

7.0 GROWTH-INDUCING IMPACTS

Pursuant to State CEQA Guidelines § 15126.2 (d), this section describes the manner in which the proposed project could "...foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." This section also describes how the project may "...remove obstacles to population growth... [or] may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively." Growth is not assumed to "...necessarily be beneficial, detrimental, or of little significance to the environment."

The proposed project is the development of approximately 297,400 sq. ft. of retail space on a 28.27-acre parcel. Two tenants, Lowe's Home Improvement Center and WinCo Foods, would anchor the center with smaller retail and food establishments occupying the remainder of the center. The proposed project site is located on the western fringes of the City of Lodi; on land currently designated Low Density Residential and Neighborhood Community Commercial, with corresponding zoning districts of Single Family Residential (R-2) and Commercial Shopping (C-S). The project would change the General Plan designation to bring the entire property under the Neighborhood/Community Commercial designation, and change the zoning for the property to Commercial Shopping. Approximately 5.25 acres of the proposed project would require this change in the General Plan designation and be rezoned. It is anticipated that the center would employ approximately 550 people once occupied and approximately 150 construction workers would be needed onsite during peak construction times.

The proposed project is located within the Lodi city limits and the majority of site has been planned for commercial/retail uses through the site's zoning and General Plan designations. Infrastructure needed to serve the proposed project is largely in place, and no expansion of utilities would be required. The project site has connections available to the City's municipal wastewater, water supply, and storm drain systems within Lower Sacramento Road.

Minimal improvements would be required to Highway 12 and Lower Sacramento Road to serve the proposed project site. The improvements include the installation of right hand turn lanes on these roads. These improvements would not be considered substantial and sufficient to induce future development in the area and the improvements would be limited to the minimal amount necessary to provide for safe turning movements and ingress/egress at the proposed project site. Also, proposed is the development of "Road A" identified in the City's Westside Facilities Plan that will connect Highway 12 to Taylor Road as well as provide access to the project site. A left-hand turn lane and traffic signal would be established at the intersection of Road A and Highway 12. The new road would not provide access to any areas not previously accessible. The parcels to the west of the proposed project site are currently accessible from either Highway 12 or Taylor Road. These properties are identified as Planned Residential in the Westside Facilities Plan. It is anticipated that Road A would serve this site once developed. As these properties have already been identified for residential use, and Road A has already been identified in previous plans and does not provide access to any previously inaccessible areas, it is not anticipated that this project would result in either direct or indirect substantial population growth.

The proposed project would generate some retail and construction employment. The expected 150 construction jobs would be temporary in nature and would not result in the inducement of substantial population growth. The long-term employment generated by the project would consist of retail sector employment, which does not typically attract workers from outside of the project area. Employment opportunities would not be of a sufficient number or salary range to attract new employees into the project area; employment is expected to be filled by existing residents, local to the project area. Therefore, indirect growth associated with employment generation would not be substantial.

No housing is proposed or would be required as a part of the proposed project. No housing would be removed that would necessitate construction of housing elsewhere.

8.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED PROJECT SHOULD IT BE IMPLEMENTED

State CEQA Guidelines § 15126.2 (c) requires that an EIR present discussion of the significant irreversible environmental changes resulting from the project should it be implemented. These changes include, for example, uses of nonrenewable resources making removal or non-use of these resources unlikely. "Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses." Irreversible damage that may result from environmental accidents associated with the project is also to be described.

The project would result in the application of asphalt on the vast majority of the 29-acre project site to accommodate on-site circulation and parking. In addition, road improvements would be made that would result in further paving, including the addition of left and right hand turn lanes along Lower Sacramento Rd. and Highway 12 in the area of the proposed project site. A new road would be constructed along the western boundary of the project site (i.e., "Road A") that would encompass approximately 2.23 additional acres. These road improvements and the paving of the parking lot would require the use of diesel and other petroleum-based fuels to operate construction vehicles as well as petroleum products that would be incorporated into the asphalt. Roadway improvements would be limited to those necessary to serve this project. The application of the asphalt and operation of construction vehicles would not result in what would be considered a substantial loss of irretrievable resources.

The proposed retail development would result in the conversion of approximately 29 acres of vacant land to retail uses. This change in land use would result in a long-term commitment to urbanization on this site. This is because reversion of the land back to a vacant land use or open space status would be difficult and highly unlikely given the site's location within the City of Lodi and along Highway 12, making the site more marketable and desirable for development. In addition, the current General Plan designations for the property, Neighborhood Commercial and Low Density Residential, and the corresponding zoning districts would allow for structural development on the property that would similarly result in the loss of open space. The loss of 29 acres of what could currently be described as open space as a result of retail development would constitute an irreversible environmental change. As described in Section 3.1, City policies and programs are in place that address and seek to protect open space areas, as well as agriculture. The loss of these 29 acres would not be viewed as a substantial loss or a significant impact when viewed in light of the fact that the properties are designated on the Lodi General Plan and zoning for development. While the loss of Prime Farmland, a limited resource, is identified as a significant impact (see Impact 3.12-G, Section 3.12-G) conversion of open space to an urban use that is consistent with the General Plan and zoning is not viewed as a substantial and adverse change.

Accidental spill of fuels, paints or other construction-related materials may occur on the project site during construction. However, these types of accidents would be anticipated to be limited because

experienced construction workers would be overseeing and working on developing the site. These types of potential spills would not result in irreversible conversion of the property and certainly would not convert more land than necessary for development of the shopping center itself. No explosives or other hazardous materials would be used on the property.

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10.0 REFERENCES AND PERSONAL COMMUNICATIONS

10.1 REFERENCES

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10.2 PERSONAL COMMUNICATIONS

Main, D. Captain, City of Lodi Police Department. Jan. 13, 2002. Telephone conversation with J. Jones

Smatsky, A. Senior Electrical Engineer, Lodi Electric Utility. Jan. 3, 2002. Telephone conversation with J. Jones.

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11.0 GLOSSARY OF TERMS, ABBREVIATIONS AND ACRONYMS

ADAAmericans with Disabilities Act
ADT	.....Average Daily Trips
AF	.....Acre-feet
AMR	.....American Medical Response
AQAP	.....Air Quality Attainment Plan
ARB	.....Air Resources Board
Basin	.....San Joaquin Valley Air Basin
BMP	.....Best Management Practices
BOD	.....Biochemical Oxygen Demand
CAA	.....Federal Clean Air Act
CAAQS	.....California Ambient Air Quality Standards
CARB	.....California Air Resources Board
CCAA	.....The California Clean Air Act of 1988
CDF	.....California Department of Forestry and Fire Protection
CDFG	.....California Department of Fish and Game
CESA	.....California Endangered Species Act
CEQA	.....California Environmental Quality Act
CFC	.....Chlorofluorocarbon Compounds
CHP	.....California Highway Patrol
CNEL	.....Community Noise Equivalent Level
CNPS	.....California Native Plant Society
CO	.....Carbon Monoxide
COD	.....Chemical Oxygen Demand
CPR	.....Cardio-Pulmonary Resuscitation
CRLF	.....California Red Legged Frog
C-S	.....Commercial Shopping (zoning)
CTS	.....California Tiger Salamander
CVRWQCB	.....Central Valley Regional Water Quality Control Board

dB	.....Decibel
dBA	.....A-weighted Decibel Scale
DBCP	.....Dibromochloropropane
DC	.....Downtown Commercial (zoning)
DNL	.....Day/Night Average Noise Level (also referred to as Ldn)
DO	.....Dissolved Oxygen
DTSC	.....Department of Toxic Substances Control
EIR	.....Environmental Impact Report
EMT	.....Emergency medical Technicians
EPA	.....Environmental Protection Agency
ESA	.....Phase I Environmental Site Assessment
FAR	.....Floor Area Ratio
FCAAA	.....Federal Clean Air Act Amendments
FEMA	.....Federal Emergency Management Agency
FESA	.....Federal Endangered Species Act
FHWA	.....Federal Highway Administration
FIRM	.....Flood Insurance Rate Map
GAMAQI	.....Guide for Assessing and Mitigating Air Quality Impacts
GC	.....General Commercial (zoning)
GP	.....General Plan
GPA	.....General Plan Amendment
HCM	.....Highway Capacity Manual
IDF	.....Intensity-Duration-Frequency
ISO	.....Insurance Services Office
ITE	.....Institute of Transportation Engineers
LAFCO	.....Local Agency Formation Commission
Ldn	.....Day/Night Average Noise Level (also known as DNL)
Leq	.....Equivalent Sound Level

LOS	.....Level of Service
$\mu\text{g}/\text{m}^3$	.....Micrograms per Cubic Meter of Air
mg/m^3	.....Milligrams per Cubic Meter of Air
MND	.....Mitigated Negative Declaration
mph	.....Miles per Hour
N	.....Nitrogen
NAAQS	.....National Ambient Air Quality Standards
NCC	.....Neighborhood Community Commercial (zoning)
NCPA	.....Northern California Power Agency
NFIP	.....National Flood Insurance Program
NRHP	.....National Registry of Historic Places
NO	.....Nitrogen Monoxide
NO_2	.....Nitrogen Dioxide
NO_x	.....Nitrogen Oxides
NOC	.....Notice of Completion
NOI	.....Notice of Intent
NOP	.....Notice of Preparation
NPDES	.....National Pollution Discharge Elimination System
NRCS	.....Natural Resource Conservation Service (Formerly the Soil Conservation Service)
O_3	.....Ozone
OAQPS	.....EPA Office of Air Quality Planning and Standards
P	.....Phosphorous
PG&E	.....Pacific Gas and Electric
PHF	.....Peak Hour Factor
PM_{10}	.....Particulate Matter Less than 10 Microns
$\text{PM}_{2.5}$	.....Particulate Matter Less than 25 Microns
ppm	.....Parts per Million
PR	.....Planned Residential (zoning)
R-2	.....Single-Family Residential (zoning)

RTOR	Right-turn-on-red
RWQCB	Regional Water Quality Control Board
SDAB	Southeast Desert Air Basin
SJCOG	San Joaquin Council of Governments
SJMSCP	San Joaquin County Multi-Species Habitat Conservation and Open Space Plan
SJV	San Joaquin Valley
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SO ₂	Sulfur Dioxide
SPARC	Site Plan and Architectural Review Committee
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
TAC	Toxic Air Contaminant(s)
TAZ	Traffic Analysis Zone
TDS	Total Dissolved Solids
TKN	Total Kjeldahl Nitrogen
TOC	Total Organic Carbon
TRB	Transportation Research Board
UBC	Uniform Building Code
USACE	United States Army Corps of Engineers
US EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geologic Survey
VOC (ROG)	Volatile Organic Compounds