

## S.0 EXECUTIVE SUMMARY

### S.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (“CEQA”) (Public Resources Code Sections 21000-21178) requires all state and local government agencies to consider the environmental consequences of proposed projects over which they have discretionary authority.

The purpose of this Environmental Impact Report (“EIR”) is to assess the environmental impacts of the proposed Vintner’s Square Shopping Center project (the “project”) pursuant to CEQA, as amended, and the State CEQA Guidelines (Title 14, California Code of Regulations, Section 15000 *et. seq.*), as amended. This EIR is an informational document that describes the significant environmental effects of the project, identifies possible ways to avoid or minimize the significant effects, and discusses reasonable alternatives to the project to avoid, reduce or minimize environmental impacts. The City of Lodi will consider the assessment of the project’s environmental effects in this EIR in making an informed decision regarding the approval, conditional approval or denial of the project. It is not the purpose of an EIR to recommend either approval or denial of a project.

### S.2 PROJECT DESCRIPTION

The project includes the proposed development of approximately 297,403 square feet (s.f.) of retail commercial uses on an approximately 28.27 acre site located on the northwest corner of Highway 12/Kettleman Road and Lower Sacramento Road. The proposed site plan includes a Lowe’s retail store and garden center, a Winco Foods grocery store, and eight individual building pads.

Specifically, the City entitlements requested by the applicant include a General Plan Amendment (GPA-02-01), Rezoning (Z-02-01), Tentative Parcel Map (02-P-008), and a Use Permit (U-02-01) for the purposes of:

- ❖ General Plan Amendment: **From** Neighborhood Commercial (NCC) and Planned Residential (PR) **To** all NCC (land uses described in Section 3.1, Land Use and Planning);
- ❖ Rezoning: **From** Commercial Shopping (C-S) and Single Family Residential (R-2) **To** all C-S (zoning districts described in Section 3.1, Land Use and Planning);
- ❖ Tentative Parcel Map: To create nine individual parcels; and
- ❖ Use Permit: To require Site Plan and Architectural Review Committee review of the project and to ensure compliance with the provisions of the C-S zoning district.

### S.3 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table S.1 at the end of this section contains a summary of the impacts and mitigation measures associated with the proposed project. The level of significance of environmental impact before and after the incorporation of migration measures is also included.

## **S.4 SIGNIFICANT UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS**

### **State CEQA Guideline Requirements**

Section 15126.2(b) of the State CEQA Guidelines requires an EIR to “describe any significant impacts, including those which can be reduced, mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.”

### **Significant Unavoidable Impacts of the Proposed Project**

Section 3.0 of this EIR provides an evaluation of the potential environmental impacts of the proposed project and recommends mitigation measures to reduce impacts to a less-than-significant level where feasible. Within implementation of the mitigation measures proposed, significant unavoidable impacts as a result of the proposed project remain with respect to Land Use and Planning. As described in Section 5.0 of this EIR, significant and unavoidable *cumulative* impacts would occur in the following areas: Air Quality, Noise, Prime Farmlands and Transportation/Traffic.

## **S.5 MITIGATION MONITORING**

CEQA Section 21081.6 requires public agencies to adopt a monitoring or reporting programs for the purpose of ensuring the implementation of those mitigation measures adopted or made as a condition of project approval in order to reduce or avoid significant environmental effects identified in the environmental impact report. A mitigation monitoring program, incorporating the mitigation measures set forth in this document, will be adopted concurrent with adoption of the findings and prior to approval of the proposed project.

## **S.6 EVALUATION OF ALTERNATIVES**

Section 6.0 this EIR describes and evaluates alternatives to the proposed project in accordance with the State CEQA Guidelines 15126.6. The alternatives considered in this EIR include the following:

- ❖ Alternative 1 - No Project, No Development Alternative
- ❖ Alternative 2 - Development Under Existing General Plan
- ❖ Alternative 3 - Locally-Serving Commercial Retail Center, Residential Component
- ❖ Alternative 4 - Alternative Highway 12 Location

Based on the analysis in Section 6.0 of this EIR, Alternative 2 – Development Under Existing General Plan is considered the environmentally superior alternative.

## **S.7 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED**

The City of Lodi submitted the Notice of Preparation (“NOP”) of this EIR to the California Office of Planning and Research and public agencies and the public on December 20, 2002. The purpose of the NOP was to solicit comments from public agencies on issues germane to the agency that should be considered in the draft EIR. The public review period for the NOP ended 30 days after public distribution of the NOP. All of the issues raised in the NOP comment letters (Appendix A) have been addressed in the draft EIR. No apparent substantial areas of controversy not already being addressed in this EIR have been identified in these NOP comment letters.

**TABLE S-1  
SUMMARY OF IMPACTS, MITIGATION MEASURES AND IMPACT LEVELS OF SIGNIFICANCE**

Project and Cumulative Impact	Mitigation Measures	Level of Significance After Mitigation
<b>LAND USE AND PLANNING</b>		
<p><u>IMPACT 3.1-A. Consistency with Planned Land Use:</u> The project site is designated on the Lodi General Plan land use diagram as primarily Neighborhood/Community Commercial (NCC) with a smaller area designated as Planned Residential (PR). The project proposal includes a General Plan amendment to redesignate the PR land uses to NCC. A majority of large retail/commercial developments along Highway 12 in the project vicinity, which are similar in nature to the proposed project, are designated as NCC on the General Plan land use diagram. The proposed project would provide locally-serving retail uses. With the general plan amendment to convert the underlying land use designation to one consistent with the proposed uses and with similar commercial uses along Highway 12, the project would be consistent with the City of Lodi General Plan land use and a less than significant impact would result. (Less Than Significant Impact).</p>	<p>Less than significant impacts were identified and, therefore, no mitigation would be required.</p>	<p>Less Than Significant Impact.</p>
<p><u>IMPACT 3.1-B. Consistency with General Plan Policies.</u> The proposed project would be consistent with other relevant policies of the City of Lodi General Plan and a less than significant impact would result. (Less Than Significant Impact).</p>	<p>The project would be consistent with the General Plan policies of the City of Lodi therefore no mitigation is required.</p>	<p>Less Than Significant Impact.</p>

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<p><u>IMPACT 3.1-C. Consistency with Westside Facilities Master Plan:</u> The project proposed is proposed to occur in an area designated for commercial use on the Westside Facilities Master Plan Conceptual Land Use/Circulation Plan. The proposed use and 0.24 FAR would be consistent with the NCC land uses of the Master Plan and, therefore, a less than significant impact would result. (Less Than Significant Impact).</p>	<p>The project would be consistent with the Westside Facilities Master Plan and, therefore, no mitigation is required.</p>	<p>Less Than Significant Impact.</p>
<p><u>IMPACT 3.1-D. Consistency with Zoning Ordinance:</u> The proposed project would be consistent with the Commercial Shopping Zoning district. The project would be consistent with the design of the zoning district, as well as the permitted uses and maximum height. The project proposes 24% coverage of the site on an overall basis and, due to the square configuration of the site and of the proposed parcels, would be expected to develop consistent with the 25% maximum per lot maximum coverage. The project would be required to undergo Site Plan and Architectural Review Committee review and would be required to additionally implement any conditions of approval through those review processes and, thereby, ensure consistency with the C-S zoning district. Given the aforementioned considerations, the project would be consistent with the C-S zoning district and a less-than-significant impact would result. (Less Than Significant Impact).</p>	<p>The project would be consistent with the Commercial Shopping Zoning district therefore no mitigation is required.</p>	<p>Less Than Significant Impact.</p>

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Project and Cumulative Impact	Mitigation Measures	Level of Significance After Mitigation
<b>TRANSPORTATION/TRAFFIC</b>		
<p><u>IMPACT 3.2-A. Project Effects on Intersection Operations:</u> Future base plus project traffic volumes would change peak hour LOS at Lower Sacramento Rd./Sunwest-Project Driveway from LOS B (14.3 seconds) to LOS C (23.7 seconds) during the PM peak hour which would not trigger a significant impact under the City's threshold of significance. All other project study intersection's LOS would remain unchanged from future base conditions with the addition of proposed project traffic and, therefore, a less than significant impact would result. (Less Than Significant Impact).</p>	<p>No significant impact would occur with respect to intersection operations therefore no mitigation is required.</p>	<p>Less Than Significant Impact.</p>
<p><u>IMPACT 3.2-B. Cumulative Plus Project Intersection Operations:</u> With proposed project traffic, study intersection LOS would remain unchanged from cumulative (no project) conditions. There would be slight increases in vehicle delays (1-8 seconds) at some study locations, which is not considered a substantial and adverse change. (Less Than Significant Cumulative Impact).</p>	<p>A less than significant impact was identified and, therefore, no mitigation is required.</p>	<p>Less Than Significant Impact.</p>
<p><u>IMPACT 3.2-C. Project Access and Circulation:</u> Three project access drives are proposed with the project. Two of the access drives would provide sufficient storage for vehicles. For the main access driveway's eastbound (outbound) approach, projected queue lengths for the AM and PM peak hours are 3.6 and 8 vehicles respectively or</p>	<p><u>Mitigation 3.2-C.</u> Prior to occupancy of either of the main anchor stores, the applicant shall stripe a "Keep Clear" legend at main access driveway's eastbound (outbound) approach to ensure adequate internal intersection movement.</p>	<p>Less Than Significant With Mitigation.</p>

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<p>hours are 3.6 and 8 vehicles, respectively, or approximately 90 feet and 200 feet of storage length. During the PM peak hour, a vehicle queue of 200 feet would extend back to the north-south drive aisle (between the Lowe's building and shops adjacent to Lower Sacramento Road) and result in an adverse impact. (Significant Impact Without Mitigation).</p>	<p>This mitigation measure would reduce the impact to a less than significant level.</p>	
<p><u>IMPACT 3.2-D. Internal Vehicular Circulation:</u> Based upon review of the site plan and number of anticipated vehicles during peak shopping periods, some internal circulation would be congested at internal parking drive aisles that intersect with major access driveways to and from Lower Sacramento Road, Kettleman Lane and Road A. Other internal circulation would be adequate. (Significant Impact Without Mitigation).</p>	<p><u>Mitigation 3.2-D.</u> Prior to occupancy of the first major anchor, stop-sign controls shall be installed on internal parking drive aisles where they intersect with major access driveways to/from Lower Sacramento Road, Kettleman Lane, and Road "A".</p>	<p>Less Than Significant With Mitigation.</p>
<p><u>IMPACT 3.2-E. Pedestrian Circulation and Access.</u> Most pedestrian access and circulation is proposed to provided through the installation of pedestrian sidewalks and internal pedestrian links. However, a pedestrian link is not planned at the northwest corner of the Lower Sacramento Road/Kettleman Lane intersection for on- and off-site access. A bus stop is planned along the west side of Lower Sacramento Road north of the main shopping center access driveway (opposite the Sunwest Marketplace), no assurance has been proposed to comply with the American with Disabilities Act (ADA). Both of these conditions,</p>	<p><u>Mitigation 3.2-E.</u> Prior to occupancy of the first main anchor store, a clear pedestrian link shall be provided at the northwest corner of the intersection of Lower Sacramento Road and Kettleman Land to accommodate on- and off-site uses. Moreover, the applicant shall ensure that the bus turnout to be provided along the project's main access driveway (opposite the Sunwest Marketplace) is constructed in accordance with the ADA standards.</p>	<p>Less Than Significant With Mitigation.</p>

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<p>unmitigated, would result in a significant impact. (Significant Impact Without Mitigation).</p>		
<p><u>IMPACT 3.2-F. Consistency with City of Lodi Master Circulation Plans:</u> The project would generate sufficient traffic volumes and is planned to be constructed during the time that the City is planning to make improvements along Kettleman Lane (gap closure project) and Lower Sacramento Road. The project will also generate sufficient traffic to trigger the installation of Road A, consistent with the Westside Facilities Master Plan design. If the project design and construction timing is not adequately coordinated with the implementation of the Kettleman Lane Gap closure project, requirements of the Westside Facilities Master Plan and City desired improvements along Lower Sacramento road, significant impacts would result. (Significant Impacts Without Mitigation)</p>	<p><u>Mitigation 3.2-F.1.</u> Prior to occupancy of any retail use at the shopping center, the applicant shall construct Road A, in accordance with the Westside Facilities Master Plan, from Kettleman Lane to Taylor Road. Moreover, the applicant shall install a signalized intersection at Road A and Kettleman Lane. The design and installation of these improvements shall be conducted to the satisfaction and subject to the approval of the City of Lodi Public Works Director.</p> <p><u>Mitigation 3.2-F.2.</u> Prior to occupancy of any retail use, the applicant shall submit to, and obtain approval from, the Director of Public Works and California Department of Transportation (CalTrans), to widen and make improvements to the intersection of Kettleman Lane and Lower Sacramento Road.</p> <p><u>Mitigation 3.2-F.3.</u> The project applicant shall dedicate right of way along the southern project boundary and westerly adjoining property sufficient to make Kettleman Road widening improvements consistent with the Kettleman Lane Gap closure project. The Director of Public Works and CalTrans design requirements shall approve the area to be dedicated to Caltrans for use in making Gap closure improvements.</p>	<p>Less Than Significant With Mitigation.</p>

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<p><u>IMPACT 3.2-G. Consistency with General Plan Policies:</u> The proposed project would comply with relevant Circulation Element goals and policies, and provide sufficient parking to comply with City parking standards for the proposed use. Consequently, the project would result in less than significant impacts with regard to consistency with relevant General Plan policies. (Less Than Significant Impact).</p>	<p>A less than significant impact was identified and, therefore, no mitigation is required.</p>	<p>Less Than Significant Impact.</p>
<p><b>AIR QUALITY</b></p>		
<p><u>IMPACT 3.3-A.1. Short-Term Air Quality Impacts:</u> Grading, excavation, trenching, filling and other construction activities result in increased dust emissions which would be a temporary, significant impact on regional emissions of PM<sub>10</sub>. Construction would also result in exhaust emissions of CO, ROG, NO<sub>x</sub>, SO<sub>x</sub>, and PM<sub>10</sub> from the operation of diesel-powered heavy equipment during grading and construction and for the import of soil. These emissions would also be generated through the emissions of vehicles used by construction workers. (Less Than Significant With Mitigation).</p>	<p><u>Mitigation 3.3-A:</u> To reduce short-term impacts to a less than significant level, the City of Lodi shall require the construction manager to implement all of the following measures throughout grading and construction</p> <ul style="list-style-type: none"> <li>❖ All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.</li> <li>❖ All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.</li> </ul>	<p>Less Than Significant Impact With Mitigation</p>

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	<ul style="list-style-type: none"> <li>❖ All land clearing, grubbing, scraping, excavation, land leveling, grading, cut &amp; fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.</li>   <li>❖ With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition.</li>   <li>❖ When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.</li>   <li>❖ All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. <i>(The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.) (Use of blower devices is expressly forbidden.)</i></li>   <li>❖ Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical</li> </ul>	

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	<p>stabilizer/suppressant.</p> <ul style="list-style-type: none"> <li>❖ Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.</li> <li>❖ Any site with 150 or more vehicle trips per day shall prevent carryout and trackout.</li> <li>❖ Limit traffic speeds on unpaved roads to 15 mph.</li> <li>❖ Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent. Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site within an onsite, contained washdown area</li> <li>❖ Install wind breaks at windward side(s) of construction areas;</li> <li>❖ Suspend excavation and grading activity when winds exceed 20 mph; and;</li> <li>❖ Limit area subject to excavation, grading, and other construction activity at any onetime.</li> <li>❖ Regardless of windspeed, an owner/operator</li> </ul>	

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	must comply with Regulation VIII's 20 percent opacity limitation.  ❖ No discharge to the public storm drain system shall be permitted.	
<p><u>IMPACT 3.3-B. Long-Term Operational Impacts:</u> Based on traffic operations after project implementation, a CO Hot Spot analysis is not triggered. Local carbon monoxide emissions would be less than significant with implementation of the project. The project would result in an overall increase in the local and regional pollutant load due to direct impacts from vehicle emissions and indirect impacts from increased use of electricity and natural gas consumption. Total project operational emissions (area and mobile source) would result in significant impacts for ROG and NOX. (Significant Impact).</p>	<p><u>Mitigation 3.3-B.</u> Customers of the Vintner's Square Shopping Center will mostly rely on the use of vehicles to get to and from the center. The shopping center is dependent on the use of power for its operation. Consequently, there are not feasible mitigation measures to reduce this impact to a less than significant level. (Significant and Unavoidable Impact).</p>	Significant and Unavoidable Impact
<p><u>IMPACT 3.3-C. Consistency with Air Quality Attainment Plans:</u> The project would be consistent with the Air Quality Attainment Plan (AQAP) criteria and a less than significant impact regarding consistency with the AQAP would result. (Less Than Significant Impact).</p>	<p>Analysis has concluded that the proposed project is consistent with the AQAP criteria therefore no mitigation is required.</p>	Less Than Significant Impact
<p><u>IMPACT 3.3-D. Cumulative Impacts:</u> Impacts to regional air quality resulting from development of cumulative projects would significantly impact existing air quality levels. Impacts for ROG, NOX</p>	<p><u>Mitigation 3.3-D:</u> SJVAPCD Standards and City Municipal Code requirements would be implemented on a project-by-project basis. However, these requirements would be insufficient</p>	Significant and Unavoidable Impact.

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would be considered significant. (Significant Impact).	to reduce cumulative ROG and NOx emissions to a less than significant level. (Significant and Unavoidable Impact).	
<b>NOISE</b>		
<p><u>Impact 3.4-A Short Term Construction Noise Impacts:</u> Grading and construction within the project area would result in temporary noise impacts to nearby noise sensitive receptors. Construction noise impacts would be temporary, and would be required to comply with City of Lodi Municipal Code requirements. With compliance to the City Code and recommended mitigation measures, impacts are concluded to be less than significant. (Less Than Significant With Mitigation)</p>	<p><u>Mitigation 3.4-A.1:</u> Prior to Grading Permit issuance, the Grading Plan shall be reviewed and approved by the Community Development Department to ensure compliance with the following:</p> <ul style="list-style-type: none"> <li>❖ All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, to the satisfaction of the Building Official.</li> <li>❖ During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers, to the satisfaction of the Building Official.</li> <li>❖ During construction and to the satisfaction of the Building Official, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors during construction activities.</li> </ul> <p><u>Mitigation 3.4-A.2:</u> Construction work will be limited to the hours of 7:00 a.m. to 7:00 p.m. on weekdays, between 9:00 a.m. and 6:00 p.m. on</p>	<p>Less Than Significant With Mitigation.</p>

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	Saturdays or when the City Building Inspector approves special provisions for construction activities.	
<p><u>IMPACT 3.4-B Long Term Noise Impacts:</u> Implementation of the proposed project would generate additional vehicular travel on the surrounding roadway network, thereby resulting in noise level increases. Noise modeling indicates that a less than 3dBA increase due to the increase in traffic levels would result under the Existing Plus Approved Projects Plus Project and the Future (Year 2025) Plus Project conditions resulting less than significant impacts. (Less Than Significant Impact).</p>	<p>The project would result in less than significant long term noise impacts, therefore no mitigation is required.</p>	<p>Less Than Significant Impact</p>
<p><u>Impact 3.4-C Stationary Noise Impacts:</u> Implementation of the proposed project would result in the generation of on-site noise associated with retail commercial activities that include loading/unloading activities, operation of mechanical equipment (e.g. air conditioning units) and activities occurring in parking lots. Stationary source impacts would result in a significant impact. (Significant Impact)</p>	<p><u>Mitigation 3.4-C.1:</u> Loading dock facilities, rooftop equipment, trash compactors and other stationary noise sources shall be adequately shielded and/or located at an adequate distance from residential areas to the satisfaction of the Community Development Director.</p> <p><u>Mitigation 3.4-C.2:</u> Directional speakers shall be shielded and/or oriented away from off-site residences to the satisfaction of the Community Development Director.</p>	<p>Significant and Unavoidable Impact (Loading Docks)</p>
<p><u>Impact 3.4-D Cumulative Noise Impacts:</u> Implementation of the proposed project, combined with cumulative projects, would increase the ambient noise levels in the site vicinity. Impact</p>	<p>The project would have a less than significant impact related to Cumulative Noise Impacts therefore no mitigation is required</p>	<p>Less Than Significant Impact</p>

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analysis and mitigation of impacts are determined on a project-by-project basis.		
<b>SECONDARY SOCIOECONOMIC EFFECTS</b>		
<u>IMPACT 3.5-A. Adverse Physical Changes to Downtown:</u> The proposed project would introduce competition to the Lodi market that could potentially result in a loss of revenues from the downtown area. The financial impacts of this competition would not be at a level that would lead to increased vacancies, crime, blight or other adverse physical changes on the downtown environment. (Less Than Significant Impact)	The project would result in a less than significant impact related to secondary socioeconomic factors therefore no mitigation is required.	Less Than Significant Impact.
<u>IMPACT 3.5-B. Adverse Physical Effects to Other City Shopping Areas:</u> The proposed project would introduce competition to the Lodi market that could potentially result in a loss of revenues from the downtown area. The financial impacts of this competition would not be at a level that would result in an adverse physical change on the downtown environment. (Less Than Significant Impact)	The project would result in a less than significant impact related to secondary socioeconomic factors therefore no mitigation is required.	Less Than Significant Impact .
<u>IMPACT 3.5-C Consistency With General Plan:</u> The proposed project would introduce competition to the other commercial areas of Lodi. The financial impacts of this competition would not be at a level that would adversely physically impact the downtown area of Lodi or otherwise impede the preservation and/or promotion of the area as the	The proposed project would be located away from the downtown area and would serve a different market than downtown businesses. The project would not impede or conflict with the preservation or promotion of the downtown area of Lodi as the City's social and cultural hub, nor would it impact the economic viability of the downtown area as a	Less Than Significant Impact.

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<p>City's social and cultural center and an economically viable retail and professional office district. The location of the proposed center is located on the corner of State Highway 12 and Lower Sacramento Rd. The proposed project site is along major arterials and at the intersection of two major arterials, State Highway 12 and Lower Sacramento Rd. (Less Than Significant Impact)</p>	<p>retail and professional office district, therefore no mitigation is required. The proposed project is located along a major arterial, State Highway 12, and at the corner of two major arterials, State Highway 12 and Lower Sacramento Rd. The project meets the intent of General Plan Goal E, Policy 3 and no conflict would arise. No mitigation is required.</p>	
<b>CULTURAL RESOURCES</b>		
<p><u>IMPACT 3.6-A Prehistoric Resources:</u> One prehistoric site was located southwest of, but off of the project site. Records research indicates that no prehistoric resources have been identified on the project site. The project site does not appear to be located in a sensitive prehistoric resources area, and the potential to uncover unknown sites during construction of the project is considered to be minimal. (Less Than Significant Impact).</p>	<p>Due to the prehistoric burial site's distance from the project site and its reported destruction in 1929, this project would not have any impact on the prehistoric site therefore no mitigation is required.</p>	<p>Less Than Significant Impact.</p>
<p><u>IMPACT 3.6-B Historic Resources:</u> Historic resources were identified in the project area, but outside the boundaries of construction or operation of the project and Highway 12 widening area. Since the proposed project would not remove or alter any historic resources, a less than significant impact would result. (Less Than Significant Impact).</p>	<p>The project would result in less than significant impacts to historic resources and, therefore, no mitigation is required. (Less Than Significant Impact).</p>	<p>Less Than Significant Impact.</p>

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<p><u>IMPACT 3.6-C Burial Sites</u>: One prehistoric burial site was located southwest of, but off of the project site. Records research indicates that no burial sites have been identified on the project site. (Less Than Significant Impact).</p>	<p>Due to the prehistoric burial sites distance from the project site and its reported destruction in 1929, this project would not have any impact on the prehistoric site therefore no mitigation is required. (Less Than Significant Impact).</p>	<p>Less than Significant Impact</p>
<p><u>IMPACT 3.6-D Undiscovered Previously Unknown Resources</u>: While evidence indicates a lack of known prehistoric resources and burial sites, there is the potential for the discovery of such resources during grading or construction of the proposed project. (Potentially Significant Impact).</p>	<p><u>Mitigation 3.6-D</u>: If any prehistoric or historic artifacts, or other indications of cultural resources are found once project construction is underway, all work must stop within 20 meters (66 feet) of the find. A qualified archaeologist shall be consulted for an immediate evaluation of the find before resuming groundbreaking construction activities within 20 meters of the find.</p> <p>If the find is determined to be an important archaeological resource, the resource shall be either avoided, if feasible, or recovered consistent with the requirements of Appendix K of the State CEQA Guidelines.</p> <p>In the event of discovery or recognition of human remains in any location other than a dedicated cemetery, no further excavation or disturbance of a project site or any nearby area reasonably suspected to overlie adjacent human remains can occur until the County Coroner has been informed and determines that no investigation of the cause of death is required.</p> <p>If the remains are of Native American origin, the lead agency must solicit the Native American</p>	<p>Less than Significant With Mitigation.</p>

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	<p>Heritage Commission to see whether that agency can identify descendents of the deceased Native American(s). If, within 24 hours of being notified by the Commission, such descendents offer the lead agency recommendations for treating or disposing of the remains and any associated grave goods, such recommendations should be followed, unless the landowner disagrees with the recommendation, in which case the Native American Heritage Commission shall mediate the dispute. If the Native American Commission could not mediate a dispute between the descendents and the landowner to the latter's satisfaction, further work on the project may proceed, but the landowner must rebury the remains and any grave goods "with appropriate dignity on the property in a location not subject to subsurface disturbance."</p>	
<b>AESTHETICS/VISUAL RESOURCES</b>		
<p><u>IMPACT 3.7-A. Effects on Scenic Vistas:</u> The project would alter views of the site from the surrounding public roadways and publicly accessible properties. Expansive views of undeveloped or rural open space areas are visible from Highway 12, but are not apparent until a few miles west of the site because the intensive retail shops along Highway 12 are still within visual range. There are no scenic vistas from the project site and Highway 12 is not a designated scenic highway. While the project would alter views of</p>	<p>The project would result in less than significant impacts to scenic vistas and scenic resources therefore no mitigation is required.</p>	<p>Less than Significant Impact.</p>

**TABLE S-1  
SUMMARY OF IMPACTS, MITIGATION MEASURES AND IMPACT LEVELS OF SIGNIFICANCE**

Project and Cumulative Impact	Mitigation Measures	Level of Significance After Mitigation
<p>the site as seen from Highway 12 and Lower Sacramento Road, it would not result in substantial and adverse visual changes to expansive views of undeveloped, rural lands, scenic vistas, or scenic routes and, consequently would result in a less than significant impact to scenic vistas. (Less Than Significant Impact).</p>		
<p><u>IMPACT 3.7-B. Damage to Scenic Resources:</u> The proposed project site would be visible from both State Highway 12 and Lower Sacramento Road, and to a lesser degree Taylor Road. None of these roads are designated, or currently being considered, for State, County, or Local scenic highway status. There are no scenic or visually distinctive resources located on the site. The proposed project would alter views of the site from surrounding roadways but would not alter existing scenic resources and, therefore, a less than significant impact would result. (Less Than Significant Impact).</p>	<p>The proposed project would result in less than significant impacts to scenic resources and scenic highways and, therefore no mitigation is required.</p>	<p>Less Than Significant Impact.</p>
<p><u>IMPACT 3.7-C. Degradation of Visual Character:</u> The proposed project would alter the existing visual character of the site by changing it from a vacant land use to an urban/commercial land use, but the development would not be a substantial departure from the existing visual quality of the site or surroundings, which are already retail in character. The proposed project would further contribute to the existing visual character of the surrounding neighborhood. (Less Than Significant Impact).</p>	<p>The proposed project result in less than significant impacts to degradation of existing visual character or quality of the site and its surroundings and, therefore, no mitigation is required.</p>	<p>Less Than Significant Impact.</p>

**TABLE S-1  
SUMMARY OF IMPACTS, MITIGATION MEASURES AND IMPACT LEVELS OF SIGNIFICANCE**

Project and Cumulative Impact	Mitigation Measures	Level of Significance After Mitigation
<p><u>IMPACT 3.7-D. Light and Glare:</u> The proposed project site is located adjacent to existing urban and commercial land uses that generate light (generally during the nighttime) and glare (generally during the daytime hours). The proposed project would contribute incrementally to the amount of light and glare produced in the general area due to: vehicle headlights on adjacent roadways and in parking areas, interior and exterior building lights, and incremental degradation of nighttime atmospheric conditions. Of these project effects, the incremental degradation of nighttime atmospheric conditions would be less than significant, because the proposed project would not result in a perceptible change beyond existing conditions. However, project effects regarding vehicle headlights and interior and exterior building lights would be significant and, therefore would require mitigation. (Potentially Significant Impact)</p>	<p><u>Mitigation 3.7-D.1:</u> To reduce light and glare effects from automobiles passing through and parking in parking areas, the project proponent shall install, and maintain throughout the life of the project, landscaping along the eastern and southern project boundaries of sufficient height to block light generated by vehicles utilizing the parking lot and drive-thru facilities prior to occupancy of any of the buildings.</p> <p><u>Mitigation 3.7-D.2:</u> The applicant has incorporated into the proposed project an eight-foot high wall that will line the northern boundary. This wall is of sufficient height to effectively prevent substantial spillover and would result in a less than significant impact.</p> <p><u>Mitigation 3.7-D.3:</u> The project proponent shall prepare a detailed lighting plan specifying location and intensities of all proposed light sources. The plan shall include measures, including but not limited to downcast lighting and shielding, to reduce the spillover of light onto adjacent properties to the maximum extent feasible. The plan shall be reviewed and approved by the City Planner, or his/her designee, prior to the issuance of building permits.</p>	<p>Less Than Significant With Mitigation.</p>
<p><u>IMPACT 3.7-E. Consistency with General Plan Visual Resource Policies:</u> The project would result in the conversion of approximately 29 acres of</p>	<p>The proposed project would not conflict with the implementation of the goals, policies, or objectives of the City's General Plan therefore no mitigation is</p>	<p>Less Than Significant Impact.</p>

**TABLE S-1  
SUMMARY OF IMPACTS, MITIGATION MEASURES AND IMPACT LEVELS OF SIGNIFICANCE**

Project and Cumulative Impact	Mitigation Measures	Level of Significance After Mitigation
<p>currently vacant land on the western fringe of the City, at the corner of State Highway 12 and Lower Sacramento Road. These roads have been identified in the General Plan as principal roads at one of the City's strategic entry points. Approximately 1,428 parking spaces will be constructed. The City has General Plan policies addressing the maintenance of a clearly delineated edge to the City's urbanized area and its agricultural/rural surrounding, as well as policies regarding the strategic entry points to the City and the minimization of visual impacts of automobiles. The project complies with these goals and policies, and a less than significant impact would occur. (Less Than Significant Impact).</p>	<p>required.</p>	
<b>BIOLOGICAL RESOURCES</b>		
<p><u>IMPACT 3. -.8.A: Open Space and Wildlife Habitat:</u> Implementation of the project would remove the agricultural and agricultural perimeter biotic habitats on the site, which could contain potential foraging areas for Swainson's hawk, a listed state species of special concern. Since foraging areas are abundantly available throughout the local area, however, a less than significant impact would result. Implementation of the project would result in the conversion of approximately 29 acres of land categorized as Multi-Purpose Open Space Land in the SJMSCP to urban uses (commercial/retail development). However, potential open space and wildlife habitat impacts</p>	<p><u>Mitigation 3.8-A: In-lieu Fees:</u> The project sponsor will pay an in-lieu mitigation fee of \$845 per acre, in accordance with SJMSCP and City of Lodi requirements, to compensate for loss of open space and habitat resulting from the development of the project site. (Less Than Significant Impact).</p>	<p>Less Than Significant Impact</p>

**TABLE S-1  
SUMMARY OF IMPACTS, MITIGATION MEASURES AND IMPACT LEVELS OF SIGNIFICANCE**

Project and Cumulative Impact	Mitigation Measures	Level of Significance After Mitigation
<p>would be mitigated by the project sponsor's conformance with the mitigation requirements of the SJMSCP and conducting of pre-construction surveys. (Less Than Significant With Mitigation).</p>		
<p><b>IMPACT 3.8-B Special Status Species:</b> Implementation of the project would remove the agricultural and agricultural perimeter biotic habitats on the site, which could contain potential foraging areas for Swainson's hawk, nesting raptors, and burrowing owls. The loss of foraging areas for these species would result in a potentially significant impact. (Potentially Significant Impact).</p>	<p><b>Mitigation 3.8 B.1: – Nesting Raptors:</b> Prior to any grading on the site, the project applicant shall conduct pre-construction surveys for nesting raptors that include the project site as well as the area within 250 feet of all project site boundaries. If nesting raptors are found, the project sponsor shall consult with CDFG on appropriate steps to avoid impacts and shall be required to implement CDFG measures. (Less Than Significant Impact).</p> <p><b>Mitigation 3.8 B.2: – Burrowing Owls:</b> Prior to any grading on the site, the project sponsor shall conduct pre-construction surveys for burrowing owls in accordance with the Survey and Protocol and Mitigation Guidelines prepared by the Burrowing Owl Consortium<sup>1</sup>, and shall consult with the CDFG for appropriate additional mitigation in the event that owls are present on the site. The project applicant shall be required to implement</p>	<p>Less Than Significant With Mitigation</p>

<sup>11</sup> The Burrowing Owl Consortium is a research/conservation organization based at UC Santa Cruz that prepared the Burrowing Owl Survey Protocol and Mitigation Guidelines that was adopted by the California Department of Fish & Game.

**TABLE S-1  
SUMMARY OF IMPACTS, MITIGATION MEASURES AND IMPACT LEVELS OF SIGNIFICANCE**

Project and Cumulative Impact	Mitigation Measures	Level of Significance After Mitigation
	CDFG mitigation measures. (Less Than Significant Impact).	
<b>DRAINAGE AND WATER QUALITY</b>		
<p><u>Impact 3.9-A Hydrologic Impacts:</u> The proposed project would alter the hydrologic conditions on the project site by replacing pervious native soils and vegetation with impervious surfaces, and thereby increasing runoff from the site. The project, however, includes the construction of an on-site detention basin sized to contain the volume of runoff produced by the 48-hour, 10-year storm, per City standards. As a result, the impacts would be reduced to less than significant levels. (Less Than Significant Impact)</p>	<p>The project would have less than significant hydrologic impacts therefore no mitigation is required.</p>	<p>Less Than Significant Impact.</p>
<p><u>Impact 3.9-B Storm Water Quality Impacts:</u> The proposed retail center would generate polluted runoff from impervious surfaces and landscaped areas on the site. However, the project includes the construction of an on-site detention pond which is designed to reduce the amount of pollutants in storm water that is discharged to the City's storm drain system, and will include the use of would include the installation of a bioswale along the eastern boundary and other storm water BMPs that will further reduce pollutant levels. (Less than Significant Impact With Mitigation Incorporated)</p>	<p><u>Mitigation 3.9-B:</u> The project sponsor shall implement the following non-structural BMPs, from the California Storm Water Best Management Practice Handbook, to the maximum extent feasible:</p> <ul style="list-style-type: none"> <li>❖ <i>Public Education/Participation</i>-Disseminate informational materials for employees of the site and possibly post signs informing guests of the natural resources downstream and the possibility of negative impact associated with the use of the land.</li> </ul>	<p>Less Than Significant With Mitigation.</p>

**TABLE S-1  
SUMMARY OF IMPACTS, MITIGATION MEASURES AND IMPACT LEVELS OF SIGNIFICANCE**

Project and Cumulative Impact	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> <li>❖ <i>Housekeeping Practices</i> - Clean up spills, practice proper disposal of certain substances and wise application of chemicals.</li> <li>❖ <i>Material Storage Control</i> - Minimize the storage of hazardous material on-site, store materials in designated areas, install secondary containment, conduct regular inspections, and train employees and subcontractors.</li> <li>❖ <i>Vehicle Leak and Spill Control</i> - Maintain equipment and security vehicles.</li> <li>❖ <i>Street Cleaning</i> – Regular cleaning of paved areas, streets, and access roads.</li> <li>❖ <i>Contaminated or Erodible Surface Areas</i> - Prevent and reduce pollutants from contaminated or erodible surface areas by leaving as much vegetation on site as possible, minimizing soil exposure time, stabilizing exposed soils, and prevent storm water runoff and run-on.</li> </ul>	
<p><u>Impact 3.9-C Construction Impacts</u> Implementation of the project could result in storm water pollution from construction activities conducted on the site. However, conformance with</p>	<p><u>Mitigation 3.9-C:</u> Prior to approval of a grading plan, construction BMPs shall be outlined in a Storm Water Pollution Prevention Plan (SWPPP), and shall include elements regarding construction</p>	<p>Less Than Significant With Mitigation.</p>

**TABLE S-1  
SUMMARY OF IMPACTS, MITIGATION MEASURES AND IMPACT LEVELS OF SIGNIFICANCE**

Project and Cumulative Impact	Mitigation Measures	Level of Significance After Mitigation
<p>NPDES Permit regulations requiring construction storm water quality controls and Best Management Practices will reduce potential impacts to less than significant levels. (Less Than Significant Impact With Mitigation Incorporated)</p>	<p>site planning, housekeeping practices and material storage, vehicle and equipment fueling and maintenance, erosion and sedimentation controls, slope stabilization, dust control, road and construction entrance stabilization, storm drain inlet protection, and temporary drainage systems. Long-term post-construction operation and maintenance of both structural and non-structural BMPs shall be the responsibility of the project sponsor.</p>	
<b>PUBLIC SERVICES</b>		
<p><u>IMPACT 3.10-A. Fire:</u> The proposed project would increase the demand for fire and first-response emergency medical services. However, the proposed project would not have an adverse effect on the Fire Department's ability to serve the project site and other area of the City because the fire stations are distributed strategically throughout the City and the Fire Department has adequate equipment, experience and number of personnel to serve the project site. The project would not result in a need for new or altered services or facilities related to fire services. (Less Than Significant Impact).</p>	<p>The project would result in less than significant impacts related to fire emergency services. Therefore, mitigation measures are not required.</p>	<p>Less Than Significant Impact.</p>

**TABLE S-1  
SUMMARY OF IMPACTS, MITIGATION MEASURES AND IMPACT LEVELS OF SIGNIFICANCE**

Project and Cumulative Impact	Mitigation Measures	Level of Significance After Mitigation
<p><u>IMPACT 3.10-B. Police:</u> The proposed project would increase the demand for police protection services. However, the proposed project would not have an adverse effect on the Police Department's ability to serve the project site and other area of the City since the Police Department has adequate staff and equipment to respond to emergency calls at the site. The project would not result in a need for new or altered services or facilities related to police protection services. (Less Than Significant Impact).</p>	<p>The project would result in less than significant impacts related to police protection services. Therefore, mitigation measures are not required.</p>	<p>Less Than Significant Impact.</p>
<b>PUBLIC UTILITIES</b>		
<p><u>IMPACT 3.11-A Electrical Services:</u> The proposed project would increase the demand for electrical services from the Lodi Electric Utility. The Lodi Electric Utility has adequate power supplies and electrical facilities to serve the proposed project without compromising its service to existing customers. (Less Than Significant Impact).</p>	<p>Impacts related to electrical services are less than significant. Therefore, mitigation measures are not required.</p>	<p>Less Than Significant Impact.</p>
<p><u>IMPACT 3.11-B Natural Gas:</u> The proposed project would increase the demand for natural gas. However, PG&amp;E has adequate supplies of natural gas to serve the proposed project without compromising its service to existing customers. (Less Than Significant Impact).</p>	<p>Impacts related to natural gas services are less than significant. Therefore, mitigation measures are not required.</p>	<p>Less than Significant Impact.</p>

**TABLE S-1  
SUMMARY OF IMPACTS, MITIGATION MEASURES AND IMPACT LEVELS OF SIGNIFICANCE**

Project and Cumulative Impact	Mitigation Measures	Level of Significance After Mitigation
<p><u>IMPACT 3.11-C Wastewater Services</u>: The proposed project would generate wastewater from restrooms, restaurant operations, drinking fountains, and other related uses. The wastewater conveyance and treatment facilities that would serve the proposed project site have the capacity to serve the proposed project without compromising services to existing residential and business customers. (Less Than Significant Impact)</p>	<p>Impacts related to wastewater services are less than significant. Therefore, mitigation measures are not required.</p>	<p>Less Than Significant Impact.</p>
<p><u>IMPACT 3.11-D Water Service</u>: The proposed project would increase the demand for water services from the City of Lodi Water Utility. The City of Lodi has adequate water supply and facilities to serve the proposed project. (Less Than Significant Impact).</p>	<p>Impacts related to water services are less than significant. Therefore, mitigation measures are not required.</p>	<p>Less Than Significant Impact.</p>
<p><u>IMPACT 3.11-E Storm Water Runoff</u>: The proposed project would increase storm water runoff and would impact off site storm drain utilities that would serve the site. However, the project includes the construction of an on-site detention basin sized to contain the volume of runoff produced by a 48-hour, 10-year storm, per City standards. As a result, the impacts to off-site storm drain utilities would be considered less than significant. (Less Than Significant Impact).</p>	<p>Impacts related to storm drain utilities are less than significant. Therefore, mitigation measures are not required.</p>	<p>Less Than Significant Impact.</p>
<p><u>IMPACT 3.11-F Solid Waste Disposal</u>: The proposed project would increase the demand for Solid Waste Disposal Services. However, the</p>	<p><u>Mitigation 3.11-F1 Solid Waste Disposal</u>: As a condition of project approval, the property owner or commercial tenants of the proposed project shall be</p>	<p>Less Than Significant Impact.</p>

**TABLE S-1  
SUMMARY OF IMPACTS, MITIGATION MEASURES AND IMPACT LEVELS OF SIGNIFICANCE**

Project and Cumulative Impact	Mitigation Measures	Level of Significance After Mitigation
<p>North County Landfill has adequate capacity to accept the additional waste generated by the proposed project. (Less Than Significant Impact)</p>	<p>required to contract with Central Valley Waste Services to provide on-site recycling services.</p> <p><u>Mitigation 3.11-F2 Solid Waste Disposal:</u> As a condition of project approval, refuse disposal areas on the project site shall be designed with adequate room to accommodate recycling bins in addition to trash bins. The project applicant shall coordinate with Central Valley Waste Services to ensure that this condition is achieved in the final design stage of the project.</p>	
<b>GEOLOGY AND SOILS</b>		
<p><u>IMPACT 3.12-A. Rupture of a Known Fault:</u> The proposed project would require grading activities that could potentially result in fault rupture. No faults have been identified on the site or within the project vicinity. (Less Than Significant Impact)</p>	<p>No faults have been identified onsite or within the project vicinity, therefore no mitigation is required.</p>	<p>Less than Significant Impact.</p>
<p><u>IMPACT 3.12-B. Strong Seismic Ground-Shaking:</u> Strong ground shaking is likely to occur at the project site due to a large magnitude earthquake. However, the proposed project is not expected to expose people or structures to excessive risk. (Less Than Significant Impact)</p>	<p>Routine implementation of City of Lodi policy requiring adherence to the Uniform Building Code for this seismic area will reduce the potential for impacts related to strong seismic ground shaking to a less than significant level, therefore no mitigation is required.</p>	<p>Less Than Significant Impact.</p>
<p><u>IMPACT 3.12-C. Ground Failure:</u> The potential of ground failure, including liquefaction is considered</p>	<p>Routine implementation of City of Lodi policy requiring adherence to the Uniform Building Code</p>	<p>Less Than Significant Impact.</p>

**TABLE S-1  
SUMMARY OF IMPACTS, MITIGATION MEASURES AND IMPACT LEVELS OF SIGNIFICANCE**

Project and Cumulative Impact	Mitigation Measures	Level of Significance After Mitigation
low. (Less Than Significant Impact)	will reduce the potential for impacts related to ground failure and liquefaction to a less than significant level, therefore no mitigation is required.	
<p><u>IMPACTS 3.12-D. Soil Erosion &amp; Loss of Topsoil:</u> The soils that exist with the project area have an erosion hazard of none to slight. To ensure that potential erosion or loss of topsoil does not occur during project construction, appropriate erosion control measures will be installed. Therefore, less than significant impacts related to soil erosion would result with project implementation. (Less Than Significant Impact)</p>	No substantial erosion or loss of topsoil is anticipated therefore no mitigation is required.	Less Than Significant Impact.
<p><u>IMPACTS 3.12-E. Geologic and/or Soil Instability:</u> The geologic unit and soils at the site have not been identified as being unstable or exhibiting the potential to become unstable. (Less Than Significant Impact)</p>	The geologic unit and soils at the site have not been identified as being unstable or exhibiting the potential to become unstable, therefore no mitigation is required.	Less Than Significant Impact.
<p><u>IMPACTS 3.12-F. Expansive Soil:</u> The soils at the site have not been identified as being expansive as defined in Table 18-1-B of the Uniform Building Code (1994). (Less Than Significant Impact)</p>	The soils at the project site do not have a high clay content or exhibit expansive properties that would result in adverse effects to building foundations, therefore no mitigation is required.	Less Than Significant Impact.
<p><u>IMPACT 3.12-G. Loss of Prime Farmland:</u> The proposed project would: result in the direct conversion of approximately 29 acres of Prime Farmland. As stated in the City's General Plan, no mitigation is available that would reduce this type of impact to a less than significant impact other</p>	No mitigation is available that would reduce this impact to a less than significant level.	Significant and Unavoidable.

**TABLE S-1  
SUMMARY OF IMPACTS, MITIGATION MEASURES AND IMPACT LEVELS OF SIGNIFICANCE**

Project and Cumulative Impact	Mitigation Measures	Level of Significance After Mitigation
<p>than outright prohibiting development on prime agricultural lands. The loss of 29 acres of Prime Farmland would be considered a significant and unavoidable impact. (Significant and Unavoidable Impact).</p>		
<p><u>IMPACT 3.4-H. Consistency with Agricultural Land Uses:</u> The proposed project site is not designated as agricultural use through the City's zoning maps or General Plan, nor actively used for agricultural production. Consequently, the project would not result in the loss of agricultural productivity. (Less Than Significant Impact).</p>	<p>The proposed project would not conflict with agricultural land zoning or Williamson act contracts. The property is not zoned for agricultural use and does not have any Williamson Act contracts associated with it.</p>	<p>Less Than Significant Impact.</p>
<p><b>HAZARDS AND HAZARDOUS MATERIALS</b></p>		
<p><u>IMPACT 3.13-A. Hazardous Materials Impact:</u> Household cleaners, fertilizers, pesticides, oil, automobile products and other household hazardous materials would be sold at some of the retail shopping uses at the site. These materials would be packaged in such a way to prevent consumers from ingesting, inhaling or otherwise coming into direct contact with them. Handling, storage and transport of materials would be conducted in routine ways, in accordance with state, federal and local regulations. The proposed project does not have the potential to create a significant hazard to the public through foreseeable upset or accident conditions. (Less than Significant Impact)</p>	<p>As this project would have a less than significant impact with relation to hazardous materials, no mitigation is required.</p>	<p>Less than Significant Impact</p>

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Project and Cumulative Impact	Mitigation Measures	Level of Significance After Mitigation
<p><u>IMPACT 3.13-B. Underground Hazardous Materials:</u> The proposed site has the potential for hazardous materials located underground. Potential hazardous materials included pesticides in the soil, oil within the soil, and asbestos lined pipes within areas of the site. (Less than Significant with Mitigation)</p>	<p><u>Mitigation 3.13-B.1:</u> Soil samples shall be taken within the project site (including various areas of the site, the soil piles, and the below surface pit) to determine the presence or absence of banned pesticides. If soil sampling indicates the presence of any contaminant in hazardous quantities, the RWQCB and the Department of Toxic Substances Control (DTSC) will be contacted to determine the level of any remediation efforts, and the soils shall be remediated in compliance with applicable laws.</p> <p><u>Mitigation 3.13-B.2:</u> Shallow soil sampling shall be conducted in this area to determine the presence or absence of hydrocarbon contamination. If soil sampling indicates the presence of any contaminant in hazardous quantities, the RWQCB and DTSC will be contacted to determine the level of any remediation efforts, and these soils shall be remediated in compliance with applicable laws.</p> <p><u>Mitigation 3.13-B.3:</u> In the event that subsurface pipes are discovered during site development, grading, or excavation of the site, it should be determined if these pipes contain asbestos. If it is found that these pipes contain asbestos, these pipes should be removed, handled, transported, and disposed of in accordance with applicable local, county and state regulations.</p>	<p>Less than Significant with Mitigation</p>
<p><u>IMPACT 3.13-C: Hazardous Materials Site:</u> The project site is not included on list of hazardous</p>	<p>The proposed project is not located on a site listed as a hazardous materials site.</p>	<p>No Impact</p>

**TABLE S-1  
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<b>Project and Cumulative Impact</b>	<b>Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
materials sites therefore less than significant impacts would result. (Less Than Significant Impact)		