

<p>CARNEGIE FORUM 305 WEST PINE STREET LODI, CALIFORNIA</p>	<p>AGENDA LODI PLANNING COMMISSION</p>	<p>REGULAR SESSION WEDNESDAY, FEBRUARY 10, 2010 @ 7:00 PM</p>
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For information regarding this agenda please contact:

Kari Chadwick @ (209) 333-6711
Community Development Secretary

***NOTE:** All staff reports or other written documentation relating to each item of business referred to on the agenda are on file in the Office of the Community Development Department, located at 221 W. Pine Street, Lodi, and are available for public inspection. If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof. To make a request for disability-related modification or accommodation contact the Community Development Department as soon as possible and at least 24 hours prior to the meeting date.*

1. ROLL CALL
2. MINUTES – “January 27, 2010”
3. PUBLIC HEARINGS
 - a. Request Planning Commission to certify the proposed Mitigated Negative Declaration 08-ND-03 as adequate environmental documentation for the proposed project; request for a Tentative Parcel Map to divide one parcel in to two lots and approve the site plan and architecture of the proposed development including affordable housing development standard concessions at 2245 Tienda Drive. (Applicant: Eden Housing. File Number 09-MND-03, 09-P-01 and 09-SP-04)
 - b. Request for Planning Commission approval of a Use Permit to allow the sale of alcoholic beverages and approve the SPARC application concerning the COSTCO Wholesale building. (Applicant: David Babcock, on behalf of COSTCO Wholesale. File Number: 09-U-15 and 09-SP-15)

NOTE: The above item is a quasi-judicial hearing and requires disclosure of ex parte communications as set forth in Resolution No. 2006-31

4. PLANNING MATTERS/FOLLOW-UP ITEMS
5. ANNOUNCEMENTS AND CORRESPONDENCE
6. ACTIONS OF THE CITY COUNCIL
 - a. Council Summary Memo
7. GENERAL PLAN UPDATE/DEVELOPMENT CODE UPDATE
8. ACTIONS OF THE SITE PLAN AND ARCHITECTURAL REVIEW COMMITTEE
9. ART IN PUBLIC PLACES
10. COMMENTS BY THE PUBLIC
11. COMMENTS BY THE PLANNING COMMISSIONERS & STAFF
12. ADJOURNMENT

Pursuant to Section 54954.2(a) of the Government Code of the State of California, this agenda was posted at least 72 hours in advance of the scheduled meeting at a public place freely accessible to the public 24 hours a day.

****NOTICE:** Pursuant to Government Code §54954.3(a), public comments may be directed to the legislative body concerning any item contained on the agenda for this meeting before (in the case of a Closed Session item) or during consideration of the item.

Right of Appeal:

If you disagree with the decision of the commission, you have a right of appeal. Only persons who participated in the review process by submitting written or oral testimony, or by attending the public hearing, may appeal.

Pursuant to Lodi Municipal Code Section 17.72.110, actions of the Planning Commission may be appealed to the City Council by filing, within ten (10) business days, a written appeal with the City Clerk and payment of \$300.00 appeal fee. The appeal shall be processed in accordance with Chapter 17.88, Appeals, of the Lodi Municipal Code. Contact: City Clerk, City Hall 2nd Floor, 221 West Pine Street, Lodi, California 95240 – Phone: (209) 333-6702.

**LODI PLANNING COMMISSION
REGULAR COMMISSION MEETING
CARNEGIE FORUM, 305 WEST PINE STREET
WEDNESDAY, JANUARY 27, 2010**

1. CALL TO ORDER / ROLL CALL

The Regular Planning Commission meeting of January 27, 2010, was called to order by Vice Chair Hennecke at 7:00 p.m.

Present: Planning Commissioners – Heinitz, Hennecke, Kirsten, Kiser, and Mattheis

Absent: Planning Commissioners – Olson and Chair Cummins

Also Present: Community Development Director Konradt Bartlam, Deputy City Attorney Janice Magdich, Assistant Planner Immanuel Bereket, Water Services Manager Charlie Swimley, and Administrative Secretary Kari Chadwick

2. MINUTES

“January 13, 2010”

MOTION / VOTE:

The Planning Commission, on motion of Commissioner Kirsten, Kiser second, approved the Minutes of January 13, 2010 as written.

3. PUBLIC HEARINGS

- a) Notice thereof having been published according to law, an affidavit of which publication is on file in the Community Development Department, Vice Chair Hennecke called for the public hearing to consider the request of a Use Permit to allow Type 20 and Type 70 Alcoholic Beverage Control licenses at 1337 South Beckman Road. (Applicant: Geweke IIV LP, on behalf of Geweke Hospitality. File Number: 9-U-16)

Assistant Planner Immanuel Bereket gave a brief PowerPoint Presentation based on the staff report. Staff recommends approval of this project.

Commissioner Heinitz asked about the type of gift shop that is proposed. Mr. Bereket stated that he would like to defer the question to the applicant.

Hearing Opened to the Public

- Clint Reed, applicant, came forward to answer questions. He stated that the current gift shop sells the conveniences typically needed by travelers.

Public Portion of Hearing Closed

MOTION / VOTE:

The Planning Commission, on motion of Commissioner Kirsten, Heinitz second, approved the request of the Planning Commission for a Use Permit to allow Type 20 and Type 70 Alcoholic Beverage Control licenses at 1337 South Beckman Road subject to the conditions in the attached resolution. The motion carried by the following vote:

Ayes: Commissioners – Heinitz, Kirsten, Kiser, Mattheis, and Vice Chair Hennecke
Noes: Commissioners – None
Absent: Commissioners – Olson and Chair Cummins

Continued

- b) Notice thereof having been published according to law, an affidavit of which publication is on file in the Community Development Department, Vice Chair Hennecke called for the public hearing to consider the request to certify the proposed Negative Declaration 08-ND-01 as adequate environmental documentation for City Well No. 27 located at 2360 West Century Blvd. (Applicant: City of Lodi; File # 08-ND-02)

Assistant Planner Immanuel Bereket gave a brief PowerPoint Presentation based on the staff report. Mr. Bereket stated that Charlie Swimley from the Public Works Department is in attendance if there are any questions.

Hearing Opened to the Public

Public Portion of Hearing Closed

MOTION / VOTE:

The Planning Commission, on motion of Commissioner Kirsten, Mattheis second, approved the request of the Planning Commission to certify the proposed Negative Declaration 08-ND-01 as adequate environmental documentation for City Well No. 27 located at 2360 West Century Blvd subject to the conditions in the attached resolution. The motion carried by the following vote:

Ayes: Commissioners – Heinitz, Kirsten, Kiser, Mattheis, and Vice Chair Hennecke
 Noes: Commissioners – None
 Absent: Commissioners – Olson and Chair Cummins

4. PLANNING MATTERS/FOLLOW-UP ITEMS

None

5. ANNOUNCEMENTS AND CORRESPONDENCE

None

6. ACTIONS OF THE CITY COUNCIL

Director Bartlam referenced the memo in the packet and stated that staff is available for questions.

7. GENERAL PLAN UPDATE/DEVELOPMENT CODE UPDATE

Director Bartlam stated that the public comment period has closed for the EIR and a draft form of the final EIR document should be available soon and is being set as a public hearing for the City Council meeting on February 17th.

8. ACTIONS OF THE SITE PLAN AND ARCHITECTURAL REVIEW COMMITTEE

Commissioner Kiser gave a brief report regarding the application for Applebee's.

9. ART IN PUBLIC PLACES

Commissioner Kirsten gave a brief report regarding the meeting that occurred early in the day.

10. COMMENTS BY THE PUBLIC

None

Continued

11. COMMENTS BY STAFF AND COMMISSIONERS

None

12. ADJOURNMENT

There being no further business to come before the Planning Commission, the meeting was adjourned at 7:17 p.m.

ATTEST:

Konradt Bartlam
Planning Commission Secretary

Item 3a.

**CITY OF LODI
PLANNING COMMISSION
Staff Report**

MEETING DATE: February 10, 2010

APPLICATION NO: Mitigated Negative Declaration: 09-MND-03
Tentative Parcel Map: 09-P-01
SPARC: 09-SP-04

REQUEST: Request Planning Commission to certify the proposed Mitigated Negative Declaration 08-ND-03 as adequate environmental documentation for the proposed project; request for a Tentative Parcel Map to divide one parcel in to two lots and approve the site plan and architecture of the proposed development including affordable housing development standard concessions at 2245 Tienda Drive. (Applicant: Eden Housing. File Number 09-MND-03, 09-P-01 and 09-SP-04).

LOCATION: 2245 Tienda Drive, Lodi, CA 95240.

APPLICANT: Eden Housing, 22645 Grand Street, Hayward, CA 94541

PROPERTY OWNER: City of Lodi, 221 West Pine Street, Lodi, CA 95240

STAFF RECOMMENDATION

Staff recommends that the Planning Commission conduct a public hearing, review the proposed project, consider public testimony, and take the following actions: (1) certify the proposed Mitigated Negative Declaration as an adequate environmental document for the proposed project; (2) approve Tentative Parcel Map and (3) approve the site plan and architecture of the proposed development, subject to the conditions outlined in the attached resolutions.

PROJECT AREA DESCRIPTION

General Plan Designation: LDR, Low Density Residential
Zoning Designation: PUB, Public Park
Property Size: 3.39 acre (147668.4 square foot)

The adjacent zoning and land use characteristics:

	General Plan	Zone	Land Use
North	LDR, Low Density Residential	R-1, Single Family Residence	Residences
South	O, Office	RCP, Residential, Commercial and residential	Institutional uses
East	LDR, Low Density Residential	R-1, Single Family Residence	Commercial Shops
West	NCC, Neighborhood Community Commercial and LDR, Low Density Residential	CS, Shopping Commercial and vacant parcel.	Commercial Shops

BACKGROUND

The project site is located in the Single Family Residences (R-1 and R-2) zoning districts and it has a General Plan land use designation of Low Density Residential (LDR). A Lodi resident, Dr. Gordon Bruce Roget, donated 4.64 acres of land to the City in the early 1990s to be made into a park. Shortly thereafter, the City purchased adjoining previously undeveloped land (the project parcel) to make the entire area into a park with the understanding that the land use designations would change upon development as a park, a common practice that has been used by jurisdictions. However, the park has not been developed due to budgetary constraints. Now the City plans to sell the project parcel and use the funds generated to develop Roget Park.

Per CEQA Statute §21159.23, affordable housing projects on infill properties, such as the subject project, are statutorily exempt from CEQA review. However, an exception to this exemption applies when a project site has not been previously developed for urban uses, and the subject project site has never been developed for urban use of any kind. Therefore, planning staff determined that preparation of an environmental document was required. City staff prepared a Draft Mitigated Negative Declaration (MND) for the proposed project. The Draft MND was made available for public review on December 7, 2009. The review period ended on January 5, 2010. Comments sent to planning staff are incorporated in the Final MND and into the conditions of approval.

SUMMARY

The proposed project would permit development of affordable senior housing project at 2245 Tienda Drive. A total of 80 dwelling units are proposed along with a common area, parking spaces, walkways and shared facilities. If approved, the project would be implemented in two phases. The first phase would consist of development of 39 units, administrative office and a community room. Phase two would include 41 units and activity room. 79 of the apartment units will be age-restricted to individuals of 55 years and older, and will also be income restricted to those who have an extremely low, very low, and/or low income. The remaining unit will not be restricted and will be reserved for an on-site manager. The project includes a concession pursuant to State Law to allow a parking reduction. Additional approvals required include certification of a proposed Mitigated Negative Declaration and Site Plan and Architectural Review (SPARC) approval.

ANALYSIS:

Proposed Mitigated Negative Declaration

On December 12, 2009, the City, as the lead agency, published a Notice of Availability (NOA) announcing that Tienda Drive Senior Housing draft Mitigated Negative Declaration had been prepared and was available to the public for review. The NOA was submitted to the State Clearinghouse, distributed to local agencies, sent to interested persons, posted with the County Clerk's office, mailed all property owners of record within a 300-foot radius of the project site, posted on the site and published in the Lodi News Sentinel. The 30-day window for persons to review and comment on the draft Mitigated Negative Declaration commenced on December 7, 2009 and concluded on January 5, 2010. During the public review period, three comments were received on the proposed Mitigated Negative Declaration (State Clearing House, Caltrans District 10 and San Joaquin Valley Air Pollution Control District).

On the basis of the analysis contained in the proposed Mitigated Negative Declaration, City staff has determined that the incorporation of Mitigation Measures and project design and/or compliance with appropriate regulations and standards would reduce environmental impacts to a less than significant level. The proposed Negative Declaration determined that project-specific and cumulative air quality and noise impacts could be mitigated to less than

significant through adoption of the proposed Mitigated Negative Declaration. These mitigation measures have been included into the attached resolution as minimum requirements for approval. Based on this determination, the City is proposing that a "mitigated negative declaration" be adopted for the proposed project. The initial study contains details regarding the location and construction of the project, as well as the environmental information that was prepared as a part of the environmental review for the project.

In preparing the Mitigated Negative Declaration, staff independently reviewed, evaluated, and exercised judgment over the project and the project's environmental impacts. The Final Mitigated Negative Declaration (MND), attached as Exhibit F, identifies the areas where the project may have a potential effect on the environment. All areas listed as potentially significant have been mitigated to levels that are no longer significant. A total of three comments were received (State Clearing House, Caltrans District 10 and San Joaquin Valley Air Pollution Control District). District 10 requires the project to pay its share of traffic impact mitigation fee. The San Joaquin Valley Air Pollution Control District requires the applicant to prepare health risk assessment in accordance with the district's regulations, preparation of Air Impact Analysis (AIA) prior to building permit issuance and adherence to other applicable regulations. These requirements have been added into the project mitigation measures as well as to the SPARC conditions of approval.

General Plan Conformance

The project proposes construction of 80 units of affordable senior housing on a 3.39-acre parcel. When the City of Lodi last adopted its current General Plan in 1991, the project site was designated as Low Density R Residential (LDR). The site is currently zoned as Single Family Residence (R-1 and R-2). The LDR district permits up to 7 units per net acre with 2.75 persons per household. The City intends to change the General Plan designation of the site from Single Family Residence to Mixed Used Corridor when it completes updating its pending General Plan. The Mixed Use Corridor designation would allow garden style units, apartments, condominiums, and townhouses with a maximum density of 35 dwelling units per net acre and assumes an average of 2.00 persons per household. As part of updating the General Plan, the proposed project has been analyzed for its land use impact including, but not limited to, traffic/circulation, infrastructure and utility services. The City expects the project to cause less than significant impact in all these areas. The City anticipates updating its General Plan in spring of 2010. The City will not issue building permits for grading, clearing, construction, development of the project parcel until the new General Plan is in full effect. Entitlement approvals are being requested at this time because of funding guidelines/requirements and due to the City's desire to develop Roget Park as soon as possible. This could only occur when the land transaction takes place.

Site Plan and Project Design

As shown on plans, the proposed development consists of 33,632 square-feet in two story buildings. A total of 79 one bedroom units and one two-bedroom unit are proposed. Each single bedroom unit would measure 550 square-foot and the two bedroom unit would measure approximately 980 square-foot. The two bedroom unit is reserved for on-site manager. Total of 65 standard parking stalls, six ADA parking stalls, and 16 bicycle spaces are provided. The building is set back a minimum of 35 feet from the front property line, 97 feet from the north property line, 19 feet from the eastern property line, and 48 feet from the from western property line. The footprint of the buildings would cover approximately 66,114 square-feet of the parcel, for total site coverage of 44.7%, which is in conformance with the City's maximum site coverage of 45% for high density residential areas. The buildings would be connected by a covered walkway. Vehicular access to the property is provided off of Tienda Drive. The proposed driveway leads to the loading and unloading area located in the

middle of the property and travels further north to parking spaces provided north of the buildings. The proposed driveway meets the requirements of the Lodi Fire Department.

Staff and the project proponents met several times with stake holders and nearby residents. Recommendations were made in relation to material choice, placement of siding, use of window trim, site design and color selection, which have been incorporated in to the design of the project. The proposed project features architectural elements, site planning, and landscaping to suite the existing architectural and open-space environment. To achieve the early contemporary look, the design includes balconies, canopies, overhangs, and façades with articulation. More specifically, wood framed doors and windows and wood type siding are proposed to capture the traditional farm style designs common in Lodi area. Additionally, the proposed colors are earth-toned and harmonize with the surrounding natural and built environment.

Landscaping requirements for these types of projects are one shading tree per four parking spaces, one large tree per 500 sq. ft. of open space, 25% of all trees must be 15 gal. or larger, 25% of all shrubs must be 5 gal. or larger, and groundcover must be provided where necessary. The proposed landscape development exceeds the minimum requirement set forth in the City's landscape development standards. As shown on the conceptual landscape plan, the project proposes extensive landscaping by providing numerous trees, shrubs, and rain/garden swales distributed throughout the site. The landscape plan is designed to recognize the natural topography of the site, create enjoyable outdoor spaces, use planting to screen undesirable views, to comply with guidelines set forth in the City's Stormwater Management Plan and landscape development standards. The end result will compliment complement Roget Park through creative and quality landscape design.

Development Standard Concessions:

As shown on the plans, the applicants provide .75 parking spaces per unit. The City of Lodi Municipal Code § 17.60.100 does not currently have a separate requirement for senior housing. Therefore, two parking spaces per unit are required. As part of the approval, the Planning Commission is asked to allow reduced parking spaces. Per Chapter 4.3, Section 65915(P) of California State Planning and Zoning Law, affordable multi-family residential developments are required to provide no more than one parking space for each one bedroom unit and two parking spaces for each two bedroom unit. In addition, according to Senate Bill 1818 (CGC 65915), if a proposed project includes at least 30 percent of the total units for lower income households, applicants are entitled to ask and receive three incentives or concessions. These incentives or concessions are to be in the form of a fee waiver and/or relaxation of a development standard or requirement. In order to deny a concession request, the City must adopt findings that the particular concession is not needed to achieve affordability or would threaten public health and safety or a historic structure. Staff's review and analysis of this project lead to staff's conclusion that there is no basis for the City to adopt such findings. The applicant for this project is rightfully requesting under State law the following the concession (relaxation of development standards):

1. *Nonconformance with parking spaces requirements-* The proposed project is income and age-restricted project. Since the project is age restricted, staff does not anticipate traffic overflow and believes adequate parking spaces for tenants and guests have been provided. As shown on the site utilization map, the design of the project maximizes site use and provides the most amount of units while respecting the built-in environment. In addition, because the project site is relatively narrow, there is limited usable area to provide parking spaces without increasing lot coverage above 50%. Further, the project site is served with public transportation and adjacent services, which would further reduce the need for vehicular use. The Planning Commission

should consider whether or not the required two spaces per unit would be necessary. Given the constraints of the lot, such as the size and relative narrowness, the site is constrained. Parking cannot be located in any front or side yard setbacks, and detached structures must meet building separation requirements, which further reduces the amount of viable space for parking in this situation. Although there is a possibility of conforming to the requirements, this would significantly reduce the number of units that could be had. As part of its consideration, the Planning Commission needs to weigh availability of affordable senior housing in the City. Demand far outstrips supply. The design of the project accommodates the maximum number of units that could be permitted on the site while respecting the built-in environment. Further, the concession being requested pursuant to state laws would not threaten public health, safety or historic structure(s) and would not impose hardship, impair an adequate supply of light and air to the adjacent properties. In addition, approval of the requested concession would not constitute a grant of special privilege because the concession request is being made pursuant to applicable State law regarding affordable housing. Finally, based on staff's informal review of similar projects in other cities, we find that .75 stalls per unit are adequate for parking needs. In staff's opinion, the City has no grounds to deny this concession.

The proposal was reviewed by various City departments and divisions. Their comments have been incorporated into the attached resolution. There were no issues raised by the City that would prevent the proposal from proceeding. The proposed project is consistent with the proposed General Plan and Housing Element as conditioned. The creation of income and age restricted housing create rental opportunities in the City of Lodi for various economic segments of the population. In conclusion, staff believes that the proposed project, subject to the conditions in the attached resolution, meets the requirements of the Zoning Ordinance and the proposed affordable housing development would be compatible with the neighborhood.

ENVIRONMENTAL ASSESSMENTS:

A Mitigated Negative Declaration was prepared for this project. In preparing the Mitigated Negative Declaration, staff independently reviewed, evaluated, and exercised judgment over the project and the project's environmental impacts. The Final Mitigated Negative Declaration (MND), attached as Exhibit E, identifies the areas where the project may have a potential effect on the environment. All areas listed as potentially significant have been mitigated to levels that are no longer significant. The areas of impact include (A) Aesthetics, (B) Air Quality, (C) Cultural Resources, (D) Geology and Soils, (E) Hydrology and Water Quality, (F) Land Use and Planning, (G) Noise, (H) Public Services, (I) Transportation/Circulation and (J) Utilities and Service Systems.

In accordance with CEQA, the Draft MND was circulated to responsible agencies as well as the State Clearinghouse for review. Also, the Draft MND was available for public review (it has been available at City Hall, at the Library, and on the City website. Notices were posted and published on December 12, 2009. The required 30 day review period for this project began on December 7, 2009 and ended on January 5, 2010. A total of three comments were received (Caltrans District 10 and San Joaquin Valley Air Pollution Control District). At the conclusion of the public review period, all written comments were responded to and incorporated in the Final MND.

PUBLIC HEARING NOTICE:

Legal Notice for the Use Permit was published on January 27, 2010. 93 public hearing notices were sent to all property owners of record within a 300-foot radius of the subject property as required by California State Law §65091 (a) 3. Public notice also was mailed to

interested parties who had expressed their interest of the project. No protest letter has been received.

ALTERNATIVE PLANNING COMMISSION ACTIONS:

- Approve the request with attached or alternate conditions
- Deny the request
- Continue the request

Respectfully Submitted,

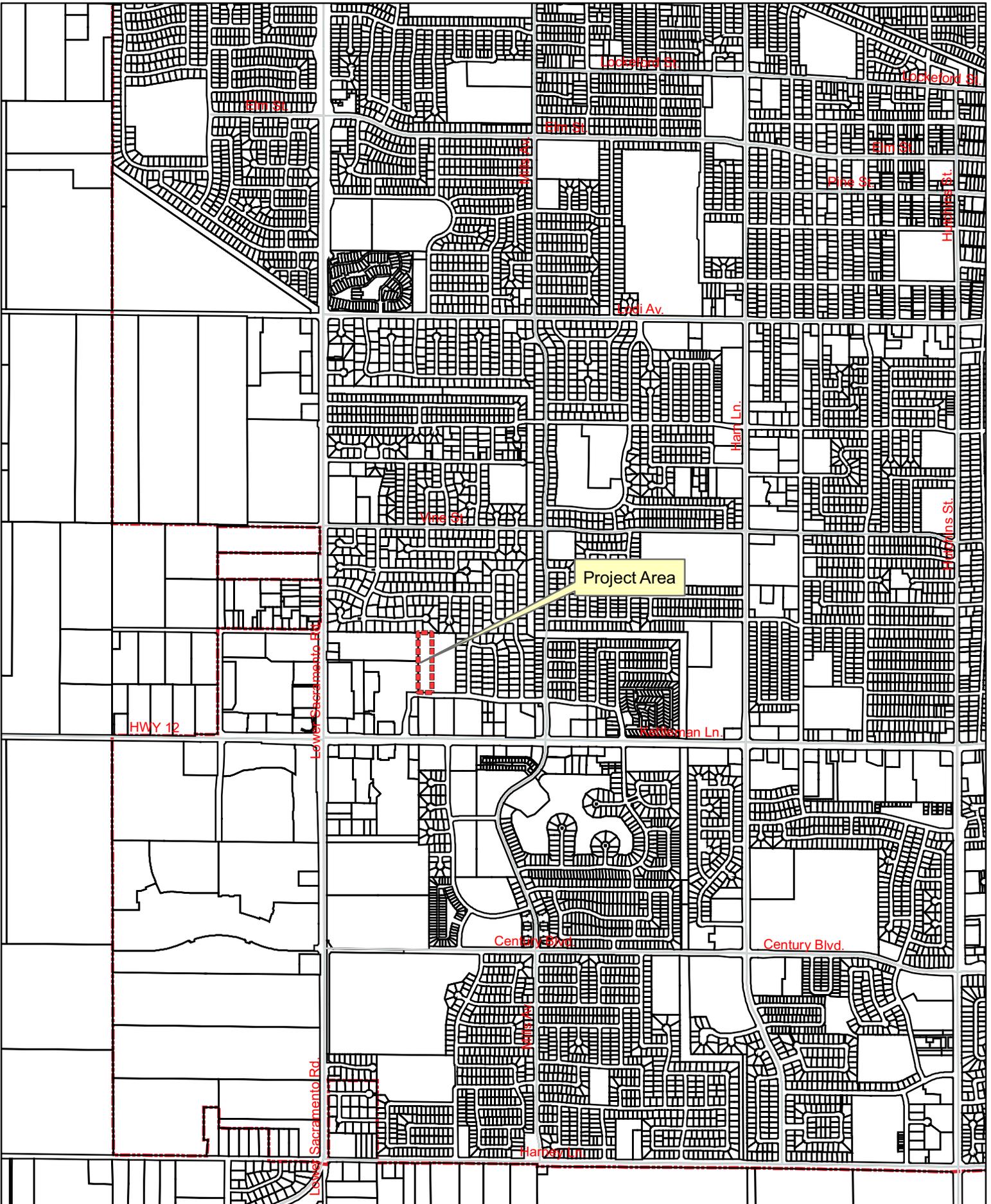
Concur,

Immanuel Bereket
Assistant Planner

Konradt Bartlam
Community Development Director

ATTACHMENTS:

- A. Vicinity Map
- B. Aerial Map
- C. Existing General Plan land use map
- D. Proposed General Plan land use map
- E. Parcel Map, Site Plans and Elevations
- F. Final Mitigated Negative Declaration
- G. Resolutions
 - a. Certification of the Final Mitigated Negative Declaration
 - b. Tentative Parcel Map and Site Plan and Architectural Review approval



0 0.05 0.1 0.2 0.3 0.4
Miles

Vicinity Map

Tienda Drive Senior Housing Project
2245 Tienda Drive
Lodi, CA 95240

Legend



Eden Housing Aerial Map



0 0.02 0.04 0.08 0.12 0.16 Miles

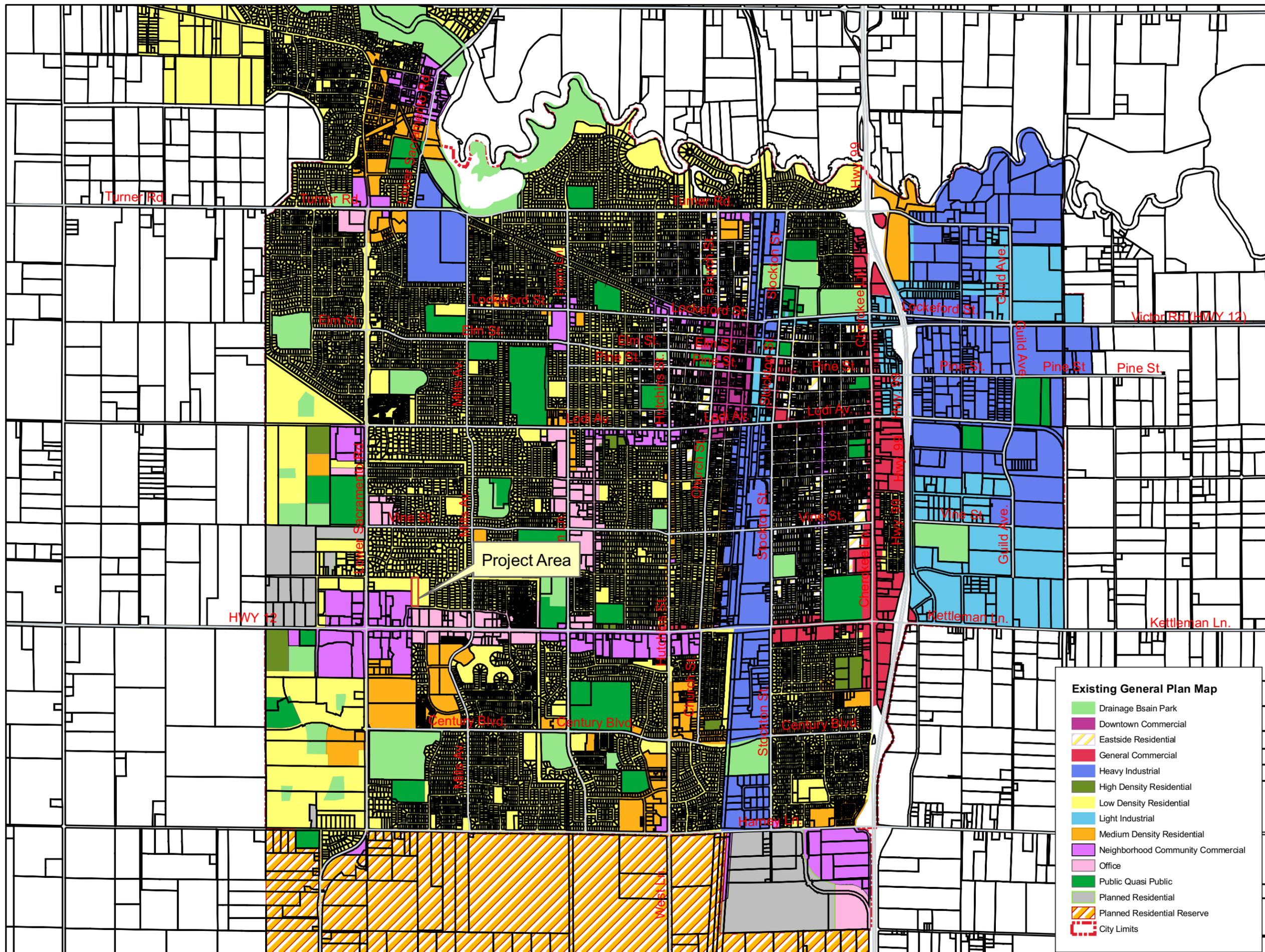
Aerial Map

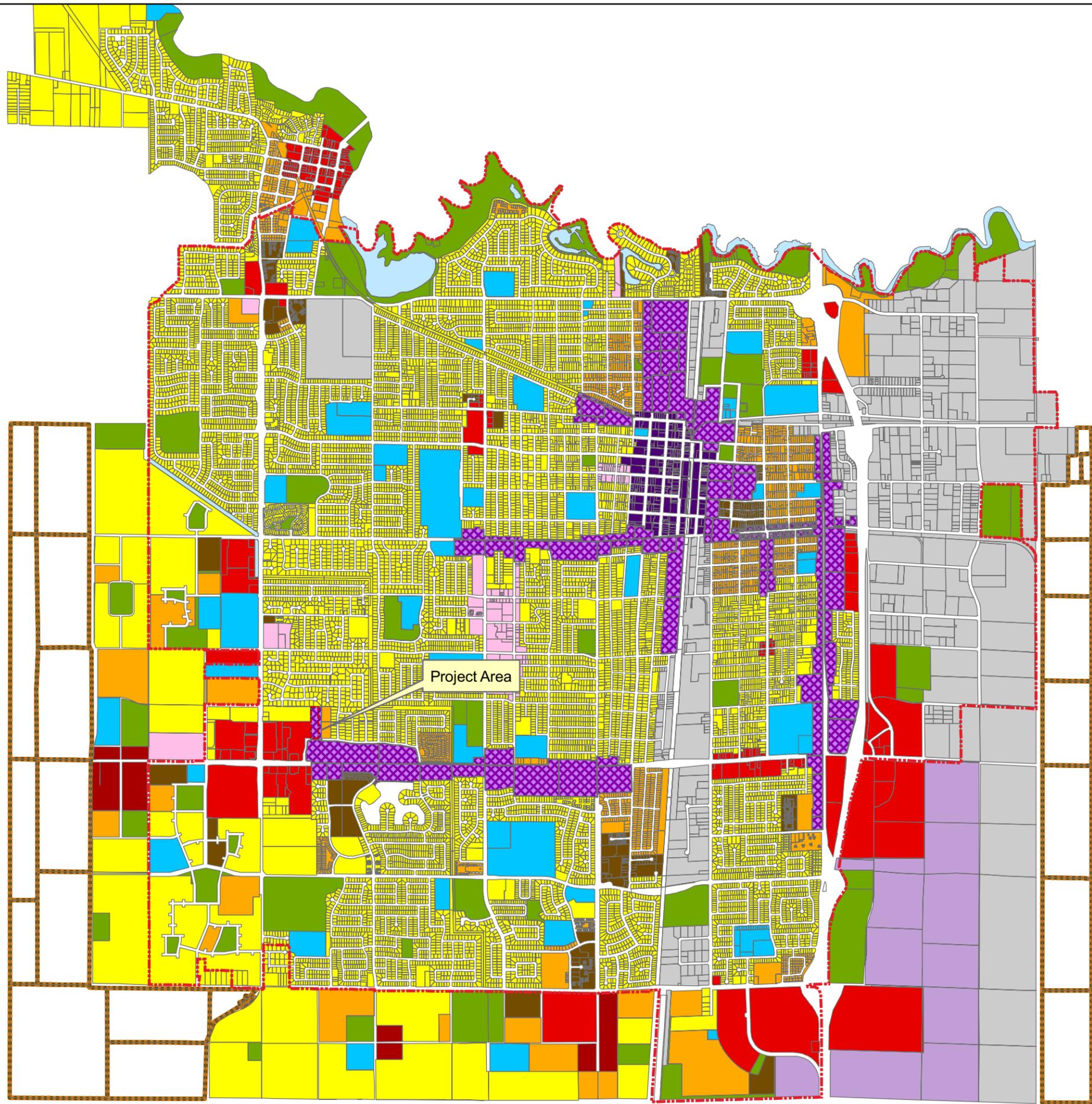
Tienda Drive Senior Housing Project
2245 Tienda Drive
Lodi, CA 95240

Legend



Eden Housing Aerial Map





- New General Plan**
- Eden Housing Aerial Map
 - City Limits
 - Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Commercial
 - Downtown Mixed Use
 - Mixed Use Center
 - Mixed Use Corridor
 - Business Park
 - Office
 - Public/Quasi-Public
 - Industrial
 - Open Space
 - Urban Reserve
 - Water
 - ROW

Consultants:

Landscape
Bruce Jett Associates, Inc.
2470 Mariner Square
Loop, Alameda, CA 94501

Civil
Baumbach & Piazza Inc.
323 W. Elm Street
Lodi, CA 95240



Tienda Senior Housing Planning Submittal October 16 2009

SUMMARY DEVELOPMENT TABLE:

	PHASE I	PHASE II	COMBINED
1. Site Area (SF)	77,536.8 SF (1.78 acres)	70,131.6 SF (1.61 acres)	147,668.4 SF (3.39 acres)
2. Dwelling Units Density	39 21.9 D.U.A.	41 25.5 D.U.A.	80 23.6 D.U.A.
3. Common Areas (including laundry and storage areas)	2,444 SF Admin. Office & Community Room	1,047 SF Activity Room	3,491 SF
4. Parking Spaces Parking Ratio	29 0.75 spaces/unit	36 0.75 spaces/unit	65 0.75 spaces/unit
5. Bicycle Parking	8	8	16
6. Maximum Height of Structures (measured to peak of roof)	34'-0"	34'-0"	34'-0"
7. Gross Building Area (including covered walkways)	33,972 SF	32,142 SF	66,114 SF
8. Building Footprint (including covered walkways & outdoor areas)	17,432 22.5% of the site	16,201 SF 23.1% of the site	33,632 SF 22.8% of the site
9. Useable Common Outdoor Space	12,911 SF 331 SF/UNIT	11,131 SF 271.5 SF/UNIT	23,300 SF 291 SF/UNIT
10. Useable Private Outdoor Space	2,395 SF 62 SF/UNIT	2,527 SF 62 SF/UNIT	4,922 SF 62 SF/UNIT

PHASING NOTES:

Construction development area of Development Area to be completed in two phases as described below.

Phase I Development:
Phase I will include construction of 39 units, community room with administrative office and laundry facilities, associated parking and all improvements within Phase I boundary.

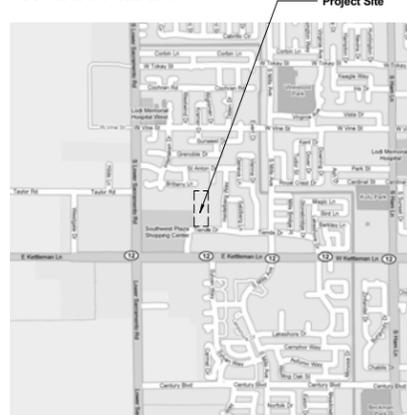
Phase II Development:
Phase II will include construction of 41 units, activity room and laundry facility, associated parking, and all other improvements with Phase II boundary.

Phase II temporary landscaping:
As part of Phase I construction, the Phase II site area will be graded to provide proper drainage and erosion control. Temporary landscaping will be installed consisting of soil amendments, ground cover and irrigation as required to maintain ground cover. In addition an asphalt curb will be installed at the perimeter of the driveway abutting Phase II site to control drainage and a pre-cast masonry wall will be installed along southern boundary of Phase II site to provide secure separation from abutting vacant parcel.

DRAWING INDEX:

- A0.0 TITLE SHEET
- C1.0 TOPOGRAPHIC SURVEY
- C1.1 TENTATIVE PARCEL MAP
- C1.2 SITE UTILIZATION MAP
- A1.0 SITE PLAN
- L1.0 CONCEPTUAL LANDSCAPE PLAN
- A2.1 BUILDING FLOOR PLANS: BUILDING 1 - LEVEL 1
- A2.2 BUILDING FLOOR PLANS: BUILDING 1 - LEVEL 2
- A2.3 BUILDING FLOOR PLANS: BUILDING 2 - LEVEL 1
- A2.4 BUILDING FLOOR PLANS: BUILDING 2 - LEVEL 2
- A2.5 ROOF PLAN: BUILDING 1
- A2.6 ROOF PLAN: BUILDING 2
- A3.1 BUILDING ELEVATIONS
- A3.2 BUILDING ELEVATIONS
- A3.3 BUILDING SECTIONS
- A4.1 TYPICAL UNIT PLANS & COMMON AREA PLANS

VICINITY MAP:



PROJECT CONTACTS:

APPLICANT:
EDEN HOUSING, INC.
22645 GRAND STREET
HAYWARD, CA 94541
510.247.8106
CONTACT: FAYE BLACKMAN
EMAIL: fblackman@edenhousing.org

ARCHITECT:
PYATOK ARCHITECT, INC.
1611 TELEGRAPH AVENUE, SUITE 200
OAKLAND, CA 94612
510.465.7010
CONTACT: PETER WALLER
EMAIL: pwaller@pyatok.com
YING YING YONG
OR
yyyong@pyatok.com

LANDSCAPE ARCHITECT:
BRUCE JETT ASSOCIATES, INC.
2470 MARINER SQUARE LOOP,
ALAMEDA, CA 94501
510.523.0998
CONTACT: BRUCE JETT
EMAIL: brucej@landsarch.com

CIVIL ENGINEER:
BAUMBACH & PIAZZA, INC.
323 W. ELM STREET
LODI, CA 95240
209.368.6618
CONTACT: STEVEN E. PECHIN
EMAIL: spechin@bpeengineers.net

Tienda Senior Housing

2245 Tienda Drive
Lodi, CA 95242

Client:
Eden Housing, Inc.

22645 Grand Street
Hayward, CA 94541

Planning Submittal 10/16/2009

Stamp:

Job Number: 0906

Drawn by: Y3

Checked by: PW

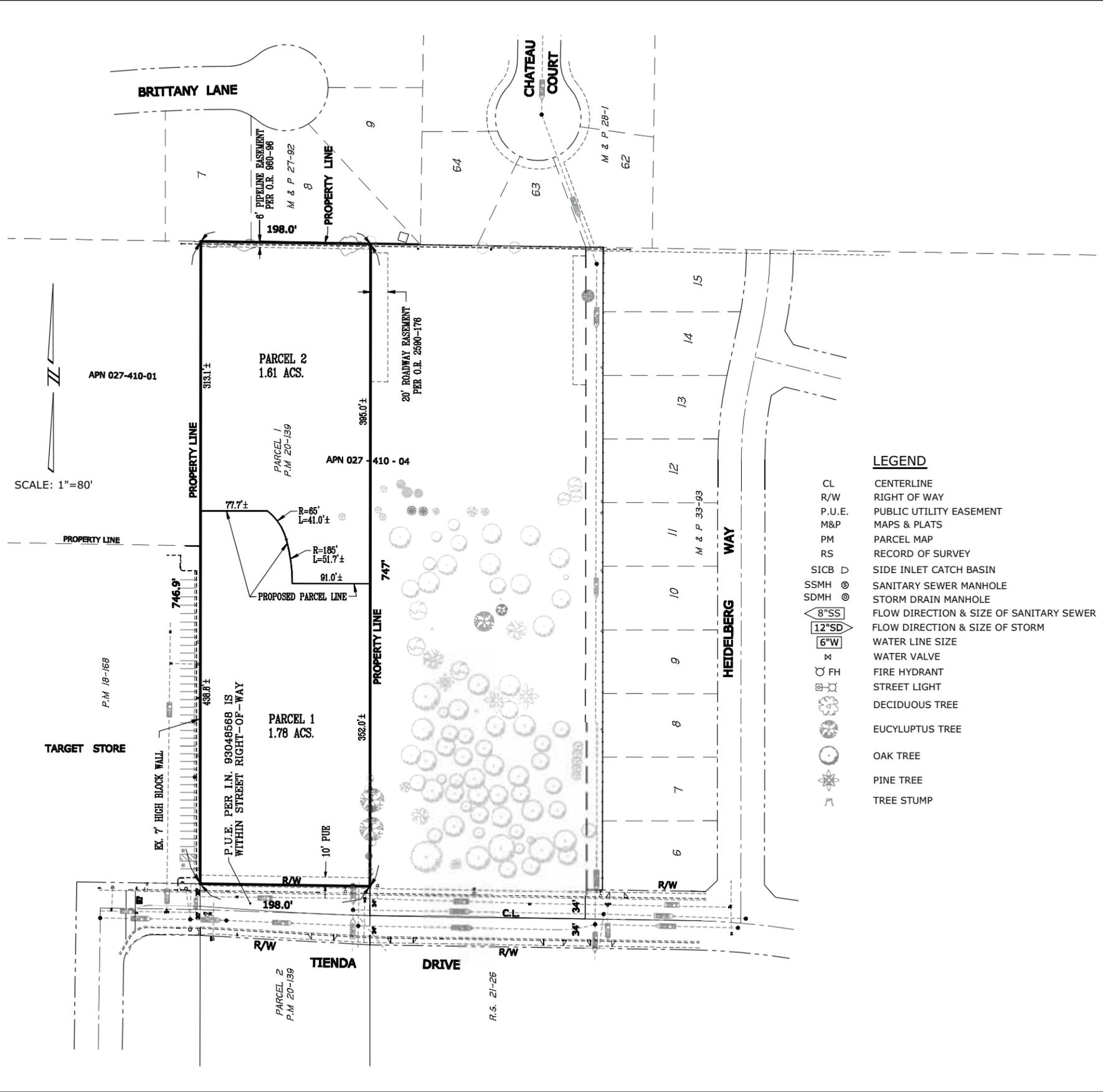
Date: October 16 2009

Scale: 1" = 10'-0"

Title
TITLE SHEET, DEVELOPMENT
SUMMARY AND DRAWING INDEX

Sheet

A0.0



TENTATIVE PARCEL MAP

OF A PORTION OF THE SOUTH HALF
OF THE SOUTHEAST QUARTER
OF SEC. 10, T.3 N., R.6 E., M.D.B. & M.,
City of Lodi, San Joaquin County, California

OCTOBER, 2009 SCALE: 1"=80'

OWNER:
CITY OF LODI

APPLICANT:
EDEN HOUSING, INC.
22645 GRAND STREET
HAYWARD, CA 94541

MAP PREPARED BY:
BAUMBACH AND PIAZZA, INC.
323 WEST ELM STREET
LODI, CALIFORNIA
(209) 368-6618

PROJECT DESCRIPTION:
CREATE TWO (2) PARCELS FROM ONE (1) EXISTING PARCEL.

UTILITIES AND FACILITIES:
WATER - CITY OF LODI
SEWAGE - CITY OF LODI
STORM DRAINAGE - CITY OF LODI
ELECTRICITY - CITY OF LODI
GAS - PG&E
TELEPHONE - ATT

FLOOD INFORMATION:
NOT SUBJECT TO 100 YEAR FLOOD.

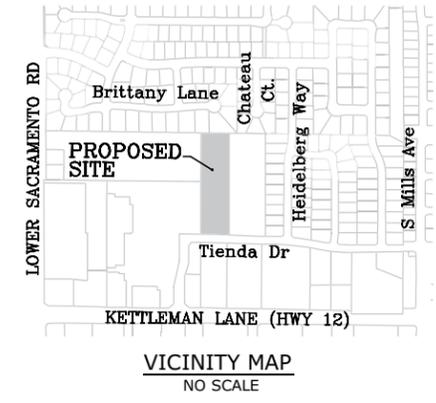
ASSESSOR PARCEL NUMBER:
027-410-04

SITUS ADDRESS:
2245 TIENDA DRIVE
LODI, CALIFORNIA 95242

CURRENT ZONING:
PUB-Public

CURRENT GENERAL PLAN DESIGNATION:
LDR-Low Density Residential

- ### LEGEND
- CL CENTERLINE
 - R/W RIGHT OF WAY
 - P.U.E. PUBLIC UTILITY EASEMENT
 - M&P MAPS & PLATS
 - PM PARCEL MAP
 - RS RECORD OF SURVEY
 - SICB D SIDE INLET CATCH BASIN
 - SSMH S SANITARY SEWER MANHOLE
 - SDMH S STORM DRAIN MANHOLE
 - 8"SS FLOW DIRECTION & SIZE OF SANITARY SEWER
 - 12"SD FLOW DIRECTION & SIZE OF STORM
 - 6"W WATER LINE SIZE
 - WATER VALVE
 - FH FIRE HYDRANT
 - STREET LIGHT
 - DECIDUOUS TREE
 - EUCALYPTUS TREE
 - OAK TREE
 - PINE TREE
 - TREE STUMP



SHEET OF
1 OF **1**

JOB NO. 09021
FILE NO.

TENTATIVE PARCEL MAP

PREPARED IN THE OFFICE OF:
BAUMBACH & PIAZZA, INC.
CIVIL ENGINEERS • SURVEYORS
323 W. Elm St.
Lodi, CA 95240
www.baengineers.net
209.368.6618

DESIGN: S.I.P. DRAWN BY: V.G.D.

APPROVED BY: _____

RCE: _____ EXP. DATE: _____

s:\Projects\2009\09021\dwg\09021-TM.dwg 10/15/09 9:42am -SPRCHIN-XRPRS: 09021_IP-TPO.dwg 09021_LIC.dwg 09021_TPO.dwg BP_A1_siteplan_10-02-09.dwg

SCALE: 1"=80'

APN 027-410-01

APN 027-410-04

TARGET STORE

EX. 7' HIGH BLACK WALL

P.U.E. PER I.N. 93048568 IS WITHIN STREET RIGHT-OF-WAY

6" PIPELINE EASEMENT PER O.R. 800-86 M & P 27-92

20' ROADWAY EASEMENT PER O.R. 2690-176

PARCEL 1
1.78 ACS.

PARCEL 2
1.61 ACS.

PARCEL 2
P.M. 20-139

PARCEL 1
P.M. 20-139

TIENDA DRIVE

HEIDELBERG WAY

BRITTANY LANE

CHATEAU COURT

198.0'

77.7'±

91.0'±

746.9'

438.8'±

352.0'±

395.0'±

393.1'±

10' PUB

198.0'

34'

34'

34'

34'

34'

34'

34'

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2

Tienda Senior
Housing
2245 Tienda Drive
Lodi, CA 95242

Client:
Eden Housing, Inc.
22645 Grand Street
Hayward, CA 94541



BAUMBACH & PIAZZA, INC.
CIVIL ENGINEERS
323 WEST ELM STREET
LODI, CALIFORNIA 95240
www.bpengineers.net

Job Number: 09021

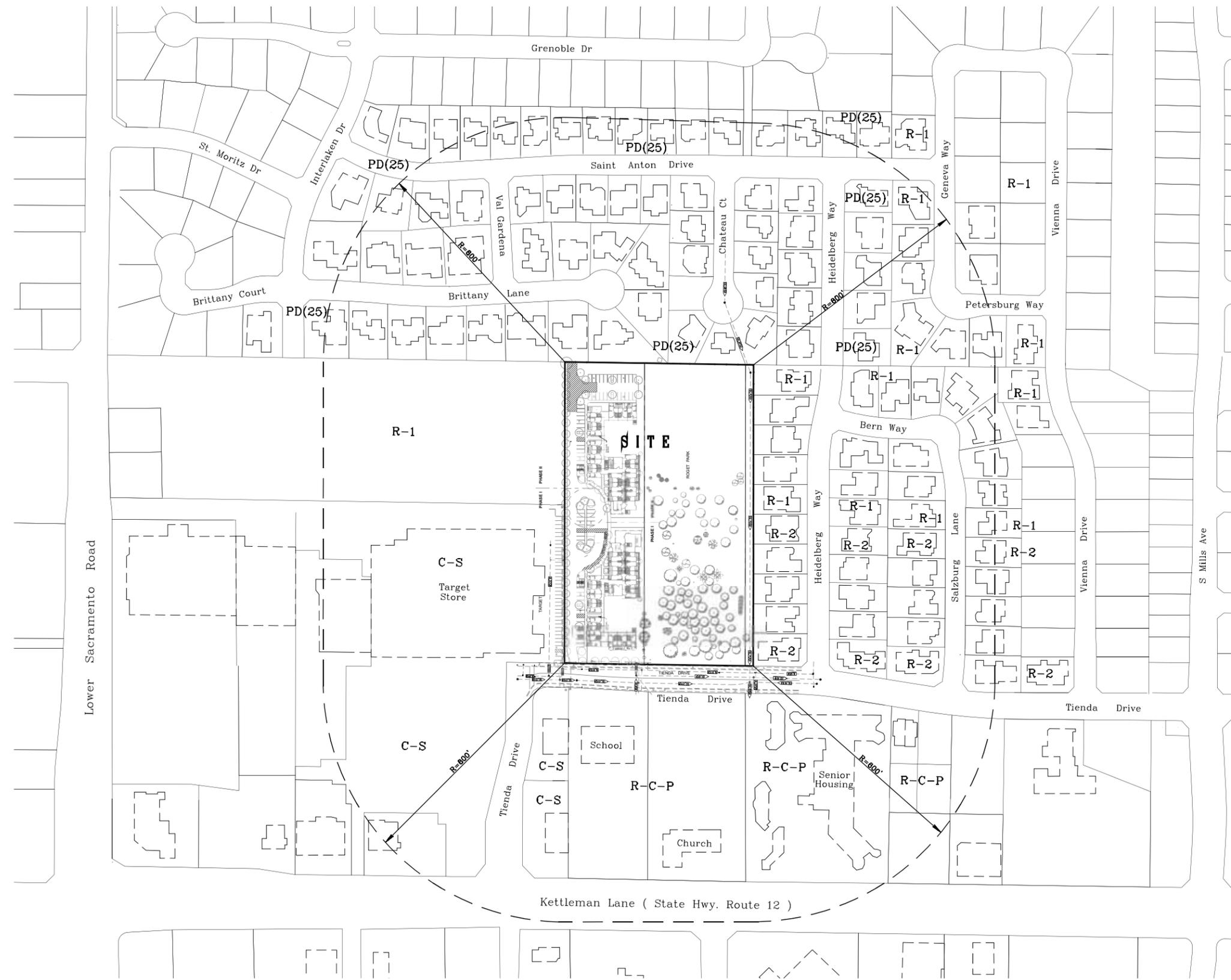
Stamp:

Job Number: 0906 (Pyatok)
Drawn by: SEP
Checked by: VGD
Date: October 12 2009
Scale: 1"=60'

Title
**SITE
UTILIZATION
MAP**

Sheet
C1

- PRELIMINARY -
Not-For-Construction



- LEGEND**
ZONING IDENTIFICATION LABELS:
C-S COMMERCIAL SHOPPING
R-C-P RESIDENTIAL, COMMERCIAL, PROFESSIONAL
PD PLANNED RESIDENTIAL
R-1 SINGLE FAMILY RESIDENTIAL
R-2 SINGLE FAMILY RESIDENTIAL

Consultants:

Landscape
Bruce Jett Associates, Inc.
2470 Mariner Square
Loop, Alameda, CA 94501

Civil
Baumbach & Piazza Inc.
323 W. Elm Street
Lodi, CA 95240

Tienda Senior Housing

2245 Tienda Drive
Lodi, CA 95242

Client:
Eden Housing, Inc.

22645 Grand Street
Hayward, CA 94541

Planning Submittal 10/16/2009

Stamp:

Job Number: 0906

Drawn by: Y3

Checked by: PW

Date: October 16 2009

Scale: 1" = 30'-0"

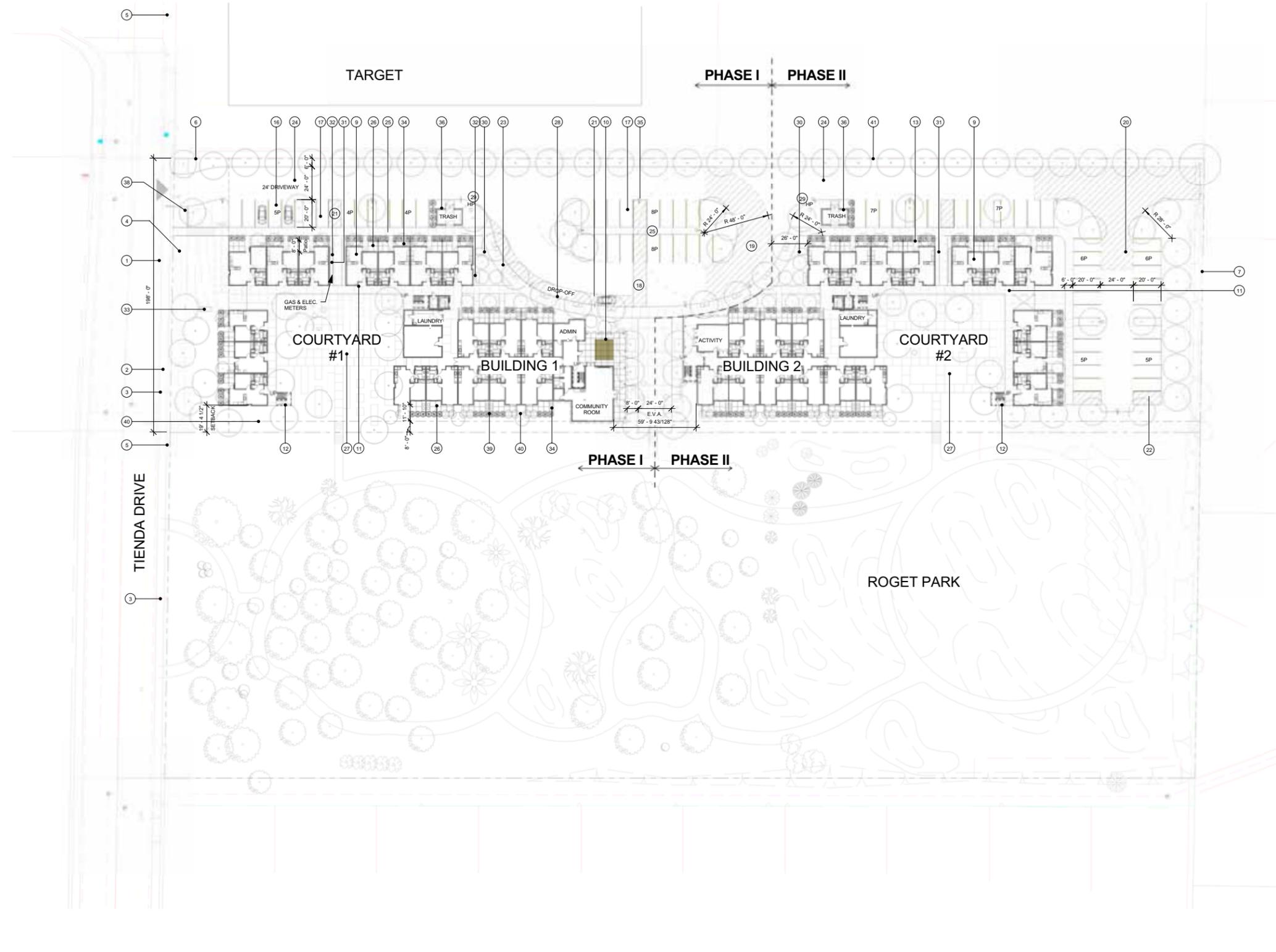
Title
SITE PLAN

Sheet

A1.0

– PRELIMINARY –
Not-For-Construction

KEYNOTES - SITE PLAN	
KEYNOTE	DESCRIPTION
01 EXISTING IMPROVEMENTS	
1	EXISTING CURB CUT AT TIENDA DRIVE
2	EXISTING CONCRETE SIDEWALK
3	EXISTING STREETLIGHT AT TIENDA DRIVE
4	EXISTING TRANSFORMER AT BACK OF SIDEWALK
5	EXISTING FIRE HYDRANT AT TIENDA DRIVE
6	EXISTING 7'-0" HIGH MASONRY WALL ADJACENT TO TARGET
7	EXISTING WOOD FENCE AT REAR PROPERTY LINE. NO NEW FENCING PROPOSED AT THIS LOCATION
02 BUILDING FEATURES	
9	TYPICAL ONE BEDROOM SENIOR HOUSING UNIT
10	COVERED OUTDOOR AREA
11	COVERED EXTERIOR EXIT STAIR
12	COVERED EXTERIOR EXIT STAIR
13	LINE OF ROOF OVERHANG
03 PAVING AND OTHER SITE IMPROVEMENTS	
16	TYPICAL PARKING STALL, 9'-6" X 20'-0" PER CITY STANDARD
17	ACCESSIBLE PARKING STALLS WITH CODE COMPLIANT SIGNAGE
18	PEDESTRIAN CROSSING PAINTED ON AC PAVING
19	TURN AROUND FOR EMERGENCY VEHICLES PER CITY STANDARD (SHOWN SHADED)
20	"T" TURN AROUND FOR EMERGENCY VEHICLES, PER CITY STANDARD. (SHOWN SHADED)
21	PASSENGER LOADING AREA, 8' WIDE
22	DEDICATED TURN AROUND ZONE AT PARKING AREA
23	SIDEWALK WITH FLUSH CURB AT PASSENGER LOADING AREA WITH CONTINUOUS DETECTABLE WARNING BETWEEN TREE WELLS
24	AC PAVING AT DRIVEWAY
25	CONCRETE SIDEWALK, MIN. WIDTH 5'-0"
26	CONCRETE PATIOS
27	PLANTING AREAS, SEE LANDSCAPE DRAWINGS
28	BOLLARD
04 EQUIPMENT, LIGHTING, AND SERVICE AREAS	
29	FIRE HYDRANT
30	PAD MOUNTED ELECTRIC TRANSFORMERS
31	WALL MOUNTED ELECTRIC SWITCH GEAR AND METERS
32	GAS METER
33	BACK FLOW PREVENTER AT WATER SERVICE
34	AC UNITS LOCATED AT GRADE, APPROX. 36" TALL, SCREENED BY WOOD FENCING
35	POLE MOUNTED LIGHT FIXTURES, 14' TALL WITH CUT-OFF REFLECTOR
36	WASTE HANDLING ENCLOSURE: 9' TALL MASONRY WALL WITH CEMENT PLASTER FINISH AND ASPHALT SHINGLE ROOFING TO MATCH BUILDINGS
05 FENCING AND OTHER IMPROVEMENTS	
38	MONUMENT SIGN, BRONZE LETTERS ON 36" HIGH WOOD FENCE, WITH UPLIGHTS
39	FENCE TYPE A: 36" WOOD FENCING AT REAR PATIOS AND EQUIPMENT SCREENS
40	FENCE TYPE B: 36" WOOD FENCING AT PROPERTY LINE BETWEEN SENIOR HOUSING AND PUBLIC PARK
41	PRE-CAST MASONRY WALL AT WEST PROPERTY LINE 7' TALL PRECAST PANELS WITH MASONRY PATTERN, PAINT FINISH



site plan 1
1" = 30'-0"



Consultants:

Landscape
Bruce Jett Associates, Inc.
2470 Mariner Square
Loop, Alameda, CA 94501

Civil
Baumbach & Piazza Inc.
323 W. Elm Street
Lodi, CA 95240

Tienda Senior Housing

2245 Tienda Drive
Lodi, CA 95242

Client:
Eden Housing, Inc.

22645 Grand Street
Hayward, CA 94541

Planning Submittal 10/16/2009

Stamp:

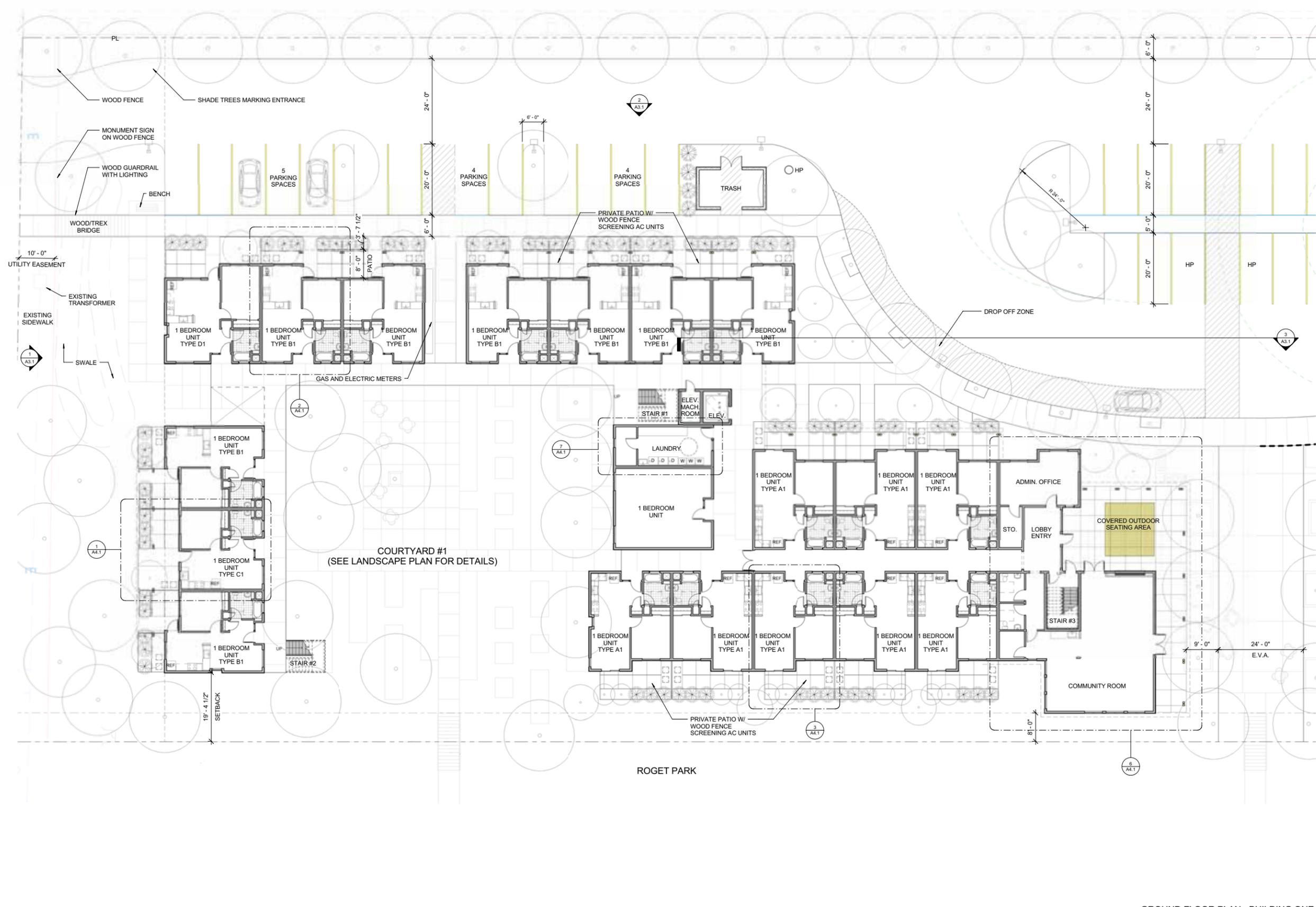
Job Number: 0906
Drawn by: Author
Checked by: Checker
Date: October 16 2009
Scale: 1" = 10'-0"

Title
BUILDING PLANS
BUILDING 1
GROUND FLOOR

Sheet

A2.1

- PRELIMINARY -
Not-For-Construction



GROUND FLOOR PLAN - BUILDING ONE
1" = 10'-0" ①



Consultants:

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Loop, Alameda, CA 94501

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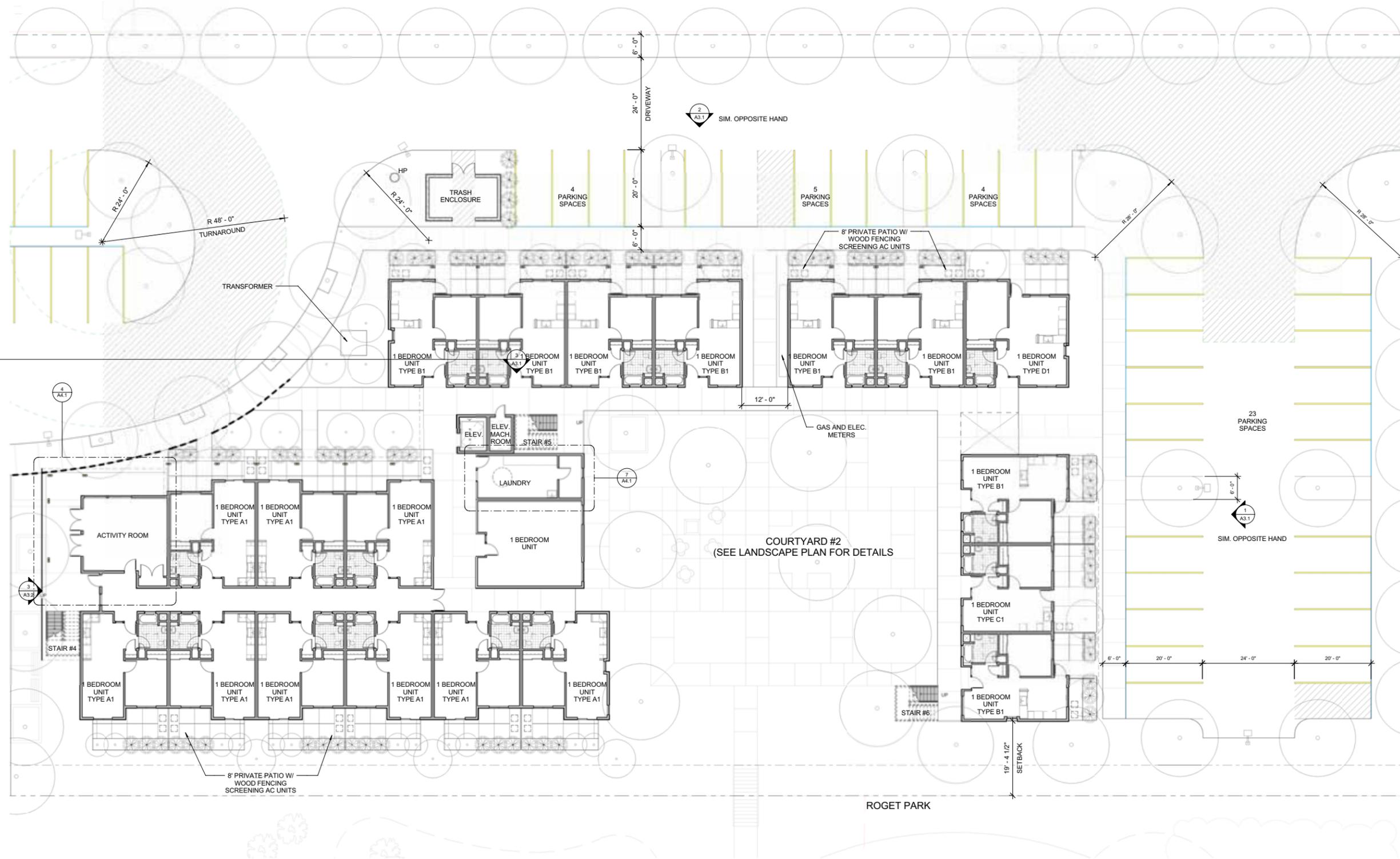
Job Number: 0906
Drawn by: Author
Checked by: Checker
Date: October 16 2009
Scale: 1" = 10'-0"

Title
BUILDING PLANS
BUILDING 1
LEVEL 2

Sheet

A2.2

- PRELIMINARY -
Not-For-Construction



GROUND FLOOR PLAN - BUILDING 2 ①
1" = 10'-0"



Consultants:

Landscape
Bruce Jett Associates, Inc.
2470 Mariner Square
Loop, Alameda, CA 94501

Civil
Baumbach & Piazza Inc.
323 W. Elm Street
Lodi, CA 95240

Tienda Senior Housing

2245 Tienda Drive
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Client:
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22645 Grand Street
Hayward, CA 94541

Planning Submittal 10/16/2009

Stamp:

Job Number: 0906

Drawn by: Author

Checked by: Checker

Date: October 16 2009

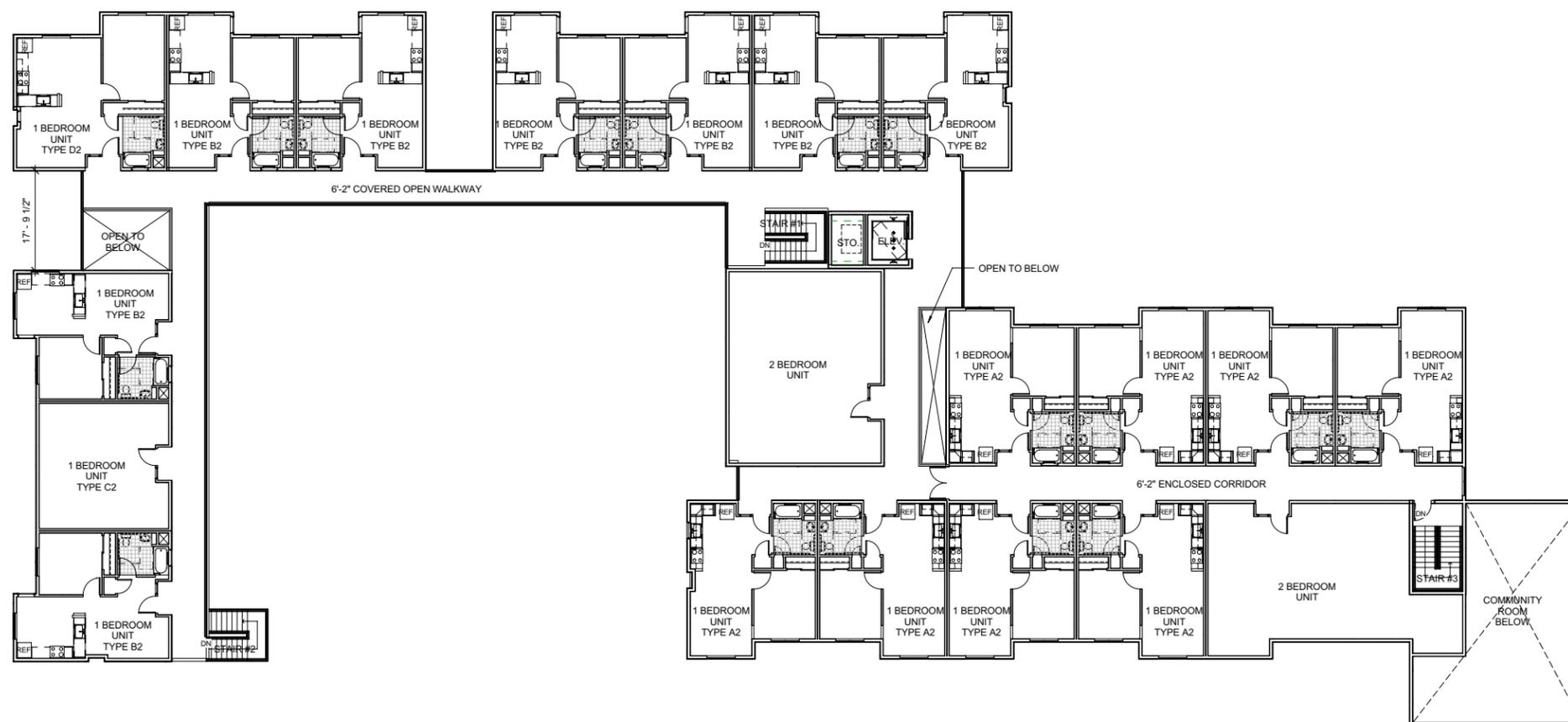
Scale: 1" = 10'-0"

Title
BUILDING PLANS
BUILDING 2
SECOND FLOOR PLAN

Sheet

A2.3

- PRELIMINARY -
Not-For-Construction



SECOND FLOOR PLAN - BUILDING 1
1" = 10'-0" ①

Consultants:

Landscape
Bruce Jett Associates, Inc.
2470 Mariner Square
Loop, Alameda, CA 94501

Civil
Baumbach & Piazza Inc.
323 W. Elm Street
Lodi, CA 95240

Tienda Senior Housing

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Lodi, CA 95242

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22645 Grand Street
Hayward, CA 94541

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Stamp:

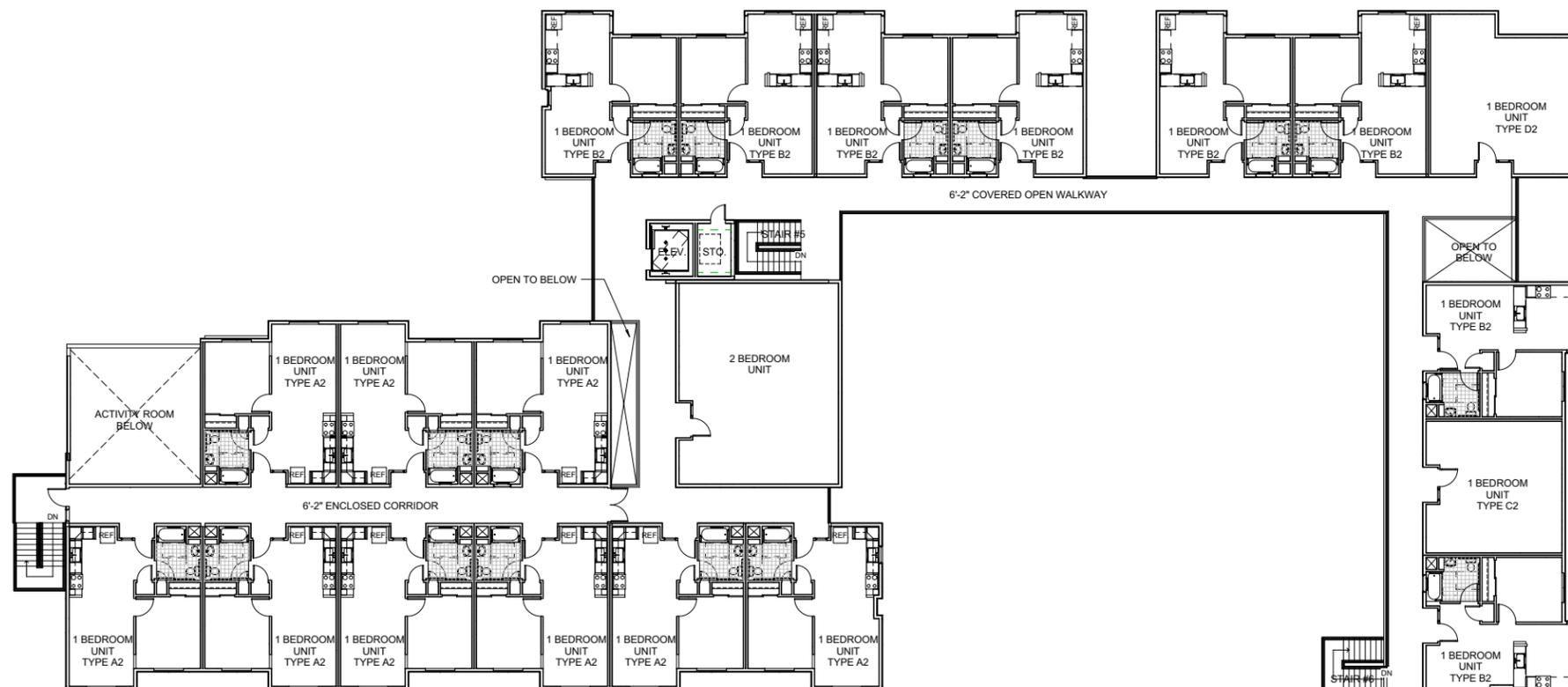
Job Number: 0906
Drawn by: Author
Checked by: Checker
Date: October 16 2009
Scale: 1" = 10'-0"

Title
BUILDING PLANS
BUILDING 1
LEVEL 2

Sheet

A2.4

- PRELIMINARY -
Not-For-Construction



SECOND FLOOR PLAN - BUILDING 2 ①
1" = 10'-0"

Consultants:

Landscape
Bruce Jett Associates, Inc.
2470 Mariner Square
Loop, Alameda, CA 94501

Civil
Baumbach & Piazza Inc.
323 W. Elm Street
Lodi, CA 95240

Tienda Senior Housing

2245 Tienda Drive
Lodi, CA 95242

Client:
Eden Housing, Inc.

22645 Grand Street
Hayward, CA 94541

Planning Submittal 10/16/2009

Stamp:

Job Number: 0906

Drawn by: MR

Checked by: PW

Date: October 16 2009

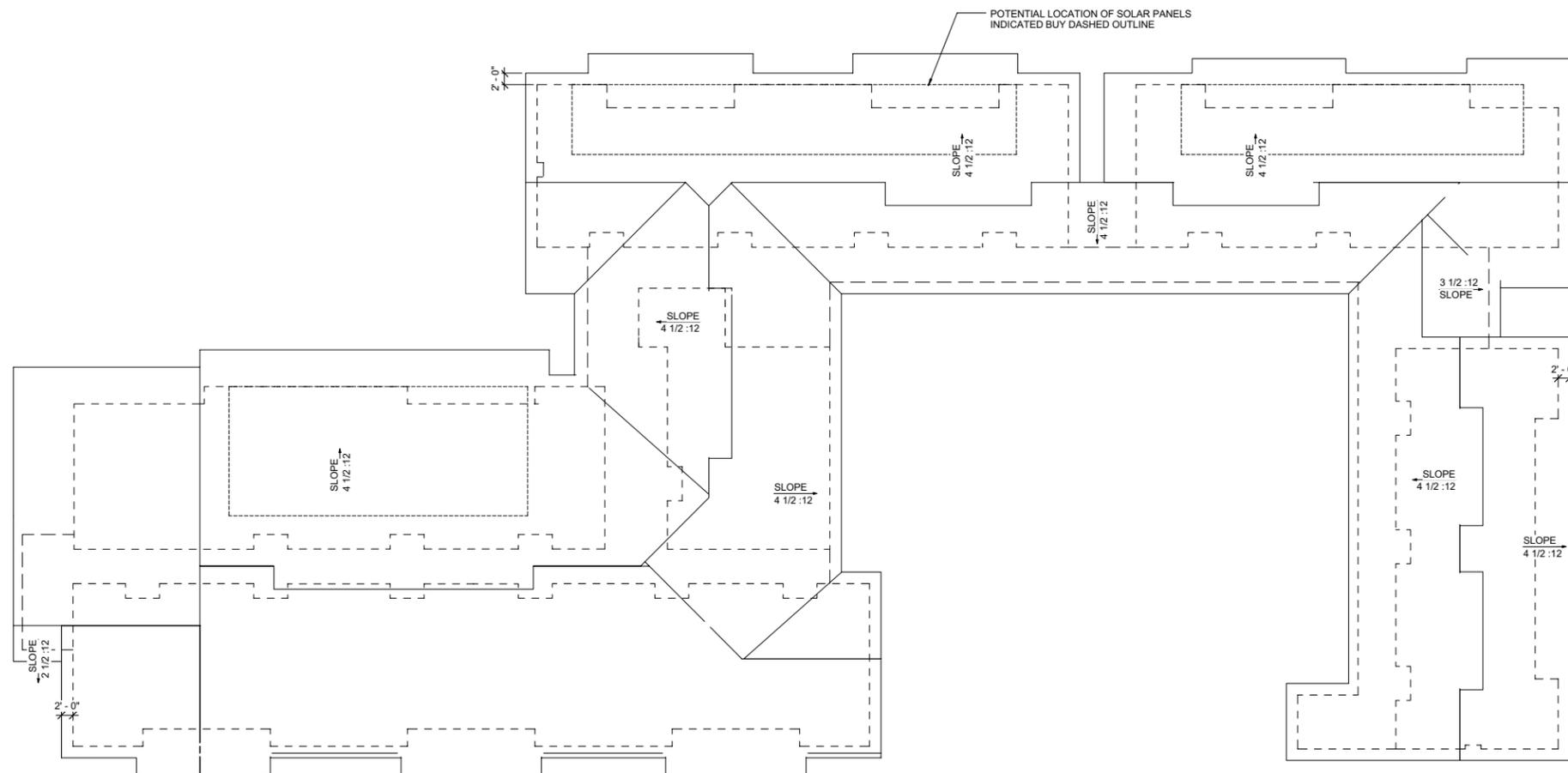
Scale: 1" = 10'-0"

Title
ROOF PLAN
BUILDING 2

Sheet

A2.6

- PRELIMINARY -
Not-For-Construction



ROOF PLAN - BUILDING 2
1" = 10'-0" ①

Consultants:

Landscape
Bruce Jett Associates, Inc.
2470 Mariner Square
Loop, Alameda, CA 94501

Civil
Baumbach & Piazza Inc.
323 W. Elm Street
Lodi, CA 95240

Tienda Senior Housing

2245 Tienda Drive
Lodi, CA 95242

Client:
Eden Housing, Inc.

22645 Grand Street
Hayward, CA 94541

Planning Submittal 10/16/2009

Stamp:

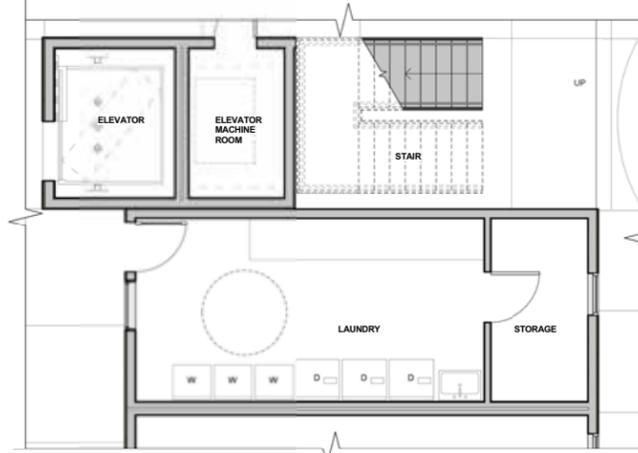
Job Number: 0906
Drawn by: Author
Checked by: Checker
Date: October 16 2009
Scale: 1/4" = 1'-0"

Title
TYPICAL UNIT PLANS & COMMON
AREA PLANS

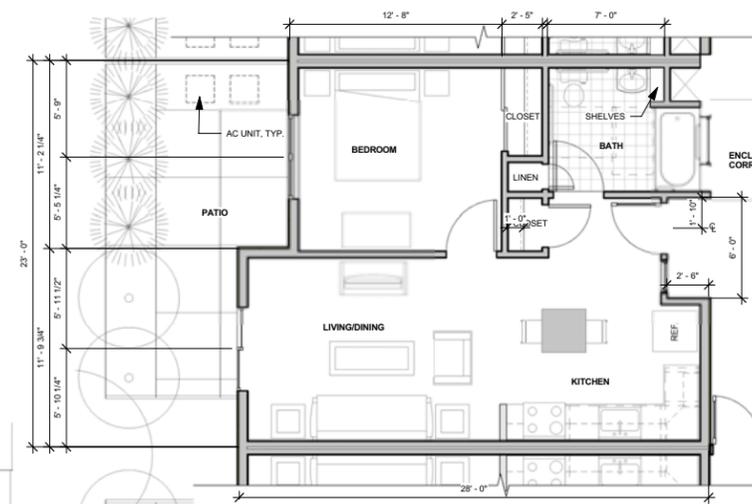
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A4.1

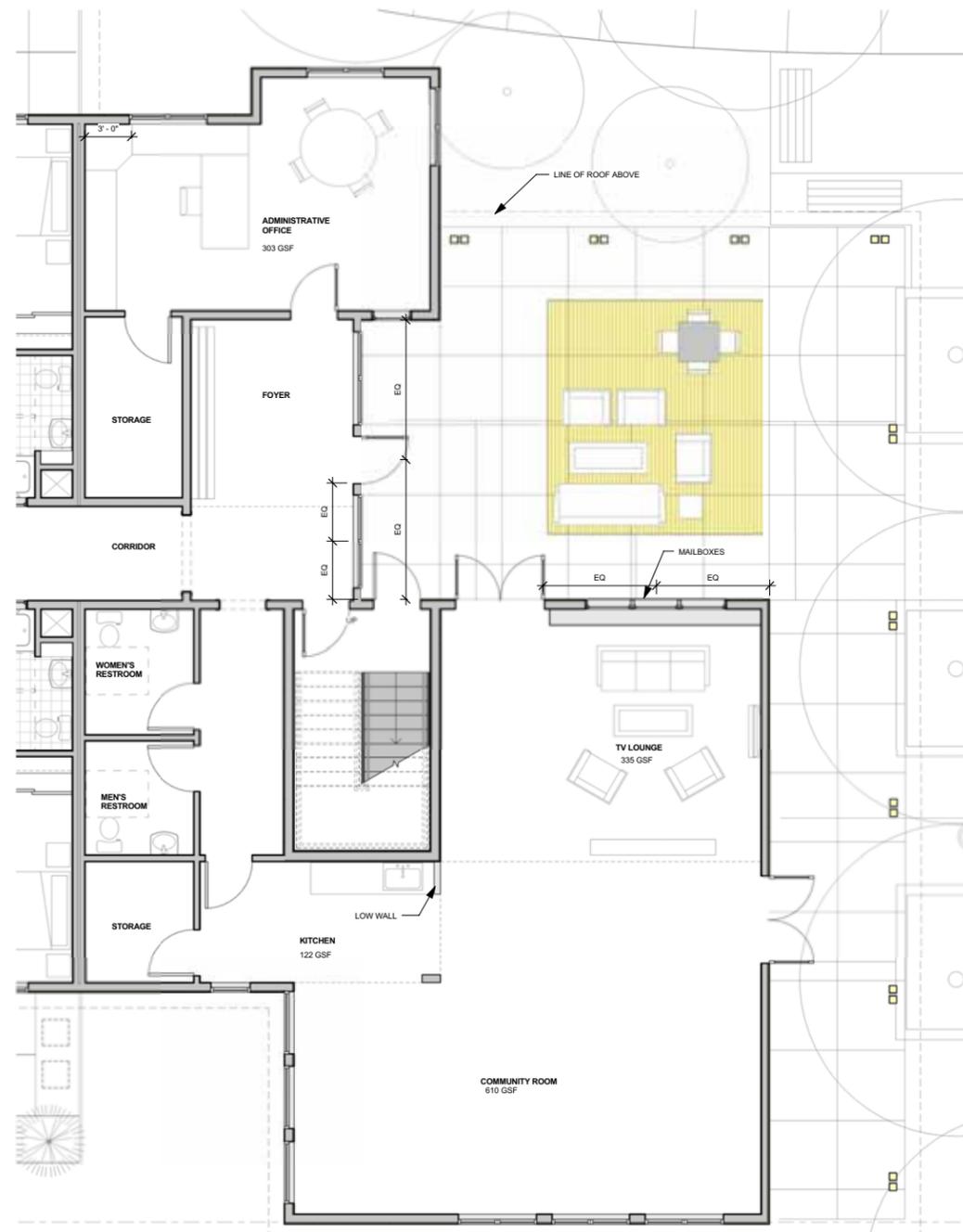
- PRELIMINARY -
Not-For-Construction



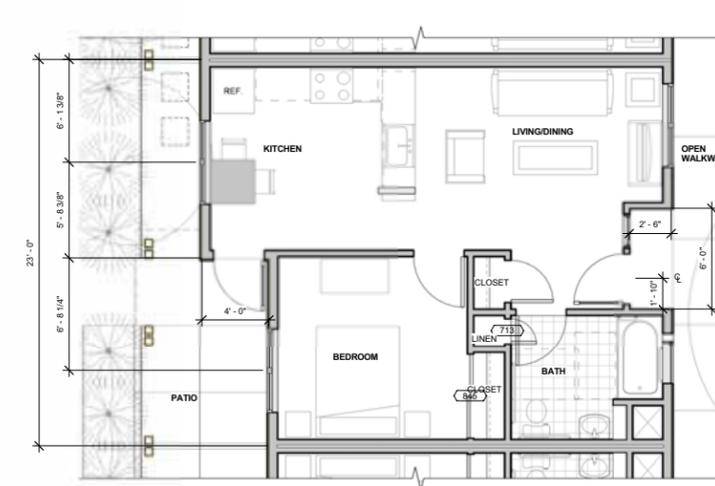
LAUNDRY ⑦
1/4" = 1'-0"
554 GSF



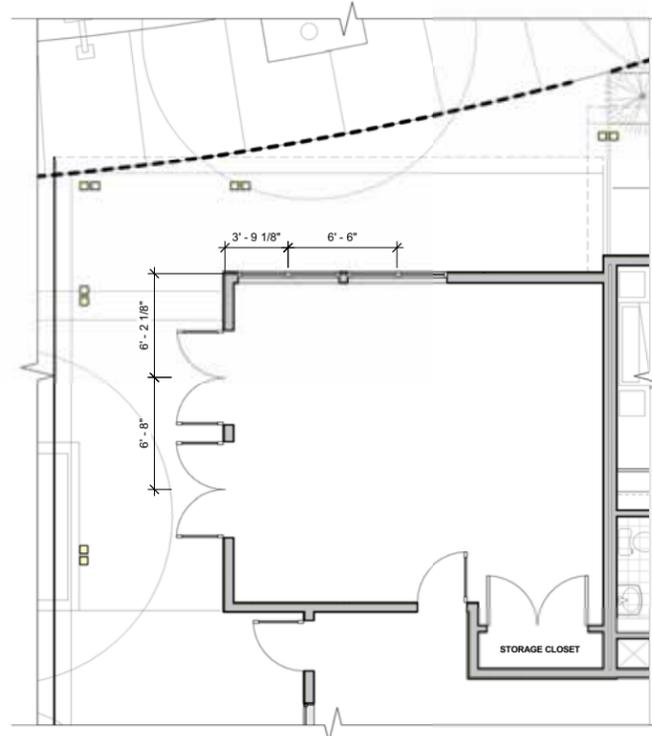
TYPICAL UNIT PLAN A1 ③
595 GSF 1/4" = 1'-0"



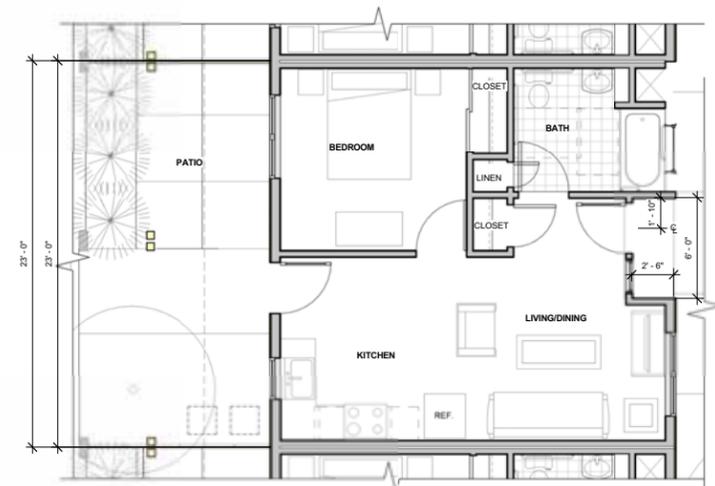
COMMON AREAS ⑥
1/4" = 1'-0"



TYPICAL UNIT PLAN B1 ②
584 GSF 1/4" = 1'-0"



ACTIVITY ROOM ④
493 GSF 1/4" = 1'-0"



TYPICAL UNIT PLAN C1 ①
537 GSF 1/4" = 1'-0"

Tienda Senior Housing

2245 Tienda Drive
Lodi, CA 95242

Client:
Eden Housing, Inc.
22645 Grand Street
Hayward, CA 94541

Stamp:

Job Number: 0906
Drawn by: EMJ
Checked by: BBJ
Date: October 16 2009
Scale: 1" = 30'-0"

Title
CONCEPTUAL LANDSCAPE PLAN
TIENDA SENIOR HOUSING

Sheet

L1.0

-- PRELIMINARY --
Not-For-Construction

PRELIMINARY PLANT LIST

SYMBOL	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	SPACING	SOIL TYPE
TREES						
RAIN GARDENS/ SWALES						
	RAIN GARDENS/ SWALES		19			
	ACER CIRCINATUM	VINE MAPLE	15 GAL	AS SHOWN	OCCASIONAL MOIST	
	ACER GRISEUM	PAPERBARK MAPLE	24" BOX	AS SHOWN	OCCASIONAL MOIST	
	CERCIS CANADENSIS	REDBUD	24" BOX	AS SHOWN	OCCASIONAL MOIST	
ORNAMENTAL						
	MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	24" BOX	AS SHOWN		
	PISTACIA CHINENSIS	CHINESE PISTACHE	24" BOX	AS SHOWN		
	PYRUS CALLERYANA	BRADFORD PEAR	24" BOX	AS SHOWN		
SHADE TREE						
	QUERCUS DOUGLASII	BLUE OAK	24" BOX	AS SHOWN		
SMALL TREE						
	OSMANTHUS FRAGRANS	FRAGRANT OLIVE	15 GAL	AS SHOWN		
SHRUBS						
RAIN GARDENS/ SWALES						
	HELIENIUM X 'HELBRÖ'	HELEN'S FLOWER	5 GAL	2 1/2' O.C.	WET/ MOIST	
	MAHONIA AQUIFOLIUM	OREGON GRAPE	5 GAL	4' O.C.	MOIST-DRY	
CUT/ COLOR						
	CLEMATIS INTEGRIFOLIA 'DURANDII'	CLEMATIS	5 GAL	3' O.C.		
	HEMEROCALLIS HYBRIDS	DAYLILY	5 GAL	2' O.C.		
	LAVANDULA ANGUSTIFOLIA	ENGLISH LAVENDER	5 GAL	3' O.C.		
	ROSMARINUS OFFICINALIS	ROSEMARY	5 GAL	2' O.C.		
	SALVIA GREGII	AUTUMN SAGE	5 GAL	3' O.C.		
ORNAMENTAL						
	CEANOTHUS GRISEUS 'HEARTS DESIRE'	YANKEE POINT	1 GAL	3' O.C.		
	BERBERIS THUNBERGII 'MONLERS'	JAPANESE BARBERRY	1 GAL	1 1/2' O.C.		
	DENDROMECON HARFORDII	BUSH POPPY	1 GAL	3' O.C.		
	ESCALLONIA RUBRA	ESCALLONIA	5 GAL	5' O.C.		
	NANDINA DOMESTICA	NANDINA	1 GAL	2' O.C.		
ANNUALS/ PERRNEIALS						
SWALES						
	ARCHILLEA MILLEFOLIUM	YARROW	5 GAL	5' O.C.		
	DIETES BICOLOR	LILY OF THE NILE	5 GAL	2' O.C.		
	ESCHSCHOLZIA CALIFORNICA	CALIFORNIA POPPY	1 GAL	9" O.C.		
	HEMEROCALLIS HYBRIDS	DAYLILY	1 GAL	2' O.C.		
	LUPINUS NANUS	DWARF LUPINE	1 GAL	1' O.C.		
GRASSES						
SWALES						
	CAREX ALBULA	FROSTY CURLS	1 GAL	2' O.C.	MOIST	
	CAREX MORROWII	VARIEGATED SEDGE	1 GAL	1' O.C.	WET/ MOIST	
	DESCHAMPSIA CAESPITOSA	TUFTED HAIR GRASS	FLATS	1' O.C.	MOIST/MESIC	
	FESTUCA IDAHOENSIS	IDAHOE FESCUE	1 GAL	1' O.C.	MOIST	
RAIN GARDEN						
	ACORUS GRAMINEUS	SWEET FLAG	1 GAL	6" O.C.	WET/MOIST	
	CAREX BUCHANANII	FOX RED CURLY SEDGE	1 GAL	3' O.C.	WET/ MOIST	
	CAREX ELATA 'AUREA'	YELLOW SEDGE	1 GAL	2' O.C.	WET	
	EQUISETUM HYEMALE	HORSETAIL REED	1 GAL	4' O.C.	WET	
	IRIS LAEVIGATA	JAPANESE IRIS	1 GAL	1' O.C.	MOIST	
	MUHLENBERGIA RIGENS	DEER GRASS	1 GAL	1' O.C.	MOIST	
FERNS						
	ADIANTUM PEDATUM	MAIDENHAIR FERN	5 GAL	2' O.C.	WET/ MOIST	
	ATHYRIUM FILIX-FEMINA	LADY FERN	5 GAL	2' O.C.	WET/ MOIST	
	DRYOPTERIS CELSA	LOG FERN	5 GAL	3' O.C.	WET/ MOIST	
VINES						
	CLEMATIS ARMANDII	EVERGREEN CLEMATIS				
	WISTERIA SINENSIS	CHINESE WISTERIA				
	VITIS CALIFORNICA	CALIFORNIA GRAPE				

LEGEND

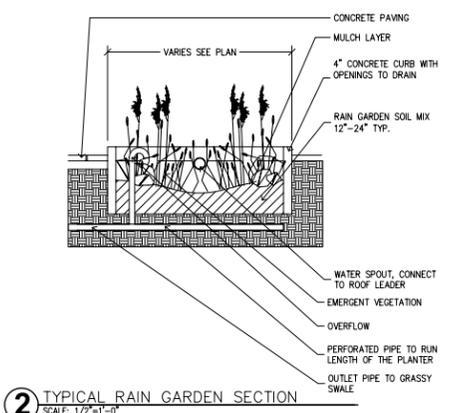
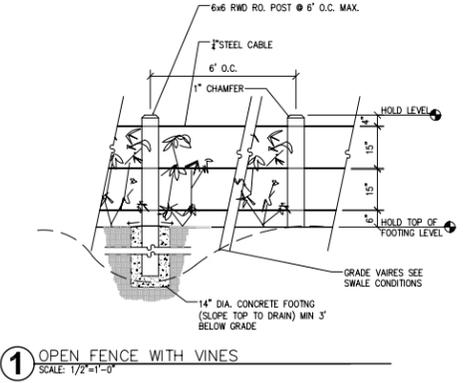
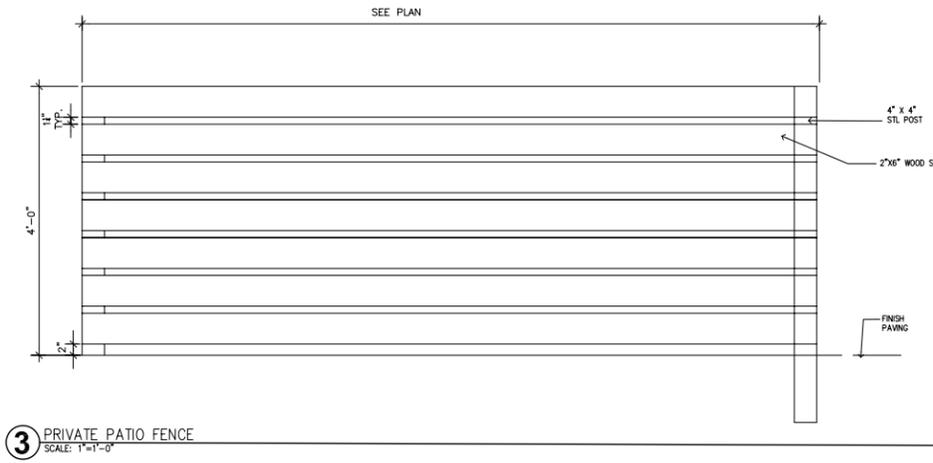
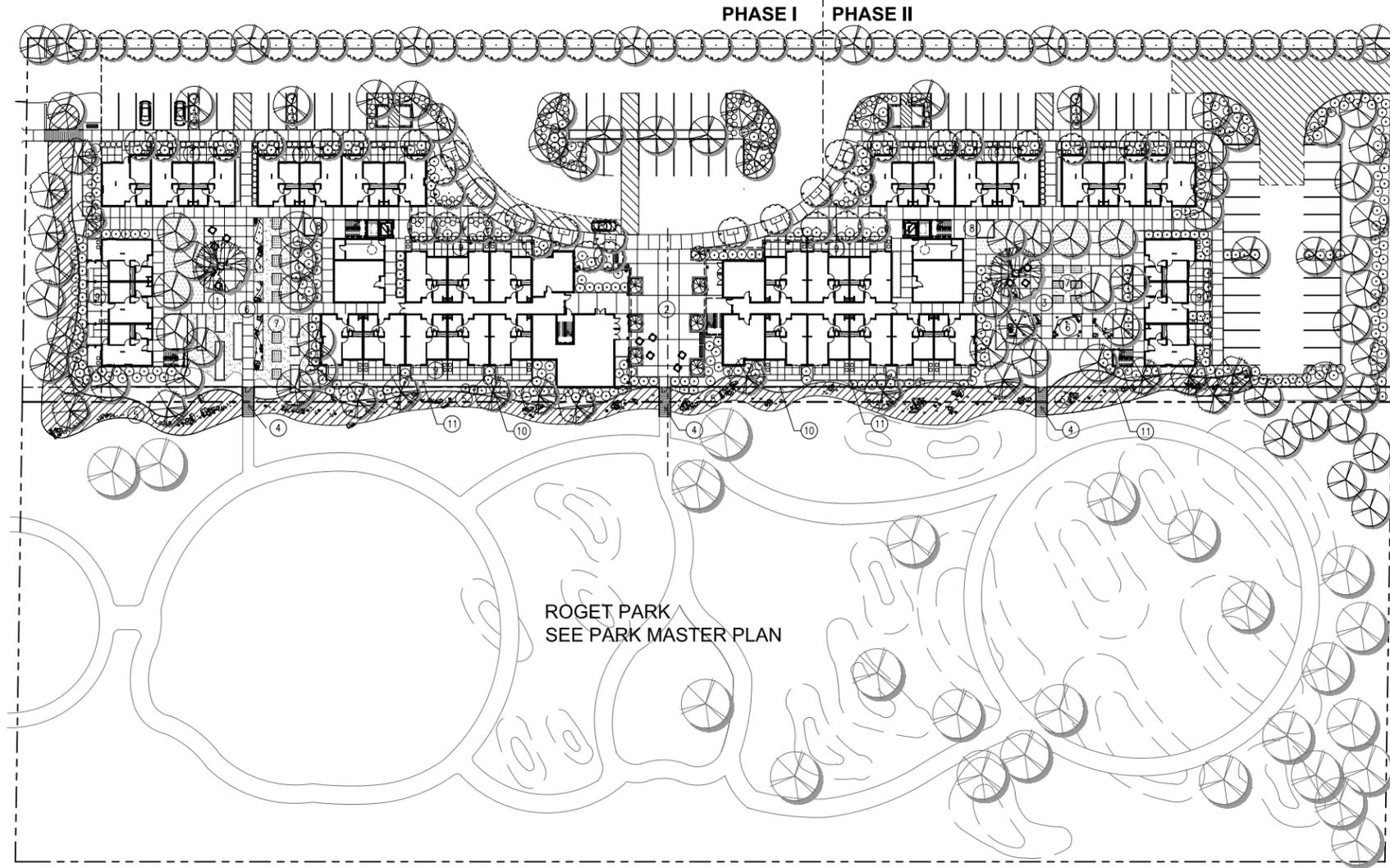
- 1 SENIOR HOUSING COURTYARD #1
 - SHADED SEATING AREAS
 - GRASS COURT (NOW MOW)
 - ACTIVITY PATIO
 - COLOR GARDENS
- 2 ENTRY COURT AND COMMUNITY PATIO
 - TEXTURED/ COLORED CONCRETE PAVING
 - RAISED SEATWALL PLANTERS
 - BENCH SEATING
 - TABLES AND CHAIRS
 - SCREEN PLANTING
- 3 SENIOR HOUSING COURTYARD #2
 - SHADED SEATING AREAS
 - GRASS COURT (NOW MOW)
 - ACTIVITY PATIO
 - COLOR GARDENS
- 4 BRIDGE CONNECTION TO PARK
- 5 BIO-SWALE
- 6 RAIN GARDEN - SEE DETAIL 2
- 7 VEGETABLE PLOTS
- 8 RAIN WATER HARVESTING 10' X 10' CISTERN FOR VEGETABLE PLOTS AND SHOPPING CART STORAGE
- 9 PRIVATE CONCRETE PATIO
- 10 OPEN FENCE WITH VINES - SEE DETAIL 1
- 11 PRIVATE PATIO FENCE - SEE DETAIL 3

PAVING LEGEND

- CONCRETE PAVING
- DECOMPOSED GRANITE
- GRASS COURT (NO MOW)

SITE FURNISHINGS LEGEND

- TABLE AND CHAIRS
- 6' BENCH





Tienda Senior Housing, Lodi, California
 Bird's-eye View

Eden Housing Inc.

Pyatok Architects, Inc.
 architecture planning research



Cement Plaster Finish
Light Brown

Cement Plaster Finish
Dark Brown

Cement Plaster Finish
Sunset

Cement Board Siding, Painted
Olive Green

Cement Plaster Finish
Dark Olive

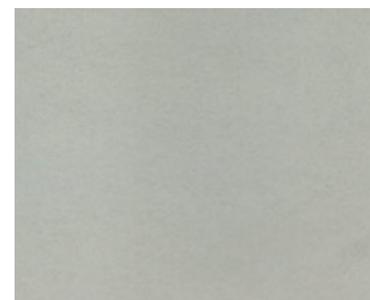
Asphalt Composite Shingles
Light Gray



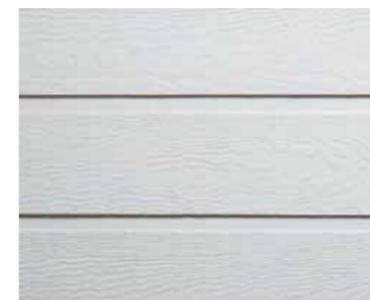
1 Solar Panels



2 Cement Plaster Finish,
Light Sand Texture,
Painted



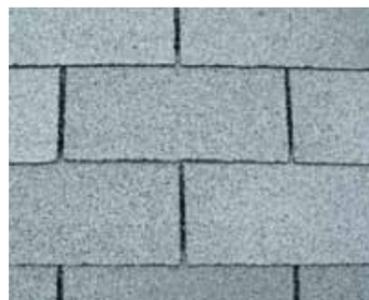
3 Cement Plaster Finish,
Flat Trowel Finish,
Painted.



4 Horizontal Cement
Board Siding, Painted



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



6 Asphalt Shingles Roofing,
Light Gray, Low Solar
Reflectance



7 Metal Louvers for Attic
Ventilations, Painted

INITIAL STUDY/
NEGATIVE DECLARATION
09-ND-03

TIENDA DRIVE SENIOR HOUSING

SCH No. 2009122014

January 25, 2009

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

PUBLIC REVIEW DRAFT
INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

TIENDA DRIVE SENIOR HOUSING
2245 Tienda Drive
Lodi, CA 95242

November 24, 2009

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

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- Appendix B Comments and Responses
- Appendix C Mitigation Monitoring and Reporting Program

INTRODUCTION TO INITIAL STUDY

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

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

PROJECT DESCRIPTION

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

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

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

PURPOSE OF INITIAL STUDY

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

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

NOTICE OF AVAILABILITY

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

The initial study prepared by the City was undertaken for the purpose of determining whether the project may have a significant effect on the environment. On the basis of the initial study, Community Development Department staff has concluded that the project will not have a significant effect on the environment, and therefore has prepared a proposed Mitigated Negative Declaration 09-MND-03. The initial study reflects the independent judgment of the City.

File Number: 09-MND-03

Project Title: Tienda Drive Senior Housing

PROJECT DESCRIPTION:

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

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

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

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

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

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

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

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

Signature

Date

Konradt Bartlam

Printed Name

PROPOSED MITIGATED NEGATIVE DECLARATION

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

File Number: 09-MND-03

Project Title: Tienda Drive Senior Housing

Project Description:

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

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

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

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

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

Project Location:

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

Name of Project Proponent/Applicant: City of Lodi.

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

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

The public review on the proposed Negative Declaration will commence on Tuesday, December 1, 2009 and end at 5:00 p.m. on Monday, January 4, 2010.

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

Signature

Date

Konradt Bartlam
Printed Name

**CITY OF LODI
COMMUNITY DEVELOPMENT DEPARTMENT**



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

NEGATIVE DECLARATION NO. 09-MND-03

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

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

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

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

Project Proponent and Address:

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

Public Agencies with Approval Authority:

City of Lodi
Community Development Department – Planning Division

General Plan Designation:

LDR, Low Density Residence

City Zoning Designation:

R-1 and R-2, Single Family Residences

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

ENVIRONMENTAL EFFECTS/INITIAL STUDY CHECKLIST

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

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

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

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

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

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

DETERMINATION:

On the basis of this initial evaluation:

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

Project Planner

Date

Community Development Director

Date

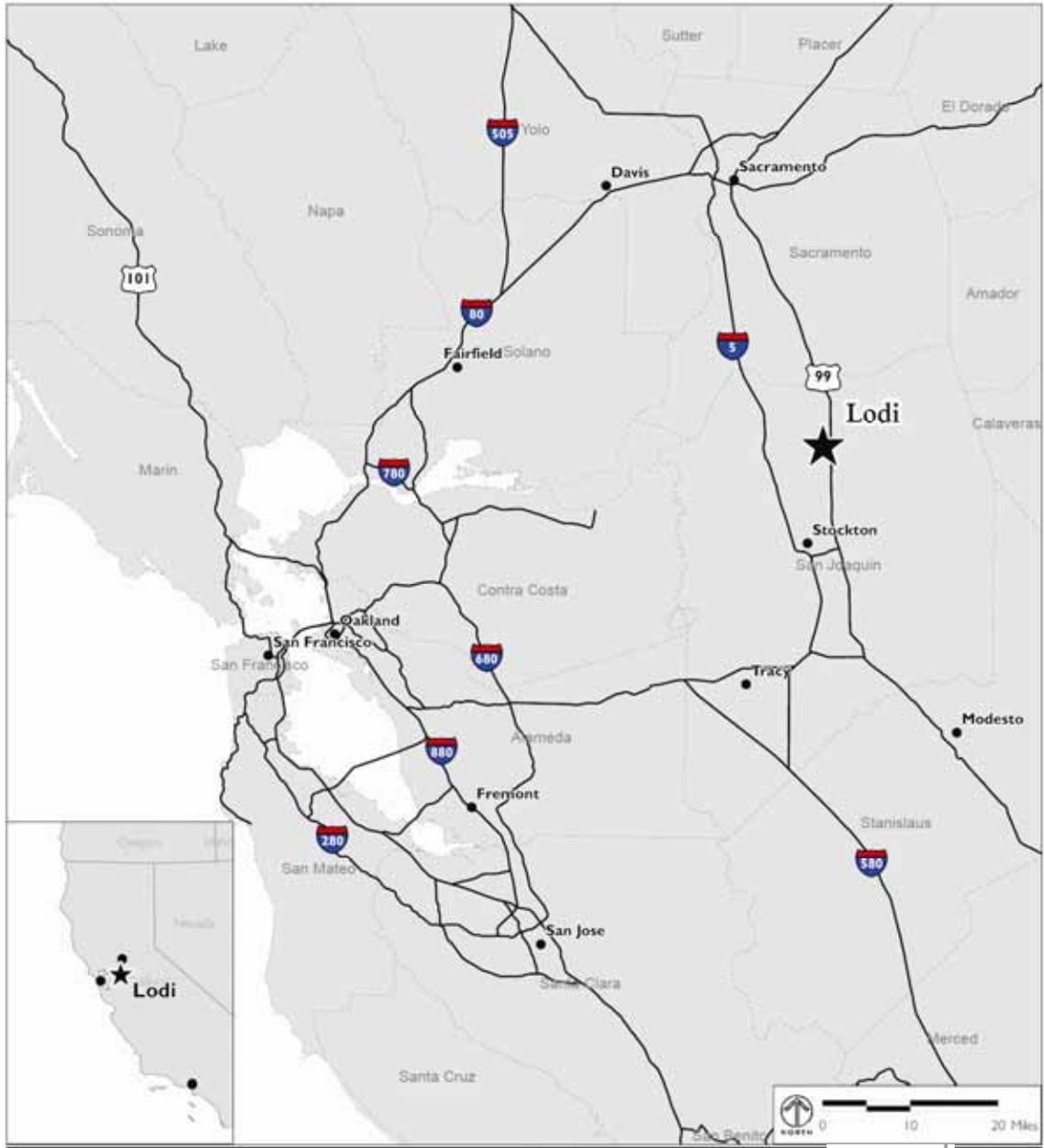
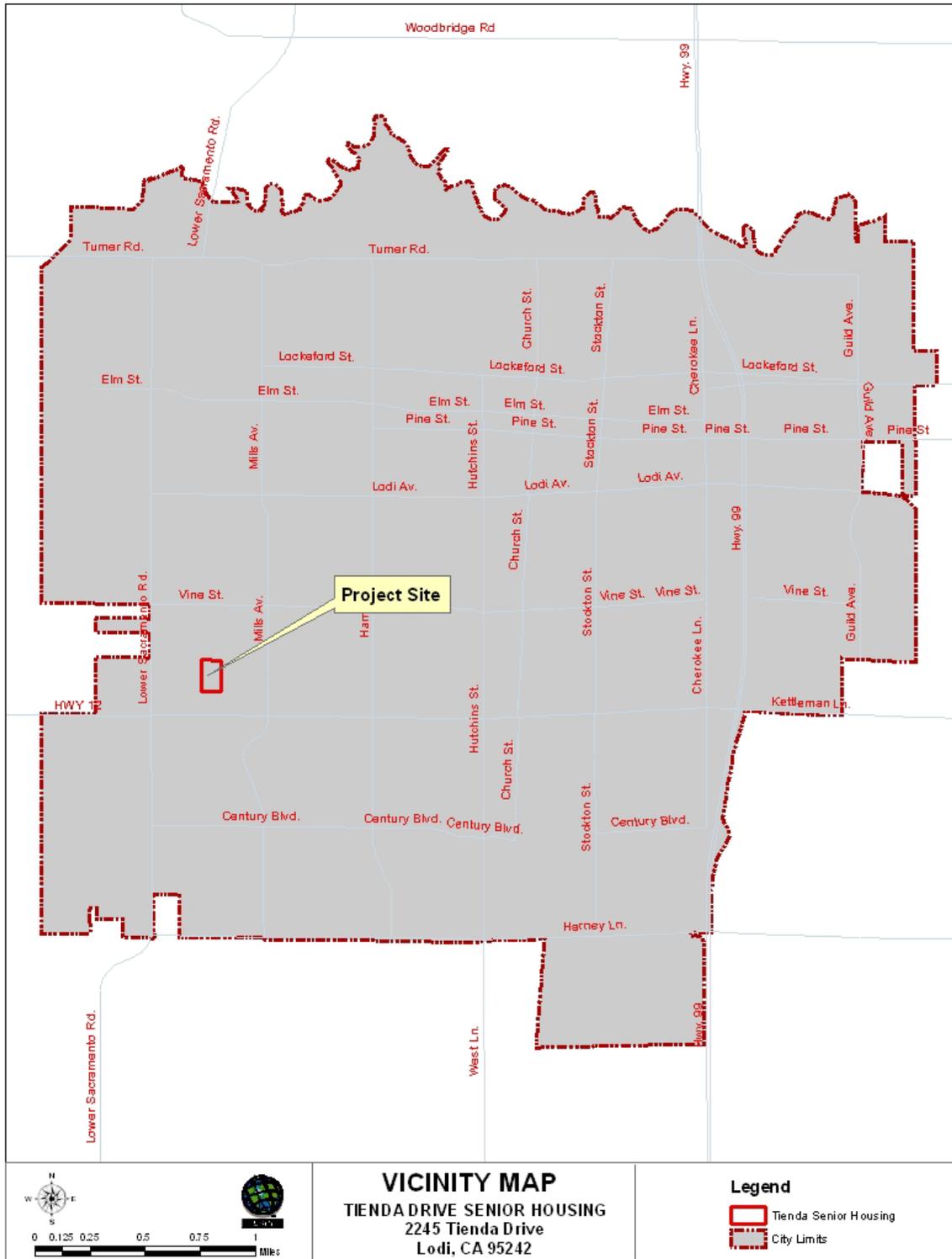


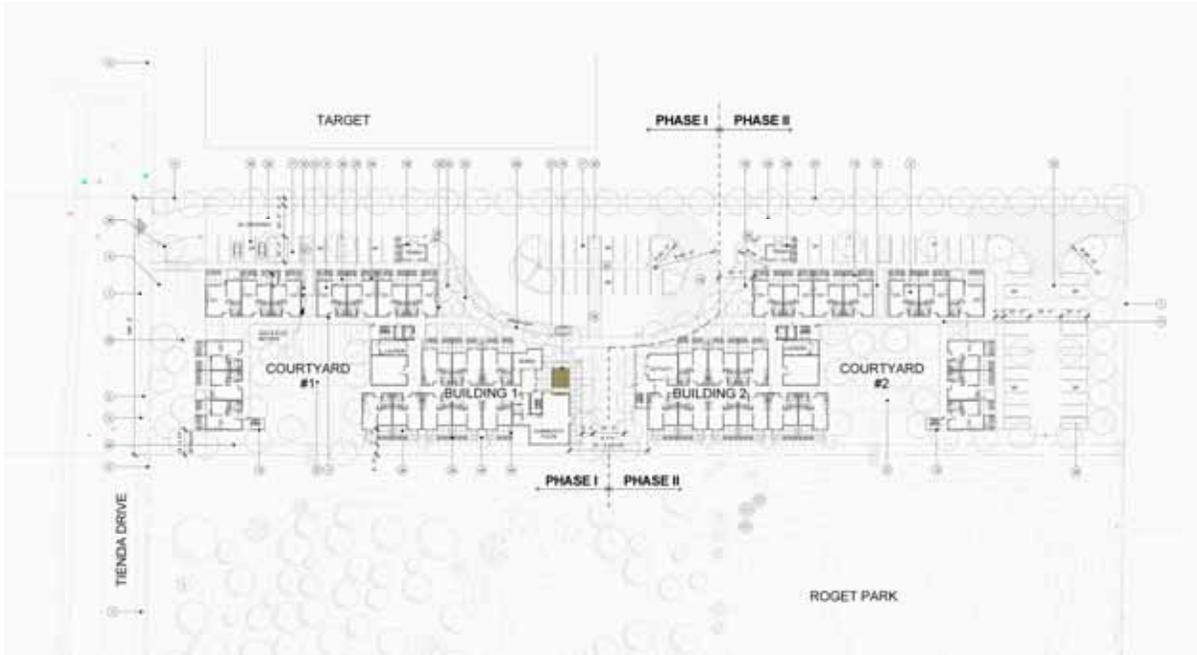
FIGURE 1-1
REGIONAL LOCATION MAP, CITY OF LODI





Aerial Map
 Tienda Drive Senior Housing Project
 2245 Tienda Drive
 Lodi, CA 95240

Legend
 Eden Housing Aerial Map



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



1 Solar Panels



2 Cement Plaster Finish, Light Sand Texture, Painted



3 Cement Plaster Finish, Flat Sand Finish, Painted



4 Horizontal Cement Board Siding, Painted



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



6 Asphalt Shingles Roofing, Light Gray, Low Solar Reflectance



7 Metal Louvers for Air Ventilation, Painted

Tienda Senior Housing, Lodi, California
 Planning Submittal 10.10.2009

Eden Housing Inc.

Pyatak Architects, Inc.
 ARCHITECTURE PLANNING INTERIOR



GROUND FLOOR PLAN - BUILDING ONE



Tienda Senior Housing, Lodi, California
Bird's-eye View

Edra Housing Inc.

Frank Architecture, Inc.
ARCHITECTURE • INTERIOR DESIGN • LANDSCAPE

SUMMARY OF MITIGATION MEASURES

AESTHETICS

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

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

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

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

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

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

AIR QUALITY

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

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

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

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

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

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

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

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

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

AIR-8: All exposed soil or material stockpiles that will not be used within 3 days shall be enclosed, covered, or watered twice daily, or shall be stabilized with approved nontoxic chemical soil binders at a rate to be determined by the on-site construction supervisor.

AIR-9: Unpaved access roads shall be stabilized via frequent watering, non-toxic chemical stabilization, temporary paving, or equivalent measures at a rate to be determined by the on-site construction supervisor.

AIR-10: Trucks transporting materials to and from the site shall allow for at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer). Alternatively, trucks transporting materials shall be covered.

AIR-11: Where visible soil material is tracked onto adjacent public paved roads, the paved roads shall be swept and debris shall be returned to the construction site or transported off site for disposal.

AIR-12: Wheel washers, dirt knock-off grates/mats, or equivalent measures shall be installed within the construction site where vehicles exit unpaved roads onto paved roads.

AIR-13: Diesel powered construction equipment shall be maintained in accordance with manufacturer's requirements, and shall be retrofitted with diesel particulate filters where available and practicable.

AIR-14: Heavy duty diesel trucks and gasoline powered equipment shall be turned off if idling is anticipated to last for more than 5 minutes.

AIR-15: Where feasible, the construction contractor shall use alternatively fueled construction equipment, such as electric or natural gas-powered equipment or biofuel.

AIR-16: Heavy construction equipment shall use low NOx diesel fuel to the extent that it is readily available at the time of construction.

AIR-17: The construction contractor shall develop and submit a construction traffic management plan for review and approval. The said plan shall include includes the following:

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

AIR-18: The construction contractor shall maintain signage along the construction perimeter with the name and telephone number of the individual in charge of implementing the construction emissions mitigation plan, and with the telephone number of the SJVAPCD's complaint line. The contractor's representative shall maintain a log of any public complaints and corrective actions taken to resolve complaints.

AIR-19: During grading and site preparation activities, exposed soil areas shall be stabilized via frequent watering, non-toxic chemical stabilization, or equivalent measures at a rate to be determined by the on-site construction supervisor.

AIR-20: During windy days when fugitive dust can be observed leaving the construction site, additional applications of water shall be required at a rate to be determined by the onsite construction supervisor.

AIR-21: Prior to issuance of a building permit, the project proponent shall prepare and submit health risk screening analysis using project-specific information pursuant to the requirements of the San Joaquin Valley Air Control District.

AIR-22: Prior to issuance of a building permit, the project proponent shall prepare and submit Air Impact Assessment (AIA) to the San Joaquin Valley Air Control District for review and approval.

AIR-23: No building permit shall be issued for the project without written approval of the San Joaquin Valley Air Control District for review and approval.

CULTURAL RESOURCES

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

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

GEOLOGY AND SOILS

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

HYDROLOGY AND WATER QUALITY

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

- i. Proper storage, use, and disposal of construction materials.
- ii. Removal of sediment from surface runoff before it leaves the site through the use of silt fences, gravel bags, fiber rolls or other similar measures around the site perimeter.
- iii. Protection of storm drain inlets on-site or downstream of the construction site through the use of gravel bags, fiber rolls, filtration inserts, or other similar measures.
- iv. Stabilization of cleared or graded slopes through the use of plastic sheeting, geotextile fabric, jute matting, tackifiers, hydro-mulching, revegetation (e.g., hydroseeding and/or plantings), or other similar measures.
- v. Protection or stabilization of stockpiled soils through the use of tarping, plastic sheeting, tackifiers, or other similar measures.
- vi. Prevention of sediment tracked or otherwise transported onto adjacent roadways through use of gravel strips or wash facilities at exit areas (or equivalent measures).
- vii. Removal of sediment tracked or otherwise transported onto adjacent roadways through periodic street sweeping.
- viii. Maintenance of the above-listed sediment control, storm drain inlet protection, slope/stockpile stabilization measures.

HYD-2: All new storm drain inlets and catch basins within the project site shall be marked with prohibitive language and/or graphical icons to discourage illegal dumping per City standards.

HYD-3: Outdoor areas for storage of materials that may contribute pollutants to the storm water conveyance system shall be covered and protected by secondary containment.

HYD-4: Permanent trash container areas shall be enclosed to prevent off-site transport of trash, or drainage from open trash container areas shall be directed to the sanitary sewer system.

HYD-5: Project design and construction shall be in compliance with the Stormwater Development Standards adopted by the City Council on August 6, 2008. Submit Notice of Intent and pay appropriate fees to the State Water Resources Control Board to obtain coverage under the General Permit for storm water discharges associated with construction activity. Submit Project WDID Number to the City prior to commencement of any clearing, grading or construction activities on the project site. In addition, State-mandated construction site inspections to assure compliance with the City of Lodi Storm Discharge Permit are required. The fee for the inspections is the responsibility of the developer and must be paid prior to permit issuance or commencement of construction operations, whichever occurs first.

HYD-6: Site design that controls runoff discharge volumes and durations shall be utilized, where applicable and feasible, to maintain or reduce the peak runoff for the 10-year, 6-hour storm event in the post-development condition compared to the pre-development condition, or as defined by current water quality regulatory requirements.

HYD-7: Measures that control runoff discharge volumes and durations shall be utilized, where applicable and feasible, on manufactured slopes and newly-graded drainage channels, such as energy dissipaters, revegetation (e.g., hydroseeding and/or plantings), and slope/channel stabilizers.

NOISE

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

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

PUBLIC SERVICES

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

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

TRANSPORTATION/CIRCULATION

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

UTILITIES AND SERVICE SYSTEMS

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

- Reduce water pressure to 50 pounds per square inch or less by means of a pressure-reducing valve;
- Install water-conserving clothes washers;
- Install water-conserving dishwashers and/or spray emitters that are retrofitted to reduce flow; and
- install one-and-one-half gallon, ultra-low flush toilets.

UTL-2: Prior to building permit issuance, the applicant shall submit landscape and irrigation plans for the common open space areas for the review and approval of the Community Development Director. Said plans shall incorporate, at a minimum, the following water-conservation measures:

- Extensive use of native plant materials;
- Low water-demand plants;
- Minimum use of lawn or, when used, installation of warm season grasses;
- Grouped plants of similar water demand to reduce over-irrigation of low water demand plants;
- Extensive use of mulch in all landscaped areas to improve the soil's water-holding capacity; and
- Drip irrigation, soil moisture sensors, and automatic irrigation systems.

I. AESTHETICS

Environmental Setting:

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

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

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

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

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

Available online at http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm

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

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

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

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

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

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

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

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

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

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

Available online at http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm

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

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

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

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

Available online at http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm

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

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

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

MITIGATION MEASURES

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

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

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

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

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

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

FINDINGS

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

II. AGRICULTURAL RESOURCES

Environmental Setting:

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

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation	Less Than Significant Impact	No Impact
<p>II. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</p>				
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?</p>				✓
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>				✓
<p>c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?</p>				✓

a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?**

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

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

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

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

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

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

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

c) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?**

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

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

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

MITIGATION MEASURES

No mitigation is required.

FINDINGS

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

III. AIR QUALITY

Environmental Setting:

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

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

The Federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standards are not met as "non-attainment areas." Because of the differences between the national and state data standards, the designation of nonattainment areas is different under the federal and state legislation. Under the California Clean Air Act, the San Joaquin Valley is considered a non-attainment area for ozone and PM10 (fine particulate matter less than 10 microns in diameter). The Federal Clean Air Act (FCA) and the California Clean Air Act (CCA) require areas that are designated non-attainment to reduce emissions until air quality standards are met.

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

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
d) Expose sensitive receptors to substantial pollutant concentrations?			✓	
e) Create objectionable odors affecting a substantial number of people?			✓	

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

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

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

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

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

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

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

A significant impact may occur if the proposed project violated any SJVAPCD air quality standard. The SJVAPCD has set thresholds of significance for reactive organic gases (ROG), nitrogen oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO₂), and particulate matter (PM₁₀) emissions resulting from construction and operation in the San Joaquin Valley.

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

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

Further, The EPA designated the entire San Joaquin Valley as non-attainment for two pollutants: ozone and particle matter. On April 24, 2004, the EPA reclassified the San Joaquin Valley ozone non-attainment area from its previous severe status to "extreme" at the request of the San Joaquin Air Pollution Control District Board. On December 17, 2004, EPA took action to designate attainment and non-attainment areas under the more protective national air quality standards for fine particles or PM₁₀.

Levels of PM₁₀ in the San Joaquin Valley currently exceed California Clean Air Act standards; therefore, the area is considered a non-attainment area for this pollutant relative to the State standards. PM₁₀ levels monitored at the Stockton-Hazelton Street ambient air quality monitoring station, the closest monitoring station with PM₁₀ data, exceeded the State's standard at three times per year in 2003 and 2004. The standard was exceeded ten times in 2002. No exceedances of the State or federal CO standards have been recorded at any of the region's monitoring stations in the last three years. The San Joaquin Valley is currently considered a maintenance area for State and federal CO standards.

The District adopted an Ozone Attainment Demonstration Plan (2004) and a PM₁₀ Attainment Demonstration Plan (2003). In addition, to meet California Clean Air Act requirements, the District adopted the California Clean Air Act Triennial Progress Report and Plan Revision 1997-1999, adopted in 2001 to address the California ozone standard. A broad range of actions to improve air quality are set forth in the adopted plans to reduce CO, O₃ precursor emissions, and particulate matter. Generally, the State standards for these pollutants are more stringent than the national standards. Each district plan is to achieve a 5 percent annual reduction average 3 consecutive 3-year periods, in district-wide

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

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

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

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

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

MITIGATION MEASURES

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

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

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

- iii. Apply water, chemical/organic stabilizer/suppressant, or vegetative ground cover to all disturbed areas, including unpaved roads.
 - iv. Restrict vehicular access to the disturbance area during periods of inactivity.
 - v. Apply water or chemical/organic stabilizers/suppressants, construct wind barriers and/or cover exposed potentially dust-generating materials.
 - vi. When materials are transported off-site, stabilize and cover all materials to be transported and maintain six inches of freeboard space from the top of the container.
 - vii. Remove carryout and trackout of soil materials on a daily basis unless it extends more than 50 feet from site; carryout and trackout extending more than 50 feet from the site shall be removed immediately. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden. If the project would involve more than 150 construction vehicle trips per day onto the public street, additional restrictions specified in Section 5.8 of Rule 8041 shall apply.
 - viii. Traffic speeds on unpaved roads shall be limited to 15 mph.
- AIR-3:** During construction, all grading activities shall cease during periods of high winds (i.e., greater than 30 mph). To assure compliance with this measure, grading activities are subject to periodic inspections by City staff.
- AIR-4:** Construction equipment shall be kept in proper operating condition, including proper engine tuning and exhaust control systems.
- AIR-5:** Trucks and other construction vehicles shall not park, queue and/or idle at the project site or in the adjoining public rights-of-way before 7:00 AM or after 10 PM, in accordance with the permitted hours of construction stated in the City of Lodi Municipal Code.
- AIR-6:** Disturbed areas designated for landscaping shall be prepared as soon as possible after completion of construction activities.
- AIR-7:** Areas of the construction site that will remain inactive for three months or longer following clearing, grubbing and/or grading shall receive appropriate BMP treatments (e.g., revegetation, mulching, covering with tarps, etc.) to prevent fugitive dust generation.
- AIR-8:** All exposed soil or material stockpiles that will not be used within 3 days shall be enclosed, covered, or watered twice daily, or shall be stabilized with approved nontoxic chemical soil binders at a rate to be determined by the on-site construction supervisor.
- AIR-9:** Unpaved access roads shall be stabilized via frequent watering, non-toxic chemical stabilization, temporary paving, or equivalent measures at a rate to be determined by the on-site construction supervisor.
- AIR-10:** Trucks transporting materials to and from the site shall allow for at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer). Alternatively, trucks transporting materials shall be covered.
- AIR-11:** Where visible soil material is tracked onto adjacent public paved roads, the paved roads shall be swept and debris shall be returned to the construction site or transported off site for disposal.
- AIR-12:** Wheel washers, dirt knock-off grates/mats, or equivalent measures shall be installed within the construction site where vehicles exit unpaved roads onto paved roads.
- AIR-13:** Diesel powered construction equipment shall be maintained in accordance with manufacturer's requirements, and shall be retrofitted with diesel particulate filters where available and practicable.
- AIR-14:** Heavy duty diesel trucks and gasoline powered equipment shall be turned off if idling is anticipated to last for more than 5 minutes.
- AIR-15:** Where feasible, the construction contractor shall use alternatively fueled construction equipment, such as electric or natural gas-powered equipment or biofuel.

- AIR-16: Heavy construction equipment shall use low NOx diesel fuel to the extent that it is readily available at the time of construction.
- AIR-17: The construction contractor shall develop a construction traffic management plan and submit it to the City for review and approval. The said plan shall include the following:
- Scheduling heavy-duty truck deliveries to avoid peak traffic periods
 - Consolidating truck deliveries
- AIR-18: The construction contractor shall maintain signage along the construction perimeter with the name and telephone number of the individual in charge of implementing the construction emissions mitigation plan, and with the telephone number of the SJVAPCD's complaint line. The contractor's representative shall maintain a log of any public complaints and corrective actions taken to resolve complaints.
- AIR-19: During grading and site preparation activities, exposed soil areas shall be stabilized via frequent watering, non-toxic chemical stabilization, or equivalent measures at a rate to be determined by the on-site construction supervisor.
- AIR-20: During windy days when fugitive dust can be observed leaving the construction site, additional applications of water shall be required at a rate to be determined by the onsite construction supervisor.
- AIR-21: Prior to issuance of a building permit, the project proponent shall prepare and submit health risk screening analysis using project-specific information pursuant to the requirements of the San Joaquin Valley Air Control District.
- AIR-22: Prior to issuance of a building permit, the project proponent shall prepare and submit Air Impact Assessment (AIA) to the San Joaquin Valley Air Control District for review and approval.
- AIR-23: No building permit shall be issued for the project without written approval of the San Joaquin Valley Air Control District for review and approval.

c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

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

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

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

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

It should be noted that there are no existing methodologies that address the significance of greenhouse gases (GHGs), a cumulative impact issue, emitted from an individual development project and other sources. When dealing with air quality issues related to operation emissions, thresholds are usually compared to the net change in emissions compared to baseline conditions (normally existing conditions with no project). There are currently no health-based standards that measure the threat GHGs, including CO₂, pose on human health. CO₂ is generally a global pollutant and ordinarily poses an indirect threat to human health because CO₂ production, among other things, contributes to climate change. The proposed project is senior affordable housing that is age and income restricted. It is assumed vehicle per unit /household, thereby reducing vehicle traffic, which is a primary contributor of GHGs. Thus, the project would reduce the demand for driving which in turn would result in a reduction of carbon dioxide from internal combustion of vehicle engines. Therefore, the Project would not be cumulatively considerable for greenhouse gas impacts.

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

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

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

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

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

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

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

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

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

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

FINDINGS

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

IV. BIOLOGICAL RESOURCES

Environmental Setting:

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

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

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

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MITIGATION MEASURES

No mitigation is required.

FINDINGS

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

V. CULTURAL RESOURCES

Environmental Setting:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MITIGATION MEASURE:

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

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

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

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

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

MITIGATION MEASURE:

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

FINDINGS

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

VI. GEOLOGY AND SOILS

Environmental Setting:

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

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
ii) Strong seismic ground shaking?			✓	
iii) Seismic-related ground failure, including liquefaction?			✓	
iv) Landslides?				✓
b) Result in substantial soil erosion or the loss of topsoil?			✓	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a			✓	

result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42;

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

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

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

ii) Strong seismic ground shaking;

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

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

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

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

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

iii) Seismic-related ground failure, including liquefaction;

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

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

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

iv) Landslides?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MITIGATION MEASURES

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

FINDINGS

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

VII. HAZARDS AND HAZARDOUS MATERIALS

Environmental Setting:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Reference: City of Lodi General Plan

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

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

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

Reference: City of Lodi General Plan

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

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

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

Reference: City of Lodi General Plan, Safety Element

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

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

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

Reference: City of Lodi General Plan, Safety Element

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

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

MITIGATION MEASURES

No mitigation is required.

FINDINGS

Less-than-significant impact is anticipated.

VIII. HYDROLOGY AND WATER QUALITY

Environmental Setting:

Surface Water

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

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

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f) Otherwise substantially degrade water quality?			✓	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?				✓
j) Inundation by seiche, tsunami, or mudflow?				✓

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

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

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

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

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

MITIGATION MEASURE:

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

Long-Term Impacts

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

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

MITIGATION MEASURE:

HYD-2: All new storm drain inlets and catch basins within the project site shall be marked with prohibitive language and/or graphical icons to discourage illegal dumping per City standards.

HYD-3: Outdoor areas for storage of materials that may contribute pollutants to the storm water conveyance system shall be covered and protected by secondary containment.

HYD-4: Permanent trash container areas shall be enclosed to prevent off-site transport of trash, or drainage from open trash container areas shall be directed to the sanitary sewer system.

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

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

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

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

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

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

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

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

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

MITIGATION MEASURE:

HYD-5: Project design and construction shall be in compliance with the Stormwater Development Standards adopted by the City Council on August 6, 2008. Submit Notice of Intent and pay appropriate fees to the State Water Resources Control Board to obtain coverage under the General Permit for storm water discharges associated with construction activity. Submit Project WDID Number to the City prior to commencement of any clearing, grading or construction activities on the project site. In addition, State-mandated construction site inspections to assure compliance with the City of Lodi Storm Discharge Permit are required. The fee for the inspections is the responsibility of the developer and must be paid prior to permit issuance or commencement of construction operations, whichever occurs first.

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

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

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

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

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

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

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

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

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

MITIGATION MEASURES

HYD-6: Site design that controls runoff discharge volumes and durations shall be utilized, where applicable and feasible, to maintain or reduce the peak runoff for the 10-year, 6-hour storm event in the post-development condition compared to the pre-development condition, or as defined by current water quality regulatory requirements.

HYD-7: Measures that control runoff discharge volumes and durations shall be utilized, where applicable and feasible, on manufactured slopes and newly-graded drainage channels, such as energy dissipaters, revegetation (e.g., hydroseeding and/or plantings), and slope/channel stabilizers.

f) *Otherwise substantially degrade water quality?*

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

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

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

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

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

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

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

The project site is zoned X according to FEMA guidelines. Zone X are areas of 0.2% annual chance flood; areas of 1% chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. The project is not located within an area mapped by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) as a 100-year flood hazard area. The project site has 0.2% annual chance of flood.. No impact is anticipated.

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

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

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

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

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

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

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

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

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

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

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

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

FINDINGS

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

XI. LAND USE AND PLANNING

Environmental Setting:

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

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

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

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?			✓	
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of			✓	

avoiding or mitigating an environmental effect?				
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				

a) *Physically divide an established community?*

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

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

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

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

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

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

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

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

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

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

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

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

MITIGATION MEASURE:

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

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

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

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

FINDINGS

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

X MINERAL RESOURCES

Environmental Setting:

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

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

a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?*

Reference: City of Lodi General Plan

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

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

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

Reference: City of Lodi General Plan

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

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

MITIGATION MEASURES

No mitigation is required.

FINDINGS

No impact is anticipated.

XI. NOISE

Environmental Setting:

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

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

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Reference: City of Lodi General Plan Noise Element

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

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

Short-Term (Construction) Impacts

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

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

MITIGATION MEASURES:

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

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

Long Term (Operational) Phase:

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

MITIGATION MEASURES:

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

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

Reference: City of Lodi General Plan Noise Element

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

Less Than Significant Impact. Ground borne vibrations occur when a vibration source causes soil particles to move or vibrate. Sources of ground borne vibrations include natural events (earthquakes, volcanic eruptions, sea waves, landslides, etc.) and human created events (explosions, operation of heavy machinery and heavy trucks, etc.). The proposed project involves grading, clearing and would require the need to drill to reach suitable materials for foundation support. The movement of soil and the operation of construction equipment have the potential to create short-term construction-related noise impacts upon nearby sensitive receptors, including single-family residences to the north and commercial uses to the south. As such, implementation of the above mitigation measures required above would reduce the noise impacts of the project to less-than-significant level.

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

Reference: City of Lodi General Plan Noise Element

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

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

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

Reference: City of Lodi General Plan Noise Element

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

Less Than Significant Impact. Minor construction activities associated with proposed remodeling would temporarily elevate noise levels in the area. Section 9.24.030 of the Lodi Municipal Code, which outlaws any noise or sound as described herein between the hours of ten p.m. and seven a.m., would be in effect during construction. This rule is applicable whether such noise or sound is of a commercial or noncommercial nature. Because of the small scale and short duration of the anticipated construction, compliance with the ordinance

would protect against a substantial temporary or periodic increase in noise resulting from construction activities. No additional mitigation measures are required. As described under (a) and (c), above, the proposed project would not substantially increase ambient noise levels in the project vicinity over existing conditions. Impacts would be less than significant.

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

Reference: City of Lodi General Plan

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

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

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

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

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

FINDINGS

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

XII. POPULATION AND HOUSING

Environmental Setting:

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

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

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

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

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

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

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

Reference: City of Lodi General Plan Noise Element

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

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

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

Reference: City of Lodi General Plan Noise Element

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

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

MITIGATION MEASURES

No mitigation is required.

FINDINGS

No impact is anticipated.

XIII. PUBLIC SERVICES

Setting:

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

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

IV). Parks?			✓	
V). Other public facilities?			✓	

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

I. Fire protection?

Reference: City of Lodi General Plan Safety Element

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

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

II. Police protection?

Reference: City of Lodi General Plan Safety Element

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

Less than Significant Impact. Law enforcement services for the project site will be the responsibility of the Lodi Police Department (LPD). It is LPD's policy to respond to all emergency calls within a three minute time period and all non-emergency calls within 40 minutes. The Lodi Police Department consists of two divisions: Support Services and Operations. The Department is currently budgeted for 78 sworn officers and 39 civilian staff. The Police Department meets the general goal of acceptable levels of service. The proposed project could require additional officers. However, the police department bases its staffing needs on a number of factors such as population, calls for service, activity levels, and crime levels. The small population increase of (up to 160 people) would not result in the need for new police facilities that could have a physical impact on the

environment. Therefore, impacts related to police protection would be less than significant and no mitigation measures would be required.

III. Schools?

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

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

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

IV. Parks

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

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

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

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

V. Other public facilities?

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

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

Less Than Significant Impact. Implementation of the proposed project would not induce significant populations growth, either directly or indirectly, and would therefore not increase the

demand or use for other public facilities in the area, including public roads. The project site is already served by existing public streets. Access to the site would be constructed to City standards and absorbed into the City system. Temporary impacts may occur to other near by parks during construction. However, no longer term impact is anticipated. In addition, the estimated population of the proposed 80-unit project is up to 160 persons, which amounts to only a 0.3% increase in the City's 2009 estimated population of 63,313. This small increase in population is not expected to place significant additional demands upon public facilities. As conditions of project approval, the applicant will be required to pay fees to the City of Lodi for the project's proportional impacts upon public facilities. Therefore, the public services impacts of the project are expected to be less than significant.

MITIGATION MEASURES

- PUS-1:** The following standard mitigation fees are required for the project. The fees listed below are subject to periodic adjustment as provided by the implementing ordinance/resolution. The fee charged will be that in effect at the time of collection indicated above:
- I. Development Impact Mitigation Fees per the Public Works Fee and Service Charge Schedule at the time of building permit issuance.
 - II. Wastewater Capacity Impact Fee at the time of building permit issuance.
 - III. County Facilities Fees at the time of building permit issuance.
 - IV. Regional Transportation Impact Fee (RTIF) at the time of building permit issuance.
 - V. Storm water compliance inspection fee prior to building permit issuance or commencement of construction operations, whichever occurs first.

FINDINGS

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

XIV. RECREATION

Environmental Setting:

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

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

- a) ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

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

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

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

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

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

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

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

MITIGATION MEASURES

No mitigation is required.

FINDINGS

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

XV. TRANSPORTATION/CIRCULATION

Environmental Setting:

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

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

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

Significance Thresholds

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

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

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

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

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Reference: City of Lodi General Plan, Circulation Element

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

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

Construction Related Traffic:

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

MITIGATION MEASURE

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

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

Reference: City of Lodi General Plan, Circulation Element

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

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

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

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

Reference: City of Lodi General Plan, Circulation Element

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

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

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

Reference: City of Lodi General Plan, Circulation Element

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

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

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

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

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

e) *Result in inadequate emergency access?*

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

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

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

f) *Result in inadequate parking capacity?*

Reference: City of Lodi General Plan, Circulation Element

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

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

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

Reference: City of Lodi General Plan, Circulation Element

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

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

FINDINGS

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

XVI. UTILITIES AND SERVICE SYSTEMS

Environmental Setting:

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

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

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

ISSUES	Potentially Significant Impact	Potentially Significant Unless Mitigation	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project=s projected demand in addition to the provider=s existing commitments?				✓
f) Be served by a landfill with sufficient permitted capacity to accommodate the project=s solid waste disposal needs?				✓
g) Comply with federal, State, and local statutes and regulations related to solid waste?				✓

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

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

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

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

b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

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

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

Less Than Significant Impact. The City of Lodi Public Works Department provides wastewater treatment for the City of Lodi. Wastewater in the City of Lodi is treated at the White Slough Water Pollution Control Facility (WSWPCF). The facility has been expanded to a design capacity of 8.5 million gallons (mgd) per day. However, the facility has permits to operate at 7.0 mgd per day. The WSWPCF currently treats approximately 6.2 mgd per day, which means the facility has a net surplus capacity of 0.8 mgd per day ("permitted" capacity). The facility's design capacity could accommodate an additional 2.3 mgd per day.

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

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

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

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

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

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

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

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

Less Than Significant Impact. The City of Lodi Water Utility supplies and distributes potable water, as well as recycled water to the City and to some areas outside the City's jurisdiction. According to the City's Urban Water Management Plan (UWMP), the City currently has a net surplus in water supply given the City's current water entitlements and current water demand. In addition, year 2030 projections show the City with a net surplus in water supply. The UWMP analyzed future growth within the City based on land use assumptions depicted in the City's General Plan. The proposed project consists of activation of a well and would contribute to the City's water supply.

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

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

MITIGATION MEASURES

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

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

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

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

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

Less Than Significant Impact. The City of Lodi Public Works Department provides wastewater treatment for the City of Lodi. Wastewater in the City of Lodi is treated at the White Slough Water Pollution Control Facility (WSWPCF). The facility has been expanded to a design capacity of 8.5 million gallons (mgd) per day. The WSWPCF currently treats approximately 6.2 mgd per day, which means the facility has a net surplus capacity of 0.8 mgd per day ("permitted" capacity). The facility's design capacity could accommodate an additional 2.3 mgd per day. The proposed project would not increase demand in wastewater treatment.

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

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

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

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

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

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

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

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

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

FINDINGS

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

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

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

<p>b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</p>			✓	
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>			✓	

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

Less Than Significant With Mitigation Incorporated. As documented in this Initial Study, the project site is located within an existing public park in an urbanized area of the City. It does not contain any sensitive natural communities, wetlands, or riparian or other habitat that would support wildlife. Therefore, the proposed project would not have the potential to affect any riparian habitat or sensitive natural community. Implementation of the proposed project would not result in the loss of open space habitat (row and field crops) and associated wildlife; would not threaten a plant or animal community; would not reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

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

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

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

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

Less than Significant Impact. As discussed in this report and as provided through mitigation measures, the proposed project will not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or pre-history.

Construction

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

Operation

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

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

Less than Significant Impact.

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

MITIGATION MEASURES

No mitigation is required.

FINDINGS

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

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Appendices

Appendix A Geotechnical Engineering Investigation

August 11, 2009
Project 3524

Ms. Faye Blackman
Eden Housing, Inc.
22645 Grand Street
Hayward, California 94541

Subject: Geotechnical Investigation For
Tienda Senior Housing Project
2245 Tienda Drive
Lodi, California

Dear Ms. Blackman:

This report presents the results of our geotechnical investigation of the property located at 2245 Tienda Drive, APN 027-410-04, in Lodi, California. We understand that Eden `Housing proposes to construct 80 residential units in two, two story wood frame apartment buildings constructed on a concrete slab-on-grade on grade floors. The neighboring Roget Park will probably be improved with some concrete walks and some adult exercise equipment.

Access to the property will be provided by a paved driveway from Tienda Drive to the parking areas.

We were provided with an electronic copy of a Site Plan that shows the location of the proposed buildings. This plan was used to prepare our site plan (Figure 2) that shows the location of our exploration holes that were made as part of this geotechnical investigation.

SCOPE OF WORK

We performed the following work for this geotechnical investigation.

1. Reviewed geologic and geotechnical information in our files pertinent to the site and the surrounding area.
2. Explored, sampled and classified subsurface soils by means of six small diameter exploration borings within the Senior Housing site and by three small diameter holes within the Roget Park area. Prior to drilling, drilling permit (Numbers SR00 57856) was obtained from the San Joaquin County Environmental Health Department. At the end of drilling all holes were backfilled with soil/cement mixture.

3. Performed laboratory test on bulk samples and selected soil samples obtained from the exploration holes to determine their pertinent index and engineering characteristics.
4. Reviewed and analyzed of the information collected above.
5. Developed site seismic characteristics in accordance with the 2007 California Building Code.
6. Prepared this report presenting our findings, conclusions, and geotechnical recommendations.

FINDINGS

Surface Conditions

The site is located in the City of Lodi along the north side of Tienda Drive. The site is almost level with a ground elevation of about 35 feet above Mean Sea Level, based on the U.S.G.S Topographic Maps. The site for the proposed housing development is bound by Tienda Drive on the south, Target Store and a vacant land on the west, residential buildings on the north and east.

At the time of our subsurface exploration in July of 2009, the site was vacant of any structure and was covered by mowed grass and weeds. The site for Roget Park is currently covered with mature trees and bushes.

Site Geology and Subsurface Conditions

Figure 4 shows a portion of a published geologic map of the area. This map shows the site to be underlain by alluvial deposits. This was confirmed by our subsurface exploration drill holes. Subsurface conditions at the site were explored by means of six small diameter exploration borings within the Senior Housing project site and three small diameter exploration borings within the Roget Park site. Exploration holes for the housing project site were advanced to between 20 and 50 feet below existing ground surface. Within the depths of our exploration, the native soils at the site consist of alluvial deposits of sand, silt and clay.

Surface and near surface at this site consist of very silty and clayey sand (SM/SC) of low plasticity and low potential for expansion. The top 12 to 18 inches of this silty sand is of loose to medium dense consistency probably resulting from weed disking. Below the loose soils this surface and near surface soils exhibit dense to hard consistency and can provide adequate support for the proposed structures. Below this layer of sand, the site is underlain by alternate layers of clayey sand and silty sand that extends to the maximum depth of exploration.

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No free ground water was encountered in our drill holes at the time of our subsurface exploration in July of 2009.

The descriptions given above pertain only to the subsurface conditions found at the site at the time of our subsurface exploration in July of 2009. Subsurface conditions, particularly ground water levels and the consistency of the near-surface soils, will vary with the seasons.

Detailed descriptions of the materials encountered in the borings are given on the appended boring logs together with the results of some of the laboratory tests performed on selected samples obtained from the drill holes. The remainder of the laboratory test results are presented separately after the boring logs.

Seismic Considerations

This site is not located within any of the Alquist-Priolo Earthquake Fault Zones. The following faults are closest to the site.

Fault	Distance to Fault		Maximum Moment Magnitude
	Miles	Kilometers	
GREAT VALLEY 5	24	39	6.5
FOOTHILLS FAULT SYSTEM	25	40	6.5
GREAT VALLEY 6	25	40	6.7
GREAT VALLEY 7	29	47	6.7
GREENVILLE	33	54	6.9
GREAT VALLEY 4	34	55	6.6
CONCORD - GREEN VALLEY	40	64	6.9
CALAVERAS (No.of Calaveras	44	70	6.8
GREAT VALLEY 8	48	77	6.6

Seismic hazards can be divided into two general categories, hazards due to ground rupture and hazards due to ground shaking. Since no active faults are known to cross this property, the risk of earthquake-induced ground rupture occurring across the project site appears to be remote. Based on historic records and on the known general seismicity of the region, we consider it probable that during the next 50 years the site will be shaken by at least one earthquake of Richter Magnitude 6.5 or greater, and by numerous earthquakes of lesser Magnitude, all having epicentral locations within about 20 miles of the site.

Should a major earthquake occur with an epicentral location close to the site, ground shaking at the site will undoubtedly be severe, as it will be for other property in the general area. Even under the influence of severe ground shaking, the soils that underlie this site are unlikely to liquefy.

Potential for Liquefaction

Liquefaction is the process by which saturated, non-cohesive soil (sand and silt) loses shear strength during seismic shaking and behaves like a liquid, rather than a solid. The effect on structures and buildings can be devastating, and is a major contributor to seismic failures.

Liquefaction occurs when a saturated sand formation is subject to cyclic shaking. The shaking causes increased pore water pressure which reduces the effective stress, and therefore reduces the shear strength of the sand. Soils most prone to liquefaction are loose sands between layers of lower permeability soil that prevent rapid dissipation of cyclic pore pressures.

The loose grains can support considerable weight, as they are in contact with each other in a statically stable formation. Once strong earthquake shaking begins, the grains are separated by high pore water pressure and are no longer resting on each other. Eventually, the grains will settle into a more compact arrangement. However, this transition is not immediate, and requires excess water to leave the formation. For a short period of time, depending how long it takes for the water to drain from the formation, the grains float in liquid slurry. The excess water is squeezed out which causes the quicksand condition at the surface. If there is a dry soil crust or impermeable cap, the excess water will sometimes come to the surface through cracks in the confining layer, bringing liquefied sand with it, creating sand boils.

With the absence of ground water and loose saturated sands and silts, there is no potential for liquefaction at this site.

Seismic Design Parameters

The following general site seismic parameters may be used for design in accordance with the 2007 California Building Code.

Site Class: **D** (Stiff Soil Profile)

Mapped Acceleration Parameters: S_s (for short periods) = 0.737g
 S_1 (for 1-second period) = 0.267g

Site Coefficient: F_a (for short periods) = 1.21
 F_v (for 1-second period) = 1.86

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Adjusted Maximum Considered EQ Spectral Response Acceleration Parameters:

$$S_{MS} = F_a * S_s = 0.892g$$

$$S_{M1} = F_v * S_1 = 0.498g$$

Design Spectral Response Acceleration Parameters:

$$S_{DS} = 2/3 * S_{MS} = 0.596g$$

$$S_{D1} = 2/3 * S_{M1} = 0.332g$$

Seismic Design Category: **D**

We should point out that the structural seismic design is not intended to eliminate damage to a structure. The goal of the design system is to minimize the loss of human life. It is unlikely that any structure can be designed to withstand the forces of a great earthquake without any damage at all.

Potential Geologic and Geotechnical Hazards

There are several potential geologic and geotechnical hazards that can affect any given site. They are discussed below, along with any required mitigation measures.

Ground Rupture: Since no faults are believed to cross the site, it is our opinion that this is not a significant hazard to this site. No mitigation is required.

Ground Shaking: This hazard is common to all properties in California. Mitigate by proper structural design and by following the recommendations presented in this report.

Lurching and Lateral Spreading: Such seismically generated movements are induced in areas with weak soils near open cuts or slopes. Such conditions do not exist on this site. No mitigation is required.

Liquefaction: No potentially liquefiable sands were found at this site. No mitigation is required.

Landsliding: The site and vicinity are flat. Landsliding is not a potential hazard to this site. No mitigation is required.

Compressible Soils: The medium dense to dense silty sand that underlie the site have a low potential of compression and settlement under the influence of the building loads. The anticipated total settlement is about 1 inch and differential settlement of about half of the total settlement. The building foundations should be structurally designed to tolerate the anticipated settlement.

Expansive Soils: The sandy soils that underlie the site have no potential for expansion. No mitigations are needed.

Erosion: The site soils are highly erodable. Mitigate by controlling the discharge of concentrated water, both during and after construction.

CONCLUSIONS AND RECOMMENDATIONS

This site is suitable for the proposed construction of the new senior housing buildings provided that the recommendations presented in this report are followed.

The following recommendations, which are presented as guidelines to be used by project planners and designers, have been prepared assuming **AMSO CONSULTING ENGINEERS** will be commissioned to observe and test during site grading and foundation construction. This additional opportunity to inspect the project site will allow us to compare subsurface conditions exposed during construction with those that were observed during this investigation.

Site Preparation Grading and Compaction

- Areas of the site to be built on or paved should be stripped to remove any surface vegetation and organic topsoil. Soils containing more than 2% by weight of organic matter should be considered organic. Stripping depths should be determined in the field by the Soils Engineer at the time of stripping but, for planning purposes, an average stripping depth of 3 inches may be assumed. Strippings should be wasted off-site or, if so required by the Project Architect, stockpiled for subsequent use in landscape areas.
- Any utility lines including electric, water, sanitary sewers and storm drains designated for abandonment on the Project Plans, should be dug out and removed. All debris and materials arising from demolition and removal operations should be wasted off-site.

- Loose top soils within areas of the site to be built on or paved should be sub-excavated. The depth and horizontal limits of these excavations should be determined in the field by the Soils Engineer at the time of excavation. For planning purposes, however, it may be assumed that these excavations will extend to an average depth of about 1½ feet below existing ground surface. These excavations should extend 5 feet horizontally beyond proposed building lines and should extend 3 feet horizontally beyond edges of pavement.
- Soil surfaces exposed by excavations should be scarified to a depth of 10 inches, conditioned with water (or allowed to dry, as necessary) to produce a soil water content of about 3 percent above the optimum value and then compacted to 90 percent relative compaction based on ASTM Test D1557-91.
- Structural fill may then be placed up to design grades in the proposed building and pavement areas. Structural fill using on-site inorganic soil, or approved import, should be placed in layers, each not exceeding 8 inches thick (before compaction), conditioned with water (or allowed to dry, as necessary) to produce a soil water content of about 3 percent above the optimum value, and then compacted to at least 90 percent relative compaction based of ASTM Test D1557-91. The upper 8 inches of pavement subgrades should be compacted to about 95 percent relative compaction based on ASTM Test D1557-91.
- On-site soils proposed for use as structural fill should be inorganic, free from deleterious materials, and should contain no more than 15% by weight of rocks larger than 3 inches (largest dimension) and no rocks larger than 6 inches. The suitability of existing soil for reuse as a structural fill should be determined by a member of our staff at the time of grading. We expect that most of the existing soil will be suitable for reuse as structural fill. If import is required for use as structural fill, it should be inorganic, should have a low expansion potential (with a plasticity index of 15 percent or less) and should be free from clods or rocks larger than 4 inches in largest dimension. Prior to delivery to the site, proposed import should be tested in our laboratory to verify its suitability for use as structural fills and, if found to be suitable, further tested to estimate the water content and density at which it should be placed.

Building Foundations

The proposed buildings may be supported on conventional shallow foundations bearing on competent in-place native soil or on compacted structural fill placed as described in the Site Preparation, Grading and Compaction section of the geotechnical investigation report.

Continuous, reinforced concrete foundations may be designed to impose pressures on foundation soils up to 2500 pounds per square foot from dead plus normal live loading. Continuous foundations should be at least 12 inches wide and should be embedded at least 18 inches below rough pad grade or adjacent finished grade, whichever is lower.

Interior isolated foundations, such as may support column loads, may be designed to impose pressures on foundation soils up to 3000 pounds per square foot from dead plus normal live loading. Interior foundations should be embedded at least 18 inches below rough pad grade.

The allowable foundation pressures given previously may be increased by one-third when considering additional short-term wind or seismic loading.

Based upon our experience with similar buildings constructed on similar foundation soils, we expect the total long-term static settlement of the building to be approximately 1(±) inch. Using the design values presented above, and assuming a minimum embedment of both continuous and isolated footings, we would expect the post-construction differential settlement of a relatively uniformly loaded structure to be no more than about 3/4 of the total settlement.

During foundation construction, care should be taken to minimize evaporation of water from foundation and floor subgrades. Scheduling the construction sequence to minimize the time interval between foundation excavation and concrete placement is important. Concrete should be placed only in foundation excavations that have been kept moist, are free from drying cracks and contain no loose or soft soil or debris.

Retaining Walls

The following may be used in the design calculations of any reinforced concrete retaining walls that may be needed.

1. The average bulk density of material placed on the backfill side of the wall will be 120 pcf.
2. The vertical plane extending down from the ground surface to the bottom of the heel of the wall will be subject to pressure that increases linearly with depth as follows.

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<u>Condition</u>	<u>Design Pressure</u>
Active, level backfill	45 pcf
At-rest, level backfill	65 pcf

The above values are non-seismic conditions. Active pressures should only be used for walls that are not restrained to move. At-rest pressures should be used for walls that are restrained from movement.

- Retaining walls should be designed for seismic loading. The effects of earthquakes may be simulated by applying a horizontal line load surcharge to the stem of the wall at a rate of $5 H^2$ lb/horizontal foot of wall, where H is the height of the surface of the backfill above the base of the wall. This surcharge should be applied at a height of 0.6H above the base of the wall.
- A coefficient of "friction" of 0.3 may be used to calculate the ultimate resistance to sliding of the wall base over the ground beneath the base.
- An equivalent fluid pressure of 350 psf/ft may be used to calculate the ultimate passive resistance to lateral movement of the ground in front of the toe of the wall.
- Foundations for reinforced concrete retaining walls should be embedded at least 18 inches below rough pad grade or adjacent finished grade, whichever is lower.
- A maximum allowable bearing pressure of 2500 psf may be used for the ground beneath the toe of the wall. This value is for non-seismic conditions and may be increased by one third when considering additional loads on the wall resulting from earthquakes.

A zone of drainage material at least 12 inches wide should be placed on the backfill side of walls designed for drained condition. This zone should extend up the back of the wall to about 18 inches down from the proposed ground surface above. The upper 18 inches or so of material above the drainage material should consist of clayey soil.

The drainage material and the clayey soil cap should be placed in layers about 6 inches thick and moderately compacted by hand-operated equipment to eliminate voids and to minimize post-construction settlement. Heavy compaction should not be applied; otherwise, the design pressure on the wall may be exceeded.

The drainage material should consist of either Class 2 Permeable Material complying with Section 68 of the CALTRANS Standard Specifications, latest edition, or 3/4 to 1½ inch clean, durable coarse aggregate. If the coarse aggregate is chosen as the drainage material, it should be separated from all adjacent soil by Mirafi 700X or a similar filter fabric approved by the project Soil Engineer.

Any water that may accumulate in the drainage material should be collected and discharged by a 4-inch-diameter, perforated pipe placed "holes don" near the bottom of the drainage material. The perforated pipe should have holes no larger than 1/4-inch diameter.

Concrete Slabs-On-Grade

Concrete floor slabs should be constructed on compacted soil subgrades prepared as described in the section on Site Preparation, Grading and Compaction.

If dampness of floors is not objectionable, concrete slabs may be constructed directly on the water-conditioned and compacted soil subgrade.

To minimize floor dampness, however, the following general guidelines may be used to minimize moisture-related problems in concrete floor slabs-on-grade that will be covered with moisture-sensitive floor coverings, adhesives, and coatings.

1. Install a section of capillary break material at least five inches thick. The capillary break should be a free-draining material, such as 3/8" pea gravel or a permeable aggregate complying with CALTRANS Standard Specifications, Section 68, Class 1, Type A or Type B.
2. Cover the capillary break material with a high quality membrane vapor barrier. The membrane should be at least 10-mil thick.
3. To minimize the potential of accidental damage to the membrane vapor barrier and the potential of concrete slab curling, a protective cushion of sand or 3/8" pea gravel at least two inches thick should be placed between the membrane vapor barrier and the floor slab.
4. At the owner's option, the layer of protective sand mentioned above may be omitted provided that a 15 mil or thicker membrane vapor barrier is used and that additional attention be given to the design of reinforcement so that potential curling stresses within the slab are addressed.

5. Consider using concrete having a water/cement ratio not greater than 0.45 to accelerate slab drying time. Use of fly ash may help reduce soluble alkali content in the slab. Water should not be added to the concrete after initial batching.
6. Cover slabs for 7-days with sheet material rather than using membrane curing compounds in order to minimize drying time and surface preparation costs.
7. Water vapor emission levels and pH should be measured as required by the flooring material manufacturer prior to floor installation. Measurements and calculations should be performed in accordance with ASTM F1868-98 and F710-98.

The guidelines presented above are based on information obtained from various published sources including the American Concrete Institute (ACI) and Portland Cement Association (PCA). These guidelines are only intended to present information that can be utilized to minimize the potential of long term impact from slab moisture infiltration. The application of these procedures does not affect the geotechnical aspect of foundation performance.

Portland Cement Concrete Pavement

A concrete pavement section, where traffic includes occasional light trucks, should consist of at least 5 inches of Portland cement concrete pavement on top of at least 6 inches of Class 2 aggregate base material placed and compacted as described in the "Site Preparation, Grading and Compaction" section of the report. Concrete pavements should be reinforced with at least No. 4 reinforcing bars placed at 12 inches on-center in both directions.

For design of Portland Cement concrete pavement section, a modulus of subgrade reaction of $k=200$ pounds per square inch per inch should be used for the on-site compacted soils. Concrete for vehicle pavements should have a modulus of rupture of at least 550 pounds per square foot.

Vehicle Pavements

An R-value of 18 at 300 psi exudation pressure was measured on a bulk sample of soil obtained from near boring B-4. To allow for variations in the characteristics of the soil across the site, an R-value of 30 was selected for use in pavement design calculations.

Recommended minimum sections for pavement areas are presented in Table 1. A pavement section based on a Traffic Index of at least 5 should be selected for areas where traffic includes occasional light trucks.

TABLE 1 - RECOMMENDED MINIMUM ASPHALT CONCRETE PAVEMENT SECTIONS			
Traffic Index (T.I.)	Asphalt Concrete (inches)	Class 2 Aggregate Base (inches)	Total Thickness (inches)
4.5	2.5	6.0	8.5
5.0	3.0	6.0	9.0
5.5	3.5	7.0	10.5
6.0	3.5	8.0	11.5

Pavement subgrades should be compacted as described above in the section for Site Preparation Grading and Compaction.

Curbs and gutters should be constructed directly on the soil subgrade rather than on a layer of aggregate base. This will minimize the amount of surface water that seeps below the curb and into the pavement subgrade. The seepage of water into subgrade soils beneath vehicle pavements, can result in subgrade softening and premature pavement distress.

Pavement construction should comply with the requirements of the CALTRANS Standard Specifications, latest editions, except that compaction requirements for pavement soil subgrades and aggregate base should be based on ASTM Test D1557-91, as described in the part of this report dealing with "Site Preparation, Grading and Compaction."

Utility Trenches

The attention of contractors, particularly the underground contractor, should be drawn to the requirements of California Code of Regulations, Title 8, Construction Code Section 1540 regarding Safety Orders for "Excavations, Trenches, Earthwork".

For purposes of this section of the report, bedding is defined as material placed in a trench up to 1 foot above a utility pipe and backfill is all material placed in the trench above the bedding.

Unless concrete bedding is required around utility pipes, free-draining sand should be used as bedding. Sand proposed for use in bedding should be tested in our laboratory to verify its suitability and to measure its compaction characteristics. Sand bedding should be compacted by mechanical means to achieve at least 90 percent compaction density based on ASTM Tests D1557-91.

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Approved, on-site, inorganic soil, or imported material may be used as utility trench backfill. Proper compaction of trench backfill will be necessary under and adjacent to structural fill, building foundations, concrete slabs and vehicle pavements. In these areas, backfill should be conditioned with water (or allowed to dry) to produce a soil-water content of about 5 percent above the optimum value and placed in horizontal layers not exceeding 6 inches in thickness (before compaction). Each layer should be compacted to 87-90 percent relative compaction based on ASTM Test D1557-91. The upper 8 inches of pavement subgrades should be compacted to about 90 percent relative compaction based on ASTM Test D1557-91.

Where any trench crosses the perimeter foundation line of any building, the trench should be completely plugged and sealed with compacted clay soil for a horizontal distance of at least 2 feet on either side of the foundation.

Soil Corrosivity

Three soil samples were obtained from the site at depths of 2, 3 and 4 feet below existing ground surface. These soil samples were delivered to Cooper Testing Laboratory to test for the potential for soil corrosivity. The laboratory test results of these samples are attached to this report.

Resistivity

Soil resistivity test (ASTM G57) was performed on the soil samples and was found to range from 16574 to 19055 Ohm-cm. Soils with this resistivity are classified by The National Association of Corrosion Engineers (NACE) as "Negligible".

Chloride

Soil Chloride test (Cal 422-Mod) was performed on the soil samples and was found to be less than 2 mg/kg. This chloride content is below threshold values for corrosion of steel.

Sulfate

Soil Water Soluble Sulfate test (Cal 417-Mod) was performed on the soil samples and was found to be less than 5 mg/kg. This amount of water soluble sulfates is considered negligible.

Based on the results of the corrosion test performed on the soil samples, on site soils are not considered potentially corrosive for steel and cast iron. Portland Cement Type II may be used for all concrete in contact with soil. Concrete steel reinforcement should have at least 3 inches cover for all concrete in contact with water.

Surface Drainage

Surface drainage gradients should be planned to prevent ponding and to promote drainage of surface water away from building foundations, slabs, edges of pavements and sidewalks, and towards suitable collection and discharge facilities.

Water seepage or the spread of extensive root systems into the soil subgrades of foundations, slabs, or pavements, could cause differential movements and consequent distress in these structural elements. This potential risk should be given due consideration in the design and construction of landscaping.

Follow-up Geotechnical Services

Our recommendations are based on the assumption that **AMSO CONSULTING ENGINEERS** will be commissioned to perform the following services.

1. Review grading and foundation plans prior to construction.
2. Observe and advise during clearing and stripping of the site.
3. Observe, test and advise during grading and placement of structural fill.
4. Test proposed capillary break material that will be used beneath concrete slabs-on-grade and advise on suitability.
5. Observe and advise during foundation and slab construction.
6. Observe, test and advise during utility trench backfilling.
7. Observe, test and advise during construction of pavements.

LIMITATIONS

The recommendations contained in this report are based on certain plans, information and data that have been provided to us. Any change in those plans, information and data will render our recommendations invalid unless we are commissioned to review the change and to make any necessary modifications and/or additions to our recommendations.

AMSO CONSULTING ENGINEERS

August 11, 2009

Project 3524

Subsurface exploration of any site is necessarily confined to selected locations. Conditions may, and often do, vary between and around such locations. Should conditions different from those encountered in our explorations come to light during project development, additional exploration, testing and analysis may be necessary; changes in project design and construction may also be necessary.

Our recommendations have been made in accordance with the principles and practices generally employed by the geotechnical engineering profession. This is in lieu of all other warranties, express or implied.

All earthwork and associated construction should be observed by our field representative, and tested where necessary, to compare the generalized site conditions assumed in this report with those found at the site at the time of construction, and to verify that construction complies with the intent of our recommendations.

Report prepared by:

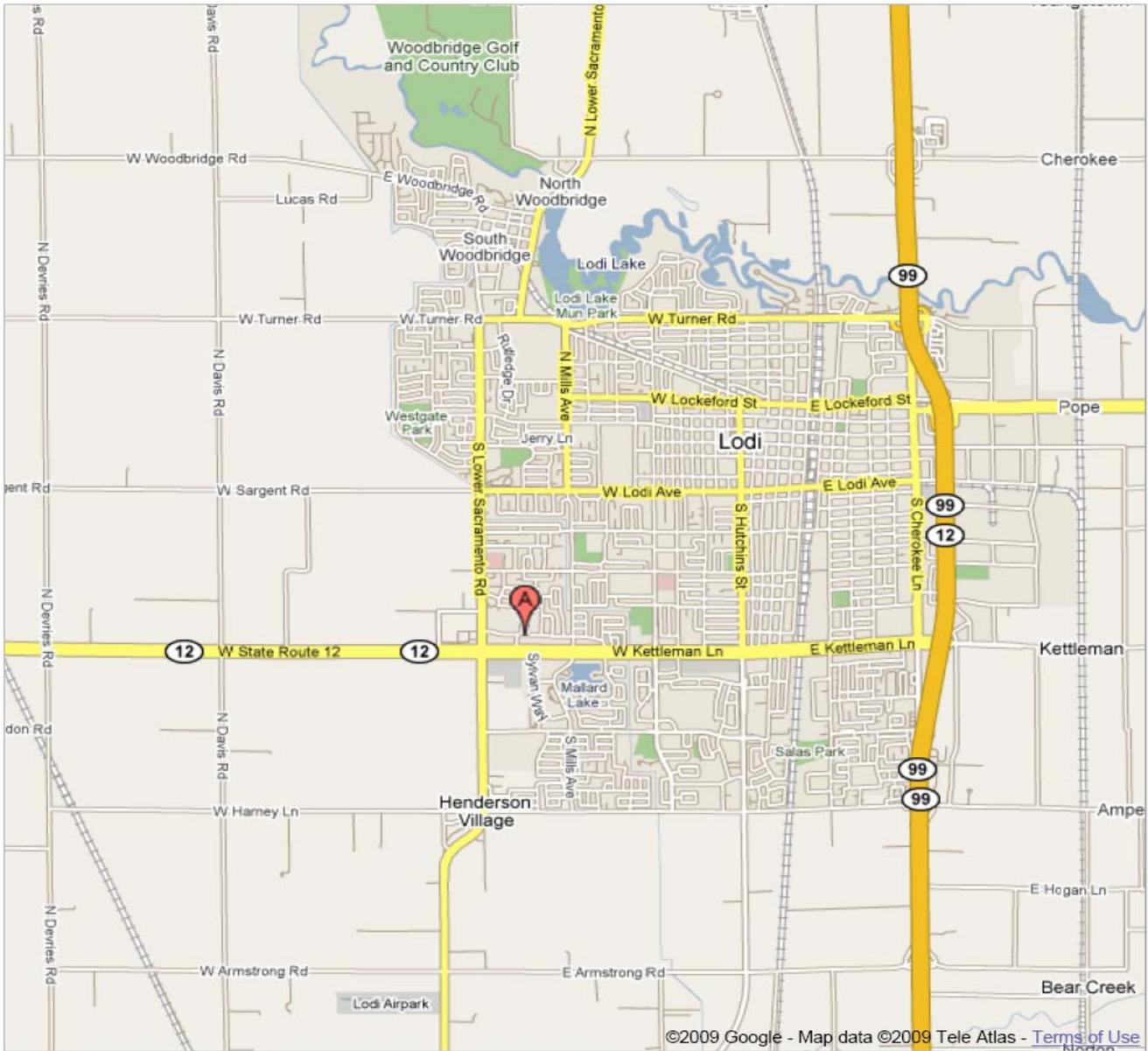
AMSO CONSULTING ENGINEERS



Basil A. Amso
CE 49998



AMSO CONSULTING ENGINEERS



<p>AMSO CONSULTING ENGINEERS</p>	<p>VICINITY MAP</p>	<p>FIGURE 1</p>
<p>AUGUST 2009</p>	<p>TIENDA SENIOR HOUSING PROJECT 2245 TIENDA DRIVE LODI, CALIFORNIA</p>	<p>PROJECT 3524</p>



AMSO CONSULTING ENGINEERS

AUGUST 2009

SITE PLAN AND PROPOSED LOCATION OF EXPLORATION HOLES

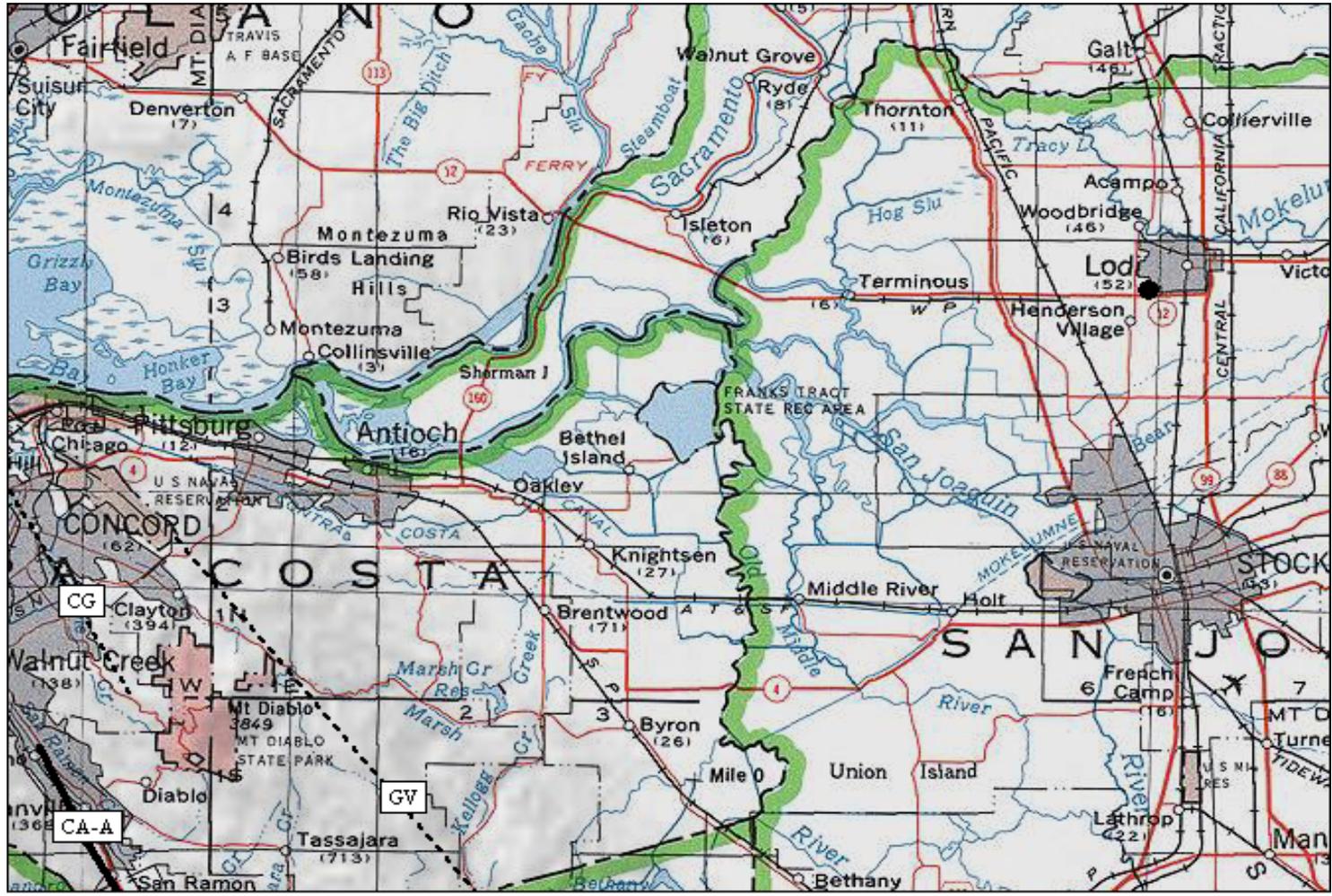
TIENDA SENIOR HOUSING PROJECT
2245 TIENDA DRIVE
LODI, CALIFORNIA

FIGURE

2

PROJECT

3524



LEGEND

———— Type "A" Faults
 H-A Hayward
 C-A Calaveras

----- Type "B" Faults
 GV Greenville

● Site Location

This map should not be used to determine whether or not a given property lies on a fault line. Its only purpose is to give the reader of this report a feel of approx. distances to Types A & B fault. Faults other than Types A & B are not shown on this map.

AMSO CONSULTING ENGINEERS

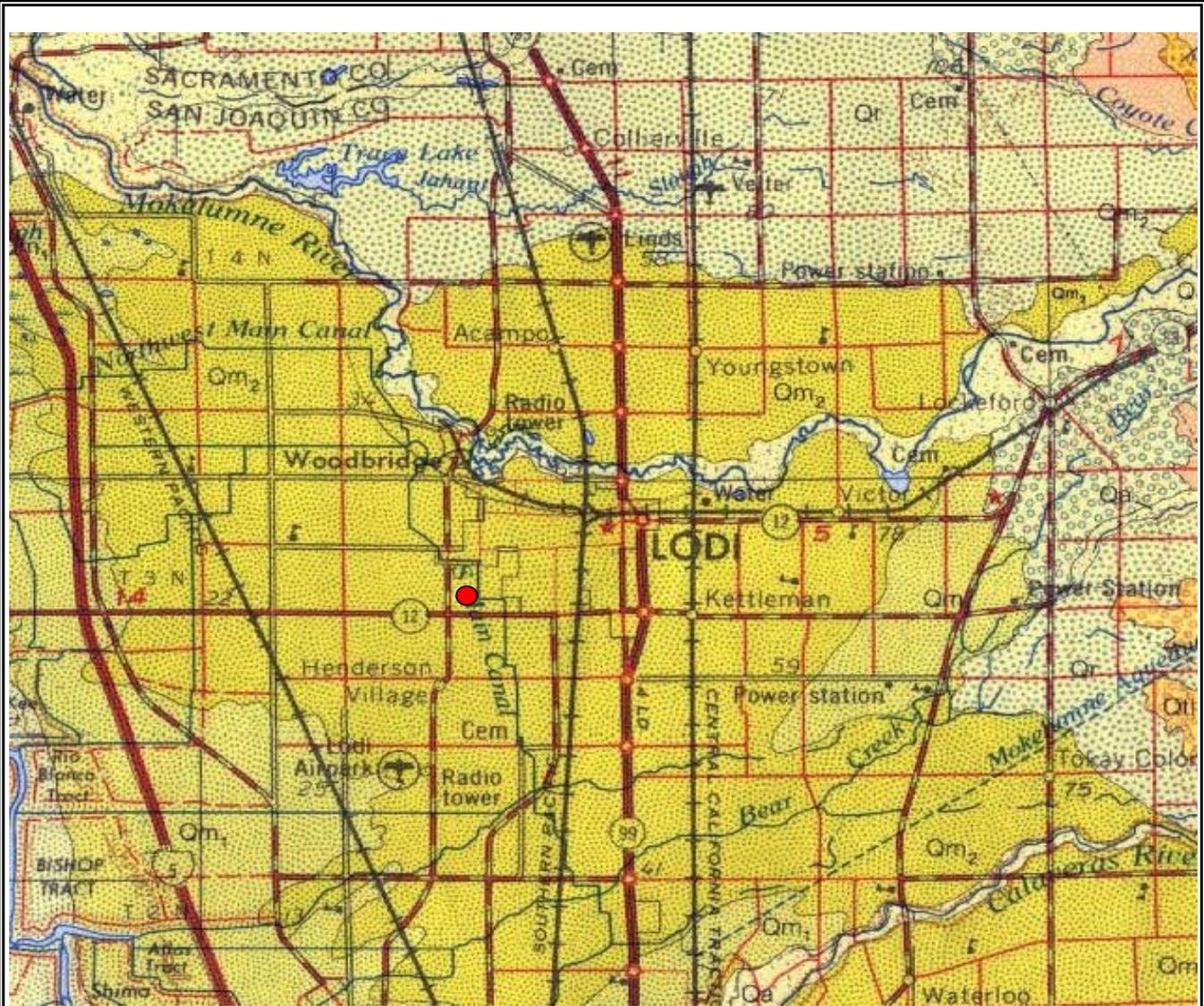
AUGUST 2009

APPROXIMATE LOCATION OF FAULTS

TIENDA SENIOR HOUSING PROJECT
 2245 TIENDA DRIVE
 LODI, CALIFORNIA

FIGURE
 3

PROJECT
 3524



LEGEND



Modesto Formation (*Alluvium*)



Upper and lower members

Base Map: Geologic Map Of The Sacramento Quadrangle, California, 1:250,000
 Authors: Wagner, D.L., Jennings, C.W., Bedrossian, T.L., and Bortugno, E.J.
 Year Published: 1981

<p>AMSO CONSULTING ENGINEERS</p>	<p>GEOLOGIC MAP</p>	<p>FIGURE 4</p>
<p>AUGUST 2009</p>	<p>SENTER ROAD HOUSING 2500 SENTER ROAD SAN JOSE, CALIFORNIA</p>	<p>PROJECT 3523</p>

APPENDIX A

Key to Exploration Logs and Boring Logs

KEY TO EXPLORATORY BORING LOGS

SOIL CLASSIFICATIONS

PRIMARY DIVISIONS			GROUP SYMBOL	SECONDARY DIVISIONS	
COARSE GRAINED SOILS More than half of material is larger than No. 200 sieve size	GRAVELS More than half coarse fraction is larger than No.4 sieve	Clean Gravels (less than 5% fines*)	GW	Well graded gravels, gravel-sand mixtures, little or no fines	
		Gravel with fines*	GP	Poorly graded gravels, gravel-sand mixtures, little or no fines	
		SANDS More than half coarse fraction is smaller than No.4 sieve	Clean Sands (less than 5% fines*)	GM	Silty gravels, gravel-sand-silt mixtures, non-plastic fines
			Sands with fines*	GC	Clayey gravels, gravel-sand-clay mixtures, plastic fines
	Clean Sands (less than 5% fines*)		SW	Well graded sands, gravelly sands, little or no fines	
	Sands with fines*		SP	Poorly graded sands or gravelly sands, little or no fines	
	FINE GRAINED SOILS More than half of material is smaller than No. 200 sieve size	SILTS AND CLAYS Liquid limit is less than 35		ML	Inorganic silts, clayey silts, rock flour, silty very fine sands
		SILTS AND CLAYS Liquid limit is between 35 and 50		CL	Inorganic clays of low plasticity, gravelly clay of low plasticity
OL				Organic silts and organic silty clays of low plasticity	
MI				Inorganic silts, clayey silts and silty fine sand with intermediate plasticity	
SILTS AND CLAYS Liquid limit is greater than 50		CI	Inorganic clays, gravelly clays, sandy clays and silty clays of intermediate plasticity		
		OI	Inorganic clays and silty clays of intermediate plasticity		
		MH	Inorganic silts, clayey silts, elastic silts, micaceous or diatomaceous silty or fine sandy soil		
		CH	Inorganic clays of high plasticity		
SILTS AND CLAYS Liquid limit is greater than 50		OH	Organic clays and silts of high plasticity		
		HIGHLY ORGANIC SOILS		Pt	Peat, meadow mat, highly organic soils

GRAIN SIZES

U.S. STANDARD SERIES SIEVE					CLEAR SQUARE SIEVE OPENINGS			
	200	40	10	4	3/4"	3"	12"	
Silts and Clays	Fine	Medium	Coarse		Fine	Coarse	Cobbles	Boulders
	SAND				GRAVEL			

RELATIVE DENSITY	
SANDS, GRAVELS AND NON-PLASTIC SILTS	BLOWS/FOOT*
VERY LOOSE	0 – 4
LOOSE	4 – 10
MEDIUM DENSE	10 – 30
DENSE	30 – 50
VERY DENSE	OVER 50

CONSISTENCY		
CLAYS AND PLASTIC SILTS	UNCONFINED SHEAR STRENGTH (PSF)	BLOWS/FOOT*
VERY SOFT	0 – 250	0 – 2
SOFT	250-500	2 – 4
FIRM	500-1000	4 – 8
STIFF	1000-2000	8 – 16
VERY STIFF	2 000– 4000	16 – 32
HARD	>4000	OVER 32

SYMBOLS	
	Initial Ground Water Level
	Final Ground Water Level
*	Standard Penetration Sampler
X	Modified California Sampler
D	Dames & Moore Sampler

NOTES
<p>*BLOWS per FOOT – Resistance to advance the soil sampler in number of blows of a 140-pound hammer falling 30 inches to drive a split spoon sampler.</p> <p>Stratification lines on the logs represent the approximate boundary between soil types, and the transition may be gradual.</p> <p>Modified California Sampler – 2 1/2 O.D. (1 7/8 Inch I.D.) sampler</p> <p>Standard Penetration Sampler – 2 inch O.D. (1 3/8 Inch I.D.) split spoon sampler (ASTM D1586).</p> <p>Dames & Moore Sampler – 3 inch O.D. (2.5 inch I.D.) sampler</p>

BORING LOG

No. B-1

PROJECT Lodi Senior Housing DATE 07/27/2009 LOGGED BY BAA
 DRILL RIG Truck Mounted Continuous Flight HOLE DIA. 4" SAMPLER X - Modified California; * - S.P.T
 GROUND WATER DEPTH INITIAL --- FINAL --- HOLE ELEVATION

DESCRIPTION	SOIL TYPE	DEPTH	SAMPLE	BLOWS PER FOOT	POCKET PEN (tsf)	TORVANE (tsf)	LIQUID LIMIT (%)	WATER CONTENT (%)	PLASTIC LIMIT (%)	DRY DENSITY (pcf)	FAILURE STRAIN (%)	UNCONFINED COMPRESSIVE STRENGTH (psf)
Silty Fine Sand; brown, dry, loose to medium dense	SM	1										
Silty Fine Sand; light brown, dense to very dense	SM	2	X	7				10		106		
		3										
		4										
hard drilling (hard pan)		5	*	41								
		6										
		7										
		8										
		9										
		10	*	77								
		11										
		12										
		13										
		14										
clayey		15	*	47								
		16										
Very Sandy Silty Clay; brown, damp, stiff	CL/SC	17										
		18										
		19										
Bottom of hole at 20 feet No ground water encountered		20	X	25	3.5			12		101	6	3755

BORING LOG

No. B-3

PROJECT Lodi Senior Housing DATE 07/27/2009 LOGGED BY BAA

DRILL RIG Truck Mounted Continuous Flight HOLE DIA. 4" SAMPLER X - Modified California; * - S.P.T

GROUND WATER DEPTH INITIAL --- FINAL --- HOLE ELEVATION

DESCRIPTION	SOIL TYPE	DEPTH	SAMPLE	BLOWS PER FOOT	POCKET PEN (tsf)	TORVANE (tsf)	LIQUID LIMIT (%)	WATER CONTENT (%)	PLASTIC LIMIT (%)	DRY DENSITY (pcf)	FAILURE STRAIN (%)	UNCONFINED COMPRESSIVE STRENGTH (psf)	
Silty Sand; light brown, dry, medium dense	SM	1											
		2	x	12				7		109			
		3											
		4											
		5	*	10					8				
		6											
		7											
Silty Fine Sand; brown, dry, very dense to hard with about 25 percent clay	SM	8											
		9											
		10	*	51					10				
		11											
		12											
		13											
		14											
		15	*	34					4				
		16											
		17											
Very Clayey Silty Sand; gray, brown, damp, very stiff	SC/ CL	17											
		18											
		19											
		20	x	21	3.5				12		102	5	4565

BORING LOG

No. B-5

PROJECT Lodi Senior Housing DATE 07/27/2009 LOGGED BY BAA

DRILL RIG Truck Mounted Continuous Flight HOLE DIA. 4" SAMPLER X - Modified California; * - S.P.T

GROUND WATER DEPTH INITIAL --- FINAL --- HOLE ELEVATION

DESCRIPTION	SOIL TYPE	DEPTH	SAMPLE	BLOWS PER FOOT	POCKET PEN (tsf)	TORVANE (tsf)	LIQUID LIMIT (%)	WATER CONTENT (%)	PLASTIC LIMIT (%)	DRY DENSITY (pcf)	FAILURE STRAIN (%)	UNCONFINED COMPRESSIVE STRENGTH (psf)
Silty Fine Sand; light brown to tan; dry loose	SM	1										
Silty Fine Sand; brown, dry, very dense to hard; with mionor clay	SM	2	x	75	3.5			5		102	2	1075
		3										
		4										
		5	*	16								
		6										
		7										
Very Silty Fine Sand; light brown, damp, very dense	SM	8										
		9										
		10	*	53								
		11										
		12										
		13										
		14										
		15	*	48								
		16										
Silty Sand with minor Clay; light brown damp, dense	SM/SC	17										
		18										
		19										
		20	*	37								

APPENDIX B

Laboratory Test Results

GRAIN SIZE DISTRIBUTION

Project: LODI SENIOR HOUSING

Date: 08/04/2009

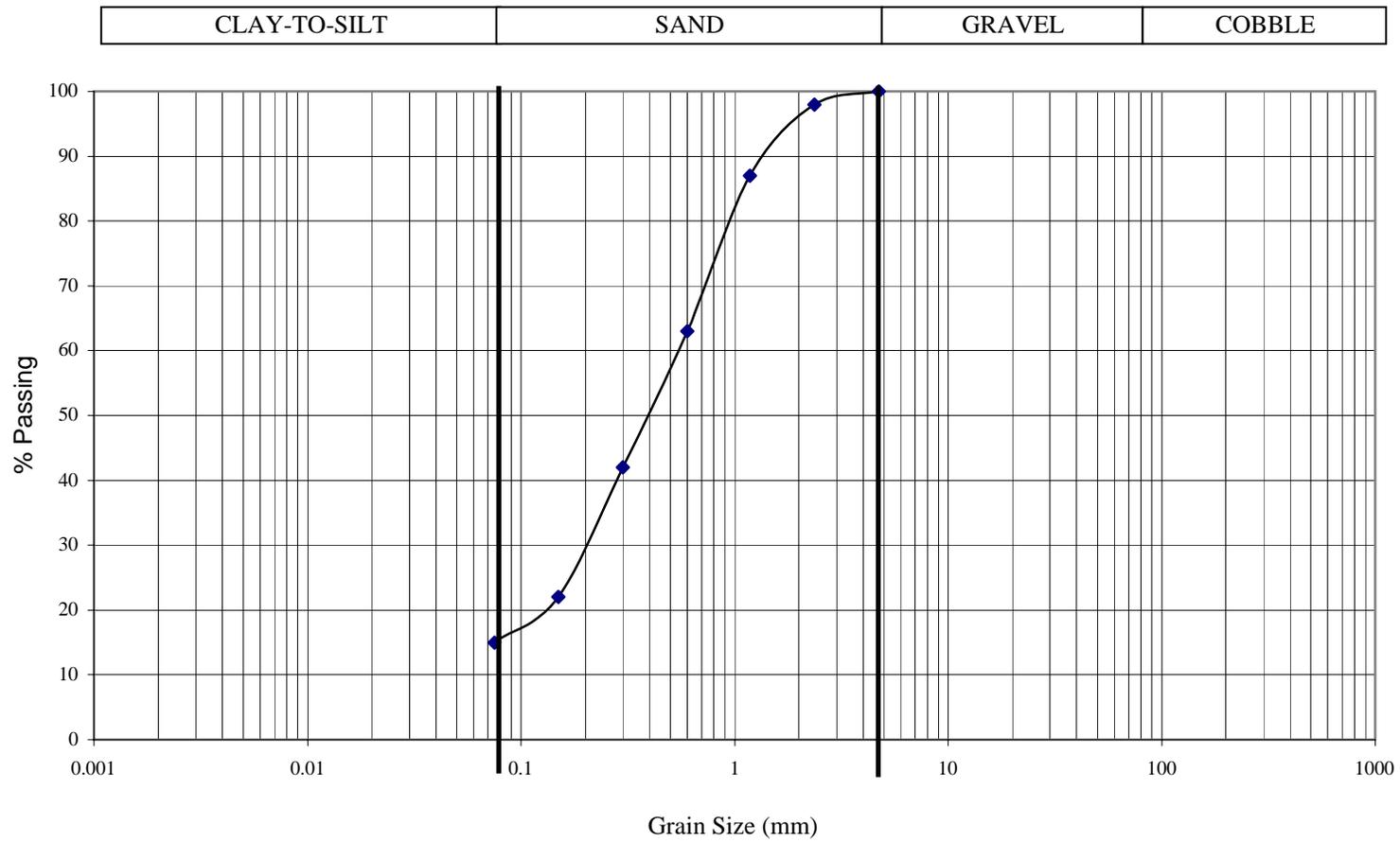
Sample B3 @ 15 FT

Project #: 3524

Lab # :

Material Description: SILTY FINE SAND

Date Tested: 08/04/2009



GRAIN SIZE DISTRIBUTION

Project: LODI SENIOR HOUSING

Date: 08/04/2009

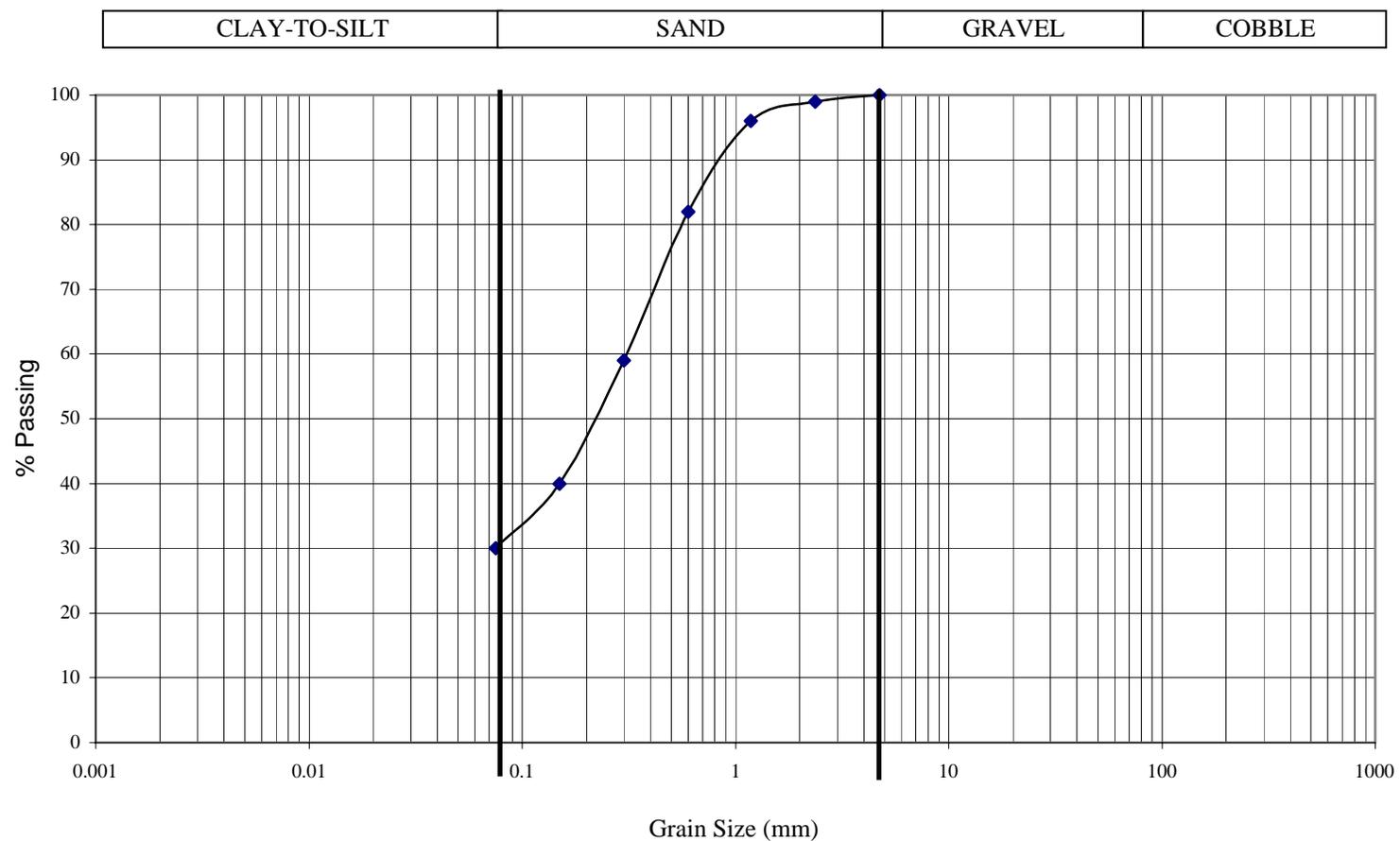
Sample B3 @ 30 FT

Project #: 3524

Lab # :

Material Description: SILTY FINE SAND

Date Tested: 08/04/2009



GRAIN SIZE DISTRIBUTION

Project: LODI SENIOR HOUSING

Date: 08/04/2009

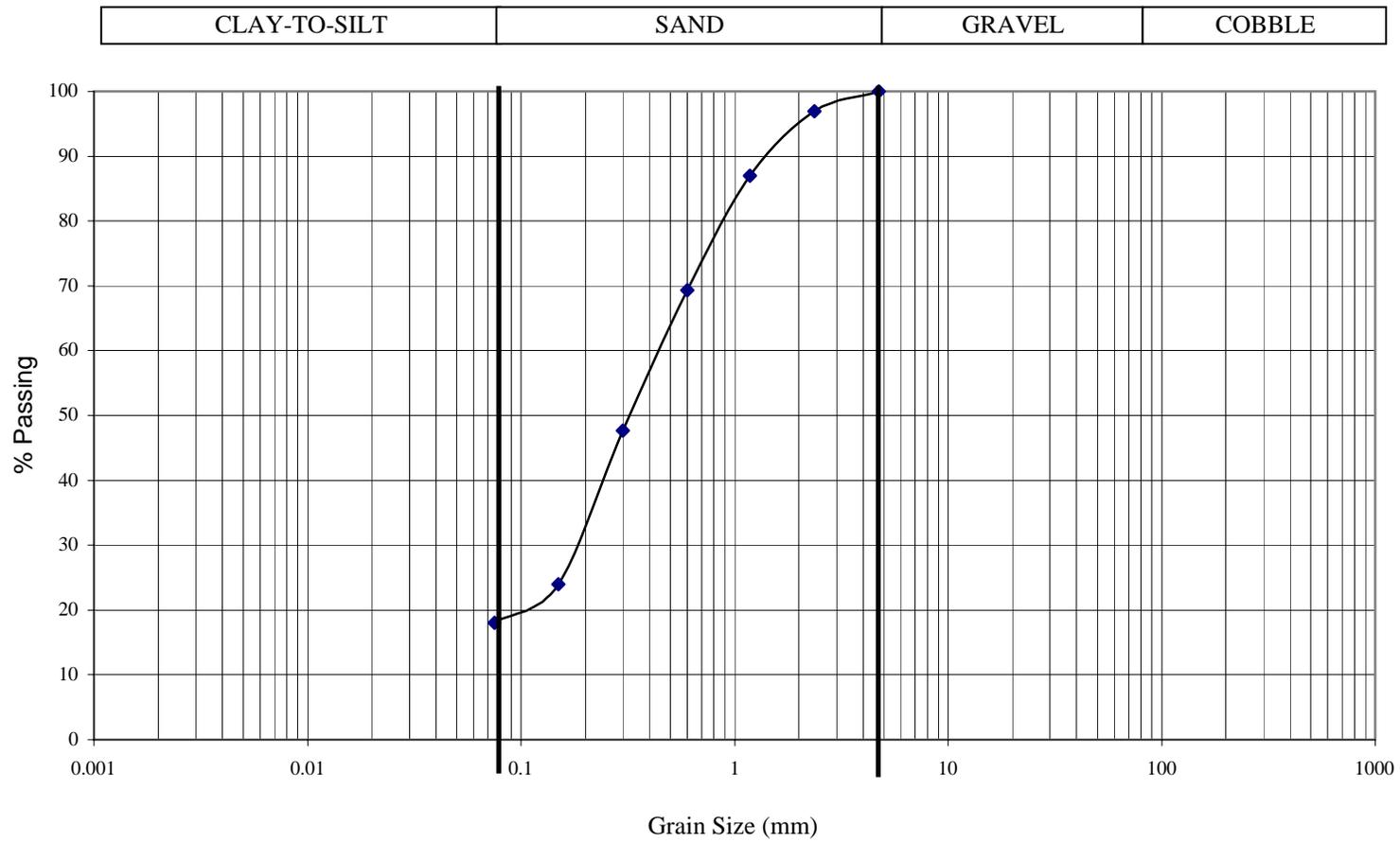
Sample B5 @ 15 FT

Project #: 3524

Lab # :

Material Description: SILTY FINE SAND

Date Tested: 08/04/2009



GRAIN SIZE DISTRIBUTION

Project: LODI SENIOR HOUSING

Date: 08/04/2009

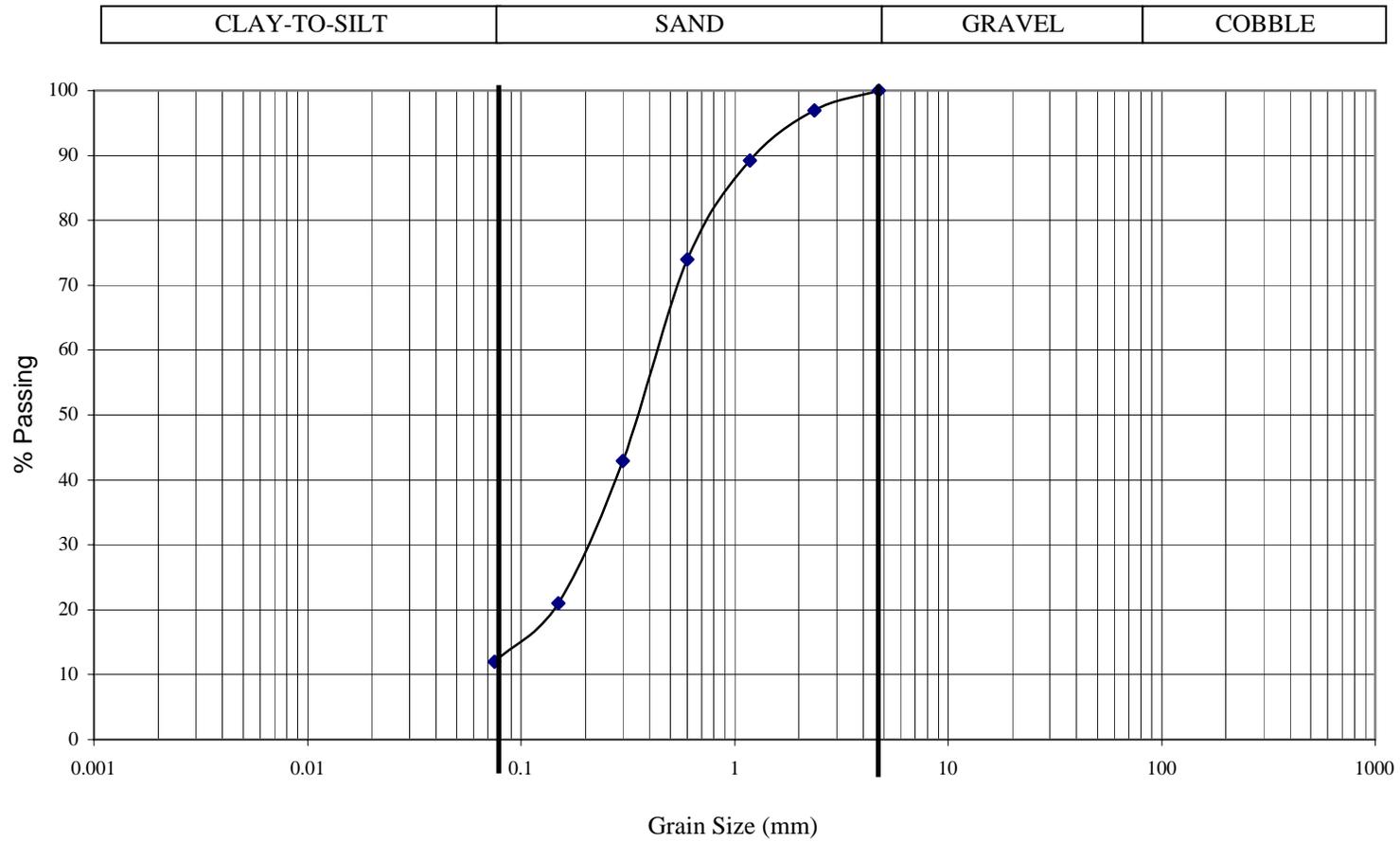
Sample B5 @ 30 FT

Project #: 3524

Lab # :

Material Description: SILTY FINE SAND

Date Tested: 08/04/2009

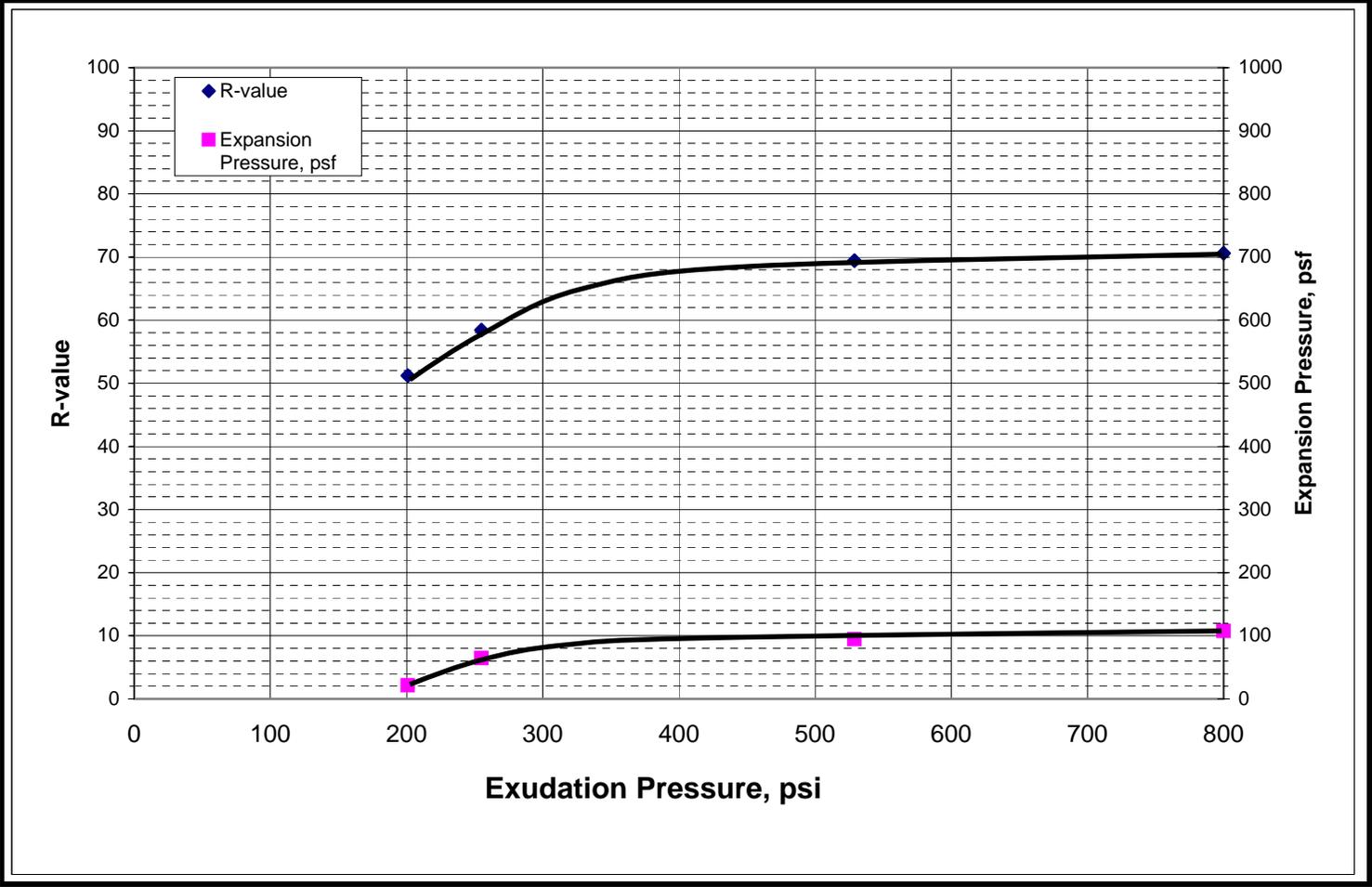




R-value Test Report (Caltrans 301)

Job No.: 547-021	Date: 08/10/09	Initial Moisture, 7.5%
Client: AMSO Consulting Eng.	Tested MD	R-value by Stabilometer 64
Project: Lodi Senior Housing - 3524	Reduced MJ	Expansion Pressure 80 psf
Sample Bulk 1	Checked DC	
Soil Type: Brown Silty SAND (slightly plastic)		

Specimen Number	A	B	C	D	Remarks:
Exudation Pressure, psi	201	800	255	529	
Prepared Weight, grams	1200	1200	1200	1200	
Final Water Added, grams/cc	50	28	42	31	
Weight of Soil & Mold, grams	3159	3167	3178	3168	
Weight of Mold, grams	2106	2120	2088	2104	
Height After Compaction, in.	2.44	2.51	2.48	2.45	
Moisture Content, %	12.0	10.0	11.3	10.3	
Dry Density, pcf	116.7	114.8	119.6	119.2	
Expansion Pressure, psf	21.5	107.5	64.5	94.6	
Stabilometer @ 1000					
Stabilometer @ 2000	53	32	45	32	
Turns Displacement	4.5	4.2	4.45	4.2	
R-value	51	71	58	69	



Appendix B Comments and Responses

COMMENTS and RESPONSES

This appendix contains all of the written comments received in response to the Draft IS/MND during the 30-day public review period that began on December 7, 2009 and concluded on January 5, 2010. Each comment received during the comment period by the City of Lodi (City) has been included within this section. Responses to the comments have been prepared to address the environmental concerns raised by the commenters and to indicate where and how the IS/MND addresses these environmental issues. Textual changes within the document are indicated by a vertical line in the right page margin. Each letter is presented first, with the responses following.

COMMENTERS on the DRAFT IS/MND

The City received seven (3) written comments on the Draft IS/MND during the comment period. These letters are listed as follows and will be used for referencing in this section.

Response ID	Commenter	Date	Page Number
1	California Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	1/12/2010	2
2	Department of Transportation District 10	1/05/2010	
3	San Joaquin Valley Air Pollution Control District	1/14/2010	



STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



ARNOLD SCHWARZENEGGER
GOVERNOR

January 7, 2010

CYNTHIA BRYANT
DIRECTOR

Immanuel Bereket
City of Lodi
221 West Pine Street
Lodi, CA 95240

Subject: Tienda Drive Senior Housing
SCH#: 2009122014

Dear Immanuel Bereket:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 5, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Acting Director, State Clearinghouse

Enclosures
cc: Resources Agency

RECEIVED
JAN 12 2010
COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

Document Details Report
State Clearinghouse Data Base

RECEIVED
JAN 12 2010
COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

SCH# 2009122014
Project Title Tienda Drive Senior Housing
Lead Agency Lodi, City of

Type MND Mitigated Negative Declaration

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

Lead Agency Contact

Name Immanuel Bereket
Agency City of Lodi
Phone (209) 333-6711
email
Address 221 West Pine Street
City Lodi
State CA **Zip** 95240
Fax

Project Location

County San Joaquin
City Lodi
Region
Lat / Long 38° 11' N / 121° 30' 20.55" W
Cross Streets Tienda Street
Parcel No. 027-410-04
Township 3N **Range** 6E **Section** 10 **Base** MDB&M

Proximity to:

Highways HWY 12
Airports
Railways
Waterways
Schools
Land Use Presently vacant/Single Family zoning/ Single Family Residence General Plan Designation.

Project Issues Air Quality; Drainage/Absorption; Noise; Population/Housing Balance; Public Services; Sewer Capacity; Soil Erosion/Compaction/Grading; Traffic/Circulation; Water Supply

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 2; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 10; Department of Housing and Community Development; Department of Health Services; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission

Document Details Report
State Clearinghouse Data Base

Date Received 12/07/2009

Start of Review 12/07/2009

End of Review 01/05/2010

RECEIVED
JAN 12 2010
COMMUNITY DEVELOPMENT DEPT.
CITY OF LODI

Letter 1

COMMENTER: Scott Morgan, Acting Director, State Clearinghouse

DATE: January 12, 2010

Response 1

The commenter acknowledges that the State Clearinghouse review requirements for draft environmental documents, pursuant of the California Environmental Quality Act, have been fulfilled. No response is necessary.

STATE OF CALIFORNIA
FACSIMILE COVER
10-2A-0049 (NEW 10/92)

ATTENTION: Mr. Immanuel Bereket		FROM: Barbara Hempstead Department of Transportation 1976 Dr. Martin Luther King Stockton, CA 95205	
City of Lodi Community Development Department Planning Division		DATE: 1/5/10	TOTAL PAGES (Including Cover Page) 2
		FAX # (Include Area Code) (209) 948-7164	Phone (209) 948-3909
PHONE # (& Area Code) 209-333-6711	FAX # (& Area Code) 209-333-6842	ORIGINAL DISPOSITION: Destroy <input type="checkbox"/> Return <input type="checkbox"/> Call for Pickup <input type="checkbox"/>	

COMMENTS:

10-SJ-12-PM15.355

SCH#2009122014

Tienda Drive Senior Housing

DEPARTMENT OF TRANSPORTATION

DISTRICT 10

P.O. BOX 2048, STOCKTON, CA 95201

(1976 E. DR. MARTIN LUTHER KING JR. BLVD., 95205

PHONE (209) 948-7943

FAX (209) 948-3670

TTY 711

*Flex your power!
Be energy efficient!*

January 5, 2010

10-SJ-12-15.355
Tienda Drive Senior Housing
SCH# 2009122014Mr. Immanuel Bereket
City of Lodi
Community Development Department
221 West Pine Street
Lodi, CA 9240

Dear Mr. Bereket:

The California Department of Transportation (Department) appreciates the opportunity to have reviewed Initial Study/Negative Declaration. The proposed project involves construction of two affordable senior apartment complexes to contain 79 one-bedroom units, one manager unit and community room on a 3.39-acre site located at 2245 Tienda Drive. The Department has the following comments:

Traffic Operations Comments

This proposed development should pay a "traffic impact mitigation fee". The cumulative impacts of this and other existing and proposed land use development, in this area, will contribute to the degradation of the level of service on the State Highway System. This degradation will eventually require improvements to accommodate the increase in traffic volumes to SR-12. Therefore, the Department recommends the collection of impact fees for future improvements to the State Route 12 (Kettleman Lane)/South Mills Avenue and Tienda Drive intersections.

If you have any questions or would like to discuss our comment in more detail, please contact Barbara Hempstead at (209) 948-3909 (e-mail: Barbara_hempstead@dot.ca.gov) or me at (209) 941-1921.

Sincerely,

A handwritten signature in cursive script that reads "Barbara A. Hempstead".
for TOM DUMAS, Chief
Office of Metropolitan Planning

Letter 2

COMMENTER: Tom Dumas, Chief of Metropolitan Planning, District 10

DATE: January 5, 2010

Response 2

The commenter states the project should pay traffic impact mitigation fee. The mitigation fee is already mentioned in **PUBLIC SERVICES** Section of the Initial Study and has been added as a requirement for project approval. The said traffic mitigation fee is part of the development impact mitigation fee mentioned in **PUS-1**. The language reads as follows:

- i. Development Impact Mitigation Fees per the Public Works Fee and Service Charge Schedule at the time of building permit issuance.

January 12, 2010

RECEIVED

JAN 14 2010

COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

Manny Bereket
City of Lodi
Planning Department
P. O. Box 3006
Lodi, CA 95241

Agency Project: Tienda Drive Senior Housing; File Number 09-MND-03

District CEQA Reference No: 20100016

Dear Mr. Bereket:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Mitigated Negative Declaration for the project referenced above consisting of an 80-unit affordable senior apartment complex, located at 2245 Tienda Drive, in Lodi, CA. The District offers the following comments:

1. As a Trustee Agency the District relies on information within the Lead Agency's environmental document to evaluate a project's potential impacts to health risk. The health risk discussion is limited to impacts on existing receptors resulting from the construction of the project. The discussion does not include potential impacts on the new residents of the project resulting from diesel emissions from the existing shopping centers located adjacent to (west) and southwest of the project site, nor does it provide enough information for the District to assess potential health risk impacts.
 - i) The District recommends the Mitigated Negative Declaration be revised to include characterization of all potential health risks.
 - ii) The District further recommends that prior to project approval the County conduct health risk screening analysis using project-specific information. If the screening analysis indicates that the risk is equal to or greater than 10 in one million, the District recommends either preparation of a detailed health risk assessment or

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585

incorporation of additional mitigation measures. For more information regarding screening analysis and health risk assessments, please contact Mr. Leland Villalvazo, Supervising Air Quality Specialist, by phone at (559) 230-5881 at or via e-mail at hramodeler@valleyair.org

2. At full build-out the proposed project would include greater than 50 residential dwelling units. Therefore, the proposed project would be subject to District Rule 9510 (Indirect Source Review). District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. Any applicant subject to District Rule 9510 is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval, and to pay any applicable off-site mitigation fees before issuance of the first building permit. If approval of the subject project constitutes the last discretionary approval by your agency, the District recommends that demonstration of compliance with District Rule 9510, including payment of all applicable fees before issuance of the first building permit, be made a condition of project approval. Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>.
3. The proposed project may be subject to District Rules and Regulations, including: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance Office at (209) 557-6446. Current District rules can be found on the District's website at: www.valleyair.org/rules/1ruleslist.htm.
4. The District recommends that a copy of the District's comments be provided to the project proponent.

If you have any questions or require further information, please call Ms. Jessica Willis at (559) 230-5818.

Sincerely,

David Warner
Director of Permit Services

Jessica R. Willis
for Arnaud Marjollet
Permit Services Manager

DW:jw

Cc: File

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JAN 14 2010
COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

Letter 3

COMMENTER: David Warner, Director of Permits, San Joaquin Valley Air Pollution Control District

DATE: January 2010, 2010

Response 4A

The commenter recommends that a potential impact to health risk should be further assessed. Project approvals require the applicant to prepare risk screening analysis study and be submitted to the Joaquin Valley Air Pollution Control District review and approval. A language has been added in project approval (**AIR-22**) and reads as follows:

Prior to issuance of a building permit, the project proponent shall prepare and submit health risk screening analysis using project-specific information pursuant to the requirements of the San Joaquin Valley Air Control District.

Response 4B

The commenter notes that development projects 50 residential dwelling units or more are subject to District Rule 9510 (Indirect Source Review), which requires preparation and submittal of Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval or demonstration of compliance with the said rule. The project is conditioned to comply with District Rule 9510 (Indirect Source Review). A language has been added in project approval (**AIR-23**) and reads as follows:

Prior to issuance of a building permit, the project proponent shall prepare and submit Air Impact Assessment (AIA) to the San Joaquin Valley Air Control District for review and approval.

Response 4C

The commenter notes that development projects may be subject to various District Rules. The project is conditioned to comply with all applicable District rules and regulations. Demonstration of compliance with rules and regulations of the District and approval of the District prior to issuance of any permit for the project is a requirement for the project. A language has been added in project approval (**AIR-24**) and reads as follows:

No building permit shall be issued for the project without written approval of the San Joaquin Valley Air Control District for review and approval.

Appendix C Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program

Teinda Drive Senior Affordable Housing Project IS/MND

City of Lodi
221 West Pine Street
Lodi, CA 95240

January 2010

Mitigation Measure/Condition of Approval	Responsible Agency Party	When Monitoring to Occur	Monitoring Frequency	Compliance Verification		
				Initial	Date	Comments

AESTHETICS						
<u>AES-1:</u> The project design features shall include use of non-reflective exterior surfaces and low-reflectance glass (e.g., double or triple glazing glass, high technology glass, low-E glass, or equivalent materials with low reflectivity) on all project surfaces that could produce glare.	Project Applicant with approval of City of Lodi Community Development Director.	Prior to Issuance of a permits and Throughout development	Once for plan approval and final inspection			
<u>AES-2:</u> Prior to building permit issuance, the project proponent shall submit site lighting to the Community Development Department for review and approval. The plan shall include, but not be limited to, the following design features: i. Full-cutoff lighting fixtures to direct lighting to the specific location intended for illumination (e.g., roads, walkways, or recreation fields) and to minimize stray light spillover into adjacent residential areas, sensitive biological habitat, and other light sensitive receptors; ii. Appropriate intensity of lighting to provide safety and security while minimizing light pollution and energy consumption; and Shielding of direct lighting within parking areas, parking structures, or roadways away from adjacent residential areas, sensitive biological habitat, and other light-sensitive receptors through site configuration, grading, lighting design, or barriers such as earthen berms, walls, or landscaping. III. The plans shall demonstrate that lighting fixtures on the building and grounds shall be designed and installed so as to contain light on the subject property and not spill over onto adjacent private properties or public rights-of-way.	Project Applicant with approval of City of Lodi Community Development Director.	Prior to Issuance of a permits and Throughout development	Once for plan approval and final inspection			

Mitigation Measure/Condition of Approval	Responsible Agency Party	When Monitoring to Occur	Monitoring Frequency	Compliance Verification		
				Initial	Date	Comments
<u>AES-3:</u> Exterior lighting fixtures on the grounds and in the parking lot shall not exceed ten feet in height.	Project Applicant with approval of City of Lodi Community Development Director.	Prior to Issuance of a permits and Throughout development	Once for plan approval Final inspection City of Lodi Building Planning Divisions			
<u>AES-4:</u> Exterior lighting fixtures on private balconies and common exterior walkways shall be energy-efficient fixtures, such as compact fluorescents. Said fixtures shall be equipped with light sensors so that they will only be illuminated during hours of darkness.	Project Applicant with approval of City of Lodi Community Development Director.	Prior to Issuance of a permits and Throughout development	Once for plan approval Final inspection City of Lodi Building Planning Divisions			
<u>AES-5:</u> No internally-illuminated signage may be used on the project site.	Project Applicant with approval of City of Lodi Community Development Director.	Prior to Issuance of a permits and Throughout development	Once for plan approval Final inspection City of Lodi Building Planning Divisions			
AIR QUALITY						
<u>AIR-1:</u> The City shall not issue a building permit for grading, clearing or construction of the proposed project until the applicant obtains grading and building permits from the San Joaquin Valley Air Control District.	City of Lodi Community Development Dept.	Prior to issuance of a building permit	Once			
<u>AIR-2:</u> Construction of the proposed project shall comply with all applicable regulations specified in the San Joaquin Valley Air Pollution Control District Regulation VIII (Fugitive Dust Rules),	City of Lodi Community Development Dept.	Prior to issuance of a building permit And	Ongoing throughout the project			

Mitigation Measure/Condition of Approval	Responsible Agency Party	When Monitoring to Occur	Monitoring Frequency	Compliance Verification		
				Initial	Date	Comments
<p>including, but not limited to, compliance with the following mitigation measure:</p> <ul style="list-style-type: none"> i. Visible Dust Emissions (VDE) from construction, demolition, excavation or other earthmoving activities related to the project shall be limited to 20% opacity or less, as defined in Rule 8011, Appendix A. ii. Pre-water all land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and phase earthmoving. iii. Apply water, chemical/organic stabilizer/suppressant, or vegetative ground cover to all disturbed areas, including unpaved roads. iv. Restrict vehicular access to the disturbance area during periods of inactivity. v. Apply water or chemical/organic stabilizers/suppressants, construct wind barriers and/or cover exposed potentially dust-generating materials. vi. When materials are transported off-site, stabilize and cover all materials to be transported and maintain six inches of freeboard space from the top of the container. vii. Remove carryout and trackout of soil materials on a daily basis unless it extends more than 50 feet from site; carryout and trackout extending more than 50 feet from the site shall be removed immediately. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden. If the project would involve more than 150 construction vehicle trips per day onto the public street, additional restrictions specified in Section 5.8 of Rule 8041 will apply. viii. Traffic speeds on unpaved roads shall be limited to 15 mph. 		ongoing				
AIR-3: During construction, all grading activities shall cease during	Onsite manager and	Ongoing throughout	Ongoing			

Mitigation Measure/Condition of Approval	Responsible Agency Party	When Monitoring to Occur	Monitoring Frequency	Compliance Verification		
				Initial	Date	Comments
periods of high winds (i.e., greater than 30 mph). To assure compliance with this measure, grading activities are subject to periodic inspections by City staff.	Public Works Department	the project	throughout the project			
<u>AIR-4:</u> Construction equipment shall be kept in proper operating condition, including proper engine tuning and exhaust control systems.	Onsite Manager	Ongoing throughout the project	Ongoing throughout the project			
<u>AIR-5:</u> Trucks and other construction vehicles shall not park, queue and/or idle at the project site or in the adjoining public rights-of-way before 7:00 AM or after 10:00 PM, in accordance with the permitted hours of construction stated in the City of Lodi Municipal Code.	Onsite Manager	Ongoing throughout the project	Ongoing throughout the project			
<u>AIR-6:</u> Disturbed areas designated for landscaping shall be prepared as soon as possible after completion of construction activities.	Onsite Manager and City of Lodi, Building Division.	Once for plan approval Final inspection	Ongoing throughout the project			
<u>AIR-7:</u> Areas of the construction site that will remain inactive for three months or longer following clearing, grubbing and/or grading shall receive appropriate BMP treatments (e.g., revegetation, mulching, covering with tarps, etc.) to prevent fugitive dust generation.	Onsite Manager and City of Lodi, Public Works Dept	Ongoing	Ongoing throughout the project			
<u>AIR-8:</u> All exposed soil or material stockpiles that will not be used within 3 days shall be enclosed, covered, or watered twice daily, or shall be stabilized with approved nontoxic chemical soil binders at a rate to be determined by the on-site construction supervisor.	Onsite Manager and City of Lodi Building Division	Ongoing throughout the project	Ongoing throughout the project			
<u>AIR-9:</u> Unpaved access roads shall be stabilized via frequent watering, non-toxic chemical stabilization, temporary paving, or equivalent measures at a rate to be determined by the on-site construction supervisor.	Onsite Manager and City of Lodi, Public Works Dept	Ongoing throughout the project	Ongoing throughout the project			
<u>AIR-10:</u> Trucks transporting materials to and from the site shall allow for at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer). Alternatively, trucks transporting materials shall be covered.	Onsite Manager and City of Lodi, Public Works Dept	Ongoing throughout the project	Ongoing throughout the project			

Mitigation Measure/Condition of Approval	Responsible Agency Party	When Monitoring to Occur	Monitoring Frequency	Compliance Verification		
				Initial	Date	Comments
<u>AIR-11:</u> Where visible soil material is tracked onto adjacent public paved roads, the paved roads shall be swept and debris shall be returned to the construction site or transported off site for disposal.	Onsite Manager and City of Lodi, Public Works Dept	Ongoing throughout the project	Ongoing throughout the project			
<u>AIR-12:</u> Wheel washers, dirt knock-off grates/mats, or equivalent measures shall be installed within the construction site where vehicles exit unpaved roads onto paved roads.	Onsite Manager and City of Lodi, Community Development Dept.	Ongoing throughout the project	Ongoing throughout the project			
<u>AIR-13:</u> Diesel powered construction equipment shall be maintained in accordance with manufacturer's requirements, and shall be retrofitted with diesel particulate filters where available and practicable.	Onsite Manager	Ongoing throughout the project	Ongoing throughout the project			
<u>AIR-14:</u> Heavy duty diesel trucks and gasoline powered equipment shall be turned off if idling is anticipated to last for more than 5 minutes.	Onsite Manager	Ongoing throughout the project	Ongoing throughout the project			
<u>AIR-15:</u> Where feasible, the construction contractor shall use alternatively fueled construction equipment, such as electric or natural gas-powered equipment or biofuel.	Onsite Manager	Ongoing throughout the project	Ongoing throughout the project			
<u>AIR-16:</u> Heavy construction equipment shall use low NOx diesel fuel to the extent that it is readily available at the time of construction.	Onsite Manager	Ongoing throughout the project	Ongoing throughout the project			
<u>AIR-17:</u> The construction contractor shall develop a construction traffic management plan and submit it to the City for review and approval. The said plan shall include the following: <ul style="list-style-type: none"> • Scheduling heavy-duty truck deliveries to avoid peak traffic periods • Consolidating truck deliveries 	Onsite Manager	Ongoing throughout the project	Ongoing throughout the project			
<u>AIR-18:</u> The construction contractor shall maintain signage along the construction perimeter with the name and telephone number of the individual in charge of implementing the construction emissions mitigation plan, and with the telephone number of the SJVAPCD's complaint line. The contractor's representative shall	Onsite Manager and City of Lodi Building Division	Ongoing throughout the project	Ongoing throughout the project			

Mitigation Measure/Condition of Approval	Responsible Agency Party	When Monitoring to Occur	Monitoring Frequency	Compliance Verification		
				Initial	Date	Comments
maintain a log of any public complaints and corrective actions taken to resolve complaints.						
<u>AIR-19:</u> During grading and site preparation activities, exposed soil areas shall be stabilized via frequent watering, non-toxic chemical stabilization, or equivalent measures at a rate to be determined by the on-site construction supervisor.	Onsite manager and City of Lodi Public Works Department	Ongoing throughout the project	Ongoing throughout the project			
<u>AIR-20:</u> During windy days when fugitive dust can be observed leaving the construction site, additional applications of water shall be required at a rate to be determined by the onsite construction supervisor.	Onsite manager and City of Lodi Public Works Department	Ongoing throughout the project	Ongoing throughout the project			
<u>AIR-21:</u> Prior to issuance of a building permit, the project proponent shall prepare and submit health risk screening analysis using project-specific information pursuant to the requirements of the San Joaquin Valley Air Control District.	City of Lodi Planning and Building Divisions	Once, prior to issuance of a building permit				
<u>AIR-22:</u> Prior to issuance of a building permit, the project proponent shall prepare and submit Air Impact Assessment (AIA) to the San Joaquin Valley Air Control District for review and approval.	Prior to issuance of a building permit	Once, prior to issuance of a building permit				
<u>AIR-23:</u> No building permit shall be issued for the project without written approval of the San Joaquin Valley Air Control District for review and approval.	Prior to issuance of a building permit	Once, prior to issuance of a building permit				
CULTURAL RESOURCES						
<u>CUL-1:</u> If any subsurface cultural resources are encountered during construction of the project, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist can examine these materials, make a determination of their significance and recommend mitigation measures. The City of Lodi Community Development Department shall be notified, and the applicants and/or their successors shall be responsible for implementing mitigation measures recommended by the	Onsite project manager City of Lodi Planning Division	Ongoing during project development Once upon discovery of cultural resources	Ongoing during project development When potential resources are discovered			

Mitigation Measure/Condition of Approval	Responsible Agency Party	When Monitoring to Occur	Monitoring Frequency	Compliance Verification		
				Initial	Date	Comments
archaeologist for any identified significant cultural resources, pursuant to the requirements of the CEQA Guidelines.						
<u>CUL-2:</u> If human remains are encountered at any time during the development of the project, all work in the vicinity of the find shall halt and the County Coroner and the Lodi Community Development Department shall be notified immediately. The Coroner must contact the Native American Heritage Commission if the remains have been identified as being of Native American descent. At the same time, the applicants and/or their successors shall retain a qualified archaeologist to evaluate the archaeological implications of the find and recommend any mitigation measures that may be required under CEQA; the applicants and/or their successors shall implement those recommendations. The CEQA Guidelines detail steps to be taken when human remains are found to be of Native American origin.	Onsite project manager City of Lodi Planning Division	Ongoing during project development Once upon discovery of cultural resources	Ongoing during project development When potential resources are discovered			
GEOLOGY AND SOILS						
<u>GEO-1:</u> Prior to issuance of a building permit by the City's Building Official, the project proponent shall prepare and submit site-specific geotechnical investigation to the Building Division for review and approval.	City of Lodi Planning Division	Once				
HYDROLOGY AND WATER QUALITY						
<u>HYD-1:</u> Prior to initiating on-site construction, the project proponent shall submit erosion and sedimentation control plan for the project to the City for review and approval. The plan shall include, but not be limited to, the following applicable measures to protect downstream areas from sediment and other pollutants during site grading and construction: i. Proper storage, use, and disposal of construction materials. ii. Removal of sediment from surface runoff before it leaves the site through the use of silt fences, gravel bags, fiber rolls or	Public Works Department	Prior to issuance of a permit				

Mitigation Measure/Condition of Approval	Responsible Agency Party	When Monitoring to Occur	Monitoring Frequency	Compliance Verification		
				Initial	Date	Comments
<p>other similar measures around the site perimeter.</p> <p>iii. Protection of storm drain inlets on-site or downstream of the construction site through the use of gravel bags, fiber rolls, filtration inserts, or other similar measures.</p> <p>iv. Stabilization of cleared or graded slopes through the use of plastic sheeting, geotextile fabric, jute matting, tackifiers, hydro-mulching, revegetation (e.g., hydroseeding and/or plantings), or other similar measures.</p> <p>v. Protection or stabilization of stockpiled soils through the use of tarping, plastic sheeting, tackifiers, or other similar measures.</p> <p>vi. Prevention of sediment tracked or otherwise transported onto adjacent roadways through use of gravel strips or wash facilities at exit areas (or equivalent measures).</p> <p>vii. Removal of sediment tracked or otherwise transported onto adjacent roadways through periodic street sweeping.</p> <p>viii. Maintenance of the above-listed sediment control, storm drain inlet protection, slope/stockpile stabilization measures.</p> <p>ix. All new storm drain inlets and catch basins within the project site shall be marked with prohibitive language and/or graphical icons to discourage illegal dumping per City standards.</p> <p>x. Outdoor areas for storage of materials that may contribute pollutants to the storm water conveyance system shall be covered and protected by secondary containment.</p> <p>xi. Permanent trash container areas shall be enclosed to prevent off-site transport of trash, or drainage from open trash container areas shall be directed to the sanitary sewer system.</p>						

Mitigation Measure/Condition of Approval	Responsible Agency Party	When Monitoring to Occur	Monitoring Frequency	Compliance Verification		
				Initial	Date	Comments
<p>xii. Project design and construction shall be in compliance with the Stormwater Development Standards adopted by the City Council on August 6, 2008. Submit Notice of Intent and pay appropriate fees to the State Water Resources Control Board to obtain coverage under the General Permit for storm water discharges associated with construction activity. Submit Project WDID Number to the City prior to commencement of any clearing, grading or construction activities on the project site. In addition, State-mandated construction site inspections to assure compliance with the City of Lodi Storm Discharge Permit are required. The fee for the inspections is the responsibility of the developer and must be paid prior to permit issuance or commencement of construction operations, whichever occurs first.</p> <p>xiii. Site design that controls runoff discharge volumes and durations shall be utilized, where applicable and feasible, to maintain or reduce the peak runoff for the 10-year, 6-hour storm event in the post-development condition compared to the pre-development condition, or as defined by current water quality regulatory requirements.</p> <p>xiv. Measures that control runoff discharge volumes and durations shall be utilized, where applicable and feasible, on manufactured slopes and newly-graded drainage channels, such as energy dissipaters, revegetation (e.g., hydroseeding and/or plantings), and slope/channel stabilizers.</p>						
<p><u>HYD-2</u>: All new storm drain inlets and catch basins within the project site shall be marked with prohibitive language and/or graphical icons to discourage illegal dumping per City standards.</p>	City of Lodi Planning and Building Divisions	Plan check phase Final inspection				

Mitigation Measure/Condition of Approval	Responsible Agency Party	When Monitoring to Occur	Monitoring Frequency	Compliance Verification		
				Initial	Date	Comments
<u>HYD-3</u> :Outdoor areas for storage of materials that may contribute pollutants to the storm water conveyance system shall be covered and protected by secondary containment.	City of Lodi Planning and Building Divisions	Plan check phase Final inspection				
<u>HYD-4</u> : Permanent trash container areas shall be enclosed to prevent off-site transport of trash, or drainage from open trash container areas shall be directed to the sanitary sewer system.	City of Lodi Planning and Building Divisions	Plan check phase Final inspection				
<u>HYD-5</u> :Project design and construction shall be in compliance with the Stormwater Development Standards adopted by the City Council on August 6, 2008. Submit Notice of Intent and pay appropriate fees to the State Water Resources Control Board to obtain coverage under the General Permit for storm water discharges associated with construction activity. Submit Project WDID Number to the City prior to commencement of any clearing, grading or construction activities on the project site. In addition, State-mandated construction site inspections to assure compliance with the City of Lodi Storm Discharge Permit are required. The fee for the inspections is the responsibility of the developer and must be paid prior to permit issuance or commencement of construction operations, whichever occurs first.	City of Lodi Public Works Department	Plan Check Phase	Ongoing throughout construction			
<u>HYD-6</u> : Site design that controls runoff discharge volumes and durations shall be utilized, where applicable and feasible, to maintain or reduce the peak runoff for the 10-year, 6-hour storm event in the post-development condition compared to the pre-development condition, or as defined by current water quality regulatory requirements.	City of Lodi Public Works Department	Plan Check Phase	Ongoing throughout construction			
<u>HYD-7</u> :Measures that control runoff discharge volumes and durations shall be utilized, where applicable and feasible, on manufactured slopes and newly-graded drainage channels, such as energy dissipaters, revegetation (e.g., hydroseeding and/or plantings), and slope/channel stabilizers.	City of Lodi Public Works Department	Plan Check Phase	Ongoing throughout construction			

Mitigation Measure/Condition of Approval	Responsible Agency Party	When Monitoring to Occur	Monitoring Frequency	Compliance Verification		
				Initial	Date	Comments

NOISE						
<p><u>NOI-1:</u> Prior to initiating on-site construction, the project proponent shall develop a specific plan to reduce construction/demolition noises that include measures to reduce construction/demolition noise to the maximum extent feasible. These measures shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> i. Noise-generating construction activities occurring on weekends in the vicinity of (can be heard from) off-project site shall be limited to the hours of 7:00 A.M. to 6:00 P.M. on Saturdays, with no construction occurring on Sundays or holidays. ii. Construction equipment shall be properly outfitted and maintained with manufacturer recommended noise-reduction devices to minimize construction-generated noise. iii. Stationary construction noise sources such as generators, pumps or compressors shall be located at least 100 feet from noise-sensitive land uses, as feasible. iv. Laydown and construction vehicle staging areas shall be located at least 100 feet from noise-sensitive land uses (i.e., near by residences, public street) as feasible. v. All neighboring land uses that would be subject to construction noise shall be informed at least two weeks prior to the start of each construction project, except in an emergency situation. vi. During final project design and prior to issuance of a building permit, noise from proposed HVAC equipment, including heating, ventilating and air conditioning (HVAC) equipment, shall be analyzed. If predicted noise levels would exceed the adjusted Noise Ordinance limits at the property line during the time periods when the equipment may operate, the applicant shall incorporate additional noise control treatments into the design, such as fan silencers, baffles, and equipment 	<p>City of Lodi Planning Division and Public Works Department</p>	<p>Ongoing throughout the project</p>	<p>Ongoing throughout the project</p>			

Mitigation Measure/Condition of Approval	Responsible Agency Party	When Monitoring to Occur	Monitoring Frequency	Compliance Verification		
				Initial	Date	Comments
screens. The applicant shall submit a report to Planning Department summarizing the analysis and demonstrating that the necessary noise control treatments have been incorporated into the design to meet the Noise Ordinance						
PUBLIC SERVICES						
<u>PUS-1:</u> The following standard mitigation fees are required for the project. The fees listed below are subject to periodic adjustment as provided by the implementing ordinance/resolution. The fee charged will be that in effect at the time of collection indicated above: <ul style="list-style-type: none"> i. Development Impact Mitigation Fees per the Public Works Fee and Service Charge Schedule at the time of building permit issuance. ii. Wastewater Capacity Impact Fee at the time of building permit issuance. iii. County Facilities Fees at the time of building permit issuance. iv. Regional Transportation Impact Fee (RTIF) at the time of building permit issuance. v. Storm water compliance inspection fee prior to building permit issuance or commencement of construction operations, whichever occurs first. 	Public Works Department	Once	At the time of building permit issuance			
TRANSPORTATION/CIRCULATION						
<u>TRA-1:</u> Prior to grading permit issuance, the applicant shall obtain approval of a haul route from the Community Development Director. The applicant shall ensure that loaded trucks are appropriately covered to prevent soil from spilling on the roadway along the haul route.	Community Development Director.	Prior to issuance of permits	Prior to issuance of permits			

Mitigation Measure/Condition of Approval	Responsible Agency Party	When Monitoring to Occur	Monitoring Frequency	Compliance Verification		
				Initial	Date	Comments

UTILITIES AND SERVICE SYSTEMS						
<p><u>UTL-1:</u> Prior to building permit issuance, the applicant shall ensure construction plans and specifications for the project includes the following interior water-conservation measures for the following plumbing devices and appliances:</p> <ol style="list-style-type: none"> i. Reduce water pressure to 50 pounds per square inch or less by means of a pressure-reducing valve; ii. Install water-conserving clothes washers; iii. Install water-conserving dishwashers and/or spray emitters that are retrofitted to reduce flow; and iv. Install one-and-one-half gallon, ultra-low flush toilets. 	<p>City of Lodi Building Division</p>	<p>Once at plan check prior to issuance of building permit</p> <p>At final inspection</p>				
<p><u>UTL-2:</u> Prior to building permit issuance, the applicant shall submit landscape and irrigation plans for the common open space areas for the review and approval of the Community Development Director. Said plans shall incorporate, at a minimum, the following water-conservation measures:</p> <ul style="list-style-type: none"> • Extensive use of native plant materials; • Low water-demand plants; • Minimum use of lawn or, when used, installation of warm season grasses; • Grouped plants of similar water demand to reduce over-irrigation of low water demand plants; • Extensive use of mulch in all landscaped areas to improve the soil's water-holding capacity; and • Drip irrigation, soil moisture sensors, and automatic irrigation systems. 	<p>City of Lodi Building Division</p>	<p>Once at plan check prior to issuance of building permit</p> <p>At final inspection</p>				

RESOLUTION NO. P.C. 10-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LODI CERTIFYING MITIGATED NEGATIVE DECLARATION 09-MND-03 AS ADEQUATE ENVIRONMENTAL DOCUMENTATION FOR TIENDA DRIVE SENIOR HOUSING PROJECT

WHEREAS, the Planning Commission of the City of Lodi has heretofore held a duly noticed public hearing, as required by law, on the requested Mitigated Negative Declaration, Tentative Parcel Map and Site Plan and Architectural Review in accordance with the Government Code and Lodi Municipal Code Chapter 17.84, Amendments; and

WHEREAS, the project proponent is Eden Housing, 22645 Grand Street, Hayward, CA 94541; and

WHEREAS, the property owner is City of Lodi 221 West Pine Street Lodi, CA 95241; and

WHEREAS, the project site is located at 2245 Tienda Drive, Lodi, CA (APN: 027-410-04); and

WHEREAS, the project site is zoned R-2 and R-2, Single Family Residence and carries a General Plan designation of LDR, Low Density Residential; and

WHEREAS, the Community Development Department prepared an Initial Study/Mitigated Negative Declaration for the project, consistent with the California Environmental Quality Act (CEQA), as amended that showed no significant impact to the environment; and

WHEREAS, the Initial Study and Mitigated Negative Declaration (09-MND-03) were circulated and published and posted for a 30-day period between December 7, 2009 through January 5, 2010 and three comments were received from the public and other agencies and all written comments were responded to and incorporated in the Final MND; and

WHEREAS, Notice of Intent to Adopt a Negative Declaration was published on the Lodi News Sentinel on December 12, 2009; and

WHEREAS, the Initial Study/Mitigated Negative Declaration for the project, consistent with the California Environmental Quality Act (CEQA), as amended, found no significant impact to the environment would occur as a result of the project; and

WHEREAS, the proposed Mitigated Negative Declaration utilizes relevant information from the 1991 General Plan Environmental Impact Report, and relies on the General Plan Environmental Impact Report findings of fact and statement of overriding considerations where applicable; and

WHEREAS, all legal prerequisites to the approval of this request have occurred.

NOW, THEREFORE, BE IT FOUND that the Planning Commission of the City of Lodi incorporates the staff report and attachments, Initial Study/Negative Declaration (09-MND-03), and written comments to Initial Study/Negative Declaration, on this matter, and make the following findings:

1. The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of 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 animals or eliminate important examples of the major periods of California history or prehistory, because no evidence

has been found to indicate to this end. The project area has not been identified as being habitat for any rare or endangered flora or fauna.

2. No new impacts were identified in the public testimonies that were not addressed as normal conditions of project approval in the Initial Study.
3. The proposed affordable senior residential development will not result in significant physical change in the environment and will not significantly alter the impervious surface.
4. The Mitigated Negative Declaration has been prepared in compliance with CEQA, the State CEQA Guidelines, and applicable local regulations and as amended/revised is determined to be complete and final.
5. That Mitigated Negative Declaration 09-MND-03 and its supporting documentation are located at the office of the Community Development Director, 221 West Pine Street, Lodi, CA.
6. That the Planning Commission has reviewed and considered the information contained in said Mitigated Negative Declaration.
7. The designs of the proposed affordable senior residential development is properly planned thus limiting the potential to degrade environment and the construction and operation of the project will not directly or indirectly cause substantial adverse impacts to the environment.
8. The proposed affordable senior residential development will not be detrimental to the health, morals, comfort or welfare of persons residing or working in the neighborhood, or to property or improvements in the neighborhood, or will not be contrary to the general public welfare.
9. Construction of the proposed affordable senior residential development will not be permitted until the City adopts a new General Plan, which designated the project site as Mixed Use zoning district.
10. The project complies with all of the City's development standards, with the exception of one requested concession related to reduction in parking requirements. Per the provisions of State Bill 1818, the project proponent is entitled to three concessions because they are proposing to provide 100% affordable housing. The City is required to grant the applicant these concessions in order to promote the development of affordable housing.

NOW, THEREFORE, BE IT DETERMINED, AND RESOLVED, that the Lodi Planning Commission hereby certifies Negative Declaration (08-ND-01) as an adequate environmental documentation for the proposed project.

1. Prior to any ground disturbance, the City of Lodi Public Works Department shall notify the San Joaquin County Council of Governments (SJCOG, Inc), and shall schedule a pre-ground disturbance survey, to be performed by an SJMSCP biologist, to determine applicable Incidental Take Minimization Measures (ITMMS). The City shall not authorize any form of site disturbance until it receives an Agreement to Implement ITMMS from SJCOG, Inc.
2. All mitigation measures, which mitigate or avoid the most significant environmental impacts for the project site, as identified in the Mitigated Negative Declaration and Mitigation Monitoring Program, shall be made conditions of approval of development of the proposed project.

3. A Notice of Determination (NOD) shall be filed with the County Clerk within 5-working days following approval of the project. Appropriate Department of Fish and Game fees shall be filed.

Dated: February 10, 2010

I hereby certify that Resolution No. 10- was passed and adopted by the Planning Commission of the City of Lodi at a regular meeting held on February 10, 2010 by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ATTEST: _____
Secretary, Planning Commission

RESOLUTION NO. P.C. 10-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LODI APPROVING THE REQUEST OF EDEN HOUSING FOR A TENTATIVE PARCEL MAP TO DIVIDE ONE PARCEL INTO TWO PARCELS AT 2245 TIENDA DRIVE, FOR A VARIANCE TO REDUCE REQUIRED PARKING SPACES AND APPROVE THE SITE PLAN AND ARCHITECTURE OF THE PROPOSED SENIOR AFFORDABLE HOUSING DEVELOPMENT AT 2245 TIENDA DRIVE

- WHEREAS**, the Planning Commission of the City of Lodi has heretofore held a duly noticed public hearing, as required by law, on the requested Tentative Parcel Map as required by Lodi Municipal Code Chapter 16.08 and the Subdivision Map Act; and
- WHEREAS**, the project proponent is Eden Housing, 22645 Grand Street, Hayward, CA 94541; and
- WHEREAS**, the property owner is City of Lodi 221 West Pine Street Lodi, CA 95241; and
- WHEREAS**, the project site is located at 2245 Tienda Drive, Lodi, CA (APN: 027-410-04); and
- WHEREAS**, the project site is zoned R-2 and R-2, Single Family Residence and carries a General Plan designation of LDR, Low Density Residential; and
- WHEREAS**, the proposed project is Tentative Parcel Map intended to create two parcels from one parcel for purposes of affordable senior residential development; and
- WHEREAS**, the proposed affordable senior residential development project complies with all of the City's development standards, with the exception of one requested concession related to reduction in parking requirements and per the provisions of State Bill 1818, the project proponent is entitled to three concessions because they are proposing to provide 100% affordable housing; and
- WHEREAS**, the project proponent seeks concessions to allow reduced parking spaces pursuant to the provisions of State Bill 1818 and the City finds no basis to deny the request; and
- WHEREAS**, the Community Development Department prepared an Initial Study/Mitigated Negative Declaration for the project, consistent with the California Environmental Quality Act (CEQA), as amended that showed no significant impact to the environment; and
- WHEREAS**, the Initial Study and Mitigated Negative Declaration (09-MND-03) were circulated and published and posted for a 30-day period between December 7, 2009 through January 5, 2010 and three comments were received from the public and other agencies and all written comments were responded to and incorporated in the Final MND; and
- WHEREAS**, Notice of Intent to Adopt a Negative Declaration was published on the Lodi News Sentinel on December 12, 2009; and
- WHEREAS**, the Initial Study/Mitigated Negative Declaration for the project, consistent with the California Environmental Quality Act (CEQA), as amended, found no significant impact to the environment would occur as a result of the project; and
- WHEREAS**, the proposed Mitigated Negative Declaration utilizes relevant information from the 1991 General Plan Environmental Impact Report, and relies on the General Plan Environmental Impact Report findings of fact and statement of overriding considerations where applicable; and
- WHEREAS**, all legal prerequisites to the approval of this request have occurred.

Based upon the evidence in the staff report and project file, the Planning Commission makes the following findings:

1. A Mitigated Negative Declaration was prepared in compliance with the City's adopted CEQA guidelines. Mitigation measures have been identified for all potentially significant impacts caused by the development of this project.
2. That the site for the proposed Tentative Parcel Map is adequate in size and is so shaped as to accommodate said use, as well as, all yards, spaces, walls, fences, landscaping, and any other features necessary to adjust said use with the land and uses in the neighborhood and make it compatible thereto.
3. The site is suitable for the proposed density of residential development.
4. The proposed Tentative Parcel Map does not conflict with easements, acquired by the public at large, for access through or use of property within the proposed map.
5. The proposed Tentative Parcel Map can be served by all public utilities.
6. The proposed use of the vacant lot at the project site is compatible with the nearby existing uses and will not be detrimental to the health, safety, morals, comfort and general welfare of persons residing in the surrounding neighborhood.
7. The design of the Tentative Parcel Map is unlikely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat and the proposed Tentative Parcel Map is consistent with the Multi-Species Habitat Conservation Plan (MSHCP).
8. The Tentative Parcel Map complies with the requirements of Chapter 16.08 of the Lodi Municipal Code regulating Tentative Maps.
9. None of the mandatory findings for tentative map denial within the State Subdivision Map Act, § 66474 apply to this proposal. Construction of the proposed affordable senior residential development will not be permitted until the City adopts a new General Plan, which designated the project site as Mixed Use zoning district.
10. The project complies with all of the City's development standards, with the exception of one requested concession related to reduction in parking requirements. Per the provisions of State Bill 1818, the project proponent is entitled to three concessions because they are proposing to provide 100% affordable housing. The City is required to grant the applicant these concessions in order to promote the development of affordable housing.
11. The existing urban neighborhood is developed with a mix of single family development, institutional use, retail development, and service uses in a variety of architectural styles. The proposed use and scale of the development is appropriate for an infill project and complementary to the land uses in the vicinity. The surrounding multi-family development (to the south) is similar in bulk and height to the proposed development. An early contemporary architectural theme is used to help the building fit in aesthetically with the existing buildings in the surrounding area and the landscape and open space suits Roget Park.

NOW, THEREFORE, BE IT FOUND, DETERMINED AND RESOLVED by the Planning Commission of the City of Lodi that Tentative Parcel Map Number: 09-P-01 is hereby approved, subject to the following conditions, which are required for the subject project per City codes and standards unless noted otherwise:

Community Development Department, Planning:

- 1) The project proponent owner will defend, indemnify, and hold the City, its agents, officers, and employees harmless of any claim, action, or proceeding to attack, set aside, void, or annul this Tentative Parcel Map, so long as the City promptly notifies the developer of any claim, action, or proceedings, and the City cooperates fully in defense of the action or proceedings.
- 2) The Tentative Parcel Map shall expire within 24 months of Planning Commission approval or a time extension must be granted by the Planning Commission.

- 3) The Final Map shall be in substantial conformance to the approved Tentative Parcel Map, as conditioned, and that any future development shall be consistent with applicable sections of the Municipal Code.
- 4) The proposed 80 unit senior affordable housing project shall be built in compliance with the approved plans on file with the Planning Division. The proposed buildings constructed on the new parcels shall be subject to lot coverage, parking and all other Zoning code development requirements.
- 5) The applicant shall submit appropriate plans to the Community Development Department for plan check and building permit. The plans shall include architectural features such as the colors, elevation, materials including all other elements approved by the Planning Commission. Any modifications to these plans must be approved by the Department of Community Development staff prior to the changes on the working drawings or in the field. Changes considered substantial by the Planning staff must be reviewed by the Planning Commission. The determination of whether or not a change is substantial shall be made by the Director of Community Development.
- 6) No building permit shall be issued for grading, clearing, construction, development or redevelopment the project parcel until the City of Lodi updates its 1991 General Plan and the new General Plan is in full effect.
- 7) Landscaping materials indicated on the conceptual landscape and irrigation plan may be changed per the review of the Community Development Director but shall not be reduced in amount.
- 8) Prior to issuance of grading or building permits, plans shall be reviewed and approved by the Department of Community Development to ensure compliance with the plans approved by the Planning Commission. The plans shall comply with the conditions contained herein, the City of Lodi Municipal Code, and all City Resolutions and Ordinances.
- 9) Prior to placement of any fencing, a fencing plan shall be submitted for review and approval by the Planning Department.
- 10) The subject property shall be developed, maintained, and operated in full compliance with the conditions of this approval and any law, statute, ordinance or other regulation applicable to any development or activity on the subject property. Failure of the applicant or its successors to cease any development or activity not in full compliance shall be a violation of these conditions. Any violation of the conditions of approval may result in the revocation of this approval.
- 11) All ground and roof-mounted equipment is required to be fully screened from view. Upon final inspection, Planning Division staff may require additional screening if warranted, through landscaping, walls or a combination thereof.
- 12) All exterior lights shall be subject to the provisions set forth in the Lodi Municipal Code. The plans shall demonstrate that lighting fixtures on the building and grounds shall be designed and installed so as to contain light on the subject property and not spill over onto adjacent private properties or public rights-of-way.
- 13) Prior to commencement of construction, all necessary building permits must be obtained from the Building and Safety Division.
- 14) The applicant shall provide the construction contractor(s) and each subcontractor related to the project a copy of the final project Conditions of Approval. The applicant and the City agree that these conditions shall be enforceable through all legal and equitable remedies, including the imposition of fines against each and every person who conducts any activity on behalf of the applicant on or near the project site. The applicant, property owner, and general

construction contractor are ultimately responsible for all actions or omissions of a subcontractor.

- 15) A plan must be submitted to the Planning Division that shows any construction vehicle parking and any potential construction vehicle stacking on the public street. The plan shall also contain measures to reduce the impact of construction traffic on the neighboring properties. The plan shall be approved by the Community Development Director and the Public Works Director or their designees prior to the issuance of any permits.
- 16) The units shall be rented to persons above the age of 55 who qualify as low income earning between thirty (30) and sixty (60) percent of Area Median Income. A deed restriction shall be approved as to form by the City Attorney.
- 17) Prior to initiating on-site construction, the project proponent shall develop a specific plan to reduce construction/demolition noises that include measures to reduce construction/demolition noise to the maximum extent feasible. These measures shall include, but are not limited to, the following:
 - i. Noise-generating construction activities occurring on weekends in the vicinity of (can be heard from) off-project site shall be limited to the hours of 9:00 A.M. to 6:00 P.M. on Saturdays, with no construction occurring on Sundays or holidays.
 - ii. Construction equipment shall be properly outfitted and maintained with manufacturer recommended noise-reduction devices to minimize construction-generated noise.
 - iii. Stationary construction noise sources such as generators, pumps or compressors shall be located at least 100 feet from noise-sensitive land uses, as feasible.
 - iv. Laydown and construction vehicle staging areas shall be located at least 100 feet from noise-sensitive land uses (i.e., near by residences, public street) as feasible.
 - v. All neighboring land uses that would be subject to construction noise shall be informed at least two weeks prior to the start of each construction project, except in an emergency situation.
 - vi. During final project design and prior to issuance of a building permit, noise from proposed HVAC equipment, including heating, ventilating and air conditioning (HVAC) equipment, shall be analyzed. If predicted noise levels would exceed the adjusted Noise Ordinance limits at the property line during the time periods when the equipment may operate, the applicant shall incorporate additional noise control treatments into the design, such as fan silencers, baffles, and equipment screens. The applicant shall submit a report to Planning Department summarizing the analysis and demonstrating that the necessary noise control treatments have been incorporated into the design to meet the Noise Ordinance limit.
- 18) Project construction and operation shall comply with all the mitigation measures in the Mitigation Monitoring Reporting Program (MMRP) and a copy of the MMRP shall be kept on the job site at all times.
- 18) Any fees due the City of Lodi for processing this Project shall be paid to the City within thirty (30) calendar days of final action by the approval authority. Failure to pay such outstanding fees within the time specified shall invalidate any approval or conditional approval granted. No permits, site work, or other actions authorized by this action shall be processed by the City, nor permitted, authorized or commenced until all outstanding fees are paid to the City.

Community Development Department, Building:

- 19) The project shall conform to all accessibility requirements of 2007 California Building Code, Chapters 11A and/or 11B, as applicable.

- 20) Fire rating of exterior walls and protection of openings shall be provided, as may be required, due to location on property and fire separation distance from other buildings and structures on the property.
- 21) Building height and area shall conform to the limits of 2007 CBC, Table 503, based on Construction Type for the R-2 Occupancy, and as modified by Sections 504 through 507
- 22) All plan submittals shall be based on the City of Lodi Building Regulations and currently adopted 2007 California Building code. Please review our policy handouts for specific submittal procedures.

Public Works Department, Engineering:

- 23) Existing and proposed utilities are not shown on the site plan. Comments will be provided when plans are submitted for issuance of a building permit. A civil site plan showing existing and proposed water and wastewater services, storm drainage and site topography needs to be submitted at that time.
- 24) All project design and construction shall be in compliance with the Americans with Disabilities Act (ADA). Project compliance with ADA standards is the developer's responsibility.
- 25) Project design and construction shall be in compliance with the Stormwater Development Standards adopted by the City Council on August 6, 2008. Submit Notice of Intent and pay appropriate fees to the State Water Resources Control Board to obtain coverage under the General Permit for storm water discharges associated with construction activity. Submit Project WDID Number to the City prior to commencement of any clearing, grading or construction activities on the project site. In addition, State-mandated construction site inspections to assure compliance with the City of Lodi Storm Discharge Permit are required. The fee for the inspections is the responsibility of the developer and must be paid prior to permit issuance or commencement of construction operations, whichever occurs first.
- 26) The trash enclosure should be wide enough to provide separate containers for recyclable materials and other solid waste.
- 27) The proposed driveway shall be a commercial driveway conforming to Standard Plan 114. The driveway location shall conform to City of Lodi Design Standards §1.400, including distances from property lines and above ground public facilities such as fire hydrants.
- 28) Payment of the following:
 - a) Filing and processing fees and charges for services performed by City forces per the Public Works Fee and Service Charge Schedule.
 - b) Development Impact Mitigation Fees per the Public Works Fee and Service Charge Schedule at the time of building permit issuance.
 - c) Wastewater Capacity Impact Fee at the time of building permit issuance.
 - d) County Facilities Fees at the time of building permit issuance.
 - e) Regional Transportation Impact Fee (RTIF) at the time of building permit issuance.
 - f) Storm water compliance inspection fee prior to building permit issuance or commencement of construction operations, whichever occurs first.

The above fees are subject to periodic adjustment as provided by the implementing ordinance/resolution. The fee charged will be that in effect at the time of collection indicated above.

- 29) An encroachment permit issued by the Public Works Department is required for the following work:
 - a) All work in the Tienda Drive right-of-way including, but not limited to, driveways, sidewalk and connection to the storm drain, water, or wastewater mains.

Electric Utility Department:

- 23) Existing and proposed utilities are not shown on the site plan. Comments will be provided when plans are submitted for issuance of a building permit. A civil site plan showing existing and proposed water and wastewater services, storm drainage and site topography needs to be submitted at that time.
- 30) The developer shall prepare legal description for easements and submit to the Lodi Electric Department, Engineering Division.
- 31) The Developer shall prepare and submit complete set of plans including Electric Drawings and Load Calculations. Please contact the Lodi Electric Utility Department for location of easements and requirements.
- 32) The Developer to pay for Electric Utility Department changes in accordance with the Electric Department's Rules.

Dated: February 10, 2010

I hereby certify that Resolution No. 10- was passed and adopted by the Planning Commission of the City of Lodi at a regular meeting held on February 10, 2010, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ATTEST: _____
Secretary, Planning Commission

***Use Permit and SPARC for COSTCO Wholesale
at the South West Corner of Harney Lane and HWY 99***

Item 3b.

**LODI
PLANNING COMMISSION
Staff Report**

MEETING DATE: February 10, 2010

APPLICATION NO: Use Permit 09-U-15
Site Plan and Architectural Review 09-SP-06

REQUEST: Request for Planning Commission approval of a Use Permit to allow the sale of alcoholic beverages and approve the SPARC application concerning the COSTCO Wholesale building. (Applicant: David Babcock, on behalf of COSTCO Wholesale. File Number: 09-U-15 and 09-SP-15).

LOCATION: 322 East Harney Lane. Approximately 15 acres located at the southwest corner of Harney Lane and State HWY 99.

APPLICANT: David Babcock, 3581 Mount Diablo Blvd., Suite 235, Lafayette, CA, CA 94549

PROPERTY OWNER: San Joaquin Valley Land Company LLC, 1420 S. Mills Ave., Suite K, Lodi, CA 95242

RECOMMENDATION: Staff recommends that the Planning Commission approve the Use Permit and SPARC requests subject to the conditions listed in the attached draft resolution.

PROJECT/AREA DESCRIPTION

General Plan Designation: NCC- Neighborhood Community Commercial.

Zoning Designation: Planned Development (39).

Property Size: Approximately 15 acres

Adjacent General Plan, Zoning and Land Use:

	General Plan	Zone	Land Use
North	LDR, Low density residential; MDR, Medium density residential	Planned Development (39)	Residences
South	NCC, community commercial and O –Office	Planned Development (39)	Vacant parcels and Blue Shield office.
East	GA, General Agriculture (San Joaquin County)	AG-40, Agricultural Uses (San Joaquin County)	State Highway 99, and east of that Agricultural, residential and cemetery uses.
West	NCC, community commercial and O –Office	Planned Development (39)	Agricultural Uses and east of that are residential uses within the Reynolds Ranch annexation.

BACKGROUND:

The Reynolds Ranch project was annexed in to the City of Lodi in 2006 as a mixed-use development. As part of the annexation process, an environmental impact report was prepared and certified, new General Plan and zoning designations were approved and a Development Agreement was signed. The development includes retail and residential uses, public park, fire station, self-storage facility, and the Blue Shield office complex, a major component of the development. Subsequently, portions of the project site have been developed, including the 20.5 acre Blue Shield office complex as well as some of the street and infrastructure improvements. Surrounding uses to this component consist of residential uses to the north, office uses to the south, commercial zoned vacant land to the west, and State Hwy. 99 as well as a single family dwelling to the east.

In the summer of 2008, the developer submitted applications for a General Plan Amendment that would increase the size of the commercial acreage from 40.5 acres to 75.6 acres, reduce the residential acreage from 96.6 acres to 78 acres, eliminate the school site, amend the environmental impact report (EIR), amend the Land Use map for Planned Development (39) to reflect the general plan changes requested, and approve a Vesting Tentative Map. The applicant's request was first considered by the Planning Commission at its hearing of August 27, 2008 and continued to September 10, 2008. At that hearing, the Planning Commission approved the Vesting Tentative Map and recommended the City Council amend the General Plan for the Reynolds Ranch development. The City Council, acting upon the Planning Commission's recommendation for approval, amended the General Plan at their meeting of September 17, 2008.

ANALYSIS

Use Permit:

COSTCO Wholesale is seeking approval of a Use Permit that would allow a Type 21 Off-Sale General ABC license. Type 21 ABC license authorizes the sale of beer, wine, and distilled spirits for consumption off the license premises where sold. Typically, grocery stores, gas stations and neighborhood stores have Type 21 ABC licenses. The Planning Commission has previously found that the sale of alcoholic beverages is incidental to a grocery store operation and that is what is being requested.

The project area belongs to Census Tract 41.02. Census Tract 41.02 covers the area Curry Avenue, east of Lower Sacramento Road, South of Harney Lane and north of Hogan Lane (approximately .16 miles north of Hogan Lane). According to ABC, Census Tract 41.02 contains 3 existing off-sale licenses with 5 licenses allowed based on the ABC criteria. Because this census tract is not over-concentrated, the Planning Commission does not need to make a finding of public necessity and/or convenience in order to approve the Use Permit.

Site Plan and Architecture Review:

The petitioner requests approval of site plan and architecture of the proposed COSTCO Wholesale warehouse and the surrounding site improvements. The project site consists of the Costco Wholesale building as well as associated gas pumps and parking areas on an approximately 15.35 acre lot located at 322 East Harney Lane. The applicant has submitted preliminary elevations, landscape plans, conceptual signage for the development and location of a gas station. As illustrated on the plans, COSTCO Wholesale warehouse would measure 148,234 square feet and includes a gas station with six one-way lanes for fuel dispensing (16-pump stations). The COSTCO building would be located on the northeast portion of the project site, and the building entrance would face southwest toward the main interior parking lot and Reynolds Ranch Parkway. The architectural theme of the building is a contemporary style and uses construction materials commonly used in commercial shopping center developments such as concrete masonry block and metal panels. The body of the building includes split face concrete masonry block, architectural box-

ribbed and textured metal wall panels with accent awnings in warm earth tone colors. The store would have one customer entrance located at the southwest corner. Lighting fixtures are distributed approximately every 40 feet around the exterior of the building. The proposed COSTCO Wholesale warehouse is subject to the requirements of the City's Section 17.58 of the Municipal Code Design Standards for Large Retail Establishments.

The intent of the building design is to emulate similar materials, colors, and textures of Costco warehouse and gasoline stations located elsewhere. The body of the building is broken up by an offset parapet, articulated entry vestibule, and accent wall materials and colors. These architectural articulations are applied throughout the building. The northern elevation, which is adjacent to Harney Lane and residential property across the street, receives identical architectural treatment as the rest of the building. Due to the uncertainty of the timeframe for final development of a shopping center, Staff has analyzed the proposal to determine if the project can function as a stand alone development while at the same time, be incorporated into the final shopping center site design and layout. Although no application has been made for the rest of the shopping center, staff expects the rest of the shopping center to establish visually harmonious architectural theme and identity as required by the City's large scale retail ordinance which mandates the architecture and signs of a shopping center work together to establish a coherent visual identity.

As mentioned previously, the COSTCO Wholesale warehouse includes an associated gas station. The gas station includes a 2,816 square foot canopy and will be located in the southeast corner of the site along the main Reynolds Ranch Development drive and adjacent to Highway 99. A 75 square foot controller enclosure will be on the north side of the fuel station. It will be built with steel walls and finished with paint to match the warehouse building colors. There will be four covered fueling bays, each with two gas pumps which could fuel two cars each. The gas station will thus have fueling capacity for 16 cars at a time. The fueling station will also have eight stacking lanes which will allow 40 cars to wait for pumps at any given time in addition to the 16 at the fueling pumps. The gas station is automated and self-serving facility requiring a membership card. The gas station hours are identical to the warehouse hours of operation, which is Monday through Friday from 10:00 am to 8:30 pm, Saturday from 9:30 am to 6:00 pm, and Sunday from 10:00 am to 6:00 pm. Since the gas station functions as a complimentary use to the retail, there are a large proportion of shared trips between the two, which indicates that there is a minimal amount of additional trips generated by the gas station. While staff is generally supportive of the proposed architectural articulations, there are few site plan modifications that are being recommended.

Traffic Circulation/Parking

The site plan indicates two access points along the frontage on Harney Lane. The main access to the proposed shopping center is provided from Harney Lane via Reynolds Ranch Parkway. The main entrance to the project parking lot is from the proposed signaled drive which intersects Reynolds Ranch Parkway. A secondary access point is provided from Harney Lane, which is restricted to right in/right out movement. Traffic access to the shopping center is also provided from the south, though this has limited access at the moment. The project necessitates off-site improvements such installation of sidewalks, curbs and gutter along Harney Lane. Improvements to Harney Lane are proposed to occur in two phases. The initial phase will widen the street from roughly Stockton Street to the entry into the shopping center east of Reynolds Ranch Parkway. Transitional improvements will occur from that drive to the Hwy. 99 overpass. These improvements will need to be implemented prior to issuance of Certificate of Occupancy. The ultimate improvements will include a new overpass and ramps. There will be a grade difference between the existing condition and the northeast corner of the shopping center of approximately 15 feet.

Onsite parking is provided on the south and west of the COSTCO building in order to reduce the visual impact of one large paved surface. The Costco development, including the proposed gas station, requires a total 742 parking spaces (General Retail 5/1000), 755 spaces are being provided (5.09/1000), which includes fifteen ADA compliant parking stalls are also provided. The City's large box ordinance states that maximum number of off-street parking spaces cannot exceed five spaces for every one thousand square feet of building space. In this case, the applicants have provided thirteen (13) more spaces than the maximum allowable parking spaces. As shown on the site plan, there are a total of nine cart corrals distributed throughout the parking lot. Staff recommends the applicants provide at least one cart corral per driving isle in order to reduce the total number of parking spaces to conform to applicable City rules and to provide safe and pleasant shopping experience to their customers. In addition, the proposed cart corrals should be permanent with a design that is consistent with the theme of the COSTCO Wholesale building and the balance of the center.

Landscape/Signage

Projects of this size are required to provide one tree for every 500 square feet of open space and one shade tree for each 4 parking spaces. The applicant has submitted a generic landscape plan, which calls for various large shade trees, smaller trees, shrubs and ground covers distributed throughout the parking lot and on the north and east edges of the project site. Given the size of the building, the project proponent is required to provide 193 larger shade (parking lots trees) distributed within the parking lot interior and additional one tree for every 500 open space. According to the applicant project description, a substantial amount of the proposed plant material for the new site is drought tolerant and will use less water than other common species. The proposed irrigation system will use deep root watering bubblers for parking lot shade trees to minimize usage and ensure that water goes directly to the intended planting areas.

The approval of project signage is not a part of the current review and would be subject to City of Lodi codes and requirements to ensure they complement the building architecture and landscaping of the building. Signage applications and approvals would be completed separately. However, the applicant have illustrated the location and design of the signs they intend to use. The wall signs consist of the trademark red and blue raised reverse pan metal letters. It is unclear at the moment if the project will include free standing signs.

The proposed development is consistent with the City's General Plan and is an attractive addition to the City in that the proposed Costco warehouse and gasoline station will provide much needed services to the City of Lodi and enhance the City's economic viability and increase the tax base. The proposed Costco warehouse and associated gasoline station will not only add to the city's tax base but will also provide employment opportunities for residents. The COSTCO building is in full conformance with the City's Section 17.58 of the Municipal Code Design Standards for Large Retail Establishments. These standards were adopted in 2004 specifically to deal with the design of large scale retail establishments like COSTCO. The applicant has met or exceeded each of these standards as presented and conditioned. Therefore, staff is recommending that the Planning Commission approve this request.

As mentioned previously, the Costco building has frontage along Harney Lane, but ultimately this frontage will be separated by as much as 15 feet. The interim and ultimate conditions will be quite different. We believe the City code requires that a decorative masonry wall be constructed at the top of slope along this frontage. However, this will have to be done with the ultimate improvements as the grade difference will not exist until this project is complete. A condition of approval has been included in the Resolution to accommodate this situation.

PUBLIC HEARING NOTICE:

Legal Notice for the Use Permit was published on January 27, 2010. 52 public hearing notices were sent to all property owners of record within a 300-foot radius of the subject property as required by California State Law §65091 (a) 3. Public notice also was mailed to interested parties who had expressed their interest of the project. No protest letter has been received.

ALTERNATIVE PLANNING COMMISSION ACTIONS:

- Approve with additional/different conditions
- Deny the Use Permit/SPARC
- Continue the requests

Respectfully Submitted,

Concur,

Immanuel Bereket
Assistant Planner

Konradt Bartlam
Community Development Director

ATTACHMENTS:

- A. Vicinity Map
- B. Site Plan
- C. Resolution

COSTCO WHOLESALE

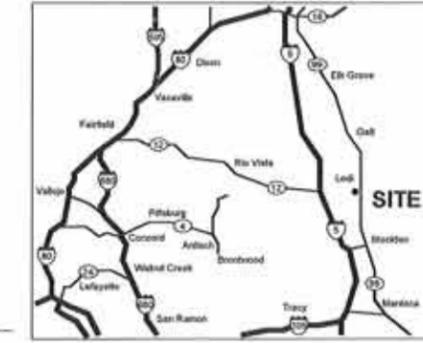
HARNEY LANE AND HIGHWAY 99

LODI, CALIFORNIA

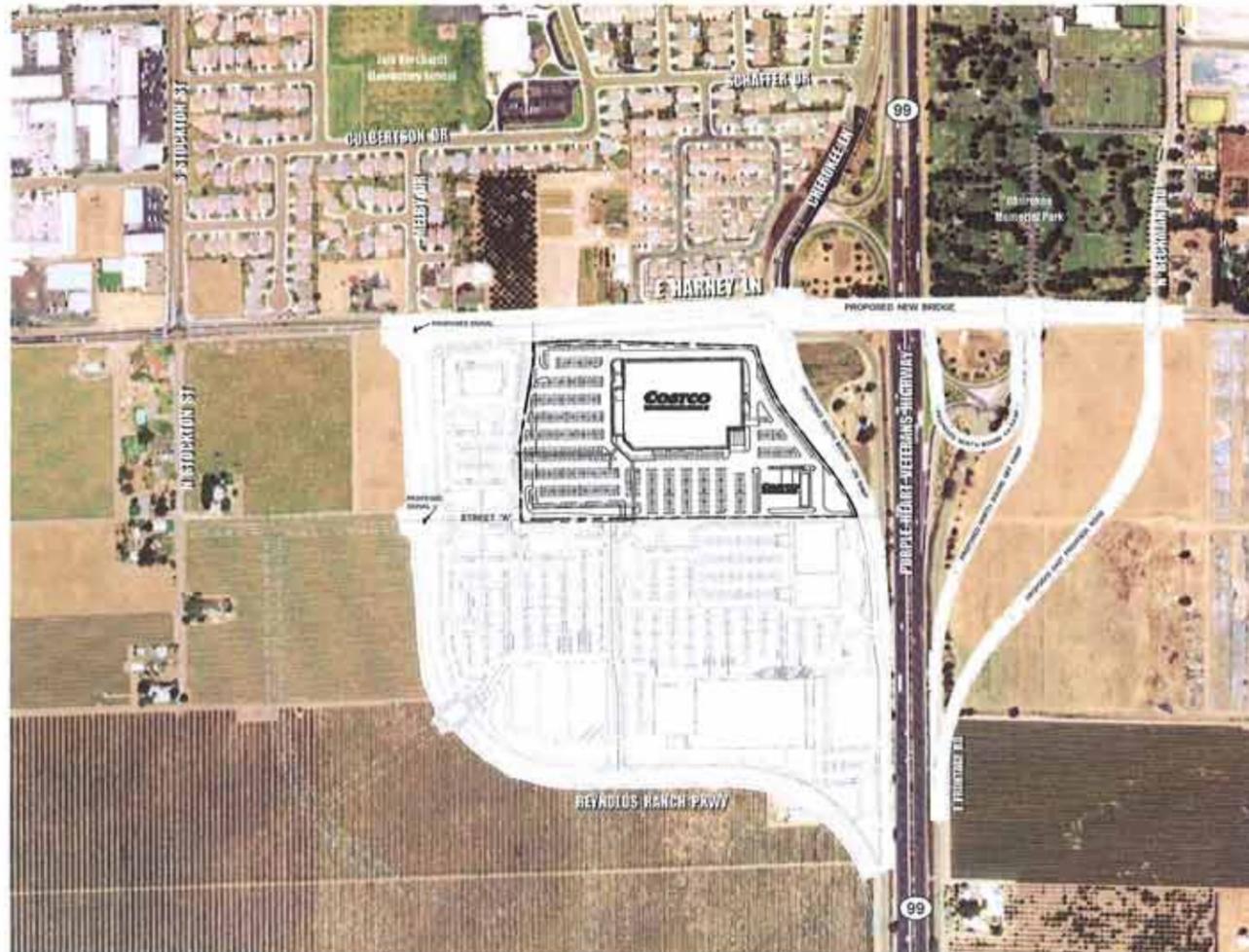
SPARC & CUP APPLICATION



VICINITY MAP
N.T.S.



REGIONAL MAP
N.T.S.



SHEET INDEX

- 1 TITLE SHEET
- 2 SITE UTILIZATION MAP
- 3 CONCEPT SITE PLAN
- 3.2 TRUCK SWEEP PATHS
- 4 CONCEPT FLOOR PLAN
- 5 CONCEPT ELEVATIONS
- 6 CONCEPT LANDSCAPE PLAN



HARNEY LN. & HWY. 99
LODI, CA

DAVID BABCOCK
& ASSOCIATES

2010 SUT DUMBLE RD., SUITE 201
LAPORTE, CALIFORNIA 94556
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0008.P.119
FEBRUARY 5, 2010
TITLE SHEET

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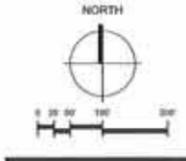
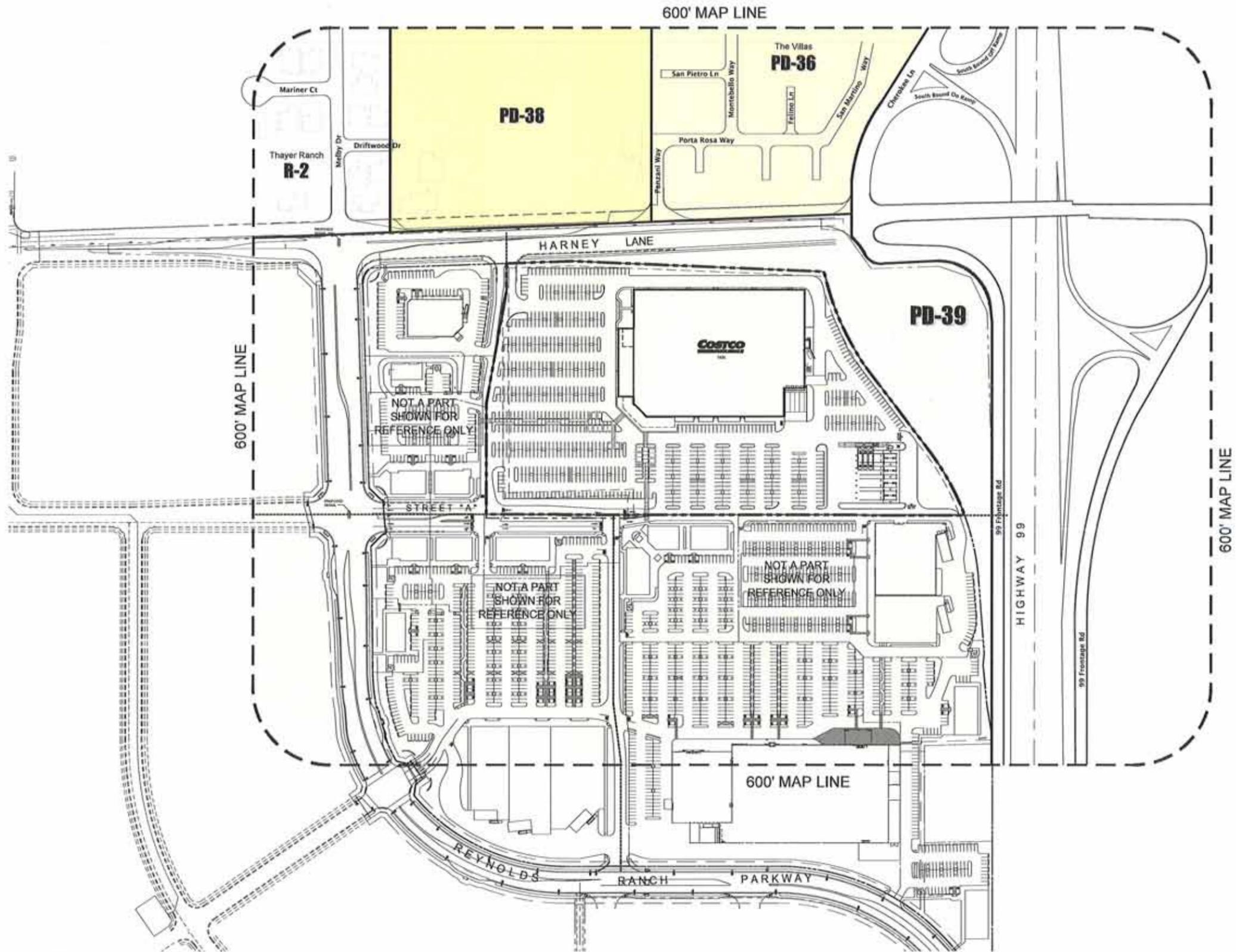
TITLE SHEET



LODI, CALIFORNIA

ZONING LEGEND

-  R-2 SINGLE FAMILY RESIDENTIAL
- PD, PLANNED DEVELOPMENT**
-  PD-36
-  PD-38
-  PD-39



HARNEY LN. & HWY. 99
LODI, CA

DAVID BABCOCK & ASSOCIATES

10000 SHARLOTTES BLVD, SUITE 200
LAFAYETTE, CALIFORNIA 94549
TEL: (925) 291-9000 FAX: (925) 291-4021
www.dbabcock.com

0008.P.119
FEBRUARY 5, 2010
SITE UTILIZATION
MAP



SITE UTILIZATION MAP

PROJECT DATA

CLIENT: COSTCO WHOLESALE
 999 LAKE DRIVE
 ISSAQUAH, WA 98027

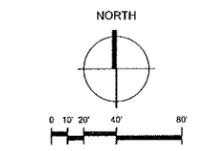
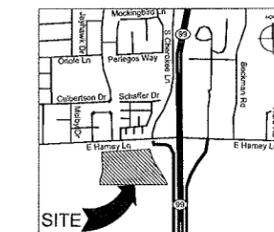
PROJECT ADDRESS: HARNEY LANE AND HWY 99
 LODI, CALIFORNIA

PROPOSED
 COSTCO PARCEL: 15.05 ACRES (655,761.87 S.F.)
 JURISDICTION: CITY OF LODI

BOUNDARIES
 INFORMATION: THIS PLAN HAS BEEN PREPARED
 BY USING DIGITAL DATA PROVIDED
 BY RSC ENGINEERING.

BUILDING DATA:	
TOTAL BUILDING AREA	148,234 S.F.
PARKING DATA:	
PARKING PROVIDED:	
# 10' WIDE STALLS	740 STALLS
#/HC HANDICAP STALLS	15 STALLS
TOTAL PARKING	(5.09/1000) 755 STALLS
CITY PARKING REQUIRED (5.0/1000 MAX.)	742 STALLS

VICINITY MAP

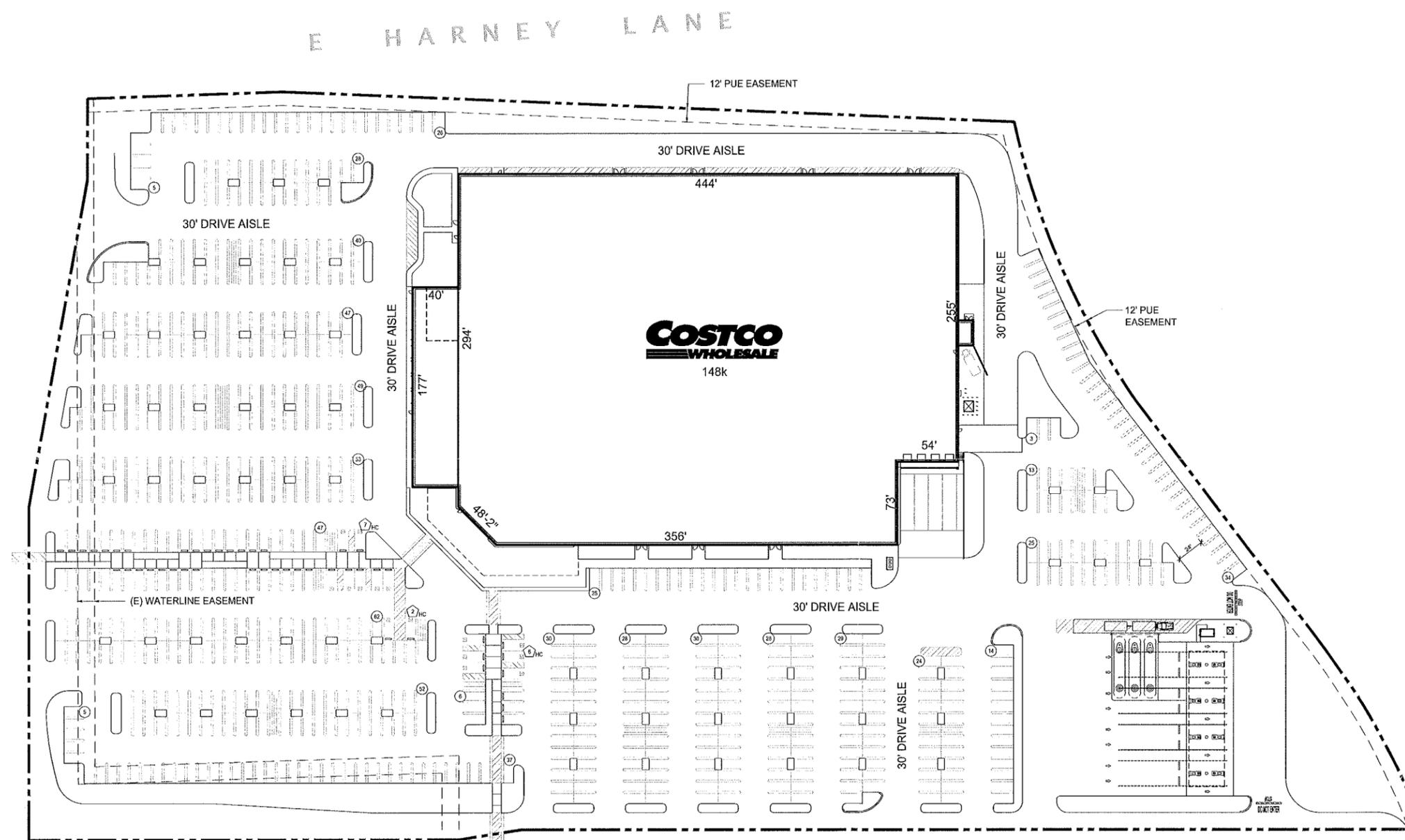


HARNEY LN. & HWY. 99
 LODI, CA

DAVID BABCOCK
 & ASSOCIATES

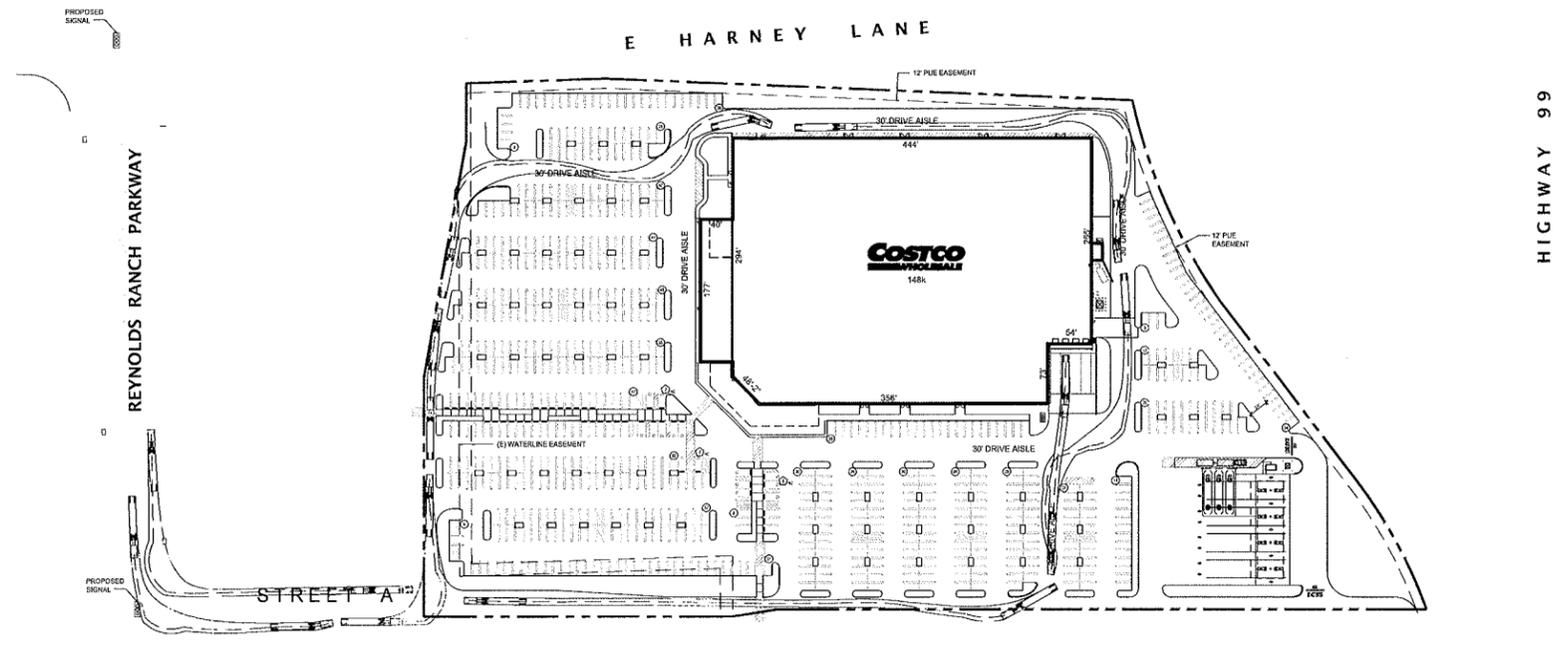
3581 MT. DIABLO BLVD., SUITE 215
 LAFAYETTE, CALIFORNIA 94509
 TEL: (925) 283-5070 FAX: (925) 283-4823
 www.dabcock.com

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 FEBRUARY 5, 2010
 CONCEPT
 SITE PLAN 1.30

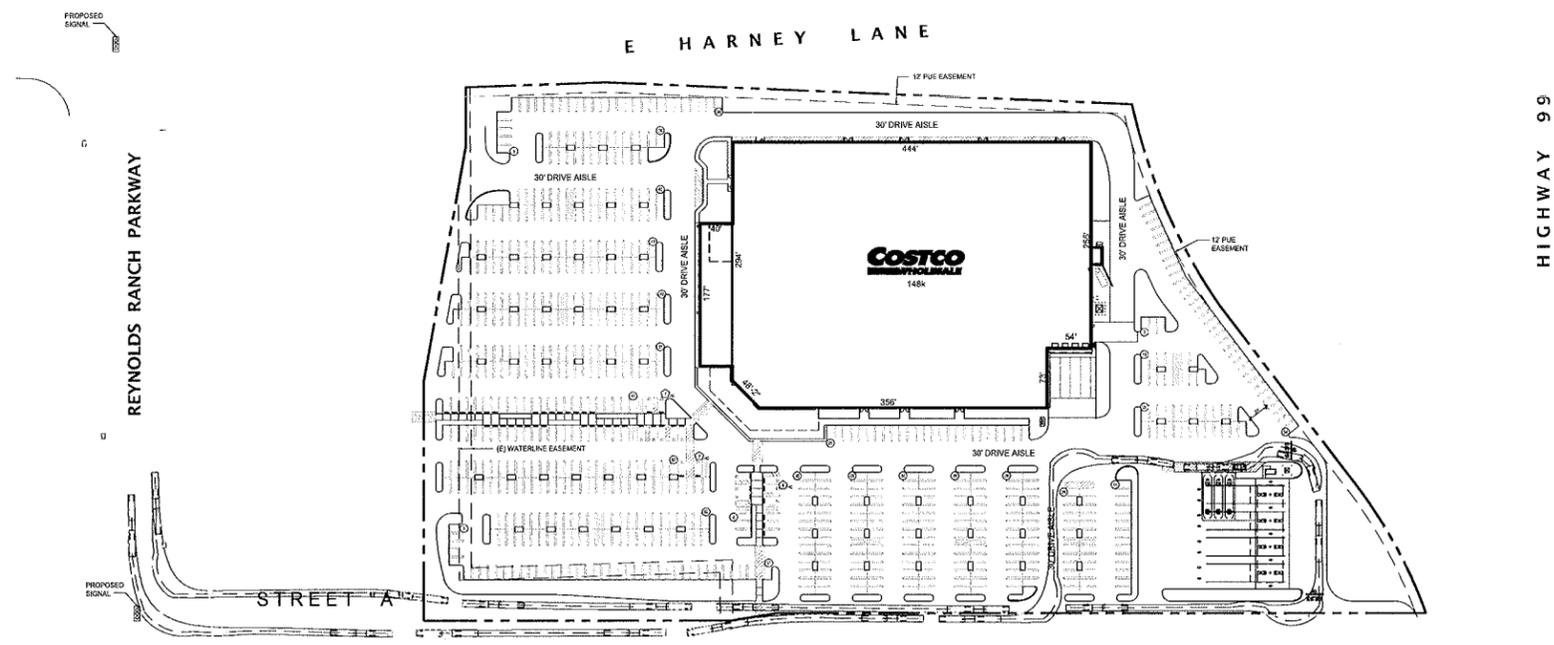


LODI, CALIFORNIA

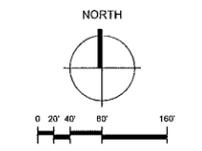
CONCEPT SITE PLAN - 148K



TRUCK SWEEP PATH - WAREHOUSE



TRUCK SWEEP PATH - FUEL STATION



HARNEY LN. & HWY. 99
LODI, CA

DAVID BABCOCK
& ASSOCIATES
ARCHITECTURE - PLANNING - LANDSCAPE

3581 MT. DIABLO BLVD., SUITE 215
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FEBRUARY 5, 2010
TRUCK
SWEEP PATHS

3.2



LODI, CALIFORNIA

TRUCK SWEEP PATHS

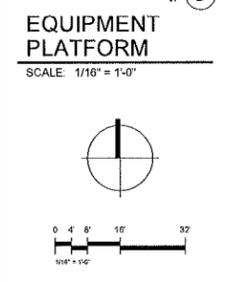
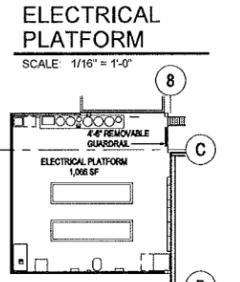
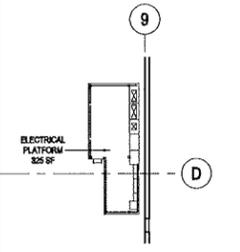
APPROVED BY:

DATE _____
 EXECUTIVE VP DATE _____
 SENIOR VP DATE _____
 REGIONAL VP DATE _____

PROJECT DATA

BUILDING DATA:	
BUILDING AREA	138,406 S.F.
TIRE CENTER	5,692 S.F.
FOOD SERVICE	1,269 S.F.
EMPLOYEE LOCKER RM #2	1,475 S.F.
TOTAL BUILDING	148,234 S.F.
PUMP ROOM	261 S.F.
BACK COUNT:	
GROcery RACKS (15 ft)	184
CENTER SECTION	17,143 S.F.
HARDLINE RACKS (15 ft)	136

NOTES:



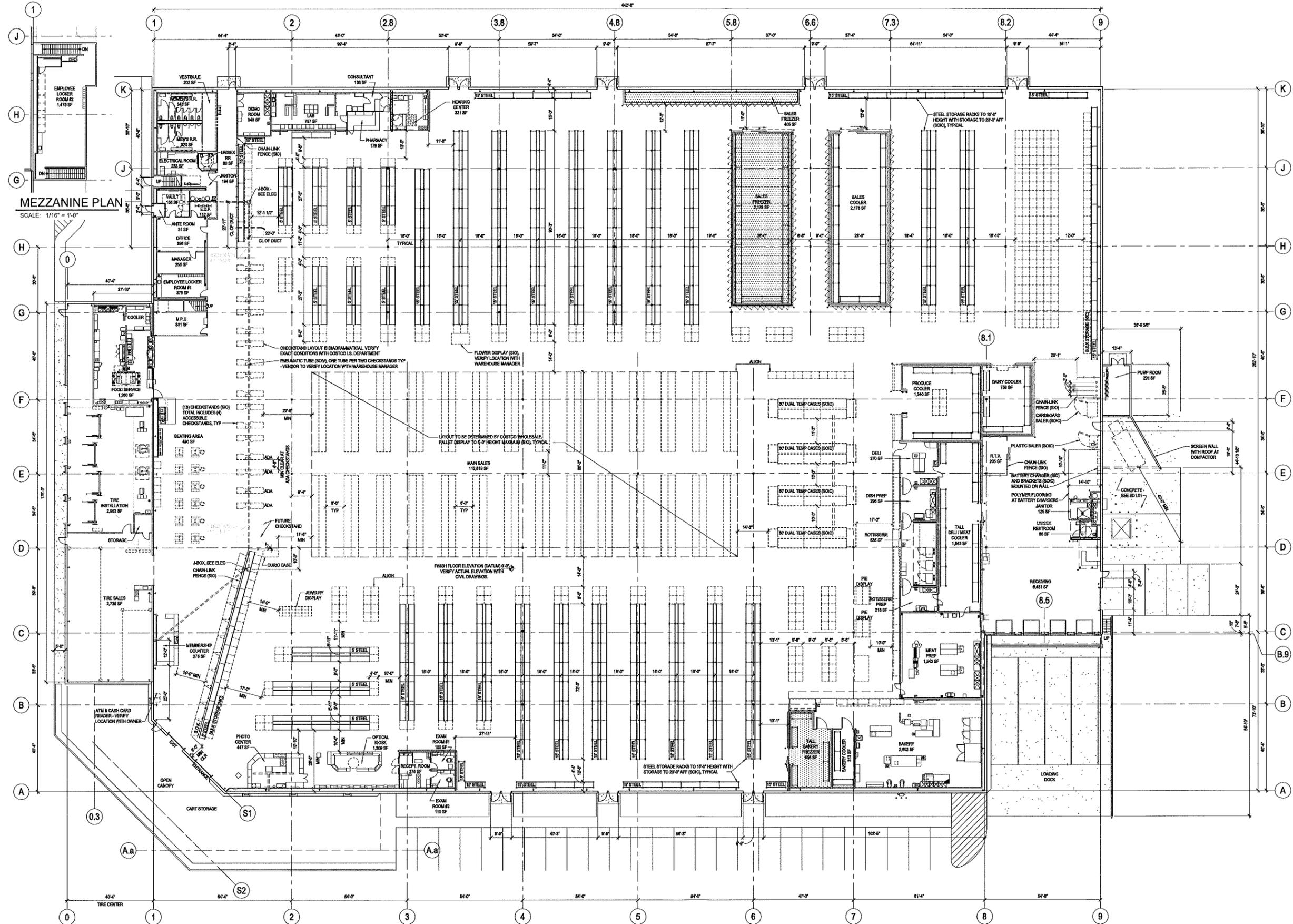
HARNEY LN. & HWY 99
LODI, CA



1110 112TH AVE. NE | SUITE 500
BELLEVUE, WA | 98004
1.425.463.2000 | 1.425.463.2002

MulvannyG2.com

07-0449-01
FEBRUARY 5, 2010
CONCEPT FLOOR PLAN



COSTCO WHOLESALE
LODI, CALIFORNIA

CONCEPT FLOOR PLAN
FEBRUARY 5, 2010



1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



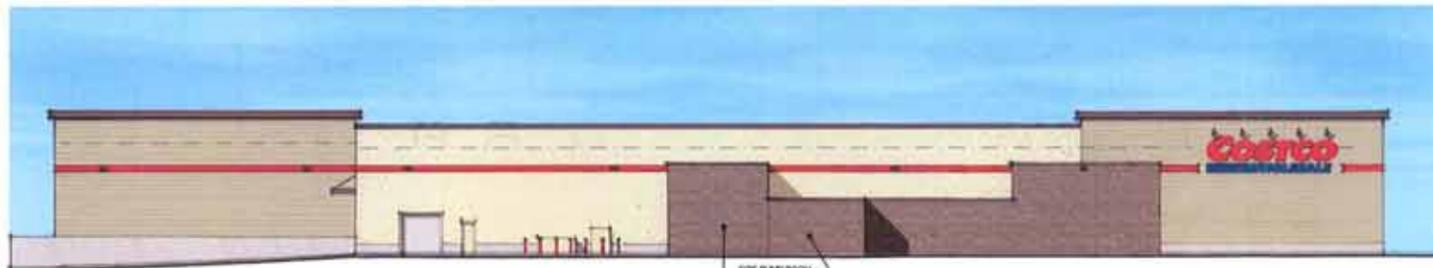
2 WEST ELEVATION
SCALE: 1/8" = 1'-0"



3 ENTRY ELEVATION
SCALE: 1/8" = 1'-0"

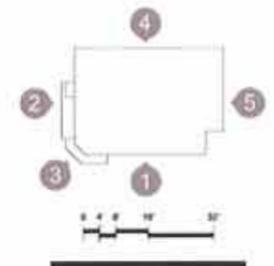


4 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



5 EAST ELEVATION
SCALE: 1/8" = 1'-0"

KEY PLAN



1110 12TH AVE. NE | SUITE 500
BELLEVUE, WA | 98004
425-453-2000 | 425-453-2002

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07-0449-01
FEBRUARY 5 2010
CONCEPT
ELEVATIONS

E HARNEY LANE



TREE LEGEND

SYMBOL	BOTANICAL / COMMON NAME
	Koeleria bipinnata / Chinese Flame Tree
	Lagerstroemia ssp. 'Dynamite' / Dynamite Crape Myrtle
	Lagerstroemia ssp. 'Tuscarora' / Tuscarora Crape Myrtle
	Platanus chinensis / Chinese Platanus
	Quercus ilex / Holly Oak
	Sequoia sempervirens 'Aptos Blue' / Aptos Blue Coast Redwood
	Ulmus parvifolia 'True Green' / True Green Chinese Elm
	Zelkova serrata 'Village Green' / Village Green Japanese Zelkova

IRRIGATION SYSTEM STATEMENT

THE IRRIGATION SYSTEM WILL BE A WATER EFFICIENT LOW FLOW, LOW GALLONAGE SYSTEM DESIGNED TO PROVIDE ADEQUATE SUPPORT OF PLANT GROWTH AND INSURE DEEPLY ROOTED PLANT MATERIAL WHILE AVOIDING EXCESS WATER APPLICATION. THE SYSTEM WILL BE PROGRAMMABLE, ALLOWING OPERATION DURING EARLY MORNING HOURS, WHICH WILL CONSERVE WATER (LESS WIND EVAPORATION). IRRIGATION MATERIALS SPECIFIED FOR THE SITE WILL BE SELECTED ON THE BASIS OF DURABILITY AND EASE OF MAINTENANCE.

SHRUB LEGEND

MIX OF SHRUBS AND GROUND COVERS SHALL BE PROVIDED INCLUDING THE FOLLOWING POTENTIAL PLANT OPTIONS BELOW.

SHRUBS AND PERENNIALS

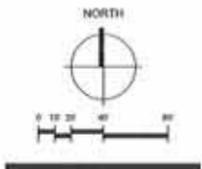
BOTANICAL / COMMON NAME	SIZE
Barberry thunbergii 'Rose Glow' / Dwarf Red Japanese Barberry	5 gal.
Chionodoxa lutea / Cape Rush	1 gal.
Colonsaster dimmii 'Lowfast' / Lowfast Colonsaster	1 gal.
Dianella caerulea 'Little Becca' / Little Becca Dianella	1 gal.
Dianella revoluta 'Big Rev' / Big Rev Dianella	1 gal.
Dianella revoluta 'Little Rev' / Little Rev Dianella	1 gal.
Dianella tasmanica / Tanned Dianella	1 gal.
Dielys vegeta / Fortnight Lily	5 gal.
Dielys vegeta 'Variegata' / Variegated Fortnight Lily	5 gal.
Hemerocallis ssp. 'Bibby' / Yellow Daylily (Evergreen)	1 gal.
Levandula stoechas 'Otto Quast' / Otto Quast Lavender	1 gal.
Lomandra longifolia 'Breeze' / Breeze Mat Rush	1 gal.
Phormium tenax 'Bronze Baby' / Bronze Baby Flax	15 gal.
Phormium ssp. 'Yellow Wave' / Yellow Wave Flax	15 gal.
Plumbago auriculata 'Royal Cape' / Royal Cape Plumbago	1 gal.
Rhamnus californica 'Mound San Bruno' / Mound San Bruno Coffeeberry	5 gal.
Rosa 'Red Drift' / Red Drift Rose	5 gal.
Salvia leucantha 'Midnight' / Midnight Mexican Bush Sage	1 gal.

GROUND COVER

Rosemary 'Lockwood de Forest' / Lockwood de Forest Rosemary	1 gal.
Rosmarinus officinalis 'Collingwood Ingram' / Collingwood Ingram Rosemary	1 gal.

ORNAMENTAL GRASS

Festuca mairei / Alba Fescue	1 gal.
Pennisetum orientale / Oriental Fountain Grass	1 gal.



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DAVID BABCOCK
& ASSOCIATES

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0008.P.119
FEBRUARY 5, 2010
CONCEPT
LANDSCAPE
PLAN

6



LODI, CALIFORNIA

CONCEPT LANDSCAPE PLAN

RESOLUTION NO. P.C. 10-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LODI FOR THE APPROVAL OF THE REQUEST OF DAVID BABCOCK, ON BEHALF OF COSTCO WHOLESALE FOR A USE PERMIT TO ALLOW FOR AN OFF-SALE BEER, WINE AND DISTILLED SPIRITS ALCOHOLIC BEVERAGE CONTROL LICENSE AND SPARC REVIEW OF THE PROPOSED COSTCO WHOLESALE WAREHOUSE LOCATED 322 EAST HARNEY LANE

WHEREAS, the Planning Commission of the City of Lodi has heretofore held a duly noticed public hearing, as required by law, on the requested Use Permit and Site Plan and Architectural Review in accordance with the Government Code and Lodi Municipal Code Chapter 17.84, Amendments; and

WHEREAS, an application was filed by David Babcock, on behalf of COSTCO Wholesale, 3581 Mount Diablo Blvd., Suite 235, Lafayette, CA 94549; and

WHEREAS, the project site is located at 322 East Harney Lane, more particularly described as Assessor's Parcel Numbers 058-130-09 and 058-130-10 and portion of 058-130-11; and

WHEREAS, the project site is zoned Planned Development 39; and

WHEREAS, the Project is consistent with all elements of the General Plan, and in particular, the following General Plan Goals and Policies:

- A. Land Use and Growth Management Element, Goal E, "To provide adequate land and support for the development of commercial uses providing goods and services to Lodi residents and Lodi's market share."
- B. Land Use and Growth Management Element, Goal E, Policy 7, "In approving new commercial projects, the City shall seek to ensure that such projects reflect the City's concern for achieving and maintaining high quality."
- C. Land Use and Growth Management Element, Goal E, Policy 3, "The City shall encourage new large-scale commercial centers to be located along major arterials and at the intersections of major arterials and freeways."

WHEREAS, the design and improvement of the site is consistent with all applicable standards adopted by the City. Specifically, the project has met the requirements of the Lodi Zoning Ordinance with particular emphasis on the standards for large retail establishments; and

WHEREAS, the design of the proposed project and type of improvements are not likely to cause public health or safety problems in that all improvements will be constructed to the City of Lodi standards; and

WHEREAS, approval of the requested architectural drawings will allow the construction of a commercial building that will comply with the City's Zoning Ordinance and Building Code regulations; and

WHEREAS, the design of the proposed project and type of improvements are not likely to cause public health or safety problems in that all improvements will be constructed to the City of Lodi standards; and

WHEREAS, the Community Development Department prepared an Environmental Impact Report (EIR), consistent with the California Environmental Quality Act (CEQA); and

WHEREAS, the Final EIR, including comments and responses to comments, was certified by the City Council on August 30, 2006; and

WHEREAS, an Addendum to the certified and Final EIR, including comments and responses to comments, was certified by the City Council on September 17, 2008; and

WHEREAS, all legal prerequisites to the approval of this request have occurred.

Based upon the evidence in the staff report and project file, the Planning Commission makes the following findings:

1. The approval of the project to construct a new _____ square foot COSTCO Wholesale warehouse and associated 16-pump gasoline station was considered as part of a previously approved EIR, whereby it was determined that there would not be significant impacts on the environment, cumulative or otherwise, provided mitigation measures were implemented. Those mitigation measures, which consists of intersection upgrades, will be implemented prior to a Certificate of Occupancy.
2. No new impacts were identified in the public testimony that were not addressed as normal conditions of project approval in the Initial Study.
3. The development takes into consideration physical and environmental constraints in that the new warehouse and gasoline station have been designed to take advantage of the existing grades and be integrated with the planned overpass improvements.
4. The development complies with the intent of the City development policies and regulations in that the General Plan, Goal E, Policy 3, which encourages increasing the tax base, creating employment opportunities for residents and attracting new businesses. The proposed Costco warehouse and associated gasoline station will not only add to the city's tax base but will also provide employment opportunities for residents.
5. The proposed development will be operated in a manner determined to acceptable and compatible with surrounding development in that conditions have been added that require the operator to maintain the property.
6. The sale of alcoholic beverages for off-premise consumption as part of a COSTCO Wholesale warehouse is a permitted use in the Planned Development 39 zoning District.
7. The sale of alcoholic beverages for off-premise consumption is a normal part of COSTCO Wholesale business operations and provides a convenience for customers of the business.
8. Steps can be taken by the Applicant/Operator to reduce the number of incidents resulting from the over-consumption of alcohol including the proper training and monitoring of employees serving alcohol; the careful screening of IDs of customers to avoid sales to under-aged individuals; limiting the number of drinks sold to individual customers to avoid over-consumption; providing properly trained on-site security to monitor customer behavior both in and outside of the COSTCO Wholesale; and working with the Lodi Police Dept. to resolve any problems that may arise.
9. The sale of alcohol beverages at COSTCO Wholesale warehouse is compatible with the surrounding use and neighborhood if the business is conducted properly and if the Applicant/Operator works with neighboring businesses and residents to resolve any problems that may occur.
10. The sale of alcoholic beverages at this location can meet the intent of the Planned Development 39 zoning district and can provide a public convenience or necessity for customers of the business.
11. No variance from the Lodi Municipal Code is approved by this action.

NOW, THEREFORE, BE IT DETERMINED AND RESOLVED by the Planning Commission of the City of Lodi that Use Permit Application No. 09-U-15 and SPARC Application No. 09-SP-06 is hereby approved, subject to the following conditions:

Community Development Department, Planning:

1. The developer will defend, indemnify, and hold the City, its agents, officers, and employees harmless of any claim, action, or proceeding to attack, set aside, void, or annul this approval, so long as the City promptly notifies the developer of any claim, action, or proceedings, and the City cooperates fully in defense of the action or proceedings.
2. No outside storage of material, crates, boxes, etc. shall be permitted anywhere on site, except within the trash enclosure areas as permitted by fire codes. No material shall be stacked higher than the height of any trash enclosure screen wall and gate.
3. No outdoor storage or display of merchandise shall be permitted at the project unless a specific plan for such display is approved by SPARC. At no time shall outdoor storage or display be allowed within the parking area, drive aisle or required sidewalks of the center.
4. All storage of cardboard bales and pallets shall be contained within the area designated for such use. No storage of cardboard or pallets shall be visible from public right the way.
5. The project proponent shall take reasonable necessary steps to assure the orderly conduct of employees, patrons and visitors on the premises to the degree that surrounding residents and commercial uses would not be bothered and that loitering is not permitted.
6. A minimum of two trash receptacles shall be placed at the customer entry to the Costco warehouse. Trash receptacles shall be a decorative, pre-cast concrete or metal type with a self-closing metal lid. Design of the receptacles shall be submitted with the building permit application for tenant improvements for approval by the Community Development Director.
7. Trash enclosures shall be designed to accommodate separate facilities for trash and recyclable materials. Trash enclosures having connections to the wastewater system shall install a sand/grease trap conforming to Standard Plan 205 and shall be covered.
8. The owner shall maintain in good repair all building exteriors, walls, lighting, trash enclosure, drainage facilities, driveways and parking areas. The premises shall be kept clean. Any graffiti painted on the property shall be painted out or removed within 48 hours of occurrence.
9. Vending machines, video games, amusement games, children's rides, recycling machines, vendor carts or similar items shall be prohibited in the outside area of all storefronts. The storefront placement of drinking fountains and ATM machines shall be permitted subject to the review and approval of the Community Development Director.
10. The applicant shall submit appropriate plans to the Community Development Department for plan check and building permit. The final plans shall include the architectural features such as the approved colors, the building elevations including the cornice, trim caps, and curbed canopy, and other elements approved by the Planning Commission. Any significant alteration to the building elevations as approved by the Planning Commission shall require approval by the Planning Commission.
11. The finished building shall be consistent with the plans approved by the Planning Commission.
12. All buildings shall comply with the requirements of Planned Development 39 zoning district and meet setback requirements. All buildings shall implement building elements and

materials illustrated on the submitted elevation or otherwise consistent with the architectural theme presented on the submitted elevation of the major tenant building.

13. A final color palette shall be submitted with the building permit application and shall be in substantial conformance with color and material approved by the Lodi Planning Commission.
14. The proposed building must comply with all Planning Commission requirements; as well as the requirements of the Community Development, the Public Works, the Electric Utility and the Fire Departments; and all other utility agencies.
15. The location and details of the cart corrals within the parking lot shall be submitted with the building permit application for review and approval by the Community Development Director. Cart corrals shall be provided in the parking lot adjacent to COSTCO Wholesale building and distributed evenly throughout the lot rather than concentrated along the main drive aisle. In addition, physical measures to prevent the removal of carts from the property shall be provided. Such measures shall be submitted with the building permit application. Further, cart corrals shall be permanent with a design that is consistent with the theme of the COSTCO Wholesale building. Portable metal corrals shall be prohibited.
16. All signage shall be in compliance with a detailed Sign Program that shall be submitted to the Development Community Director for review and approval with the first building plan review. Said program shall require all signs to be individual channel letter at the standards provided by the zoning ordinance.
17. Any bollards installed in a storefront location shall be decorative in style and consistent with the theme of the shopping center. Plain concrete bollards, or concrete filled steel pipe bollards shall not be permitted.
18. Hardscape items, including tables, benches/seats, trashcans, bike racks, drinking fountains, etc. shall be uniform for all stores throughout the shopping center
19. All roof mechanical equipment and any satellite dish equipment shall be fully screened from ground-level view within 150 feet of the property.
20. The loading area shown in front of the plans shall be stripped and posted with "NO PARKING – LOADING ONLY" signs to the satisfaction of the Community Development Director.
21. A photometric exterior lighting plan and fixture specification shall be submitted for review and approval of the Community development Director prior to the issuance of any building permit. Said plans and specification shall address the following:
 - a) All project lighting shall be confined to the premises. No spillover beyond the property line is permitted.
 - b) The equivalent of one (1) foot-candle of illumination shall be maintained throughout the parking area.
 - c) All parking light fixtures shall be a maximum of twenty-five 25 feet in height.
 - d) All fixtures shall be consistent throughout the center.
22. Exterior lighting fixtures on the face of the buildings shall be consistent with the theme of the center. No wallpacks or other floodlights shall be permitted. All building mounted lighting shall have a 90-degree horizontal flat cut-off lens unless the fixture is for decorative purposes.

23. All exterior construction activity shall be limited to the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday. No exterior construction activity is permitted on Sundays or legal holidays.
24. A reciprocal agreement for ingress, egress, and parking shall be executed between all parties within the proposed shopping center and that document shall be provided to the City prior to the issuance of a Certificate of Occupancy.
25. Sidewalks and parking lots must be kept free of litter and debris to minimize the amount of wind-blown debris into surrounding properties. If pressure washed, debris must be trapped and collected to prevent entry to the storm drain system. No cleaning agent may be discharged to the storm drain. If any cleaning agent or degreaser is used, washwater shall not discharge to the storm drains; wash waters should be collected and discharged to the sanitary sewer. Discharges to the sanitary sewer are subject to the review, approval, and conditions of the City wastewater treatment plant.
26. The applicant shall install a decorative concrete block wall, a minimum of six feet in height and a maximum of eight feet in height at the top of slope for the length of the northern and eastern boundary line at the time of ultimate Harney Lane improvements. Said decorative wall shall be provided with creping vine or similar landscape treatment in order to discourage graffiti and other types of vandalism. In the interim, the landscape plan for the project shall concentrate screening material along the northern property frontage adjacent to Harney Lane.
27. The applicant shall submit a landscaping and irrigation plan to the Community Development Department for review and approval. Landscaping materials indicated on the conceptual landscape and irrigation plan may be changed per the review of the Community Development Director or designee but shall not be reduced in amount.
28. The applicant shall select and note on all plans common tree species for the parking lot and perimeter areas from the list of large trees as identified in the Local Government Commission's "Tree Guidelines for the San Joaquin Valley".
29. Project must receive and comply with all terms of the Cal Trans encroachment Permit necessary. Any conditions imposed by Cal Trans for the encroachment permit that result in site plan modifications shall be reviewed by City staff for consistency with Project approvals.
30. All landscaped area shall be kept free from weeds and debris, maintained in a healthy growing condition and shall receive regular pruning, fertilizing, mowing, and trimming. Unhealthy, dead, or damaged plant materials shall be removed and replaced promptly.
31. No seasonal, temporary or permanent outdoor storage or display of merchandise shall be permitted.
32. COSTCO Wholesale shall operate and abide by the requirements and conditions of the State of California Department of Alcoholic Beverage Control License Type 21. The Type 21 License shall be limited to the sale of beer, wine, and liquor (distilled spirits) for consumption off the license premises where sold during the hours that the business is open.
33. COSTCO Wholesale shall insure that the sale of alcohol does not cause any condition that will cause or result in repeated activities that are harmful to the health, peace or safety of persons residing or working in the surrounding area. This includes, but is not limited to: disturbances of the peace, illegal drug activity, public intoxication, drinking in public, harassment of people passing by, assaults, batteries, acts of vandalism, loitering, excessive littering, illegal parking, excessive loud noises, traffic violations or traffic safety based upon last drink statistics, curfew violations, lewd conduct, or police detention and arrests.

34. The Lodi Police Department may, at any time, request that the Planning Commission conduct a hearing on the Use Permit for the purpose of amending or adding new conditions to the Use Permit or to consider revocation of the Use Permit if the Use Permit becomes a serious policing problem.
 35. The Use Permit shall require COSTCO Wholesale to secure an Alcoholic Beverage Control License Type 21 Off-Sale General – Package Store.
 36. This Use Permit is subject to periodic review to monitor potential problems associated to the sale of alcoholic beverages.
 37. Prior to the issuance of a Type 21 license by the State of California Alcoholic Beverage Control Department, the management of the COSTCO Wholesale store shall complete the Licensee Education on Alcohol and Drugs (LEAD) as provided by the State Alcoholic Beverage Control Department. In the event that COSTCO has training that is equivalent to the LEAD program, such documentation shall be submitted to the Community Development Director for review and approval.
 38. No person who is in a state of intoxication shall be permitted within the business nor shall an intoxicated patron be sold additional alcoholic beverages. It is the responsibility of the business owner/operator to ensure no patron in state of intoxication is allowed into the building.
 39. The operator of the business shall police the area surrounding the business to prevent patrons from congregating/loitering outside the premises and to prevent excessive noise or other objectionable behavior. Noise levels shall be monitored to insure that noise shall not violate the City's Noise Ordinance Section 9.24.020 and Section 9.24.030.
 40. The project shall incorporate all mitigation measures as specified in the adopted Final Environmental Impact Report for Reynolds Ranch Project (State Clearinghouse Number 2006012113)
 41. The operation of the business shall comply with all applicable requirements of the Municipal Code.
 42. Prior to any ground disturbance, the applicant shall notify the San Joaquin County Council of Governments (SJCOG, Inc), and shall schedule a pre-ground disturbance survey, to be performed by an SJMSCP biologist, to determine applicable Incidental Take Minimization Measures (ITMMS). The City shall not authorize any form of site disturbance until it receives an Agreement to Implement ITMMS from SJCOG, Inc.
 43. The City shall not issue a building permit for the proposed project until the San Joaquin County Council of Governments determine what, if any, Incidental Take Minimization Measures (ITMMS) apply to the project and until the San Joaquin County Council of Governments verifies all applicable ITMMS have been fully and faithfully implemented.
 44. No variance from any City of Lodi adopted code, policy or specification is granted or implied by this approval.
 45. This resolution does not constitute a complete plan check. Complete plan check shall be completed during building permit process.
- Community Development Department, Building:
46. All plan submittals shall be based on the City of Lodi Building Regulations and currently adopted 2007 California Building code.

47. Cooking equipment that generate grease laden vapors, including but not limited to ranges, griddles, fryers, ovens and pizza ovens shall be required to be equipped with a Type I hood. Equipment that generates heat, steam or odors only shall be required to be equipped with a Type II hood. 2007 CMC, Chapter 5.
48. Each structure including, underground fuel tank, canopy, signage, and main building are required to be submitted under separate permits. 2007 CBC, Appendix Chapter 1 Administration, Section 105.1
49. The canopy and supports over the fuel pumps shall be of non-combustible, fire resistive treated wood, 1 hour rated construction or Type IV construction. 2007 CBC, Section 406.5.2
50. 2007 CBC, Section 406.5.1 requires that motor fuel dispensing facilities meet the construction requirements of the California Fire Code. The facility shall meet the requirements of Chapter 22 of the CFC and the requirements of the Fire Chief.
51. 2007 CBC, Section 413.1 requires that high pile or rack storage meet the requirements of the California Fire Code. Sprinkler system, fire detection system, building access, smoke and heat venting and draft curtains shall be provided as required by 2007 CFC, Chapter 23 and Table 2306.2 and all requirements of the Fire Chief.
52. Storage racks over 6' high shall be submitted under separate permit and cover. Structural calculations required for racks over 8' high. Policy and Procedure No.: B-[08]-[09].
53. Walkways and sidewalks along accessible routes of travel shall be (1) continuously accessible, (2) have maximum 1/2" changes in elevation, (3) are minimum 48" in width, (4) have a maximum 1/4" per foot side slope, and (5) where necessary to change elevation at a slope exceeding 5% (i.e., 1:20) shall have ramps complying with 2007 CBC, Section 1133B.5. Where a walk crosses or adjoins a vehicular way, and the walking surfaces are not separated by curbs, railings or other elements between the pedestrian areas and vehicular areas shall be defined by a continuous detectable warning which is 36" wide, complying with 2007 CBC, Section 1133B.8.5.
54. Number of Accessible parking spaces shall be provided as specified in 2007 CBC, Table 11B-6.
55. All entrances and ground floor exits must be provided with an accessible path of travel to the public way. 2007 CBC, Section 1133B.1.1.1.1

Public Works Department:

56. Provide specifications and calculations for the Kristar Stormwater System. The Stormwater Development Standards Plan Worksheet must be provided before the issuance of the Building Permit.
57. Outdoor loading/unloading dock areas must conform to City of Lodi's Stormwater Development Standards Plan section 3.1.5.
58. The trash enclosure shall conform to the Stormwater Design Standards section 3.1.4. The trash enclosure should be wide enough to provide separate containers for recyclable materials and other solid waste.
59. Reduce the number of connections into the City water main to one connection, conforming to Standard Plan 407 for the fire/domestic/irrigation service.

- 60. All project design and construction shall be in compliance with the Americans with Disabilities Act (ADA). Project compliance with ADA standards is the developer's responsibility.
- 61. Payment of the following prior to building permit issuance unless noted otherwise:
 - a) Filing and processing fees and charges for services performed by City forces per the Public Works Fee and Service Charge Schedule.
 - b) Habitat Conservation Fee.
 - c) Stormwater Compliance Inspection Fee prior to building permit issuance or commencement of construction operations, whichever occurs first.
- 62. Payment of the following prior to temporary occupancy or occupancy of the building unless noted otherwise:
 - b) Development Impact Mitigation Fees
 - c) Wastewater Capacity Impact Mitigation Fee.
 - d) County Facilities Fees.
 - e) Regional Transportation Impact Fee (RTIF).
 - f) Water Treatment Facility Impact Mitigation Fee.

Electric Utility Department:

- 50. The project proponent shall prepare and submit legal description for easements for review and approval. Said legal description shall be submitted to the Lodi Electric Department, Electric Engineering Section.
- 51. Harney Lane street widening plans shall be submitted to the Electric Utility Department.
- 52. The applicant shall submit load calculations and Electric drawings to Electric Utility as part of a building permit process. Load calculations and Electric drawings are needed for service equipment location, PUE requirements, and service sizing. Should the load calculations and Electric drawings require a change of site plan, the Planning Department shall forward the site plan to the Planning Commission for review and approval.
- 53. The Developer shall pay for Electric Utility Department charges in accordance with the Electric Department's Rules and Regulations.

Dated: February 10, 2010

I certify that Resolution No. 10- was passed and adopted by the Planning Commission of the City of Lodi at a regular meeting held on February 10, 2010 by the following vote:

AYES: Commissioners:
NOES: Commissioners:
ABSTAIN: Commissioners:

ATTEST: _____
Secretary, Planning Commission

Item 6a.



MEMORANDUM, City of Lodi, Community Development Department

To: City of Lodi Planning Commissioners
From: Rad Bartlam, Community Development Director
Date: Planning Commission Meeting of 2/10/2010
Subject: Past meetings of the City Council and other meetings pertinent to the Planning Commission

In an effort to inform the Planning Commissioners of past meetings of the Council and other pertinent items staff has prepared the following list of titles.

If you have any questions, please feel free to contact the Planning Department or visit the City of Lodi website at: <http://www.lodi.gov/city-council/AgendaPage.html> to view Staff Reports and Minutes from the corresponding meeting date.

Date	Meeting	Title
February 3, 2010	Regular	Set A Public Hearing For February 17, 2010 To Consider The Certification Of The Final Environmental Impact Report And The Adoption Of The General Plan