APPENDIX A
NOTICE OF PREPARATION AND RESPONSES

NOTICE OF PREPARATION
OF AN
ENVIRONMENTAL IMPACT REPORT

FOR THE

LODI WEST 60kV POWER LINE PROJECT

City of Lodi, California

February 4, 2010

Prepared for:

CITY OF LODI
Community Development Department
221 West Pine Street
Lodi, CA 95241

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Prepared for:

CITY OF LODI
Community Development Department
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Chapter 1
Introduction to Initial Study

Project Brief

The proposed project involves construction and operation of a planned 60 kilovolt (kV) power line by the City of Lodi Electrical Utility Department. The line would connect the City's proposed Westside substation with existing Northern California Power Agency (NCPA) facilities near the City's White Slough wastewater plant located west of Interstate 5 (I-5) and south of Highway 12. The purpose of the project is to increase the reliability of the City's electrical system by providing a second point of supply; the City system is presently served with power supply from a single PG&E substation located in an unincorporated area to the east of the City. The White Slough facility is not contiguous with the City of Lodi but is within the City limits.

The primary power line alignment would be approximately 7.5 miles in length and would extend west from the future Westside Substation, located at the southwest corner of Highway 12 and the future Westgate Drive, to a private road west of the proposed substation. The proposed power line will extend south along the private road to Harney Lane; then west along Harney Lane; south along DeVries Road; west along Tredway Road; north along Neeley Road; west along Kingdon Road; south along Thornton Road; continues south, paralleling I-5; and west across I-5 where it will terminate inside the existing Northern California Power Agency facility.

Except for the private land sections near the future Westside Substation and along the east side of I-5, the project would be located within existing highway and road rights-of-way. The project would involve the installation of approximately 140 poles, some of which would be shared with existing PG&E distribution and other overhead facilities under a joint pole agreement; approximately 13 steel poles will be used where required (i.e., at corners).

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 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.

The approval of the design plans and the subsequent installation of the power line within the study area is a "project" as defined by CEQA. The City of Lodi has determined that the project involves the potential for significant environmental effects and that an EIR will be prepared for the project. The City of Lodi has also elected to prepare this Initial Study of the project in conjunction with the Notice of Preparation that is required when the City prepares an EIR. The Notice of Preparation is located on page iv of this document.

This Initial Study has been prepared by the City of Lodi pursuant to its decision to prepare an EIR. The purpose of this Initial Study is to describe the proposed project, briefly describe the environmental setting of the project, discuss the potential environmental effects of the project, and describe the proposed scope of the EIR. The Initial Study is intended to be attached to the Notice of Preparation (NOP) for the City's EIR; the NOP will be circulated to agencies with potential permit or approval responsibility for the project (responsible agencies) as well as agencies that are responsible for the management of public trust resources (trustee agencies).

Scope of Initial Study

This Initial Study evaluates the project's potential to result in "significant" environmental effects, as defined by CEQA, in the following issue areas.

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Global Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems
- Mandatory Findings of Significance

Where the City can identify feasible mitigation measures that would avoid or reduce the potential significant effects of the project, they are identified, at least briefly in this Initial Study. The proposed scope of the EIR, i.e. the issues that the City will address in the EIR, is identified in each of the above-listed environmental issue areas. The subsequent preparation of the EIR will involve detailed analysis of each of the environmental issues identified and detailed consideration of any mitigation measures that may be needed to address those issues. The EIR will also address alternatives to the project, including alternative routes, cumulative impacts and a range of other topics required by CEQA.

Environmental Evaluation Checklist Terminology

The potential environmental effects of the proposed project are evaluated in Chapter 3 of this document, which is the Environmental Evaluation Checklist. The checklist includes a list of environmental considerations against which the project is evaluated. For each question, the agency determines whether the project would involve: 1) No Impact, 2) a Less Than Significant Impact, 3) a Less Than Significant Impact With Mitigation Incorporated, or 4) a Potentially Significant Impact.

A Potentially Significant Impact occurs when there is substantial evidence that the project would involve a substantial adverse change to the physical environment, i.e. that the environmental effect may be significant, and mitigation measures have not been defined that would reduce the impact to a less than significant level. If there are one or more Potentially Significant Impact entries in the Initial Study, an EIR is required. The Potentially Significant issues will be addressed in detail in the EIR.

A Less Than Significant Impact occurs when the project would involve effects on a particular resource, but the project would not involve a substantial adverse change to the physical environment, and no mitigation measures are required. These issues will be addressed in the EIR but would not be treated to the same extent as Potentially Significant Impacts.

An environmental effect that is Less Than Significant With Mitigation Incorporated is a Potentially Significant Impact that can be avoided or reduced to a less than significant level with the application of mitigation measures. These issues as well as the mitigation measures needed to address them will receive detailed consideration in the EIR.

A determination of No Impact is self-explanatory.

Initial Study Organization

Chapter 1, Introduction, briefly summarizes the project, the purposes of the Initial Study, the terminology used in the Initial Study, and the organization of the document.

Chapter 2, Project Description, describes the proposed development project, its location, planned land uses and the road and utility improvements required to serve planned development as well as required permits and approvals.

Chapter 3, the Environmental Checklist, contains additional information describing the project, the environmental evaluation of the project in the environmental issue areas described above, documentation of the resources used to prepare the Initial Study, and the lead agency's formal determination that an EIR is required. The proposed scope of the EIR evaluation is also described within each of the issue areas.

Chapter 2
Project Description

This chapter of the Initial Study provides a brief summary description of the project followed by project setting and background information, and detailed descriptions of the location and physical elements of the project.

Project Purpose

The proposed project involves the adoption and implementation of the proposed Lodi West 60kV Power Line Project ("Project"). The purpose of the project is to increase the reliability of the City's electrical system by providing a second point of supply; the City system is presently served with power supply from a single PG&E substation located in an unincorporated area to the east of the City of Lodi. This line has experienced several failures in the past years that resulted in the loss of power to the entire City. An additional power line as proposed will connect the City of Lodi to the regional power grid at a second location, providing an alternate electric supply in the case of an accidental interruption of service from the existing line.

Project Location

The proposed project, which is linear in nature, will connect to the future Westside Substation site, located on the southwest corner of Kettleman Lane (also known as Highway 12) and future Westgate Drive, in the City of Lodi (Figures 2-1 through 2-3). The project traverses west across unincorporated territory and will terminate inside the existing NCPA facility near the White Slough Water Pollution Control Plant. Except for privately held land near the future Westside substation and along the east side of I-5, the project would be located within the following road rights-of-ways; Harney Lane, DeVries Road, Tredway Road, Neeley Road, Kingdon Road, and Thornton Road.

The White Slough facility is not contiguous with the City of Lodi but is within the City limits.

Project Setting and Background

The proposed power line will receive electric supply from major statewide transmission lines that parallel the west side of I-5, south of Highway 12. The proposed new 60kV power line would extend approximately 7.5 miles, most of which would be located outside City of Lodi limits. The majority of the route, which will be located in public road rights-of-way, will be adjacent to agricultural areas located within the jurisdiction of San Joaquin County. The remaining portion of the project will traverse agricultural areas; some of these lines will be located along dirt access roads.

The project area is largely a rural agricultural area planted in vineyard, row and field crops (Figure 2-3). Land uses in the area include scattered residences, particularly adjacent to roadways and some small wineries and other agricultural related businesses. Within the project area are also two small private airports, Interstate 5 and State Highway 12.

The Electric Utility Department (EUD) has completed several route alternative studies that analyzed several possible routes and discussed the pros and cons of the alternative routes. From this body of work, the EUD has narrowed the choices of routes down and has identified what has become known as the "Primary Route" or "Project" analyzed in this CEQA document. Other less favorable but viable alternative routes (Alternate 1 Route and Alternate Route 2) will be addressed in the Environmental Impact Report (EIR) under the Alternatives Chapter. Figure 2-5 depicts the alternate routes that will be discussed in the Alternative Section of the CEQA document.

Project Details

The proposed project (the Primary Route) involves construction and operation of a planned 60 kilovolt (kV) power line by the City of Lodi Electrical Utility Department. The line would connect the City's future Westside Substation with electric supply from major statewide transmission lines that parallel the west side of I-5, south of Highway 12. This tie-in will occur inside the existing Northern California Power Agency facilities near the City's White Slough Water Pollution Control Plant located west of I-5.

The majority of the proposed power line will be constructed with wooden poles (approximately 127). Approximately 13 steel poles will be used at main angle points (approximately 90 degrees) and at critical crossing locations such as roadways and/or drainage ways. Some sections of line will be constructed jointly with existing PG&E distribution lines. All PG&E poles will be replaced and existing facilities transferred to the new poles. The City's preliminary estimate indicates 104 of the proposed poles will be joint with PG&E along the primary route and 36 poles will have EUD solo attachment.

The determination of the height of the poles is based on CPUC General Order 95 (GO-95) construction standards for a 60kV line. See Figure 2-4 for a schematic of types of pole design. The steel poles and wooden poles will be a minimum of 57 feet above ground level. Heights up to approximately 90 feet will be required for crossing of existing PG&E transmission lines, the Union Pacific Railroad tracks and I-5.

Primary Route Description by Segment

The following is a detailed description of each segment of the primary route. Each straight, linear run of line corresponds to a segment. A descriptive title has also been given each segment. Unless steel pole locations are specifically identified in the detailed description or shown on the figures, all other poles should be assumed to be wooden.

<u>Segment A (Future Westside Substation)</u>

- The power line begins at the easternmost interconnection point, the future Westside Substation, located on the southwest corner of Kettleman Lane and the future Westgate Drive. The 60kV power line exits the proposed Westside Substation at the southwest corner of the substation and proceeds west approximately 900 feet on the north side of a future street right-of-way to a private farm road.

- The first pole next to the future Westside Substation will be steel.

Segment B (Farm Road)

- The power line turns south, with the use of a steel pole, on the private farm road and continues approximately 4,800 feet to Harney Lane. The first approximately 900 feet of the power line will be constructed jointly with PG&E distribution. After approximately 900 feet the power line will leave the joint pole and consist of a solo attachment (the 60 kV power line only). A steel pole is used at this transition from joint to solo.

- The last 1,200 feet of this section, north of Harney Lane will be constructed jointly with PG&E distribution.

- This north-south trending section ends with a steel pole within the Harney Lane right of way.

Segment C (Harney)

- The power line turns west along the north side of Harney Lane and continues approximately 12,000 feet to DeVries Road. This section of power line will be constructed jointly with PG&E distribution and existing communication lines (i.e., telephone). The last 1,000 feet before DeVries Road will joint use with PG&E distribution only (no communication).

- This east-west trending segment ends with a steel pole at the northeast corner of DeVries Road and Harney Lane.

Segment D (DeVries)

- The power line turns south on the east side of DeVries Road for approximately 1,300 feet to Tredway Road. This section of power line will be constructed jointly with PG&E distribution.

- This north-south trending segment ends with a steel pole at the northeast corner of DeVries Road and Tredway Road.

Segment E (Tredway)

- The power line heads west on the north side of Tredway Road for approximately 2,800 feet to Neeley Rd. The power line will leave the joint pole at DeVries Road and consist of a solo attachment (the 60 kV power line only) along this segment.

- This east-west trending segment ends with a joint steel pole at the northeast corner of Neeley Road and Tredway Road.

Segment F (Neeley)

- The power line turns north along crosses Neely, then travels along the west side of Neeley Road for approximately 3,100 feet. A steel pole is located at the northwest corner of Neeley Road and Tredway Road.

- This section of power line will be constructed jointly with PG&E distribution and communication lines.

- This segment ends with a steel pole at the southwest corner of Kingdon Road and Neeley Road.

Segment G (Kingdon)

- The power line turns west along the south side of Kingdon Road for approximately 8,200 feet to the west side of Thornton Road.

- This section of power line will be constructed jointly with PG&E distribution and communication lines.

- This segment ends with a steel pole at the southwest corner of Kingdon Road and Thornton Road.

Segment H (Thornton and I-5)

- The power line turns south along the west side of Thornton Road for approximately 4,000 feet, at which point Thornton Road turns to the east. The proposed 60 kV power line continues south, paralleling I-5 for another 4,000 feet along private property owned by the City of Lodi.

- This section of power line consist of a solo attachment (the 60 kV power line only).

Segment I (White Slough)

- The power line crosses I-5 in the same location as an existing PG&E 12kV distribution line crossing. This section of power line will be constructed jointly with PG&E distribution.

- The power line continues west on City of Lodi property for approximately 1,300 feet to a proposed substation site at the NCPA facility near White Slough Water Pollution Control Plant.

- Steel poles will be used at both ends of this segment.

Construction Methods

Construction of the power lines would consist of drilling the holes for poles, setting the poles, installing associated cross-arms and other hardware, and pulling the conductors into place. Typically, the holes would be drilled and the poles placed with a line truck; approximately five poles can be placed per day by a three-man crew. Typically, once the poles are in place, a rope is strung along the alignment and over the pole fixtures. The rope is tightened and connected to the spooled conductor, and then is used to pull the conductors into place. Usually a 4,400-foot reel of conductor is pulled at once, although more or less may be pulled depending on the constraints of the site.

Construction of steel corner poles for power lines would involve excavation, pouring of a concrete foundation and placement of anchor bolts to which the flanged corner poles would be fastened.

Construction of power lines would involve temporary work and minor disturbances along existing roads and streets. Conflicts with travel lanes will be minimized at all times, and closure of more than one lane at a time (if any) would be unlikely. Where required, encroachment permits and required inspections of trenching, boring and pavement cutting would be obtained from the County or other agencies in whose jurisdiction construction would occur, and traffic safety cones or construction signage would be used to alert drivers to the presence of workers and equipment.

Project Permits and Approvals

TABLE 2-1
PERMITS AND APPROVALS

Agency	Permit/Approval
Federal Aviation Administration (FAA)	Application for Construction of a Permanent Structure
California Department of Transportation	Encroachment Permit
San Joaquin County	Encroachment Permit
Lodi City Council	Final Environmental Impact Report Certification Construction Authorization

Insert figures 2-1 through 2-4

A. PROJECT DESCRIPTION

1. Project Title:	Lodi West 60kV Power Line Project
2. Project Entitlements:	Final Environmental Impact Report Certification Construction Authorization
3. Lead Agency Name and Address:	City of Lodi, City Hall, 221 West Pine Street, Lodi, CA 95241
4. Contact Person and Phone Number:	Konradt Bartlam, Interim Director of Community Development 209-333-6711
5. Project Location:	The approximately 7.5-mile linear project is located in the western portion of the City of Lodi and unincorporated areas of San Joaquin County, California. The Primary Route initiates east of White Slough Water Pollution Control Plant (west of Interstate 5), travels east across both private land and public rights-of-way and terminates at the southwest corner of Highway 12 and the future Westgate Drive. A detailed description of the project location by segments is included in Chapter 2.0 of this Initial Study.
6. Project Sponsor's Name and Address:	Same as Lead Agency (Item 3 and 4, above)
7. General Plan Designation and Zoning:	City Designation – PUB, Public San Joaquin County - Agriculture
8. Description of Project:	A detailed description of the project is included in Chapter 2.0 of this Initial Study.
9. Surrounding Land Uses and Setting:	The project area is bounded by agricultural uses to the north west, south and east; the majority of the primary route is located in public road rights-of-way; crosses major transportation uses (Union Pacific Railroad tracks and Interstate 5); and rural residential units associated with the agricultural operations are located along the primary route, especially along Harney Lane, DeVries Road and Tredway Road
10. Other public agencies whose approval is required:	Federal Aviation Administration; California Department of Transportation; and San Joaquin County.

B. ENVIRONMENTAL FACTOR 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.

■ Aesthetics	☐ Agriculture Resources	☐ Air Quality
■ Biological Resources	■ Cultural Resources	☐ Geology /Soils
■ Hazards & Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Population / Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities/Service Systems	■ Global Climate Change	■ Mandatory Findings of Significance

C. LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

■ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation 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.

☐ 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 pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Konradt Bartlam, Interim Community Development Director Date
City of Lodi

D. EVALUATION OF ENVIRONMENTAL IMPACTS

The foregoing environmental determination is based on the evaluation of the potential environmental effects of the proposed project, as documented in the following checklist and supporting documentation. The checklist has been prepared in accordance with the following requirements:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it 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).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a) Earlier Analysis Used. Identify and state where the analysis(es) are available for review.

    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.

    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 for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats.

9) The explanation of each issue should identify:

a) the significance criteria or threshold, if any, used to evaluate each question; and

b) the mitigation measure identified, if any, to reduce the impact to less than significance

E. ENVIRONMENTAL CHECKLIST AND NARRATIVE EXPLANATION

1. AESTHETICS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	■

NARRATIVE EXPLANATION

Environmental Setting

The project setting is rural in nature, consisting of predominately agricultural and rural residential uses. Potentially affected viewer populations would consist of general-use motorists and local area residents. The rural alignments may represent an open space resource for residents of nearby urban areas and receive occasional dispersed use for this purpose. However, there are no identified scenic resources, scenic vistas or scenic routes located on or in the vicinity of the project area.

The potential aesthetic effects of the project would result from construction activities, and from the ongoing presence of the newpower lines. Aesthetic effects are subjective in nature but can be related to the aesthetic quality of the existing setting, the nature and extent of change associated with the project, and the expectations and preferences of affected viewers.

Hole-drilling, pole-setting, installation of hardware, and conductor stringing in any particular area would involve temporary, minor and localized effects during the construction period and would require the presence of construction equipment and construction activity for no more than a few days in any location. The presence of construction equipment similar to agricultural equipment is familiar and unsurprising in the project area and would result in no significant aesthetic effect.

Physical changes associated with the proposed power line would include the addition of new poles, or the replacement of existing poles with taller poles; the addition of new insulators, cross-arms and other equipment. These new features would be added to the existing aesthetic environment, potentially resulting in significantly aesthetic effects. In some cases, new equipment may be combined with existing equipment, which would reduce potential visual impacts by reducing the number of new poles.

The proposed project will not introduce any new permanent source of light and glare along the primary route. However, improvements at the Westside Substation and at the NCPA facility will have security lighting, but the lighting will be contained within the boundaries of the facilities through directional lighting and limiting the "candle" power (i.e., brightness) of the light source. Since new lighting will be confined to the substation and NCPA facility and is not considered a new source of "substantial" light and glare, this issue is not discussed in the EIR.

Issues to be addressed in the EIR would include:

- Description of viewshed change associated with the addition of new poles and conductors, and the consolidation of existing lines on to a jointly used pole.
- In order to better understand the long-term aesthetic impacts, the EIR will include two visual simulations of the proposed project's primary route at two specified locations.

2. AGRICULTURE RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 non-agricultural use?	☐	☐	☐	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■
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?	☐	☐	■	☐

NARRATIVE EXPLANATION

Environmental Setting

The State Department of Conservation's Important Farmland Maps identify three farm land types adjacent to the project alignment: Prime Farmland, Unique Farmland and Farmland of Local Importance. The proposed power line alignment is located primarily within existing public road rights-of-way and in disturbed areas between agricultural areas. These right-of-way areas contain dirt roads, access points to residential areas, agricultural fields, roadway dirt shoulders and improved roadways.

Long-term operation of the proposed project has no potential to convert existing farmland to non-agricultural uses or conflict with existing zoning for agricultural use, or a Williamson Act contract. Short-term construction impacts may temporarily block access

points; and temporarily disturb agricultural fields within the existing right-of-way as installation of the power line occurs. Disturbance would occur in the immediate area around the pole installation, not under the power line.

Issues to be addressed in the EIR would include:

- Potential short-term and long-term operational impacts between the proposed electrical lines and adjacent agricultural crops.
- Potential long-term effects on agricultural pest control, including aerial application of pesticides, and existing irrigation systems.

3. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?	☐	☐	■	☐
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	☐	■	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	■	☐
e) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	■
f) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	■

NARRATIVE EXPLANATION

Environmental Setting

The project site is within the northern portion of the San Joaquin Valley Air Basin (SJVAB). The SJVAB is subject to the air quality regulatory authority of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAB is designated Nonattainment/Serious by the federal government, and Nonattainment/Severe by the state, for ozone. Both state and federal government classify the basin as Nonattainment for particulate matter. With the exception of the Fresno urbanized area, the SJVAB is in attainment of, or unclassified for, carbon monoxide and other applicable standards.

Construction of the project would involve emissions consisting of PM-10 from soil disturbance and equipment operation in unpaved areas, and ozone precursor emissions

from worker commute vehicles and construction equipment. Soil disturbance for power line construction will be very minimal, limited to pole hole drilling and minor disturbance associated with equipment movement and conductor stringing along the proposed alignment. The project will be subject to existing SJVAPCD dust control regulations that will reduce project construction impacts to less than significant levels.

Operation of new electrical lines will not involve any substantial air emissions, and no significant direct air quality effects. The electrical lines will require maintenance activity and associated vehicle traffic. This traffic will involve incidental new ozone precursor contributions to the air basin. This issue is considered less than significant.

The proposed project will not involve any known odor emissions, therefore, there will be no discussion regarding odor emissions in the EIR.

Issues to be addressed in the EIR would include:

- Identification of construction emissions and specification of control measures per GAMAQI requirements.
- Assessment of long-term area and mobile-source ozone precursor emissions.
- Energy efficiency and related air quality implications or benefits of alternative power supply (also of interest with respect to global climate change issue).

4. BIOLOGICAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Adversely impact, either directly or through habitat modifications, any endangered, rare, or threatened species, as listed in Title 14 of the California Code of Regulations (sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (sections 17.11 or 17.12)?	■	☐	☐	☐
b) 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?	■	☐	☐	☐

c) 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 US Fish and Wildlife Service?	☐	☐	■	☐
d) 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?	☐	☐	■	☐
e) 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?	☐	☐	☐	■
f) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	■	☐

NARRATIVE EXPLANTION

Environmental Setting

The project area primarily consists of agricultural fields and a network of rural roadways. A negligible amount of undisturbed, non-agricultural fields are present along the majority of the power line. If not in agricultural use, other uses along the power line include rural residential units; proposed commercial uses (currently a vacant lot) and the White Slough Water Pollution Control Plant.

The proposed power line will be located along dirt access roads, along agricultural fields, and within routinely maintained road shoulders of public roadways, between the paved roadways and adjacent agricultural lands. Data base review and field inspection of the project alignments for sensitive biological resources will be performed as part of the EIR preparation.

Issues to be addressed in the EIR would include:

- Effects of proposed power line construction on the availability and utility of wildlife habitat, wildlife habitat diversity and utilization of any critical wildlife habitats which may be identified on or adjacent to the project site.
- Potential effects on special-status plant species.
- Potential effects on habitat, nesting activity or habitat use by special-status wildlife species.

- Potential effects on Waters of the U.S. and wetlands, if any
- Impacts on oak trees, including heritage oaks, if any.

5. CULTURAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource?	☐	☐	☐	■
b) Cause a substantial adverse change in the significance of a unique archaeological resource (i.e., an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it contains information needed to answer important scientific research questions, has a special and particular quality such as being the oldest or best available example of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person)?	■	☐	☐	☐
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?	☐	■	☐	☐

NARRATIVE EXPLANATION

Environmental Setting

Agricultural operations and improved rural roads are located adjacent to and within the right-of-way of the proposed project. Agricultural operations and roadway construction have disturbed the surface soils along the Primary Route. In addition, no structures are located within the Primary Route that will need to be removed.

A cultural resources inventory of the proposed study area will be prepared in conjunction with preparation of the EIR; this will include an archaeological survey of the proposed Primary Route (also referred to as the Study Area). The EIR will need to document and describe known archaeological or historical sensitivities of the study area based on a search of database and other records.

Issues to be addressed in the EIR would include:

- Potential for direct disturbance of known surface and subsurface cultural resources, if any, as a result of power line construction.
- Potential for indirect disturbance of cultural resources, if any, as a result of project construction.

- Potential for avoidance, minimization, or mitigation of impacts through information recovery, site recordation, site protection, open space, or other measures as appropriate or as required by CEQA.

6. GEOLOGY AND SOILS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 strata 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, creating substantial risks to life or property?	☐	☐	☐	■
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■

NARRATIVE EXPLANATION

Environmental Setting

The topography of the Primary Route is flat. No significant geologic features or soil conditions are present along or adjacent to the Primary Route. Typical erosion control measures will reduce potential erosion impacts to less than significant levels.

The EIR will describe regional and local geology, topography, faulting, and seismicity including any fault displacement, seismic shaking, liquefaction, or settlement hazards from existing literature. The EIR will include a description of soil mapping units, soil productivity, soil characteristics (depth, texture, drainage, etc.), limitations (shrink/swell, saturation, etc.) and wind and water erosion potential.

Issues to be addressed in the EIR would include:

- Exposure of proposed electrical facilities to seismic, liquefaction, settlement or other geologic hazards.
- Exposure of proposed electrical facilities to soil constraints and construction concerns, if any.
- Potential effects on soil erosion, potential discharges, if any, need for erosion control measures. Relationship to City and County storm water quality management programs and criteria.

7. GLOBAL CLIMATE CHANGE -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in a significant effect on, or a cumulatively considerable contribution to, global climate change?	■	☐	☐	☐

NARRATIVE DISCUSSION:

Environmental Setting

Global climate change is a subject of increasing scientific and public concern as well as of government action. Global climate change is understood to be the result of atmospheric concentrations of greenhouse gases (GHGs) that trap heat in the earth's atmosphere. GHGs are naturally occurring and are emitted by human activity. GHGs include carbon dioxide (CO2), the most abundant GHG, as well as methane, nitrous oxide and other gases.

GHG emissions are associated with the combustion of carbon-based fuels; major GHG sources in California include transportation (40.7%), electric power (20.5%), industrial (20.5%), agriculture and forestry (8.3%) and others (8.3%).

The EIR will include a discussion of global climate change issues and their relationship to emissions of greenhouse gases (GHGs). Ongoing state and local planning to reduce greenhouse gas emissions will be discussed as will existing emissions per unit of power for power supply contributors to the Lodi Electric Utility, including NCPA.

Issues to be addressed in the EIR would include:

- Construction emissions of greenhouse gases
- Increases or decreases in greenhouse gas emissions associated with project operation reflecting potential changes in utility efficiency.

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

NARRATIVE EXPLANATION

Environmental Setting

Land uses along the Primary Route consist of rural residential uses, agricultural operations and transportation facilities. Transportation facilities include railroad tracks, Interstate 5 and Kingdon Airport. None of these land uses are anticipated to contain significant amounts of hazardous materials that would be impacted as a result of installation of the proposed project. However, installation of power poles near Kingdon Airport will need to conform with the airport land plan and air restriction in the vicinity of the airport. The EIR will expand on this discussion between the Primary Route and the Kingdon Airport Land Plan.

Due to the management of the adjacent lands under agricultural production, the threat of wildland fires is extremely low. In addition, due to the rural setting along the Primary

Route, the proposed project will not impair implementation or physically interfere with any emergency response or evacuation plans.

Power lines and substations involve varying types and degrees of environmental risk. Potential hazards include potential hazardous material spills during construction, increased electrocution risk, potential hazardous material spills from oil-filled electrical equipment and electro-magnetic fields. There has been public concern since 1979 that electromagnetic fields (EMFs) surrounding power lines and other electrical equipment have the potential to contribute to increased risk of cancer. The EIR will expand on this discussion and cite appropriate guidelines derived from multiple studies regarding the health implications of being exposed to EMFs.

Issues to be addressed in the EIR would include:

- Potential for exposure of construction personnel and future site users to environmental risks associated with previous hazardous materials usage or waste on or near the project area.
- Identification of potential for use of hazardous materials in construction of the project and controls on such use.
- Potential hazards associated with project operation, including a discussion of health hazards associated with electromagnetic fields (EMF).
- Potential conflicts between proposed electrical facilities and airspace restrictions at Kingdon Airpark.

9. HYDROLOGY AND WATER QUALITY -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	■
f) 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?	☐	☐	☐	■
g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	■
h) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	■
i) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	■

NARRATIVE EXPLANATION

Environmental Setting

The project area is flat and no significant drainage features exist within the project area. The proposed power lines site would not encroach into natural waterways. The proposed power lines would cross irrigation canals and drainage ditches. These crossings would involve the placement of poles in upland areas and the suspension of electrical conductors over the waterways.

The project would not expose people to flooding hazards and will only create insignificant amounts of impervious surfaces. The EIR will describe the existing hydrology features in the vicinity of the study area and identify floodplain classifications from FEMA maps. Due to the nature of the proposed project and limited impervious surfaces associated with it, groundwater quantity and quality are not anticipated to be impacted by the proposed project.

Issues to be addressed in the EIR would include:

- Changes in existing drainage patterns, features and runoff as result of the project.
- Potential construction sediment contributions to waterways and effects on water quality. Application of City and County storm water management requirements to the project, and identification of necessary erosion control measures.

10. LAND USE AND PLANNING – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 communities conservation plan?	☐	☐	☐	■

NARRATIVE EXPLANATION

Environmental Setting

Land uses along the proposed power line alignments are predominantly agricultural, primarily vineyards with some row crops and orchards. Rural residences, at low densities, are interspersed with agricultural uses along the proposed Primary Route. Other uses along the proposed Primary Route include, a privately-owned airport known as Kingdon Airpark, south of Tredway Road; wineries that are open to the public; and two major transportation facilities, Interstate 5 and the Union Pacific Railroad which both run north to south, intersecting the Primary Route at two specific locations.

Proposed facilities would be located within existing public road rights-of-way or adjacent easements and are exempt from local zoning requirements (Government Code Section 53091). There are no schools adjacent to the proposed power line alignments. There are no parks or day care facilities located along the proposed Primary Route.

The EIR will identify, describe, and map existing and planned land uses and circulation patterns in the study area and vicinity as well as proposals for development of other lands in the vicinity. The EIR will also address the project's impact on the City of Lodi and County of San Joaquin land use planning documents since the Primary Route will be located in both jurisdictions.

Issues to be addressed in the EIR would include:

- Land use change associated with the project and effects on adjoining agricultural and rural lands.
- Consistency of the project with approved urban land uses as well as existing residential, agricultural and other land uses adjacent to the proposed Primary Route.
- Consistency of the project with land use/circulation designations and applicable policy provisions of the Lodi General Plan and the San Joaquin County General Plan and zoning.

- Consistency of the project with any other applicable adopted planning documents.

11. MINERAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist 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?	☐	☐	☐	■

NARRATIVE EXPLANATION

According to the Sate Department of Conservation's Mineral Land Classification Map for San Joaquin County, there are no known mineral resources of value nor any locally-important mineral resource recovery sites within the project area. There will be no further discussion regarding impacts to mineral resources in the EIR.

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

NARRATIVE EXPLANATION

Environmental Setting

Major existing noise sources in the project area are related to vehicular and aviation traffic and railroad operations. Major transportation noise sources include County roads along which the proposed Primary Route is located, Interstate 5 that crosses the segment west of Thornton Road and the Union Pacific Railroad that crosses the Harney Lane segment. Noise is a significant influence in the immediate vicinity of these transportation facilities. On the more lightly-traveled county roads in the unincorporated area, traffic and related noise is minimal. Noise is locally high in the immediate vicinity of the Kingdon Airpark. Noise levels are intermittently and seasonally high in agricultural areas but otherwise incidental.

Sensitive receptors are limited to rural residences along the local roads in which the Primary Route is located.
Power line construction activity and related equipment use would result in temporary noise increases in the vicinity of construction. The EIR will evaluate the potential for construction noise and any controls necessary to minimize noise on sensitive receptors in the vicinity of the project.

No major new long-term noise sources are anticipated with the project.

Issues to be addressed in the EIR would include:

- Construction noise impacts on adjacent rural residential uses.

13. POPULATION AND HOUSING -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	■

NARRATIVE EXPLANATION

None of the Primary Route segments would involve the demolition of housing or have any other direct effect on community population, housing stock, or growth rates.

Electrical service is presently available in the project area and is not a limit or an inducement to growth. The primary purpose of the proposed project is to increase the reliability of the City's electrical system by providing a second point of supply that will prevent mass outages citywide should the initial point of supply be interrupted. Potential growth-inducing impacts will be addressed in a separate EIR chapter devoted to that subject.

14. PUBLIC SERVICES -- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire protection?	☐	☐	■	☐
b) Police protection?	☐	☐	■	☐
c) Schools?	☐	☐	☐	■
d) Parks?	☐	☐	☐	■
e) Other public facilities?	☐	☐	☐	■

NARRATIVE EXPLANATION

Environmental Setting

Due to the rural nature of the Primary Route, certain services are not readily available. This becomes a more sensitive issue during the construction phase of the project when roadways may be temporarily blocked or detours identified. Under an operational scenario, the project will not modify existing response conditions. Also, a positive impact of the project will be the ability of the City of Lodi to maintain power to the City should one of the two connections to the state power grid becomes interrupted.

Due to type and nature of the proposed project, schools, parks and recreation facilities within both the City and County will not be impacted.

Issues to be addressed in the EIR would include:

- Identify and describe City, County and other service providers in the project area.
- Describe existing facilities crossed by or near the Primary Route.
- Identify the nature and operations of emergency response agencies and any relevant capacity or operational constraints for police and fire protection services due to short-term construction activities or operational activities.

15. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	■

NARRATIVE EXPLANATION

The project would not involve any new demands for recreational sites or facilities or involve any adverse physical impact on an existing or planned recreational facility. The project does not include recreational facilities, or require construction or expansion of recreational facilities.

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

NARRATIVE EXPLANATION

Environmental Setting

The EIR will identify and describe existing transportation systems in the project vicinity, including I-5, SR 12, County roads crossed and followed by the Primary Route, and the Union Pacific Railroad line. The EIR will also describe Kingdon Airpark and related air traffic controls and other operational safety features.

Issues to be addressed in the EIR would include:

- Project effects on highway traffic operations, and on existing and projected local traffic operations during construction.
- Effects of proposed power line on operation of Kingdon Airpark and related air traffic control, based on analysis of conflicts with defined airport safety areas for the airport.
- Effects of the project on any other transportation systems in the project vicinity.

17. UTILITIES AND SERVICE SYSTEMS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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) Are sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	■
e) Has the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	■
f) Is the project 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?	☐	☐	■	☐

NARRATIVE EXPLANATION

Environmental Setting

The EIR will identify and describe existing and planned utility systems located in and serving the project area, including overhead utilities and pipelines. The EIR will discuss City of Lodi electrical utility operations, NCPA and applicable inter-agency relationships.

Issues to be addressed in the EIR would include:

- Potential effects of project construction on any existing or planned pipelines, communication, power, telephone or other utility facilities in the project vicinity.
- Beneficial effects in terms of improving system reliability and transmission capacity impacts.
- Effects of the project on availability of renewable energy supplies, if any.
- Potential effects on other utility system operations in the project area, if any.

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

NARRATIVE EXPLANATION

The proposed project would involve the possibility of significant effects on aesthetic, biological, hazards and cultural resources. These potential effects would be considered in detail in the EIR.

The project would involve the potential for cumulatively considerable contributions, and therefore potentially significant, cumulative impacts. Potential cumulative effects will be addressed in a separate chapter of the EIR and will address potential cumulative effects in each environmental discipline. In addition, the EIR will also include consideration of growth-inducing impacts, irreversible effects and other technical requirements of CEQA.

Other than the potential environmental effects described in this document, the project would involve no other known impacts that could cause substantial adverse effects on human beings, either directly or indirectly.

F. SOURCES

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PERSONS/AGENCIES CONSULTED

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COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

February 24, 2010

Mr. Konradt Bartlam
City of Lodi
P.O. Box 3006
Lodi, CA 95241

Dear Mr. Bartlam:

Re: City of Lodi's Notice of Preparation of a Draft Environmental Impact Report for the Lodi West 60 Kilovolt Power Line Project; SCH# 2010022012

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports.

The proposal is for a 7.5 mile long 60 kilovolt transmission line with poles that will range from 57 to 90 feet in height. A portion of the proposed transmission line appears to be approximately 1,000 feet northeast of approach end to Kingdon Airpark's Runway 12.

California Public Utilities Code Section 21658 prohibits structural hazards associated with utility poles and power lines near airports. Due to the proximity of the transmission line to Kingdon Airpark, a Notice of Proposed Construction or Alteration (Form 7460-1) will be required by the Federal Aviation Administration (FAA) in accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace." Form 7460-1 is available on-line at https://oeaaa.faa.gov/oeaaa/external/portal.jsp and should be submitted electronically to the FAA.

In Chapter 2, Project Description, the Notice of Preparation states that there are "two small private airports" within the project area. Please note, Kingdon Airport and Lodi Airpark, which is located at the southwest corner of the intersection of North Lower Sacramento Road and Armstrong Road, are both public use airports.

The proposal should be submitted to the San Joaquin Council of Governments, which represents the Airport Land Use Commission (ALUC) for a consistency determination.

We recommend that construction activities also be coordinated with the Kingdon Airpark manager, Mr. Amrit Grewal, at (209) 334-2961 to ensure that appropriate action, such as, Notice to Airmen (NOTAM), are publicized sufficiently in advance.

These comments reflect the areas of concern to the Division of Aeronautics with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 10

office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314 or by email at sandy.hesnard@dot.ca.gov.

Sincerely,

Sandy Hesnard

SANDY HESNARD
Aviation Environmental Specialist

c: State Clearinghouse, Kingdon Airpark, San Joaquin County ALUC

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
P.O. BOX 2048 STOCKTON, CA 95201
(1976 E. CHARTER WAY/1976 E. DR. MARTIN
LUTHER KING JR. BLVD. 95205)
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FAX (209) 948-7194

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March 1, 2010

10-SJ-Various
SCH# 2010022012
Lodi West 60kV Power Line Project

Konradt Bartlam
City of Lodi
Planning Division
221 West Pine Street
Lodi, CA 95241-1910

Dear Mr. Bartlam:

The California Department of Transportation (Department) appreciates the opportunity to have reviewed the Notice of Preparation (NOP) for the proposed Lodi West 60kV Power Line Project. The Department has the following comment(s):

We have no comments concerning surface transportation issues at this time.

The Department sent this to the Division of Aeronautics for review and comment.

If you have any questions or would like to discuss our comments in more detail, please contact Kathy Selsor at (209) 948-7190 (e-mail: kathy_selsor@dot.ca.gov) or me at (209) 941-1921.

Sincerely,

Kathy Selsor for

TOM DUMAS, CHIEF
OFFICE OF METROPOLITAN PLANNING

c: SMorgan State Clearinghouse

S J C O G, Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

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

SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ) ADVISORY AGENCY NOTICE TO SJCOG, Inc.

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COMMUNITY DEVELOPMENT DEP
CITY OF LODI

To: Konradt Bartlam, Interim Director of Community Development, City of Lodi

From: Anne~Marie Poggio, Regional Habitat Planner, SJCOG, Inc.

Date: February 24, 2010

Local Jurisdiction Project Title: Lodi West 60kV Power Line Project

Total Acres to be converted from Open Space Use: Undetermined

Habitat Types to be Disturbed: Agriculture and Urban Habitat Land

Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Mr. Bartlam:

SJCOG, Inc. has reviewed the Lodi West 60kV Power Line Project. This project consists of the construction and operation of a planned 60kV power line by the City o Lodi Electrical Utility Department. The line would connect the City's future Westside Substation with electric supply form major statewide transmission lines that parallel the west side of I-5, south of Highway 12. This tie-in will occur inside the existing Northern California Power Agency Facilities near the City's White Slough Water Pollution Control Plant located west of I-5.

The majority of the proposed power lines will be constructed with wooden poles. Approximately 13 steel poles will be used at main angle points and at critical crossing locations such as roadways and/or drainage ways.

The proposed linear project will connect to the future Westside Substation site, located on the southwest corner of Kettleman Lane and future Westgate Drive in the City of Lodi. The project traverses west across unincorporated territory and will terminate inside the existing NCPA facility. Except for privately held land near the future Westside substation and along the east side of I-5, the project would be located within the following road rights-of-ways; Harney Lane, DeVries Road, Treadway Road, Neeley Road, Kingdom Road, and Thorton Road.

The City of Lodi is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP. Although participation in the SJMSCP is voluntary, Local Jurisdiction/Lead Agencies should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

It should be noted that two important federal agencies (U.S. Army Corps of Engineers and the California Regional Water Quality Control Board) have not issued permits to the SJCOG and so payment of the fee to use the SJMSCP will not modify requirements that could be imposed by these two agencies. Potential waters of the United States [pursuant to Section 404 Clean Water Act] are believed to occur on the project site. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.

This Project is subject to the SJMSCP and is located within the unmapped land use area. Per the requirements of the SJMSCP, unmapped projects are subject to case-by-case review. The project may also need to seek coverage due to required Army Corp permitting and Section 7 consultation. These types of projects are also subject to a case-by-case review. This can be a 90 day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package. http://www.sjcog.org
After this project is approved by the Habitat Technical Advisory Committee and the SJCOG Inc. Board, the following process must occur to participate in the SJMSCP:

- Schedule a SJMSCP Biologist to perform a pre-construction survey ***prior to any ground disturbance***
- Sign and Return Incidental Take Minimization Measures to SJMSCP staff (given to project applicant after pre-construction survey is completed)
- Pay appropriate fee based on SJMSCP findings. **Fees shall be paid in the amount in effect at the time of issuance of Building Permit**
- Receive your Certificate of Payment and release the required permit

If you have any questions, please call (209) 235-0600.

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

March 4, 2010

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MAR 09 2010
COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

City of Lodi
Community Development Dept.
221 W. Pine Street
Lodi, CA 95241

Project: Lodi West 60kV Power Line Project
District CEQA Reference No: 20100066

To Whom It May Concern:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Notice of Preparation (NOP) for the project identified above. The proposed project includes the construction and operation of 7.5 miles of power line, connecting the City's Westside substation to the existing Northern California Power Agency facilities. The District offers the following comments:

District Comments

1) The District recommends that any preliminary and final environmental review of the project's potential impact on air quality include the following:

   1a) A description of the regulatory environment and existing air quality conditions impacting the area. Information on the District's attainment status can be found on the District's web page at http://valleyair.org/aqinfo/attainment.htm.

   1b) A description of the project, including a discussion of existing and post-project emissions.

      i) The discussion should include emissions from short-term activities such as construction, and emissions from long-term activities, such as operational, and area wide emission sources. Emissions from permitted (stationary sources) and non-permitted (mobile sources) sources should be analyzed separately. The project should be considered to have a significant adverse impact on air quality if emissions from either source exceed the following amounts: 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of

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

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reactive organic gases (ROG), or 15 tons per year particulate matter of 10 microns or less in size (PM10).

ii) A discussion of whether the project would result in a cumulatively considerable net increase of any criteria pollutant or precursor for which the San Joaquin Valley Air Basin is in non-attainment.

3) A discussion of the methodology, model assumptions, inputs and results used in characterizing the project's impact on air quality.

4) A discussion of all existing District regulations that apply to the project.

5) A discussion of all feasible measures that will reduce air quality impacts.

6) Based on information provided, the proposed project is 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.

7) The proposed project may be subject to District Rules and Regulations, including: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), 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 online at: www.valleyair.org/ rules/1ruleslist.htm.

If you have any questions or require further information, please call Jessica Willis at (559) 230-5818.

Sincerely,

David Warner
Director of Permit Services

Jessica R. Willis

for Arnaud Marjollet
Permit Services Manager

DW:jw

APPENDIX B
BIOLOGY

MOORE BIOLOGICAL CONSULTANTS

April 27, 2010

Mr. Trevor Smith
InSite Environmental
6653 Embarcadero Dr., Ste. Q
Stockton, CA 95219

SUBJECT: LODI WEST 60-kV TRANSMISSION PROJECT: BASELINE BIOLOGICAL RESOURCES ASSESSMENT

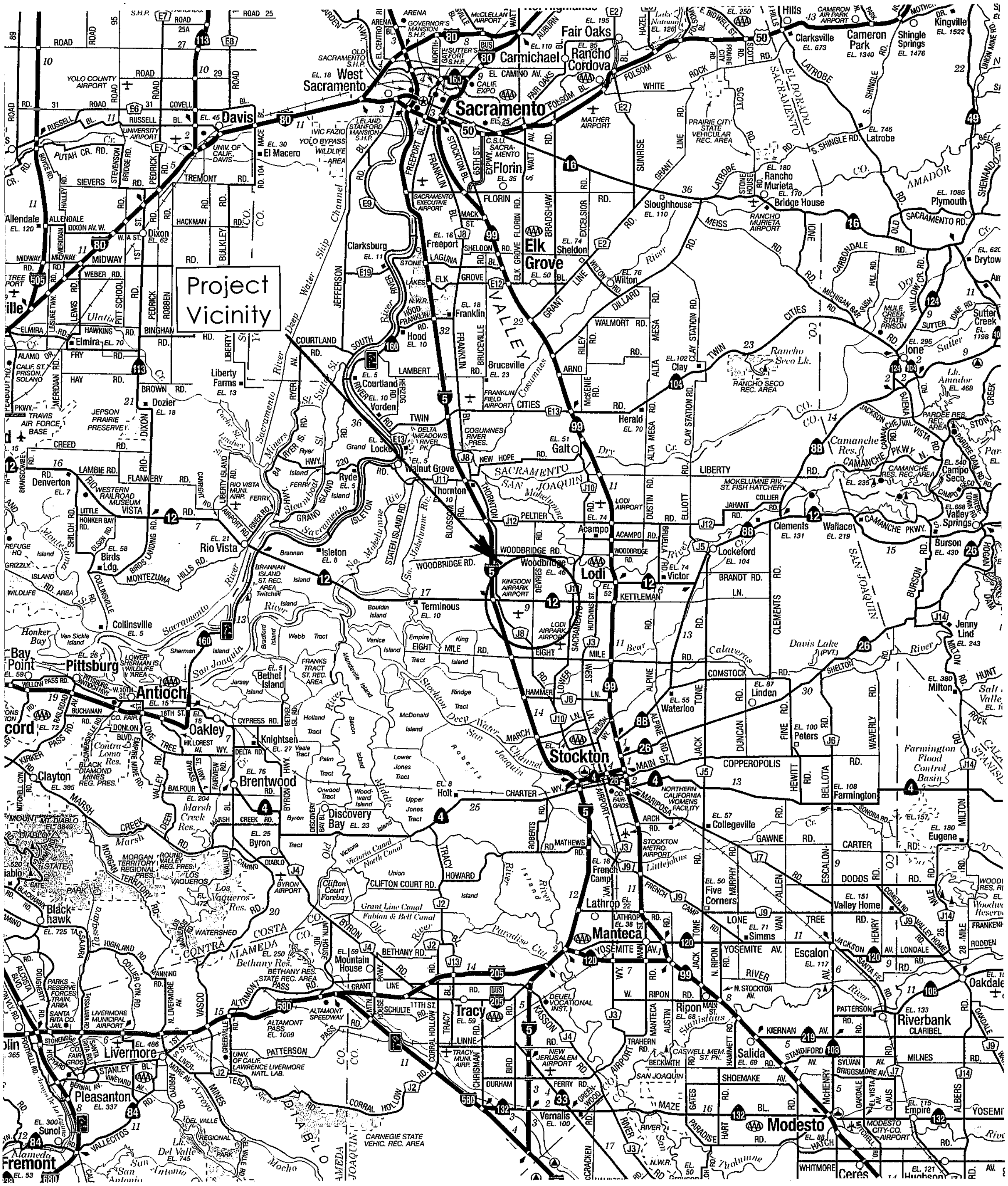
Dear Trevor:

Thank you for asking Moore Biological Consultants to conduct a baseline biological resources assessment of the Lodi West 60-kV transmission line project (Figures 1 and 2). The focus of our work was to document existing biological resources along the proposed alignment, conduct a survey to determine presence or absence of waters of the U.S. and wetlands, and search for suitable habitat for or presence of special-status species along the proposed alignment. This letter report details the methodology and results of our investigation.

Methods:

Prior to the field surveys, we conducted a search of California Department of Fish and Game's (CDFG) California Natural Diversity Database (CNDDB, 2010). This information was used to identify species that have been previously documented in the greater project vicinity or have the potential to occur based on presence of suitable habitat and geographical distribution. Since the proposed alignment is in

10330 Twin Cities Rd., Ste. 30 • Galt, CA 95632
(209) 745-1159 • Fax (209) 745-7513
e-mail: moorebio@softcom.net



Scale: 1 inch = 9 miles

Source: Calif. State Automobile Association

N

FIGURE 1

PROJECT VICINITY

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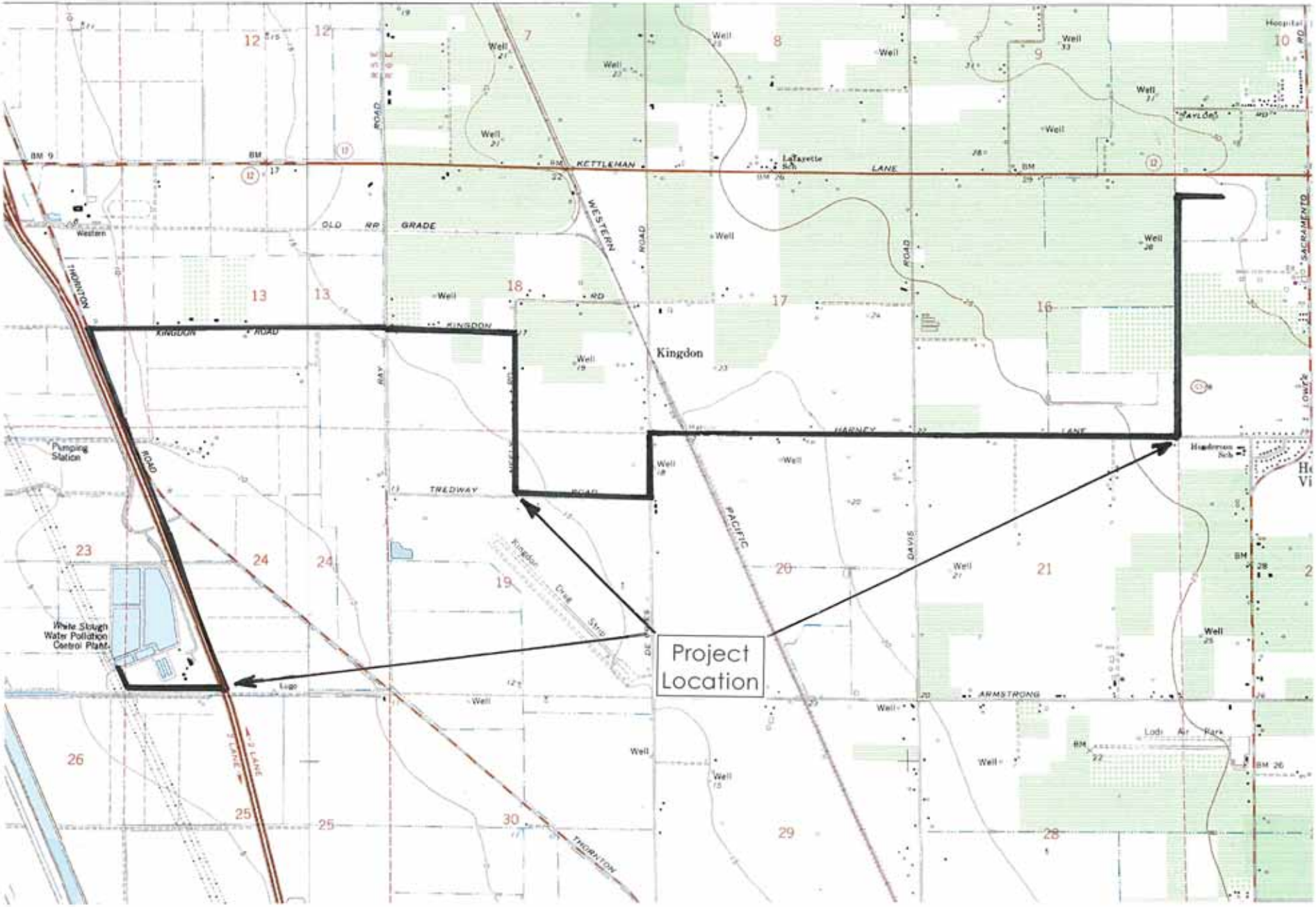

Scale: 1 inch = 3,000 feet

Source: USGS 7.5-minute Terminous and Lodi South topgraphic quadrangles

MOORE BIOLOGICAL

FIGURE 2
PROJECT LOCATION

the north part of the USGS 7.5-minute Lodi South and Terminous topographic quadrangles, the CNDDB search area encompassed these quadrangles, and the Thornton and Lodi North quadrangles, which are situated to the north. This CNDDB search area is approximately 240 square miles surrounding the project area.

Field surveys were conducted on December 15 and 17, 2009, and January 5 and March 19, 2010. The surveys consisted of driving and walking along the proposed alignment, making observations and noting habitat conditions, surrounding land uses, and plant and wildlife species. The fieldwork included an assessment of potentially jurisdictional Waters of the U.S. and wetlands as defined by the U.S. Army Corps of Engineers (ACOE, 1987; 2008), and a search for special-status species and suitable habitat for special-status species (e.g., blue elderberry shrubs, vernal pools). Additionally, trees along the alignment were assessed for the potential use by nesting raptors, especially Swainson's hawk (*Buteo swainsoni*), and burrows along the alignment were inspected for evidence of burrowing owl (*Athene cunicularia*) occupancy.

Results:

GENERAL SETTING: The project area is located in west Lodi, San Joaquin County, California (Figure 1). The proposed alignment is in Sections 15, 16, 17, 18, and 19 in Township 3 North, Range 6 East and in Sections 13, 14, 23, and 24 in Township 3 North, Range 5 East of the USGS 7.5-minute Lodi South and Terminous topographic quadrangles (Figure 2). The project area is essentially level and is at elevations of approximately 5 to 30 feet above mean sea level.

VEGETATION: The proposed alignment follows roads for most of its length (see attached photographs). Habitats along the proposed alignment are primarily highly disturbed agricultural lands. Virtually all of the parcels along the proposed alignment are farmed in alfalfa, vineyard, or almond and fruit orchards.

The orchard floors, vineyard edges, road shoulders, and other ruderal areas along the proposed alignment are vegetated with various native and non-native annual grass and weed species. Grasses including oats (*Avena* sp.), soft chess brome (*Bromus hordeaceus*), ripgut brome (*B. diandrus*), foxtail barley (*Hordeum murinum*), annual bluegrass (*Poa annua*) Bermuda grass (*Cynodon dactylon*), and perennial ryegrass (*Lolium perenne*) are dominant grass species in these areas. Other grassland species such as fiddleneck (*Amsinckia menziesii*), black mustard (*Brassica nigra*), bull thistle (*Cirsium vulgare*), prickly lettuce (*Lactuca serriola*), pigweed (*Amaranthus albus*), dove weed (*Eremocarpus setigerus*), common mallow (*Malva neglecta*), and filaree (*Erodium botrys*) are intermixed with the grasses. Table 1 is a list of plant species observed along the proposed alignment.

Beyond the orchards, trees along the proposed alignment include blue gum (*Eucalyptus* sp.), willows (*Salix* spp.), Fremont cottonwood (*Populus fremontii*), olive (*Olea europaea*), valley oak (*Quercus lobata*), mulberry (*Morus alba*), black locust (*Robinia pseudoacacia*), and a number of other ornamentals. Very few of these trees appear to be in potential conflict with some of the new poles and lines.

No blue elderberry (*Sambucus mexicana*) shrubs were observed within or adjacent to the proposed alignment.

WILDLIFE: A variety of wildlife species were observed along the proposed alignment. Some of the more common birds observed include red-tailed hawk (*Buteo jamaicensis*), mourning dove (*Zenaida macroura*), western scrub jay (*Aphelocoma coerulescens*), American crow (*Corvus brachyrhynchos*), yellow-billed magpie (*Pica nuttalli*), northern mockingbird (*Mimus polyglottos*), white-crowned sparrow (*Zonotrichia leucophrys*), and house finch (*Carpodacus mexicanus*). All of these are species commonly found in agricultural areas in the greater project vicinity (Table 2).

TABLE 1

PLANT SPECIES OBSERVED ALONG THE PROPOSED ALIGNMENT

Amsinckia menziesii	fiddleneck
Avena sp.	oat
Brassica nigra	black mustard
Bromus diandrus	ripgut brome
Bromus hordeaceus	soft-chess brome
Capsella bursa-pastoris	shepherd's purse
Carduus pycnocephalus	Italian thistle
Centaurea solstitialis	yellow star-thistle
Chamomilla suaveolens	pineapple weed
Cirsium vulgare	bull thistle
Conium maculatum	poison hemlock
Conyza canadensis	horseweed
Cynodon dactylon	Bermuda grass
Distichlis spicata	salt grass
Eremocarpus setigerus	dove weed
Erodium botrys	filaree
Eucalyptus globulus	blue gum
Geranium dissectum	cut-leaf geranium
Grindelia camporum	gumplant
Hordeum marinum	Mediterranean barley
Hordeum murinum	foxtail barley
Juglans californica	black walnut
Lactuca serriola	prickly lettuce
Lolium perenne	perennial ryegrass
Malva neglecta	common mallow
Medicago sativa	alfalfa
Montia perfoliata	miner's lettuce

TABLE 1 (continued)

PLANT SPECIES OBSERVED ALONG THE PROPOSED ALIGNMENT

Morus alba	mulberry
Olea europaea	olive
Plantago sp.	plantain
Poa annua	annual bluegrass
Populus fremontii	Freemont cottonwood
Prunus dulcis	almond
Quercus lobata	valley oak
Raphanus sativus	wild radish
Robinia pseudoacacia	black locust
Rubus discolor	Himalayan blackberry
Rumex crispus	curly dock
Salix sp.	willow
Salsola iberica	Russian thistle
Scirpus acutus	tule
Silybum marianum	milk thistle
Typha sp.	cattail
Urtica dioica	stinging nettle
Verbena hastata	verbena
Vicia sp,	vetch

There are a number of relatively large trees along the proposed alignment that are suitable for nesting raptors and other protected migratory birds, including Swainson's hawk. The final survey was conducted in the very early part of the avian nesting season and no active raptor nests were observed. However, there are some notable raptor stick nests in some large oaks and willows near Interstate 5 and both Swainson's hawks and red-tailed hawks were observed soaring and perching on poles and trees in the area. It is likely one or more of

TABLE 2

WILDLIFE SPECIES OBSERVED ALONG THE PROPOSED ALIGNMENT

Birds	
Great blue heron	*Ardea herodias*
Great egret	*Casmerodius albus*
Canada goose	*Branta canadensis*
Northern shoveler	*Anas clypeata*
Turkey vulture	*Cathartes aura*
Swainson's hawk	*Buteo swainsoni*
Red-tailed hawk	*Buteo jamaicensis*
American kestrel	*Falco sparverius*
California gull	*Larus californicus*
Killdeer	*Charadrius vociferous*
American avocet	*Recurvirostra americana*
Black-necked stilt	*Himantopus mexicanus*
Mourning dove	*Zenaida macroura*
Belted kingfisher	*Ceryle alcyon*
Black phoebe	*Sayornis nigricans*
Western scrub jay	*Aphelocoma coerulescens*
Yellow-billed magpie	*Pica nuttalli*
American crow	*Corvus brachyrhynchos*
American robin	*Turdus migratorius*
White-crowned sparrow	*Zonotrichia leucophrys*
Red-winged blackbird	*Agelaius phoeniceus*
Western meadowlark	*Sturnella neglecta*
Brewer's blackbird	*Euphagus cyanocephalus*
House finch	*Carpodacus mexicanus*
Mammals	
California ground squirrel	*Spermophilus beecheyi*
Raccoon	*Procyon lotor*

these nests have been used by nesting Swainson's hawks in the past. There are also a number of large eucalyptus and other ornamentals throughout the project area that could support nesting raptors. Given the presence of trees along the proposed alignment and raptor foraging habitat (i.e., open fields) near the proposed alignment, it is likely one or more pairs of raptors, plus a variety of songbirds, nest along one or more of the proposed alignment each year.

A limited variety of mammals common to agricultural and semi-rural areas are expected to use habitats along the proposed alignment. A few California ground squirrels (*Spermophilus beecheyi*) and sign of raccoon (*Procyon lotor*) were observed along the proposed alignment. Coyote (*Canis latrans*), black-tailed hare (*Lepus californicus*), striped skunk (*Mephitis mephitis*), and Virginia opossum (*Didelphis virginiana*) are expected to occur in the area. A number of species of small rodents including mice (*Mus musculus, Reithrodontomys megalotis,* and *Peromyscus maniculatus*) and voles (*Microtus californicus*) also likely occur.

Based on habitat types present, only a few amphibian and reptile species are expected to use habitats along the proposed alignment. Although none were observed, western fence lizard (*Sceloporus occidentalis*), Pacific chorus frog (*Pseudacris regilla* western toad (*Bufo boreas*), coast horned lizard (*Phrynosoma coronatum*), gopher snake (*Pituophis melanoleucus*), common king snake (*Lamprpeltis getulus*), and common garter snake (*Thamnophis sirtalis*) are expected to occur in the area.

WATERS OF THE U.S. AND WETLANDS: Waters of the U.S., including wetlands, are broadly defined under 33 Code of Federal Regulations (CFR) 328 to include navigable waterways, many of their tributaries, and adjacent wetlands. State and federal agencies regulate these habitats and Section 404 of the Clean Water Act requires that a permit be secured prior to the discharge of dredged or fill materials into waters of the U.S. Both CDFG and ACOE have jurisdiction over modifications to riverbanks, lakes, stream channels and other wetland features.

Although definitions vary to some degree, wetlands are generally considered to be areas that are periodically or permanently inundated by surface or ground water, and support vegetation adapted to life in saturated soil. Jurisdictional wetlands are vegetated areas that meet specific vegetation, soil, and hydrologic criteria defined by the ACOE *Wetlands Delineation Manual* (ACOE, 1987). Waters of the U.S. are drainage features or water bodies as described in 33 CFR 328.4. Currently, ACOE and the U.S. Environmental Protection Agency (EPA) share authority to determine the jurisdictional status of waters of the U.S., including wetlands.

Jurisdictional wetlands and Waters of the U.S. include, but are not limited to, perennial and intermittent creeks and drainages, lakes, seeps, and springs; emergent marshes; riparian wetlands; and seasonal wetlands. Wetlands and Waters of the U.S. provide critical habitat components, such as nest sites and a reliable source of water, for a wide variety of wildlife species.

Potentially jurisdictional waters of the U.S. along the proposed alignment include irrigation laterals and ditches, minor roadside ditches, and a relatively large ditch that is tributary to White Slough. There are also seasonal wetlands in a soil borrow area adjacent to Interstate 5 and some low areas supporting wetlands near the power plant (west end of the proposed alignment).

The proposed alignment crosses over a number of irrigation laterals and ditches, and then parallels the tributary to White Slough for 2,000+/- feet. Review of USGS topographic maps (Figure 2) reveals that the network of irrigation laterals in the project vicinity is mapped as intermittent "blue-line" streams. These laterals and ditches return excess water back to the San Joaquin River delta. The San Joaquin River is a jurisdictional water of the U.S. and the hydrologic relationship of the irrigation laterals and ditches with the San Joaquin River would likely lead to a jurisdictional determination by ACOE.

of irrigation laterals in the project vicinity is mapped as intermittent "blue-line" streams. These irrigation laterals and ditches return excess water back to the San Joaquin River delta and the hydrologic relationship of the irrigation laterals and ditches with the delta would likely lead to a jurisdictional determination by ACOE.

To the north and south of the Interstate 5 Frontage Road under-crossing of Interstate 5, there are seasonal wetlands in soil borrow areas adjacent to the elevated freeway (see attached photograph). In this area, the proposed alignment follows a fenceline along the east edge of the soil borrow areas. The wetlands do not appear to pond water, but remain saturated long enough in the winter and spring to support hydrophytic vegetation. Due to hydrologic isolation from jurisdictional water of the U.S., it is considered unlikely ACOE would assert jurisdiction over the seasonal wetlands in these soil borrow areas.

Finally, there are some ditches and low areas supporting wetlands in the vicinity of the entrance to the power plant (west end of the proposed alignment) that appear to have been excavated during construction of roads, the power plant, and the substation. The proposed alignment is in upland grasslands and/or along the edge of a dirt road just north of the channelized tributary to White Slough and will not encroach into any of these ditches and low areas supporting wetlands.

No other areas were observed along the proposed alignment appearing to have any potential to fall under ACOE jurisdiction. Specifically, no vernal pools, seasonal wetlands, marshes, ponds, or lakes of any type were observed along the alignment. The minor roadside drainage ditches and agricultural tailwater return ponds in parcels along the proposed alignment do not meet the technical or regulatory criteria of jurisdictional Waters of the U.S. or wetlands.

SPECIAL-STATUS SPECIES: Special-status species are plants and animals that are legally protected under the state and/or federal Endangered Species Act or other

regulations. The Federal Endangered Species Act (FESA) of 1973 declares that all federal departments and agencies shall utilize their authority to conserve endangered and threatened plant and animal species. The California Endangered Species Act (CESA) of 1984 parallels the policies of FESA and pertains to native California species. Both FESA and CESA prohibit unauthorized "take" (i.e., killing) of listed species, with take broadly defined in both acts to include activities such as harassment, pursuit and possession.

Special-status wildlife species also includes species that are considered rare enough by the scientific community and trustee agencies to warrant special consideration, particularly with regard to protection of isolated populations, nesting or denning locations, communal roosts, and other essential habitat. The federal Migratory Bird Treaty Act and Fish and Game Code of California protect special-status bird species year-round, as well as their eggs and nests during the nesting season. Fish and Game Code of California also provides protection for mammals and fish.

Special-status plants include species which are designated rare, threatened, or endangered and candidate species for listing by the U.S. Fish and Wildlife Service (USFWS). Special-status plants also include species considered rare or endangered under the conditions of Section 15380 of the California Environmental Quality Act (CEQA) Guidelines, such as those plant species identified on Lists 1A, 1B and 2 in the Inventory of Rare and Endangered Vascular Plants of California by the California Native Plant Society (CNPS, 2001). Finally, sensitive plants may include other species that are considered sensitive or of special concern due to limited distribution or lack of adequate information to permit listing or rejection for state or federal status, such as those included on List 3 in the CNPS Inventory.

Table 3 provides a summary of the listing status and habitat requirements of special-status plant and wildlife species that have been documented in the greater project vicinity or for which there is potentially suitable habitat along the

From: Diane Moore <moorebio@softcom.net>
Subject: **Re: Lathrop proposal**
Date: April 28, 2010 11:15:02 AM PDT
To: Vicki Jordan <vjordan@insite-env.com>
1 Attachment, 0.3 KB (Save ▾)

yes - got them both

On Apr 28, 2010, at 11:09 AM, Vicki Jordan wrote:

> All,
>
> Did you get both emails with all attachments? Let me know if you did not. Trevor says he will need some text from you to indicate what you will be doing, so I will need something more than just a figure to put in the proposal, which I originally thought. So if you could send me a written proposal outlining what you would be doing with the proposed amount, I would be most appreciative.
>
> Thanks,
>
> Vicki

vjordan.vcf (0.3 KB)

TABLE 3

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status[1]	State Status[2]	CNPS List[3]	Habitat	Likelihood of occurrence along the proposed alignment
PLANTS						
Rose-mallow	*Hibiscus lasiocarpus*	None	None	2	Freshwater marshes and swamps; blooms August-September.	Unlikely: there is no suitable marsh or swamp habitat for rose-mallow along the proposed alignment. The nearest occurrence of rose-mallow in the CNDDB (2010) search area is approximately 1 mile west of the proposed alignment.
Delta tule pea	*Lathyrus jepsonii var. jepsonii*	None	None	1B	Freshwater and brackish marshes, usually along the edges; blooms May-September.	Unlikely: there is no suitable marsh or swamp habitat for Delta tule pea along the proposed alignment. The nearest occurrence of Delta tule pea in the CNDDB (2010) search area is approximately 3 miles northwest of the proposed alignment.
Legenere	*Legenere limosa*	None	None	1B	Vernal pools; blooms April – June.	Unlikely: there is no suitable vernal pool habitat for legenere along the proposed alignment. The nearest occurrence of legenere in the CNDDB (2010) search area is approximately 8 miles north of the proposed alignment.
Mason's lilaeopsis	*Lilaeopsis masonii*	None	R	1B	Freshwater and brackish marshes, riparian scrub; blooms April - November.	Unlikely: there is no suitable marsh habitat for Mason's lilaeopsis along the proposed alignment. The nearest occurrence of Mason's lilaeopsis in the CNDDB (2010) search area is approximately 6 miles northwest of the proposed alignment.
Delta mudwort	*Limosella subulata*	None	None	2	Marshes and swamps.	Unlikely: there is no suitable marsh or swamp habitat for Delta mudwort along the proposed alignment. The nearest occurrence of Delta mudwort in the CNDDB (2010) search area is approximately 7 miles northwest of the proposed alignment.

TABLE 3

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status[1]	State Status[2]	CNPS List[3]	Habitat	Likelihood of occurrence along the proposed alignment
Blue skullcap	*Scutellaria lateriflora*	None	None	2	Marshes and swamps.	Unlikely: there is no suitable marsh or swamp habitat for blue skullcap along the proposed alignment. The nearest occurrence of blue skullcap in the CNDDB (2010) search area is approximately 7 miles west of the proposed alignment.
Suisun marsh aster	*Symphotrichum lentum*	None	None	1B	Marshes and swamps.	Unlikely: there is no suitable marsh or swamp habitat for Suisun marsh aster along the proposed alignment. The nearest occurrence of Suisun marsh aster in the CNDDB (2010) search area is approximately4 miles west of the proposed alignment.
WILDLIFE						
Burrowing owl	*Athene cunicularia*	None	SC	N/A	Open, dry grasslands, deserts and scrublands characterized by low-growing vegetation.	Low: there are very few ground squirrels and ground squirrel burrows along the proposed alignment. No burrowing owls or evidence of occupancy were found during the 2010 survey. The nearest occurrence of nesting burrowing owls in the CNDDB (2010) search area is approximately 4 miles south of the proposed alignment.
Swainson's hawk	*Buteo swainsoni*	None	T	N/A	Nesting: large trees, usually within riparian corridors. Foraging: agricultural fields and annual grasslands.	Moderate: there are a few suitable nest trees along and near the proposed alignment. The open grassland, alfalfa, and other cropland near these trees provide high-quality Swainson's hawk foraging habitat and increases the suitability of the trees in the area being used for nesting. There are numerous occurrence of nesting Swainson's hawks in the CNDDB (2010) search area, including one occurrence right along the proposed alignment on Kingdon Road.

TABLE 3

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status[1]	State Status[2]	CNPS List[3]	Habitat	Likelihood of occurrence along the proposed alignment
Tricolored blackbird	*Agelaius tricolor*	None	SC	N/A	Requires open water and protected nesting substrate, usually cattails and riparian scrub with surrounding foraging habitat.	Moderate: blackberry brambles and marsh vegetation associated with wetlands in the vicinity of the west end of the proposed alignment are suitable nesting habitat for this species. Grasslands along the proposed alignment are also suitable for foraging. There are two occurrences of nesting tricolored blackbirds in the CNDDB (2010) search area, with the closest being approximately 8 miles northeast of the proposed alignment.
California black rail	*Laterallus jamaicensis coturniculus*	None	T	N/A	Salt marshes bordering larger bays.	Unlikely: there are no salt marshes along the proposed alignment. The nearest occurrence of California black rail in the CNDDB (2010) search area is approximately 0.5 miles west of the west tip of the proposed alignment.
Reptiles & Amphibians						
California tiger salamander	*Ambystoma californiense*	T	T	N/A	Seasonal water bodies without fish (i.e., vernal pools and stock ponds) near grassland/ woodland habitats with summer refugia (i.e., burrows).	Unlikely: There is no suitable habitat along the proposed alignment for California tiger salamander. The only record of California tiger salamander documented in the CNDDB (2010) within the 240+/- square-mile search area is an historical occurrence approximately 8 miles north of the proposed alignment in downtown Galt; this population is described as "extirpated" (i.e., no longer existent). The proposed alignment is not within designated critical habitat for California tiger salamander (USFWS, 2005a).

TABLE 3

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status[1]	State Status[2]	CNPS List[3]	Habitat	Likelihood of occurrence along the proposed alignment
Giant garter snake	*Thamnophis gigas*	T	T	N/A	Freshwater marsh and low gradient streams. Has adapted to drainage canals and irrigation ditches.	Unlikely: while giant garter snake is known from Delta waterways just west of the west end of the proposed alignment, the upland habitats along the proposed alignment are unsuitable for this species. The closest occurrence of giant garter snake in the CNDDB (2010) search area is approximately 1 mile northwest of the proposed alignment.
Foothill yellow-legged frog	*Rana boylii*	None	SC	N/A	Partly shaded, shallow streams with a rocky substrate in a variety of habitats.	Unlikely: there is no habitat for foothill yellow-legged frog along the proposed alignment. The nearest documented occurrence of this species is a 1958 record approximately 5 miles north of the proposed alignment (CNDDB, 2010).
Western pond turtle	*Actinemys marmorata*	None	SC	N/A	Ponds, marshes, streams, and ditches with emergent aquatic vegetation and basking areas.	Unlikely: while western pond turtle is known from Delta waterways west of the west end of the proposed alignment, the upland habitats along the proposed alignment are unsuitable for this species. The closest occurrence of western pond turtle in the CNDDB (2010) search area is approximately 1 mile west of the proposed alignment.
Fish						
Sacramento splittail	*Pogonichthys macrolepidotus*	None	SC	N/A	Lakes and rivers of the central valley.	Unlikely: there is no habitat for this species along the proposed alignment. The closest occurrence of Sacramento splittail is 3 miles north of the proposed alignment in the Mokelumne River (CNDDB, 2010).

TABLE 3

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status[1]	State Status[2]	CNPS List[3]	Habitat	Likelihood of occurrence along the proposed alignment
Invertebrates						
Vernal pool tadpole shrimp	*Lepidurus packardi*	E	None	N/A	Vernal pools	Unlikely: there are no vernal pools along the proposed alignment. The CNDDB (2010) contains one record of vernal pool tadpole shrimp within the 240+/- square-mile search area, which is only generally mapped in the Lodi area. The proposed alignment is not within designated critical habitat for vernal pool species (USFWS 2005b).
Valley elderberry longhorn beetle	*Desmocerus californicus dimorphus*	T	None	N/A	Elderberry shrubs, usually in Central Valley riparian habitats	Unlikely: there are no blue elderberry shrubs along the proposed alignment. The nearest documented occurrence of valley elderberry longhorn beetle in the CNDDB (2010) search area is approximately 10 miles northeast of the proposed alignment.

1 T = Threatened; E = Endangered.

2 T = Threatened; E = Endangered; SC= State of California Species of Special Concern.

3 CNPS List 1B includes species that are rare, threatened, or endangered in California and elsewhere; List 2 includes species that are rare, threatened, or endangered in California, but more common elsewhere.

proposed alignment. This table also includes an assessment of the likelihood of occurrence of each of these species along the proposed alignment. The evaluation of the potential for occurrence of each species is based on the distribution of regional occurrences (if any), habitat suitability, and field observations.

SPECIAL-STATUS PLANTS: Special-status plants identified in the CNDDB (2010) query include rose-mallow (*Hibiscus lasiocarpus*), legenere (*Legenere limosa*), Delta tule pea (*Lathyrus jepsonii var. jepsonii*), Mason's lilaeopsis (*Lilaeopsis masonii*), delta mudwort (*Limosella subulata*), blue skullcap (*Scutellaria lateriflora*), and Suisun marsh aster (*Symphotrichum lentum*). All of the special-status plants found in the greater project vicinity generally occur in relatively undisturbed areas within vegetation communities such as vernal pools, marshes and swamps, and riparian scrub. None of these habitat types occur along the proposed alignment. Due to lack of suitable habitat, no special-status plant species are expected to occur along the proposed alignment.

SPECIAL-STATUS WILDLIFE: The potential for intensive use of habitats along the proposed alignment by special-status wildlife species is generally considered low. Sensitive wildlife species that have been recorded in greater project vicinity in the CNDDB (2010) include Swainson's hawk, burrowing owl, tricolored blackbird (*Agelaius tricolor*), California black rail (*Laterallus jamaicensis coturniculus*), California tiger salamander (*Ambystoma californiense*), giant garter snake (*Thamnophis gigas*), foothill yellow-legged frog (*Rana boylii*), western pond turtle (*Actinemys marmorata*), Sacramento splittail (*Pogonichthys macrolepidotus*), vernal pool tadpole shrimp (*Lepidurus packardi*), and valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*).

While the proposed alignment and surrounding areas may have provided habitat for some of the special-status wildlife species listed in Table 3 at some time in the past, farming, development, and road and canal construction and maintenance along the proposed alignment and in surrounding parcels have

substantially modified natural habitats within the greater project vicinity. Of the wildlife species identified in the CNDDB, Swainson's hawk, burrowing owl, and tricolored blackbird are the only species that have potential to occur along the proposed alignment on more than a transitory or very occasional basis. These species are discussed further below because they could be disturbed by construction if they nested along or near the proposed alignment during construction. Other special-status birds may fly over the area on occasion, but would not be expected to nest along the proposed alignment. There is no habitat along the proposed alignment for the remaining species in Table 3.

SWAINSON'S HAWK: The Swainson's hawk is a migratory hawk listed by the State of California as a Threatened species. The Migratory Bird Treaty Act and Fish and Game Code of California protect Swainson's hawks year-round, as well as their nests during the nesting season (March 1 through September 15). Swainson's hawk are found in the Central Valley primarily during their breeding season, a population is known to winter in the San Joaquin Valley.

Swainson's hawks prefer nesting sites that provide sweeping views of nearby foraging grounds consisting of grasslands, irrigated pasture, hay, and wheat crops. Most Swainson's hawks are migratory, wintering in Mexico and breeding in California and elsewhere in the western United States. This raptor generally arrives in the Central Valley in mid-March, and begins courtship and nest construction immediately upon arrival at the breeding sites. The young fledge in early July, and most Swainson's hawks leave their breeding territories by late August.

The CNDDB (2010) contains several records of nesting Swainson's hawk in the greater project vicinity; the nearest occurrence of nesting Swainson's hawks in the CNDDB is right along the proposed alignment on Kingdon Road, 0.5+/- miles west of Ray Road.

During the March 19, 2010 survey, a few Swainson's hawks were observed soaring and perching on poles and trees near Interstate 5. There are a few suitable nest trees along and near the proposed alignment and there are some notable raptor stick nests in some large oaks and willows near Interstate 5. Open grassland, alfalfa, and other cropland near these trees provide high-quality Swainson's hawk foraging habitat and increases the suitability of the trees in the area being used for nesting.

BURROWING OWL: The Migratory Bird Treaty Act and Fish and Game Code of California protect burrowing owls year-round, as well as their nests during the nesting season (February 1 through August 31). Burrowing owls are a year-long resident in a variety of grasslands as well as scrub lands that have a low density of trees and shrubs with low growing vegetation; burrowing owls that nest in the Central Valley may winter elsewhere.

The primary habitat requirement of the burrowing owl is small mammal burrows for nesting. The owl usually nests in abandoned ground squirrel burrows, although they have been known to dig their own burrows in softer soils. In urban areas, burrowing owls often utilize artificial burrows including pipes, culverts, and piles of concrete pieces. This semi-colonial owl breeds from March through August, and is most active while hunting during dawn and dusk. The nearest occurrence of nesting burrowing owls in the CNDDB (2010) search area is approximately 4 miles south of the proposed alignment.

No burrowing owls were observed along the proposed alignment during the 2009 and 2010 surveys. There are a few areas of open grassland and cropland near the proposed alignment that could be used by foraging burrowing owls. A few suitable ground squirrel burrows were also observed along ditches, banks of irrigation laterals, and in some of the parcels adjacent to the proposed alignment. However, none of these burrows had any evidence of burrowing owl occupancy (i.e. whitewash, feathers and/or pellets). Despite these negative findings, burrowing owls could nest along or near the proposed alignment in the future.

TRICOLORED BLACKBIRD: The tricolored blackbird is a State of California Species of Concern and is also protected by the federal Migratory Bird Treaty Act. Tricolors are colonial nesters requiring very dense stands of emergent wetland vegetation and/or dense thickets of wild rose or blackberries adjacent to open water for nesting. This species is endemic to California. There are two occurrences of nesting tricolored blackbirds in the CNDDB (2010) search area, with the closest being approximately 8 miles northeast of the proposed alignment.

No tricolored blackbirds were observed nesting, foraging or perching along the proposed alignment during the 2009 or 2010 surveys. The patches of blackberry brambles and marsh vegetation associated with wetlands in the vicinity of the west end of the proposed alignment provides potentially suitable nesting habitat for tricolored blackbird; open grassland and cropland in and near the proposed alignment may be used for foraging.

Conclusions:

- The proposed alignment follow roads for most of its' length. All of the lands along the alignment are highly disturbed. Most of the habitats along the proposed alignment are biologically unremarkable.

- Potentially jurisdictional waters of the U.S. along the proposed alignment include irrigation laterals and ditches and a relatively large ditch that is tributary to White Slough. There are also seasonal wetlands in soil borrow areas adjacent to Interstate 5 and some ditches and other low areas supporting wetlands near the power plant. Beyond these features, no vernal pools, stock ponds, streams, lakes, or other potentially jurisdictional waters of the U.S. or wetlands of any kind were observed along the proposed alignment, The minor roadside drainage ditches and agricultural tailwater return ponds in

parcels along the proposed alignment do not meet the technical or regulatory criteria of jurisdictional Waters of the U.S. or wetlands.

- Potentially jurisdictional waters of the U.S. and wetlands should be avoided to the maximum extent practicable through thoughtful project design. This could be readily accomplished through placing the transmission poles outside potentially jurisdictional areas.

- If transmission poles must be placed within a potentially jurisdictional water of the U.S. or wetland, a wetland delineation would need to be conducted and submitted to ACOE to determine the jurisdictional or non-jurisdictional status of mapped features.

- If transmission poles or fill of any type is to be placed within a jurisdictional water of the U.S., or wetland, permits and/or certification would be required from ACOE and the Regional Water Quality Control Board. If transmission poles or fill of any type is to be placed within the relatively large ditch that is tributary to White Slough, CDFG should be notified as they may require a1602 permit for that work.

- Due to a lack of suitable habitat, it is unlikely that special-status plants would occur along the proposed alignment.

- With the exception of Swainson's hawk, burrowing owl, and tricolored blackbird, no sensitive wildlife species are expected to occur along or near the proposed alignment on more than a very occasional or transitory basis. As the project is limited to installation of poles and does not involve conversion of habitat to development, there will not be a loss of potential or actual habitat of these species.

- Pre-construction surveys for nesting Swainson's hawks along the proposed alignment should be conducted if construction commences between March 1 and September 15. The surveys should include all large trees visible from the proposed alignment. If active nests are found, a qualified biologist should determine the need (if any) for temporal restrictions on construction.

- Pre-construction surveys for burrowing owls along the proposed alignment should be conducted if construction commences between February 1 and August 31. The surveys should include the ruderal areas along the roads that the proposed alignment follows, and all areas of open grassland visible from the proposed alignment. If occupied burrows are found, a qualified biologist should determine the need (if any) for temporal restrictions on construction.

- Pre-construction surveys for tricolored blackbird should be conducted if construction commences between March 15 and August 1. The survey should include the blackberry brambles and marsh vegetation associated with wetlands in the vicinity of the west end of the proposed alignment. If active tricolored blackbird nests are found, a qualified biologist should determine the need (if any) for temporal restrictions on construction.

- Trees along the proposed alignment could be used by nesting raptors and other protected birds. Any trees that need to be removed or trimmed to facilitate the project should be felled or trimmed outside of the general bird nesting season (February 1 through August 31) or a nesting bird survey should be conducted immediately prior to tree removal. If active nests are found, tree felling should be delayed until the young have fledged.

Thank you, again, for asking Moore Biological Consultants to assist with the project. Please feel free to call me at (209) 745-1159 with any questions.

Sincerely,

Diane S. Moore, M.S.
Principal Biologist

References and Literature Consulted

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Vineyard on the north side of Harney Lane, looking west; 12/15/09.

Wheat field on the north side of Harney Lane, looking west; 12/15/09.

Roadside ditch and vineyard on the north side of Harney Lane, looking west; 12/15/09.

Tailwater return pond along the north side of Harney Lane, looking east; 12/15/09.

Bare disked field on the east side of DeVries Road, looking south; 12/15/09.

Alfalfa field on the north side of Tredway Road, looking west; 12/15/09.

Ollive orchard and farm road on the south side of Kingdon Road, looking west; 12/15/09.

Ruderal grassland between Thornton Road and Interstate 5, looking south; 12/15/09.

Fenceline between disked field and soil borrow area adjacent to I-5, looking southeast; 12/17/09.

Dirt road between two ditches, just south of the power plant, looking west; 12/17/09.

APPENDIX C
ARCHAEOLOGICAL INVENTORY SURVEY

ARCHAEOLOGICAL INVENTORY SURVEY

Lodi EUD Power Line Project,
c. Seven-mile linear corridor,
San Joaquin County, California.

Prepared for

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Sean Michael Jensen, M.A.

Keywords *for Information Center Use:*

Archaeological Inventory Survey, c. seven-mile linear corridor, San Joaquin County, CEQA, USGS Lodi South and Terminous, Ca. 7.5' Quads., No Historic Resources.

February 14, 2010

GENESIS SOCIETY - PARADISE, CALIFORNIA

ARCHAEOLOGICAL - HISTORICAL - CULTURAL RESOURCE MANAGEMENT SERVICES

INTRODUCTION

Project Background

This report details the results of an archaeological inventory survey for the proposed Lodi EUD Transmission Line Project involving a linear corridor of c. 20' in width and extending approximately seven miles in length, near Lodi, San Joaquin County, California. The proposed Power line route extends from the existing Northern California Power Agency facilities west of Interstate 5, easterly to the east side of Interstate 5, and then proceeding north along the eastern margin of Interstate 5 to Kingdon Road. From this point, the route extends easterly along the south side of Kingdon Road to Neeley Road. The route then proceeds south along the west side of Neeley Road to Tredway Road. From this point, the route proceeds easterly along the north side of Tredway Road to DeVries Road. The alignment then proceeds north along the west side of DeVries Road to Harney Lane. The proposed alignment then proceeds easterly along the north side of Harney Lane for approximately 2 miles to the west side of the City of Lodi's corporate boundary. From this point, the route proceeds due north for one mile to a point just south of Kettleman Lane (State Route 12). Finally, the route proceeds due east for approximately 1/4-mile to the future West Side Substation. Proposed action involves placement of a 60 kv power line along the length of the study/impact corridor.

Since the proposed project will involve physical disturbance to ground surface and sub-surface components, the potential exists to impact any cultural resources that may be located within the Area of Potential Effect (APE). In this case, the APE would consist of the approximate seven-mile linear corridor. Evaluation of the project's potential to impact significant cultural resources must be undertaken in conformity with San Joaquin County rules and regulations, and in compliance with requirements of the California Environmental Quality Act of 1970, Public Resources Code, Section 21000, et seq. (CEQA), and The California CEQA Environmental Quality Act Guidelines, California Administrative Code, Section 15000 et seq. (Guidelines as amended).

Scope of Work

At the most general level, compliance with CEQA requires completion of projects in conformity with standards contained in Section 15064.5 of the CEQA Guidelines. Based on this and other relevant Sections of the Guidelines, the following specific tasks were considered an adequate and appropriate Scope of Work for the present project:

- Conduct a records search at the Central California Information Center of the California Historical Resources Information System at CSU-Stanislaus and consult with affected Native American representatives and the Native American Heritage Commission. Collectively, the goals of the records search and consultation are to determine (a) the extent and distribution of previous archaeological surveys, (b) the locations of known archaeological sites and any previously recorded archaeological districts, and (c) the relationships among known sites and environmental variables. This step is also designed to ensure that during pedestrian field survey, all cultural resources considered significant

or potentially significant per CEQA are discovered, correctly identified, and properly interpreted.

- Conduct a pedestrian field survey of the project area. Based on generally uniform terrain and archaeological sensitivity within the project area, complete-coverage, intensive-level coverage was considered appropriate. The purpose of the pedestrian survey is to ensure that any previously recorded sites that may have been identified during the records search and consultation are re-located and significance evaluations updated on the basis of existing field conditions vis-à-vis site integrity. For any previously undocumented sites discovered that retain sufficient integrity to be considered significant historical or unique archaeological resources, the field survey would involve formally recording these on State DPR-523 forms. For both previously identified and newly identified sites located within the APE, the level of field work would be sufficient to recommend measures to avoid, minimize or mitigate potential adverse effects of the proposed project to any cultural resources determined significant or potentially significant.

- Upon completion of the records search and pedestrian survey, prepare an Archaeological Survey Report that identifies project effects and recommends appropriate mitigation measures for sites found significant or potentially significant under CEQA and whose significant qualities would be impacted by the project.

The remainder of the present document constitutes the final report for this project, detailing the results of the records search, consultation and pedestrian survey and providing recommendations for treatment of significant or unique resources that could be impacted. All field survey procedures followed guidelines provided by the State Historic Preservation Office (Sacramento) and conform to accepted professional standards.

Location and Cultural Context

The Lodi EUD Power Line Project consists of a linear power line corridor of c. 20' in width and extending approximately seven miles in length. The west end of the corridor originates at the existing Northern California Power Agency facilities west of Interstate 5, and proceeds easterly for approximately 7 miles to the City of Lodi's future West Side Substation.

Lands affected are located within a portion of Sections 13, 14, 23 & 24 of Township 3 North, Range 5 East, and portions of Sections 15, 16, 17 & 18 of Township 3 North, Range 6 East (MDM), as shown on the USGS Terminous and Lodi South, California, 7.5' series quads (see attached ***Project Location Map***).

Much of this portion of the county has been subjected to historic ranching and farming, while the project area today consists of existing road rights-of-way flanked by agricultural and residential parcels. The western terminus of the corridor is situated adjacent to the City of Lodi's White Slough Water Pollution Control Plant. No natural sources of surface water are located within the study corridor.

Overall, but notwithstanding impacts to ground surface and subsurface components resulting from historic through contemporary agricultural/ranching and residential activities within and near the power line corridor, the project area appeared to be situated within lands of low to moderate archaeological sensitivity with respect to both prehistoric and historic-period sites and features.

Prehistory: The San Joaquin Valley area generally has a long and complex cultural history with distinct regional patterns that extends back more than 11,000 years. The first generally agreed-upon evidence for the presence of prehistoric peoples in the area is represented by the distinctive fluted spear points (e.g. Heizer 1938), some resembling Clovis Points, found on the margins of extinct lakes in the San Joaquin Valley. The Clovis points are found on the same surface with the bones of extinct animals such as mammoths, sloths, and camels. Based on evidence from elsewhere, the ancient hunters who used these spear points existed during a narrow time range between about 10,900 BP and 11,200 BP (Moratto 1984/2004).

The next cultural period represented, the Western Pluvial Lakes Tradition and thought by most to be subsequent to the Clovis period, is another widespread complex that is characterized by stemmed spear points. This poorly defined early cultural tradition is regionally known from a small number of sites in the Central Coast Range, San Joaquin Valley lake margins, and Sierra Nevada foothills. The cultural tradition is dated to between about 8,000 and 10,000 years ago and its practitioners may be the precursors to the subsequent cultural pattern (Wallace 1978c).

About 8,000 years ago, many California cultures shifted the main focus of their subsistence strategies from hunting to seed gathering as evidenced by the increase in food-grinding implements found in archeological sites dating to this period. This cultural pattern is best known for southern California, where it has been termed the Milling Stone Horizon (Wallace, 1954, 1978a). However, subsequent research suggests that the horizon may be more widespread than originally described and likely extended throughout the Valley (Moratto 1984/2004); radiocarbon dates suggest a maximum age range between about 8,000 and 2,000 BP, but with most clustering between about 6,000 to 4,000 BP.

Cultural patterns as reflected in the archeological record, particularly specialized subsistence practices, became codified within the last 3,000 years. The archeological record becomes more complex, as specialized adaptations to locally available resources were developed and populations expanded. Many sites dated to this time period contain mortars and pestles and/or are associated with bedrock mortars implying the intense exploitation of the acorn. The range of subsistence resources utilized along with regional exchange systems expanded significantly. Along the coast and in the Central Valley, archeological evidence of social stratification and craft specialization is indicated by well-made artifacts such as charmstones and beads, often found as mortuary items. Ethnographic lifeways serve as good analogs for this period.

Ethnography: The project area is located within territory claimed by the Penutian-speaking Northern Valley Yokuts (Wallace 1978b: Figure 1) at the time of initial European-American entry into this region (*circa*. A.D. 1800). The Yokuts occupied a fairly extensive area, extending from the crest of the Coast "Diablo" Range easterly into the foothills of the Sierra Nevada, north to the American River, and south to the upper San Joaquin River.

The basic social unit for the Yokuts was the family, although the village may also be considered a social, a political and economic unit. Villages were often located on elevated features (natural levees, knolls, ridges) adjoining streams, and were inhabited mainly in the winter as it was necessary to seasonally relocate, sometimes to hills and higher elevation zones, to establish temporary camps during food gathering seasons (i.e., spring, summer and fall). Villages typically consisted of a scattering of small structures, numbering from four or five to several dozen in larger villages, each house containing a single family of from three to seven people. Larger villages, with from twelve to fifteen or more houses, might also contain an earth lodge.

As with most California Indian groups, economic life for the Yokuts revolved around hunting, fishing and the collecting of plant foods, with deer, acorns, and aquatic resources representing primary staples. The collection and processing of these various food resources was accomplished with the use of a wide variety of wooden, bone and stone artifacts. The Yokuts were very sophisticated in terms of their knowledge of the uses of local animals and plants, and of the availability of raw material sources that could be used in manufacturing an immense array of primary and secondary tools and implements. However, only fragmentary evidence of their material culture remains, due in part to perishability, and in part to the impacts to archaeological sites resulting from later (historic) land uses.

Historic Context: Historically, the interior of California was initially visited by Anglo-American fur trappers, Russian scientists, and Spanish-Mexican expeditions during the early part of the 19th Century. These early explorations were followed by a rapid escalation of European-American activities, which culminated in the massive influx fostered by the discovery of gold at Coloma in 1848.

Early Spanish expeditions arrived from Bay Area missions as early as 1804, penetrating the northwestern San Joaquin Valley (Cook, 1976). By the mid-1820s, hundreds of fur trappers were annually traversing the Valley on behalf of the Hudson's Bay Company (Maloney, 1945). By the late 1830s and early 1840s, several small permanent European-American settlements had emerged in the Central Valley and adjacent foothill lands, including Ranchos in the interior Coast Range, and of course the settlement at New Helvetia (Sutter's Fort) at the confluence of the Sacramento and American Rivers (Sacramento).

With the discovery of gold in the Sierra Nevada, large numbers of European-Americans, Hispanics, and Chinese arrived in and traveled through the Valley. The Valley's east-side mining communities' demands for hard commodities led quickly to the expansion of ranching and agriculture throughout the Great Central Valley and the interior valleys of the Coast Range. Stable, larger populations arose and permanent communities slowly emerged in the Central Valley, particularly along major transportation corridors. Of particular importance in this regard was the transformation brought about by the railroad.
The Southern Pacific, Central Pacific and Atcheson Topeka and Santa Fe Railroads and a host of smaller interurban lines to the north and east around the cities of Sacramento, Stockton and Modesto began intensive projects in the late 1860s. By the turn of the century, nearly 3,000 miles of lines connected the cities of Modesto and Stockton with points south and north. Many of the valley's cities, including many in San Joaquin and adjacent Counties,

were laid out as isolated railroad towns in the 1870s and 1880s by the Southern and Central Pacific, which not only built and settled, but continued to nurture the infant cities until settlement could be independently sustained.

RECORDS SEARCH

Several sources of information were considered relevant to evaluating the types of archaeological and historical sites and site distribution that might be encountered within the project area. The information evaluated prior to conducting pedestrian field survey includes data maintained by the Central California Information Center at CSU-Stanislaus, consultation with Yokuts tribal representatives, the Native American Heritage Commission, and review of available published and unpublished documents relevant to regional prehistory, ethnography, and early historic developments (discussed above).

Central California Information Center (CSU-Stanislaus)

Prior to conducting the pedestrian field survey, the official San Joaquin County archaeological records maintained by the Central California Information Center were examined for any existing recorded prehistoric or historic sites (CCIC File # 7599L, dated January 27, 2010). These records document the following existing conditions for the project area:

Previous Archaeological Survey: Approximately five miles of the seven mile APE has been subjected to previous archaeological survey as a result of twelve previous investigations:

	Report #	Author/Date
1)	735	Cupples, 1977
2)	850	Wohlgemuth, 1990
3)	4508	Jones & Stokes, 2001
4)	5498	Leach-Palm, et al., 2004
5)	5501	Rosenthal, et al., 2004
6)	5503	Leach-Palm, et al., 2004
7)	5572	Busby, 2004
8)	6097	Jones & Matzen, 2006
9)	6185	Bonner, 2006
10)	6687	PMC, 2006
11)	6770	Lawson and Helton, 2008
12)	7085	Aspen Environmental Group, 2008

Documented Cultural Resources: No prehistoric sites have been recorded within or adjacent to the Area of Potential Effect (APE). One historic-era site has been identified, but not formally recorded, within the APE. The Western Pacific Railroad alignment (CA-SJO-292-H) trends generally northwest-southeast, and bisects the APE at Harney Lane.

Other Sources

In addition to examining the official records of San Joaquin County as maintained by the Central California Information Center, the following were also reviewed by the Information Center, or separately:

- The National Register of Historic Places (1986, Supplements).
- The California Inventory of Historic Resources (State of California 1976).
- The California Historical Landmarks (State of California 1996).
- The California Points of Historical Interest (May 1992 and updates).
- The Directory of Properties in the Historic Property Data File (OHP listing 9/17/2009) and the Archaeological Determinations of Eligibility (OHP listing 9/17/2009).
- GLO Plat Maps and other historic maps referenced by the Information Center in the attached CCIC File # 7453L.
- The Native American Heritage Commission (NAHC) re. Sacred Land Listings.
- Katherine Erolinda Perez, North Valley Yokuts Tribe, Linden, California.
- Randy Yonemura, Sacramento, California.
- Buena Vista Rancheria, Sacramento, California.
- Silvia Burley, California Valley Miwok Tribe, Stockton, California.
- Debra Grimes, California Valley Miwok Tribe, West Point, California.
- Briana Creekmore, California Valley Miwok Tribe, Wilseyville, California.
- Matthew Franklin, Ione Band of Miwok Indians, Ione, California.
- Billie Blue, Ione Band of Miwok Indians, Galt, California.
- Mary Daniels-Tarango, Wilton Rancheria, Sacramento, California.
- Leland Daniels, Wilton Rancheria, Sacramento, California.

PEDESTRIAN FIELD SURVEY

Survey Coverage: All of the project area was subjected to pedestrian survey, accomplished by walking two transects along both sides of the proposed 20' wide power line corridor. In searching for cultural resources, the surveyor took into account the results of background research and was alert for any unusual contours, soil changes, distinctive vegetation patterns, exotic materials, artifacts, feature or feature remnants and other possible markers of cultural sites.

Field Work: Archaeological field survey was undertaken by Sean Michael Jensen on February 5 & 6, 2010. No special problems were encountered and all survey objectives were satisfactorily achieved.

PROJECT FINDINGS

As noted in previous discussion, disturbance to the ground surface and subsurface components has been moderate to substantial throughout the project area. Most of the power line corridor is located within/adjacent to existing paved road rights-of-way. Additionally, farming and residential developments have resulted in ground disturbance along the study

corridor. Finally, Interstate 5, the White Slough Water Pollution Control Plant and the Northern California Power Agency facility have all resulted in substantial disturbance to the APE and immediately adjacent lands.

Prehistoric Resources

No evidence of **prehistoric** use or presence was observed during the pedestrian survey – no artifacts, flakes, and no elevated spots or other soil characteristics suggesting a possible village encampment were observed. The degree of prior disturbance to which all of the project area has been subjected partially explains the absence of prehistoric cultural material along the study corridor, combined with the absence of a permanent surface water source within the immediate vicinity.

As part of the process of identifying prehistoric cultural resources and in conjunction with the ***Records Search*** and background data review, Native American consultation was undertaken for this project, as noted above under ***Other Sources***. As noted therein, the Native American Heritage Commission (NAHC) was requested to supply any information they had concerning Sacred Land listings for the project area, with negative results (see attached NAHC response). The contact list from the NAHC included individuals, groups and tribes, as follows:

- Katherine Erolinda Perez, North Valley Yokuts Tribe, Linden, California.
- Randy Yonemura, Sacramento, California.
- Buena Vista Rancheria, Sacramento, California.
- Silvia Burley, California Valley Miwok Tribe, Stockton, California.
- Debra Grimes, California Valley Miwok Tribe, West Point, California.
- Briana Creekmore, California Valley Miwok Tribe, Wilseyville, California.
- Matthew Franklin, Ione Band of Miwok Indians, Ione, California.
- Billie Blue, Ione Band of Miwok Indians, Galt, California.
- Mary Daniels-Tarango, Wilton Rancheria, Sacramento, California.
- Leland Daniels, Wilton Rancheria, Sacramento, California.

All of the listed parties were requested, via letter, to supply any specific information they might have concerning prehistoric sites, traditional use areas or other concerns they might have for lands within or near the project area.

To date, one response has been received. On January 29, Ms. Billie Blue, representing the Ione Band of Miwok Indians, responded via email. Ms. Blue indicated that the Ione Band did not have any information or comments at this time.

Historical Resources

As noted in the Records Search section, above, one historic-era site, the Western Pacific Railroad (CA-SJO-292-H) trends generally northwest-southeast, and bisects Harney Lane. However, pole placement for the proposed power line will not encroach within the existing railroad right-of-way. Consequently, no historic-era sites are located within the APE.

SUMMARY and RECOMMENDATIONS

This report details the results of an archaeological inventory survey for the proposed Lodi EUD Power Line Project involving a linear pipeline corridor of c. 20' in width and extending approximately seven miles in length.

Components of the present archaeological survey include a complete records search and evaluation of studies undertaken and sites recorded within the project area and vicinity, consultation with the Native American Heritage Commission (NAHC) and Tribal representatives on the NAHC contact list, and a complete-coverage, intensive-level pedestrian survey of the APE.

The records at the Central California Information Center at CSU-Stanislaus document that twelve archaeological studies have been conducted within or adjacent to the APE, and that no prehistoric sites have been documented within, adjacent or nearby the study corridor. One historic-era site, the Western Pacific Railroad (CA-SJO-292-H), trends generally northwest-southeast, and bisects Harney Lane. However, pole placement for the proposed power line will not encroach within the existing railroad right-of-way. Consequently, no historic-era sites are located within the APE.

Based on absence of significant cultural resource or unique archaeological resources within the project area/APE, archaeological clearance is recommended for the Lodi EUD Power Line Project, although the following general provisions are recommended:

1) ***Consultation in the event of inadvertent discovery of human remains***: Evidence of human burial or scattered human remains related to prehistoric occupation of the area could be inadvertently encountered during trenching, pipe laying, or other actions involving disturbance to the ground surface and subsurface components. In the event of such an inadvertent discovery, the County Coroner would have to be informed and consulted, per State law.

2) ***Consultation in the event of inadvertent discovery of cultural material***: The present evaluation and recommendations are based on the findings of an inventory-level surface survey only. There is always the possibility that important unidentified cultural materials could be encountered on or below the surface during the course of future development or construction activities. This possibility is particularly relevant considering the constraints generally to archaeological field survey, and particularly where past road construction and farming activities have either completely (in the case of roadways) or partially (in the case of agricultural fields) obscured ground surface visibility, as in the present case. In the event of an inadvertent discovery of previously unidentified cultural material, archaeological consultation should be sought immediately.

REFERENCES CITED and/or UTILIZED

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State of California

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1990 A Cultural Resources Inventory of Four Alternative Power Plat Locations for the Northern California Power Agency, Stand Alone Combined Cycle Project, Placer and San Joaquin Counties, California. Report on File, Central California Information Center, CCIC File No. 850.

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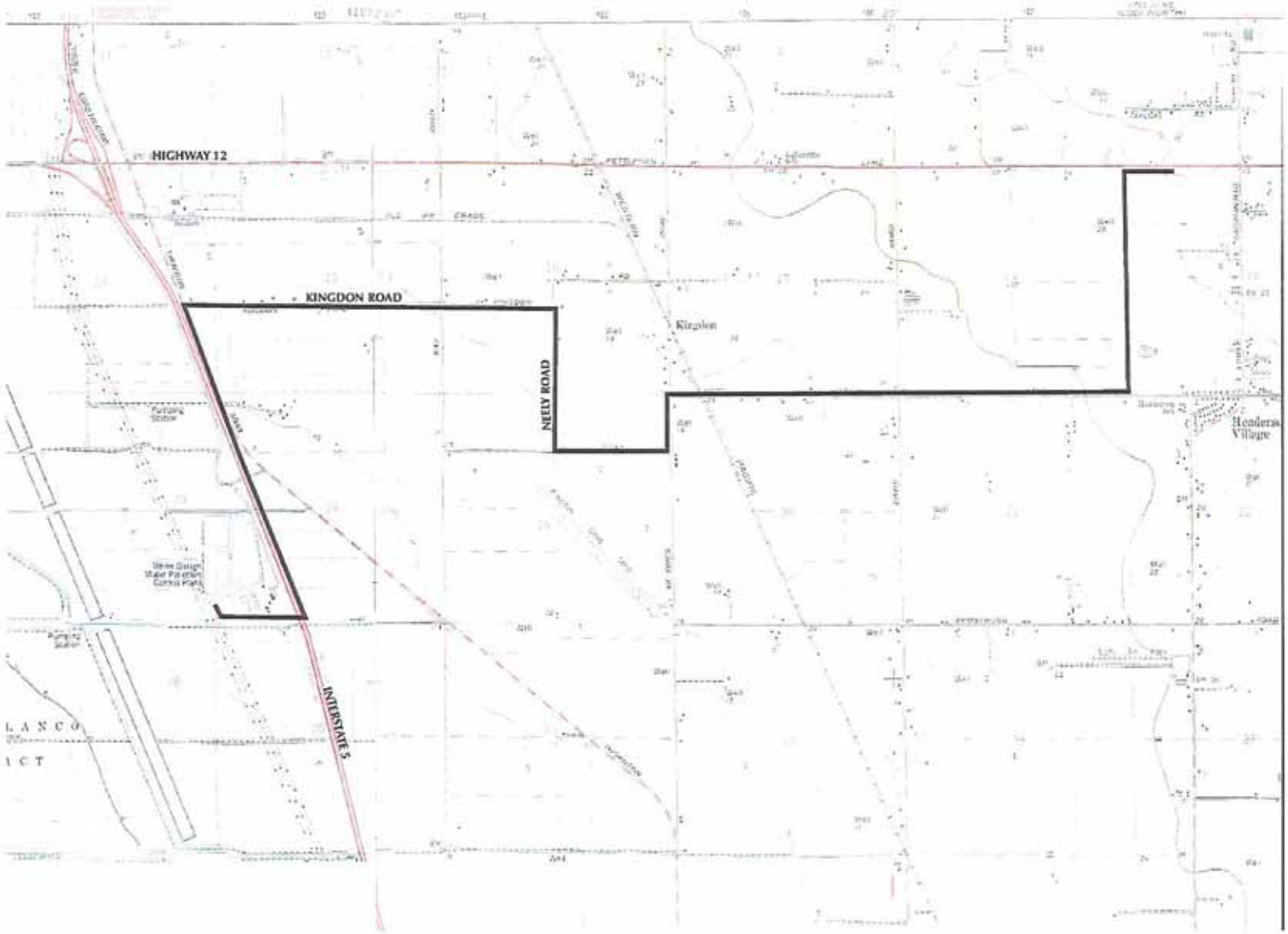
ARCHAEOLOGICAL INVENTORY SURVEY

Lodi EUD Power Line Project,
c. Seven-mile linear corridor,
San Joaquin County, California.

ATTACHMENTS

- **Project Location Map**
- **Copy of Records Search #7599L**
- **Letter to the Native American Heritage Commission**
- **Response from the Native American Heritage Commission**
- **Letters to Listed Native American Individuals/Groups/Tribes**
- **Response from Billie Blue**



SOURCE: USGS TERMINOUS AND LODI SOUTH QUADRANGLE 7.5 MINUTE SERIES

INSITE ENVIRONMENTAL, INC.

Figure 2-2
VICINITY/USGS MAP

CENTRAL CALIFORNIA INFORMATION CENTER
California Historical Resources Information System
Department of Anthropology – California State University, Stanislaus
One University Circle, Turlock, California 95382
(209) 667-3307 - FAX (209) 667-3324

Alpine, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus & Tuolumne Counties

Date: 1/27/2010

CCIC File #: 7599L
Project: Lodi EUD Pipeline, ca. 10 miles

Sean Jensen
Genesis Society
7953 Molokai Drive
Paradise, CA 95969

Dear Mr. Jensen:

We have conducted a records search as per your request for the above-referenced project area located on the Lodi South and Terminous USGS 7.5-minute quadrangle maps in San Joaquin County.

Search of our files includes review of our maps for the specific project area and the area immediately adjacent (as specified by the client), and review of the National Register of Historic Places, the California Register of Historical Resources, the *California Inventory of Historic Resources* (1976), the *California Historical Landmarks* (1996), and the *California Points of Historical Interest* listing (May 1992 and updates), the Directory of Properties in the Historic Property Data File (HPDF) and the Archaeological Determinations of Eligibility (Office of Historic Preservation current computer lists dated 09-17-2009), the CALTRANS State and Local Bridge Survey (1989 and updates), the *Survey of Surveys* (1989), GLO Plats, and other pertinent historic data available at the CCIC for each specific county.

The following details the results of the records search (copies of records, historic maps, and titles pages of reports attached):

Prehistoric or historic resources within the project area:

(1) None formally reported to the Information Center.

(2) The project intersects an unrecorded portion of the Western Pacific Railroad, recorded elsewhere in San Joaquin County as P-39-000098/CA-SJO-292H.

(3) The HPDF (917-09:5) references on property on Harney Lane in Lodi (may be outside your project area, see the attached information).

(4) The following GLO Plats reference historic information on or near the project area:

Township	Range	Sheet #	Dates
T3N	R5E	41-201	1853-1868
T3N	R6E	41-202	1853-1865

(5) Map Number One in *History of San Joaquin County, California with Illustrations* (1879; 1968 reprint) references historic features and ranch within and adjacent to the project area.

(6) The 1910 edition of the Castle 1:31680-scale map references historic features within and adjacent to the project area.

(7) The 1952 edition of the Terminous 7.5' and the 1953 edition of the Lodi South 7.5' also reference historic roads and other features on and adjacent to the project.

Prehistoric or historic resources adjacent to the project area:

(1) None other than the extension of P-39-000098 outside the project area.

(2) Please refer to the historic maps referenced above for possible historical resources adjacent to the project area.

Resources known to have value to local cultural groups: None have been formally reported to the CCIC.

Previous investigations within the project area: Nine investigations, referenced as follows:

CCIC Report #	Author/Date
SJ-	
00735	Cupples (1977)
00850	Wohlgemuth (1990)
05498	Leach-Palm et al. (2004)
05501	Rosenthal and Meyer (2004)
05503	Leach-Palm et al. (2004)
06185	Bonner (2006)
06687	Pacific Mutual Consultants (2006)
06770	Lawson (2008)
07085	Goerdt (2008)

Previous investigations adjacent to project area: Three investigations, referenced as follows:

CCIC Report #	**Author/Date**
SJ-	
04508	Jones & Stokes (2001)
05572	Busby (2004)
06097	Jones and Matzen (2006)

Comments: In accordance with Federal and State law, if any historical resources are found during project-related activities, work is to stop and the lead agency and a qualified professional are to be consulted to determine the importance and appropriate treatment of the find.

We understand that you will be conducting an archaeological study of the proposed project that is the subject of this records search. We look forward to receiving one copy of your report of findings which should include two copies each of site records for all historical resources.

We thank you for contacting this office regarding historical resource preservation. Please let us know when we can be of further service. Please sign and return the attached **Access Agreement**. Billing is attached, payable within 60 days of receipt of the invoice.

Sincerely,

E. A. Greathouse, Coordinator
Central California Information Center
California Historical Resources Information System

GENESIS SOCIETY

a Corporation Sole

7053 MOLOKAI DRIVE
PARADISE, CALIFORNIA 95969
(530) 680-6170 VOX
(530) 876-8650 FAX
seanjensen@comcast.net

January 26, 2010

Native American Heritage Commission
Attn.: Ms. Debbie Treadway
915 Capitol Mall, Room 364
Sacramento, California 95814

Subject: ***Lodi EUD Pipeline Project, San Joaquin County, California.***

Dear Debbie:

We have been requested to conduct the archaeological survey, for the above-cited project, and are requesting any information you may have concerning archaeological sites or traditional use areas for this area. Any information you might supply will be used to supplement the archaeological and historical study being prepared for this project.

Project Name:	Lodi EUD Pipeline Project, c. 10-miles
County:	San Joaquin
Maps:	USGS Lodi South and Terminous, 7.5'
Location:	Portion of Sections 13, 14, 23 & 24 of T3N, R5E, and Portion of Sections 9, 10, 15, 16, 17, 18, 19 & 20 of T3N, R6E.

Thanks in advance for your assistance.

Regards,

Sean Michael Jensen

Sean Michael Jensen, Administrator

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

January 27, 2010

Sean Michael Jensen
Genesis
7053 Molokai Drive
Paradise, CA 95969

Sent by Fax: 530-876-8650
Number of Pages: 2

Re: Proposed Lodi EUD Pipeline Project, San Joaquin County

Dear Mr. Jensen:

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4038.

Sincerely,

Debbie Pilas-Treadway
Environmental Specialist III

Native American Contacts
San Joaquin County
January 27, 2010

Katherine Erolinda Perez
PO Box 717
Linden , CA 95236
(209) 887-3415

Ohlone/Costanoan
Northern Valley Yokuts
Bay Miwok

California Valley Miwok Tribe *AKA-Sheep Ranch*
Briana Creekmore, Cultural Preservation Committee
PO Box 84
Wilseyville , CA 95257
209-298--7158

Miwok

Randy Yonemura
4305 - 39th Avenue
Sacramento , CA 95824
honortraditions@mail.com
(916) 421-1600

Miwok

Ione Band of Miwok Indians
Matthew Franklin, Chairperson
PO Box 1190
Ione , CA 95640
matt@ionemiwok.org
(209) 274-6753
(209) 274-6636 Fax

Miwok

Buena Vista Rancheria
Rhonda Morningstar Pope, Chairperson
PO Box 162283
Sacramento , CA 95816
rhonda@buenavistatribe.com
916 491-0011
916 491-0012 - fax

Me-Wuk / Miwok

Ione Band of Miwok Indians Cultural Committee
Ms Billie Blue, Chairperson
604 Pringle Ave, #42
Galt , CA 95632
bebluesky@softcom.net
(209) 756-7112

Miwok

California Valley Miwok Tribe
Silvia Burley
1163 E. March Lane, Ste D, PMB#812
Stockton , CA 95210
office@cvmt.net
209-487-9519
209-487-8579

Miwok

North Valley Yokuts Tribe
Katherine Erolinda Perez
PO Box 717
Linden , CA 95236
(209) 887-3415

Ohlone/Costanoan
Northern Valley Yokuts
Bay Miwok

California Valley Miwok Tribe
Debra Grimes, Cultural Preservation Specialist
PO Box 1015
West Point , CA 95255
d.grimes@californiavalleymiwoktribe-nsn.gov
209-293-4135
209-770-4137 - cell

Miwok

Wilton Rancheria
Mary Daniels-Tarango, Chairperson
7916 Farnell Way
Sacramento , CA 95823
(916) 427-2909 Home

Miwok

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Lodi EUD Pipeline project, San Joaquin County

Native American Contacts
San Joaquin County
January 27, 2010

Wilton Rancheria
Leland Daniels, Cultural Resources Rep
7531 Maple Leaf Lane Miwok
Sacramento , CA 95828
(916) 689-7330

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Lodi EUD Pipeline project, San Joaquin County

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7053 MOLOKAI DRIVE
PARADISE, CALIFORNIA 95969
(530) 680-6170 VOX
(530) 876-8650 FAX
seanjensen@comcast.net

January 28, 2010

Native American Individuals, Groups and Tribes

Subject: ***Lodi EUD Transmission Line Project, San Joaquin County, California.***

Dear Interested Native Americans:

Enclosed is a USGS topo-based map showing the location for a proposed transmission line project involving a linear corridor extending approximately 10 miles in length, in San Joaquin County, California.

We have been requested to conduct the archaeological survey, and are requesting any information you may have concerning archaeological sites or traditional use areas for this area. Any information you might supply will be used to supplement the archaeological and historical study being prepared for this project.

Project Name:	Lodi EUD Pipeline Project, c. 10-miles
County:	San Joaquin
Maps:	USGS Lodi South and Terminous, 7.5'
Location:	Portion of Sections 13, 14, 23 & 24 of T3N, R5E, and Portion of Sections 9, 10, 15, 16, 17, 18, 19 & 20 of T3N, R6E.

Thanks for your help. Please call with any questions.

Regards,

Sean Michael Jensen

Sean Michael Jensen, Administrator

SmartZone Communications Center Collaboration Suite seanjensen@comcast.net

Lodi EUD Transmission ,San Joaquin Co. January 29, 2010 10:46:28 PM PST

From: bebluesky@softcom.net

To: seanjensen@comcast.net

Dear Mr.Jensen,

Received your letter today on the purposed transmission Lodi EUD 10 mile Pipeline Project,c. San Joaquin, County.

We have no questions at this time.

Thank You,

Ione Band of Miwok Indians, Amador County
Billie E. Blue
Cultural Heritage Committee Chairperson
P.O. Box 699
9252 Bush Street
Plymouth, Ca. 95669
Tel 209-245-5800
Fax 209-245-3112
culturalheritage@ionemiwok.org
www.ionemiwok.org