property owners. The widening also requires removal of a 17 street trees (mostly palm trees). The City intends to replace every tree removed at least at a ratio of 1:1 and will be plated at the DeBenedetti and Roget Parks. When the project is complete, better and safer access will be available to the homes and businesses in the area, as well as to Hutchins Street Square, and Lodi's Community Center.

PROJECT LOCATION: Hutchins Street is centrally located within the City limits. It's a north-south bound minor arterial street. Commercial and residential parcels abut Hutchins Street. Many of the businesses are in older commercial buildings or in converted residences. Most of the residential properties along Hutchins Street are older residential neighborhoods that contain a mix of single family and multi-family dwellings. Harney Lane forms the south end of the City limits and Hutchins Street turns into West Lane in the San Joaquin County jurisdiction.

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

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, 221 West Pine Street, Lodi CA 95240.**

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 Wednesday, October 12, 2011 and ending on Friday, November 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

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

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 project site is located within the central, urbanized portion of City of Lodi and is not located within the viewshed of a scenic vista. Views consist of an existing paved roadway and surrounding commercial, residential and public properties containing urban structures, paving and ornamental landscaping. Views of the surrounding area are characterized by urban (residential and commercial) development. The topography in this area is generally flat and does not support far reaching views. There are no unique or scenic visual resources on the project site or adjacent to the project site. No impact to a scenic vista would occur.

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

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

Quadriga Landscape Architecture and Planning, Inc. conducted site investigation and analysis. Their analysis establishes a frame of reference for the comparison of the visual effects of the proposed project and with the determination of the significance of the effects. Visual character, including the visual attributes of form, line, color and texture to derive visual patterns, such as dominance, scale, diversity and continuity will be assessed. In addition, the components of the regional landscape that set it apart from other regional landscapes include landform, land cover, water, vegetation and the man-made environment are assessed. The process used in their visual impact study generally follows the guidelines outlined in the publication "Visual Impact Assessment for Highway Projects", Federal Highway Administration (FHWA), March 1981.

Existing Conditions- Hutchins Street is a one lane (each direction) largely residential street that includes a high school and several small businesses. Primary viewer groups include area Residents and Community Center Visitors and Staff. The posted speed limit for Hutchins Street is 30 m.p.h. The tree canopy over the street is very inconsistent, beginning with closely spaced Sycamore trees along the north block, then transitioning to prominently Pistache trees along the middle two blocks and finally thinning to relatively no tree canopy along the south block. Random placement of (10) large Date Palms (Phoenix canariensis) along the street provide a degree visual character and continuity.

Existing Perceptual Quality Factors- The evaluation of the existing conditions show Moderate vividness, intactness and unity. As Hutchins is an older residential street that has seen incremental change and construction improvements over the years, much of the original unity and continuity of the street no longer exists, however remaining pieces somewhat provide a perceivable pattern. Key to the coherency of the tree canopy is the continuous plantings of Sycamore and Pistache trees punctuated by random plantings of mature date palms.

Existing PhysicaWisual Quality Factors- The existing site is flat, containing no land forms or water. Vegetation is moderately diverse stemming from diverse tree and shrub & groundcover types. Color is also moderate as the moderately diverse vegetation, provides diverse color of landscape.

Existing Sensitivity to Change Factors- Form, line and intactness are Moderate to Low as this is an urban grid patterned residential street. Color contrast and texture are also moderate to low as there are perceivable patterns in color and form and texture.

Post Construction Conditions- The project proposes to widen the east side of Hutchins Street between West Oak and West Lodi Streets to provide additional on-street parking as well as continuity of width with the southern length of Hutchins Street. Similarly, the west side of Hutchins Street between West Walnut and West

Lodi streets will be widened. This widening will require the removal of several existing street trees. These include (7) large Date Palms (Phoenix canariensis) that provide a degree visual character and continuity to the street. In addition, (10) Pistache Trees (Pistachia chinensis) are to be removed, however all but two of which are newly planted. Finally (2) Crape Myrtles (Lagerstroemia indica), (I) Fan Palm (Washingtonia fililfera) and (1) Alder (Alnus cordata) are to be removed, although these are young, or insignificant species.

Key View #1 after proposed removal of street trees

Key View #1 before proposed removal of street trees

Conclusion- In comparing the existing and proposed view evaluations, the project will have minor visual impact on the effect on the landscape. The primary visual impact comes from the removal of (7) large date palms which provide a degree visual character and continuity to the street. Therefore, a mitigation measure is provided below to redress the minor visual impact the project could result.

PROPOSED VISUAL MITIGATION

Caltrans and the FHWA mandate that a qualitative/aesthetic approach be taken to mitigate for visual quality loss in the project area. This approach fulfills the letter and the spirit of FHWA requirements because it addresses the actual cumulative loss of visual quality that will occur in the project viewshed when the project is implemented. It also constitutes mitigation that can more readily generate public acceptance of the project.

The following proposed mitigation recommendations are intended to reduce visual impacts from the Hutchins Street reconstruction project to a less than significant level:

Plant box sized replacement trees of similar species and number to the character trees removed within or directly adjacent to the project boundary. Character trees are defined as the (7) large Date Palms that are proposed to be removed. Replacement trees may be planted in any combination of the following proposed areas within or directly adjacent to the project boundary:

- Within existing separated sidewalk plating strips;
- Behind existing or newly created sidewalks;
- Within newly created street bulb-outs

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 existing visual character of the project site is dominated by urban development, including an existing paved roadway and various commercial and residential structures with diverse architectural styles. Neither the project site nor the surrounding residential/commercial area are noted for scenic vistas or contain structures that have unique architectural styles or historical significance.

During project construction activities, the existing visual character will change to a minor degree, as construction activities and equipment will be visible from adjacent uses. Although construction activities would be visible, the majority of disturbance would remain within the existing right-of-way and would be short-term in nature; the visual impact would be less than significant. Upon construction completion, the visual quality of the immediate area will have changed to a minor degree, due to the increasing width of the street and related minor increase in hardscape. The visual character of the project limits would be maintained in a manner visually compatible with the surrounding area. Overall, impacts associated with long-term project operations would be typical of any minor collector street in the City. Therefore, less than significant impacts would occur in this regard, since the project would appear substantially similar to existing conditions upon project implementation.

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 introduces a new source of light or glare that would be incompatible with the areas surrounding the project site or pose a safety hazard, especially to motorists using adjacent streets.

Current Conditions
Existing outdoor lighting sources associated with the street environment include vehicle headlights, traffic signals, and street lights. Additionally, the surrounding areas are developed with commercial and residential uses, containing various sources of light and glare typical of a commercial corridor in an urban area, including light emanating from building interiors, outside sources such as parking lot lighting and security lighting, and glare from vehicle headlights in the roadway.

Short-Term Construction Impacts –
Less than Significant Impact: The City's Noise Ordinance restricts most construction activities to occur between the hours of 7:00 A.M. to 10:00 P.M. daily. All construction activities would occur during regular construction hours. No construction activities would occur during the nighttime hours (10:01 PM and 7:00 AM). Therefore, there is no need for nighttime construction lighting, which would typically involve a variety of lighting fixtures mounted on portable supports, concentrated within an active working zone.

Residences, schools and hospital are considered sensitive receptors and land uses. There several sensitive land uses within the project limits. In addition, Liberty High School is located within 150 feet west of the project limits. Therefore, construction hours must be limited to the hours of 7:00 AM and 10:00 PM, daily. To avoid light intrusion and potential glare impacts associated with night time construction, the following Mitigation Measure will be implemented:

Mitigation Measure:

1. All none-emergency construction related activities shall be limited to the hours of 7:00 Am and 10:00 PM.

2. All construction-related lighting shall be directed downward toward the work area, located and oriented away from adjacent uses, and consist of the minimal wattage necessary to provide safety at the construction site. This provision shall be included in the project specifications and enforced by City Engineer.

Operation
The proposed project would replace existing lighting system with efficient and low emitting lightings. The system would be designed to meet national lighting standards (i.e., levels that provide visibility for pedestrian and vehicular traffic while reducing sky glow and glare). The materials used for street widening would not be glare producing; therefore, no impacts related to substantial light or glare that would affect daytime or nighttime views would occur.

Significance Determination: Less than Significant Impact.
Significance After Mitigation: Less than Significant Impact.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.2	**AGRICULTURE RESOURCES:** *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:*				
	a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program in the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
	b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■
	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)?	☐	☐	☐	■
	d. Result in loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
	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?	☐	☐	☐	■

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

The project occurs in a fully developed urban area that does not contain any agricultural, farmland, or forest uses. All areas surrounding the project limits are roadway and commercially developed properties along the both sides of Hutchins Street. The project limits are not presently used for agricultural purposes and are not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (State of California, Department of Conservation, Division of Land Resource Protection. Farmland Mapping and Monitoring Program, 2004.) No impact related to the conversion of agricultural land would result from the project.

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 were to result in the conversion of land zoned for agricultural use or included under a Williamson Act contract from agricultural use to another non-agricultural use.

The Williamson Act, passed by the California legislature in 1965, provides a tax incentive for retaining land in open space and agricultural uses. To benefit from the Williamson Act, a landowner must enter into a contract with local government that restricts the use of the land to those compatible with agriculture, wildlife habitat, scenic corridors, recreational use or open space. The proposed project occurs in a fully developed urban area that does not contain any agricultural, farmland, or forest uses. There is no existing zoning for an agricultural use on or near the project limits. The project site is not under a Williamson Act contract. The site consists of an existing roadway and adjacent developed properties. The roadway is unzoned. The commercial properties are zoned C-1 and R-C-P. Both districts are intended for commercial development. The residential properties are zoned RE-1, Single Family Residences.

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 conflict with existing zoning for, or cause rezoning of forest land, or timberland zoned Timberland Production.

The proposed project occurs in urbanized area of the City of Lodi and involves no parcels zoned or used for agricultural purposes. There is no existing zoning for forest land on or near the project limits. The majority of the project occurs within the public right-of-way; all adjacent and affected properties are developed with commercial and residential uses. According to the California Department of Forestry and Fire Land Cover Mapping and Monitoring Program, no area within the project limits is designated as forest or timberland. Therefore, the project would not result in the conversion of Farmland to nonagricultural uses.

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.

The project occurs in a fully developed urban area that does not contain any agricultural, farmland, or forest uses. All areas surrounding the project limits are developed with commercial and residential uses. 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 project will be constructed mostly within an existing street right of way with existing curb, gutter and sidewalk with the exception of minor street widening at the east end of the project. There will some minor work at some intersections including bulb outs and corner cutoffs to accommodate handicapped accessible ramps and to improve pedestrian safety. There are existing buildings lining both sides of the street. The proposed project would not contribute to growth in the area either directly or indirectly and would not result in the conversion of farmland or forestland to non-agricultural or non-forestry uses. No impact to these resources 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
4.3	**AIR QUALITY.** *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations:* *Would the Project:*				
	a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	■
	b. Violate any air quality standard or contribute substantially to an existing or Projected air quality violation?	☐	☐	☐	■
	c. Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	■
	d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	■
	e. Create objectionable odors affecting a substantial number of people?	☐	☐	☐	■

(a) A significant impact may occur if the project is not consistent with the applicable Air Quality Management Plan (AQMP) or in some way represents a substantial hindrance to employing the policies or obtaining the goals of the plan.

The City of Lodi and the project limits are 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 is required, pursuant to the federal Clean Air Act (CAA), to reduce emissions of criteria pollutants for which the Basin is in nonattainment. As such, the project would be subject to SJVAPCD's Air Quality Management Plan. SJVAPCD requires implementation of effective and comprehensive feasible control measures to reduce PM_{10} emissions (San Joaquin Valley Air Pollution Control District 2002). SJVAPCD considers PM_{10} 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 PM_{10} emissions to less-than-significant levels and minimize adverse air quality effects.

The proposed project is consistent with the *Lodi General Plan 2010* and *Lodi General Plan ERI 2009* (SCH# 2009022075). 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.

According to the SJVAPCD CEQA Air Quality Handbook, there are two main indicators of a project's consistency with the applicable AQMP: (1) whether the project would increase the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP; and (2) whether the project would exceed growth assumptions in the AQMP. Consistency review is presented below:

(1) The project would not result in short-term construction emissions that would exceed the CEQA significance emissions thresholds established by the SCAQMD and there would be no long-term emissions associated with the project; as demonstrated in Checklist Response 3.3.b, below.

(2) The project would not affect growth forecasts in the AQMP, since the proposed street improvements would enhance traffic flow along an existing street network that serves a fully developed area.

Since the proposed project is consistent with the City's General Plan, pursuant to SJVAPCD guidelines, it is considered consistent with the region's AQMP. As such, project-related emissions are accounted for in the AQMP, which is crafted to bring the Basin into attainment for all criteria pollutants. The proposed project would not conflict with or obstruct implementation of the AQMP; therefore, no impact would occur.

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

(b) A significant impact would occur if the project resulted in substantial emissions during construction or operation that would exceed the established thresholds.

As aforementioned in item 4.3(a), the project limits are located within City of Lodi, part of the San Joaquin Valley Air basin and is under the San Joaquin Valley Air Pollution Control District (SJVAPCD) is under the jurisdiction of SCAQMD. Both the State of California (State) and the Federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as 'criteria pollutants'). These pollutants include ozone (O3), carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), inhalable particulate matter with a diameter of 10 microns or less (PM10), fine particulate matter with a diameter of 2.5 microns or less (PM2.5), and lead. The State has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace

within a reasonable margin of safety. Where the State and Federal standards differ, State AAQS are more stringent than Federal AAQS.

The proposed project could contribute to regional air pollutant emissions during construction (short term) but would not result in any operational emissions (long-term). A discussion of the project's potential construction- and operations-period air quality impacts is provided below:

Construction-period Mass Emissions
Construction of the proposed project has the potential to create air quality impacts from exhaust emissions of construction equipment powered by internal combustion engines and vehicular exhaust associated with trips by construction workers traveling to and from the project limits, and also through dust emissions associated with minor excavation to clear surface improvements and prepare the new roadway. Mobile-source emissions, primarily oxides of nitrogen (NOx), would result from the use of construction equipment, such as graders, scrapers, bulldozers, etc. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

Construction of the proposed project is expected to take no more than 3 months to complete. The total amount, duration, and intensity of construction activity could have a significant effect on construction emissions, concentrations, and resulting impacts occurring at any one time. Determining whether the project has a significant air quality impact requires that construction emissions be estimated and compared to the thresholds of significance established by the SJVAPCD. Because the project involves improvements to an existing roadway, operational and area emissions associated with land uses and construction of new structures do not apply to the project. However, due to the size project and duration of construction period, construction-related emissions are less than significant and no mitigation measures are required.

Although the project would not result in significant air quality impacts, the City's construction contracts specify as a standard condition that contractor's comply with all applicable air quality regulations and requirements and that they obtain required permit for construction, grading, etc. Dust control measures such as watering (pre-grading and postgrading), wind fencing, covering haul vehicles, high wind measures, limitations on truck idling, etc, are also standard City requirements. The City's Construction Manager would be responsible for ensuring compliance with these contract conditions.

Operations Phase
The proposed project is a roadway improvement project that would not generate additional traffic above existing conditions or otherwise emit air pollutants when operational. Long-term air pollutant emissions come from mobile sources, stationary sources, and area sources. With respect to the proposed project, there would be no

trip generation associated with roadway widening and, as such, no increase in mobile-source emissions from new automobile trips would occur. With reduced congestion and improved traffic flows, concentrations of exhausts due to prolonged idling would likely be reduced. In addition, there would be no stationary-source emissions or area-source emissions, since the proposed street improvements do not include any devices or processes that would produce emissions. Therefore, operational emissions would remain the same as existing conditions post project implementation. The proposed project would improve the operational characteristics of the street, which would improve the average vehicle speed and create a safe pedestrian environment.

Mitigation Measure:

1. During construction, the City/construction contractor shall implement measures to prevent visible dust emissions from leaving the project site boundary, including, but not limited to, watering prior to and during any earth movement, watering exposed soil three times per day, installing wind fencing, covering excavated materials to prevent erosion, and stopping work during high wind conditions. Erosion Control within the project limits is also required as part of standard project specifications. The Director of Public Works or his designee shall enforce this measure.
2. During construction, the City/ construction contractor shall cover all haul vehicles to reduce fugitive dust generated during the transport of materials to and from the site. The Director of Public Works or his designee shall enforce this measure.
3. During construction, the City/ construction contractor shall not allow construction equipment and vehicles to track dirt and dust onto public roads. Equipment and tires shall be washed prior to leaving the project site. The Director of Public Works or his designee shall enforce this measure.
4. During construction, the City/ construction contractor shall furnish and maintain in good condition all construction equipment and construction facilities. The Director of Public Works or his designee shall enforce this measure.

Significance Determination: No Impact
Significance After Mitigation: No impact

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

SJVAPCD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and state Clean Air Acts. As discussed earlier in checklist response 4.3(a), the proposed project would be consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants. In addition, the project is consistent with the City's *General Plan 2010* and *General Plan EIR 2009*.

Given the intermittent and short-term nature of construction emissions, the impacts would be less than significant. Long-term operation of the proposed project would not result in increases of criteria pollutant emissions, as discussed in Checklist Response 4.3(b) above.

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

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

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. Sensitive receptors near the project site include the nearby residences, school and Hutchins Street Square users. However, as previously mentioned, pollutants resulting from the proposed project would be limited to short term emissions caused by construction. The project does not involve new development that would emit pollutants directly or cause traffic generation that would result in increased air pollutants in the long-term. Construction pollutants would not be generated in substantial quantities as described in (b,c) above. Therefore, the project 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) A significant impact may occur if construction or operation of the proposed project would result in the generation of odors that would be detectable in adjacent areas.

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. Therefore, emissions associated with project construction activities would not affect sensitive receptors.

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
4.4 GREENHOUSE GAS EMISSIONS. *Would the Project:*				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	■
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	■

(a) California is a substantial contributor of global greenhouse gases (GHG's), emitting over 400 million tons of CO_2 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 CO_2, 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 CO_2 concentrations ranged from 180 parts per million (ppm) to 300 ppm. For the period from approximately 1750 to the present, global CO_2 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.

<u>City of Lodi Greenhouse Gas Emissions</u>

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 GWG7s to be reduced to 80 percent below 1990 levels by 2050.

Currently, there is no approved CEQA threshold for GHG emissions and global climate change. However, as stated in the Office of Planning and Research (OPR) guidelines, the absence of an approved threshold does not relieve the lead agency of its responsibility to determine whether the project has a significant effect. As a result, the City of Orange has utilized the best available information to develop a threshold, until a specific quantitative threshold is adopted by the State or regional air district.

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 CO_2, pose on human health. In comparison to existing conditions, implementation of the proposed Hutchins Street Reconstruction would not increase vehicle emissions generated by mobile source as well as emissions generated by stationary sources because it does not involve construction project. 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

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

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

The project limits are located in the existing right-of-way and in a fully urbanized area. The construction limits occur within a fully developed and urbanized, where the entire ground surface has been disturbed with a variety of street improvements, driveways, ornamental landscaping, signs, traffic control devices, and miscellaneous

manufactured features. In addition, 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 Webber Avenue/Stockton, CA 95202) or online at: www.sjcog.org.

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

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

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. The project limits are located in the existing right-of-way and in a fully urbanized area. The construction limits occur within a fully developed and urbanized, where the entire ground surface has been disturbed with a variety of street improvements, driveways, ornamental landscaping, signs, traffic control devices, and miscellaneous manufactured features.

Based on observations at a project site visit, there are no candidate, sensitive or special status species within the project site. There are no riparian habitats or sensitive natural communities on the project site. There are no wetlands, or wildlife movement corridors within the project site. No impact would result.

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.

There are no water resources within or near the project limits. According to a review of the U.S. Fish and Wildlife Service Wetlands Online Mapper, no wetlands, as defined by Section 404 of the Clean Water Act, exist on or in the immediate vicinity of the project site. Therefore, no impacts related to wetlands would occur.

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 project limits are located in a fully urbanized area, which does not support movement of native resident or migratory fish or wildlife species. No wildlife corridors or nursery sites are located on or in proximity to the project limits. There are no street trees that would be removed as part of the project design; therefore, there would be no potential impact to nesting birds. No impact to migratory wildlife or established native species 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 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. However, because of the improvements included as part of the proposed project, seventeen (17) palm trees would need to be removed. All removed trees would be replaced on a 1:1 basis at the DeBenedetti and Roget Parks. Thus, impacts would be less than significant.

Significance Determination: Less than significant.
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: ww.sicoq.orq.

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
4.6	**CULTURAL RESOURCES** *Would the Project:*				
	a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	■	☐
	b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	■	☐
	c. Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	☐	☐	■	☐
	d. Disturb any human remains, including those interred outside of formal cemeteries.	☐	☐	■	☐

(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.

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

No prehistoric or historic resources, as defined in CEQA Guidelines section 15064.5, were identified in the records search performed in preparation for *Lodi General Plan EIR 2009,* and none were encountered during the various previous project site disturbances throughout the years. 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 project impact area contains an existing roadway, curb, gutter, sidewalk, landscaping, paved areas and commercial signage. For two properties where right-the-way acquisitions are anticipated, structures would be left intact. The project site has been repeatedly graded and disturbed over time, for roadway improvements and the development and redevelopment of adjacent properties. Most recently in January 2011 the northern part of the Hutchins Street was disturbed for roadway improvements and no evidence of buried resources were found during that effort. In addition, the proposed project involves localized excavation surface asphalt and pavement material and does not propose extensive excavation substantially beyond previous grading limits. Therefore, the potential for encountering undiscovered buried cultural material is minimal.

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.

The project limits have been repeatedly disturbed in the past for installation of utilities and roadway improvements. No paleontological resources or unique geologic features have been discovered. However, the possibility exists that previously unidentified paleontological resources could be encountered during ground-disturbing activities. The City is required to comply with existing regulations governing the protection of cultural resources, should any unanticipated resources be discovered during construction. Specifically, Public Resources Code Section 5097.5 prohibits the excavation upon, removal or destruction of archaeological resources. Therefore, should any undiscovered cultural material be uncovered during construction, it is standard procedure for the City's contractors to halt work until the City can retain a qualified cultural resources specialist, and determine the nature and the significance of the find. If significant cultural materials are found, they are salvaged and collected under the responsible direction of a qualified cultural resources specialist. In addition, the Health and Human Safety Code Section 7050.5 prohibits the removal of human remains and establishes specific procedures that must be followed when human remains are discovered. Compliance with these existing regulations would result in less than significant impacts related to unanticipated buried cultural material.

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.

As mentioned above, the project limits are within highly urbanized area and have been repeatedly disturbed in the past for various reasons. No human remains, historic or prehistoric, archeological resources were discovered. It is considered unlikely that human remains could be uncovered during grading activities. Nonetheless, should suspected human remains be encountered, the contractor would be required to notify the County Coroner, in accordance with Section 7050.5 of the California Health and Safety Code, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she would contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. This existing regulatory requirement will avoid impacts to buried human remains. In addition, in accordance with standard City procedures, a halt-work condition would be in place in the unlikely event that archaeological or paleontological resources or human remains are discovered during construction. 20 This would provide an opportunity for a qualified archaeological and/or paleontological consultant to examine the materials of concern to determine if some resource value is present and whether further investigations would be warranted to recover significant information. Therefore, the impact on archaeological resources, paleontological resources, or potential human remains would be less than significant.

Existing Regulations

Standard Contract Specifications require compliance with Public Resources Code Section 5097.5, which states:

(a) No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, archeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art or other archaeological paleontological or historic features situated on public lands …

Health and Human Safety Code Section 7050.5 states:

(b) In the event of discovery of human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are located are discovered has determined… that the remains are not subject to the provisions of Section 27491 of the Government Code or any other law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her representative, in the manner provided in Section 5097.98 of the Public Resources Code.

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. *Would the Project:*				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	■	☐
ii. Strong seismic ground shaking?	☐	☐	■	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
iv. Landslides?	☐	☐	■	☐
b. Result in substantial soil erosion, or the loss of topsoil?	☐	☐	■	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	■	☐
d. Be located on expansive soils, as defined in Table 18-1-13 of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	■	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■

(a) The project has the potential to expose people or structures to potential adverse effects from seismic shaking due to the site's location in a seismically active area, as is the condition throughout Southern California.

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 project site is not located within the boundaries of an Earthquake Fault Zone identified for fault-rupture hazard as defined by the Alquist-Priolo Earthquake Fault Zoning Act

(information accessed at http: www.consrv.ca.gov/dmg/shezp/maps/mora4.htm).

Significance Determination: Less than significant.
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 project involves the improvement of existing transportation infrastructure and would not result in the construction of new habitable structures or a change in land use that could expose new populations to seismic activity. Therefore, the project would not increase risks to people or structures from seismic groundshaking beyond the risks currently experienced at the project site and throughout southern California. Impacts are less than significant.

Significance Determination: Less than significant.
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. The proposed project would widen an existing street that is already used by vehicles and pedestrians and would provide sidewalk, utility, and landscape improvements. No new structure is being proposed as part of this project. In addition, the probability of liquefaction occurring on the project limits are considered to be low as the project soils are well drained and the depth of groundwater underneath the site is 50 feet or greater. Therefore, implementation of the proposed project would not create any new impacts related to liquefaction beyond those that already exist. Therefore, a less-than-significant impact related to liquefaction would occur.

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

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

The proposed removal of sidewalks and construction of the proposed street improvements would require minor excavation below existing curb grades, mostly related to relocation of existing utilities to accommodate the widening. Because the project construction effort does not involve extensive excavation (e.g. changes in landform, mass grading) or substantial changes to topography, and because the onsite soil type has slow runoff and minimal erosion hazard characteristics, the potential for significant soil erosion is minimal. The project proposes to pave the excavated area with asphalt and other hardscape materials. Installation of these impervious surfaces would result in no long-term potential for soil erosion. Since the site is developed with urban uses and entirely paved in both the existing and with-project scenario (with the exception of small landscaped areas), loss of high quality top soil is not a concern in this case.

During Construction
In accordance with standard specifications, a stormwater pollution prevention plan for erosion and sedimentation control would be implemented during construction. Best management practices would be undertaken to control runoff and erosion from earthmoving activities such as excavation, grading, and compaction. Implementation of such control measures would prevent substantial soil erosion or the loss of topsoil. After completion of construction, the project site would be entirely paved, with the exception of the landscaped areas. Therefore, a less-than-significant impact would occur.

Mitigation Measures:

1. Prior to commencing construction activities, the contractor shall submit a Storm Water Pollution Prevention Plan (SWPPP) to the City and obtain approval. The SWPPP shall identify Best Management Practices to control erosion and pollutant transport, including the following measures or the equivalent as determined by the Director of Public Works or designee:
   - Sediment from areas disturbed during construction shall be retained onsite using structural controls (such as storm drain inlet protection, plastic sheeting, sandbags, check berms or desilting basins) to prevent erosion to storm drains, channels or other bodies of water.
   - Stockpiles of soil or other materials shall be properly contained and covered to avoid sediment transport from the construction site via runoff, vehicle tracking or wind.
   - Runoff from equipment and vehicle washing shall be contained at the construction site and shall not be discharged to the storm drain system.
2. During construction, the contractor shall implement the SWPPP. The City shall include this measure in project specifications and the City's construction manager shall enforce this measure in the field.

Significance Determination: Less than significant impact.
Significance After Mitigation: No impact

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

The proposed project involves the widening of an existing roadway, and would not construct any new habitable structures or expose people or structures to rupture of a known earthquake fault. Furthermore, because the project would not involve the construction of any new structures, or a change in land use that could expose people or structures to seismic activity beyond those currently experienced under existing conditions, the project would not increase risks to people or structures from seismic ground shaking.

In addition, the project area has been previously graded, filled and compacted to accommodate the existing roadway and adjacent commercial development. The project would involve minor excavation, small quantities of fill, and compaction to stabilize the widened roadway. The project would not involve large cuts or fill areas or the construction of large structures. No substantial changes in topography are proposed. Therefore, the project area is not currently unstable and would not become unstable as a result of the project.

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 is built upon expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thereby posing a hazard to life and property.

An expansive soil as described in *§ 1803.5.3 Expansive Soil of the California Building Code 2010* refers to soils meeting all four of the following provisions are considered expansive:

1. Plasticity index (PI) of 15 or greater, determined in accordance with ASTM D 4318.
2. More than 10 percent of the soil particles pass a No.200 sieve, determined in accordance with ASTM D 422.
3. More than 10 percent of the soil particles are less than 5 micrometers in size, determined in accordance with ASTM D 422.
4. Expansion index greater than 20, determined in accordance with ASTM D 4829.

The overall soils in the general vicinity of the project site do not contain expansive soils as defined above. If unsuitable expansive soil materials are found, they will be replaced with suitable engineered materials. Furthermore, the project would not involve the construction of any new structures or a change in land use that could expose people or structures to expansive soils beyond those currently experienced under existing conditions. Impact would be less than significant.

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 is built on soils that are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems and such a system is proposed.

Not applicable. The project involves improvements to an existing roadway. The use of septic tanks or other soil-based wastewater disposal systems would not be necessary. No impacts related to septic tanks 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
4.8	**HAZARDS AND HAZARDOUS MATERIALS.** *Would the Project:*				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	■
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	■
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	■
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	■
e.	For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	■
f.	For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	■
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	■

(a) 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 installation of street improvements and not the routine transport, use, or disposal of hazardous materials or the generation of toxic or hazardous emissions. According to a review of GeoTracker on the State Water Resources Control Board website (http://geotracker.swrcb.ca.gov/), only two site are listed as having been contaminated but cleaned since. These two sites are as follows:

SITE NAME	GLOBAL ID	CLEANUP STATUS	ADDRESS	CITY
MEL BOKIDES PETRO	T0607700725	COMPLETED - CASE CLOSED	501 LODI AVE W	LODI
TOGO'S (FORMERLY TEXACO)	T0607700525	COMPLETED - CASE CLOSED	305 HUTCHINS ST S	LODI

These properties are privately owned and the cases have been closed. There is no evidence in existing records that shows that contamination has migrated into the right-of-way, where there could be a potential of exposure during construction. Accordingly, project construction or operation would not be affected by these properties'. Although unlikely, in the event that contamination is encountered during construction, standard practices would be implemented by the City of Lodi, as well as the San Joaquin Valley Air Pollution District throughout the life of the project. These measures include standards and regulations regarding the storage, handling, and use of these materials described below.

In the long-term, the project would develop transportation land uses similar to the existing conditions. No significant hazards to the public or environment are anticipated during the operation of the project as proposed. Although hazardous materials may be routinely transported along the project's roadways as is the case under existing conditions, with regulated transport, these chemicals/waste are not expected to result in hazardous or unhealthful conditions for patrons in the area. A less than significant impact would occur in this regard after compliance with applicable State and local regulations.

Significance Determination: Less than significant.
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 project involves construction activities within existing roadways and on adjacent properties. None of the adjacent properties currently contain or previously contained uses such as gas stations that routinely handled pollutants. The potential for the project to create significant hazards involving hazardous materials releases relates to uncovering existing soil contamination or disturbing items such as underground

storage tanks during construction. Given no extensive site grading beyond removal and replacement asphalt and pavement would be required for completion of the project, discovery of previously unearthed underground storage is not expected. Less than significant impact anticipated.

Long-Term Operation Impacts – No Impact. With regard to long-term impacts, the project does not propose or facilitate any activity involving the use, routine transport, or disposal of hazardous substances. Furthermore, proposed road improvements may reduce the potential for accidents overall; therefore, no impact would occur.

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 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.

One (1) school site, Liberty High School (located at 660 W. Walnut Street) is located approximately 500 feet (0.095 miles) west of the project limits. However, as mentioned previously, the project proposes to improve existing transportation uses within the City. Upon project implementation, the project site would remain as transportation uses. If hazardous materials are encountered during project construction, they will be properly handled and disposed of, so as to minimize any potential risk on-site or in the surrounding area. Therefore, the project or its reasonably foreseeable results would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Impacts from construction activities would be minimal with implementation of State and local standards and regulations. Therefore, impacts would be less than significant.

Significance Determination: Less than significant.
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. According to records maintained by the California Environmental Protection Agency known as the Cortese List, no area within the project limits are:

- listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC),
- listed as a hazardous solid waste disposal site by the SWRCB, or
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB.

However, two sites adjacent to the project limits are listed as closed cases as mentioned 4.8(a) above. If contaminated soils are encountered during construction, standard City procedures would be followed for proper removal and disposal of contaminated soils. As a result, impacts would be less than significant.

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 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 not located within two (2) miles of a public airport or public use airport, and therefore, would not result in a safety hazard.

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 proposed Project is located within the vicinity of a private airstrip and creates a safety hazard for people in the Project area.

The project limits are not located within an airport land use plan or within the vicinity of a public or private airport.

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 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 proposes street improvements and minor widening in order to enhance traffic flow. 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 response for various levels of emergencies, including fires, hazardous spills, earthquakes, flooding, and explosions. 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

(h) 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 and surrounding vicinity include developed land, located in an urbanized portion of the City. According to the City's General Plan, the project area is not subject to wildland fires. Project implementation would include the replacement of ornamental landscaping and street trees, which would not create hazardous conditions associated with brush fires.

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
4.9 HYDROLOGY AND WATER QUALITY *Would the Project:*					
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	■	☐
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (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)?	☐	☐	■	☐
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	■	☐
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	■	☐
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	■	☐
f.	Otherwise substantially degrade water quality?	☐	☐	■	☐
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	■	☐
h.	Place within a 100-year floodplain structures which would impede or redirect flood flows?	☐	☐	■	☐
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	■
j.	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	■
k.	Potentially impact stormwater runoff from	☐	☐	☐	■

	construction activities?				
l.	Potentially impact stormwater runoff from post construction activities?	☐	☐	■	☐
m.	Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?	☐	☐	■	☐
n.	.Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?	☐	☐	■	☐
o.	Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental hard?	☐	☐	■	☐
p.	Create significant increases in erosion of the project site or surrounding areas?	☐	☐	■	☐

(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.

During construction, the project would comply with applicable stormwater management requirements for pollution prevention. City's construction standards require contractors to include erosion control, spill prevention and control, solid and hazardous waste management, and dust control to reduce the discharge of pollutants from construction areas into the stormwater drainage system. Best management practices to be conducted during construction activities include placing sandbags in the gutter within the limits of the project, street sweeping as needed, and general contractor clean-up during construction. Adherence with these standard City procedures and use of BMPS would result in a less than significant impact.

With regard to long-term project impacts, the proposed project has no point-sources of water pollution; therefore it is not subject to point-source waste discharge requirements. Non-point sources within the project limits include impervious surfaces, i.e. the street pavement, the adjacent sidewalk and asphalt pavement on adjacent properties. Runoff from these surfaces consists of typical urban pollutants. Pollutants of concern for water quality regulators include pathogenic organisms, organic nutrients, trash and debris, sediments, and urban pollutants such as oil and grease.

The proposed street improvements would result in a minor increase in the amount of impervious surface area, comprised of additional roadway paving. This minor increase in impervious surfaces would not significantly increase the volume of or

significantly change the composition of stormwater runoff associated with street improvements. Hutchins Street will continue to be maintained on a regular basis by City crews, including sweeping to remove particulates that accumulate over time. This is part of the City's local storm drainage system responsibilities. Therefore, impacts related to potential discharges into stormwater drainage systems or changes in water quality 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 proposed project would not include any wells or other facilities that could affect groundwater. Given the nature of the proposed project, demand for water in the project vicinity would not increase. Since the land within the project limits is already developed and does not serve as a substantial groundwater recharge zone, no impacts would occur to groundwater supplies or recharge.

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 is currently paved and impermeable. The proposed project does not propose groundwater extraction and would not result in the depletion of groundwater supplies due to interference with groundwater recharge. The proposed project involves widening an existing roadway in an already urbanized and developed area. The project would increase impervious surfaces by a small amount due to the proposed minor street widening. Therefore, the proposed project would not change these existing impermeable conditions or interfere with groundwater recharge. Any water required during construction would be minimal and would not deplete the groundwater supplies.

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

(d) A significant impact may occur if the proposed project substantially alters 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.

As indicated in Checklist Response 4.9(c), above, the project site is currently developed. Runoff from the proposed project would be directed toward existing storm drains. The site is currently impermeable and would remain as such after project construction. There are no rivers, streams or other natural or channelized surface drainage features in this area; therefore, this project would have no erosion or siltation impacts involving such features. Therefore, the amount of surface runoff would not increase as a result of the project. The existing drainage pattern of the project site would not be altered during construction or operation. Therefore, no impact would occur.

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

(e) A significant impact may occur if the project creates or contributes runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

As indicated in Checklist Response 4.9(c) and (d) above, runoff from the project site would continue to be directed toward storm drains in the project vicinity. The project limits are currently paved and impermeable. The existing drainage pattern and local storm drainage facilities will be maintained, and the minor increase in roadway pavement would not significantly affect downstream stormwater discharges from local storm drain facilities. As such, this project would not result in significant short-term or long term impacts involving flooding, erosion or siltation. Further, the minor increase in street runoff would not require additional capacity in the local storm drain system.

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.

No other water quality impacts would occur beyond those discussed in the preceding responses. The proposed project would neither create nor contribute to water quality degradation. Project construction would comply with City's construction specifications, 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 FEMA Flood Insurance Rate Map (FIRM), Number 06077C0169F, dated October 16, 2009, indicated that the project site is located in Flood Zone X, an area with 0.2 percent annual chance of flooding. In addition, the proposed project does not include any buildings or structures. Therefore, less than significant 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 4.9 (G) above, the proposed project would not expose people or structures to new flood-related risks or place structures in a 100-year floodplain. The project site is located within Zone X (unshaded) outside of the 100 and 500 year floodplains (FEMA Map Panel Number 06077C0169F, dated October 16, 2009). No housing is proposed as part of the project, and no structures are proposed within the 100-year floodplain. Therefore, less than significant 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, tsunami, and extreme high tides or sea level change would be considered low.

Significance Determination: Less than significant.
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, less than significant impact.

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

(k) A significant impact may occur if the proposed project impacts stormwater runoff from construction activities?

As described in 4.9(a) (f) and (m), during construction, construction of proposed street improvements would require minor excavation. Excavated areas may be subject to wind and water driven erosion, which would result in the transport of sediment to the storm drain system. In addition, construction vehicle tires may be washed to prevent tracking of dust onto City streets, and the construction site may be watered to reduce dust emissions. Construction materials may also be temporarily stockpiled within the construction area until the materials can be used or disposed of offsite. These activities could result in discharge of typical construction pollutants such as sediment into stormwater runoff.

The City would implement Best Management Practices (BMP's) to control pollutant transport during construction. These BMPs include measures to contain runoff from vehicle washing at the construction site, to prevent sediment from disturbed areas from entering the storm drain system using structural controls, and to cover and contain stockpiled materials to prevent sediment and pollutant transport. With the implementation of BMPs, and compliance with applicable State and Federal laws, water quality impacts from construction activities are less than significant.

Significance Determination: Less than significant.
Mitigation Measures: Best Management Practices (BMP's)
Significance After Mitigation: No impact

(l) A significant impact may occur if the proposed project impacts stormwater runoff from post-construction activities?

The project involves the widening of an existing roadway and does not propose new uses or structures that would create or contribute to polluted runoff beyond existing conditions. The project would result in a minor increase in impervious surfaces due to the proposed minor street widening. This increase in impervious surfaces would slightly increase the amount of runoff conveyed to the storm drain system. However, the increase in runoff is not substantial and would not create a significant impact to storm water quantity or quality. In addition, post construction BMP's will be implemented to treat pollutant discharges from storm events.

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

(m) A significant impact may occur if the proposed project results in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas.

The project does not propose new uses (such as onsite vehicle fueling, maintenance, waste handling or materials storage) that could discharge stormwater pollutants from these activities after project completion. No long-term impacts would result.

During construction, exposed soil within the construction area could be susceptible to wind and water erosion. In addition, construction vehicle tires may be washed to prevent tracking of dust onto City streets, and the construction site may be watered to reduce dust emissions. Construction materials may also be temporarily stockpiled within the construction area until the materials can be used or disposed offsite. These activities may result in discharge of typical construction pollutants, such as sediment. Compliance with the City's Best Management Practices would reduce impacts to less than significant. These BMPs include measures to contain runoff from vehicle washing at the construction site, to prevent sediment from disturbed areas from entering the storm drain system using structural controls, and to cover and contain stockpiled materials to prevent sediment and pollutant transport.

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

(n) A significant impact may occur if the proposed project results in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?

Runoff from the project site flows along the street curb and gutter system to storm drain inlet within and outside of the project area. These inlets empty into local basins first and ultimately flow to the Woodbridge Irrigation (WID) canal. Beneficial uses of WID canal include municipal water, groundwater recharge, water contact recreation, non-water contact recreation, warm freshwater habitat, and wildlife.

As described above, the proposed project would not substantially increase the quantity of runoff from the project site and would not substantially degrade stormwater quality over existing conditions with the use of post construction treatment BMPs described above. Therefore, the project would not alter the characteristics of stormwater discharge such that the beneficial uses of the WID.

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

(o) A significant impact may occur if the proposed project creates the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?

The project involves widening an existing roadway, which would increase impervious surfaces due to the proposed reduction in landscaped areas along Hutchins Street. The increase in impervious surfaces would be approximately one percent and would not substantially increase the volume of storm water runoff causing flooding. No substantial changes to topography or site drainage that could affect flow velocity are proposed. Impacts are less than significant.

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

(p) A significant impact may occur if the proposed project creates significant increases in erosion of the project site or surrounding areas?

The project does not involve extensive excavation of soil or substantial changes so as to cause any topographical changes. Therefore, potential for soil erosion is extremely low. The construction of the proposed street improvements would require minor excavation. The project proposes to pave the excavated area with asphalt and other hardscape materials. Installation of these impervious surfaces would result in no long-term potential for soil erosion onsite, or in the surrounding areas because all water is contained in the street.

During construction, exposed soil within the construction area could be susceptible to wind and water erosion. Compliance with the City's Best Management Practices would reduce impacts to less than significant.

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
4.10	**LAND USE AND PLANNING.** *Would the Project:*				
a.	Physically divide an established community?	☐	☐	☐	■
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect?	☐	☐	☐	■
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■

(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 proposed project involves improvements to an existing roadway, which would improve north-south mobility along Hutchins Street and safe pedestrian walkways. As such, no impact on the established physical character of this area would occur.

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 proposed project, the widening of an approximately 1,624-foot segment of Hutchins Street, is subject to the land use regulations and transportation policies listed in the City of Lodi General Plan. The General Plan identifies Hutchins Street as Minor Collector street, which distributes traffic between local streets and major and primary arterials.

With regard to existing land uses, the proposed roadway widening project would not change the zoning or General Plan. Therefore, no impact 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 conflicts with a habitat conservation plan or natural community conservation plan adopted for the area surrounding the project location.

The proposed project site and surrounding area are not part of any habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. As such, 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
4.11 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?	☐	☐	☐	■
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	■

(a) 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 project limits do not contain known mineral resources and are not designated as a significant regional or local arrogate resources area by the City's General Plan or any other land use plan. According to the Conservation Element of the City's General Plan, the project site is not located within an area that contains a mineral resource that is available for extraction and of value to the region or residents of the state. Therefore, no impact would occur.

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.

According to the City of Lodi General Plan EIR 2009, the project limits are not located within an area that contains a known mineral resource that is available for extraction and of value to the region or residents of the state. The City of Lodi has not designated a locally significant mineral resource within the project limits or in the immediate vicinity. Therefore, no impact on mineral resources 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. 12 NOISE				
Would the Project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☐	☐	■	☐
d. A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☐	☐	■	☐
e. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	■	☐
f. For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	■	☐

(a) 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.

<u>Construction</u>

The proposed project is located in a fully urbanized area, in close proximity to Lodi Avenue, and is surrounded by commercial uses. Existing noise sources include vehicles and near by businesses. Construction related activities would result in temporary increases in the ambient noise environment. The majority of construction activities consist of clearing, excavation, trenching, paving, and striping, which would result in minor noise vibrations typical of construction in an urban environment. The project would conform to standard conditions for noise abatement listed in the City of Lodi General Plan EIR 2009. Specifically, all construction activity would comply with the limits (maximum noise levels, hours, and days of allowed activity) established in City noise regulations to reduce impacts associated with temporary construction noise to the extent feasible. The City's Noise Control

Ordinance exempts all noise sources associated with construction, repair, remodeling, or grading of any real property that do not take place between the hours of 10:00 P.M. and 7:00 A.M.

Operations
Noise increases are typically a concern for sensitive receptors (i.e. uses or populations particularly sensitive to a high noise environment, where activities conducted necessitate a quiet noise environment. Such uses typically consist of residential uses, school classrooms, etc. However, none of the proposed street improvements would generate noise directly; the only noise source is associated with street traffic. The project is not expected to increase traffic volume. The proposed project is an improvement to existing transportation infrastructure; therefore, the project would not generate additional traffic trips that could result in increases in ambient noise levels. Less than significant impact is anticipated.

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.

Construction
Heavy equipment associated with project construction could generate groundborne vibration. However, these effects would be temporary and short-term in nature. The project would not include any elements or machinery/equipment on a routine basis that would result in long-term groundborne vibration or noise. Groundborne noise and vibration would typically occur at highest noise levels during the initial site preparation, including demolition/pavement removal, earth moving, and soils compaction. Given the relatively shallow depths of excavation into near surface soil materials, no special construction techniques involving significant ground vibrations would be necessary.

Operations
See Checklist 4.12(a).

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.

Noise levels in the project vicinity are dominated by vehicular traffic. This condition would continue after implementation of the proposed project. The proposed project is intended to reduce congestion. The project is not growth-inducing and would not generate additional traffic. As discussed in Checklist Response 4.12(a), above, 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.

Refer to discussion under Checklist Responses 4.12(a) and 12(c), above. The proposed project would not substantially increase ambient noise levels in the project vicinity over existing conditions. Construction-related activities and equipment would result in temporary and/or periodic increases in ambient noise levels above existing conditions. As discussed previously, the proposed street improvements would not introduce any new noise sources and would have a negligible effect on traffic noise levels outside of the roadway. Permanent changes in noise levels would be insignificant.

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 -

The project limits are not located within an airport land use plan or within two miles of a public airport or public use airport. The project limits are not located within the vicinity of a private airstrip. There would be no impact with regard to airport/airstrip 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 project site is not located within an airport land use plan, within two miles of a public airport or within the vicinity of a private airstrip. 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.

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** *Would the Project:*				
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)?	☐	☐	☐	■
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

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

The proposed project would result in improvements to existing transportation infrastructure within an already-developed well established area of the City. The proposed project would not extend infrastructure into undeveloped areas resulting in the potential for growth, or induce population growth. Further, the project does not involve the development of any buildings, housing, or businesses, and would not propose improvements in an area not previously disturbed or developed. It would not induce population growth directly or indirectly. Therefore, no impact would occur.

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 would result in the displacement of existing housing units, necessitating construction of replacement housing elsewhere.

The proposed project would be constructed primarily within a public right-of-way and would not displace any housing. The project would require permanent easements from approximately two (2) parcels to accommodate the expanded right-of-way. However, no housing would be demolished or displaced as a result of the proposed project. 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.

As noted in Response Checklist Items 4.13(a) and 4.13(b), due to the nature of the proposed project, the project would not create an increase in jobs or housing. Individuals would not be required to move into or out of the area and no construction or replacement of housing would be necessary.

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
4.14 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?	☐	☐	☐	■
b. Police protection?	☐	☐	☐	■
c. Schools?	☐	☐	☐	■
d. Parks?	☐	☐	☐	■
e. Other public facilities?	☐	☐	☐	■

(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.

This project would not induce growth, either directly or indirectly, and would thus not place an additional burden on the Lodi Fire Department. The proposed project would not include structures or other elements that would require additional fire protection services. Improvements to existing transportation infrastructure would not add employees or residents to the City, and would therefore not affect police or fire/emergency response service ratios. In addition, the project does not involve changes in land use that could result in a long-term increase in the demand for emergency services over existing conditions. Implementation of the proposed project may benefit fire services by reducing congestion and improving access along Hutchins Street. As such, the proposed project would have no adverse impact on fire protection services.

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 results in an increase in demand for police services that would exceed the capacity of the police department responsible for serving the site.

The proposed project would not bring new residents or businesses into the City. The proposed project would be constructed primarily within a public right-of-way and would not displace any housing. Since the proposed project would not add residents or uses that would require additional police service, there would be no impacts on police services.

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 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.

Improvements to existing transportation infrastructure would not add students or residents to the City of Orange; therefore, the project would not generate increased demand for school facilities or change existing student/classroom ratios, necessitating expanded school facilities. No other educational service facilities would be affected by the project. No impact would result.

Significance Determination: No 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 project limits are currently almost entirely paved, with very little impervious surface and no public or private park area. The proposed project would not add new residents to the City and, therefore, would not create any demand for park resources. No impact 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 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. Therefore, no impact on public facilities 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
4.15	**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?	☐	☐	☐	■
	b. Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	■

(a) 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.

The proposed improvements to existing transportation infrastructure would not develop housing or new businesses thereby increasing the number of residents within the City of Lodi and increasing demand for recreational services or facilities. The project does not involve the construction or expansion of recreational facilities and would not result in the need for new or expanded recreational facilities that could have an adverse effect on the environment.

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 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 project would not require the construction or expansion of new recreational facilities or affect any existing recreation facilities. As such, 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
4.16 TRANSPORTATION/TRAFFIC				
Would the Project:				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☐	■
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	■
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	■
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	■
e. Result in inadequate emergency access?	☐	☐	☐	■
f. Result in inadequate parking capacity?	☐	☐	☐	■
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	■

(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 project involves improvements to existing transportation infrastructure; therefore, the project does not generate additional traffic trips above existing conditions. The proposed project would widen the street increase sidewalk width to improve pedestrian access. No major shift in traffic is expected as a result of the street improvements.

With regard to construction impacts, levels of service and queue lengths may be impacted by the proposed project. It is assumed that with lane closures required to complete proposed project construction, traffic conditions in the short-term could worsen. Changes to mass transit routes would not be required. The construction impacts would be short-term in nature and are necessary to implement the proposed project that would substantially decrease traffic impacts in the long-term.

Under long-term operational conditions, both LOS and queuing lengths are greatly improved due to the proposed project. Implementation of the proposed project would not conflict with any applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

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 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 requires review of substantial individual projects, which might individually impact the CMP transportation system. The proposed project aims to reduce congestion and facilitate traffic flow and would help maintain an acceptable level of service (LOS) along the affected portion of Hutchins Street. Therefore, no impact 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 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: No 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 result in the creation of a traffic hazard resulting from a design feature (e.g. sharp curves or a dangerous intersection) or proposed incompatible use (e.g. storage of equipment that would block sight distance). The stated purpose of the project is the improvement of operational characteristics Hutchins Street. No curves or other substantial changes to the roadway alignment

are proposed, and no new uses are proposed. Therefore, the project does not result in incompatible uses or traffic hazards.

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 results in inadequate emergency access.

Traffic flow in the area would be temporarily impacted during construction of the proposed project. Temporary lane closures along Hutchins Street could occur. These lane closures would result in temporary increased traffic congestion during construction. Impacts associated with lane closures would be short-term in nature and be eliminated upon construction completion. Impacts would be less than significant.

Long-Term Project Impacts – No Impact. The proposed project is intended to improve traffic flow and reduce traffic congestion. These improved conditions could enhance emergency access to the surrounding area in the long-term. Any impacts are anticipated to be positive in nature.

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.

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 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: 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
4.17 UTILITIES AND SERVICE SYSTEMS				
Would the Project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	■
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	■
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	■
d. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	■
e. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?	☐	☐	☐	■
f. Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	☐	☐	☐	■
g. Comply with federal, state, and local statutes, and regulations related to solid waste?	☐	☐	☐	■

(a) 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.

Improvements to existing transportation infrastructure would not result in new sources of wastewater. The project does not involve the construction of habitable structures or an intensification of land use. Therefore, the project would not result in wastewater generation, increases in wastewater flows or increases in water consumption that could affect wastewater treatment capacity. No new or expanded wastewater treatment facilities would be constructed or required as a result of the project. No impact would result.

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 proposed project 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. Hutchins Street will continue to be maintained on a regular basis by City crews, including sweeping to remove particulates that accumulate over time and maintenance of curb and gutter within the project limits. This is part of the City's local storm drainage system responsibilities as a co-permittee of the countywide NPDES Municipal Stormwater Permit. No new development is proposed that would generate an increase in population or result in increased demand for new or expanded water or wastewater treatment facilities. Proposed street improvements would have no effect on the City's water supplies or treatment processes, and would have no effect on the wastewater collection or treatment system.

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.

The proposed project is primarily located within a currently paved roadway with improved curbs and gutters. Stormwater from this segment of Hutchins Street is currently conveyed into the City's storm drainage network via curb and gutter. Because the majority of the area within the project limits is paved, most stormwater within the project limits drains from the site as surface runoff rather than infiltrating into the ground. Implementation of the proposed project would slightly increase impermeable surface area within the widened street segment, but this would not result in a significant increase in the existing runoff volume given the urbanized nature of the surrounding area. No additional public storm drainage capacity would be required to serve the proposed project. The proposed project would not require relocation or reconstruction of existing storm drain facilities. Impacts would be less than significant.

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.

Improvements to existing transportation infrastructure would not result in long-term increase in water consumption. The project does not involve the construction of

habitable structures or an intensification of land use that could increase the demand for water. The project construction may require the use of watering trucks to address fugitive dust. This would require relatively small volumes of water, which would have a minimal and temporary effect on water supplies. Proposed street improvements do not include extensive vegetation/landscaping or any plumbing facilities that would require a permanent increase in water demand.

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 involves improvements to existing transportation infrastructure in highly developed part of the City. As such, the proposed street improvements would not generate wastewater requiring treatment at any wastewater treatment facilities. Street runoff is discharged into an underground storm drainage system, which does not provide water filtration. 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 completed street improvements would not produce any solid waste. 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. No unique landfill disposal methods would be required. The small amount of solid waste could be accommodated by existing landfill capacity. No long-term generation of solid waste would result from the project.

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.

Improvements to existing transportation infrastructure would not involve construction of habitable structures, an increase in residents in the City of Lodi, or an intensification of land use that could increase demand for solid waste disposal

facilities. No long-term generation of solid waste would result from the project. Contractors are obligated under the terms of their licensing to comply with all applicable laws and regulations, including those concerning construction waste disposal. Routine observations by the City's Public Works Inspector will ensure that this project's solid wastes from construction activities are properly disposed of. The completed project would not produce any permanent solid waste stream.

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?	☐	☐	■	☐
	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)?	☐	☐	■	☐
	c. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

(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. As documented in this Initial Study, the project will not substantially impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section 4.1, and will not result in excessive light or glare. As noted in the responses to Section 4.3, construction phase emissions of air pollutants would be well below the significance thresholds identified by the San Joaquin Valley Air Pollution Control District. The project would have negligible and possibly positive effects on vehicular emissions. As described in Section 3.4, the proposed project would not directly affect any sensitive habitat or wildlife populations. No sensitive habitats are located within the project limits. There are no listed historical structures or known archeological or paleontological resources within the project limits. 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.

The potential for discovery of or disturbance of historical, archaeological, or paleontological resources, or human remains, is not anticipated. Should such discovery occur, City policy would be followed and appropriate measures implemented to ensure a less than significant impact to these resources; therefore, the project would not be expected to significantly degrade the quality of the environment, substantially reduce the habitat or population of any plant or wildlife species, or eliminate important examples of California history or prehistory.

1. Contractors and construction personnel involved in any form of ground disturbance (i.e., trenching, grading, etc.) shall be advised of the possibility of encountering subsurface cultural resources or human remains. If such resources are encountered or suspected, work within 100 feet of the discovery shall be halted immediately and the City of Lodi Planning Department shall be notified. In accordance to CCR Section 15064 (f) and PRC Section 21083.2(i), a qualified professional archaeologist shall be consulted, who shall assess any discoveries and develop appropriate management recommendations for treatment of the resource. If bone is encountered and appears to be human, California Law requires that potentially destructive construction work is halted and the San Joaquin County Coroner is contacted. If the coroner determines the human remains are of Native American origin, the coroner must contact the Native American Heritage Commission. The Native American Heritage Commission will attempt to identify the most likely descendant(s), and recommendations will be developed for the proper treatment and disposition of the remains in accordance with CCR Section 15064.5(e) and PRC Section 5097.98. A note to this effect shall be included on all construction plans and specifications.

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

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

Less than Significant. 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.

Cumulative impacts occur as a result of combined impacts of two or more projects within the same impact area, including the effects of past, present, and reasonably foreseeable future projects, which individually do not cause significant

environmental impacts, but could cause a significant impact when considered together.

There are no known planned or entitled cumulative projects except within the proposed project limits. No private or public development projects are planned within the vicinity of the proposed project limits in the same time frame or just before or after the street improvements are scheduled. Estimated construction emissions of criteria air pollutants would be below the San Joaquin Valley Air Pollution Control District's significance thresholds that apply to cumulative impacts as well as project-level impacts. The project will not result in cumulatively considerable emissions of greenhouse gas emissions.

The proposed road widening and intersection improvements do not propose any new uses or improvements in any area not previously disturbed and developed. The project would not result in substantial population growth within the City, either directly or indirectly; the project would not include any new component that could contribute to any long-term cumulative impact. This project would upgrade a segment of Hutchins Street, resulting in temporary disruption of the street during construction. Construction is expected to last 3 months and be completed prior to the end of this year. As described in the above sections, the proposed project would not result in impacts that are either individually significant or cumulatively considerable.

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

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. Implementation of project design features, existing regulations and/or mitigation measures related to construction emissions, construction noise, construction erosion, water quality, hazards and hazardous materials, impacts would be less than significant.

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 Distrct.
- 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/.

Section 6

VISUAL IMPACT ASSESSMENT

Hutchins Street Reconstruction Project

September 19, 2011

City of Lodi,
California

Prepared by:

Project Landscape Architect

Approved by:

Caltrans District Landscape Architect

I. PURPOSE OF STUDY

The purpose of this study is to assess the visual impacts of the proposed project and to propose measures to mitigate any adverse visual impacts associated with the construction of the Hutchins Street Improvements on the surrounding visual environment.

II. PROJECT DESCRIPTION

The project proposes to reconstruct a 0.3-mile-long section of Hutchins Street from Lodi Avenue to Pine Street. Hutchins Street within project limits is a two-lane street in the central part of the City, and it passes by the City's Hutchins Street Square community center. Hutchins Street is narrow in places and has abrupt pavement transitions; furthermore, the existing pavement has extensive cracks and is past its service life.

Improvements would occur within existing right-of-ways with existing curb, gutter and sidewalk with the exception of minor street widening at the east end of the project. There will some minor work at some intersections including bulb outs and corner cutoffs to accommodate handicapped accessible ramps and to improve pedestrian safety. Implementation of the project will assist traffic flow by improving pavement surface and installing pedestrian.

The overall purpose of the proposed project is to repair areas of failed or damaged pavement, to extend the service life of Hutchins Street, and to add safety elements that would benefit both motorists and pedestrians. All construction work will be done on paved and previously-disturbed areas within existing City right of way. There will be no change in property access when the project is completed.

Several existing street trees will need to be removed to accommodate the proposed improvements. These include (7) large Date Palms (Phoenix canariensis) that provide a degree visual character and continuity to the street. In addition, (10) Pistache Trees (Pistachia chinensis) are to be removed, however all but two of which are newly planted. Finally (2) Crape Myrtles (Lagerstroemia indica), (1) Fan Plam (Washingtonia fililfera) and (1) Alder (Alnus cordata) are to be removed, although these are young, or insignificant species.

III. ASSESSMENT METHOD

The visual assessment begins with an analysis of the existing landscape. This analysis establishes a frame of reference for the comparison of the visual effects of the proposed project and with the determination of the significance of the effects. Visual character, including the visual attributes of form, line, color and texture to derive visual patterns, such as dominance, scale, diversity and continuity will be assessed. In addition. the components of the regional landscape that set it apart from other regional landscapes include landform, land cover, water, vegetation and the man-made environment are assessed. The process

used in this visual impact study generally follows the guidelines outlined in the publication "Visual Impact Assessment for Highway Projects", Federal Highway Administration (FHWA), March 1981.

Following the assessment of the existing landscape conditions, there is an analysis of the project's proposed post construction landscape. The analysis will assess the post construction landscape in the same process that the existing landscape is analyzed. From this, a qualitative comparison between pre and post construction can be made. Due to the small scale of the project and homogenous setting of the site, there is one vieweshed and one view point for the entire project.

A. VISUAL ENVIRONMENT OF THE PROJECT

1. Project Setting

The regional landscape establishes the general visual environment of the project, but the specific visual environment upon which this assessment will focus is determined by defining landscape units and the project viewshed.

2. Landscape Units

A landscape unit is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. A landscape unit will often correspond to a place or district that is commonly known among local viewers.

3. Project Viewshed

A viewshed is a subset of a landscape unit and is comprised of all the surface areas visible from an observer's viewpoint. The limits of a viewshed are defined as the visual limits of the views located from the proposed project. The viewshed also includes the locations of viewers likely to be affected by visual changes brought about by project features.

B. EXISTING VISUAL RESOURCES AND VIEWER RESPONSE

1. FHWA Method of Visual Resource Analysis

Physical/Visual Character – Visual character is descriptive and non-evaluative which means it is based on defined attributes that are neither good nor bad in themselves. A change in visual character cannot be described as having good or bad attributes until it is compared with the viewer response to that change. If there is public preference for the established visual character of a regional landscape and a resistance to a project that would contrast that character, then changes in the visual character can be evaluated. The four criteria for evaluating visual quality can be defined as follows:

Landform - The topographical features of the project area and the uniqueness of the form, pattern and edge identification.

Vegetation - The type and magnitude ofvegetative cover within the project area.

Water - The resources in the project area, whether this resources are affected directly, indirectly or not at all by the proposed project.

Color - The elements of visual pattern on the surrounding project element of soil, vegetation and landforms.

Perceptual Quality – Visual quality is evaluated by identifying the vividness, intactness and unity present in the viewshed. The FHWA states that this method should correlate with public judgments of visual quality well enough to predict those judgments. This approach is particularly useful in highway planning because it does not presume that a highway project is necessarily an eyesore. This approach to evaluating visual quality can also help identify specific methods for mitigating specific adverse impacts that may occur as a result of a project. The three criteria for evaluating visual quality can be defined as follows:

Vividness is the visual power or memorability of landscape components as they combine in distinctive visual patterns.

Intactness is the visual integrity of the natural and man-built landscape and its freedom from encroaching elements. It can be present in well-kept urban and rural landscapes, as well as in natural settings.

Unity is the visual coherence and compositional harmony of the landscape considered as a whole. It frequently attests to the careful design of individual components in the landscape.

2. Methods of Predicting Viewer Response

Viewer response is composed of two elements: viewer sensitivity and viewer exposure. These elements combine to form a method of predicting how the public might react to visual changes brought about by a highway project.

Viewer Sensitivity is defined both as the viewers' concern for scenic quality and the viewers' response to change in the visual resources that make up the view. Local values and goals may confer visual significance on landscape components and areas that would otherwise appear unexceptional in a visual resource analysis. Even when the existing appearance of a project site is uninspiring, a community may still object to projects that fall short of its visual goals. Analysts can learn about these special resources and community aspirations for visual quality through citizen participation procedures, as well as from local publications and planning documents.

Viewer Exposure is typically assessed by measuring the number of viewers exposed to the resource change, type of viewer activity, the duration of their view, the speed at which the viewer moves, and the position of the viewer. High viewer exposure heightens the importance of early consideration of design, art, and architecture and their roles in managing the visual resource effects of a project.

C. VISUAL IMPACT ASSESSMENT

1. Method of Assessing Project Impacts

The visual impacts of project alternatives are determined by assessing the visual resource change due to the project and predicting viewer response to that change. Visual resource change is the sum of the change in visual character and change in visual quality. The first step in determining visual resource change is to assess the compatibility of the proposed project with the visual character of the existing landscape. The second step is to compare the visual quality of the existing resources with projected visual quality after the project is constructed. The viewer response to project changes is the sum of viewer exposure and viewer sensitivity to the project as determined in the preceding section. The resulting level of visual impact is determined by combining the severity of resource change with the degree to which people are likely to oppose the change.

2. Definition of Visual Impact Levels

Low - Minor adverse change to the existing visual resource, with low viewer response to change in the visual environment. May or may not require mitigation.

Moderate - Moderate adverse change to the visual resource with moderate viewer response. Impact can be mitigated within five years using conventional practices.

Moderately High - Moderate adverse visual resource change with high viewer response or high adverse visual resource change with moderate viewer response. Extraordinary mitigation practices may be required. Landscape treatment required will generally take longer than five years to mitigate.

High - A high level of adverse change to the resource or a high level of viewer response to visual change such that architectural design and landscape treatment cannot mitigate the impacts. Viewer response level is high. An alternative project design may be required to avoid highly adverse impacts.

3. Analysis of Key Views

Because it is not feasible to analyze all the views in which the proposed project would be seen, it is necessary to select a number of key viewpoints that would most clearly display the visual effects of the project. Key views also represent the primary viewer groups that would potentially be affected by the project.

IV. VISUAL IMPACT ASSESSMENT

The evaluation of each view, a total of one for this project, is consistent with FHWA guidelines and tables. The view is first assessed by the existing visual quality prior to construction. This assessment uses a perceptual quality factor table, a physical quality factor table, and a sensitivity to change table. Then the evaluation assesses the proposed post construction impacts at each view. The final determination is made by comparison of the existing and post construction visual analysis evaluation tables. The evaluation tables are shown at the end of this document and include both existing and post construction impact levels for quick reference. Finally, the assessment contains a summary review of the findings and mitigation recommendations for the entire project.

A. Assessment #1- Residential Zone View Analysis. Refer to Exhibits 'A' and 'B' for analysis map and images.

Existing Conditions- Hutchins Street is a one lane (each direction) largely residential street that includes a high school and several small businesses. Primary viewer groups include area Residents and Community Center Visitors and Staff. The posted speed limit for Hutchins Street is 30 m.p.h. The tree canopy over the street is very inconsistent, beginning with closely spaced Sycamore trees along the north block, then transitioning to prominently Pistache trees along the middle two blocks and finally thinning to relatively no tree canopy along the south block. Random placement of (10) large Date Palms (Phoenix canariensis) along the street provide a degree visual character and continuity.

Existing Perceptual Quality Factors- The evaluation of the existing conditions show Moderate vividness, intactness and unity. As Hutchins is an older residential street that has seen incremental change and construction improvements over the years, much of the original unity and continuity of the street no longer exists, however remaining pieces somewhat provide a perceivable pattern. Key to the coherency of the tree canopy is the continuous plantings of Sycamore and Pistache trees punctuated by random plantings of mature date palms.

Existing Physical/Visual Quality Factors- The existing site is flat, containing no land forms or water. Vegetation is moderately diverse stemming from diverse tree and shrub & groundcover types. Color is also moderate as the moderately diverse vegetation, provides diverse color of landscape.

Existing Sensitivity to Change Factors- Form, line and intactness are Moderate to Low as this is an urban grid patterned residential street. Color contrast and texture are also moderate to low as there are perceivable patterns in color and form and texture.

Post Construction Conditions- See Exhibit 'A' for graphic of project improvements. The project proposes to widen the east side of Hutchins Street between West Oak and West Lodi Streets to provide additional on-street parking as well as continuity of width with the southern length of Hutchins Street. Similarly, the west side of Hutchins Street between West Walnut and West Lodi streets will be widened. This widening will require the removal of several existing street trees. These include (7) large Date Palms (Phoenix canariensis) that provide a degree visual character and continuity to the street. In addition, (10) Pistache Trees (Pistachia chinensis) are to be removed, however all but two of which are newly planted. Finally (2) Crape Myrtles (Lagerstroemia indica), (1) Fan Palm (Washingtonia fililfera) and (1) Alder (Alnus cordata) are to be removed, although these are young, or insignificant species.

Conclusion- In comparing the existing and proposed view evaluations, the project will have minor visual impact on the effect on the landscape. The primary visual impact comes from the removal of (7) large date palms with do provide a degree visual character and continuity to the street. Below are the the evaluation tables with both existing and proposed view evaluations.

PERCEPTUAL QUALITY FACTORS					
	High Quality	**Moderate Quality**	**Low Quality**	**Existing View Evaluation**	**Proposed View Evaluation**
Vividness	Highly memorable. Elements combine is strong visual patterns. Presence of distinct focal points	Somewhat memorable. Elements form perceivable pattern	Not memorable. Elements appear random with no perceivable pattern.	**Moderate**	**Moderate/ Low**
Intactness	High integrity of visual pattern. The extent to which the landscape is free from visual encroachments.	Moderate integrity of visual pattern. Visual elements begin to encroach into the landscape.	Low integrity of visual pattern. Encroaching visual elements create an eyesore to viewers.	**Moderate**	**Moderate**

Unity	High degree of visual unity. Visual elements of the landscape join to form a coherent visual pattern.	Moderate degree of visual unity. Some relationship between visual elements.	Low degree of visual unity. Visual elements do not form a coherent pattern. The landscape appears disjointed.	**Moderate**	**Moderate**

PHYSICAL/ VISUAL QUALITY FACTORS					
	High Quality	**Moderate Quality**	**Low Quality**	**Existing View Evaluation**	**Proposed View evaluation**
Landform	Detail features dominant, striking creating striking visual interest.	Detail features are interesting, though not dominant or striking.	Few or no interesting landscape features.	**Low**	**Low**
Vegetation	Many vegetation types (>5) expressed by different forms textures and patterns.	Diverse vegetation types (3-5), but only one or two major types	Few vegetation types (<3).	**Moderate**	**Moderate**
Water	Clear and clean, appearing still or cascading white water, any of which are a dominant feature in the landscape.	Flowing or still, but not dominant in the landscape.	Absent, or present but not noticeable.	**Low**	**Low**
Color	Numerous (>5) colors in the rock, soil, vegetation or water.	Some colors (3-5) but not a dominant element.	Few co.lor variations (<3) with generally muted tones.	**Moderate**	**Moderate**

SENSITIVITY TO CHANGE FACTORS					
	High Quality	**Moderate Quality**	**Low Quality**	**Existing View Evaluation**	**Proposed View evaluation**
Form	Single dominant form.	Many similar forms.	Many different forms.	**Moderate/ Low**	**Moderate/ Low**
Line	Curvilinear.	Naturally geometric.	Man-made geometric.	**Low**	**Low**
Color Contrast	Dominant Mono-color.	Consistent variety of color contrast.	Overwhelming variety of color contrast.	**Moderate/ Low**	**Moderate/ Low**
Texture	Dominant Mono-texture.	Consistent variety of textures creating a perceivable pattern.	Overwhelming variety of textures in a chaotic pattern.	**Moderate/ Low**	**Moderate/ Low**
Intactness	Natural	Disturbed	Scarred	**Moderate**	**Moderate**

V. PROPOSED VISUAL MITIGATION

Caltrans and the FHWA mandate that a qualitative/aesthetic approach be taken to mitigate for visual quality loss in the project area. This approach fulfills the letter and the spirit of FHWA requirements because it addresses the actual cumulative loss of visual quality that will occur in the project viewshed when the project is implemented. It also constitutes mitigation that can more readily generate public acceptance of the project.

The following proposed mitigation recommendations are intended to reduce visual impacts from the Hutchins Street reconstruction project to a less than significant level:

Plant box sized replacement trees of similar species and number to the character trees removed within or directly adjacent to the project boundary. Character trees are defined as the (7) large Date Palms that are proposed to be removed. Replacement trees may be planted in any combination of the following proposed areas within or directly adjacent to the project boundary:

- Within existing separated sidewalk planting strips
- Behind existing or newly created sidewalks
- Within newly created street bulb-outs

VI. REFERENCES

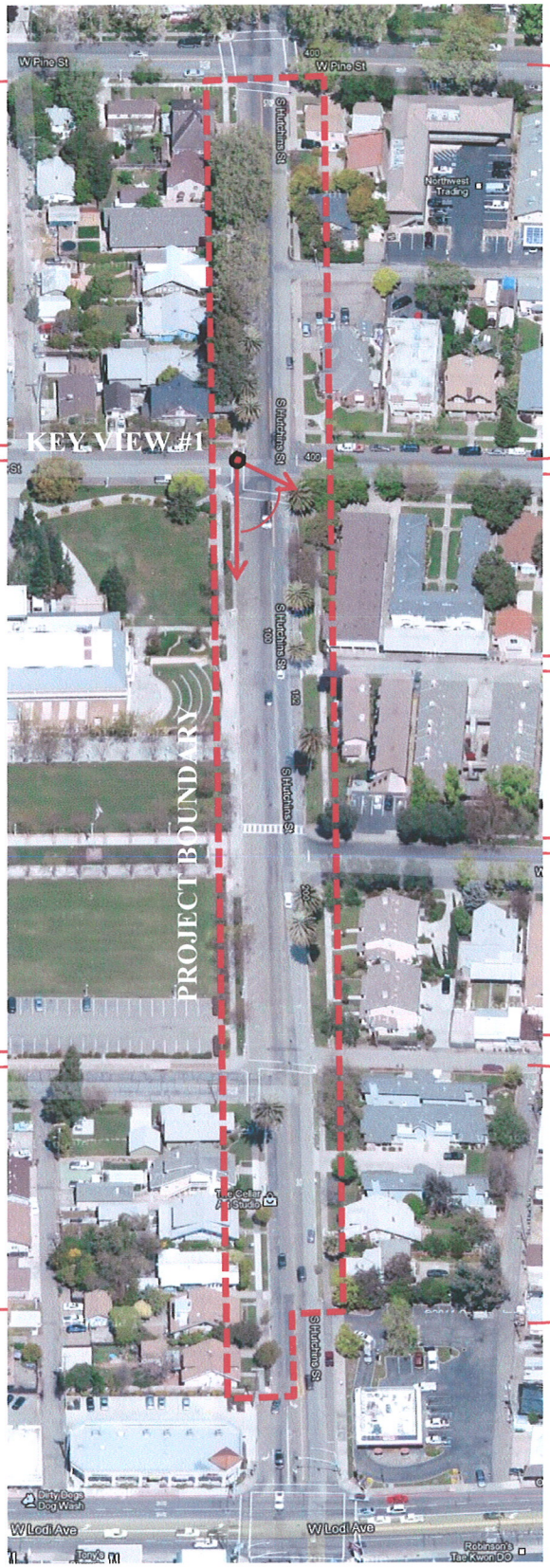
U.S.D.O.T., Federal Highway Administration, Office of Environmental Policy, Visual Impact Assessment for Highway Projects, U. S. Department of Transportation Washington D. C. March 1981.

EXHIBIT 'A'

Curb and sidewalk proposed to be replaced in existing location. No change in west side street width. No Street Trees to be removed.

Pedestrian bulb-outs proposed at street corners. No change is west side street width. No Street Trees to be removed.

Pedestrian bulb-outs proposed at street corners. West side of street is proposed to be widened to match existing width of street south of project boundary. (1) large Date Palm and (2) small Crape Myrtle trees are proposed to be removed.



Curb and sidewalk proposed to be replaced in existing location. No change in east side street width. No Street Trees to be removed.

Pedestrian bulb-outs proposed at street corners. East side of street is proposed to be widened to accommodate 45 degree parking stalls to match condition on west side of street. (3) large Date Palms and (2) medium Chinese Pistache trees are proposed to be removed.

Pedestrian bulb-outs proposed at street corners. East side of street is proposed to be widened to accommodate 45 degree parking stalls to match condition on west side of street. (1) large Date Palm and (3) newly planted Chinese Pistache trees are proposed to be removed.

Pedestrian bulb-outs proposed at street corners. East side of street is proposed to be widened to accommodate 45 degree parking stalls to match condition on west side of street. (2) large Date Palms and (5) newly planted Chinese Pistache trees are proposed to be removed.

Pedestrian bulb-outs proposed at street corners. East side of street is proposed to be widened to match existing width of street south of project boundary. (1) small fan Palm and (1) medium Alder tree are proposed to be removed.

EXHIBIT 'B'

Key View #1 before proposed removal of street trees identified in Exhibit'A'.

Key View #1 after proposed removal of street trees identified in Exhibit 'A'.