

## 16.0 PUBLIC SERVICES

This chapter addresses the potential direct and indirect environmental effects of the proposed project on public service providers, including the following:

- Police protection
- Fire protection
- Schools
- Parks and Recreation

Information for this chapter primarily came from the Lodi Energy Center EIR, and was supplemented by information provided by public service agencies.

### ENVIRONMENTAL SETTING

---

#### Police Protection

The San Joaquin County Sheriff's Department provides law enforcement services for the unincorporated portion of the project area and for the Lodi WPCF site. The Sheriff's Department has approximately 350 sworn officers. It has one station – the headquarters located at 7000 Michael Canlis Boulevard in French Camp, approximately 22 miles from the project area. The average response time to a call from the WPCF site was estimated to be 20 minutes (Picone, 2008, cited in NPCA, 2008).

The eastern terminus of the Primary Route is within the Lodi city limits. Therefore, the City of Lodi Police Department provides law enforcement services for this area. The Police Department has 125 full-time employees, of whom 78 are sworn officers. It has one police station, located at 215 Elm Street.

The California Highway Patrol (CHP) is the primary law enforcement agency for State highways and roads. Services provided by the CHP include law enforcement, traffic control, accident investigation, and hazardous materials spill incident management.

#### Fire Protection

The Woodbridge Rural Fire District provides fire protection for the unincorporated project area and the Lodi WPCF site. The Fire District has a staff of 74 full-time firefighters, including the fire chief and two division chiefs, and a reserve staff of 39 firefighters (Kirkle and Martin, 2008, cited in NPCA, 2008). The closest Fire District station to the project area is Station 74 at Flag City.

The Lodi Fire Department covers the eastern terminus of the Primary Route. The Fire Department has 64 personnel, all but three of who are firefighters, engineers or chiefs. The

closest Fire Department stations to the eastern terminus are Station #3 on Ham Lane and Station #4 on Lower Sacramento Road near Elm Street.

## Schools

The project area is located within the boundaries of the Lodi Unified School District, which serves students in kindergarten through 12th grades. According to the California Department of Education's Dataquest database, the School District had a 2008–2009 school year enrollment of 31,611 students. This total includes 16,874 students in grades K–6 (54% of total students), 4,805 students in middle school (7-8) grades, and 9,537 students in high school grades (California Department of Education, 2009). The nearest school to the project area is Henderson Community Day School, located at the southwestern corner of Harney Lane and Extension Road.

## Parks and Recreation

There are no parks or recreational facilities in the project area. San Joaquin County operates one regional County park facility in the vicinity of the project area. The 180-acre Oak Grove Regional Park, on Eight Mile Road south of the project area, includes fishing, paddleboats, disc golf, picnicking, and nature study opportunities. In addition, the County operates Woodbridge Community Park in Woodbridge. This two-acre park contains a basketball court, horseshoe pits, a children's playground and picnic tables.

The City of Lodi Parks and Recreation Department operates 26 park and recreation facilities throughout the City. City parks in the vicinity of the project area include Beckman Park and Kofu Park, both along Ham Lane. Beckman Park has baseball and soccer fields, a dog area, a play area and a picnic area. Kofu Park contains baseball and soccer fields, tennis courts and a skate park.

## REGULATORY SETTING

---

### City of Lodi General Plan

The City of Lodi General Plan contains the following relevant goals and policies related to public services:

#### **Parks, Recreation and Open Space Element**

**Goal D.** To provide adequate land for open space as a framework for urban development and to meet the active and passive recreational needs of the community.

Policy 1. The City shall discourage the premature conversion of agricultural lands to urban uses.

## **Health and Safety Element**

**Goal C.** To prevent loss of lives, injury, and property damage due to urban fires.

Policy 7. The City shall endeavor through adequate staffing and station locations to maintain the minimum feasible response time for fire and emergency calls. The goal for travel time by the fire department in responding to an emergency shall be 3 minutes. As areas are developed beyond the 3-minute standard, additional fire stations, capital equipment, and personnel shall be provided or alternative fire protection measures shall be required.

**Goal D.** To prevent crime and promote the personal security of Lodi residents.

Policy 5. The City shall endeavor through adequate staffing and patrol arrangements to maintain the minimum feasible police response time for police calls. The goal for average response time for emergency calls shall be 3 minutes and no longer than 40 minutes for nonemergency calls.

## **San Joaquin County General Plan**

The San Joaquin County General Plan contains the following relevant goals and policies related to public services:

### **Community Development Element**

#### Recreation

Policy 23. Scenic corridors along recreation travelways and scenic routes shall be protected from unsightly development.

### **Public Health and Safety Element**

#### Fire Safety and Law Enforcement

Policy 1. The fire protection and law enforcement services and facilities shall provide adequate protection throughout the County, including waterways used by boaters.

Policy 4. Fire stations shall be strategically located so as to offer fire protection to all portions of the community, consistent with standards for comparable communities in the County.

Policy 7. The standard for law enforcement shall be 1.5 line officers assigned to patrol duty per 1,000 residents in urban communities and one line officer assigned to patrol duty per 1,000 residents in the remaining unincorporated portions of the County.

# ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

---

## Significance Thresholds

According to CEQA, a project may have a significant effect on the environment if it would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response time or other performance objectives for the following public services:

- Police protection
- Fire protection
- Schools
- Parks
- Other public facilities

## *Project Impacts on Public Services*

Population growth typically increases demand for public services such as police protection, fire protection, schools, parks and other services. This demand, in turn, has potential impacts on response times and the need for new facilities to maintain desired levels of service for fire and police protection, and to accommodate an increase in the student population. A larger population also places additional demand on existing parks and recreational facilities, which can lead to their deterioration if new facilities are not built or existing facilities are not improved.

As discussed in Chapter 15.0, Population and Housing, the proposed project would not directly induce population growth. Therefore, there would be no additional demand for police protection, or additional school or park facilities to accommodate increased demand. It is possible that there may be an incremental demand for fire protection services generated by the project. A downed power line or a spark from a faulty line could start a fire in the adjacent rural area, particularly in areas with weeds. In addition, the project would use mostly wooden poles, which would be more vulnerable to fire. Such events occur rarely, and can be handled by the appropriate fire protection agency without the need for expanded facilities and with assistance from other fire protection agencies if necessary.

By increasing the reliability of the electrical system, the project may have a beneficial impact in terms of public services and safety. By eliminating the threat of a total city-wide blackout, should the existing power line be interrupted, police services would not experience a peak in calls as a result in a possible increase in criminal activity during a city-wide blackout.

Level of Significance: Less than significant

Mitigation Measures: None required

# 17.0 TRANSPORTATION

This chapter evaluates the potential transportation impacts of the project. The focus of this chapter is on roads in the project area, although other modes of transportation are discussed. Information for this chapter came primarily from the Lodi Energy Center EIR and from California Department of Transportation (Caltrans) data.

## ENVIRONMENTAL SETTING

---

### Existing Transportation Systems

#### *Roads and Highways*

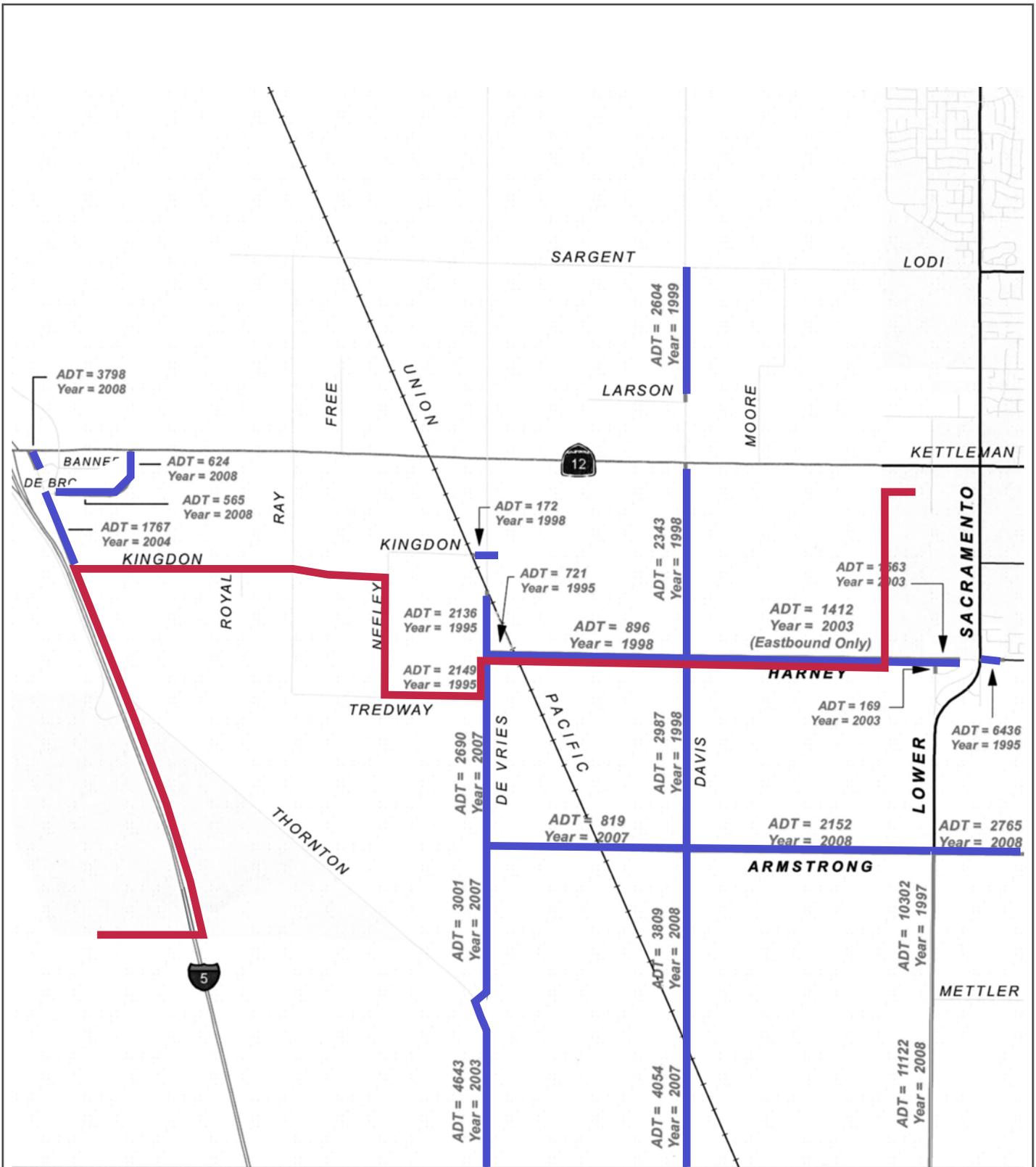
The general project area contains a network of rural roads and two major highways. The project area is generally located between the City of Lodi and Interstate 5 (I-5) freeway. Figure 17-1 depicts the road system in the project area. Roadways that currently provide primary circulation for the project area are as follows:

**Interstate 5** – I-5 is a north-south freeway from California to Washington. I-5 connects to State Route (SR) 12 north of the project area. Access from Interstate 5 to the site is provided from the south via West Eight Mile Road, and from the north via SR 12. In the immediate vicinity of the project area, Interstate 5 has three lanes in each direction, and two lanes in each direction north of SR 12. According to traffic counts published by the California Department of Transportation (Caltrans) in 2008, the average annual daily traffic (AADT) volume on I-5 near the SR 12 interchange is 77,000 vehicles per day. Trucks were approximately 20 percent of this traffic in 2007 (Caltrans, 2008).

**State Route 12** – SR 12 is an east-west state highway that provides indirect access to the project site from the northeast and northwest. It has one or two lanes in each direction in the vicinity of the project area. According to Caltrans, the AADT on SR 12 near the I-5 interchange was 17,700 vehicles per day in 2008. Trucks were approximately 14 percent of this traffic (Caltrans, 2008).

**Thornton Road** - Thornton Road is a two-lane, north-south, undivided roadway that parallels Interstate 5 in a portion of the project area. Thornton Road connects West Eight Mile Road in northern Stockton to SR 12. It connects with eastbound SR 12 via De Broggi Road. According to San Joaquin County, Thornton Road carries about 10,000 vehicles per day near its intersection with DeVries Road (NCPA, 2008).

**DeVries Road** - DeVries Road is a two-lane, north-south, undivided roadway through the project site. This road connects North Thornton Road with SR 12. The ADT on DeVries Road ranges from 3,001 near its intersection with Thornton Road to 2,136 north of Harney Lane (San Joaquin County Department of Public Works, 2009).



█ ADT Counts
 █ Primary 60 kV Power Line Route



NORTH SOURCE: CITY OF LODI

**Harney Lane** - Harney Lane is a two-lane, east-west, undivided roadway in the project area. From DeVries Road, Harney Lane goes eastward, eventually going through the City of Lodi and connecting with SR 99. According to the most recent figures available from the County, the average daily traffic (ADT) on the segment of Harney Lane between DeVries Road and Davis Road is 896 (Figure 17-1). On the segment between Davis Road and Lower Sacramento Road, the ADT is 1,412 (San Joaquin County Department of Public Works, 2009).

**Kingdon Road** - Kingdon Road is a local, east-west road that connects Thornton Road with DeVries Road. Approaching its intersection with Neeley Road from the west, Kingdon Road turns left and then turns right. It primarily serves the rural residences and agricultural fields in the vicinity. A small segment of Kingdon Road between the Union Pacific Railroad tracks and DeVries Road had an ADT count of 172 trips. No traffic figures are available for the remaining portion of Kingdon Road along the Primary Route.

**Tredway Road** - Tredway Road is a local, east-west road that extends from the end of Ray Road to DeVries Road. It primarily serves the rural residences and agricultural fields in the vicinity. No traffic figures are available for Tredway Road.

**Neeley Road** - Neeley Road is a local, north-south road that is one lane in width. It connects Tredway Road with Kingdon Road, and it serves primarily the rural residences in the vicinity. No traffic figures are available for Neeley Road.

The flow of traffic on a roadway is identified with a "level of service" (LOS). LOS is a qualitative assessment of traffic flow, based on the quantitative effects of such factors as traffic volume, roadway geometrics, speed, delay and maneuverability. Table 17-1 describes roadway traffic flow characteristics for different LOS. Table 17-2 provides the LOS on roadway segments in the vicinity of the project area, according to information in the environmental impact analysis for the proposed Lodi Energy Center. The "frontage road" refers to the connection between Thornton Road and the frontage road to the Lodi WPCF site on the west side of Interstate 5.

TABLE 17-1  
LEVEL OF SERVICE (LOS) CRITERIA FOR ROADWAYS

LOS	V/C	Traffic Flow Characteristics
A	0.00-0.60	Free flow; insignificant delays
B	0.61-0.70	Stable operation; minimal delays
C	0.71-0.80	Stable operation; acceptable delays
D	0.81-0.90	Approaching unstable flow; queues develop rapidly but no excessive delays
E	0.91-1.00	Unstable operation; significant delays
F	> 1.00	Forced flow; jammed conditions

*V/C - traffic volume (demand)/roadway capacity ratio*

*Source: Highway Capacity Manual, Transportation Research Board, 2000.*

TABLE 17-2  
LOS OF ROADWAY SEGMENTS IN PROJECT VICINITY

Roadway Segment	LOS
Interstate 5 from Eight Mile Road to SR 12	B
SR 12 from Junction I-5 to Thornton Road	A
SR 12 from Thornton Road to Lower Sacramento Road	A
North Thornton Road from N. DeVries Road to frontage road	D
North Thornton Road from to frontage road to De Broggi Road	A
North Thornton Road from De Broggi Road to SR 12	F
De Broggi Road from North Thornton Road to Star Street	A
Flag City Boulevard from SR 12 to Republic Way	A

*Source: Lodi Energy Center, Northern California Power Agency, 2008.*

### *Public Transportation*

The project area is not directly served by public transportation. The Lodi Grape Line provides bus service for destinations in Lodi. The San Joaquin Regional Transit District (RTD) provides bus service between cities in San Joaquin County. San Joaquin RTD Route 23 connects Lodi with Stockton via Lower Sacramento Road. Lodi Grape Line Routes 1, 2, 3 and 4 all make stops at the shopping center on the northeastern corner of Lower Sacramento Road and Kettleman Lane (SR 12).

### *Rail Traffic*

The Union Pacific Railroad operates a track that crosses the center of the Primary Route on Harney Lane. This rail line does not provide passenger service (NCPA, 2008). Another Union Pacific track goes through the City of Lodi and a branch of Amtrak's San Joaquin route uses this track.

### *Pedestrian/Bicycle Facilities*

The 2002 Unincorporated San Joaquin County Bikeway Plan provides a blueprint for developing a bikeway system that includes both on-street as well as support facilities and programs throughout the unincorporated area. Bikeways are divided into three classes:

- Class I Bike Path – bicycle path separated from road
- Class II Bike Lane – bicycle lane painted on road
- Class III Bike Route – no dedicated lane on road, usually designated only by sign

The Bikeway Plan indicates only two bikeways in the project area – a bike route on DeVries Road from Thornton Road to Armstrong Road, and a bike route on Davis Road from the railroad crossing to SR 12. There are no pedestrian facilities (e.g., sidewalks, walking paths) in the project area.

#### *Air Traffic*

As described in Chapter 13.0, Land Use and Planning, Kingdon Airpark is a privately-owned airport located south of Tredway Road and west of DeVries Road. In 2005, there were on average 42 daily operations at Kingdon Airpark (NCPA, 2008). The approach/departure zone for the airport extends past Tredway Road. The airport has indicated plans for an extension of the runway, adding 1,000 feet to its current length of 3,705 feet (Coffman Associates, 2009).

## REGULATORY SETTING

---

### City of Lodi General Plan

The Circulation Element of the Lodi General Plan contains policies that address transportation issues. Goal A, Policy 1 states that the City shall strive to maintain LOS C on local streets and at intersections. The acceptable LOS goal will be consistent with the financial resources available and the limits of technical feasibility.

### San Joaquin County General Plan

The Transportation section of the Community Development Element of the San Joaquin County General Plan contains policies that address transportation issues. Policies relevant to this project include the following:

#### **Roadways**

- Policy 8. On Minor Arterials and roads of higher classification, the County shall maintain a Level of Service (LOS) no lower than "D" at all intersections and the following on the throughway:
- (a) on State highways, LOS D.
  - (b) within a city's sphere of influence, LOS D, or LOS C when the city plans for that level of service or better.
  - (c) on Mountain House Gateways, as defined in the Master Plan, LOS D.
  - (d) on other roads, LOS C.

## Aviation

Policy 4. Airport operations shall be protected from:

- (a) projections of structures into navigable airspace;
- (b) light and glare;
- (c) emissions affecting visibility;
- (d) interference with communications; and
- (e) bird hazards, such as from ponds and landfills.

## ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

---

### Significance Thresholds

For the purposes of this EIR, impacts on transportation are considered significant if the proposed project would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- 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.
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.
- Conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The San Joaquin County Traffic Impact Study Guidelines indicate that all County roadways shall operate at LOS C or better. In addition, intersections shall operate at LOS D or better on minor arterials and roadways of higher classification, and LOS C on all other roads. The Lodi General Plan establishes LOS C as the minimum LOS to achieve on all roadway links and intersections (NCPA, 2008). Since the roads affected by the project are in the jurisdiction of San Joaquin County, the Lodi General Plan threshold is not used. For State highways, Caltrans

indicates that it “endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities.” Based on these thresholds, LOS D has been taken as the general threshold of acceptable operations for all intersections and roadways analyzed in this chapter.

### *Impacts on Roadway and Intersection Operations*

The project would generate some vehicle traffic associated with project construction. Construction traffic would include equipment to drill holes, install poles and set up the power line. A few additional vehicles that transport workers to the construction site also may be present. The amount of construction traffic would be minimal and would end once the project is completed. Construction along roadways may slow down traffic, as the work area may expand into the road itself, requiring some traffic control. However, no roads would likely be closed, and any traffic controls would likely be set up on the local roads, where traffic volumes are smaller. Construction work would not seriously disrupt traffic flow on roadways and at intersections. Potential impacts would cease once construction work is completed.

Since the project would be installed at the outside edge of the existing road rights-of-way, the project would not interfere with traffic on adjacent roadways. Project operations would not generate traffic, other than maintenance vehicles that would perform routine maintenance or emergency repairs. Maintenance vehicles would visit the project area infrequently and would have no impact on the LOS of roads and intersections in the vicinity. Therefore, the project would have no conflict with the traffic policies of the County General Plan.

Level of Significance: Less than significant

Mitigation Measures: None required

### *Impacts on Railroad and Public Transit Operations*

The project would cross the Union Pacific railroad tracks that traverse the center of the Primary Route at Harney Lane. Project construction would not interfere with railroad operations, as power poles will be placed outside the railroad rights-of-way and the power line would pass a safe distance above the tracks.

There are currently no public transit routes in the project area. Since the project would not affect population growth, it would not generate additional demand for such services, so there would be no need to extend public transit services to the project area. Therefore, the project would have no conflict with the public transit policies of the County General Plan.

Level of Significance: Less than significant

Mitigation Measures: None required

### *Impacts on Pedestrian and Bicycle Facilities*

There are no pedestrian facilities in the project area, so the project would have no impact on this issue. Existing and proposed bicycle routes in the project area would be located on the paved area of roadways. The project would be installed in the rights-of-way adjacent to the roadways, so it would not obstruct any bike routes. As with motor vehicles, project construction may partially obstruct some roadways, which could interfere with bicycle traffic. However, such obstruction would be removed once construction is complete, and traffic controls would allow bicycle traffic to move past the construction site. Therefore, the project would have no conflict with the bicycle/pedestrian policies of the County General Plan.

Level of Significance: Less than significant

Mitigation Measures: None required

### *Impacts on Air Traffic*

As discussed in Chapter 11.0, Health and Safety, the project would pass through the Traffic Pattern Zone of Kingdon Airpark as well as Zone 8, Airport Influence Area. As long as power pole heights don't exceed 100 feet above the ground level, the installation of power poles in these zones are not expected to interfere with airpark operations, especially since the Primary Route would avoid the approach-departure zones. Refer to Chapter 11.0, Health and Safety, for additional discussion and mitigation measure.

As discussed in Chapter 15.0, Population and Housing, the proposed project would not directly induce population growth, nor is it expected to result in substantial industrial growth or any associated influence on population. Because of this, the project is not expected to generate additional demand for air services, requiring expanded facilities.

Level of Significance: Less than significant

Mitigation Measures: None required

## 18.0 UTILITIES AND ENERGY

This chapter addresses the potential effects of the project on the utility systems that provide service to residents and businesses in the project area. These utilities include drinking and irrigation water, wastewater, storm drainage, solid waste, and the state-regulated utilities that provide electrical, gas, telephone, cable television and related services. This chapter also discusses energy consumption, as it is associated with other environmental issues such as air quality and global climate change. Please refer to the appropriate EIR chapter for an analysis of project impacts related to these issues. Information for this section came primarily from field observations, public agency websites, and public documents.

### ENVIRONMENTAL SETTING

---

#### Drinking and Irrigation Water

The project area is not served by a drinking water system. Residences and businesses receive water from individual wells. The Woodbridge Irrigation District provides irrigation water to several parcels located in the project area.

#### Wastewater

There are no wastewater collection lines in the unincorporated portion of the project area. Residences and businesses in the area use individual septic systems to collect and dispose of wastewater. The White Slough Water Pollution Control Facility is located near the western terminus of the 60 kV power line's Primary Route. This facility collects and treats wastewater from the City of Lodi before discharging it into Dredger Cut or applying it onto an adjacent 900-acre plot of land. Some of the treated wastewater is re-used for irrigation purposes.

#### Storm Drainage

There are no storm drainage systems serving the project area. There are various lined and unlined channels in the project area that can receive runoff. Some of these are ditches along public roads. Others are Woodbridge Irrigation District canals. However, the project area has no established detention or retention basins that are part of a drainage system.

#### Solid Waste

Central Valley Waste Services provides solid waste collection services for both San Joaquin County and the City of Lodi. It operates a transfer and processing facility on Turner Road in Lodi. This facility encompasses 16 acres and is permitted to receive 1,700 tons of solid waste per day. The primary disposal facility is the North County Recycling Center and Sanitary Landfill, located in Victor. Owned and operated by San Joaquin County, this

landfill recently activated a new disposal module that will give the landfill adequate capacity until 2035. Another County-owned landfill, Foothill Sanitary Landfill near Linden, added a new module that extended the capacity of the landfill to 2054. The County also owns a transfer facility in Manteca that can accept solid waste (NCPA, 2008).

## State-Regulated Utilities

The City of Lodi, through its Electric Utility Department (EUD), provides electric services to Lodi residents and businesses. When the City of Lodi was incorporated in 1906, Bay Cities Gas, Water and Electric Works, a privately owned company, provided area water and minimal electricity. By 1910, operation of the existing utility had been transferred to City jurisdiction (LEU website, 2009). For 30 years, the Lodi Electric Utility has been a member of the Northern California Power Agency (NCPA), which is a California Joint Action Agency comprised of utilities that own and operate their own electrical power systems. The NCPA allows the Lodi Electric Utility to purchase and supply electricity at cost. The NCPA owns and operates Combustion Turbine Project No. 2, a 49-megawatt (MW) steam-injected gas turbine plant located at the Lodi WPCF site (City of Lodi, 2007).

The Pacific Gas & Electric Company (PG&E) provides natural gas and electric services to the unincorporated area of San Joaquin County. PG&E electrical facilities include overhead 12 kV distribution lines located throughout the project area. A PG&E gas line is located along a service road connecting the Lodi WPCF site with Thornton Road. This line provides natural gas to the NCPA power plant. PG&E is also the provider of natural gas service to the city of Lodi.

AT&T provides telephone services to the project area. Services are available to the project area from existing lines located on joint pole systems with the above-described electrical facilities. Comcast provides cable television services to the city of Lodi and vicinity; existing cable facilities are generally located on the electrical pole system.

## Energy Consumption

The State of California ranks second only to Texas in overall petroleum, electrical and gas consumption, yet California is the nation's most efficient in terms of per capita electricity consumption and a leader in total energy consumption. Since 1973, while per capita electrical consumption in the nation increased by 50 percent, California's per capita consumption was constant, increasing at a rate of only 0.1% per year. This is attributed to the state's efforts to promote energy efficiency, which have resulted in substantial energy savings (Coito and Rufo, 2003). Per capita total energy use in California is approximately 67% of the national average (EIA, 2001).

The highest relative electricity use in California is commercial use (38%), followed by residential (35%) and industrial (17%). Commercial electrical usage averages approximately 69,000 kilowatt hours (kWh) annually for each of the state's 1.7 million commercial customers. Within PG&E's Stockton vicinity climate area, residential electrical usage averages about 6,800 kWh/household annually. Industrial usage averages 603,000 kWh annually for the approximately 82,000 PG&E industrial customers in the state (KEMA-XENERGY, 2004).

Approximately 50% of natural gas usage in California is for electrical power generation. About 22% is consumed by residences, 18% by industrial uses, and approximately 9% by commercial uses. Within the PG&E service area, average natural gas usage is approximately 340 therms per household. Most of this amount is used for space heating, followed closely by water heating (KEMA-XENERGY, 2004). As previously noted, a natural gas line in the project area supplies gas to the NCPA power plant at the Lodi WPCF site. Despite the presence of the natural gas line in the project area, field observations indicated that many residents in the project area use propane stored in individual tanks.

California has implemented numerous energy efficiency and conservation programs that have resulted in substantial energy savings. The state adopted comprehensive energy codes in the 1970s that imposed substantial new energy requirements on new residential and commercial construction, which included new insulation and window thermal transmission standards. These requirements are incorporated into the 2007 California Building Code, adopted by San Joaquin County. Additional programs have focused on improving the efficiency of lighting and appliances, and on the replacement of less-efficient and outdated equipment in existing buildings.

Motor vehicle use also accounts for substantial energy usage. Locally, the San Joaquin County Council of Governments (SJCOG) estimates countywide vehicle miles traveled (VMT) will be approximately 16.1 million miles in 2010 (Kim Kloeb, pers. comm.). Travel mileage in the Lodi area has been influenced by changes in employment patterns. The percentage of Lodi residents working outside the city increased from 51% in 1990 to 54% in 2000. Also, the percentage of people employed in Lodi who live outside the city increased from 36% in 1990 to 49% in 2000 (City of Lodi, 2007).

## REGULATORY SETTING

---

### Local

#### San Joaquin County Code

Title 9, Section 11 of the San Joaquin County Code sets forth the requirements for septic systems and water wells, among other infrastructure. Chapter 9-1105 provides the general requirements for wastewater disposal, while Chapter 9-1110 more specifically addresses individual septic systems. Chapter 9-1115 describes water well and well drilling regulations. Both septic systems and wells require a permit from the County Environmental Health Department prior to installation.

Title 5, Division 2 of the County Code sets forth regulations on solid waste collection and disposal. Unless specified by the County Board of Supervisors, all properties with 1-10 residential units zoned specifically for residential uses are included in a "mandatory solid waste collection area," within which collection services are provided and disposal rates must be paid by residents. The Board of Supervisors specifically designates these areas. None of the project area is included in a mandatory solid waste collection area.

## San Joaquin County General Plan

The San Joaquin County General Plan contains the following relevant goals and policies related to utilities:

### Community Development Element

#### Utility Corridors

Policy 1. The environmental assessment of new or expanded utility lines shall address the potential adverse impacts on development as a result of a rupture or malfunction, and shall identify mitigation measures to be adopted by the utility to safeguard against such accidents and to respond in the event of an accident.

Policy 2. Utility lines shall not adversely impact significant plant and animal species.

Policy 3. Utility distribution and transmission facilities for all new development in urban communities shall be placed underground.

Policy 4. The County shall encourage the use of existing transmission corridors for new lines, except in the case of electrical transmission lines over 500 kv, which for safety reasons shall be separated from existing corridors by at least 500 yards.

Policy 5. The County shall encourage the joint-use and development of appropriate utility corridors for recreational and trail uses.

Policy 6. The County shall encourage utilities to route their facilities along property lines and where they will not interfere with agricultural operations or other land use activities.

## ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

---

### Significance Thresholds

For the purposes of this EIR, impacts on utilities and energy are considered significant if the proposed project would:

- 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.

- 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.
- Require new or expanded entitlements to water supplies.
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it may have inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments.
- Be served by a landfill with inadequate capacity to accommodate the project's solid waste disposal needs.
- Not comply with federal, state and local statutes and regulations related to solid waste.
- Require or result in the construction of new state-regulated utility facilities or expansion of existing facilities (e.g., electrical substations, gas pipelines), the construction of which could cause significant environmental effects.
- Result in a substantial increase in energy consumption, the provision for which could cause significant environmental effects.

### *18.1 Water and Wastewater Systems*

The proposed 60 kV Power Line Project would not by itself generate a demand for water or wastewater services. The project would connect to the existing NCPA power plant. Any demand for water or wastewater services generated by the Power Line Project – specifically, by Lodi Electric Utility employees – is already provided for at the NCPA site or by other facilities available to employees.

The project is not likely to result in any impacts on existing buried sewer or water lines. Overhead existing electrical and/or communication lines that would be placed on the new power poles would involve minimal underground work, limited primarily to drilling holes for the new power poles within the existing utility easements. The EUD would avoid any existing water or sewer lines during project construction.

Level of Significance: Less than significant

Mitigation Measures: None required

### *18.2 Storm Drainage Systems*

The 60 kV Power Line Project would not by itself generate a demand for storm drainage services. Pole installation required by the project would cover only a minimal amount of land area, thereby limiting the amount of runoff that could potentially be generated. The

project is not likely to result in significant effects on existing storm drains, irrigation canals or related facilities. Overhead existing electrical and/or communication lines that would be placed on the new power poles would involve minimal underground work, limited primarily to drilling holes for the new power poles within the existing utility easements. The EUD would avoid any existing facilities related to storm drainage during project construction.

Level of Significance: Less than significant

Mitigation Measures: None required

### *18.3 Solid Waste Generation*

The 60 kV Power Line Project would contribute to solid waste generation during its construction phase. Solid waste that may be generated during construction work may include wood, concrete and metal scraps. This would cease once the project is completed, and Lodi Electric Utility would be responsible for cleaning up its construction work. The amount of waste generated is expected to be small compared with building construction projects, as the primary activities would be the installation of poles and the connection of the power line to these poles, as well as the attachment of existing distribution and communication lines. Also most of the poles within the Primary Route will replace existing poles that will need to be disposed of. Their disposal would be consistent with all state and local regulations.

The project would not place additional demands on landfill capacity once construction work is completed. As previously mentioned, there is adequate capacity at the existing County landfills to accommodate solid waste.

Level of Significance: Less than significant

Mitigation Measures: None required

### *18.4 Project Impacts on Non-Electrical Utilities*

The proposed project would not generate additional demand for telephone and cable television services. However, the project would involve installation of power lines along roads and other corridors within which existing utilities are already located.

As previously noted, where new and existing facilities must occupy the same corridor, they would be located on "joint" poles, where an inter-utility joint pole agreement exists. Under this agreement, existing poles would be replaced and existing electrical, cable and/or phone utility lines would be reconstructed, as required. Where reconstruction is necessary or desirable, project design and reconstruction activity will be coordinated with the affected utility and conducted so as to avoid or minimize service interruption.

Level of Significance: Less than significant

Mitigation Measures: None required

### *18.5 Project Impacts on Electrical System*

The project would add a 60 kV Power Line to Lodi Electric Utility's electrical service system, which would be a significant addition. As stated in Chapter 2.0, Project Description, the objective of the project is to improve the reliability of Lodi's electrical infrastructure. Therefore, the project would be compatible with the current system and would improve its performance. Other environmental impacts associated with this project are discussed in other chapters of this document.

Proposed electrical expansion would not result in any substantial change in demand for electrical power. Demands are dictated by overall rates of urban and other growth in the project area. Growth rates are a function of environmental, economic and social conditions in the Lodi area, and regulation of growth is the province of local government. As part of the City of Lodi, Lodi Electric Utility would operate within this framework. Marginal cost and reliability improvements offered by the project are not expected to result in any substantial changes in growth rates, as discussed in Chapter 15.0, Population and Housing.

Level of Significance: Less than significant

Mitigation Measures: None required

### *18.6 Project Effects on Energy Consumption*

CEQA requires that Environmental Impact Reports consider the potential significant energy implications of proposed projects. The emphasis of the analysis is to identify inefficient, wasteful and unnecessary consumption of energy that can be reduced or avoided.

Project construction would consume energy in the processes of installing power poles and setting up the power line. Fuels used by construction vehicles and equipment would provide most of the energy consumed. Due to the relatively flat slopes and limited area of construction, the project would not require any extraordinary earthwork or other site preparation requirements, which would require larger amounts of fuel consumption.

Once the project is completed, it would require only fuel consumption associated with maintenance vehicles. There is no evidence that construction and operation of the project would involve inefficient, wasteful and unnecessary consumption of energy.

Level of Significance: Less than significant

Mitigation Measures: None required