

Draft Initial Study/Negative Declaration



City of Lodi Master Plans

Draft

Initial Study/Negative Declaration

For

CITY OF LODI MASTER PLANS

June 2012

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

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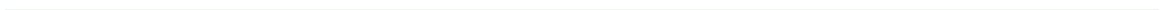
This document is divided into the following sections:

1.0 INTRODUCTION

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

2.0 PROJECT DESCRIPTION

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



3.0 ENVIRONMENTAL DETERMINATION

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

4.0 INITIAL STUDY CHECKLIST

This section describes the environmental setting for each of the environmental subject areas, evaluates a range of impacts classified as “no impact”, “less than significant impact”, “less than significant with mitigation incorporated”, or “potentially significant” in response to the environmental checklist, and provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level; and provides an environmental determination of the project.

5.0 DOCUMENTS REFERENCED

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

Section 1

1.1 - INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study/Mitigated Negative Declaration (IS/MND) for the City of Lodi Master Plans. The City of Lodi has prepared a Wastewater Collection System Master Plan, Water Distribution System Master Plan, Storm Drainage System Master Plan and Bicycle Master Plan, which together make up the City's Master Plans (Master Plans). The Master Plans were prepared and developed consistent with the recently adopted 2010 General Plan. Pursuant to Section 15152 of the California Environmental Quality Act (CEQA) Guidelines, this Initial Study is tiered from the City of Lodi 2010 General Plan Environmental Impact Report (General Plan EIR) (State Clearinghouse Number 2009022075).

Under CEQA, tiering refers to the use of analysis contained in previously certified, broad-level Environmental Impact Reports (EIRs) (often programmatic EIRs) to support or complement project-specific EIRs or IS/NDs.¹ CEQA Guidelines encourage the use of tiered environmental documents to reduce delays and excessive paperwork in the environmental review process. This is accomplished in tiered documents by eliminating repetitive analyses of issues that were adequately addressed in the Program EIR and by incorporating those analyses by reference. Impacts only need to be analyzed in more detail in the Initial Study if they were not examined in the prior EIR or if findings were not adopted for significant, unavoidable impacts.

It is important to note that none of the Master Plans include design-level details for any single infrastructure improvement project; therefore, while the aim of this Initial Study analysis is to comprehensively evaluate the potential environmental impacts resulting from implementation of the Master Plans, this analysis must necessarily be carried out at a program-level. No construction activity would be authorized pursuant to this IS/ND.

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 separate comprehensive master plans consistent with the directives in the recently adopted General Plan: a Wastewater Master Plan, a Water Master Plan, a Storm Drainage Master Plan; and Bicycle Master Plan.

¹ California Association of Environmental Professionals, 2012, CEQA Statute and Guidelines.

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 compressive Master Plans. 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.

This Initial Study is organized into the following chapters:

Section 1: Introduction. This chapter provides an introduction and overview of the Initial Study document.

Section 2: Project Description. This chapter describes the location and setting of the proposed master plans, along with the principal components of the project boundaries and its relations to the City's recently adopted General Plan. The chapter also describes the policy setting and implementation process. In addition, This chapter summarizes pertinent project details, including lead agency contact information, project location, and General Plan and Zoning designations.

Section 3: Environmental Determination. This chapter summarizes environmental factors potentially affected by this project and the City's environmental determination.

Section 4: Environmental Checklist and Findings. Making use of the CEQA Appendix G Environmental Checklist, this chapter identifies and discusses anticipated impacts from the proposed Master Plans, providing substantiation of the findings made. The chapter concludes with the determination, based on the analysis contained in this Initial Study, that a Negative Declaration is appropriate for the proposed Master Plans.

Chapter 5: References. This chapter provides a list of documents used in the project.

1.4 - INCORPORATION BY REFERENCE

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

- City of Lodi General Plan 2010. State law requires every city and county to adopt a comprehensive, long-term general plan for the physical development of that city and county. The City of Lodi *General Plan*, adopted April 2010, contains goals, policies, and programs which are intended to guide land use and development decisions for the next twenty years. The *General Plan* consists of eight elements, or chapters, which together fulfill the requirements for a general plan. The *General Plan* chapter include the Land Use; Growth Management and Infrastructure; Community Design and Livability; Transportation; Parks, Recreation and Open Space; Conservation; Safety, and Noise Elements.
- City of Lodi General Plan Final Environmental Impact Report, February 2010. The City of Lodi *General Plan, Final Environmental Impact Report (General Plan FEIR), SCH2009022075*, is intended to provide information to public agencies and the general public regarding the potential environmental impacts related to implementation of the City of Lodi General Plan. The purpose of the EIR is “to identify the significant effects of a project on the environment, to identify alternatives to the project and to indicate the manner in which significant impacts can be mitigated or avoided.”
- City of Lodi General Plan Draft Environmental Impact Report, November 2009. The City of Lodi, *Pubic Review Draft General Plan Environmental Impact Report, SCH2009022075*, is a first-tier evaluation of the environmental effects associated with the adoption of the updated City of Lodi General Plan.
- The San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) 2000. The City of Lodi adopted the SJMSCP in 2001, and projects under the jurisdiction of the City can seek coverage under the plan. The proposed project is consistent with the SJMSCP, as amended, as reflected in the conditions of project approval for this proposal. Pursuant to the Final EIR/EIS for the SJMSCP, dated November 15, 2000, and certified by the San Joaquin Council of Governments on December 7, 2000, implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a level of less-than-significant. That document is hereby incorporated by reference and is available for review during regular business hours at the San Joaquin Council of Governments (555 E. Weber Avenue, Stockton, CA 95202) or online at: www.sicoq.orq.
- 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

2.0 PROJECT DESCRIPTION

2.1 - PROJECT TITLE:

City of Lodi Master Plans

2.2 - LEAD AGENCY NAME AND ADDRESS:

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

2.3 - CONTACT PERSONS:

Environmental document:	Manny Bereket: 209-333-6711
Project Coordinators:	Wally Sandelin: 209-333-6709 Chris Boyer: 209-333-6706

2.4 - PROJECT SPONSOR'S NAME AND ADDRESS:

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

2.5 - GENERAL PLAN DESIGNATIONS:

The Water, Wastewater, Stormwater and Bicycle Master Plan area include various General Plan land use designations.

2.6 - ZONING DESIGNATIONS:

The Water, Wastewater, Stormwater and Bicycle Master Plan area include various zoning designations.

2.7 - OTHER AGENCIES' APPROVALS:

None at this time. However, eventual construction of the Master Plan could involve various public agency approvals, depending upon the improvement project in question, such as the California Department of Fish and Game, Regional Water Quality Control Board, San Joaquin Valley Air Pollution Control District, Caltrans District 10, San Joaquin Council of Government (SCOG, Inc.), etc.

2.8 - 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

2.0 PROJECT DESCRIPTION

Manual for On-site Storm Water Quality Control Measures, the State Health and Safety Code, and the State Public Resources Code.

2.9 - 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. The City of Lodi currently provides services to approximately 8,911.55 acres. According to the 2010 General Plan 2010, the service area will increase to approximately 10,623 acres of land (16.6 square miles) at full buildout of the General Plan boundaries. Low Density Residential will continue to represent the largest land use category in the City and will make up approximately 33 percent of the total acreage at buildout.

In order to meet the increased demand for the newly proposed service area, the City of Lodi has prepared a Wastewater Collection System Master Plan, Water Distribution System Master Plan, Storm Drainage System Master Plan, and a Bicycle Master Plan, which together make up the City's Master Plans. The Master Plans are initiatives identified in the City's recently adopted 2010 General Plan. In order to provide for a thematically and geographically comprehensive analysis of the Master Plans, potential environmental impacts associated with the Master Plans are analyzed at a program level within this Initial Study. There is no construction activities associated with the Master Plans.

The City Planning Department will review all future projects within the Master Plans on a case-by-case basis environmental review under CEQA. Environmental analysis of the various plans in one document provides for efficiencies in environmental review for the City, allowing resources to be directed to other areas. This analysis uses the established policies in the City's 2010 General Plan. To be sure, the City will conduct specific analyses of future infrastructure project designs and locations to determine what mitigation measures, if any, would be required to fully mitigate each project's impacts. Should the City identify any infrastructure projects that significantly differ from those anticipated in this IS/MND, subsequent environmental review may be required to determine if additional mitigation measures are warranted.

2.10 - PROJECT LOCATION

Lodi is situated in the San Joaquin Valley between Stockton, 6 miles to the south; Sacramento, thirty-five miles to the north; and along State Route (SR) 99. The City is located on the main line of the Union Pacific Railroad and is within 5 miles of I-5 via SR-12. The regional is depicted in Figure 2.1, Regional Location Map.

2.0 PROJECT DESCRIPTION

The Mokelumne River forms the northern edge of the city; Harney and Hogan lane southern edge. The Central California Traction Line (CCT) railroad (north of Kettleman Lane) and SR-99 (south of Kettleman Lane) form the eastern boundary. The western boundary extends approximately one-half mile west of Lower Sacramento Road. Lodi (exclusive of White Slough Water Pollution Control Facility) encompasses an area of 12.3 square miles. Figure 2 - 1: Regional Map illustrates the City's location in regional context.

2.11 - PLAN AREA BOUNDARIES AND CONTEXT

The Lodi Planning Area covers 79.4 square miles, or 50,827 acres. The Planning Area includes all land within the existing city limits and Sphere of Influence (SOI), plus adjacent areas that are physically or visually related to the city. The Planning Area boundaries are formed by natural features, roads, and City of Stockton boundaries. This land area is dominated by vineyards and agriculture. The Master Plan area corresponds to the City of Lodi Sphere of Influence (SOI). The SOI is depicted in Figure 2 -2: Master Plans Study Area.

Adoption and Implementation of the Master Plans

The proposed Master Plans divide the Master Plan area (project limits) into three quadrants to promote orderly development efforts by quadrant to implement the General Plan Policies and Goals address compatibility with surrounding uses, and establish specific development standards and design guidelines the planning area (see Figure 2-3: General Plan Land Use Diagram). An aerial diagram of the planning area is depicted on Figure 2-4: Aerial Diagram.

Quadrant 1: Quadrant 1 represents areas within and outside of the City limits. The part that is within the City limits is partially developed. The area outside of the City limits is agricultural fields and is not currently served by the City. The areas outside of the City limits are within the City's Planning Boundaries and Sphere of Influence.

Quadrant 2: Quadrant 2 is envisioned as future growth of the City to the south and a small patch area on the eastern part of the city. The General Plan growth envisions residential developments integrated into mixed use development projects or operate independently as standalone developments. Community commercial centers are encouraged in Quadrant 2 to provide neighborhood-serving uses such as markets, coffee shops, art studios, and professional offices. Proximity of different uses will help to reduce vehicular traffic by integrating residential and commercial uses and promote pedestrian activity.

Quadrant 3: Quadrant 3 comprises of the Bicycle Master Plan area and includes the area within the City of Lodi's jurisdictional boundaries.

2.0 PROJECT DESCRIPTION

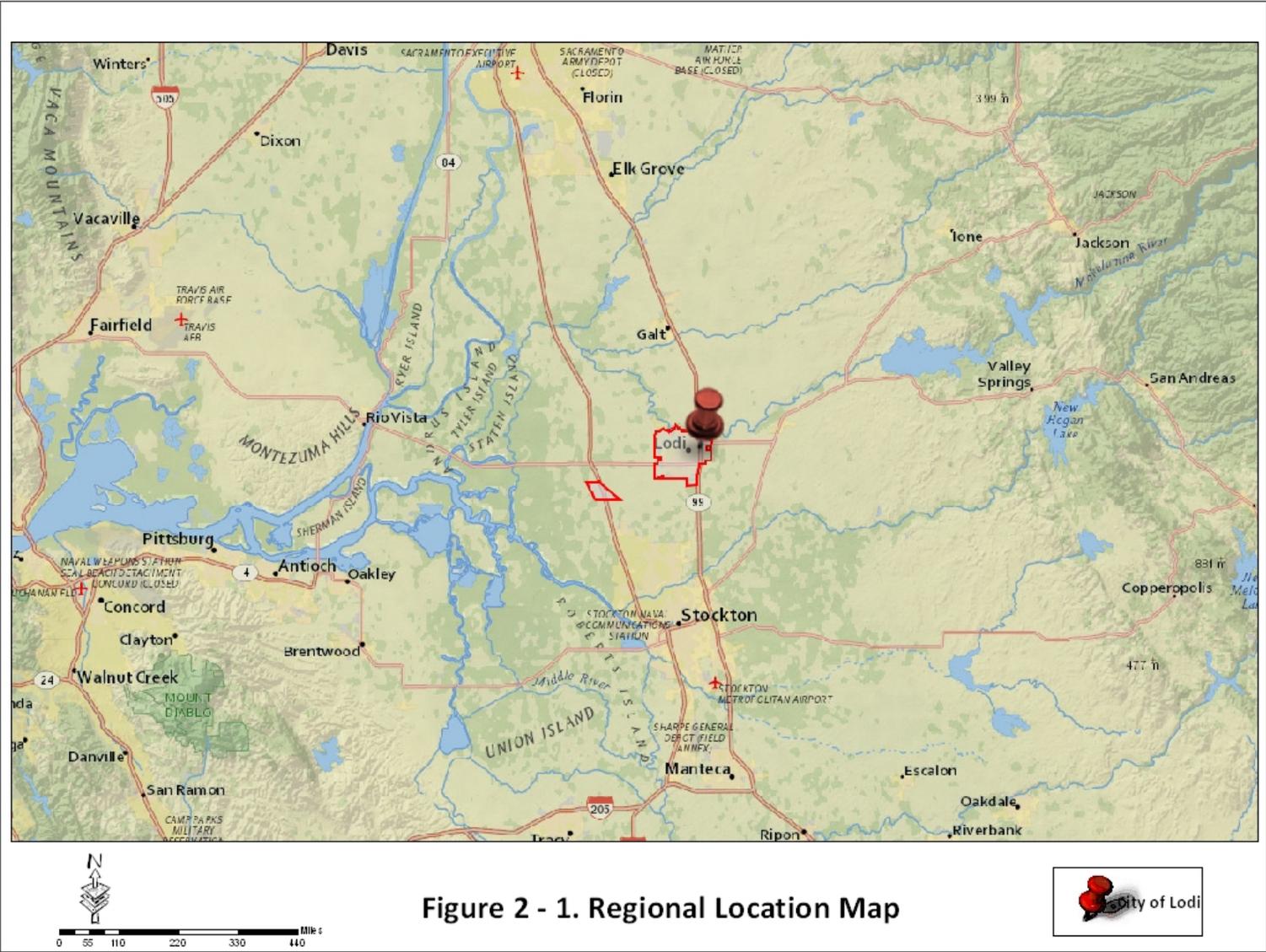
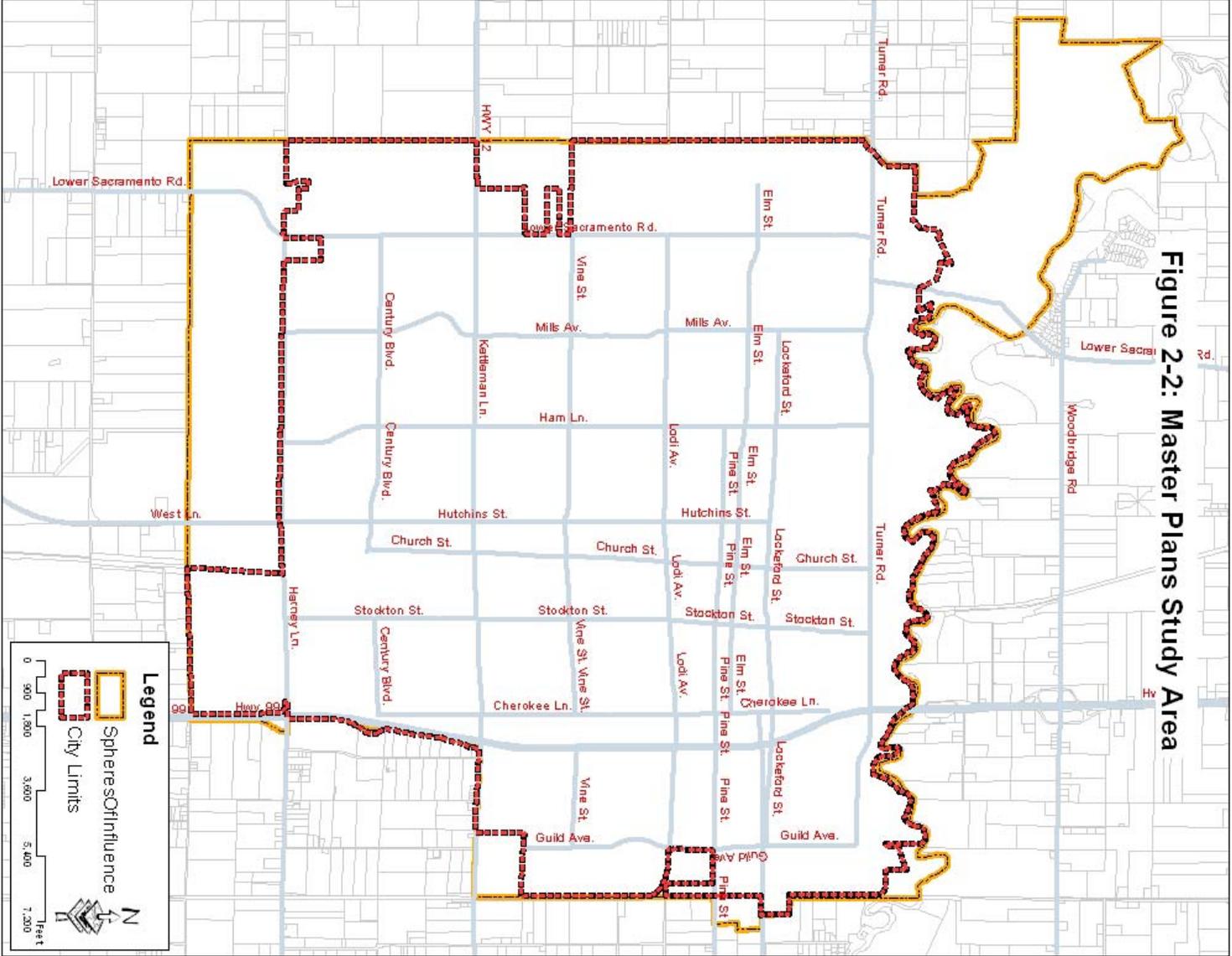
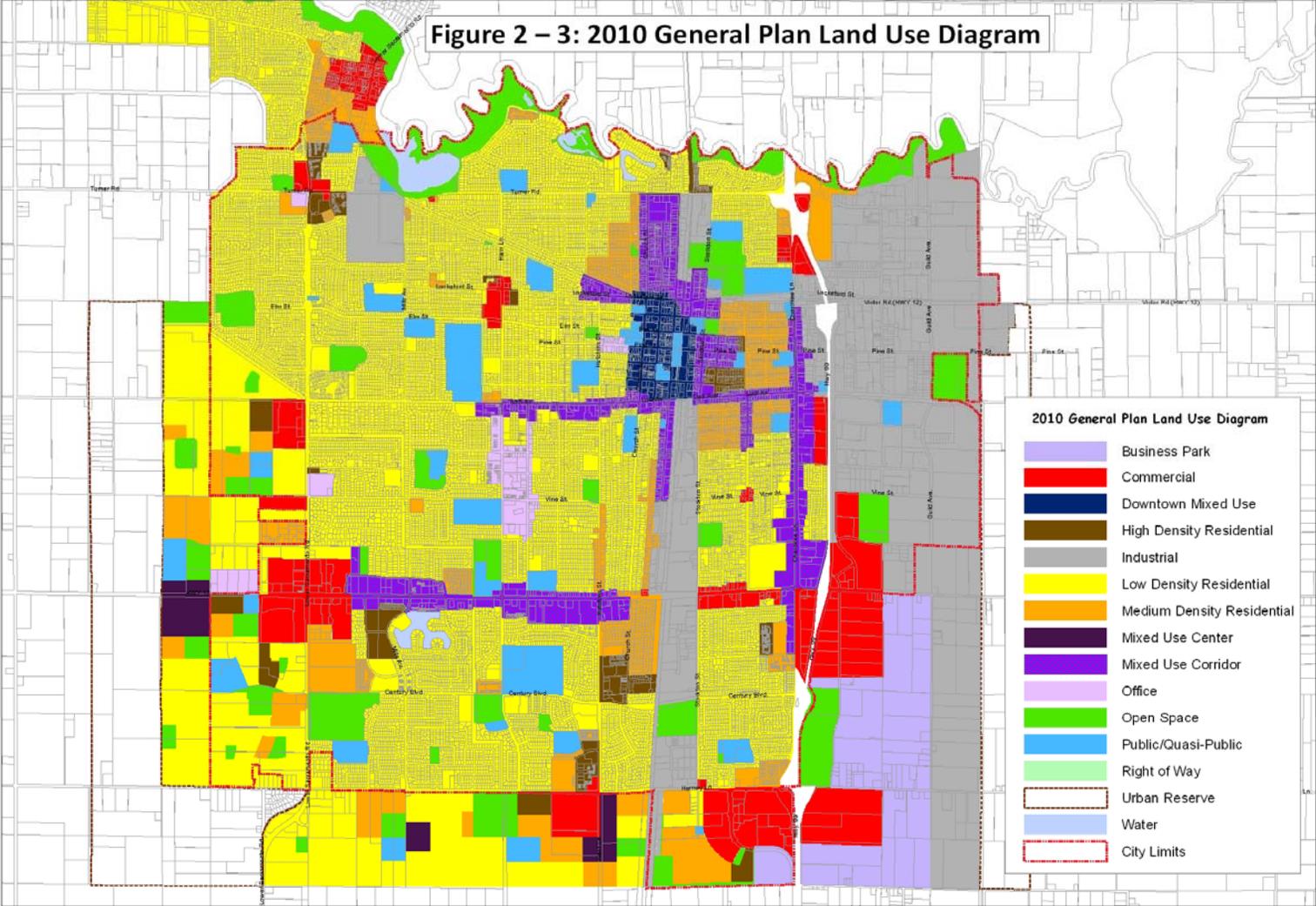


Figure 2 - 1. Regional Location Map

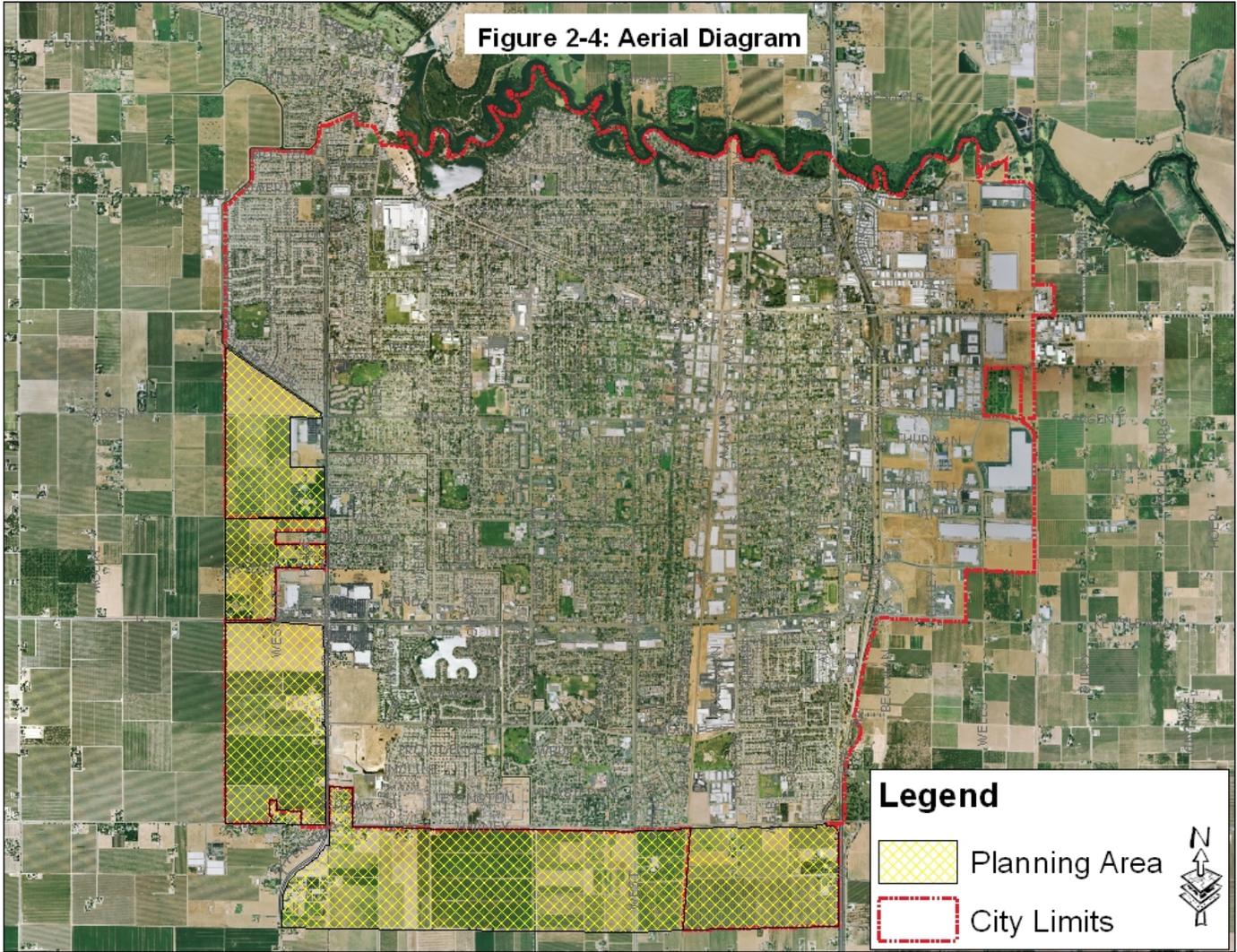
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2.12 - PROJECT DESCRIPTION

As previously mentioned, the City of Lodi has prepared four separate comprehensive Master Plans consistent with the directives outlined in the recently adopted General Plan: a Wastewater Master Plan, a Water Master Plan, a Storm Drainage Master Plan, and a Bicycle Master Plan. The 2010 General Plan identifies areas to be developed within and outside of the city through the year 2030. The General Plan specifies in Section 3 – Growth Management and Infrastructure, GM-P11, that the City “prepare Master Plan documents as necessary during the planning period to address the infrastructure needs of existing and projected growth, and to determine appropriate infrastructure provisions for each phase.”

The Master Plans are policy-level, City-initiated plans and do not authorize any specific development or construction projects. In order to provide for a thematically and geographically comprehensive analysis of the Master Plans, potential environmental impacts associated with both plans are analyzed at a “program” level within this Initial Study. Future development projects will be required to receive City approval and conduct appropriate environmental review on project-by-project basis. The comprehensive Master Plans provide guidance for implementing development within the project limits. The Master Plans set forth implementation action plans that identify near and long term actions necessary to achieve orderly development as envisioned by the City’s General Plan. The anticipated horizon year for the Master Plans correlate to the General Plan (2030). The Master Plans, its relationship to the General Plan, and other related actions are discussed in more detail below.

WASTEWATER MASTER PLAN

The City owns and operates the WSWPCF. The wastewater treatment facility has a current average dry weather flow capacity of 8.5 million gallons per day (mgd). Current dry weather flow is approximately 5.7 mgd. The wastewater treatment facility was originally constructed in 1966 with a capacity of 5.8 mgd. In the late 1980’s and early 1990’s the City expanded the treatment capacity to 6.3 mgd, and also improved the level of treatment. Between 2003 and 2009 the City again expanded the treatment capacity to the current 8.5 mgd and added tertiary treatment and ultraviolet light disinfection improvements. In conjunction with the 2007 improvements to the WSWPCF, the 48-inch trunk line from the City limits to the treatment plant influent headworks was lined, thereby reducing its effective diameter to 42-inches.

The City’s wastewater system currently consists of about 191 miles of collection system pipelines ranging in sizes from 4 to 42 inches in diameter, with 6 inches being the predominant size (see Figure 2-5: Wastewater Collection System). The pipelines discharge into a 48-inch sewer outfall trunk line that flows southwest to

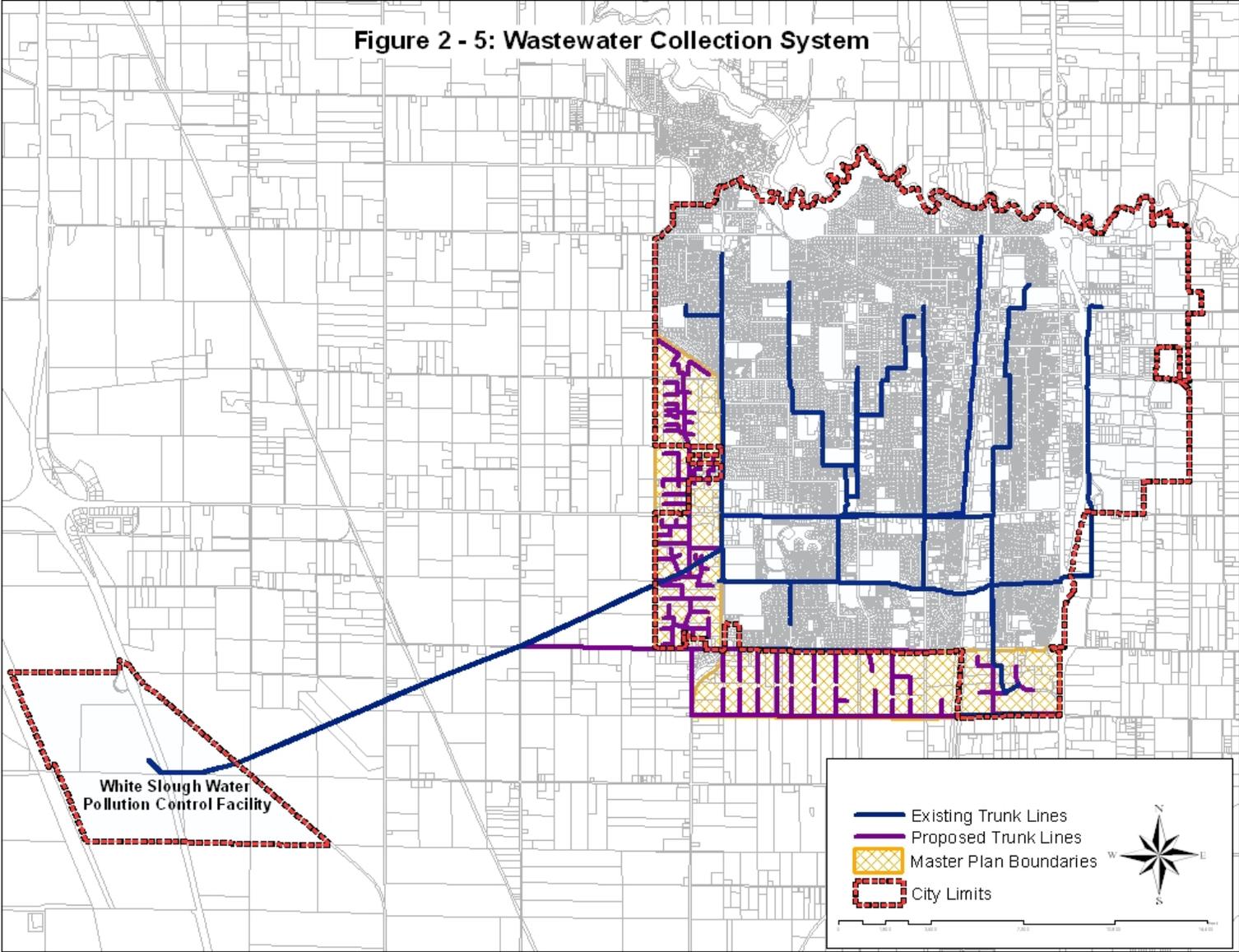
2.0 PROJECT DESCRIPTION

the City's White Slough Water Pollution Control Facility (WSWPCF). The 48-inch outfall trunk line was originally constructed of concrete material and was lined with a dual wall PVC slip-line pipe material in 2008, reducing its diameter to 42 inches. There are six trunk sewers (Hutchins Street, Mills Avenue, Ham Lane, Lower Sacramento Road, Stockton Street/Washington Street, Beckman Road) serving the city that generally flow from the north to the south. The six trunk pipelines connect to the Century Boulevard Trunk Line that flows east to west, and into a 42 inch outfall trunk line to the White Slough.

The Wastewater Master Plan was prepared in April of 2012. Utilizing the proposed land uses and buildout scenario of the 2030 General Plan, sewer generation estimations were developed for the various land uses, including volume and characteristic flows. The sewer generation estimates would be used to adequately size and maintain sewer system facilities. The current wastewater treatment facility is anticipated to meet the needs of new development through 2035. No additional expansion of the treatment plant is planned at this time.

The proposed Wastewater Collection System Master Plan identifies two new trunk lines to be added to the existing wastewater system. One of the two trunk lines will flow from the east to the west and will be located along the southern boundaries of the General Plan limits. The trunk line will extend one-half mile east of State Route 99, westward to Lower Sacramento Road, north along Lower Sacramento Road/Extension Road and west along Harney Lane to Davis Road where the trunk line will connect to the existing 42 inch outfall trunk line. A second trunk line will flow from the north to the south along the western boundaries of the City limits. The trunk line will extend from north of Lodi Avenue and south along Westgate Drive and connect into the 42-inch outfall trunk line south of Kettleman Lane. The wastewater collection system network is illustrated in Figure 2-5.

There are five lift stations, Evergreen Pump Station, Woodlake Pump Station, Rivergate Pump Station, Mokelumne Pump Station and Cluff Pump Station located in the northern area of the city, and two lift stations, Tienda Pump Station and Harney Lane Pump Station located in the southern area of the City.

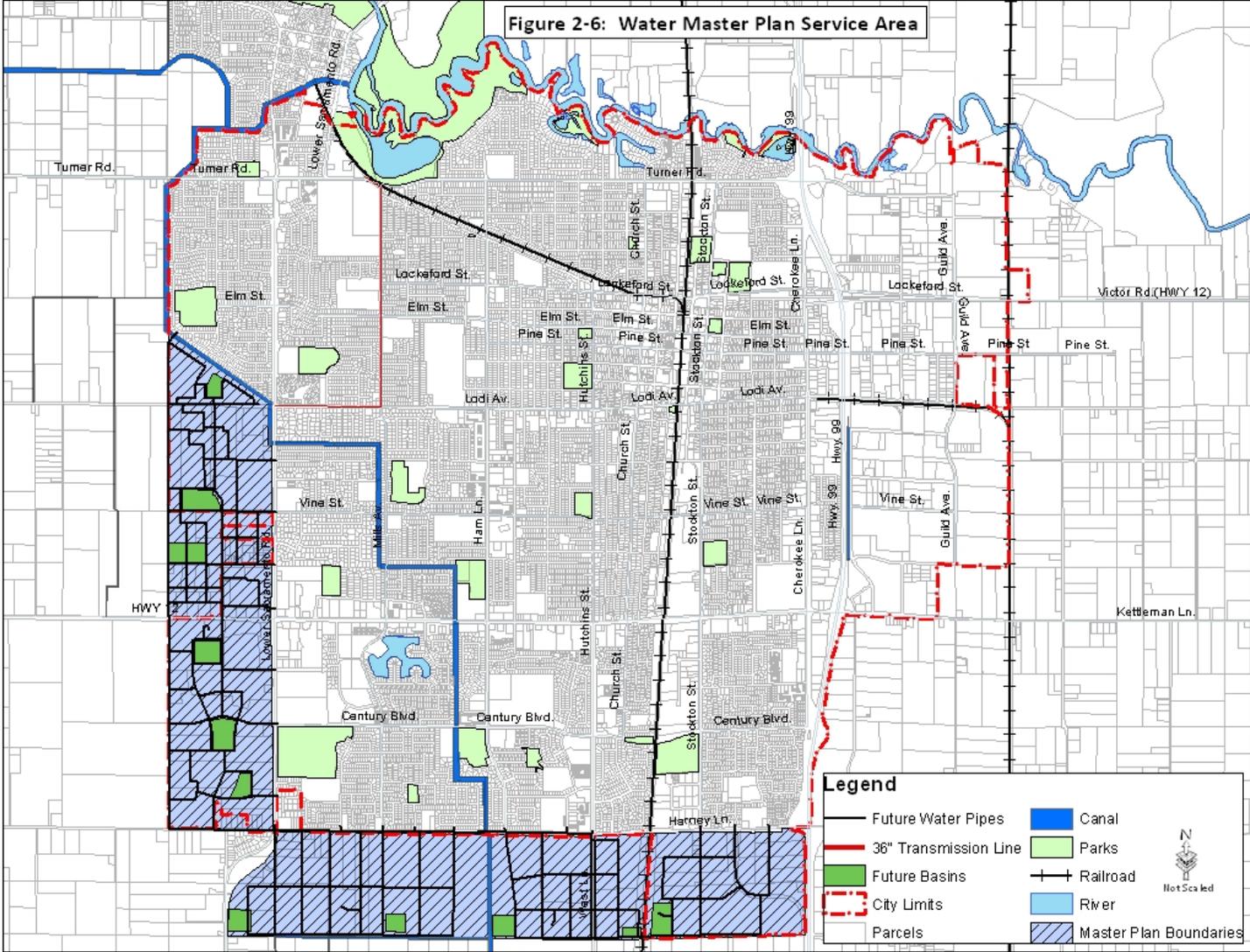


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WATER MASTER PLAN

The Water Distribution System Master Plan was also prepared in April of 2012. The 2010 General Plan specifies in Section 3 - Growth Management and Infrastructure, GM-P11, that the City “prepare master plan documents as necessary during the planning period to address the infrastructure needs of existing and projected growth, and to determine appropriate infrastructure provisions for each phase.” The proposed Water Master Plan analyzed the groundwater pumping and distribution system to provide service to the study area. The study area for the 2012 Water Master Plan coincides with the General Plan limits for Phases 1 and 2 developments, adding approximately 1,581 acres to the service area. The boundaries of the 2012 Water Master Plan are shown in Figure 2-6: Distribution System Map. General Plan development phases are shown on map Figure 2-7: General Plan Development Phases Map. This map establishes the correlation between the Master Plans and the General Plan. The area south of Kettleman Lane and east of SR 99 is not part of the proposed water study area.

2.0 PROJECT DESCRIPTION



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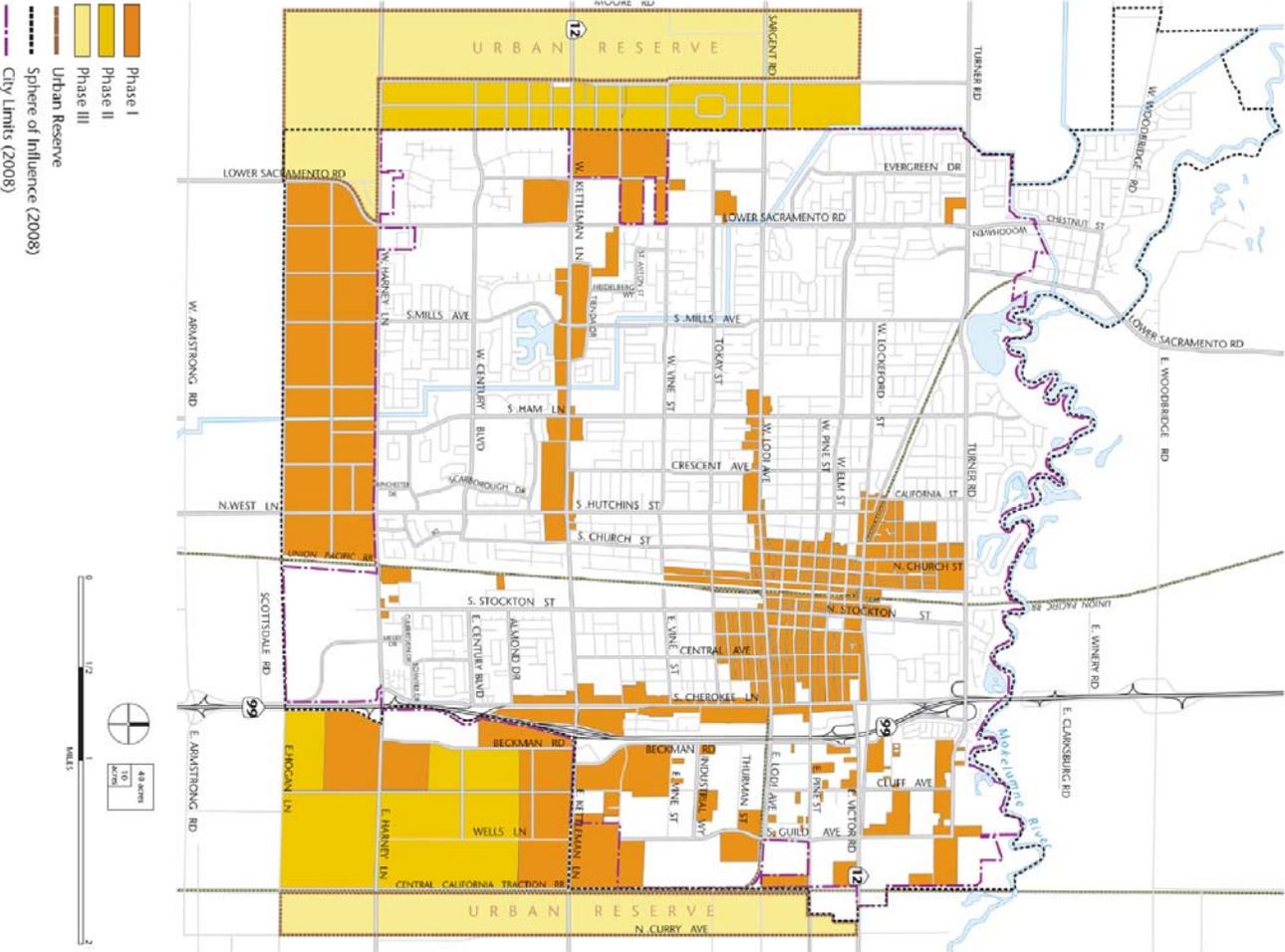


Figure 2-7: General Plan Development Phases

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2.0 PROJECT DESCRIPTION

The City currently utilizes groundwater as its sole source of supply. Current water infrastructure includes a 240-mile grid network of 6, 8, 10, 12 and 14-inch diameter mains, two water storage tanks with a combined storage capacity of 1.1 million gallons, and a total of 28 groundwater wells spaced at half-mile intervals throughout the City. The capacity of the wells ranges from 1.2 to 3.0 million gallons per day (mgd) and the total capacity of the 28 existing wells is 54 mgd. Among the 28 existing wells, only 14 wells currently have standby chlorination equipment. The groundwater is normally not chlorinated in the distribution system.

The City plans to maintain its groundwater pumping at a sustainable yield in the future. A safe yield of approximately 15,000 AFY has been estimated for the aquifer serving Lodi based on water balance calculations performed using data primarily from the Eastern San Joaquin Groundwater Management Plan. This safe yield estimate reflects an acreage-based relationship. Therefore, as the City's land area increases, the estimated safe yield of the underlying aquifer will likely increase. The safe yield estimate will be revisited if additional studies are completed revising the safe yield of the basin. The 2010 City of Lodi Urban Water Management Plan (UWMP) has assumed 15,000 AFY or 2.3 acre-feet per acre as the amount of groundwater available during all future (post-2005) years.

In addition, the City entered into an agreement with Woodbridge Irrigation District (WID) in 2003 to purchase 6,000 acre-feet per year (AFY) of surface water for a period of 40 years. The water will be diverted at Woodbridge Dam. The City is constructing a water treatment facility necessary to treat and deliver drinking water from this source. Construction is expected to be completed in Fall of 2012. Ultimately, the nominal capacity of the plant is 8 million gallons per day while the peak capacity is 10 million gallons per day. On January 16, 2008, the agreement was amended by extending the term of the agreement by 4 years to 2047 and allowing a total of 42,000 acre feet of water to be banked for future use. The average annual delivery of surface water to the City would be 7,200 acre feet per year or 2.345 billion gallons per year.

Table 2-1: CURRENT AND PLANNED WATER SUPPLIES					
Source	2005	2010	2015	2020	2025
Groundwater, AFY	17,300	15,000	15,000	15,000	15,000
WID Contract, AFY	0	7,200	7,200	7,200	7,200
Totals AFY	17,300	22,200	22,200	22,200	22,200
Recycled water used for irrigation not included.					
Source: Urban Water Management Plan, 2010					

2.0 PROJECT DESCRIPTION

The City is in the process of installing water meters on all unmetered water services. In 2010, the City reviewed the water use characteristics of about 3,000 metered residential accounts. This occurred prior to the implementation of new metered water rates. That analysis of usage indicated that single family residences used an average of about 22 hundred cubic feet (CCF) per month, which is equivalent to nearly 550 gallons per day (gpd).

According to the Master Plan, the combination of required water efficient plumbing fixtures, citywide metering, and billing for water and wastewater service on actual usage will result in a reduction in single family water demands to about 500 gpd (20 CCF per month or 0.56 AF per year). This is a 10 percent reduction in single family water demand.

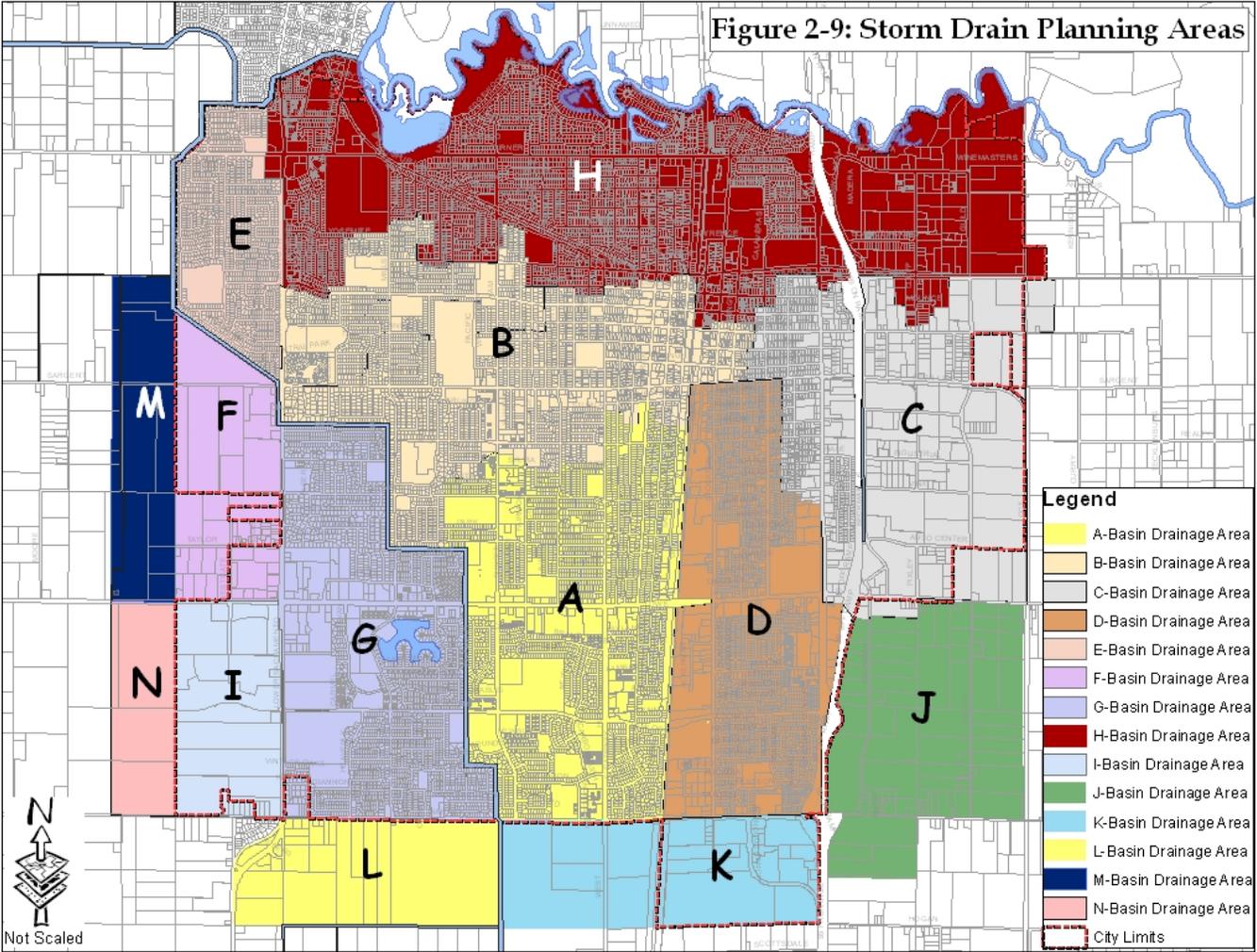
The Water Distribution System Master Plan identifies new wells south of Harney Lane, 1.5MG storage tank on Kettleman Ln., and a 36" transmission line on Mills Avenue and Lodi Avenue as shown on the Figure 2-6: Water Master Plan Service Area. The locations of the new wells and storage tank are based on the projected peak hour demand deficiencies. A total of 31 wells and the surface water treatment facilities will be required to meet the City's water demands thru the year 2035.

STORM DRAINAGE SYSTEM MASTER PLAN

The Storm Drainage System Master Plan was prepared concurrently with the Wastewater Collection System, Water Distribution System Master Plan, and Bicycle Master Plan in April of 2012. Currently, the City maintains a network of conveyance pipelines and storm pump stations with storage basins located around the City. The basins are interconnected with adjacent drainage areas so that the disposal of nuisance waters and moderate storm water runoff could be accomplished by gravity flow to storm pump stations with ultimate disposal to the Mokelumne River or the Woodbridge Irrigation District (WID) canal. By diverting lower flows directly to terminal drainage facilities, the basins are utilized for multiple uses including recreations, recharge, and storm water detention.

The 2011 Storm Drainage Master Plan has been expanded to coincide with the General Plan limits adding Areas J, K, L, M and N., as presented in Figure 2-9: Storm Drain Planning Areas. These have been further divided into several smaller planning areas. This Storm Drainage Master Plan will only address Areas F, I, K and L for the following reasons. First, facilities required to serve Areas F, I, K, and L are independent of those facilities serving J, M, and N. Second, the planning horizon for this Storm Drainage Master Plan is 2035 and development is not expected to occur in Areas J, M, and N before that time. Should development occur in these areas, this Storm Drainage Master Plan will need to be amended.

2.0 PROJECT DESCRIPTION



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Area A

This area is generally bounded by Tokay Street on the north, Union Pacific Railroad (UPRR) on the east, Harney Lane on the south, and the WID canal on the west. Area A is divided into two sub-areas: A-1 and A-2. Sub-area A-1 extends from Tokay Street to Kettleman Lane. The detention basin serving sub-area A-1 (Kofu Park) is located immediately north of the City of Lodi Municipal Services Center at Ham Lane and Kettleman Lane. The detention basin serving sub-area A-1 disposes storm water through natural recharge and by a pump station. Flows from the pump station are sent to the A-2 pump station for discharge into the WID canal.

Sub-area A-2 lies between Kettleman Lane and Harney Lane. The detention basin serving sub-area A-2 (Beckman Park) is located on Century Boulevard next to the WID canal. The A-2 pump station has an outfall connection into the WID canal. The A-2 pump station is one of two existing outfall connections into the WID canal. The areas within sub-areas A-1 and A-2 are fully developed and most storm drainage facilities have been constructed.

Area B

This area is generally bounded by Lockeford Street on the north, Washington Street on the east, Tokay Street on the south, and Lower Sacramento Road on the west. Area B is divided into two sub-areas; B-1 and B-2. Sub-area B-1 extends northerly from Tokay Street to Elm Street. The detention basin serving sub-area B-1 (Vinewood Park) is located on Tokay Street just east of Mills Avenue. This detention basin disposes storm water through natural recharge and by a pump station.

Sub-area B-2 lies between Elm Street and Lockeford Street. The detention basin serving sub-area B-2 (Henry Graves Park) is located on Oxford Way, 500 feet east of Lower Sacramento Road. This detention basin disposes storm water through natural recharge and by a pump station. Flows from both the B-1 and B-2 pump stations are sent to the Shady Acres pump station for discharge into the WID canal. The areas within sub-areas B-1 and B-2 are fully developed and most storm drainage facilities have been constructed.

Area C

This area is generally bounded by Lockeford Street on the north, Central California Traction Company Railroad (CCT) on the east, Kettleman Lane on the south, and 500 feet west of Washington Street on the west. The detention basin serving area C (Pixley Park) is partially constructed at this time and is located on Vine Street, 600 feet east of Beckman Road. Once fully constructed, the detention Basin C will dispose storm water through natural recharge and by a pump station that will be constructed in the future. Flows from the pump station will be diverted to the Cluff Avenue pump station and pumped to the Mokelumne River.

Area D

This area is generally bounded by Lodi Avenue on the north, Cherokee Lane on the east, Harney Lane on the south, and the UPRR on the west. The detention basin

serving area D (Salas Park) is located at Stockton Street and Century Boulevard. The detention basin disposes storm water through natural recharge and by a pump station. Flows from the pump station are pumped to the A-2 pump station and then discharged to the WID canal.

Area E

This area is bounded by the WID canal on the north, west and south and Lower Sacramento Road on the east. The detention basin serving area E (Peterson Park) is located on Elm Street, ¼ mile west of Lower Sacramento Road. This detention basin disposes storm water through natural recharge and by a pump station. Flows from the pump station are sent to the Lodi Lake pump station located at Turner Road and Mills Avenue where it is pumped into the Mokelumne River. The areas within area E are near fully developed and the storm drainage facilities have been fully constructed.

Area F

This area is bounded by the WID canal on the north, Lower Sacramento Road on the east, Kettleman Lane on the south, and ½ mile west of Lower Sacramento Road. Area F is divided into sub-areas, F-1, F-2, and F-3. Sub-area F-1 is that portion lying between the WID canal and Lodi Avenue. Sub-area F-2 is that portion lying between Lodi Avenue and Vine Street. Sub-area F-3 is that portion lying between Vine Street and Kettleman Lane. Justifications for dividing Area F in this manner are: 1) property ownerships align with the sub-area boundary, 2) planning sub-areas are approximately equal-sized, 3) sub-areas are configured in a fashion consisted with the expected phasing of development and 4) sub-area topography is conducive to the design of gravity flow facilities.

Area G

This area is bounded by WID canal on the north, WID canal on the east, Harney Lane on the south, and the Lower Sacramento Road on the west. Area G is divided into two sub-areas, G-1 and G-2. Sub-area G-1 lies between the WID canal to Century Boulevard. The detention basin serving sub-areas G-1 and G-2 is located at De Benedetti Park (G-Basin) located at Lower Sacramento Road and Century Boulevard. Storm water runoff from sub-area G-1 and most of sub-area G-2 can bypass G Basin and flow directly to A-2 pump station if needed. The areas within sub-area G-2 are between Century Boulevard and Harney Lane. The areas within Area G are almost fully developed and the storm drainage facilities serving this area have been constructed. Flows from the pump station will be diverted to the A-2 pump station for release into the WID canal.

Area H

This area is generally bounded by the limits of the urban development bordering the Mokelumne River on the north, the CCT on the east, Lockeford Street on the south, and Lower Sacramento Road on the west. Area H discharges storm water by gravity flow and four pump stations located at Lodi Lake, Lincoln Avenue, Turner Road, and Cluff Avenue directly into the Mokelumne River. Area H has 17 outfall connections into the Mokelumne River. Area H, with the exception of east of State Route 99, is fully developed.

Area I

Boundaries for this area include Kettleman Lane on the north, Lower Sacramento Road on the east, Harney Lane on the south, and one-half mile west of Lower Sacramento Road on the west. Area I is divided up into sub-areas: I-1, I-2, and I-3. Sub-area I-1 is that portion lying between Kettleman Lane and ¼ mile south of Kettleman Lane. Sub-area I-2 is that portion lying between ¼ mile south of Kettleman Lane and 600 feet south of Century Boulevard. Sub-area I-3 is that portion lying between 600 feet south of Century Boulevard and Harney Lane. Justifications for dividing Area I in this manner are: 1) planning sub-areas are approximately equal-sized, 2) property ownerships align with sub-area boundaries and 3) sub-area topography is conducive to the design of gravity flow facilities.

Area K

This area is bounded by Harney Lane on the north, State Route 99 on the east, one-half mile south of Harney Lane on the south, and the WID canal on the west. Area K is divided into sub-areas: K-1, K-2, and K-3 as shown in Figure 1. Sub-area K-1 extends westerly from Highway 99 to the Union Pacific Railroad (UPRR) tracks. Sub-area K-2 lies between the UPRR tracks and West Lane. Sub-area K-3 is located between West Lane and the WID Canal. Each sub-area is distinct because of ownership characteristics, physical barriers (i.e., railroad, street, canal), and the phasing of development

Area L

Boundaries for this area include Harney Lane on the north, the WID canal on the east, one-half mile south of Harney Lane on the south, and Lower Sacramento Road on the west. Area L is divided into two sub-areas, L-1 and L-2. Sub-area L-1 is that portion lying between the WID canal and the extension of Mills Avenue. Sub-area L-2 is that portion lying between the extension of Mills Avenue and Lower Sacramento Road. Justifications for dividing Area L in this manner are: 1) property ownerships align with the sub-area boundary and 2) sub-area sizes are conducive to the design of gravity flow facilities.

BICYCLE MASTER PLAN

The Bicycle Master Plan was prepared in April 2012 concurrently with Water, Wastewater and Storm Drainage master plans. This Bicycle Master Plan provides a broad vision, strategies and actions for the improvement of the bicycling environment in Lodi. The Bike Master Plan was developed to compliment the Transportation element of the 2010 Lodi General Plan. The purpose of the Plan is to expand the existing network, complete network gaps,

provide greater connectivity, educate, encourage and to maximize funding sources.

The Plan envisions the City of Lodi with a transportation system that supports the City’s goals for sustainability, active living and community where bicycling is an integral part of daily life. The system will include a comprehensive, safe, and logical citywide bicycle network that will support bicycling as a viable, convenient and popular travel choice for residents and visitors. A key purpose for the Plan is to satisfy requirements of the California Bicycle Act, to qualify for funding from Bicycle Transportation Account (BTA), and other state and federal funding programs.

Transportation Setting

The City of Lodi is accessible by highways and both regional and local transit. State Highway 12 (east-west) runs through the center of the City. State Highway 99 runs north-south and connects the City with other San Joaquin County cities to the south and Sacramento County cities to the north.

The current Bicycle Master Plan, prepared by Brady and Associates, Inc., was adopted November 16, 1994. The intent of this plan was to institute bicycle network and programs; and to prioritize projects for implementation as funds become available. Since 1994, several bicycle facilities have been installed within the city since then. In 2002, the plan was updated and approved by the City Council to include additional proposed bicycle facilities. This action allowed City of Lodi to receive funds for several bicycle facilities. Figure 2-10: Existing Bike Routes map captures the existing bike facilities within the City.

Bicycle Facilities

Today the City of Lodi has 23 miles of existing bikeways. Below is the distribution of bikeway miles based on bikeway classification:

Bikeway Classification	Mileage
Class I Bike Paths	0.1
Class II Bike Lanes	46.4
Class III Bike Routes	1.0
Total	47.5

Class I Bikeways (Bike Paths)

Class I Bikeways are completely separate facilities designated for the exclusive use of bicyclists and pedestrians with minimal vehicle crossings. Currently, there is one Class I Bikeways from the Lodi Lake swimming area to Turner Road and Mills Avenue, and a multi-use path around the lake that allows vehicle, bicycle and pedestrian use. In addition, there are proposed Class I Bikeways along the Woodbridge Irrigation Canal right-of-way and along the Victor Road/Lockeford Street railroad right-of-way, between the City’s eastern boundary and downtown.

Class II Bikeways (Bike Lanes)

Class II Bikeways are signed and striped lanes designated for the use of bicycles on a street or highway. Vehicle parking and vehicle/pedestrian cross-flow are permitted at designated locations. Class II bicycle lanes are provided on segments of Lower Sacramento Road, Mills Avenue, Elm Street, Kettleman Lane, Century Boulevard, Harney Lane, Stockton Street, Central Avenue, Crescent Avenue, and Vine Street.

Class III Bikeways (Bike Routes)

Class III Bikeways are routes designated by signs or pavement markings for bicyclists within the vehicular travel lane (i.e., shared use) of a roadway. Portions of Beckman Road and Elm Street are currently designated as Class III bicycle routes. Figure 2-11 illustrates type of bikeways and provides dimensions, sizes and other relevant information.

Bicycle Parking

Bicycle parking can range from a simple and convenient bicycle rack to storage in a bicycle locker or cage that protects against weather, vandalism and theft. Bicycle parking is available throughout the City at retail destinations such as the Sunwest Plaza, Vintner's Square, Reynolds Ranch, City facilities and grocery stores such as Safeway, Save-Mart, etc. The City requires all commercial, office, industrial, medical and high medium and high residential developments to provide bicycle parking facilities.

Project Goals and Objectives

The goal of the 2012 Bicycle Master Plan is to update the current Bicycle Master Plan and provide guidance to implement bicycle facilities. Goals of the plans are to:

- Provide bicycle facilities to serve the needs of all types of cyclists in Lodi.
- Coordinate with bicycle facilities that exist and are planned for construction in unincorporated San Joaquin County;
- Allow for priority use by cyclists on particular trails;
- Provide a continuous network of bike lanes on the City's arterial streets to allow for commuting to major destinations. These bikeways serve experienced cyclists who commute;
- Provide a second continuous network of dedicated bike paths and designated bikeways on streets with low traffic volumes. These bikeways serve bicyclists who prefer quiet facilities with streets that have low traffic volume and speeds; and
- Provide facilities and programs that will support bicycling as a commuting option and recreational activity over the long term. These programs will serve and encourage all types of cyclists.

The overall objective is to implement the projects and programs described in the Plan over the life of the General Plan as development occurs. Proposed new bike facilities are illustrated on Figure 2-12: Proposed Bike Routes.

Plan Recommendations

Key aspects of this Bicycle Master Plan are programs the City can enact to support and encourage cycling. These programs will be studied by the City for implementation when funding is available”

- **Bicycle On Transit** services should be provided to accommodate bicycles on public transportation vehicles.
- **Public Bicycle Parking** identifies key locations citywide for bicycle parking installation, a bike parking plan for downtown and a recommended bicycle parking ordinance.
- **Private Bicycle Parking** should become a requirement for all new commercial construction and renovations.
- **Network Improvements** fill gaps in the existing network so the community has a seamless bicycle network to use.
- **Spot Improvements** identify specific locations for focused improvements.

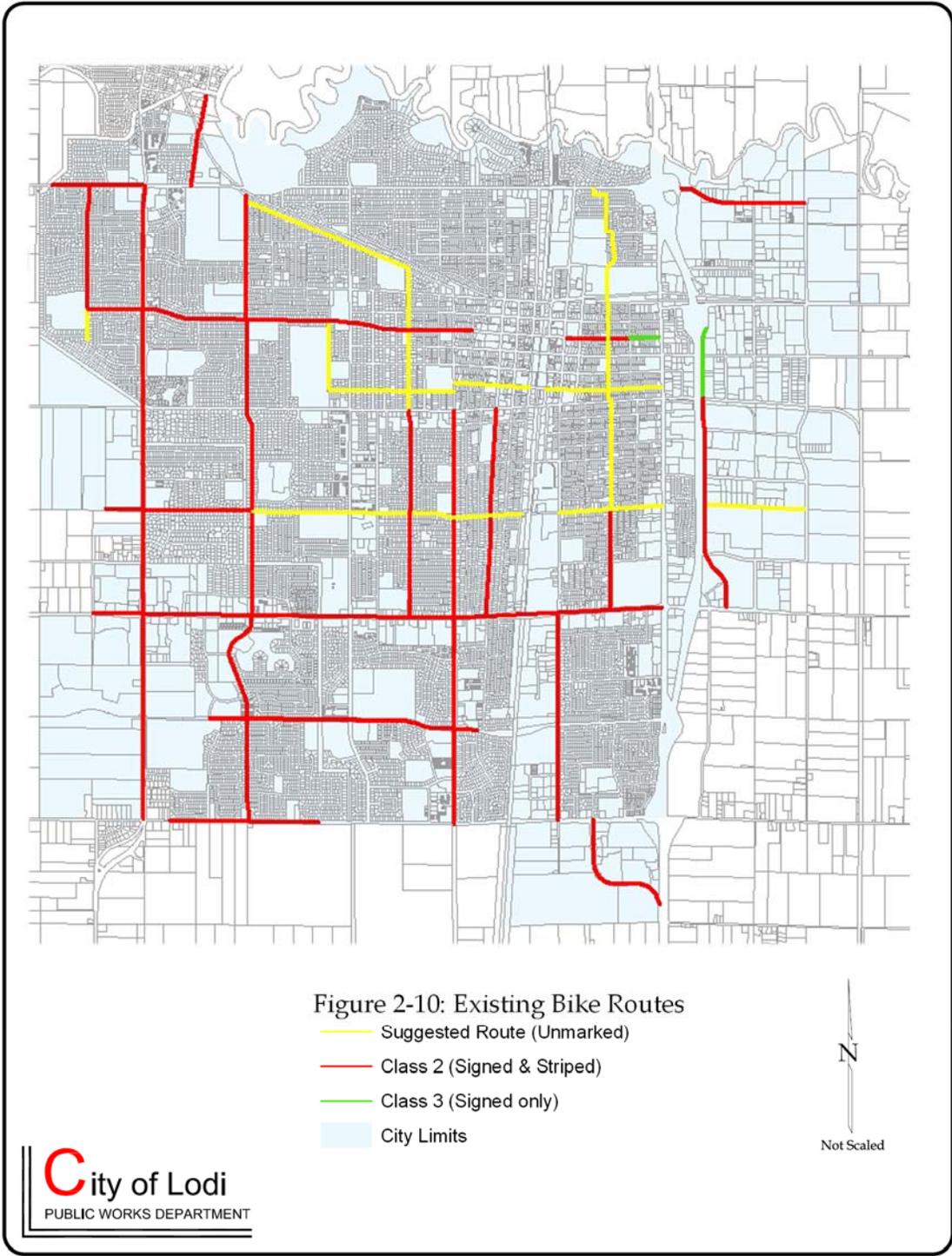
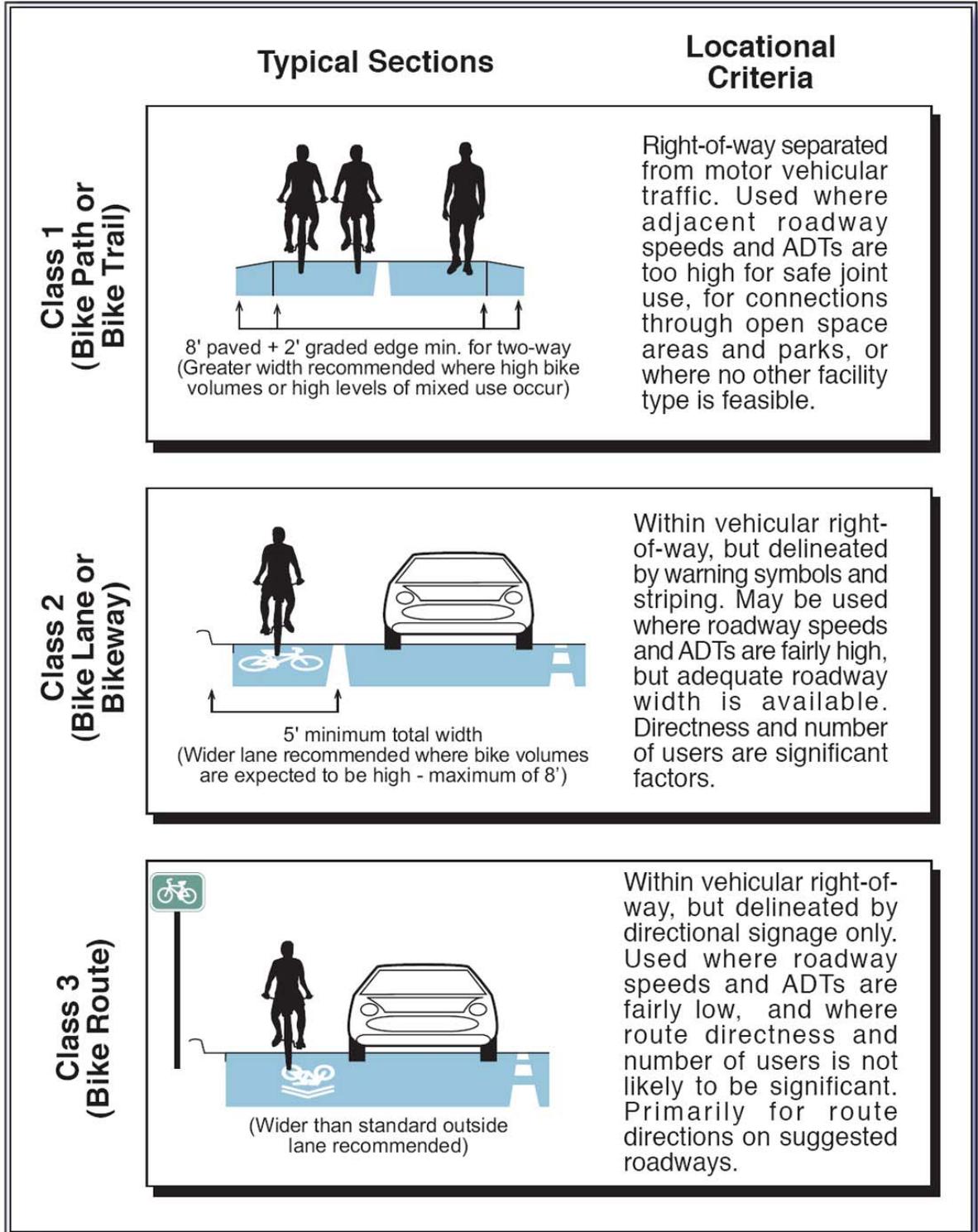
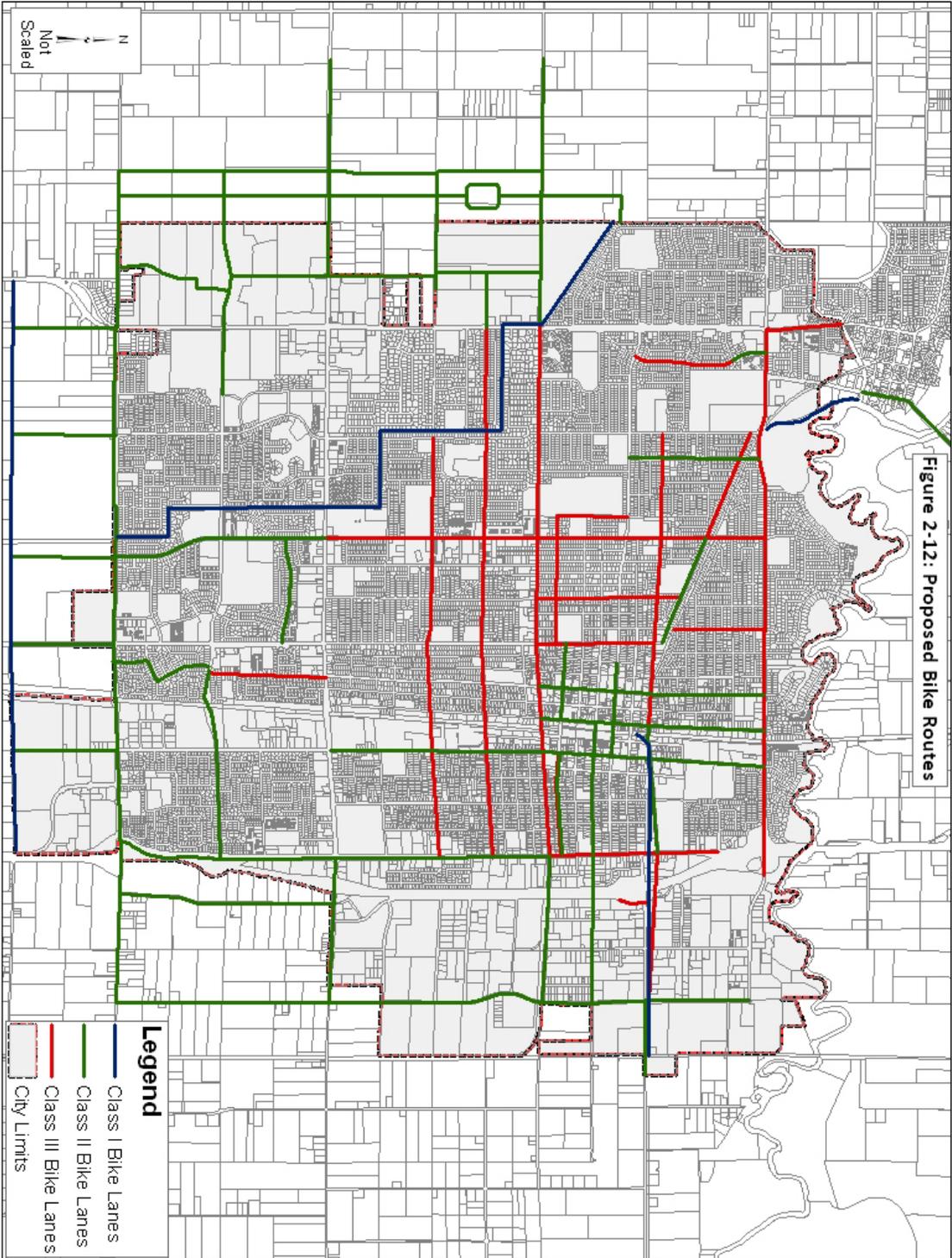


Figure 2-11: Bikeway Facility Types





Section 3

3.1 - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

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

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

Konradt Bartlam, Community Development Director

Date

NOTICE OF AVAILABILITY AND NOTICE TO OF INTENT TO ADOPT A NEGATIVE DECLARATION

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

The initial study prepared by the City was undertaken for the purpose of determining whether the proposed Harney Lane Specific Plan may have a significant effect on the environment. On the basis of the initial study, Community Development Department staff has concluded that the proposed Harney Lane Specific Plan will not have a significant effect on the environment, and therefore has prepared a proposed Negative Declaration 12-ND-01. The initial study reflects the independent judgment of the City.

FILE NUMBER: 12-ND-01

PROJECT TITLE: City of Lodi Master Plans

PROJECT LOCATION: The Lodi Master Plans study area includes the current city boundaries and the Lodi 2010 General Plan planning area. The Mokelumne River forms the northern edge of the city; Harney and Hogan lane southern edge. The Central California Traction Line (CCT) railroad (north of Kettleman Lane) and SR-99 (south of Kettleman Lane) form the eastern boundary. The western boundary extends approximately one-half mile west of Lower Sacramento Road. Lodi (exclusive of White Slough Water Pollution Control Facility) encompasses an area of 12.3 square miles.

PROJECT DESCRIPTION: The City of Lodi has prepared a Wastewater Collection System Master Plan, Water Distribution System Master Plan, Storm Drainage System Master Plan, and Bicycle Master Plan, which together make up the City's Master Plans. The Master Plans were prepared and developed consistent with the recently adopted 2010 General Plan. The Master Plans are an integral part of the City's General Plan and involve establishment and adoption of policy documents to accommodate future growth. No physical improvements or construction activities are proposed in conjunction with adoption of the Master Plans. This Initial Study and ND evaluated whether the proposed Master Plans would result in physical impacts beyond those addressed in the General Plan EIR. The Master Plans do not include design-level details for any single infrastructure improvement project. The goal of the Initial Study analysis is to evaluate the potential environmental impacts could occur due to adoption of the Master Plans. Based on the analysis of this Initial Study, a negative declaration is sufficient for adoption of the proposed Master Utility Plans. The City will

conduct specific analyses of future infrastructure project designs and locations to determine appropriate environmental documentation and mitigations measures.

PUBLIC REVIEW PERIOD: The proposed Negative Declaration will be circulated for a 30-day public review period, beginning on **Wednesday, June 13, 2012** and ending on **Thursday, July 12, 2012**. Copies of the document are available for review at the following locations:

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

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

Any person wishing to comment on the Initial Study and proposed Negative Declaration must submit such comments in writing **no later than 5:30 pm on Wednesday, July 12, 2012** to the City of Lodi at the following address:

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

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

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

The City will provide additional public notices when the public hearings have been scheduled to consider approval of the proposed Negative Declaration and the other entitlements for the project.

Konradt Bartlam, Community Development Director

Date

PROPOSED NEGATIVE DECLARATION

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

FILE NUMBER: 12-ND-01

PROJECT TITLE: City of Lodi Master Plans

PROJECT LOCATION: The Lodi Master Plans study area includes the current city boundaries and the Lodi 2010 General Plan planning area. The Mokelumne River forms the northern edge of the city; Harney and Hogan lane southern edge. The Central California Traction Line (CCT) railroad (north of Kettleman Lane) and SR-99 (south of Kettleman Lane) form the eastern boundary. The western boundary extends approximately one-half mile west of Lower Sacramento Road. Lodi (exclusive of White Slough Water Pollution Control Facility) encompasses an area of 12.3 square miles.

PROJECT DESCRIPTION: The City of Lodi has prepared a Wastewater Collection System Master Plan, Water Distribution System Master Plan, Storm Drainage System Master Plan, and Bicycle Master Plan, which together make up the City’s Master Plans. The Master Plans were prepared and developed consistent with the recently adopted 2010 General Plan. The Master Plans are an integral part of the City’s General Plan 2010 and involve establishment and adoption of policy documents to accommodate future growth. No physical improvements or construction activities are proposed in conjunction with adoption of the Master Plans. This Initial Study and ND evaluated whether the proposed Master Plans would result in physical impacts beyond those addressed in the General Plan EIR. The Master Plans do not include design-level details for any single infrastructure improvement project. The goal of the Initial Study analysis is to evaluate the potential environmental impacts could occur due to adoption of the Master Plans. Based on the analysis of this Initial Study, a negative declaration is sufficient for adoption of the proposed Master Utility Plans. The City will conduct specific analyses of future infrastructure project designs and locations to determine appropriate environmental documentation and mitigations measures.

NAME OF PROJECT PROPONENT/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.

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

3.0 ENVIRONMENTAL DETERMINATION

The public review on the proposed Negative Declaration will commence on **Wednesday, June 13, 2012** and ending on **Thursday, July 12, 2012**. 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 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 .				
<i>Would the Project:</i>				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project consists of the preparation and adoption of four Master Plans. The Master Plans involve the City’s wastewater collection, water distribution, storm drainage systems, and bike master plans. No physical improvements or construction activities are proposed in conjunction with implementation of Master Plans. All pipeline improvement projects, including storm drain, water, and wastewater pipelines, and bike lane installations will be evaluated for their impact on the environment at a future date on project-by-project basis. Therefore, the adoption of the proposed Master Plans would not involve any physical changes to the environment.

Regulatory Setting:

The proposed project would implement the General Plan goals and policies in the *Growth Management and Infrastructure and Transportation Element* of the General Plan and *Visual Resources* component of the General Plan EIR designed to reduce visual impacts. Applicable City Policies include, but are not limited to, the following:

- **GM-G2:** Provide infrastructure - including water, sewer, stormwater, and solid waster/recycling systems- that is designed and consistent with the projected capacity requirements and development phasing.
- **GM-P8:** Ensure that public facilities and infrastructure—including water supply, sewer, and stormwater facilities—are designed to meet projected capacity requirements to avoid the need for future replacement and upsizing, pursuant to the General Plan and relevant master planning.
- **GM-P11:** Prepare master plan documents as necessary during the planning period to address the infrastructure needs of existing and projected growth, and to determine appropriate infrastructure provision for each phase. Existing master plan documents should be used until new master plans are developed, and updates should occur as follows:
 - A sanitary sewer system master plan should be undertaken soon after General Plan adoption. In particular, this master plan should address how to best provide sewer service for the growth on the east side of the city and for infill development, and to determine if additional

- wastewater flows will need to be diverted into the proposed South Wastewater Trunk Line.
- A Citywide stormwater master plan should be prepared soon after General Plan adoption to confirm or revise existing planning studies.
 - A White Slough Water Pollution Control Facility master plan should be completed during the early stages of Phase 1, most likely in 2013 or 2014.
 - A recycled water master plan was prepared in May 2008 and is current as of 2009. It may be appropriate to update this document when the next WSWPCF master plan is prepared, in 2013 or 2014, to evaluate the feasibility of constructing a scalping plant to provide recycled water for use within the city.
 - A potable water supply and distribution master plan is not urgently needed, as of 2009. Future planning should be completed as necessary.
 - The Urban Water Management Plan should be updated on a five year basis in compliance with State of California mandated requirements. Future plans should be developed in 2010, 2015, 2020, 2025, and 2030.
- **T-P22:** Use the City’s Bike Master Plan as a comprehensive method for implementing bicycle circulation, safety, and facilities development. Update the Plan for consistency with the General Plan.

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>).

No scenic vistas or other scenic resources have been identified within the City of Lodi. The project does not propose the construction of any new structures that could block views. The project limits currently consist of rural residential, agricultural and open space land uses. The nearest highways to the project limits are SR-12 and SR-99, which are not considered state scenic highways and would not be impacted. Scenic resources, such as rock outcroppings and historic buildings, are not known to exist within the project limits. Further, the Master Plans do not involve construction, site grading, and disturbing. Future construction project would be viewed for potential environmental impact on project basis. Therefore, because the proposed project would not affect a known scenic vista or damage scenic resources, impacts would be considered *less-than-significant*.

Significance Determination: Less than significant.

Mitigation Measures: Mitigation measures are not required.

Significance After Mitigation: No impact.

- (b) There are no designated scenic highways within the City of Lodi. The proposed Master Plans are not expected to damage any existing historic buildings. The General Plan and General Plan EIR have not identified any scenic rock outcroppings within the City of Lodi. Adoption of the Master Plans does not involve physical improvements or result in construction activities. Future construction project would be viewed for potential environmental impact on project basis. Therefore, because the proposed project would not affect a known scenic vista or damage scenic resources, impacts would be considered *less-than-significant*.

Significance Determination: No impact.

Mitigation Measures: Mitigation measures are not required.

Significance After Mitigation: No impact.

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

The Master Plans involve development of infrastructure for future implementation and construction. The Master Plans are intended to implement the above mentioned General Plan policies.¹ The proposed Master Plans would not affect any text in the General Plan relative to aesthetics. The visual character of the City will not be degraded through implementation of the proposed project. Therefore, no impact would occur.

Significance Determination: No impact.

Mitigation Measures: Mitigation measures are not required.

Significance After Mitigation: No impact.

- (d) Building materials (i.e., reflective glass and polished surfaces) are the most substantial sources of glare. The amount of glare depends on the intensity and direction of sunlight, which is more acute at sunrise and sunset because the angle of the sun is lower during these times. Nighttime light sources include, but are not limited to, residential developments, vehicles (headlights), overhead street lighting, parking lot lighting, and security related lighting for non-residential uses. However, the Master Plans do not involve any construction activities. Therefore, no impact would occur.

Significance Determination: No impact.

Mitigation Measures: Mitigation measures are not required.

Significance After Mitigation: No impact.

Sources:

City of Lodi. *Lodi General Plan*. Prepared by Dytte & Bhatia, Inc. April 2010.

¹ City of Lodi General Plan 2010. Growth Management and Infrastructure Element. P. 3.1-32.

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

California, State of, Department of Transportation. *Scenic Highway Guidelines*. Also available online at

http://www.dot.ca.gov/hq/LandArch/scenic/guidelines/scenic_hwy_guidelines.pdf

U.S. Department of Transportation, Federal Highway Administration. *The National Scenic Byways Program*. (<http://www.scenic.org/byways>).

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<p>4.2 AGRICULTURE RESOURCES: <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:</i></p>				
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program in the California Resources Agency, to non-agricultural use?</p>	☐	☐	☐	■
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	☐	☐	☐	■
<p>c. Conflict with existing zoning for, or cause rezoning of forest land (as defined in PRC Sec. 4526), or timberland zoned Timberland Production (as defined in PRC Sec. 51104 (g)?</p>	☐	☐	☐	■
<p>d. Result in loss of forest land or conversion of forest land to non-forest use?</p>	☐	☐	☐	■
<p>e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?</p>	☐	☐	☐	■

Regulatory Setting:

The proposed project would implement the General Plan goals and policies in the *Growth Management and Infrastructure and Transportation Elements* of the General Plan and *Visual Resources* component of the General Plan EIR designed to reduce visual impacts. Applicable City Policies include, but are not limited to, the following:

- **GM-G1:** Ensure contiguous, paced and orderly growth by identifying phases for development. Allow development in subsequent phases only once thresholds of reasonable development in prior phases have been archived.
- **GM-P2:** Target new growth into identified areas, extending south, west, and southeast. Ensure contiguous development by requiring development to conform to phasing described in Figure 3-1. Enforce phasing through permitting and infrastructure provision. Development may not extend to Phase 2 until Phase 1 has reached 75% of development potential (measured in acres) and development may not extend to Phase 3 until Phase 2 has reached 75% of development potential. In order to respond to market changes in the demand for various land use types, exemptions may be made to allow for development in future phases before these thresholds in the previous phase have been reached.
- **C-G1:** Promote preservation and economic viability of agricultural land surrounding Lodi.

- **C-P3:** Support the continuation of agricultural uses on lands designated for urban uses until urban development is imminent.
- **C-P4:** Encourage San Joaquin County to conserve agricultural soils, preserve agricultural land surrounding the city and promote the continuation of existing agricultural operations, by supporting the county's economic programs.

Farmland Mapping and Monitoring Program Classification

The Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) prepares Important Farmland maps periodically for most of the state's agricultural areas based on information from Natural Resources Conservation Service (NRCS) soil survey maps, Land Inventory and Monitoring (LIM) criteria developed by NRCS, and land use information mapped by the California Department of Water Resources (DWR). These criteria generally are expressed as definitions that characterize the land's suitability for agricultural production, physical and chemical characteristics of the soil, and actual land use, Important Farmland maps generally are updated every 2 years.

- (a) Agriculture has historically been an important part of Lodi's land use and economy. Impacts resulting from conversion of important farmland, including conversions for infrastructure improvements, were considered and analyzed in the City's General Plan EIR (2009). In addition, the City's General Plan policies C-P7 and C-P8² involve mitigation measures aimed for the preservation of agricultural land and activities. The proposed Master Plans are implementing directives of the said General Plan and involve no construction activities. Future construction projects would be subjected to environmental review on a project-by-project basis. Because the proposed Master Plans and the fee program would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, the project would have no impact from conversion of farmland.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required.

Significance After Mitigation: No impact.

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

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required.

Significance After Mitigation: No impact.

- (c) A significant impact may occur if the proposed Project were to result in the conversion of forest land to non-forest land. The proposed project does not contain any improvements on land considered forest land (as defined in Public Resources Code

² City of Lodi General Plan 2010. Conservation Element. P. 7.1-40.

section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). Therefore, the proposed project would have *no impact* with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

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 proposed project does not contain any improvements on land considered forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). Therefore, the proposed project would have *no impact* with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required.

Significance After Mitigation: No impact.

- (e) Most of the proposed project limits are in areas currently used as agricultural land and classified as Prime Farm Land by the Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP). Physical installation of the plans is expected to be commensurate with urban development in these areas. As a result, the proposed project would not cause conversion of farmland to non-agricultural use greater than what has been anticipated and analyzed by the General Plan. The General Plan EIR found that a significant and unavoidable impact related to the conversion of farmland would occur. However, Findings of Fact and Statement of Overriding Considerations were adopted as part of the Certification of the 2010 General Plan EIR. The Master Plans study area is designated for development and would require annexation and pre-zoning prior to development and in depth environmental review at a project level. Therefore, the Master Plans would not conflict with existing zoning for agricultural use. Therefore, the proposed project would have **no impact**.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required.

Significance After Mitigation: No impact.

Sources:

California Department of Conservation, Division of Land Resource Protection. *San Joaquin County Important Farmland 2006*. June 2008.

_____. Farmland Mapping and Monitoring Program (2004-2006).

City of Lodi. *Lodi General Plan*. Prepared by Dytte & Bhatia, Inc. April 2010.

City of Lodi. *Lodi General Plan EIR 2010*. Prepared by Dytte & Bhatia, Inc. SCH Number: 2009022075. April 2010.

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

Introduction

The City of Lodi is located in the San Joaquin Valley Air Basin (SJVAB). Air quality conditions in the SJVAB are regulated by the San Joaquin Valley Air Pollution Control District (SJVAPCD). The following sections describe the overall regulatory framework for air quality management in California and the region, discuss federal and state ambient air quality standards, summarize existing air quality conditions in the Project area, and identify sensitive receptors in the Project area.

Regional Climate and Topography

The area's climate is considered "inland Mediterranean" and is characterized by warm, dry summers and cool winters. Summer high temperatures often exceed 100°F, averaging in the low 90s in the northern valley and high 90s in the south. Although marine air generally flows into the basin from the Sacramento-San Joaquin River Delta, the surrounding mountain ranges restrict air movement through and out of the valley. Wind speed and direction influence the dispersion and transportation of ozone precursors, particulate matter less than 10 microns in diameter (PM₁₀), and carbon monoxide (CO); the more wind flow, the less accumulation of these pollutants.

The vertical dispersion of air pollutants in the SJVAB is limited by the presence of persistent temperature inversion (warm air over cool air). Because of differences in air density, the air above and below the inversion does not mix. Ozone (O₃) and its precursors will react to produce higher concentrations under an inversion and will trap directly emitted pollutants, such as O. Precipitation and fog tend to reduce or limit pollutant concentrations. Ozone needs sunlight for its formation, and clouds and fog block the required radiation. CO is slightly water soluble, so precipitation and fog tend to reduce CO concentrations in the atmosphere. PM₁₀ is somewhat "washed" from the atmosphere with precipitation. Annual

precipitation in the San Joaquin Valley decreases from north to south, with about 20 inches in the north, 10 inches in the middle, and less than 6 inches in the southern part of the valley.

Air Quality Management

The air quality management agencies of direct importance in San Joaquin County include the U.S. Environmental Protection Agency (EPA), California Air Resources Board (ARB), and the SJVAPCD. EPA has established federal ambient air quality standards for which ARB and the SJVAPCD have primary implementation responsibility. ARB and the SJVAPCD are also responsible for ensuring that state ambient air quality standards are met. The SJVAPCD is also responsible for implementing strategies for air quality improvement and recommending mitigation measures for new growth and development.

Air quality is determined primarily by the type and amount of contaminants emitted into the atmosphere, the size and topography of the air basin, and its meteorological conditions. State and federal criteria pollutant emission standards have been established for six pollutants: CO, O₃, PM₁₀ and PM_{2.5} [particulates 2.5 microns or less in diameter], nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. Within the SJVAB, the SJVAPCD is responsible for ensuring that these emission standards are not violated.

Existing air quality conditions in the Project area can be characterized in terms of the ambient air quality standards that the federal government and California have established for several different pollutants. For some pollutants, separate standards have been set for different measurement periods. Most standards have been set to protect public health and welfare with an adequate margin of safety. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). The national ambient air quality standards (NAAQS), which describe acceptable conditions, were first authorized by the federal Clean Air Act of 1970. Air quality is considered in "attainment" if pollutant levels are below or equal to the NAAQS continuously and exceed them no more than once each year. The California Ambient Air Quality Standards (CAAQS), which describe adverse conditions, were authorized by the state legislature in 1967. Pollution levels must be below the CAAQS before a basin can attain the standard.

Sensitive Receptors

The SJVAPCD defines sensitive receptors as "facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants (San Joaquin Valley Air Pollution Control District 2002)." Typical sensitive receptors are residences, hospitals, schools, parks, and places of worship.

San Joaquin Valley Air Pollution Control District Thresholds

SJVAPCD does not require construction emissions to be quantified. Rather, it requires implementation of effective and comprehensive feasible control measures to reduce PM₁₀ emissions (San Joaquin Valley Air Pollution Control District 2002). SJVAPCD considers PM₁₀ emissions to be the greatest pollutant of concern when assessing construction-related air quality impacts. It has determined that compliance with its Regulation VIII, including implementation of all feasible control measures specified in its *Guide for Assessing Air Quality Impacts* (San Joaquin Valley Air Pollution Control District 2002) constitutes sufficient mitigation to reduce construction-related PM₁₀ emissions to less-than-significant levels and minimize adverse air quality effects. Since the publication of the district's guidance manual,

the district has revised some of the rules making up Regulation VIII, Guidance from district staff indicates that implementation of a dust control plan would satisfy all of the requirements of SJVAPCD Regulation VIII. Although explicit thresholds for construction-related emissions of ozone precursors are not enumerated in the *Guide for Assessing and Mitigating Air Quality Impacts*, the SJVAPCD considers a significant impact to occur when construction emissions of reactive organic gases (ROG) or oxides of nitrogen (NO_x) exceed 10 tons per year.

On December 15, 2005, SJVAPCD adopted Rule 9510, Indirect Source Review. This rule fulfills the district's emission reduction commitments in the PM₁₀ and Attainment Plans through emission reductions from the construction and use of development Projects through design features and onsite measures. Rule 9510 requires implementation of control measures to mitigate construction related NO_x and PM₁₀ emissions from roadway Projects in excess of 2.0 tons. If additional mitigation is necessary to achieve the required reductions, emissions offsets can be purchased. Compliance with Rule 9510 is separate from the CEQA process, although the control measures used to comply with the Rule 9510 may be used to mitigate CEQA impacts.

General Plan Goals and Policies

The proposed project would implement the General Plan goals and policies in the *Conservation Element* of the General Plan and *Air Quality Resources* component of the General Plan EIR. Applicable City Policies include, but are not limited to, the following:

- **C-P48:** Require all construction equipment to be maintained and tuned to meet appropriate EPA and CARB emission requirements and when new emission control devices or operational modifications are found to be effective, such devices or operational modifications are to be required on construction equipment.
- **C-P49:** Continue to require mitigation measures as a condition of obtaining permits to minimize dust and air emissions impacts from construction.
- **C-P50:** Require contractors to implement dust suppression measures during excavation, grading, and site preparation activities. Techniques may include, but are not limited to:
 - Site watering or application of dust suppressants;
 - Phasing or extension of grading operations;
 - Covering of stockpiles;
 - Suspension of grading activities during high wind periods (typically winds greater than 25 miles per hour); and
 - Revegetation of graded areas.
- **C-P51:** Cooperate with other local, regional, and State agencies in developing and implementing air quality plans to achieve State and Federal Ambient Air Quality Standards and address cross-jurisdictional and regional transportation and air quality issues.
- **C-P52:** Use the San Joaquin Valley Air Pollution Control District's (SJVAPCD) *Guide for Assessing and Mitigating Air Quality Impacts* for determining and mitigating project air quality impacts and related thresholds of significance for use in environmental documents. The City shall consult with the SJVAPCD during CEQA review for projects that require air quality impact analysis and ensure that the SJVAPCD is on the distribution list for all CEQA documents.

- **C-P50:** Support recommendations to reduce air pollutants found in the San Joaquin Valley Air Pollution Control District (SJVAPCD) local attainment plans and use its regulatory authority to mitigate "point" sources of air pollution (e.g., factories, power plants, etc.).
- (a) A significant impact could occur if the proposed project conflicts with or obstructs implementation of the San Joaquin Valley Air Pollution Control District policies. The proposed project is a policy document designed to guide future development within the planning area over the long term. The Plans would follow all City policies meant to protect and improve air quality, integrate the air quality, land use, and transportation planning process, and reduce greenhouse gas emissions and global climate change. The impact analysis in the General Plan regarding conflict with or obstruction of implementation of an applicable air quality plan found the impact to be less-than-significant with implementation of the City's Construction Mitigation Measures (Policy C-P50).³ All future development projects would be required to comply with General Plan Goals, Policies, and Policy Actions, as well as General Plan EIR Mitigation Measure AQ-3.8, which requires compliance with the San Joaquin Valley Air Pollution Control District (SJVAPCD) regulations and permitting requirements.

The proposed Master Plans are consistent with the recently updated General Plan. As implementation policy of the General Plan, and General Plan EIR, policy documents are considered to conflict with an Air Quality Plan or contribute to new air quality violations, as no physical development is proposed. In addition, the General Plan Air Quality Element cites the BMP as an implementing policy document for air quality improvements because it encourages bicycling for transportation purposes. This is consistent with air quality planning and transportation planning efforts in the region, which due to the ozone non-attainment status emphasize alternative modes of transportation. To the extent that increased levels of bicycling reduce vehicle trips, vehicle idling and vehicle miles traveled, implementation of the BMP Update would reduce the emissions of criteria pollutants, including NO_x and ROG, the precursors to ozone. As a result, implementation of the BMP Update will not conflict with local, regional, state or federal air quality planning. Because the City would ensure that all of the improvement projects included in the Master Plans would adhere to all relevant General Plan air quality policies aimed at ensuring consistency with applicable air quality plans, impacts regarding conflict with or obstruction of implementation of the applicable air quality plan would be considered *no impact*.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (b) A project may have a significant impact if project related emissions would exceed Federal, State, or regional standards or thresholds, or if project related emissions would substantially contribute to an existing or project air quality violations. As aforementioned in item (a), this project involves the adoption of Master Plans and involves no construction activities. Ultimate construction and operation of the improvements identified in the Master Plans could violate air quality standards. However, those projects would be subject to project-level environmental impact

³ City of Lodi General Plan 2010. Conservation Element. P. 7.1-40.

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

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

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

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (d) When quantifying mass emissions for localized analysis, only emissions that occur on-site are considered. Consistent with SJVAPCD Localized Significance Threshold (LST) methodology guidelines, emissions related to off-site delivery/haul truck activity and employee trips are not considered in the evaluation of localized impacts. As such, localized impacts that may result from the proposed Master Plans would be of no consequences as there no construction activity is being proposed at this time. Ultimate construction and operation any segment of the Master Plans would be subject to environmental review on a project-by-project basis.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (e) According to the SJVAPCD *Guide For Assessing and Mitigating Air Quality Impacts*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding facilities. This project involves adaptation and implementation of Master Plans. No construction activities or operations are proposed. As such, no potential odor impacts are anticipated due to the project.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

Sources:

California Air Resources Board. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*.

City of Lodi. 2010. *City of Lodi General Plan Policy Document*. Prepared by Dytte and Bhatia, Inc., April 2010.

San Joaquin Valley Air Pollution Control District. 2002. Guide for assessing and mitigating air quality impacts. Mobile Sources/CEQA Pages 22-26. Section of the Planning Division of the san Joaquin Valley Air Pollution Control District. Fresno, CA.

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

Would the Project:

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

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

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

(a) Climate change is the distinct change in measures of climate for a long period of time.⁴ Climate change can result from natural processes and from human activities. Natural changes in the climate can be caused by indirect processes such as changes in the Earth’s orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet’s surface. Greenhouse gases differ from other emissions in that they contribute to the “greenhouse effect”. The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth’s surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it keeps the planet approximately 60° F warmer than without it. Emissions from human activities since the beginning of the industrial revolution (approximately 150 years) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth’s temperature. Greenhouse gases (GHGs) occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6). Since 1750, it is estimated that the concentrations of carbon

⁴ United States Environmental Protection Agency. Frequently Asked Questions About Global Warming and Climate Change. Back to Basics. April 2009.

dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

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

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

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

City of Lodi Greenhouse Gas Emissions

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

When dealing with air quality issues related to operation emissions, thresholds are usually compared to the net change in emissions compared to baseline conditions (normally existing conditions with no Project). In addition, there are currently no health-based standards that measure the threat GHGs, including CO₂, pose on human health.

In comparison to existing conditions, implementation of the proposed Master Plans would not increase vehicle emissions generated by mobile source as well as emissions generated by stationary sources because it does not propose physical improvements or

construction activities. The City's General Plan is consistent with the State's goal of reducing GHG emissions to 1990 levels by 2020 and is consistent with the City of Lodi General Plan 2010 and accompanying EIR. Therefore, no impact is anticipated.

It should be noted that any future development project consistent with the General Plan would be required to implement all relevant City policies, such as Policy C-P36, which provides guidance on reducing GHG emissions and global climate change, as well as other policies included in the *Conservation Element* of the General Plan designed to promote a variety of energy conservation measures. In addition, each future development project would be required to comply with CARB's AB 32 Scoping Plan, including compliance with the cap-and-trade and other regulations, Governor's Office of Planning and Research (OPR) Technical Advisory, Office of the Attorney General measures, the CalGreen Code, and any other plans or regulations set forth for reducing GHG emissions at the time of project approval. Compliance with all applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions would help to ensure that project GHG emissions would not result in a significant impact on the environment.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (b) As stated previously, adoption of the proposed Master Plans 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

Sources

California Air Resources Board (CARB), *Air Quality and Land Use Handbook: A Community Health Perspective*, 2005.

California Air Resources Board (CARB), *Ambient Air Quality Standards*, last updated February, 2007.

California Air Resources Board, *California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit*, 2007.

San Joaquin Valley Air Pollution Control District (SJVAPCD), *Guide for Assessing and Mitigating Air Quality Impacts, Technical Document: Information for Preparing Air Quality Sections in EIRs*, Adopted August 20, 1998; January 10, 2002 revision.

San Joaquin Valley Air Pollution Control District (SJVAPCD), *District Air Quality Plans and Related Reports, Particulate Matter, and Ozone*, 2003.

San Joaquin Valley Air Pollution Control District (SJVAPCD), *Ambient Air Quality Standards and Valley Attainment Status*, 2005.

US Environmental Protection Agency, Inventory of US Greenhouse Gas Emissions and Sinks 1990-2006, 2008.

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.5 BIOLOGICAL RESOURCES				
<i>Would the proposal:</i>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	■
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?	☐	☐	■	☐

Regulatory Setting

Federal Endangered Species Act (ESA)

The ESA protects fish and wildlife species and their habitats that have been identified by US Fish and Wildlife Services (USFWS) or the National Marine Fisheries Service (NMFS) as threatened or endangered. *Endangered* refers to species, subspecies, or distinct population segments that are in danger of extinction through all or a significant portion of their range. *Threatened* refers to species, subspecies, or distinct population segments that are likely to become endangered in the near future. In general, NMFS is responsible for protection of federally listed marine species and anadromous fishes, whereas other listed species are under USFWS jurisdiction. Provisions of Sections 9 and 10 of the ESA may be relevant to the Project; these are summarized below.

Section 9: Prohibitions

Section 9 of the ESA prohibits the take of any fish or wildlife species listed under the ESA as endangered. Take of threatened species is also prohibited under Section 9, unless otherwise authorized by federal regulations.¹ *Take* is defined by the ESA as intending "[to] harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." *Harm* is defined as "any act that kills or injures the species, including significant habitat modification." In addition, Section 9 prohibits removing, digging up, cutting, and maliciously damaging or destroying federally listed plants on sites under federal jurisdiction.

Section 10: Nonfederal Actions

In cases where a nonfederal entity is undertaking an action that does not have federal funding or require federal authorization, the take of listed species must be permitted by USFWS through the Section 10 process. If the proposed Project would result in the incidental take of a listed species, the applicant first must obtain an incidental take permit under ESA Section 10. To receive an incidental take permit, the nonfederal entity is required to prepare a habitat conservation plan that describes Project impacts and specifies conservation measures that avoid, minimize, and mitigate the Project's impact on listed species and their habitat.

The proposed Project would be a covered activity within the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) area. The SJMSCP, in accordance with ESA Section 10 (a)(1)(B) provides compensation for conversion of open space to non-open space uses that affect plant, fish, and wildlife species covered by the plan (San Joaquin Council of Governments 2000).

Federal Clean Water Act

The federal Clean Water Act (CWA) was enacted as an amendment to the federal Water Pollution Control Act of 1972, which outlined the basic structure for regulating discharges of pollutants to waters of the United States. The CWA serves as the primary federal law protecting the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands. The Federal CWA is administered by the EPA and the USACE. USACE is responsible for regulating the discharge of fill material into waters of the United States (including lakes, rivers, streams, and their tributaries) and wetlands. Wetlands are defined for regulatory purposes as areas that are "inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances, do support a prevalence of vegetation typically adapted for life in saturated soil conditions"(Environmental Laboratory 1987:13).

The discharge of dredged or fill material into waters of the United States is subject to permitting under CWA Section 404. Certification from the applicable Regional Water Quality Control Board (RWQCB) is also required when a proposed activity may result in discharge into navigable waters, pursuant to CWA Section 401 and EPA's Section 404(b)(1) guidelines. On June 5, 2007, the EPA and the U.S. Department of the Army issued a memorandum titled Clean Water Act Jurisdiction Following the U.S. Supreme Court's Decision in *Rapanos v. United States & Carabell v. United States* that states that the agencies will assert jurisdiction over the following categories of water bodies: traditional navigable waters (TNWs), wetlands adjacent to TNWs, nonnavigable tributaries of TNWs that are

relatively permanent, and wetlands that abut such tributaries (U.S. Environmental Protection Agency and U.S. Department of the Army 2007).

Presidential Executive Order 13186: Federal Migratory Bird Treaty Act

The MBTA (16 U.S. Government Code 703-7111 prohibits the take of any migratory bird or any part, nest, or eggs of any such bird. Under the act, *take* is defined as the action of or attempt to "pursue, hunt, shoot, capture, collect, or kill." This act applies to all persons and agencies in the United States, including federal agencies.

Executive Order (EO) 13186 for conservation of migratory birds (January 11,2001) requires that any Project with federal involvement address impacts of federal actions on migratory birds. The order is designed to assist federal agencies in their efforts to comply with the MBTA and does not constitute any legal authorization to take migratory birds. The order also requires federal agencies to work with USFWS to develop a memorandum of understanding (MOU). Protocols developed under the MOU must promote the conservation of migratory bird populations through the following means.

- Avoid and minimize, to the extent practicable, adverse impacts on migratory bird resources when conducting agency actions.
- Restore and enhance habitat of migratory birds, as practicable.
- Prevent or abate the pollution or detrimental alteration of the environment for the benefit of migratory birds, as practicable.

State Regulations

California Environmental Quality Act

CEQA is the regulatory framework by which California public agencies identify and mitigate significant environmental impacts. A Project normally is considered to result in a significant environmental impact on biological resources if it substantially affects a rare or endangered species or the habitat of that species; substantially interferes with the movement of resident or migratory fish or wildlife; or substantially diminishes habitat for fish, wildlife, or plants.

The State CEQA Guidelines define rare, threatened, or endangered species as those listed under CESA and ESA, as well as any other species that meets the criteria of the resource agencies or local agencies (e.g., CDFG-designated species of special concern, CNPS-listed species). The State CEQA Guidelines stipulate that the lead agency preparing an environmental impact report must consult with and receive written findings from CDFG concerning Project impacts on species that are listed as endangered or threatened. The effects of a proposed Project on these resources are important in determining whether the Project has significant environmental impacts under CEQA.

California Endangered Species Act

California implemented CESA in 1984. The act prohibits the take of endangered and threatened species; however, habitat destruction is not included in the state's definition of take. Under CESA, take is defined as an activity that would directly or indirectly kill an individual of a species, but the definition does not include harm or harass. Section 2090 requires state agencies to comply with endangered species protection and recovery and to promote conservation of these species. CDFG administers the act and may authorize take through Section 2081 agreements (except for species designated as fully protected).

Regarding rare plant species, CESA defers to the CNPPA of 1977, which prohibits importing, taking, and selling rare and endangered plants. State-listed plants are protected mainly in cases where state agencies are involved in Projects under CEQA. In these cases, plants listed as rare under the CNPPA are not protected under CESA but can be protected under CEQA.

California Fish and Game Code

Fully Protected Species

The California Fish and Game Code provides protection from take for a variety of species, referred to as fully protected species. Section 5050 lists fully protected amphibians and reptiles. Section 3515 prohibits take of fully protected fish species. Fully protected birds are listed in Section 3511, and fully protected mammals are listed in Section 4700. The California Fish and Game Code defines take as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Except for take related to scientific research, all take of fully protected species is prohibited.

Sections 3503 and 3503.5

Section 3503 of the California Fish and Game Code prohibits the destruction of bird nests or eggs. Section 3503.5 prohibits the killing of raptor species and the destruction of raptor nests or eggs.

California Native Plant Protection Act

The CNPPA prohibits importation of rare and endangered plants into California, and take or sale of rare and endangered plants. CESA defers to CNPPA, which ensures that state-listed plant species are protected when state agencies are involved in Projects subject to CEQA. In this case, plants listed as rare under CNPPA are not protected under CESA, but rather under CEQA.

Porter-Cologne Water Quality Control Act

Section 13260 of the California Water Code requires "any person discharging waste, or proposing to discharge waste, in any region that could affect the waters of the state to file a report of discharge (an application for waste discharge requirements [WDRs])." Under the Porter-Cologne Water Quality Control Act definition, the term *waters of the state* is defined as "any surface water or groundwater, including saline waters, within the boundaries of the state." Although all waters of the United States that are within the borders of California are also waters of the state, the converse is not true—in California, waters of the United States represent a subset of waters of the state. Therefore, the State of California retains authority to regulate discharges of waste into any waters of the state, regardless of whether USACE has concurrent jurisdiction under CWA Section 404. If USACE determines a wetland or other water (e.g., drainage ditch) is not subject to regulation under CWA Section 404, water quality certification under CWA Section 401 is not required. However, the RWQCB may impose WDRs if fill material would be placed into waters of the state. In accordance with a preliminary jurisdictional determination approach, the seasonal wetlands and drainage ditches in the study area were interpreted to fall within the scope of USACE jurisdiction.

Local Regulations

San Joaquin County Multi-Species Habitat Conservation and Open Space Plan

The key purpose of the SJMSCP is to provide a strategy for balancing the need to conserve Open Space and the need to convert open space to other uses while protecting the region's agricultural economy; preserving landowner's property rights; providing for the long-term

management of plant, fish and wildlife species, especially special-status species; providing and maintaining multiple-use open spaces which contribute to the quality of life of the residents; and accommodating a growing population while minimizing costs to Project proponents and society. The SJMSCP addresses 97 species over more than 1,400 square miles. It encompasses the entire county except for federally owned lands and area encompassing those Projects not covered by the SJMSCP listed in Section 8.2.2. The SJMSCP provides compensation for the conversion of open space.

The SJMSCP provides compensation for the Conversion of Open Space to non-Open Space uses which affect the plant, fish and wildlife species covered by the Plan. The SJMSCP compensates for Conversions of Open Space for the following activities: urban development, mining, expansion of existing urban boundaries, non-agricultural activities occurring outside of urban boundaries, levee maintenance undertaken by the San Joaquin Area Flood Control Agency, transportation Projects, school expansions, non-federal flood control Projects, new parks and trails, maintenance of existing facilities for non-federal irrigation district Projects, installation, maintenance activities, managing Preserves, and similar public agency Projects.

- (a) The proposed project consists of adoption of the Master Plans that have been prepared as a directive of the 2010 General Plan. No construction activity is proposed. Therefore, no impacts to biological resources are expected as a result of the proposed Master Plans. All future constructions plans would be reviewed for environmental impact on project-by-project basis. Additionally, future construction activities within the project limits would be required to adhere to the requirements of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). 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 construction activities to a level of less-than-significant. That document is hereby incorporated by reference and is available for review during regular business hours at the San Joaquin Council of Governments (555 East Weber Avenue/Stockton, CA 95202) or online at www.sjcog.org.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (b) The proposed Master Plans do not involve construction activities. Potential impacts to Biological Resources due to construction activities have been exhaustively examined and mitigation measures have been detailed in the City's General Plan EIR (SCH #2009022075) and mitigation policies are incorporated in the General Plan policy. All future projects and developments in the Plan Area, including all construction of lines, would be subject to environmental review on a project-by-project basis. Therefore, no impact is anticipated.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (c) A significant impact may occur if wetlands that are protected under federal regulation, as defined by Section 404 of the Clean Water Act, would be modified or removed. The proposed project consists of adoption and implementation of Master Plans prepared as directive of the 2010 General Plan. No construction activity is proposed. 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 interferes or removes access to a migratory wildlife corridor or impedes the use of native wildlife nursery sites. The proposed Master Plans do not involve construction activities. Additionally, the project limits are not identified as a missing linkage on the California Wilderness Coalition California's Missing Linkages Report. Therefore, no impact is anticipated due to the implementation of the proposed Master Plans.

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. The proposed project consists of adoption and implementation of Master Plans. No construction activity is proposed. Additionally, the City of Lodi General Plan (Conservation Element) includes goals and policies intended to protect sensitive native vegetation and wildlife habitats. Adaptation of the proposed Master Plans and fee program will have no impacts on the preservation or conservation plans.

Significance Determination: No Impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (f) A significant impact may occur if the proposed Project were inconsistent with mapping or policies in any conservation plans of the types cited. The proposed project consists of adoption and implementation of Master Plans. The Master Plans would comply with the 2010 General Plan and visions and goals outlined therein. Development consistent with the 2010 General Plan would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plans. Policies that would mitigate impacts to *Biological Resources* are listed in the General Plan Draft EIR, *Biological Resources 3.4-1*. Implementation of policies and mitigation measures listed therein, particularly those related to riparian corridors, wetlands, special-status species, sensitive natural communities, and wildlife movement corridors, would ensure that any covered species would not be adversely impacted. As a result, this impact would be less than significant.

Significance Determination: Less Than Significant.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

Sources:

City of Lodi. *Final Environmental Impact Report for the City of Lodi General Plan*. Prepared by Dytte & Bhatia, Inc., April 2010.

San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).

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

Regulatory Setting

California Environmental Quality Act

CEQA requires that public agencies (in this case, the City) that finance or approve public or private Projects must assess the effects of the Project on cultural resources. Cultural resources are defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, or scientific importance. CEQA requires that if a Project would result in significant effects on important cultural resources, alternative plans or mitigation measures must be considered; only significant cultural resources, however, need to be addressed. Therefore, prior to the development of mitigation measures, the importance of cultural resources must be determined. The steps that are normally taken in a cultural resources investigation for CEQA compliance are:

- identify cultural resources;
- evaluate the significance of resources;
- evaluate the impacts of a Project on significant cultural resources; and
- develop and implement measures to mitigate the impacts of the Project only on significant resources, namely historical resources and unique archaeological resources.

The State CEQA Guidelines define three ways that a cultural resource may qualify as a historical resource for the purposes of CEQA review:

1. if the resource is listed in or determined eligible for listing in the CRHR;
2. if the resource is included in a local register of historical resources, as defined in Public Resources Code (PRC) 5020.1(k), or is identified as significant in an historical resource survey meeting the requirements of PRC 5024.1Cg) unless the preponderance of evidence demonstrates that it is not historically or culturally significant; or
3. the lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record (14 California Code of Regulations [CCR] 15064.5[a]).

A cultural resource may be eligible for inclusion in the California Register of Historical Resources (CRHR) if it:

- is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- is associated with the lives of persons important in our past;
- embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of an important creative individual, or possesses high artistic values; or has yielded, or may be likely to yield, information important in prehistory or history.

In addition, CEQA distinguishes between two classes of archaeological resources: archaeological resources that meet the definition of a historical resource as above, and "unique archaeological resources." An archaeological resource is considered unique if it:

- is associated with an event or person of recognized significance in California or American history or of recognized scientific importance in prehistory;
- can provide information, that is of demonstrable public interest and is useful in addressing scientifically consequential and reasonable research questions; or
- has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind (PRC 21083.2).

Lodi General Plan

The Conservation Element of the Lodi Draft General Plan addresses cultural resources with the following goals.

- C-G5: Encourage the identification, protection, and enhancement of archaeological resources.
- C-G6: Preserve and enhance districts, sites, and structures that serve as significant, visible connections to Lodi's social, cultural, economic, and architectural history.

The following policies are pertinent to the proposed Project.

- C-P14: In the event that archaeological/paleontological resources are discovered during site excavation, the City shall required that grading and construction work on the Project site be suspended until the significance of the features can be determined by a qualified archaeologist/paleontologist. The City will require that a qualified archaeologist/paleontologist make recommendations for measures necessary to protect any site determined to contain or constitute a historical resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recovery, excavation, analysis, and curation of archaeological/paleontological materials. City staff shall consider such recommendations and implement them where they are feasible in light of Project design as previously allowed by the City.
- C-PIS: If any human remains are discovered or recognized in any location on the Project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
- The San Joaquin County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and
 - If the remains are of Native American origin: (1) the descendants of the deceased Native Americans have made a timely recommendation to the landowner or the person responsible for the excavation work, for means of

treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or (2) the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the Commission.

Policies C-PI6 through C-P21 address the preservation, maintenance, recording, and evaluation of historic buildings, structures, and districts.

- (a) A significant impact would occur if the Project caused a substantial adverse change to a historical resource through demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired. The proposed project consists of adoption of Master Plans. The proposed Master Plans do not involve construction, grading, and site disturbance. Therefore, the Project would have less than significant impact on historical resources as defined by CEQA

Significance Determination: Less than significant.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (b) A significant impact would occur if the Project caused a substantial adverse change to a historical resource through demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired. The proposed project consists of the adoption of Master Plans. The proposed Master Plans do not involve construction, grading, and site disturbance. All future construction activities would be evaluated for potential environmental impacts on project-by-project basis. The proposed project would not change or have any effect on these existing regulation or mitigation measures; no impact on archeological resources would result. Therefore, the Project would have less than significant impact on historical resources as defined by CEQA

Significance Determination: Less than significant.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (c) A significant impact may occur if grading or excavation activities associated with the proposed Project would disturb paleontological resources or geologic features that exist within the Project site. The proposed project consists of the adoption of Master Plans. The proposed Master Plans do not include construction, grading, and site disturbance. Additionally, the General Plan EIR found no unique geologic features within the Planning Area. The City is not known to contain documented paleontological resources. It is unlikely that unknown paleontological resources would exist within the project limits. The Master Plans do not propose to change the General Plan land use designation or the zoning for any parcel that was previously identified for preservation or open space; no impacts to paleontological resources are anticipated.

Significance Determination: Less than significant.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

(d) The proposed Master Plans would not authorize any plans for development/construction or redevelopment; therefore, it would have no impact on human remains. Procedures to notify the County Coroner and Native American representatives are implemented in accordance with California Health and Safety Code Section 7050.5 for all development projects within the city. This requirement is furthermore reinforced through General Plan EIR. The proposed project would have no effect on this existing regulatory standard or General Plan EIR mitigation measures; therefore, this project would have no effect involving potential disturbance or recovery of human remains.

Significance Determination: Less than significant.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

Sources:

City of Lodi. *Final Environmental Impact Report for the City of Lodi Draft General Plan*. Prepared by Dytte and Bhatia, Inc., April 2010.

_____. *City of Lodi General Plan Policy Document*. Prepared by by Dytte and Bhatia, Inc., April 2010.

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

Regulatory Setting

Alquist-Priolo Earthquake Fault Zoning Act

California's Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) (PRC 2621 et seq.), enacted in 1972 as the Alquist-Priolo Special Studies Zones Act and renamed in 1994, is intended to reduce the risk to life and property from surface fault rupture during earthquakes. The Alquist- Priolo Act prohibits the location of most types of structures intended for human occupancy across the traces of active faults and strictly regulates construction in the corridors along active faults (Earthquake Fault Zones). It also defines criteria for identifying active faults, giving legal weight to terms such as active, and establishes a process for reviewing building proposals in and adjacent to Earthquake Fault Zones.

Under the Alquist-Priolo Act, faults are zoned, and construction along or across them is strictly regulated if they are "sufficiently active" and "well-defined." A fault is considered sufficiently active if one or more of its segments or strands show evidence of surface displacement during Holocene time (defined for purposes of the act as referring to approximately the last 11,000 years). A fault is considered well-defined if its trace can be clearly identified by a trained geologist at the ground surface or in the shallow subsurface, using standard professional techniques, criteria, and judgment (Hart and Bryant 1997).

Seismic Hazard Mapping Act

Like the Alquist-Priolo Act, the Seismic Hazards Mapping Act of 1990 (PRC Section 2690-2699.6) is intended to reduce damage resulting from earthquakes. Whereas the Alquist-Priolo Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including strong groundshaking, liquefaction, and seismically induced landslides. Its provisions are similar in concept to those of the Alquist-Priolo Act: the state is charged with identifying and mapping areas at risk of strong groundshaking, liquefaction, landslides, and other corollary hazards, and cities and counties are required to regulate development within mapped Seismic Hazard Zones.

Under the Seismic Hazards Mapping Act, permit review is the primary mechanism for local regulation of development. Specifically, cities and counties are prohibited from issuing development permits for sites within Seismic Hazard Zones until appropriate site-specific geologic or geotechnical investigations have been carried out, and measures to reduce potential damage have been incorporated into the development plans.

Lodi General Plan

The Conservation Element and the Safety Element of the Draft General Plan includes a number of policies related to geology, seismicity, and soils.

C-G2: Maintain the quality of the Planning Area's soil resources and reduce erosion to protect agricultural productivity.

C-P6: Require new development to implement measures that minimize soil erosion from wind and water related to construction and urban development. Measures may include:

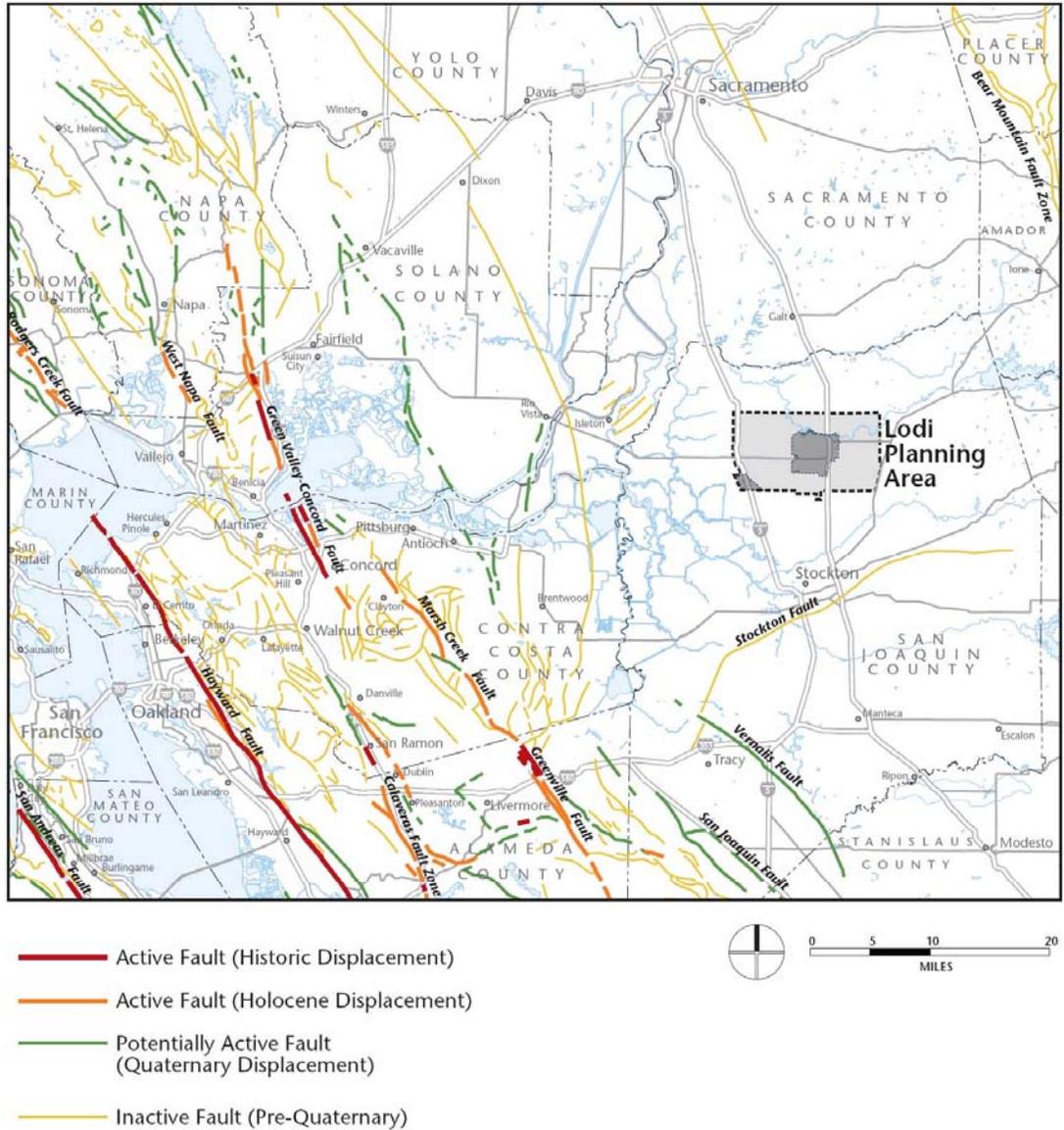
- Construction techniques that utilize site preparation, grading, and best management practices that provide erosion control and prevent soil contamination.
- Tree rows or other windbreaks shall be used within buffers on the edge of urban development and in other areas as appropriate to reduce soil erosion.

S-G-2: Prevent loss of lives, injury, illness, and property damage due to flooding, hazardous materials, seismic and geological hazards, and fire.

S-P20: Require soils reports for new Projects and use the information to determine appropriate permitting requirements, if deemed necessary.

S-P22: Require new development to include grading and erosion control plans prepared by a qualified engineer or land surveyor.

Figure 4-1: Regional Faults



The proposed project consists of the adoption of Master Plans. The Master Plans do not propose construction activities. The Master Plans would not involve any physical changes to the environment.

- i. There are no mapped surface or subsurface faults that traverse the city and the city is not listed within a State designated Alquist-Priolo Earthquake Fault Zone. Any future construction will be required to employ building standards set forth in the City’s Building Code, including specific provisions for seismic design of structures. In addition, the General Plan FEIR concluded that impacts associated with seismic-

related ground shaking would be reduced to less than significant due to mandatory compliance with building codes, policies contained in the General Plan, and mitigation measures included in the General Plan EIR. These mitigation measures require site-specific geologic investigation of seismic and geotechnical hazards potential for new development projects within the city. The proposed project would not change or have any effect on these existing regulations or mitigation measures; no new impacts associated with ground shaking or liquefaction would occur.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- ii. A significant impact may occur if the proposed Project results in or exposes people to adverse effects involving strong ground shaking from fault rupture or seismic hazards. There is no record of any seismic activity originating in the City of Lodi other than tremors on the west side of the San Joaquin Valley, close to the Ortigalita Fault. No impact.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact.

- iii. A significant impact may occur if the Project were to result in or expose people to adverse effects involving seismic-related ground failure from liquefaction and other geologic hazards. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. The potential for liquefaction is recognized throughout the San Joaquin Valley where unconsolidated sediments and a high water table coincide. Areas which have the greatest potential for liquefaction are those areas in which the water table is less than 50 feet below the ground surface and soils are predominantly clean, comprised of relatively uniform sands and are of loose to medium density. However, the proposed Master Plans would not expose people or structures to potential substantial adverse effects involving surface rupture as the Project involves no construction activities. No impact.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact.

- iv. A significant impact may occur if the Project results in or exposes people to adverse effects involving landslides. Slope stability hazards are nonexistent and present no risk in the City of Lodi. The project limits are 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. Additionally, according to the Official Maps of Seismic Hazard Zones provided by the State of California Department of Conservation, the City of Lodi is not located within an earthquake-induced landslide zone, which is defined as an area where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacement.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact.

- (b) The project consists of adoption of regulatory and policy documents that will not result directly in the construction activities. The proposed Master Plans would not put any policies in place that would increase soil erosion or result in the loss of topsoil. Moreover, all future development projects would be subject to compliance with City of Lodi Municipal Code and the City's *Storm Water Management and Discharge Control*, which requires compliance with NPDES standards and implementation of Best Management Practices (BMP), in order to minimize short- and long-term erosion. Impacts would be less than significant in this regard.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (c) The conditions favorable for hazards associated with unstable geologic unit or soil (landslides or subsidence/collapse) are not present in Lodi. The proposed project will not directly result in the construction within any area susceptible to liquefaction, subsidence, landslide, or soil collapse hazards. All development projects constructed pursuant to the Master Plans will be required to adhere to the standards contained in the City's Building Code to prevent hazardous soil conditions that could lead to building failure. The project does not involve any changes to these regulations. No impact would occur from liquefaction, lateral spreading, subsidence, liquefaction, or collapse.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (d) General Plan Mitigation Measure require that all new development have a site-specific geology investigation of seismic and geotechnical hazards; this will ensure that impacts related to expansive soils impacts are evaluated on a project-by-project basis.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (e) The proposed project does not involve septic tanks or other soil-based wastewater disposal systems. Future development within the project limits would connect to the existing and/or future wastewater infrastructure. As sewers are available for the disposal of wastewater, the use of septic tanks or alternative wastewater disposal systems would not be allowed. No impact would occur.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

Sources:

California Geological Survey (CGS), Probabilistic Seismic Hazards Mapping Ground Motion Page, <http://redirect.conservation.ca.gov/cgs/rghm/psha/pshamap.asp>, accessed February 25, 2010.

City of Lodi, *City of Lodi General Plan 2010*, adopted April 2010. Safety Element. pg. 8-9.

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

Regulatory Settings

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

State agencies accept delegation of federal responsibility for the administration of hazardous materials and hazardous waste management. The Porter-Cologne Water Quality Control Act allows the State Water Resources Control Board (State Water Board) and the RWQCB to accept implementation and responsibility for the Clean Water Act. The Hazardous Waste Control Act of 1977, and recent amendments to its implementing regulations, has given the Department of Health Services (DHS) the lead role in administering the Resource Conservation and Recovery Act (RCRA) program.

State and Federal Occupational Safety and Health Administration Regulations

Pursuant to the Occupational Safety and Health Act of 1970, the federal Occupational Safety and Health Administration (OSHA) has adopted numerous regulations pertaining to worker safety, contained in the Code of Federal Regulations Title 29 (29 CFR). California OSHA (Cal/OSHA) regulations are generally more stringent than federal OSHA regulations and are detailed in Title 8 of the CCR.

San Joaquin County Hazardous Materials Plan

San Joaquin County prepared a Hazardous Materials Area Plan in March 2004. This document was prepared in accordance with statutory requirements. The overall goal of the hazardous materials response system is to protect public health, prevent environmental damage, and ensure proper use and disposal of hazardous materials.

San Joaquin County Multi-Hazard Plan

The San Joaquin County Multi-Hazard Plan addresses the four phases of emergency management: mitigation, preparedness, response, and recovery. The Plan identifies those organizations, agencies, and individuals that are assigned duties and responsibilities for responding to emergencies within the unincorporated areas of the county and in support of incorporated cities. It also provides guidance on how emergencies will be managed.

Lodi General Plan

The Lodi General Plan Safety Element provides guiding and implementing policies regarding hazards and hazardous materials.

S-G2: Prevent loss of lives, injury, illness, and property damage due to flooding, hazardous materials, seismic and geological hazards.

S-P10: Require that all fuel and chemical storage tanks are appropriately constructed; include spill containment areas to prevent seismic damage, leakage, fire and explosion; and are structurally or spatially separated from sensitive land uses, such as residential neighborhoods, schools, hospitals and places of public assembly.

The proposed project consists of adoption of Master Plans. The Master Plans do not propose construction activities. The Master Plans do not involve any physical changes to the environment.

(a) Adoption of the Master Plans would not provide exceptions to existing laws governing the use and disposal of any hazardous materials. As noted in the General Plan Program EIR, compliance with measures established by Federal, State, and local regulatory agencies is considered adequate to offset the negative effects related to the use, storage, and transport of hazardous materials in the City. In addition, policies and policy actions in the General Plan address hazardous materials and safety. The project would not

conflict with any of these policies, and would not exempt any future development from the City’s programs to control and safely dispose of hazardous materials and wastes. With implementation of standard City practices and Federal, State, and local policies regarding hazardous waste and hazardous materials, no impact from the use, transport, or disposal of hazardous wastes or materials is anticipated.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (b) The proposed project does not involve any development activity. The General Plan Final Program EIR concluded that compliance with measures established by Federal, State, and local regulatory agencies is considered adequate to offset the negative effects related to the reasonably foreseeable upset and accident conditions involving the release of hazardous materials in the City. Additional General Plan goals, policies, and implementation measures, as well as mitigation measures contained in the General Plan Final Program EIR further reduce accidental release of hazardous materials impacts to a less-than-significant level. The proposed project does not revise any of these policies and does not allow uses generally associated with hazardous materials, beyond general hazards associated with residential and commercial development. Individual development projects will be required to comply with City, Federal, and State requirements and any other applicable City regulations relating to hazardous materials. Impact would be less than significant.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (c) The proposed Master Plans would not authorize any new kinds of land uses in the City or any new or more dangerous processes that involve use, transport, storage, generation or disposal of hazardous substances or wastes. All land uses that would be permitted as a result of the proposed Specific Plan were anticipated citywide by the General Plan and the General Plan Program EIR.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (d) The project limits do not contain any known location designated as hazardous materials sites. In the event that hazardous materials are discovered during construction, construction would cease until such materials have been remediated in accordance with state and local requirements. Such standards have been designed to eliminate or minimize to an acceptable level the potential health impacts associated with human exposure to hazardous materials. As described above, the Master Plans do not involve construction activities. All future construction activities would be subject to standard City procedures and other applicable State and Federal procedures and requirements.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (e) A significant impact may occur if the proposed Project site is located within a public airport land use plan area or within 2 miles of a public airport and would create a safety hazard. The project limits are not located within the area of influence for the Lodi Airpark and Kingdon Executive Airport. The Lodi Airpark is located roughly 3 miles to the southwest of the City of Lodi while the Kingdon Executive Airport is located approximately 4 miles southwest of the Project site. The primary function of the Lodi Airpark is as a base for a commercial aerial chemical application service for both agriculture and insect abatement purposes. The Lodi Airpark is also used for pilot training activity. The Kingdon Executive Airport presently hosts a variety of aviation activities including pilot training and aerial application of agricultural chemicals. The airport is also home to the Delta Flying Club, which owns six single-engine piston aircraft for use by its members. Because the Master Plans have been developed in accordance with the 2010 General Plan and would not likely result in airport-related safety issues, no impact related to public airports and private airstrips would occur.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (f) A significant impact may occur if the proposed Project is located within the vicinity of a private airstrip and creates a safety hazard for people in the Project area. The project limits are outside of the Part 77 Horizontal Surface zone of the Lodi Airpark and Kingdon Executive Airport. Part 77 Horizontal Surface zone consists of the airport's primary, horizontal, conical, approach and transitional surfaces. Therefore, no impact is anticipated.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (g) The Lodi Emergency Operations Plan outlines emergency response actions in the event of a large-scale disaster, such as a hazardous materials emergency. The proposed project will not directly result in any new construction. All future development in the City would be subject to compliance with the General Plan Policies and Policy Actions. The General Plan Program EIR requires traffic control plans for new development to ensure that construction would not interfere with emergency response/evacuation plans. No change or interference with these emergency response plans or related policies will occur as associated with the project. The Master Plans do not propose any changes to the primary circulation system that could affect evacuation plans. No impact would occur in this regard.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (h) The City's newly adopted 2010 General Plan identifies both urban and wildland fire hazards exist in the Lodi Planning Area, creating the potential for injury, loss of life, and property damage. Urban fires primarily involve the uncontrolled burning of residential, commercial, and/or industrial structures due to human activities. Factors that

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

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

Sources:

California Geological Survey (CGS), Probabilistic Seismic Hazards Mapping Ground Motion Page, <http://redirect.conservation.ca.gov/cgs/rghm/psha/pshamap.asp>, accessed August, 2010.

City of Lodi. *City of Lodi General Plan Policy Document*. Prepared by Dytte and Bhatia, Inc. April 2010.

San Joaquin County, Draft Airport Land Use Compatibility Plan, 2008.

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

Regulatory Setting

Federal

Clean Water Act

Important applicable sections of the federal CWA (33 USC 1251-1376) include:

- Sections 303 and 304 provide water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for any federal permit that proposes an activity that may result in a discharge to waters of the United States to obtain certification from the state that the discharge will comply with other provisions of CWA. Certification is provided by the RWQCB.
- Section 402 establishes the National Pollutant Discharge Elimination System (NPDES), a permitting system for the discharge of any pollutant (except for dredged or fill material) into waters of the United States. This permit program is administered by the Central Valley RWQCB. The proposed Project would have a footprint greater than 1 acre. As a result, an NPDES General Construction Permit will need to be obtained prior to any construction activities. One requirement for an NPDES permit is the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that provides BMPs to prevent the discharge of pollutants and sediments into receiving waters.
- Section 404 establishes permit programs for the discharge of dredged or fill material into waters of the United States. This permit program is administered by the U.S. Army Corps of Engineers.

State

Porter-Cologne Water Quality Act

The State of California's Porter-Cologne Water Quality Control Act (California Water Code, Section 13000 et seq.) provides the basis for water quality regulation in California. The act requires a Report of Waste Discharge (ROWD) for any discharge of waste [liquid, solid, or otherwise) to land or surface waters that may impair a beneficial use of surface or groundwater of the state. Based on the report, the RWQCBs issue waste discharge requirements to minimize the effect of the discharge.

Report of Waste Discharge

The ROWD is pursuant to California Water Code Section 13260. Section 13260 states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the state, other than into a community sewer system, must file an ROWD containing information that may be required by the appropriate RWQCB.

Local

Lodi General Plan

Environmental Checklist

The Safety Element of the Lodi General Plan addresses flooding and water quality issues.

GM-G2: Provide infrastructure-including water, sewer, stormwater, and solid waste/recycling systems-that is designed and timed to be consistent with Projected capacity requirements and development phasing.

GM-P8: Ensure that public facilities and infrastructure –including water supply, sewer, and stormwater facilities –are designed to meet Projected capacity requirements to avoid the need for future replacement and upsizing, pursuant to the General Plan and relevant master planning.

- S-G2: Prevent loss of lives, injury, illness, and property damage due to flooding, hazardous materials, seismic and geologic hazards and fire.
- S-PI: Continue to participate in the National Flood Insurance Program and ensure that local regulations are in full compliance with standards adopted by FEMA.

- (a) The proposed project does not involve any construction activity and thus will not involve any discharges to water bodies. Future instillation of the proposed Master Plans will be required to comply with the City's local procedures as well as requirements of the National Pollutant Discharge Elimination System (NPDES) permit program of the Federal Clean Water Act to control storm water runoff and prevent violations of regional water quality standards. Less than significant impact on water quality standards or waste discharges would occur.

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 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 Master Plans are policy documents and do not involve construction activities. All future construction activities would be subjected to environmental review on project-by-project basis.

Significance Determination: No impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (c) A significant impact may occur if the proposed project results in a substantial alteration of drainage patterns and a substantial increase in erosion or siltation during construction or operation of the project. The proposed Master Plans do not propose alteration of any watercourse or specific modifications to drainage patterns. The proposed project consists of adaptation of a policy documents and no construction is proposed. Therefore, no impact is anticipated.

Significance Determination: No impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (d) Refer to c), above. The proposed project would not substantially alter the existing drainage pattern of the site or area. New development would not be permitted to occur in any manner that could significantly alter the drainage pattern of an area nor create any new sources of runoff. As indicated in the General Plan Final Program EIR, all future development would be required to incorporate adequate drainage that would transport runoff to local basins and nearby storm channels. Additionally, the proposed

project would not create runoff water, which would exceed the capacity of the City's existing stormwater drainage system. The General Plan *Growth Management Element* and *Safety Element* policies and policy actions further protect community members from drainage and flooding harm. The project consists of regulatory and policy documents and will not result directly in the construction of any development. As the proposed project does not affect any of these policies, less than significant impacts on drainage patterns and runoff levels are anticipated.

Significance Determination: Less than significant

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (e) The project consists of regulatory and policy documents and will not result directly in the construction of any development. All future construction activities would be subject to environmental review on project-by-project basis. As the proposed project does not affect any of these policies, less than significant impacts on drainage patterns and runoff levels are anticipated.

Significance Determination: Less than significant

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (f) The proposed project consists of regulatory and policy documents that will not directly result in any new construction. No new sources of runoff, waste discharges, or hazardous material sites would arise from adoption and implementation of the Master Plans. Any development project pursuant to these regulations will be required to comply with City, County, and State regulations that protect water quality. Project impacts on water quality would be less than significant.

Significance Determination: Less than significant

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (g) A significant impact may occur if the proposed project is located within a 100-year flood zone. The proposed Master Plans would not place housing within a 100-year flood hazard area identified on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map because the Project does not include a residential component that would be affected by flooding potential. Project impacts would be less than significant.

Significance Determination: Less than significant

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

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

As discussed in Checklist Response 3.9 (G) above, the project site is not located within a 100-year flood hazard area. Therefore, implementation of the proposed Master Plan

would not place structures or housing within a 100-year flood hazard area and a less than significant impact would occur in this regard.

Significance Determination: Less than significant

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (i) The City, including the project limits, is subject to inundation of the the Pardee and Camanche Dam and dike system were to fail. Flood water from the Pardee dam would take 4 hours and 20 minutes to reach west Lodi, and flood water from the Camanche Dam and dike system would take 4 to 6 hours to reach Lodi. Due to the location of the proposed Project, the impacts associated with seiches, tsunamis, and extreme high tides or sea level change would be considered low.

Significance Determination: No impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (j) The project limits are not located near any body of water or water storage facility that would be considered susceptible to seiche. Lodi is located inland from the Pacific Ocean and as such, is not subject to tsunami hazards. The project limits are relatively flat and fully urbanized and therefore not susceptible to mudflows. No impact would result.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

Sources

City of Lodi. *City of Lodi General Plan Policy Document*. Prepared by Dytte and Bhatia, Inc. April 2010.

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

Western Regional Climate Center, 2005. Website: <http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?calodi+nca>

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

Regulatory Setting

There are several regulatory documents that serve as a guide for land use and development on the Project site. The following review of these documents is categorized based on the four jurisdictions that oversee the regulation of the Project site: the City of Lodi; the County of San Joaquin; the San Joaquin County Local Agency Formation Commission (LAFCO), and the San Joaquin Council of Governments (SJCOG). Regulations that specifically relate to agricultural use are discussed separately.

City of Lodi General Plan. The Lodi General Plan was adopted in April 2010, and represents the official policy regarding the future character and quality of development within the City of Lodi. The General Plan designates the general distribution of different types of land uses within the City, and the document serves as a point of reference for public officials when making land use and planning decisions.

The General Plan includes the following elements: Land Use, Circulation, Open Space, Conservation, Safety, Noise, Housing and two optional elements: Community Design and Livability and Growth Management and Infrastructure. For each of these elements, the General Plan outlines goals, policies, standards, and implementation programs. A goal is considered a direction-setter, an ideal future end, condition, or state. A policy is a specific statement that guides decision-making. A standard is a specific, quantified guideline that is incorporated into a policy or implementation program. An implementation program is an action, procedure, program or technique that carries out general plan policy.

This designation provides for neighborhood and locally oriented retail and service uses, multifamily residential units, public and quasi-public uses, professional and administrative offices, medical and dental clinics, laboratories, financial institutions, and similar and compatible uses. Annexation of the Project would not necessitate General Plan amendment.

GM-P2 Target new growth into identified areas, extending south, west, and southeast. Ensure contiguous development by requiring development to conform to phasing described in Development Phasing map below. Enforce phasing through permitting and infrastructure provision. Development may not extend to Phase 2

until Phase 1 has reached 75% of development potential (measured in acres) and development may not extend to Phase 3 until Phase 2 has reached 75% of development potential. In order to respond to market changes in the demand for various land use types, exemptions may be made to allow for development in future phases before these thresholds in the previous phase have been reached.

GM-P6 Annex areas outside the existing sphere of influence to conform with development needs for Phase 1, Phase 2, and Phase 3. Subsequent phases shall be annexed as current phases reach development thresholds.

The Lodi General Plan Land Use Element lists the following applicable guidelines policy:

GM-P2 Create a balanced and sustainable land use pattern that provides for a diversity of uses and satisfies existing and future needs.

(a) The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying area. The proposed project is adoption and implementation of a policy document and involves no construction activities.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

(b) The proposed project is consistent with the City's General Plan goals, policies, and objectives. The proposed project will not conflict with any applicable land use plan. With regard to consistency with Federal and State plans and policies, the General Plan contains policies and implementing actions such as the referral of plans to appropriate Federal and State agencies to ensure consistency between City and other agency regulations and requirements. Policies in the General Plan provide for implementation of and participation in area-wide planning efforts. As indicated in the General Plan Program EIR, the General Plan is consistent with Federal and State plans. The proposed Master Plans would not affect any of these General Plan policies or implementing actions, and would therefore have no impact on the conclusions of the General Plan Program EIR. No impact would result.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

(c) As discussed in 3.10 (B) above, there are no physical improvements or construction activities proposed by the Master Plans. The proposed Master Plans are 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

Sources

City of Lodi. City of Lodi General Plan Policy Document. Prepared by Dytte & Bhatia, Inc., April 2010.

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

Would the Project:

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

(a) The proposed project consists of adoption Master Plans. The Master Plans are implementing policies of the City’s 2012 General Plan. The City of Lodi General Plan EIR 2010 GP does not specifically address mineral resources. As such the presumption is that impacts related to mineral resources was determined to be less-than-significant during the EIR scoping stage of the analysis, and no further assessment was performed. In addition, no construction activities are proposed. Therefore, no impact to mineral resources would occur.

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

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

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

Sources

California Department of Conservation (CDC), Division of Mines, *California Geological Survey - SMARA Mineral Land Classification Map 2006.*

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

Noise

Terminology

Noise is commonly defined as unwanted sound that annoys or disturbs people and potentially causes an adverse psychological or physiological effect on human health. Because noise is an environmental pollutant that can interfere with human activities, evaluation of noise is necessary when considering the environmental impacts of a proposed Project.

Sound is mechanical energy (vibration) transmitted by pressure waves over a medium such as air or water. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level is the most common descriptor used to characterize the loudness of an ambient (existing) sound level. Several noise measurement scales exist which are used to describe noise in a particular location. A *decibel* (dB) is a unit of measurement which indicates the relative intensity of a sound. The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3.0 dB or less are only perceptible in laboratory environments. Audible increases in noise levels generally refer to a change of 3.0 dB or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense, 30 dB is 1,000 times more intense. Each 10-dB increase in sound level is perceived as

approximately a doubling of loudness. Sound intensity is normally measured through the *A-weighted sound level* (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Table below provides definitions of sound measurements and other terminology used in this chapter.

Table 12-1: Sound Definition and Terminology

Sound Measurements	Definition
Decibel (dB)	A unitless measure of sound on a logarithmic scale, which indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micro-pascals.
A-Weighted Decibel (dBA)	An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
Maximum Sound Level (Lmax)	The maximum sound level measured during the measurement period.
Minimum Sound Level (Lmin)	The minimum sound level measured during the measurement period.
Equivalent Sound Level (Leq)	The equivalent steady state sound level that in a stated period of time would contain the same acoustical energy.
Percentile-Exceeded Sound Level (Lxx)	The sound level exceeded "x" % of a specific time period. L10 is the sound level exceeded 10% of the time.
Day-Night Level (Ldn)	The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.
Community Noise Equivalent Level (CNEL)	The energy average of the A-weighted sound levels occurring during a 24-hour period with 5 dB added to the A-weighted sound levels occurring during the period from 7:00 p.m. to 10:00 p.m. and 10 dB added to the A-weighted sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.
Peak Particle Velocity (Peak Velocity or PPV)	A measurement of ground vibration defined as the maximum speed (measured in inches per second) at which a particle in the ground is moving relative to its inactive state. PPV is usually expressed in inches/sec.
Frequency: Hertz (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure.

As noise spreads from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6-dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise sensitive receptor of concern. There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (Leq) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the Leq and community noise equivalent level (CNEL) or the day-night average level (Ldn) based on A-weighted decibels (dBA). CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly Leq for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). Ldn is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and Ldn are within one dBA of each other and are normally exchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours. The City of Lodi uses the CNEL noise scale for long-term noise impact assessments. Table below demonstrates typical a-weighted sound levels for indoor and outdoor activities.

12-2: Typical A-Weighted Sound Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock band
Jet flyover at 1,000 feet		
	100	
Gas lawnmower at 3 feet		
	90	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawnmower, 100 feet	70	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60	
		Large business office
Quiet urban daytime	50	Dishwasher in next room

Regulatory Setting

Noise Control Act (1972)

In 1972 Congress enacted the Noise Control Act. This act authorized the EPA to publish descriptive data on the effects of noise and establish levels of sound “requisite to protect the public welfare with an adequate margin of safety.” These levels are separated into health (hearing loss levels) and welfare (annoyance levels) as shown in Table IV.D-2. The EPA cautions that these identified levels are not standards because they do not take into account the cost or feasibility of the levels. For protection against hearing loss, 96 percent of the population would be protected if sound levels are less than or equal to an Leq(24) of 70 dB. The “(24)” signifies an Leq duration of 24 hours. The EPA activity and

interference guidelines are designed to ensure reliable speech communication at about 5 feet in the outdoor environment. For outdoor and indoor environments, interference with activity and annoyance should not occur if levels are below 55 dBA and 45 dBA, respectively.

State of California.

The State of California has established regulations that help prevent adverse impacts to occupants of buildings located near noise sources. Referred to as the “State Noise Insulation Standard,” it requires buildings to meet performance standards through design and/or building materials that would offset any noise source in the vicinity of the receptor. State regulations include requirements for the construction of new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings that are intended to limit the extent of noise transmitted into habitable spaces. These requirements are found in the California Code of Regulations, Title 24 (known as the Building Standards Administrative Code), Part 2 (known as the California Building Code), Appendix Chapters 12 and 12A. For limiting noise transmitted between adjacent dwelling units, the noise insulation standards specify the extent to which walls, doors, and floor ceiling assemblies must block or absorb sound. For limiting noise from exterior noise sources, the noise insulation standards set an interior standard of 45 dBA CNEL in any habitable room with all doors and windows closed. In addition, the standards require preparation of an acoustical analysis demonstrating the manner in which dwelling units have been designed to meet this interior standard, where such units are proposed in an area with exterior noise levels greater than 60 dBA CNEL.

City of Lodi.

The City of Lodi addresses noise in the Noise Element of the General Plan and in the Noise Ordinance. The Noise Element of the General Plan adopts the Land Use Compatibility Chart which is shown in below. The Noise Element also lists goals and policies for the City related to noise. Table below presents the community noise exposure matrix, which explains the compatibility of land uses at various noise levels and offers criteria which the City can use to evaluate land use decisions. This matrix is adapted and slightly modified from the Office of Noise Control in the State Department of Health Services guidelines for local governments to use when setting standards for human exposure to noise and preparing noise elements for general plans.

12-3: Typical Weighted Noise Levels

Land Use	Outdoor Activity Area ¹ (CNEL)	Interior Areas (CNEL)
Residential	60	45
Motels, Hotels	60	45
Public/Semi-Public	65	45
Recreational	65	50
Commercial	65	50
Industrial	70	65
1. For no-residential uses, where an outdoor activity area is not proposed, the standard does not apply.		

Source: Lodi General Plan 2010, Chapter 9: Noise, page 9-9.

The following are the City of Lodi Goals, Policies and Implementation Programs from the Noise Element of the General Plan that are related to the proposed Project.

- N-G1 Protect humans, the natural environment, and property from manmade hazards due to excessive noise exposure.
- N-G2 Protect sensitive uses, including schools, hospitals, and senior care facilities, from excessive noise.
- N-P1 Control and mitigate noise at the source where feasible, as opposed to at the receptor end.
- N-P2 Encourage the control of noise through site design, building design, landscaping, hours of operation, and other techniques for new development deemed to be noise generators.
- N-P3 Use the noise and land use compatibility matrix provided in the General Plan 2010 and allowable noise exposure levels as review criteria for all new land uses. Incorporate noise attenuation measures for all Projects that have noise exposure levels of “conditionally acceptable” and higher. These may include:
- Façades constructed with substantial weight and insulation;
 - Sound-rated windows in habitable rooms;
 - Sound-rated doors in all exterior entries;
 - Active cancellation;
 - Acoustic baffling of vents for chimneys, fans and gable ends;
 - Ventilation system affording comfort under closed-window conditions; and
 - Double doors and heavy roofs with ceilings of two layers of gypsum board on resilient channels to meet the highest noise level reduction requirements.
- N-P4 Discourage noise sensitive uses such as residences, hospitals, schools, libraries, and rest homes from locating in areas with noise levels above 65db. Conversely, do not permit new uses likely to produce high levels of noise (above 65db) from locating in or adjacent to areas with existing or planned noise-sensitive uses.
- N-P5 Noise sensitive uses, such as residences, hospitals, schools, libraries, and rest homes, proposed in areas that have noise exposure levels of “conditionally acceptable” and higher must complete an acoustical study, prepared by a professional acoustic engineer. This study should specify the appropriate noise mitigation features to be included in the design and construction of these uses, to achieve interior noise levels.
- N-P6 Where substantial traffic noise increases (to above 70db) are expected, such as on Lower Sacramento Road or Harney Lane, as shown on the accompanying graphic, require a minimum 12-foot setback for noise-sensitive land uses, such as residences, hospitals, schools, libraries, and rest homes.



Minimum setback of 12 feet for noise-sensitive land uses.

City of Lodi Noise Ordinance

The City of Lodi's Noise Ordinance, found in Chapter 9.24 of the Municipal Code, specifically mandates noise limits on construction noise and ambient noise levels.

The ordinance establishes allowable levels of sound that may cross any adjacent property line, as well as prohibiting general nuisance noise and identifying a number of specific prohibitions. The City of Lodi Municipal Code regulations relevant to this Project are:

9.24.020 a. General Noise Regulations. Notwithstanding any other provision of this chapter, and in addition thereto, it is unlawful for any persons to willfully make or continue or permit or cause to be made or continued, any loud, unnecessary or unusual noise which unreasonably disturbs the peace and quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal noise sensitivity.

9.24.030 c. It is unlawful for any person, firm or corporation to cause, permit or generate any noise or sound as described herein between the hours of 10:00 p.m. and 7:00 a.m. which exceeds the ambient noise levels at the property line of any residential property as determined at the time of such reading by more than five decibels. This section shall be applicable whether such noise or sound is of a commercial or noncommercial nature.

The City of Lodi Municipal Code exempts any sound-causing equipment that has a valid City license or permit. Construction activities would need to be authorized by City construction permits before any work could begin on site. The municipal code does not establish the time period that this exempted equipment may operate. However, limits on construction hours would be determined in the special provisions for construction activities. Because this is a City Project, authorization is not needed before work can begin.

- (a) The proposed Master Plans will not directly result in any construction activity and thus will not result in the exposure of any persons to short-term construction noise or any long-term excessive noise conditions. However, development followed pursuant to the Master Plans could result in the exposure of future developments and residents to higher noise levels that could exceed the City's Noise Standards. The General Plan Program EIR concluded that with adherence to the City's Noise Ordinance, impacts would be reduced to a less than significant level. Future development pursuant to the proposed project would also be subject to these mitigation measures, and the proposed project would not change any General Plan policies associated with reduction of noise impacts. Impact would be less than significant.

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

- (b) The project will not result directly in any construction activity and thus will not result in the exposure of any persons to groundborne noise or vibration. Consistent with the General Plan, development under the Master Plans would be reviewed on project-by-project basis. Impact would be less than significant.

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

- (c) The proposed project does not authorize any development activity, nor does the project allow for any new noise-intensive land uses in the project limits that would lead to the establishment of a noise environment different than that existing in the area today and the noise environment analyzed in the General Plan Program EIR. All land use activities will be required to comply with the noise regulations contained in Municipal Code. Future development pursuant to the proposed project would also be subject to General Plan Policies, Policy Actions, and Mitigation Measures. Impact would be less than significant.

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

- (d) The proposed project will not directly result in any new construction. The proposed Master Plans implement policies and programs approved in the City of Lodi 2010 General Plan. The General Plan Program EIR concluded that compliance and/or adherence to the City's Noise Ordinance, policies and policy actions in the General Plan, and adherence to FEIR mitigation measure listed in the *Noise Element* would reduce short-term construction noise impacts to less than significant levels.⁴⁴ The proposed project would not affect any of these policies and future development projects would be required to abide by them. 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) The proposed Master Plans would not expose people residing or working in the project limits to excessive noise levels generated by public use airports, or private airstrips. There is not an airport located within two (2) miles of the project limits. The closest airport to the Project site is the Lodi Airpark, located approximately four (4) miles southwest of the Project site, and supports twenty to thirty (20-30) operations per day. The airport's noise "footprint" does not extend beyond the immediate airport boundary. Therefore, the Project would have no impact from airport-generated noise.

Significance Determination: Less than significant impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (f) The City of Lodi is not located within an airport land use plan and no public airports are located within two miles of the City. There is not an airport located within two (2) miles of the project limits. The proposed project would not introduce any new public airports or private airstrips within the City; no impact would result.

Significance Determination: Less than significant impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

Source:

City of Lodi. *City of Lodi General Plan Final Environmental Impact Report SCH NO. 2009022075*. Prepared by Dytte & Bhatia Associates, Inc., April 2010.

_____. *City of Lodi General Plan 2010*. Prepared by Prepared by Dytte & Bhatia Associates, Inc., April 2010.

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

(a) The proposed project consists of the implementation of Master Plans. Implementation of the proposed Master Plans is necessary to support the General Plan’s growth forecast. No new housing or employment opportunities would not be created as a result of adoption of the proposed Master Plans. Therefore, because the proposed project would not change population within the City, impacts related to population growth would be less-than-significant.

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

(b) The proposed Master Plans do not propose any policies that are intended to or that would indirectly result in displacement or demolition of any permanent or temporary residential structures. The project is not expected to induce development and population to the City. Demand for new housing beyond that anticipated in the General Plan would not be created from the development of the proposed project nor would the proposed project displace any existing housing or people. Therefore, no impact to housing would result.

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

(c) Please refer to 3.13(B). Implementation of the plans would not result in displacement of people and no replacement housing would be required.

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

Sources:

City of Lodi. City of Lodi General Plan Final Environmental Impact Report SCH NO. 2009022075. Prepared by Dytte & Bhatia Associates, Inc., April 2010.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.14 PUBLIC SERVICES				
<i>Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Regulatory Settings

City of Lodi General Plan

The Lodi General Plan Growth Management and Infrastructure Element addressed public services.

GM-G4: Provide public facilities-including police and fire services, schools and libraries commensurate with the needs of the existing and future population.

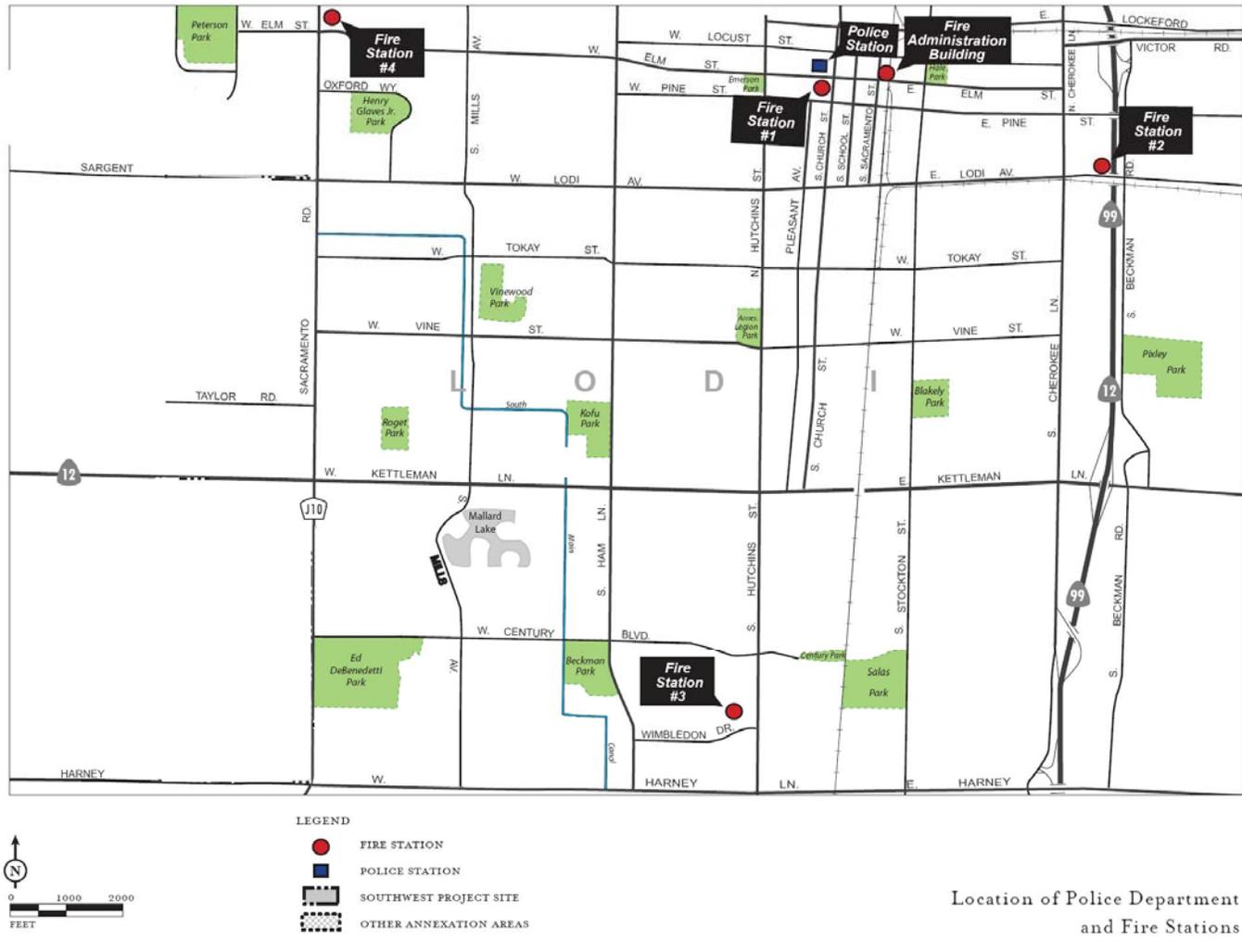
Fire Protection

The Lodi Fire Department (LFD) provides fire protection, basic life support (BLS), fire prevention, technical rescue, and hazardous materials response services to the City of Lodi. The LFD employs 48 firefighters, captains, and engineers. In addition, LFD employs 4 battalion chiefs, 2 division chiefs, 1 fire chief, 2 support staff, and 1 inspector for a total department work force of 59. LFD maintains 4 front line fire apparatus capable of 1500 GPM, one Truck Company, 100 ft aerial, 2 reserve apparatus, and various support vehicles. The LFD has 4 fire stations located throughout the City of Lodi.

Police

The Lodi Police Department provides law enforcement and animal services to the City of Lodi. The LPD has 117 positions including 78 Sworn Officers. The LPD will service the area that will be annexed. In addition, the LPD maintains SWAT van, 1 SWAT armored Vehicle, 1 Mobile Command Center, 1 DUI trailer, 1 Crime Prevention van, 1 FET van, 24 patrol cars, 25 undercover cars, 4 motorcycles, 1 bomb squad van, and 4 volunteer vehicles. The LPD also maintains an average of 1.25-minute emergency response time and maintains an average of 31 minutes per call at the scene of the incident.

Figure 4.14.1 – Fire Stations and Police Department Locations



Location of Police Department and Fire Stations

Schools

The Project site lies within the Lodi Unified School District (LUSD). The Lodi Unified School District provides public education for grades preschool through twelve on a traditional calendar system. The District employs 3,018 contracted employees, including 1,573 teachers. The District maintains thirty elementary schools, seven middle schools, and ten alternative schools, and three charter schools. In addition, the District currently has plans for five more elementary schools, including the one proposed as part of this Project. At present, the District employs one thousand five hundred seventy-three teachers 1,573 teachers at its facilities.

Parks and Recreation. The City of Lodi operates a total of 27 parks, natural open space areas, and sports field. Park facilities in Lodi range from mini-parks and tot lots to larger regional parks and natural open space areas, in accordance with the City of Lodi Park development standards. Several parks serve the dual purpose of a park facility and a storm drainage detention basin during the winter rainy season. The City of Lodi General Plan established a standard of 8 acres of neighborhood and community parkland per 1,000 population, including school parks and storm drainage detention basin parks, and 3.9 acres of neighborhood and community parkland per 1,000 population, excluding school parks and storm drainage detention basin parks. (More detailed discussion is provided in Recreation Section).

- (a) The proposed project consists of the adoption of Master Plans. The proposed Master Plans were developed as policies of the City’s 2010 General Plan. The proposed Master Program is necessary to maintain service levels for the anticipated growth per the 2010 General Plan. The Master Plans would not generate new residents or employees, and would not result in a demand of fire and emergency response services. Future construction activities would be reviewed on project-by-project basis to ensure compliance and consistency with the City’s Safety policy. Therefore, impacts are less than significant.

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

- (b) The City of Lodi Police Department provides police protection to the City. The proposed project consists of adoption of policy documents and does not include uses that would require additional police services or facilities. Future development would furthermore be subject to General Plan polices and policy actions ensuring safety in the community; the proposed project would not affect any of those policies. Impact would be less than significant. Therefore, impacts are less than significant.

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

- (c) The proposed project does not involve any construction activity. Whenever new development projects are proposed and approved pursuant to the 2010 General Plan, payment of fees to the applicable school district is considered full mitigation for project impacts according to Senate Bill (SB) 50, including impacts related to 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, or other performance objectives for schools. Therefore, individual project applicants would be required to pay the statutory fees so that space can be constructed, if necessary, at the nearest sites to accommodate the impact of project-generated students, reducing impacts to a less than significant level.

Significance Determination: Less than significant impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (d) The proposed project consists of the adoption of Master Plans. The proposed Master Plans are necessary to maintain service levels anticipated by the 2010 General Plan. Whenever new development projects are proposed and approved pursuant to the 2010 General Plan, projects will be subject to the goals and polices as well as best management practices (BMPs) included in the General Plan. Policies include requiring the City to plan for and expand a variety of public services (including law enforcement, fire protection, school, community, and park and recreation facilities) consistent with community needs to ensure that adequate levels of service are maintained. Therefore, because the proposed project would incorporate all relevant City policies and would not directly result in adverse physical impacts to fire and police protection services, schools, parks, or other public facilities and services, less than significant impact would occur.

Significance Determination: Less than significant impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

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

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

Significance Determination: Less than significant impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

Sources:

City of Lodi. City of Lodi General Plan Final Environmental Impact Report SCH NO. 2009022075. Prepared by Dytte & Bhatia Associates, Inc., April 2010.

_____. City of Lodi General Plan 2010. Prepared by Dytte & Bhatia Associates, Inc., April 2010.

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

Regulatory Setting

Lodi General Plan

The Lodi General Plan Parks, Recreation, and Open Space Element addresses recreation issues. It contains the following pertinent policy.

P-GI: Provide and maintain park and recreation facilities for the entire community.

(a) The proposed Master Plans would not add new residents or create new land uses that would impact existing recreational facilities. The Bicycle Master Plan would likely result in additional residents and visitors utilizing the bikeways because the planned bikeways are intended to provide connections to parks. However, it would be expected that many of these users would already be utilizing the park and recreation facilities and would be simply be using a non-motorized transportation alternative to reach the parks and open spaces. The proposed project would increase the use of existing parks and recreation facilities to the extent that the expanded bikeway system and BMP policies encourage park and open space use for residents who were not previously using these recreational facilities, or additional use by those already using the recreational facilities. However, this increased use would not be expected to substantially impact the parks and facilities to the extent that physical deterioration would occur nor would these facilities need to be expanded. Therefore, the project would have a **less than significant** impact on recreation facilities.

Significance Determination: Less than significant impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

(b) The proposed Master Plans implement General Plan policies and programs, and does not affect General Plan policy, which requires dedication of parkland and/or payment of in-lieu fees prior to approval of final parcel or tract maps for residential projects. Policies include requiring the City to plan for and expand a variety of public services, including park and recreation facilities, consistent with community needs. Other policies include requiring the City to maintain park service standards, require developers to provide for park acreages at a minimum of 8 acres/1,000 residents and make land acquisition for parks and open space a recreation priority, require the City to ensure that

recreation facilities are sited to minimize negative impacts. The City's park and recreation master plan is required to be updated as necessary to outline facility needs and funding mechanisms for future parks. Therefore, because the proposed project would incorporate all relevant City policies and would not directly result in an increase in use or the construction of new parks or other recreational facilities, impacts would be less than significant.

Significance Determination: Less than significant impact

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

Sources:

City of Lodi. City of Lodi General Plan Final Environmental Impact Report SCH NO. 2009022075. Prepared by Dytte & Bhatia Associates, Inc., April 2010.

_____. City of Lodi General Plan 2010. Prepared by Dytte & Bhatia Associates, Inc., April 2010.

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

(a) A significant impact may occur if the proposed project causes an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. The proposed project consists of the adoption of Master Plans. The proposed project does not involve construction of any new roadways, modification of existing roadways, or any modification to the existing transportation system, including transit, bicycle, equestrian, pedestrian, and private automobile modes, and would not increase vehicle trips. Because modifications to the transportation system would not occur, a substantial increase in hazards due to roadway design features or incompatible uses would not result from implementation of the proposed project. Therefore, because no additional vehicle trips would be introduced to the existing roadway network as a result of the project, the proposed projects are anticipated to result in less than significant traffic impacts.

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

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

Please refer to 3.11(A). The purpose of a Congestion Management Program (CMP) is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the County. The CMP program required review of substantial individual projects, which might individually impact the CMP transportation system. The proposed project does not involve construction of any new roadways, modification of existing roadways, or any modification to the existing transportation system, including transit, bicycle, equestrian, pedestrian, and private automobile modes, and would not increase vehicle trips. Therefore, less than significant impact would occur.

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

- (c) The proposed project would not require any changes to existing regional air traffic activity and is not located within an airport land use plan area. Therefore, no impact to air traffic patterns would occur.

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

- (d) Please refer to 3.11(A). The proposed project does not involve construction of any new roadways, modification of existing roadways, or any modification to the existing transportation system, including transit, bicycle, equestrian, pedestrian, and private automobile modes, and would not increase vehicle trips. 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

- (e) The proposed project would not modify the existing transportation system.

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

- (f) Please refer to 3.11(A). The proposed project does not involve construction of any new roadways, modification of existing roadways, or any modification to the existing transportation system, including transit, bicycle, equestrian, pedestrian, and private automobile modes, and would not increase vehicle trips.

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 does not involve construction of any new roadways, modification of existing roadways, or any modification to the existing transportation system, including transit, bicycle, equestrian, pedestrian, and private automobile modes, and would not increase vehicle trips. Because modifications to the transportation system would not occur, a substantial increase in hazards due to roadway design features or incompatible uses would not result from implementation of the proposed project. Therefore, because no additional vehicle trips would be introduced to the existing roadway network as a result of the project, less than significant impact is anticipated.

Significance Determination: No Impact.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

Sources:

City of Lodi. City of Lodi General Plan Final Environmental Impact Report SCH NO. 2009022075. Prepared by Dytte & Bhatia Associates, Inc., April 2010.

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

Regulatory Setting

Lodi General Plan

The Lodi General Plan Growth Management and Infrastructure Element addresses utilities and service systems. It includes the following relevant policy:

GM-G2: Provide infrastructure-including water, sewer, stormwater, and solid waste/recycling systems-that is designed and timed to be consistent with Projected capacity requirements and development phasing.

Water

The City provides water to its customers from a series of 27 wells drawing on 150 foot to 500 foot deep aquifers. A "safe yield" of approximately 15,000 acre-feet per year (AFY) has been estimated for the aquifer serving as the source of the City water supply based on water balance calculations. The City of Lodi has adopted and maintains an Urban Water Management Plan to Project future demands and to ensure that the supply of urban water is

provided in a manner suitable to serve the demands of future growth. The City currently uses groundwater as its sole source of supply through a network of 27 production wells in operation, which have a capacity of 35,210 gallons per minute or 50.7 million gallons per day (MGD). The wells operate automatically on demand and pump directly into the distribution system. Seven of the wells are fitted with emergency diesel-powered generators to maintain water pressure during power outages.

Wastewater

The City owns and operates the wastewater collection system within its corporate limits. The collection system includes separate domestic and industrial sewers and related pumping facilities. Untreated wastewater is piped to the City’s treatment plant through pipes, utilizing both gravity flow and lift stations, where appropriate. The City also owns the treatment facilities at the White Slough Water Pollution Control Facility (WSWPCF) located approximately 6 miles southwest of the City. The City has adopted and maintains a *Wastewater Master Plan* to estimate future infrastructure and service demands within Lodi. Upgrades and improvements to the infrastructure and plant can provide sewer service to the Project area. The City’s domestic sewage treatment plant has the capacity to treat 8.5 million gallons per day (mgd) at completion of the current expansion Project.

Storm Drainage

Currently, the City maintains a network of conveyance pipelines and storm pump stations with storage basins located around the City. The basins are interconnected with adjacent drainage areas so that the disposal of nuisance waters and moderate storm water runoff could be accomplished by gravity flow to storm pump stations with ultimate disposal to the Mokelumne River or the Woodbridge Irrigation District (WID) canal. By diverting lower flows directly to terminal drainage facilities, the basins are utilized for multiple uses including recreations, recharge, and storm water detention.

Energy Service

Lodi Electric and Utility Department (EUD) provides electricity to the City of Lodi and the Project vicinity. EUD is customer-owned and City operated to offer local residences competitive prices and service. Pacific Gas and Electric Company (PG&E) provides natural gas service. PG&E is a state-regulated that is obligated to extend electrical and gas service to existing and new development within its service area.

- (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. The proposed project consists of adoption of policy documents. It does not involve any development activity. The project implements General Plan policies and programs. The project would not facilitate any substantial new development activity beyond that analyzed in the General Plan FEIR. The Master Plan would not directly result in an increased demand for wastewater treatment service by the City. The plan is meant to accommodate growth anticipated by the City’s 2010 General Plan. Since no construction project is associated with the plan, and this project consist of adopting a policy document, a less-than-significant impact related to the City’s sewer system would occur.

Significance Determination: Less than significant.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (b) As indicated in the project description, the proposed Master Plans are an integral part of the City's 2010 General Plan and involve establishment and adoption of policy documents to accommodate future growth. No physical improvements or construction activities are proposed in conjunction with adoption of the Master Plans. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis. In addition, all applicable policies, standards, and regulations would be adhered to during design and construction of the individual improvement projects included in the Wastewater Master Plan. Furthermore, the project would not change or interfere with Regional Water Quality Control Board wastewater treatment requirements. New development under implementation of the Specific Plan would continue to comply with all provisions of the NPDES program, as enforced by the RWQCB, consistent with the conclusions of the General Plan Program EIR. Impacts on any wastewater treatment capabilities and public services would be less than significant.

Significance Determination: Less than significant.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (c) The proposed project does not involve any development activity. The project implements General Plan policies and programs. The project would not facilitate any substantial new development activity beyond that analyzed in the General Plan FEIR. The General Plan Program EIR included a mitigation measure which requires all new development to undertake a site-specific sewer evaluation prior to issuance of grading permits or otherwise determined as necessary by the City. The sewer evaluation on a site specific basis assesses the adequacy of the conveyance system capacities, including trunk and local sewers. The proposed project would not affect this mitigation measure, and future development projects within the project limits would be required to comply with this mitigation measure. The construction of all storm water drainage facilities would be subject to the requirements of the RWQCB and the NPDES permit process; therefore impacts are considered less than significant. Impacts on any stormwater drainage capabilities and public services would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (d) City of Lodi Water supplies and distributes potable water. According to the City's Urban Water Management Plan (UWMP), the City currently has a net surplus in water supply given the City's current water entitlements and current water demand. In addition, year 2030 Projections show the City with a net surplus in water supply. The UWMP analyzed future growth within the City based on land use assumptions depicted

in the City's General Plan. The proposed Project consists of activation of a well and would contribute to the City's water supply. The proposed project does not involve any development activity. The project implements General Plan policies and programs at a development level that does not exceed that which was analyzed in the General Plan EIR. Review of future projects will continue to be carried out to ensure that the projects are consistent with all General Plan Policies and Policy Actions. Impacts on water supplies or water supply infrastructure would be less than significant.

Significance Determination: Less than significant.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (e) The City of Lodi Public Works Department provides wastewater treatment for the City of Lodi. Wastewater in the City of Lodi is treated at the White Slough Water Pollution Control Facility (WSWPCF). The facility has been expanded to a design capacity of 8.5 million gallons (mgd) per day with permits to operate at 8.5 mgd.. The WSWPCF currently treats approximately 6.2 mgd per day, which means the facility has a net surplus capacity of 2.3 mgd per day ("permitted" capacity). The proposed project does not involve any development activity. The project implements General Plan policies and programs. Review of future projects will continue to be carried out to ensure that the projects are consistent with all General Plan Policies and Policy Actions. Impacts on any wastewater treatment capabilities and public services would be less than significant.

Significance Determination: Less than significant.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (f) As indicated in the General Plan EIR, The increased solid waste due to implementation of the General Plan could be accommodated within the existing landfill capacity. Adoption of the proposed Master Plans will not facilitate any substantial new development activity beyond that analyzed in the General Plan EIR, and thus will not lead to any significant solid waste production beyond that previously indicated. Furthermore, compliance with the City's Source Reduction and Recycling Element (SRRE) program, whereby all future development projects must divert solid waste to meet state diversion goals associated with AB 939, as well as State and County waste reduction programs and policies, would reduce the volume of solid waste entering landfills. Review of future projects will continue be carried out to ensure that the projects are consistent with all General Plan Policies and Policy Actions and the SRRE program. Adherence to such requirements would reduce potential impacts associated with solid waste to a less than significant impact level.

Significance Determination: Less than significant.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

- (g) As indicated above, in the General Plan EIR, the increased solid waste due to implementation of the General Plan could be accommodated within the existing landfill

capacity. Review of future projects will continue be carried out to ensure that the projects are consistent with all General Plan Policies and Policy Actions. Adherence to such requirements would reduce potential impacts associated with solid waste to a less than significant impact level.

Significance Determination: Less than significant.

Mitigation Measures: Mitigation measures are not required

Significance After Mitigation: No impact

Sources:

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

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

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

Less than Significant impact. As documented in this Initial Study, the results of the preceding analyses and discussions of responses to the entire Initial Study Checklist have determined that the proposed project would have no effect upon sensitive biological resources, and would not result in significant impacts to historical, archaeological or paleontological resources. The proposed Master Plans support anticipated growth by the recently adopted 2010 General Plan. There are no historic resources identified within the project limits. The proposed project will not affect regulations protecting historical or cultural resources. The proposed Master Plans do not authorize any plan for a development or redevelopment on any property within the City of Lodi or the project vicinity. The Master Plans are intended to provide a framework for future projects in accordance with the 2010 General Plan and Lodi General Plan EIR 2009 (SCH#2009022075). The proposed project would not result in any effects that would degrade the quality of the environment. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and

Conditional Use Permits will be subject to environmental review on a project-by-project basis.

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

Less than Significant Impact. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. Cumulative effects resulting from implementation of the City's goals and policies were evaluated in the General Plan Program EIR 2009 (SCH#2009022075). The proposed Master Plans implement the policies and vision of the General Plan. No General Plan policies would be changed or modified through adoption of the proposed project. Adoption of the proposed Master Plans would not create any significant impacts beyond those previously identified in the General Plan Program EIR. No development projects are associated with the proposed project, and thus the project would not contribute to short-term or long-term cumulative impacts.

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

Less than significant impact. The proposed project does not involve any development activity. Rather, the project implements adopted General Plan policies and policy actions. The Master Plans provide infrastructural framework for possible development in the future. The proposed project would not result in any adverse effects on human beings, either directly or indirectly.

Section 5

Documents Referenced

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- Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Map Panel Number 06077C0169F, Effective Date October 16, 2009.
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 - San Joaquin County, Draft Airport Land Use Compatibility Plan, 2008.
 - San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).
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 - State of California, Health and Human Safety Code, Section 7050.5.
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- _____. Inventory of US Greenhouse Gas Emissions and Sinks 1990-2006, 2008.
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