

**NOTICE OF AVAILABILITY AND NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE TURNER ROAD -
LAKE HOUSE MIXED USE DEVELOPMENT PROJECT**

The City of Lodi Community Development Department has completed, independently reviewed, and analyzed the following draft Initial Study/Proposed Mitigated Negative Declaration for a 30-day review.

The City of Lodi has prepared a draft Initial Study pursuant to California Environmental Quality Act (CEQA) and the CEQA Guidelines (Public Resources Code, Division 13 and California Code of Regulations, Title 14, Chapter 3) evaluating the potential environmental impacts of the Turner Road - Lake House Mixed Use Development Project

The City of Lodi has determined that the project involves the potential for significant environmental effects and requires preparation of this draft Initial Study. The Initial Study describes the proposed project and its environmental setting, discusses the potential environmental effects of the project, and identifies feasible mitigation measures that would eliminate the potentially significant environmental effects of the project or reduce them to a level that would be less than significant and, therefore, does not require the preparation of an environmental impact report under CEQA.

FILE NUMBER: 2018-11

PROJECT TITLE: Lake House Mixed Use Development Project

PROJECT LOCATION:

The proposed project is located in the northwest portion of the City of Lodi in San Joaquin County. The 8.8-acre site is immediately north of Turner Road and immediately east of Lower Sacramento Road. The site address is 2201 West Turner Road and 1018 N. Lower Sacramento Road. (APN 015-640-02 and 03)

PROJECT DESCRIPTION:

The proposed project involves development of a resort hotel, residential apartment complex and retail commercial space on approximately 8.8 acres of largely undeveloped land.

The four-story proposed hotel would be located in the southern portion of the project site. The hotel building would include 92 guest suites with an 80-seat ground floor restaurant and 18,500 SF of retail commercial space. The second story would feature a banquet room for approximately 240 guests. A proposed parking garage and surface parking lots would provide a total of 220 spaces for hotel guests, visitors and restaurant, banquet and retail commercial customers.

The proposed residential apartment complex would consist of 150 one to three-bedroom apartment units varying in size from 800 to 1,700 SF in size. The complex would include a 3,000 SF building that would contain administrative offices, a lounge and gym, and an outdoor pool. A total of 280 residential parking spaces, including 30 guest spaces, would be provided; 130 spaces would be located beneath the proposed apartment buildings and the remainder in surface lots. The apartments would be located north of the hotel site along the east side of Lower Sacramento Road.

PUBLIC REVIEW PERIOD: As mandated by State law, the minimum public review period for this document is 30 days. The proposed Mitigated Negative Declaration will be circulated for a 30-day public review period, beginning on **Tuesday, February 19, 2019** and ending on **Thursday, March 21, 2019**. Copies of the Draft Negative Declaration are available for review at the following locations:

- **Community Development Department**, 221 West Pine Street, Lodi, CA 95240;
- **Lodi Public Library**, 201 West Locust Street, Lodi, CA 95240; and
- **Online at** <http://www.lodi.gov/187/Planning-Division>

Any person wishing to comment on the Initial Study and proposed Mitigated Negative Declaration must submit such comments in writing **no later than 5:00 pm on Thursday, March 21, 2019** to the City of Lodi at the following address:


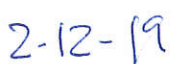
Craig Hoffman, City Planner
City of Lodi
P. O. Box 3006
Lodi, CA 95241

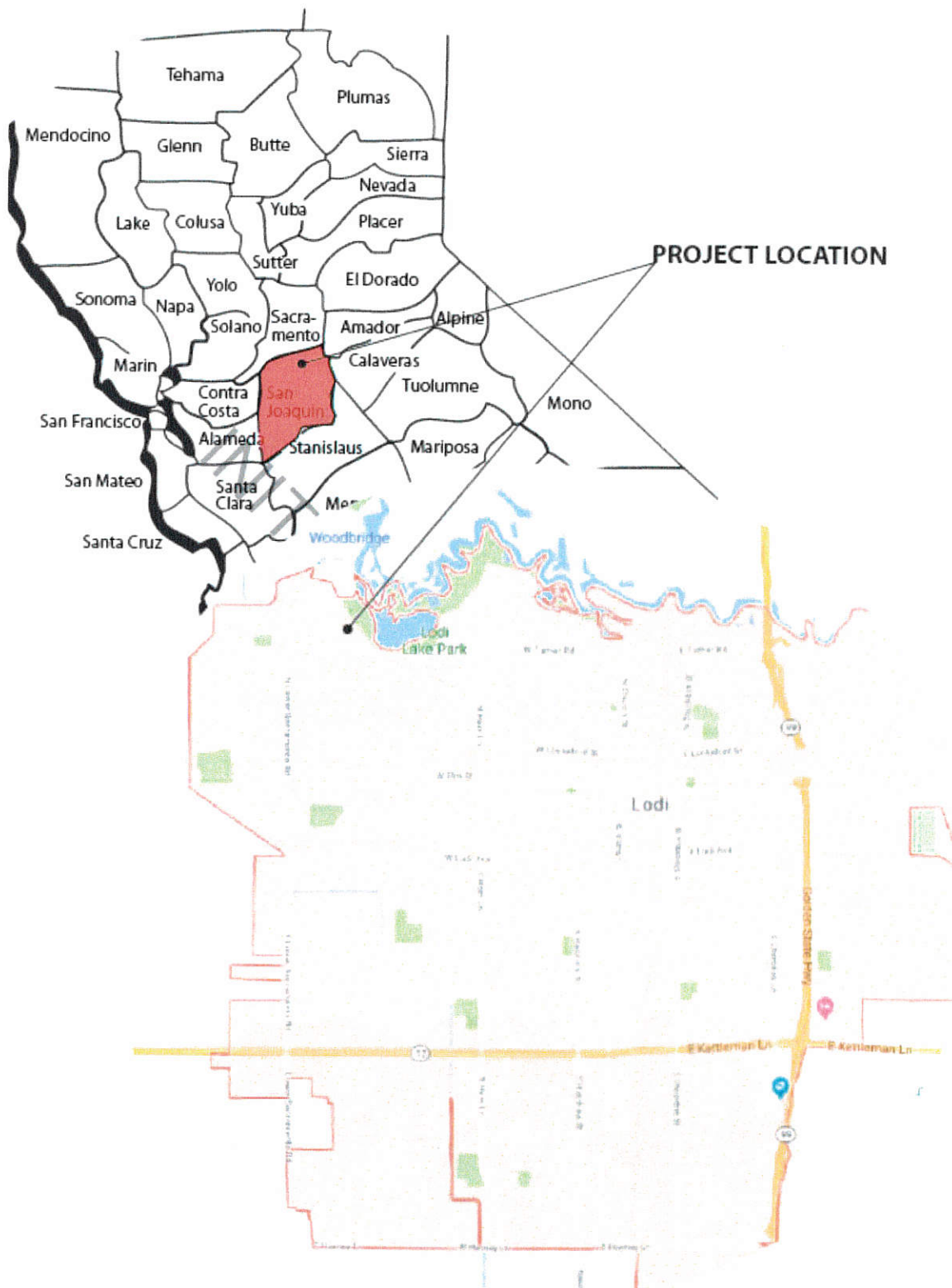
Emails at kchadwick@lodi.gov will also be accepted up to the comment deadline. For further information, contact Craig Hoffman, City Planner, at (209) 333-6800 X 2649.

Comments will be incorporated into the draft document and public hearings will be scheduled at a later date before the Planning Commission and the City Council.

The Planning Commission will receive comments on the environmental document at the March 13, 2019 Planning Commission Meeting at 7:00 pm at Carnegie Forum, 305 West Pine Street, Lodi, California.

This will not be a public hearing on the approval of the document.

	
Craig Hoffman, City Planner	Date





PUBLIC REVIEW DRAFT
INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

FOR THE

LAKE HOUSE
MIXED USE DEVELOPMENT

Turner Road and Lower Sacramento Road
City of Lodi, CA

FEBRUARY 2019

Prepared for:

City of Lodi
Community Development Department
221 W. Pine Street
Lodi, CA 95240
(209) 333-6711

Prepared by:

BaseCamp Environmental, Inc.
115 S. School Street, Suite 14
Lodi, CA 95240
www.basecampenv.com



PUBLIC REVIEW DRAFT
INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

FOR THE

LAKE HOUSE
MIXED USE DEVELOPMENT

Turner Road and Lower Sacramento Road
City of Lodi, CA

February 2019

Prepared for:

City of Lodi
Community Development Department
221 W. Pine Street
Lodi, CA 95240
(209) 333-6711

Prepared by:

BaseCamp Environmental, Inc.
115 S. School Street, Suite 14
Lodi, CA 95240
www.basecampenv.com

INSERT OF NOTICE OF INTENT
TO ADOPT NEGATIVE DECLARATION

TABLE OF CONTENTS

	Page
NOTICE OF INTENT	i
NEGATIVE DECLARATION	vi
CHAPTER 1.0 INTRODUCTION	1-1
1.1 Project Brief	1-1
1.2 Purpose of Initial Study	1-1
1.3 Project Background	1-2
1.4 Environmental Evaluation Checklist Terminology	1-3
1.5 Summary of Environmental Effects and Mitigation Measures	1-4
CHAPTER 2.0 PROJECT DESCRIPTION	2-1
2.1 Project Location	2-1
2.2 Project Details	2-1
2.3 Project Objectives	2-1
2.4 Project Construction	2-1
2.5 Permits and Approvals	2-4
CHAPTER 3.0 ENVIRONMENTAL CHECKLIST FORM	3-1
3.1 Aesthetics	3-1
3.2 Agriculture and Forestry Resources	3-5
3.3 Air Quality	3-7
3.4 Biological Resources	3-15
3.5 Cultural Resources	3-25
3.6 Energy	3-30
3.7 Geology and Soils	3-34
3.8 Greenhouse Gas Emissions	3-39
3.9 Hazards and Hazardous Materials	3-43
3.10 Hydrology and Water Quality	3-48
3.11 Land Use and Planning	3-55
3.12 Mineral Resources	3-58
3.13 Noise	3-59
3.14 Population and Housing	3-68
3.15 Public Services	3-70
3.16 Recreation	3-73
3.17 Transportation/Traffic	3-75

3.18	Tribal Cultural Resources	3-83
3.19	Utilities and Service Systems	3-86
3.20	Wildfire	3-90
3.21	Mandatory Findings of Significance	3-92

CHAPTER 4.0 REFERENCES 4-1

4.1	Document Preparers	4-1
4.2	Documents Cited	4-1
4.3	Persons Consulted	4-4

CHAPTER 5.0 NOTES RELATED TO EVALUATION OF ENVIRONMENTAL IMPACTS 5-1

LIST OF FIGURES

1-1	Regional Map	1-5
1-2	Street Map	1-6
1-3	USGS Map	1-7
1-4	Assessor Parcel Map	1-8
1-5	Aerial Photo	1-9
2-1	Overall Site Map	2-6
2-2	Hotel Site Plan	2-7
2-3	Hotel Aerial Map	2-8
2-4	Apartment Site Plan	2-9
2-5	Apartment Aerial View	2-10
3-1	Traffic Study Locations	3-80

LIST OF TABLES

1-1	Summary of Environmental Impacts and Mitigation Measures	1-10
3-1	San Joaquin Valley Air Basin Attainment Status	3-8
3-2	Significance Thresholds and Project Air Pollutant Emissions	3-11
3-3	BIO Special Species Table	3-19
3-4	Estimated Project GHG Emissions	3-41
3-5	Allowable Noise Exposure Level – Outdoor and Interior Areas	3-60
3-6	NCPA Generating Station Noise Measurements	3-61
3-7	Significance of Changes in Noise Exposure	3-63
3-8	Existing + Project and Cumulative + Project Traffic Noise Levels	3-64
3-9	Construction Equipment Noise	3-67
3-10	Trip Generation Estimates for the Proposed Project	3-79
3-11	Intersection Level of Service (LOS) - Existing and Existing + Project	3-81

3-12 Intersection Level of Service–Cumulative Existing and
Existing+Project

3-94

APPENDICES

- A AIR QUALITY MODELING RESULTS
- B CULTURAL RESOURCE STUDY
- C GEOSearch REPORT
- D NOISE IMPACT ANALYSIS
- E TRAFFIC IMPACT ANALYSIS

LIST OF ACRONYMS USED IN THIS DOCUMENT

AB	Assembly Bill
ARB	California Air Resources Board
BMP	Best Management Practice
CAP	Climate Action Plan
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
dB	decibel
dBA	decibel, A-weighted
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act (federal)
FEMA	Federal Emergency Management Agency
GAMAQI	Guide for Assessing and Mitigating Air Quality Impacts
GHG	greenhouse gas
IS/MND	Initial Study/Mitigated Negative Declaration
L _{eq}	equivalent continuous sound level
LOS	Level of Service
MRZ	Mineral Resource Zone
NPDES	National Pollutant Discharge Elimination System
NO _x	nitrogen oxide
PM ₁₀	particulate matter 10 microns or less in diameter
PM _{2.5}	particulate matter 2.5 microns or less in diameter
PURD	Planned Unit Residential Development
ROG	reactive organic gas

RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SJCOG	San Joaquin Council of Governments
SJMSCP	San Joaquin County Multi-Species Open Space and Habitat Conservation Plan
SJVAPCD	San Joaquin Valley Air Pollution Control District
SO _x	sulfur dioxide
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWQCCP	Storm Water Quality Control Criteria Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant

NEGATIVE DECLARATION

A. General Project Information

Project Title: Lake House Mixed Use Development Project

Lead Agency Name and Address: City of Lodi
Community Development Department
211 West Pine Street
Lodi, CA 95240

Contact Person and Phone Number: Craig Hoffman, City Planner
(209) 333-6711

Project Location: The proposed project is located in the northwest portion of the City of Lodi in San Joaquin County. The 8.8-acre site is immediately north of Turner Road and immediately east of Lower Sacramento Road. The site address is 1018 N. Lower Sacramento Road (APN 015-64-002). The approximate latitude and longitude of the site is 38°-08'-48" North and 121°-18'-05" West. The site is within Section 34, Township 4 North, Range 6 East, as shown on the USGS North Lodi, California, 7.5-minute quadrangle map.

Project Sponsor Name and Address: 157 California Reserve Inc.
67667 Hwy 20
Bend, OR 97701

General Plan Designation: Industrial

Zoning: I - Industrial

Description of Project: The proposed project involves development of a resort hotel, residential apartment complex and retail commercial space. The four-story hotel would include 92 guest suites with a 80-seat restaurant, 18,500 SF of retail commercial space and a banquet room for approximately 240 guests. A total of 220 parking spaces would be provided, with a 165-space parking garage and 55 surface parking spaces. The proposed residential apartment complex would include 150 1-bedroom, 2-bedroom and 3-bedroom apartment units, varying in size from 800 to 1,700 SF, and a 3,000 SF administrative/community building, gym and pool. The residential development would include a total of 280 residential parking spaces, including 130 covered spaces, 120 uncovered spaces for residents plus 30 guest spaces. See detailed Project Description in Chapter 2.0 of the Initial Study. A 14-foot masonry wall would be constructed along the boundary shared with the adjacent NCPA electrical generating station.

Surrounding Land Uses and Setting: The project site is located in a mixed use area including industrial and residential development as well as the Lodi Lake regional park. Adjacent uses include residences, a railroad spur and a electrical generating station.

Other Public Agencies Whose Approval is Required: None

B. Environmental Factors Potentially Affected

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

	Aesthetics		Agriculture/Forestry Resources		Air Quality
√	Biological Resources	√	Cultural Resources		Energy
√	Geology and Soils		Greenhouse Gas Emissions		Hazards/Hazardous Materials
√	Hydrology/Water Quality		Land Use/Planning		Mineral Resources
√	Noise		Population and Housing		Public Services
	Recreation		Transportation	√	Tribal Cultural Resources
√	Utilities/Service Systems		Wildfire	√	Mandatory Findings of Significance

C. Lead Agency Determination

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- √ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

CITY OF LODI COMMUNITY DEVELOPMENT DEPARTMENT



Craig Hoffman, City Planner

2-12-2019

Date

1.0 INTRODUCTION

1.1 PROJECT BRIEF

The proposed project involves development of a resort hotel, residential apartment complex and retail commercial space on approximately 8.8 acres of largely undeveloped land. The project is located at 1018 North Lower Sacramento Road, in the City of Lodi within San Joaquin County. The site is the northeast corner of Lower Sacramento Road and Turner Road with frontage on both streets.

The four-story proposed hotel would be located in the southern portion of the project site. The hotel building would include 92 guest suites with an 80-seat ground floor restaurant and 18,500 SF of retail commercial space. The second story would feature a banquet room for approximately 240 guests. A proposed parking garage and surface parking lots would provide a total of 220 spaces for hotel guests, visitors and restaurant, banquet and retail commercial customers.

The proposed residential apartment complex would consist of 150 one to three-bedroom apartment units varying in size from 800 to 1,700 SF in size. The complex would include a 3,000 SF building that would contain administrative offices, a lounge and gym, and an outdoor pool. A total of 280 residential parking spaces, including 30 guest spaces, would be provided; 130 spaces would be located beneath the proposed apartment buildings and the remainder in surface lots. The apartments would be located north of the hotel site along the east side of Lower Sacramento Road.

The City of Lodi (City) is the primary approving agency for project. City approvals would include a general plan amendment, re-zoning, site plan approval and utility connections in adjoining streets. The City is the California Environmental Quality Act (CEQA) Lead Agency for the project.

1.2 PURPOSE OF INITIAL STUDY

This Initial Study/Mitigated Negative Declaration (IS/MND) document has been prepared in compliance with the requirements of CEQA. CEQA requires that public agencies consider and document the potential environmental effects of the agency's actions that meet CEQA's definition of a "project." Briefly summarized, a "project" is an action that has the potential to result in direct or indirect physical changes in the environment. A project can include the agency's direct activities as well as approval or funding of private sector activities. Guidelines for an agency's implementation of CEQA are found in the "State CEQA Guidelines" (Title 14, Chapter 3 of the California Code of Regulations). The proposed project is considered a project as defined by CEQA and is not exempt from CEQA consideration.

Provided that a project is not exempt from CEQA, the first step in the agency's consideration of its potential environmental effects is the preparation of an Initial Study. The purpose of an Initial Study is to determine whether the project would involve "significant" environmental effects as defined by CEQA and to describe feasible mitigation measures that could or would avoid significant effects or reduce them to a level that is less

than significant. In the event that the Initial Study does not identify significant effects or identifies mitigation measures that would reduce all of the significant effects of the project to a level that is less than significant, the agency prepares a Negative Declaration. If the project would involve significant effects that cannot be readily mitigated, then the agency must prepare an Environmental Impact Report (EIR). The agency may also decide to proceed directly with the preparation of an EIR without preparation of an Initial Study.

The City of Lodi has determined that the project involves the potential for significant environmental effects and requires preparation of this Initial Study. The Initial Study describes the proposed project and its environmental setting, discusses the potential environmental effects of the project, and identifies feasible mitigation measures that would eliminate the potentially significant environmental effects of the project or reduce them to a level that would be less than significant. The Initial Study considers the project's potential for significant environmental effects in the following subject areas:

Agricultural Resources	Mineral Resources
Air Quality	Noise
Biological Resources	Population and Housing
Cultural Resources	Public Services
Energy	Recreation
Geology and Soils	Transportation/Traffic
Greenhouse Gas Emissions	Tribal Cultural Resources
Hazards and Hazardous Materials	Utilities and Service Systems
Hydrology and Water Quality	Wildfire
Land Use and Planning	Mandatory Findings of Significance

The Initial Study concludes that the project would have significant environmental effects, but that all of these effects would be avoided or reduced to a level that would be less than significant with mitigation measures recommended in the Initial Study. The applicant has accepted all of the recommended mitigation measures. As a result, the City has prepared a proposed Mitigated Negative Declaration and has notified the public of its intent to adopt the IS/MND. The IS/MND has been made available for public and agency review. The publication date and time available for public or agency comment on the IS/MND is provided in the Notice of Intent, immediately inside the cover of this document.

1.3 PROJECT SETTING AND BACKGROUND

The project site is located within the City of Lodi, a relatively small city with an approximate 2018 population of 63,000. The project site is located in the northwestern portion of the City, adjacent to the intersection of two existing arterial streets: Lower Sacramento Road and Turner Road. The largely undeveloped property is surrounded by existing residential and industrial development and is bordered on one side by the City's potable water treatment facility, a power generating station and the City's Lodi Lake park.

The project site has substantial existing tree cover, which consists of remnant orchard and ornamental trees together with volunteer shrubs. A currently unused rail spur connecting the Union Pacific main line in downtown Lodi to the former General Mills facility runs

along the east boundary of the site, and an abandoned sub-spur is aligned north-south through the center of the project site. The rail spurs served the General Mills manufacturing and distribution facility, but rail service and operations were discontinued in 2014.

Five single-family homes are located immediately north of the site and a single-family residential area is located west of Lower Sacramento Road. The former General Mills manufacturing and distribution facility is located south of the site adjacent to the south side of Turner Road.

Three existing industrial utility parcels are located adjacent to the site. These include an approximately one-acre electric generation station operated by the Northern California Power Agency (NCPA), of which Lodi Electric Utility (LEU) is a member. An approximately 1.5-acre LEU substation is located east of the NCPA generating facility, and a cellular communications tower is located adjacent to the northern boundary of the site. The rail spurs served the General Mills manufacturing and distribution facility, but rail service and operations were discontinued in 2014. Additional details on land uses are provided in Section 3.10.

1.4 ENVIRONMENTAL CHECKLIST TERMINOLOGY

The project's potential environmental effects are evaluated and described in the Environmental Evaluation Checklist provided in Chapter 3.0 of this document. The checklist includes a list of environmental considerations against which the project is evaluated. For each question, the City determines whether the project would involve: 1) a Potentially Significant Impact 2) a Less Than Significant Impact With Mitigation Incorporated 3) a Less Than Significant Impact, or 4) No Impact.

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

An environmental effect that is Less Than Significant With Mitigation Incorporated is a Potentially Significant Impact that can be avoided or reduced to a less than significant level with the application of mitigation measures.

A Less Than Significant Impact occurs when the project would involve effects on a particular resource, but the project would not involve a substantial adverse change to the physical environment, and no mitigation measures are required.

A determination of No Impact is self-explanatory.

This IS/MND identifies mitigation measures that are needed to avoid or reduce the environmental effects described in this document. The City and other state and local agencies have adopted certain regulatory requirements, ones that are routinely implemented in conjunction with new development, which require avoidance, reduction or mitigation of environmental impacts. Where applicable, these are identified in this document's analysis of potential environmental impacts as requirements that, by

themselves, in the normal operation of law and practice, help to avoid or mitigate environmental effects. Where these existing requirements are not sufficient to prevent or mitigate significant environmental effects of the project, this IS/MND describes additional mitigation measures, ones that are not yet established in law and practice, that are needed to address the project's environmental impacts.

1.5 SUMMARY OF ENVIRONMENTAL EFFECTS AND MITIGATION MEASURES

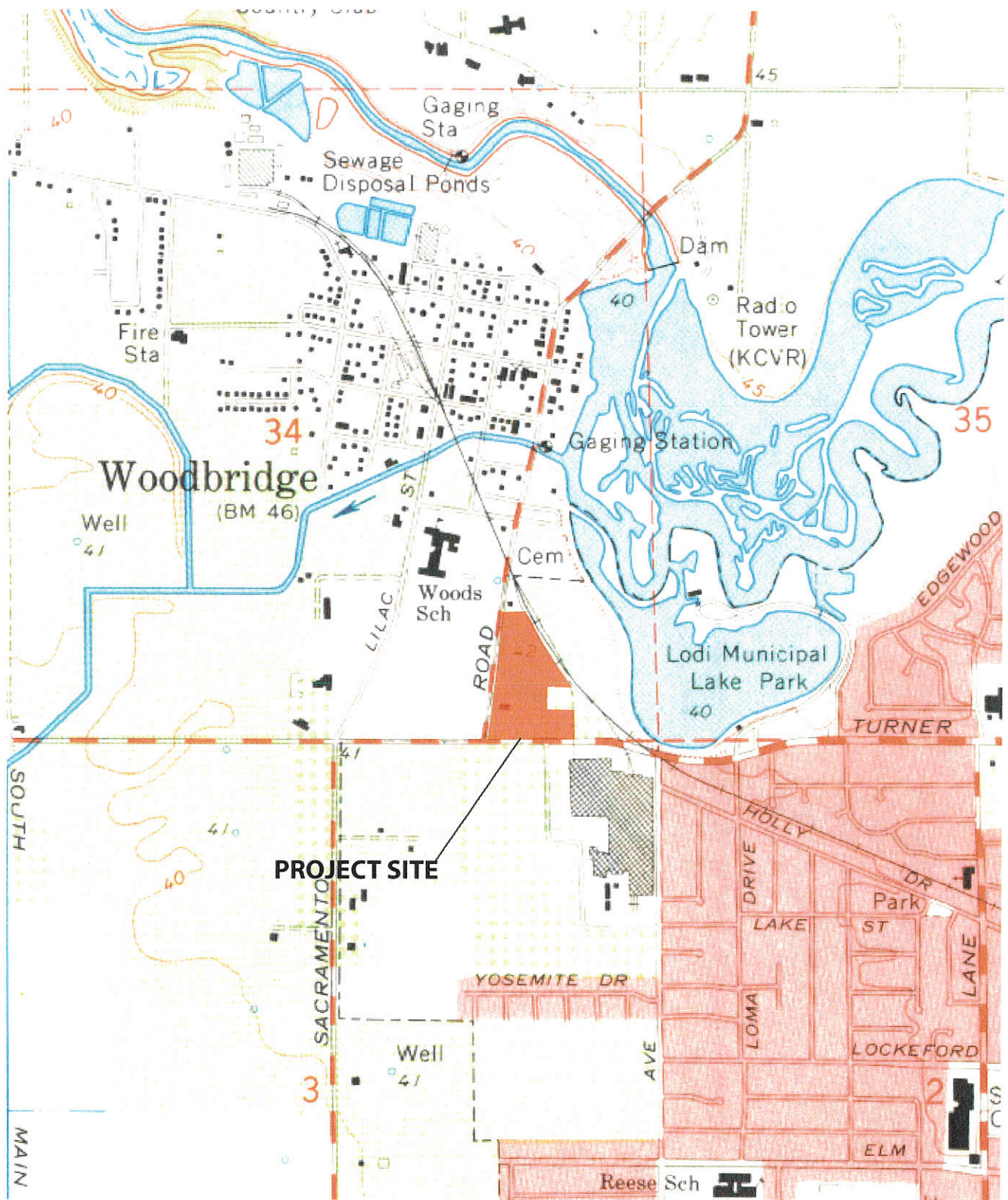
The following pages contain Table 1-1, Summary of Impacts and Mitigation Measures. The table summarizes the results of the Environmental Checklist Form and associated narrative discussion is provided

The potential environmental impacts of the proposed project are summarized in the first column of Table 1-1. The level of significance of each impact is indicated in the second column. Mitigation measures proposed to minimize the impacts are shown in the third column, and the significance of the impact, after mitigation measures are applied, is shown in the fourth column.



SOURCE: Google Maps

Figure 1-2
STREET MAP



SOURCE: Lodi North Quadrangle, United States
Department of the Interior Geological Survey, 1968



TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.1 AESTHETICS			
a) Scenic Vistas	NI	None required	
b) Scenic Resources	LS	None required	
c) Visual Character and Quality	LS	None required	
d) Light and Glare	LS	None required	
3.2 AGRICULTURE AND FORESTRY RESOURCES			
a) Agricultural Land Conversion	NI	None required	
b) Agricultural Zoning and Williamson Act	NI	None required	
c, d) Forest Land Conversion and Zoning	NI	None required	
e) Indirect Conversion of Farmland and Forest Land	NI	None required	
3.3 AIR QUALITY			
a) Air Quality Plan Consistency	LS	None required	
b) Cumulative Emissions	LS	None required	
c) Exposure of Sensitive Receptors	LS	None required	
d) Odors and Other Emissions	LS	None required	
3.4 BIOLOGICAL RESOURCES			
a) Effects on Special-Status Species	PS	BIO-1: The applicant shall mitigate for the loss of wildlife habitat from the project site by applying for coverage and implementing Incidental Take Minimization Measures (ITMMs) as required by the adopted San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).	LS
b) Riparian and Other Sensitive Habitats	NI	None required	
c) Wetlands and Waters of the U.S.	NI	None required	
d) Fish and Wildlife Movement	PS	Comply with Mitigation Measure BIO-1	LS

**TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
e) Local Biological Requirements	NI	None required	
f) Conflict with Habitat Conservation Plans	NI	None required	
3.5 CULTURAL RESOURCES			
a) Historical Resources	LS	None required	
b, c) Archaeological Resources and Human Remains	PS	CULT-1: Grading and excavation personnel shall receive brief "tailgate" training by a qualified professional in the identification of archaeological and historic resources, including human remains, and protocol for notification should such resources be discovered during construction work. CULT-2: If any subsurface archaeological or historical resources be encountered during construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist can examine the materials, make a determination of their significance and, if significant, recommend further measures that would reduce potential effects of the project on the resources to a less than significant level, consistent with the requirements of CEQA Guidelines Section 15064.5. The Lodi Community Development Department shall be notified in the event of a discovery, and the applicant and its contractor shall be responsible for retaining qualified professionals, implementing recommended mitigation measures and documenting mitigation efforts in written reports to the Lodi Community Development Department, consistent with the requirements of the CEQA Guidelines. CULT-3: In the event that evidence of human burial or scattered human remains is encountered, all construction activity in the vicinity of the encounter shall be immediately halted, and the County Coroner and the Lodi Community Development Department shall be immediately notified. CULT-4: The applicant will be responsible for compliance with the requirements of CEQA Guidelines Section 15064.5 as to the proper treatment of human remains as defined in CEQA Guidelines Section 15064.5, with California Health and Safety	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.6 Energy			
a) Project Energy Consumption	LS	Code Section 7050.5, and as directed by the County Coroner. If the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), and the NAHC will notify and appoint a Most Likely Descendant. The Most Likely Descendant will work with the archaeologist to decide the proper treatment of the human remains and any associated funerary objects.	
b) Consistency with Energy Efficiency Plans	LS	None required	
3.7 Geology and Soils			
a-i) Fault Rupture Hazards	NI	None required	
a-ii,iii) Seismic Ground Shaking and Liquefaction	PS	GEO-1: The Applicant shall prepare and submit for City review and approval a site-specific, design-level geotechnical study for the project. Applicable geotechnical recommendations shall be included in project plans and specifications prior to issuance of grading and building permits.	LS
a-iv) Landslides	LS	None required	
b) Soil Erosion	PS	GEO-2: Prior to issuance of grading or construction permits, the Applicant shall submit, for City review and approval, an erosion control plan that complies with the City's Storm Water Management Program and utilizes BMPs to limit the erosion effects during and after construction of the proposed project. Measures could include, but are not limited to: Placing an aggregate pad at construction site ingress/egress locations; Using sand or biofilter bag sediment barriers on slopes; The temporary lining (during construction activities) of drop inlets with fabric barriers; The placement of straw bales or roll sediment barriers along	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		slope contours and back-of-curb;	
		Directing subcontractors to a single designated tire wash facility;	
		The use of siltation fences, and	
		The use of sediment basins and dust palliatives.	
		GEO-3: The Applicant and its contractors shall comply with the requirements of the State Construction General Permit and shall file a Notice of Intent with the State Water Resources Control Board.	
c) Geologic Instability	LS	None required	
d) Expansive Soils	LS	None required	
e) Adequacy of Soils for Sewage Disposal	NI	None required	
f) Paleontological Resources	PS	GEO-4: All construction personnel shall receive brief "tailgate" training by a qualified professional in the identification of paleontological resources and protocol for notification should such resources be discovered during construction work. GEO-5: If any subsurface paleontological resources be encountered during construction, all construction activities in the vicinity of the encounter shall be halted until a qualified paleontologist can examine the materials, make a determination of their significance and, if significant, recommend further measures that would reduce potential effects of the project on the resources to a less than significant level. The Lodi Community Development Department shall be notified in the event of a discovery, and the applicant and its contractor shall be responsible for retaining qualified professionals, implementing recommended mitigation measures and documenting mitigation efforts in written reports to the Lodi Community Development Department.	

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.8 GREENHOUSE GAS EMISSIONS			
a.b) Project GHG Emissions and Consistency with GHG Reduction Plans	LS	None required	
3.9 HAZARDS AND HAZARDOUS MATERIALS			
a.b) Transport, Use, Disposal, and/or Release of Hazardous Materials	LS	None required	
c) Hazardous Materials Releases Near Schools	NI	None required	
d) Hazardous Materials Sites	PS	HAZ-1: Demolition of the existing above-ground structures shall occur in accordance with the City Demolition Permit, subject to all applicable conditions. Demolition procedures, safety requirements and environmental protections shall be defined in a Demolition Plan prepared by the applicant and subject to approval by the Community Development Department, Building Inspection Division. The Demolition Plan shall define the required qualifications of demolition contractors. Preparation of the Demolition Plan shall include testing as required to define potential environmental hazards and mitigation needed during demolition to protect worker and public health and safety. The Demolition Plan shall identify potential demolition waste materials that may be produced and their composition.	
		HAZ-2: Prior to grading activities, the applicant or its contractor shall retain a qualified professional to collect and analyze soil samples as required to determine whether pesticide residues or other contaminants are present on the site and, if present, whether they pose a health risk to construction workers or future residents of the site, or an environmental contamination risk. If so, the applicant shall prepare and implement a risk reduction plan.	
e) Public Airport Operations	NI	None required	
f) Emergency Response and Evacuation	LS	None required	
g) Wildland Fire Hazards	NI	None required	

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.10 HYDROLOGY AND WATER QUALITY			
a) Surface Waters and Water Quality	PS	HYDRO-1. The ODS shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project in accordance with the State Construction General Permit. The developer shall file a Notice of Intent (NOI) with the State Water Resources Control Board prior to commencement of construction activity, and shall submit the SWRCB Waste Discharger's Identification Number (WDID) to the City HYDRO-2. The ODS shall prepare and submit a Project Stormwater Plan (PSP) for City approval prior to issuance of building permits. The PSP shall meet all applicable requirements of the City's Multi-Agency Post-Construction Stormwater Standards Manual, including detailed assessment of the site, site design, design flow, source control and hydromodification measures and stormwater quality control measures, including post-construction BMPs, and storm water maintenance and operations.	LS
b) Groundwater Supply	LS	None required	
c-i, ii,iii) Drainage Patterns and Runoff	PS	HYDRO 1 and HYDRO 2	LS
c-iv,d) Flood Hazard Areas	NI	None required	
e) Conflict with Water Quality Plans and Groundwater Management Plans	NI	None required	
3.11 LAND USE AND PLANNING			
a) Division of Established Communities	NI	None required	
b) Conflict with Applicable Plans, Policies and Regulations	LS	None required	
3.12 MINERAL RESOURCES			
a, b) Availability of Mineral Resources	NI	None required	

**TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.13 NOISE			LS
a) Generation of Noise Exceeding Local Standards	PS	NOISE-1: A detailed barrier analysis shall be conducted for the outdoor use areas associated with the residential and hotel portions of the project site prior to issuance of building permits. Plans and specifications for the project shall incorporate noise barriers, including walls, buildings or other structures, sufficient to reduce outdoor use area noise to 60 dBA CNEL or less. NOISE-2: Project plans and specifications shall include STC 32 windows on the upper floor windows of residential units and hotel rooms facing Lower Sacramento Road. They should be included on facades parallel and perpendicular to the roadway but are not required on the facades opposite from Lower Sacramento Road.	
b) Generation of Groundborne Vibration or Noise	LS	None required	
c) Public Airport and Private Airstrip Operations Noise	NI	None required	
3.14 POPULATION AND HOUSING			
a) Population Growth Inducement	LS	None required	
b) Displacement of Housing or People	NI	None required	
3.15 PUBLIC SERVICES			
a) Fire Protection	LS	None required.	
b) Police Protection	LS	None required	
c) Schools	NI	None required	
d, e) Parks and Other Public Facilities	LS	None required	
3.16 RECREATION			
a) Increased use of Existing Recreational Parks or Facilities	LS	None required.	
b) Proposed Recreational Facilities or Expansion of Existing Facilities	NI	None required	

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.17 TRANSPORTATION/TRAFFIC			
a) Consistency with Applicable Plans, Ordinances and Policies	LS	None required.	
b) Consistency with CEQA Guidelines Section 15064.3, Subdivision (b).	NI	None required	
c) Traffic Hazards	LS	None required	
d) Emergency Access	LS	None required	
3.18 TRIBAL CULTURAL RESOURCES			
a, b) Tribal Cultural Resources	PS	<p>TCR-1: The applicant shall provide an opportunity for one or more tribal representatives to observe the activities prescribed in Mitigation Measures CULT-1 through CULT-4 as well as to observe pre-construction testing should it be undertaken.</p> <p>TCR-2: The applicant shall retain a qualified professional archaeologist to monitor ground-disturbing activities within the project site, to halt construction as required, and to take action to minimize the potential damage to undiscovered archaeological and/or tribal cultural resources. Monitoring may not be necessary if pre-construction testing indicates the site is not culturally sensitive. This determination would be made by the City in consultation with the tribal representative and archaeologist.</p> <p>TCR-3: In the event that construction workers encounter evidence of human burial or scattered human remains, construction in the vicinity of the encounter shall be immediately halted. The Applicant shall immediately notify the County Coroner, the Lodi Community Development Department, and the tribal representative.</p>	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.19 UTILITIES AND SERVICE SYSTEMS			
a) Require New or Expanded Utilities	LS	None required	
b) Water Supplies	LS	None required	
c) Exceed Wastewater Treatment Requirements and Capacity	LS	None required	
d, e) Solid Waste Services	NI	None required	
3.20 WILDFIRE			
a) Emergency Response and Emergency Evacuation Plans.	LS	None required	
b) Exposure of Project Occupants to Wildfire Hazards.	LS	None required	
c) Installation and Maintenance of Infrastructure	NI	None required	
d) Risks from Runoff, Post-Fire Slope Instability, or Drainage Changes.	NI	None required	
3.21 MANDATORY FINDINGS OF SIGNIFICANCE			
a) Degrade Fish, Wildlife, and Plant Habitat or Examples of California History	PS	Mitigation measures in Sections 3.4, 3.5, and 3.17 above.	LS
b) Cumulative Impacts	LS	None required	
c) Adverse Effects on Human Beings.	NI	None required	

2.0 PROJECT DESCRIPTION

2.1 PROJECT BRIEF

The proposed project involves development of a resort hotel, residential apartment complex and retail commercial space on approximately 8.8 acres of largely undeveloped land. The project site is at the northeast corner of Lower Sacramento Road and Turner Road. The four-story hotel would provide 92 guest suites and an 80-seat restaurant, 18,500 SF of retail commercial space and a banquet room for 240 guests. A total of 220 parking spaces for the hotel and retail uses would be provided in a parking garage and surface parking areas. The proposed residential apartment complex would include 150 1BR, 2BR and 3BR apartment units varying in size from 800 to 1,700 SF and a 3,000 SF administrative/community building, gym and pool. The residential development would include a total of 250 residential parking spaces, plus 30 guest spaces.

2.2 PROJECT LOCATION

The proposed project is located in the northwest portion of the City of Lodi in San Joaquin County. The 8.8-acre site is immediately north of Turner Road and immediately east of Lower Sacramento Road (Figure 1-2). The project site address is 1018 N. Lower Sacramento Road (APN 015-64-009) (Figure 1-4). The approximate latitude and longitude of the site is 38°-08'-48" North and 121°-18'-05" West. The site is within Section 34, Township 4 North, Range 6 East, as shown on the USGS North Lodi, California, 7.5-minute quadrangle map (Figure 1-3).

2.3 PROJECT OBJECTIVES

The objective of the proposed project is to develop the proposed hotel, retail and apartment uses for the overall benefit of the community and to provide an upscale living environment to attract professionals to invest and settle in the Lodi area. More specifically, the project proposes a mixed-use development of 150 residential apartment units, 92-room hotel, 80-seat restaurant and 18,500 square feet ground level retail and a 240-guest banquet room along with on-site parking, landscaping and other site improvements. Additionally, the project would include new landscaped public pedestrian walks along Turner

2.4 PROJECT DETAILS

The proposed project includes the construction and operation of a hotel, restaurant, banquet facility, apartment units, and commercial retail space on an 8.8-acre largely undeveloped parcel in the City of Lodi. Additional project components include sidewalks, parking, landscaping, and utility improvements. The project includes a range of sustainable design elements, which are described in detail in Appendix A and discussed in Section 3.7 Greenhouse Gases. Details of the project are described below. The project site plan is shown in Figure 2-1.

2.4.1 Required Entitlements

The project applicant has submitted a request for amendment of the Lodi General Plan to establish High Density Residential and Commercial land use designations on the site. The project application also includes a request to rezone the site from the existing Industrial zoning district to Planned Development Permit 44. Approval of the General Plan amendment and re-zone would allow for the proposed development of the hotel, apartments, retail space, and related site improvements. Proposed improvements would also be subject to City of Lodi Site Plan and Design Review approval.

2.4.2 Proposed Hotel, Restaurant and Banquet Facilities

The project proposes to construct a 54,000 SF, four-story hotel building with 92 single and double-occupancy guest rooms. The hotel ground level would include the hotel lobby and reception area, guest lounge, employee office space, 18,500 SF of retail space and an exterior garden courtyard (Figure 2-1, 2-2). The proposed 2,900 SF restaurant would accommodate 80 guests. The second level would include a banquet hall seating approximately 240 guests as well as a balcony, restrooms, foyer and storage areas. The banquet hall would provide space for conferences, meetings, or social events. The third and fourth levels of the hotel would provide primarily guest rooms and hotel employee facilities.

The applicant's project summary (Appendix A) describes the hotel portion of the project as designed to complement the surrounding residential character with a traditional roof gable form, articulation in massing and inviting materials. The project's massing steps down with proximity to Turner Road and Lower Sacramento Road.

Textural, inviting, and durable building materials would be used, including plaster, stone clad walls, metal roofs, and board-batten wood vinyl. The building exteriors would include deep window reveals finished with thick sills and jambs and would include metal clad wood windows and doors. Guest rooms would include recessed exterior balconies with custom wrought iron. Buildings would include exterior detailing consisting of custom stone, steel, plaster finishes, board-batten and miscellaneous running trim to add visual interest, color, depth, texture, and dimension to wall surfaces. See the architectural illustration in Figure 2-3.

The height and scale of the buildings would be mitigated through the use of "layering" strategies whereby the overall scale of the building would be broken down into smaller elements. Layering strategies would include the introduction of appropriately scaled individual components at the street edge, inclusion of an elevated landscape berm along Lower Sacramento Road. Steep roofs with dormers would help minimize the sense of building height. Street frontage and courtyards would include street trees in planters, fountains, and other landscaping.

2.4.3 Proposed Residential Apartments

The project includes development of several three-story apartment buildings arranged along the site boundaries and enclosing a central parking and open space area. The residential project would include 150 1-bedroom, 2-bedroom and 3-bedroom units varying

in size from 800 to 1,700 SF, and a 3,000 SF administration/community building with a lounge and gym as well as an outdoor pool. The proposed residential apartments would be located in the northern portion of the project site. The apartment buildings would be arranged to create a sense of unity on the site and vary in height from 22 to 50 feet (Figures 2-4, 2-5).

The applicant's Project Summary describes the architectural design of the apartments as complementary to the hotel and related to the surrounding residential character. Similar to the hotel, the residential architectural design (Figure 2-5) incorporates steep gable roof pitches, articulation in massing and materials, and smaller building heights along Lower Sacramento Road. Recreational courtyards and landscaping would be incorporated throughout the apartment complex.

2.4.4 Vehicular Circulation

The proposed project site design provides for both vehicle and pedestrian circulation and connectivity through building arrangement, the use of interior and exterior sidewalks, landscaped courtyards, walking pathways, and vehicle and bicycle parking. The project is planned to be pedestrian-oriented by providing thoughtful internal circulation for residents and visitors and by creating pedestrian-friendly connections to nearby Lodi Lake. The project includes set-back pedestrian sidewalks and landscaping strips that would provide pedestrian separation from the adjacent to traffic on Lower Sacramento and Turner Roads.

Primary access to the hotel, restaurant, and commercial areas would be provided by a driveway entrance on Turner Road. Turner Road striping would be modified to delineate an eastbound left-turn-in pocket and an eastbound acceleration lane for outbound traffic. A secondary emergency vehicle access (EVA)-only driveway would be located east of the main entrance. A driveway circle providing access to the hotel lobby is located just west of the entrance. A two-story parking garage with rooftop parking would be constructed east of the hotel entrance with 165 parking spaces for hotel guests. Additional 55 surface parking spaces would be provided for hotel and retail use.

The primary apartment access driveway would be from a new driveway on Lower Sacramento Road, the driveway would be aligned with the existing entrance to the Woodlake Circle residential development located immediately west of the project site. A proposed secondary EVA-only driveway at the northern boundary of the site would connect Lower Sacramento Road with Turner Road through the internal circulation system.

Residential apartment parking would include approximately 130 covered parking spaces beneath the proposed apartment structures to maximize open space and minimize views of parked vehicles for future residents of the area. An additional 120 on-site surface parking spaces would be provided for residents and 30 spaces for visitors. The residential apartment complex would also include bicycle parking and lockers.

2.4.5 Utilities

The project would obtain utility service from existing City and State-regulated utility facilities located in the adjacent streets. Wastewater collection and treatment, potable water and storm drainage services would be provided by the City of Lodi; project

wastewater lines would connect to existing City lines in Turner Road. The on-site potable water system would be connected to existing City lines in both Turner Road and Lower Sacramento Road. An on-site storm drainage system will collect, detain and discharge storm water to existing City lines in the adjoining streets. Required storm water treatment and volume control will be provided using pervious pavers, bioswales and rain gardens and similar facilities to be specified in a Project Stormwater Plan to be submitted to the City for review and approval.

Electrical service will be provided to the project from existing underground LEU lines adjacent to the site. Natural gas service will be extended to the site from an existing Pacific Gas and Electric gas main in Turner Road. Communication lines will be extended onto the site from existing underground facilities in Turner Road.

2.4.6 Landscaping, Fencing and Lighting

The project will include a Landscape Plan that would enhance aesthetics of the project site and surrounding areas. Landscaping would be installed as shown on Figures 2-1 through 2-5, including a 20-foot landscaping corridor along Lower Sacramento Road and Turner Road. Medium and large canopy screening trees, shrubs, and ground cover would be planted throughout the site. Landscaped courtyards, entrances, sidewalks, and open spaces would be incorporated into the overall design of the project. Landscaping components would be designed to improve aesthetics and selected based on suitability for the local climate, site conditions, and reduced water needs. The Landscape Plan would be required to conform to the City's Landscape Development Code (Title 17.30) and require City approval prior to issuance of a building permit.

All lighting structures for the site would be shielded to direct light and glare towards the ground. Interior pole mounted light fixtures would be appropriately angled to minimize light exposure. Additional lighting structures along Lower Sacramento and Turner Roads are not anticipated. The project would include a Lighting and Photometric Plan that would be consistent with State Building Energy Efficiency Standards, which includes lighting controls such as the use of LED light fixtures, time switches, and motion sensors for all exterior lighting.

The proposed project includes the construction of a 14-foot masonry wall along the site boundary shared with the adjacent NCPA electrical generating facility

2.5 PERMITS AND APPROVALS

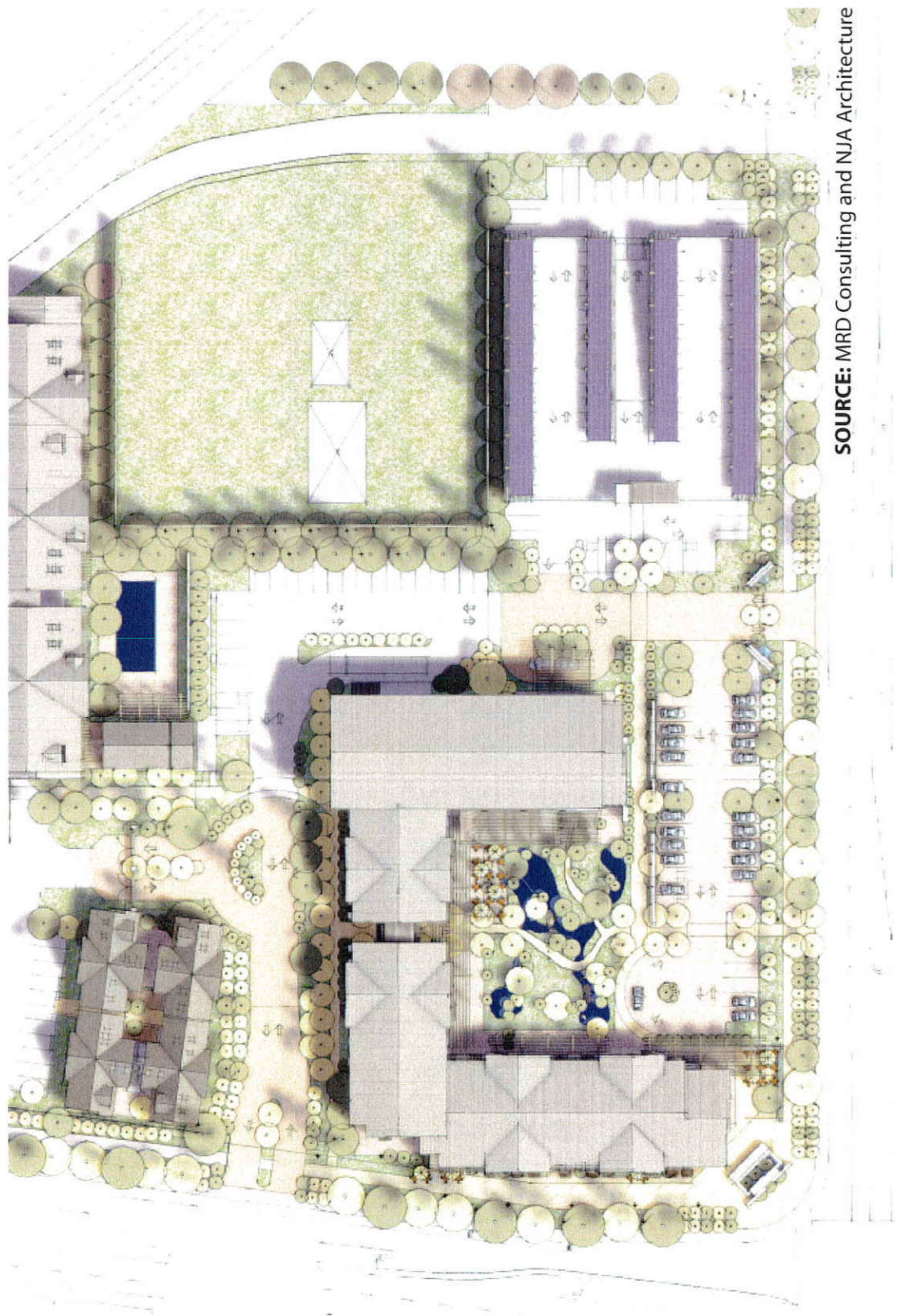
Implementation of the proposed project would require the following discretionary actions:

Lodi Planning Commission	Lodi City Council
Recommend adoption of the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring/Reporting Plan	Adoption of the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring/Reporting Plan
Recommend approval of proposed general plan amendment	Approval of proposed general plan amendment

Recommend approval of proposed rezoning	Approved proposed rezoning
Site Plan and Design Review Approval	(on appeal)



SOURCE: MRD Consulting and NJA Architecture



SOURCE: MRD Consulting and NJA Architecture

Figure 2-2
HOTEL SITE PLAN



SOURCE: MRD Consulting and NJA Architecture



Figure 2-3
HOTEL AERIAL VIEW



SOURCE: MRD Consulting and NJA Architecture

Figure 2-4
APARTMENT SITE PLAN



SOURCE: MRD Consulting and NJA Architecture

3.0 ENVIRONMENTAL CHECKLIST FORM

3.1. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

- a) Have a substantial adverse effect on a scenic vista?
- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
			√
		√	
		√	
		√	

NARRATIVE DISCUSSION

Environmental Setting

Aesthetic resources can generally be defined as landscape features as well as elements of the urban or built environment that are pleasing to residents of and visitors to an area. Aesthetic resources can consist of individual elements (rocks, trees, fields) or entire landscapes. Scenic views are considered distance views that are composed of valued landscape and/or urban features that are generally considered pleasing.

Views in the general project vicinity are of a range of urban and natural elements and are consistent with other urban areas in the San Joaquin Valley. View elements in the vicinity of the site include the former General Mills facility south of Turner Road, the City's Lodi Lake park, a LEU substation, the Northern California Power Agency generating station, a cemetery, mobile home park, school and single-family residences. Turner Road and Lower Sacramento Road, which bound the project site to the west and south, are multi-lane urban arterial streets; these streets and their intersection at the southwest corner of the site support substantial traffic.

Prominent visual features of the project area include the 75-acre General Mills manufacturing and distribution facility located opposite the project site and south of Turner

Road. The massive and architecturally featureless building exceeds 40 feet tall in the vicinity of Turner Road and looms over the streetscape opposite the project frontage.

Lodi Lake Park, located immediately north of Turner Road and east of Mills Avenue, is a regional park and wilderness area along the Mokelumne River. The park surrounds the lake feature and includes miles of river frontage. The lake, swimming beach, and picnic areas are highly visible from Turner Road between Mills Avenue and Laurel Avenue, and these areas are used frequently for community events. Additional information regarding Lodi Lake is provided in Section 3.15.

The Northern California Power Agency generating plant, the City of Lodi Surface Water Treatment Facility and the LEU substation are located between the project site and Lodi Lake are located east of the project site. Visual elements of these facilities include electrical lines, fuel supply tank, boiler, compressor, air intakes, electric transformers, and supply lines.

The water treatment facility is less congested and includes two brick buildings, a large water storage tank, parking and open space. An existing railroad spur traverses this area within an otherwise vacant right-of-way. Single-family homes, landscaping trees, streets and sidewalks make up the views to the west of the project site; additional single-family homes are located immediately north of the site.

There are no substantial distance views from public streets in the project vicinity. Views are confined to the street area and immediate foreground by existing buildings and landscaping adjoining the streets. Distance views over the project site are limited by the existing tree canopy. According to the Lodi General Plan and the California Department of Transportation, there are no existing federal, state, or local designated scenic vistas, roads, or highways in the project vicinity.

Pedestrians and motorists using both Lower Sacramento and Turner Roads have direct and unobstructed foreground views of the existing site as do those entering and exiting the Lakewood Circle residential development to the west. Within Lakewood Circle, and except for a few residences at the entry, there are no direct ground-level views of the project site as the subdivision is surrounded by an existing 8-foot decorative masonry block wall.

Other than the slatted chain link fence that lines the street frontages, there are no ground-level views of the interior project site. The canopy of the relatively dense ornamental tree plantings within the site are visible above the fence. The tree canopy suggests the presence of open space within the site, which is notable and of interest to residents of the area that frequently pass the site; however, due to the screening effect and ordinary appearance of the fencing these views of the site are not aesthetically important. The top half of an approximately 150-foot cellular communications tower can also be seen above the tree canopy in the northeast corner of the project site.

The project site is not currently lighted. The existing streets adjacent to the site are lighted. Street lighting adjacent to the project site consists of four existing pole-mounted street lights along Turner Road and five pole-mounted street lights along Lower Sacramento Road. There is one pole-mounted street light at each corner of the Lower Sacramento/Turner Road intersection. The Lakewood Circle internal streets are lighted,

and security lighting is also provided on the General Mills site, at the LEU substation and the NCPA generating station immediately east of the project site.

Environmental Impacts and Mitigation Measures

a) Scenic Vistas.

The project site is located in an urban area, surrounded by view-obscuring residential, institutional and industrial structures and landscaping. There are no available distance views or scenic vistas, or any designated scenic highways in the project vicinity. There are no designated scenic areas identified in the Lodi General Plan. Therefore, the project would have no adverse impacts on scenic vistas.

b) Scenic Resources.

The project site does not contain any significant scenic resources or designated scenic areas. The Park would be considered a scenic resource, but the parklands are outside the of the viewsheds impacted by the project, and views of the Park would not be impacted by the project.

There are no substantial scenic resources located on or in the immediate vicinity of the site. The site itself is planted with a wide range of mature ornamental trees, the canopy of which is visible from off-site areas above the slatted chain link fence that encloses the site. Many if not most of these trees will be removed in conjunction with proposed development and will be replaced by proposed buildings, perimeter trees and landscape plantings. As noted above, due to the presence of the screening fence, the trees do not comprise an important scenic resource, and their removal would not constitute a significant aesthetic effect. As discussed below, the project would involve a beneficial contribution to the aesthetic quality of the project vicinity. As a result, the project would have a less than significant effect on the character and quality of the site and surroundings.

c) Visual Character and Quality.

The proposed project would not substantially degrade the aesthetic character or quality of the project vicinity. As discussed in the Environmental Setting and impact analysis discussion above, the project would make beneficial contributions to the aesthetics of the project vicinity. As viewed from surrounding land uses, and by motorists and pedestrians along Lower Sacramento Road and Turner Roads, overall views toward the project site would change from views of the slatted perimeter fence and the tree canopy on the site the proposed hotel, retail and residential development.

Foreground views of the project site for those entering and exiting the Woodlake residential west of Lower Sacramento Road would be of the proposed residential area entrance and residential structures, the nearest row of hotel buildings, and the screening trees and landscape buffer along the roadway. From this perspective, views of the project are expected to be consistent with Lodi design standards and architecturally pleasing. The portion of the hotel located along Lower Sacramento Road would be one story with at-grade retail and with stepped down elevations to reduce massing. In addition, the apartments include sub-grade parking to reduce the scale and height of the buildings.

Partial views of the apartment buildings would be possible from the two residences to the north; these views are already impacted by the existing cellular tower.

The removal of trees and development of the project site as proposed would be consistent with and in some cases in improvement on existing scenic character of the immediate project area. As shown in the proposed architectural elevations and perspective drawings of the developed site (Chapter 2.0) the project would result in hotel, retail and residential structures that are consistent in scale, architectural detail and effectiveness of landscaping with existing single-family residential areas to the west and north. Proposed development would be in beneficial contrast to the industrial nature of the nearby former General Mills plant and the adjacent NCPA power generation station, cell tower and LEU substation facilities.

Continuous landscaping screening trees would be planted along Lower Sacramento and Turner Roads and a landscape buffer along the same frontage areas. Parking areas would include landscaped medians where possible. Landscaped courtyards, entrances, patios, and open spaces consisting of native trees, plants, flowers and shrubs would be incorporated throughout the design of the hotel and apartments. The Landscape Plan would be consistent with the City's Landscape Development Code (Title 17.30) and require City approval prior to issuance of a building permit. The addition of these project features could improve scenic resources in the area. Therefore, substantial damage to scenic resources would not occur.

All building design elements, landscaping, and site improvements would be designed and constructed to meet the aesthetic and visual standards of the City of Lodi as will be determined during the City Design Review process. Based on this assumption, the project can be expected to result in visually high-quality development that is compatible with the surrounding aesthetic environment. As a result, project impacts on visual character and quality are considered less than significant.

d) Light and Glare.

Lighting impacts are evaluated in terms of a project's change in ambient lighting conditions and proximity to light sensitive land uses such as residential areas and school sites. As the project site currently has existing night lighting, proposed development would involve an increase in night lighting and potential for light and glare impacts. Potential lighting effects would be associated with illumination of new internal access drives, parking areas, and driveway entrances, security lighting along buildings and sidewalks and signage.

Planned street, security, parking and other lighting systems will be consistent with lighting at existing urban commercial and residential development in the City of Lodi. It is anticipated that project lighting will be relatively subdued and consistent with the nature of the proposed uses. Access drives, parking and pedestrian ways would be lighted to provide adequate light to provide for safe driver and pedestrian movement and adequate security and visibility in parking areas. Security and accent lighting would be provided on buildings to enhance the aesthetics of nighttime views of the project. None of these lighting features would be located in the immediate vicinity of adjacent residences, which are the only light-sensitive land uses near the project. Most of the residences fronting on Lower Sacramento Road have substantial existing decorative night lighting.

The project is not expected to result in any substantial glare effects. As required by City of Lodi zoning, all lights would be shielded to direct light and glare towards the ground. The project will require a Lighting Plan consistent with California's 2016 Building Energy Efficiency Standards, Title 24, Part 6, which includes lighting controls such as the use of LED light fixtures, time switches, and motion sensors for all exterior lighting. Pole mounted light fixtures would be appropriately angled to minimize light exposure. A Photometric Plan would also be submitted to the City prior to the issuance of any construction permits. The Photometric Plan would be consistent with the City's design guidelines for lighting which is intended to reduce both generation of exterior light and the potential for light to indirectly affect surrounding areas. Therefore, potential impacts from light and glare would be less than significant.

3.2. AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				√
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				√
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				√
d) Result in the loss of forest land or conversion of forest land to non-forest use?				√
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				√

NARRATIVE DISCUSSION

Environmental Setting

San Joaquin County has one of the largest agricultural economies in the nation; agriculture in the County is a \$2.5 billion annual industry. The County contained approximately 518,000 acres of croplands in 2017 with fruit and nut crops making up a majority of the

harvested acreage. Grapes, milk, almonds, walnuts and cherries were the top producing crops in 2017.

Agriculture in Lodi plays a significant role in the city's economy, culture, and identity. The City is surrounded by approximately 100,000 acres of vineyards as well as fruit and nut orchards, dairy farms, and cattle ranches. Grapes, nuts, fruit, and milk are the major commodities in Lodi with established national and international markets. Grape growers in the area produced a 2017 crop with an estimated value of \$5 billion. The City is home to approximately 80 wineries and has become a known destination for visitors and tourists. Multiple policies identified in the City's General Plan include measures to minimize agricultural land conversion, prioritize infill and compact development in designated new growth areas within the existing City limits (City of Lodi 2010).

The project site is surrounded by existing urban development, including residential development to the west and four single-family residences to the north. An existing industrial facility is located to the south across Turner Road, and land uses east of the site consist of an existing power plant, electrical substation and municipal water treatment facility. There are no agricultural lands on the site or in the vicinity of the site.

The Important Farmland Maps, prepared by the California Department of Conservation as part of its Farmland Mapping and Monitoring Program (FMMP), designate the viability of lands for farmland use, based on the physical and chemical properties of the soils. The maps categorize farmland, in decreasing order of soil quality, as "Prime Farmland," "Farmland of Statewide Importance," "Unique Farmland," and "Farmland of Local Importance." Collectively, these categories are referred to as "Important Farmland." There are also designations for grazing land and for urban/built-up areas, among others. According to the 2014 Important Farmland Map of San Joaquin County, the project site and all surrounding lands is designated as "Urban and Built-Up Land."

There are no forest or timberlands on the project site, and there are no lands designated for forest land or timberland production located in the project vicinity.

The existing project site is undeveloped land with densely-planted but unmaintained orchard and ornamental trees, shrubs, and grasses. Based on historical aerial photographs dating to the 1930s, the project site was, until recent times, continuously utilized as an orchard (GeoSearch 2018). An existing relatively modern irrigation system supplied by City water does not appear to be in operation.

The Williamson Act is State legislation that seeks to preserve farmland by offering property tax breaks to farmers who sign a contract pledging to keep their land in agricultural use. The project site does not contain lands under a Williamson Act contract.

Environmental Impacts and Mitigation Measures

a) Agricultural Land Conversion.

The project site is located in an urban area where surrounding agriculture is of substantial economic and cultural importance. The project site is not currently and has not been in recent times in agricultural use. According to the California Department of Conservation FMMP, the project site and surrounding areas are designated as Urban and Built-Up Land.

As a result, the project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project would have no effect on the conversion of agricultural lands for non-agricultural purposes.

b) Agricultural Zoning and Williamson Act.

The project site is not zoned for agricultural use, and it is not under a Williamson Act contract. Therefore, the project would have no effect on agricultural zoning or Williamson Act contracts.

c, d) Forest Land Conversion and Zoning.

The project site does not include any forestry resources as defined in Public Resources Code (PRC) 12220(g), timberland, (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). The project would not involve any conversion of forest land or timberland to other uses; the project would have no impact on forestry-related land use or land zoned for forestry or timber harvest.

e) Indirect Conversion of Farmland and Forest Land.

There are no agricultural lands near the project site and all adjacent land is designated for urban development. The project would not affect access to agricultural lands and would not affect agricultural irrigation systems. The project would not encroach on farmland, be located adjacent to or near farmland or result in changes that would encourage the conversion of existing farmland to non-agricultural uses. The project is not located adjacent to or near any agricultural processing facilities or agriculture-related industry.

3.3. AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?			√	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?			√	
c) Expose sensitive receptors to substantial pollutant concentrations?			√	
d) Result in other emissions such as those leading to odors adversely affecting a substantial number of people?			√	

NARRATIVE DISCUSSION

Environmental Setting

Air Quality Conditions

The project site is located within the San Joaquin Valley Air Basin, which covers all or part of eight counties, including all of San Joaquin County. The San Joaquin Valley Air Pollution Control District (SJVAPCD) has jurisdiction over most air quality matters in the Air Basin.

The SJVAPCD is tasked with implementing programs and regulations required by both the federal and California Clean Air Acts. Under their respective Clean Air Acts, both the federal government and the State of California have established ambient air quality standards for six criteria air pollutants: ozone, particulate matter, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. The California Clean Air Act established standards for four additional pollutants: hydrogen sulfide, sulfates, visibility reducing particles, and vinyl chloride. Table 3-1 shows the current attainment status of the Air Basin relative to the federal and State ambient air quality standards for criteria pollutants. Except for ozone and particulate matter, which are discussed below, the Air Basin is in attainment of, or unclassified for, all federal and State ambient air quality standards.

TABLE 3-1
SAN JOAQUIN VALLEY AIR BASIN ATTAINMENT STATUS

Criteria Pollutant	Designation/Classification	
	Federal Primary Standards	State Standards
Ozone - One hour	No Federal Standard	Nonattainment/Severe
Ozone - Eight hour	Nonattainment/Extreme	Nonattainment
PM ₁₀	Attainment	Nonattainment
PM _{2.5}	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide (NO _x)	Attainment/Unclassified	Attainment
Sulfur Dioxide (SO _x)	Attainment/Unclassified	Attainment
Lead	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

Source: SJVAPCD 2015a.

Air Pollutants of Concern

The San Joaquin Valley Air Basin is currently designated as Severe nonattainment for the 1-hour ozone state standard and nonattainment for both state and federal 8-hour ozone standards, with federal nonattainment classified as Extreme (see Table 3-1). Ozone is not emitted directly into the atmosphere but is created by chemical reactions between nitrogen oxides (NO_x) and reactive organic gases in the presence of sunlight. The major sources of ozone include emissions from industrial facilities, electric utilities, motor vehicles, gasoline vapors, and chemical solvents. Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. The SJVAPCD has adopted a 2016 Ozone Plan for the 2008 8-Hour Ozone Standard and a 2013 Plan for the Revoked 1-Hour Ozone Standard for the Air Basin to attain federal ambient air quality standards for ozone.

Particulate matter is a mixture of solid and liquid particles suspended in air, such as dust, pollen, soot, smoke, and liquid droplets. Particulate matter is generated by a mix of rural and urban sources, including agricultural activities, industrial emissions, fugitive dust created by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere. Health concerns associated with suspended particulate matter focus on those particles small enough to reach the lungs when inhaled; consequently, both the federal and state air quality standards for particulate matter apply to particulates 10 microns or less in diameter (PM₁₀) as well as to particulates less than 2.5 microns in diameter (PM_{2.5}), which are carried deeper into the lungs. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, coughing, bronchitis, and respiratory illnesses in children.

The Air Basin is currently in attainment status for federal PM₁₀ standards, but not for state standards, and the Air Basin is in nonattainment status for both federal and state PM_{2.5} standards. The SJVAPCD has adopted the 2016 Moderate Area Plan for the 2012 PM_{2.5} standard, the 2015 PM_{2.5} Plan for the 1997 federal PM_{2.5} standard, the 2012 PM_{2.5} Plan for the 2006 federal PM_{2.5} standard, and the 2007 PM₁₀ Maintenance Plan to maintain the Air Basin's attainment status of the federal PM₁₀ standard. The SJVAPCD is currently in the process of developing an attainment strategy to address 1997, 2006, and 2012 PM_{2.5} standards, as well as a plan to demonstrate maintenance of the 1987 PM₁₀ standard as required under the federal Clean Air Act.

Carbon monoxide (CO) is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels and is emitted directly into the air, unlike ozone. The main source of CO in the San Joaquin Valley is on-road motor vehicles. A State Implementation Plan for carbon monoxide has been adopted by the ARB for the entire state. The San Joaquin Valley Air Basin is in attainment/unclassified status for CO; as such, the SJVAPCD has no CO attainment plans. However, high CO concentrations in areas of limited geographic size, referred to as "hot spots," may occur in areas ordinarily associated with highly congested traffic.

In addition to the criteria pollutants, the California Air Resources Board (ARB) has also identified other air pollutants as toxic air contaminants (TACs) - pollutants that are carcinogenic (i.e., cause cancer) or that may cause other adverse short-term or long-term health effects. Diesel particulate matter, considered a carcinogen, is the most common

TAC, as it is a product of combustion in diesel engines. Other TACs are less common and are typically associated with industrial activities. According to information from the ARB, the following activities near the project site have been recorded to emit TACs (ARB 2019):

City of Lodi Water Treatment Plant – 0.7 pounds/year of diesel particulate matter

General Mills – recorded use of ammonia, but no emissions reported

NCPA power plant - 3.9 pounds/year of diesel particulate matter

Air Quality Rules and Regulations

As previously noted, the SJVAPCD has jurisdiction over most air quality matters in the Air Basin. It implements the federal and California Clean Air Acts, and the applicable attainment and maintenance plans, through local regulations. The SJVAPCD regulations that are potentially applicable to the project are summarized below.

Regulation VIII (Fugitive Dust PM₁₀ Prohibitions)

Regulation VIII consists of Rules 8011-8081, which are designed to reduce PM₁₀ emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc.

Rule 4101 (Visible Emissions)

Rule 4101 prohibits emissions of visible air contaminants to the atmosphere and applies to any source operation that emits or may emit air contaminants.

Rule 4601 (Architectural Coatings)

Rule 4601 limits emissions of volatile organic compounds from architectural coatings by specifying storage, clean up and labeling requirements.

Rule 9510 (Indirect Source Review)

Rule 9510, also known as the Indirect Source Rule (ISR), is intended to reduce or mitigate emissions of NO_x and PM₁₀ from new development in the SJVAPCD including construction and operational emissions. This rule requires specific percentage reductions in estimated on-site construction and operation emissions, and/or payment of off-site mitigation fees for required reductions that cannot be met on the project site. Construction emissions of NO_x and PM₁₀ exhaust must be reduced by 20% and 45%, respectively. Operational emissions of NO_x and PM₁₀ must be reduced by 33.3% and 50%, respectively. The ISR applies to commercial development projects of at least 2,000 square feet and to residential projects of at least 50 units. Based on these criteria, the project would be subject to the ISR.

Environmental Impacts and Mitigation Measures

In 2015, the SJVAPCD adopted a revised Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI). The GAMAQI defines methodology and thresholds of significance for the assessment of air quality impacts for projects within SJVAPCD's jurisdiction, along

with mitigation measures for identified impacts. Table 3-2 shows the CEQA thresholds for significance for pollutant emissions within the SJVAPCD.

TABLE 3-2
SIGNIFICANCE THRESHOLDS AND PROJECT AIR POLLUTANT EMISSIONS

Pollutant	SJVAPCD Significance Threshold	Maximum Construction Emissions*	Exceeds Threshold?	Operational Emissions	Exceeds Threshold?
ROG	10	1.12	No	2.08	No
NO _x	10	3.22	No	5.34	No
CO	100	2.56	No	8.60	No
SO _x	27	<0.01	No	0.03	No
PM ₁₀	15	0.50	No	2.15	No
PM _{2.5}	15	0.28	No	0.61	No

* Maximum tons emitted in a calendar year.

Sources: CalEEMod v. 2016.3.2, SJVAPCD 2015b

Project emissions were estimated using the California Emissions Estimator Model (CalEEMod), a computer modeling program recommended by SJVAPCD. The CalEEMod results are shown in Appendix B of this IS/MND and summarized in Table 3-2 above. Construction emissions were assumed to occur over a construction period covering much of two calendar years, and annual operational emissions were assumed to occur in 2022, when the project would be fully completed and occupied.

It should be noted that the results in Table 3-2 are for unmitigated emissions; that is, emissions without implementation of laws and regulations with which projects must comply. However, limits on volatile organic compounds in architectural coatings set forth in SJVAPCD Rule 4601 were incorporated within the unmitigated emission estimates. Also, it should be noted that the trip generation rates used in CalEEMod for the various project land uses tend to be greater than those used in the project traffic study. The CalEEMod results, therefore, may overstate actual emissions; however, they are used here to provide a conservative analysis of air quality impacts.

a) Air Quality Plan Consistency.

As shown in Table 3-2, neither project construction nor operational emissions would exceed the significance thresholds for any of the criteria pollutants. Moreover, the emission data in Table 3-2 are for unmitigated emissions, so no additional measures to reduce or minimize emissions are required for the project to meet the significance thresholds. Specific features pertaining to the project would further reduce air pollutant emissions from levels already considered less than significant. These features are described in Section 3.7, Greenhouse Gas Emissions.

Even though project emissions would be below significance thresholds, the project still would be required to comply with SJVAPCD Regulation VIII, which would reduce generation of fugitive dust emissions during project work. Compliance with Regulation VIII would further reduce the amount of particulate matter emissions generated during project construction, which are already expected to be low because much of the project work would occur inside the existing buildings rather than outdoors. Also, the project must comply with SJVAPCD Rule 9510 (the ISR), which would limit both construction and operational emissions of NO_x and particulate matter.

The SJVAPCD has attainment plans for ozone and particulate matter. Since project emissions would not exceed the significance thresholds for these pollutants, the project would not interfere with the objectives of these attainment plans. Additionally, since estimated project emissions would be below significant thresholds, the project would not violate either state or federal ambient air quality standards. Project impacts on both air quality issues would be less than significant.

b) Cumulative Emissions.

As indicated in Table 3-2, project operations would generate both construction and operational pollutant emissions that would not exceed SJVAPCD significance thresholds. The significance thresholds are determinative as to whether the individual project would involve a considerable contribution to a significant air quality impact. Because of this, the project is not expected to make a cumulatively considerable contribution of any criteria pollutant emissions. Project impacts would be less than significant.

c) Exposure of Sensitive Receptors.

“Sensitive receptors” refer to those segments of the population most susceptible to poor air quality, mainly children, the elderly, and those with pre-existing serious health problems. It also describes land uses where sensitive individuals are most likely to spend time, such as schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (SJVAPCD 2015b). The land uses nearest the project site that may be considered sensitive receptors are residences to the north and west.

Project construction would involve emissions of diesel particulate matter that could reach sensitive receptors near the project site. These emissions would have adverse effects only if receptors experience long-term exposure, and construction emissions would cease once construction work is completed. Also, as noted, project construction emissions are not significant based on the SJVAPCD thresholds.

As previously noted, the project would not generate any operational air emissions that would exceed SJVAPCD significance thresholds, and therefore would not have the potential to affect sensitive receptors. This includes emissions of diesel particulate matter, which is classified as a TAC. Emissions of exhaust PM₁₀, which includes diesel particulate matter, would be less than 0.05 tons annually when project features and laws and regulations affecting emissions are taken into consideration (see Section 3.7, Greenhouse Gas Emissions). This exhaust would readily dissipate before reaching any residences in the area.

CO hotspots have the potential to expose receptors to emissions that violate state and/or federal CO standards, even if the broader air basin is in attainment. The GAMAQI indicates that a project would create no violations of the CO standards if neither of the following criteria are met (SJVAPCD 2015b):

- A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F; or
- A traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity (See Section 3.16, Transportation/Traffic, for an explanation of LOS).

As discussed in Section 3.16, Transportation/Traffic, a traffic study for the project evaluated potential impacts on LOS on intersections near the project site under Existing Plus Approved Projects (EPAP) Plus Project conditions and Cumulative Plus Project conditions. Under EPAP Plus Project conditions, all intersections would maintain a LOS above E. However, under Cumulative Plus Project conditions, LOS at the Turner Road/Lower Sacramento Road (North) intersection during the PM peak hour would be reduced to E, thus failing one of the above criteria.

The GAMAQI states that a project would need to conduct a CO analysis to determine the significance of the project's impacts. It recommends the use of a protocol developed by the Institute of Transportation Studies at University of California, Davis entitled Transportation Project-Level Carbon Monoxide Protocol (Institute of Transportation Studies 1997). This is a project-level protocol for use by agencies to evaluate the potential local level CO impacts of a project. The protocol, in turn recommends the use of the CALINE4 air quality model to calculate the concentration of CO at an intersection to determine if it would exceed State ambient air quality standards for CO (20 parts per million for 1-hour concentration; 9 parts per million for 8-hour concentration). A CALINE4 run for the Turner Road/Lower Sacramento Road (North) intersection, available in Appendix B of this IS/MND, indicated that CO concentrations would not exceed State ambient air quality standards. The project would have no adverse impact related to CO emissions.

Existing facilities near the project site that generate air pollutant emissions include the NCPA power plant and the City of Lodi Surface Water Treatment Facility. Emissions from these facilities could potentially affect hotel visitors and residents on the project site. A controversy in CEQA is whether impacts of existing land uses on a proposed project are within the purview of CEQA. However, in the interest of full public disclosure, this IS/MND discusses the potential impacts of emissions from these existing land uses on sensitive receptors on the project site.

As noted, the NCPA power plant emits diesel particulate matter, which is considered a carcinogen. Projects that could emit substantial amounts of carcinogens are required to submit a Health Risk Assessment (HRA) if there are nearby sensitive receptors (e.g., residences or schools) that could be exposed to carcinogenic emissions. Whether or not emissions are substantial and might cause adverse health effects, and whether an HRA would be necessary, is determined by conducting a "facility prioritization" on all sources

of potential toxic emissions. If the project has a prioritization score of 10 or less, then the project is considered not to exceed the SJVAPCD significance threshold for health impacts, and an HRA would not be required.

The facility prioritization score is derived from a formula contained in *Facility Prioritization Guidelines* by the California Air Pollution Control Officers Association (CAPCOA 2016). The formula is a summation of the estimated toxic emissions in pounds per year times the “unit risk” times the “receptor proximity adjustment factor” times a “normalization factor” of 7,700. As noted, the NCPA power plant would have only one type of toxic emission – diesel particulate matter. As noted above, total diesel particulate matter emissions from the power plant are 3.9 pounds per year. The unit risk for diesel exhaust, based on tables prepared by the California Office of Environmental Health Hazard Assessment (OEHHA 2016), is 0.0003. The receptor proximity factor is 1, which is the factor used when sensitive receptors are less than 100 meters from the emission source. The facility prioritization score for the power plant is:

$$(3.9)(0.0003)(1)(7,700) = 9.01$$

The calculated facility prioritization score would be less than 10, which is the significance threshold for preparation of an HRA. Therefore, the power plant is not considered to have a significant health impact on future residents of the proposed apartments, who would be the only long-term occupants of the site; hotel guests would be transient residents who would not have substantial ongoing exposure to power plant emissions.

Emissions from the water treatment plant were evaluated in a 2010 IS/MND prepared by HDR for the City of Lodi. An analysis of operational emissions indicated that both ROG and NO_x emissions would be well below the SJVAPCD significance thresholds. Most of these emissions would come from vehicle traffic to and from the water treatment plant. Particulate matter emissions would come from construction, now completed, and no operational particulate matter emissions were identified. The 2010 IS/MND noted that a small standby generator, using either diesel or natural gas, would be provided to operate critical systems, with a larger standby diesel generator planned in the future to provide power (City of Lodi 2010). While emissions from the standby generators were not estimated, it is expected that such emissions would be infrequent, limited to power outages affecting the water treatment plant and occasional testing. The 2010 IS/MND noted that diesel generators greater than 50 horsepower would be subject to SJVAPCD Rule 2201, which sets emission requirements (City of Lodi 2010).

In summary, project TAC emissions would be less than significant based upon the SJVAPCD significance thresholds, and TAC emissions from surrounding land uses are not expected to have adverse effects on on-site hotel visitors and residents. Impacts related to exposure of sensitive receptors are considered less than significant.

d) Odors

Odors are generally considered more of a “nuisance” than an environmental hazard. Nevertheless, the Environmental Checklist in CEQA Guidelines Appendix G regards objectionable odors as a potentially significant environmental impact. In accordance with this, the GAMAQI states that a project should be evaluated to determine the likelihood that it would result in nuisance odors (SJVAPCD 2015b).

Neither the hotel complex nor the apartments are considered significant sources of odors. Some minor odors may be generated by the restaurants, but these odors would be readily dissipated and not ordinarily considered objectionable. Minor odors may be generated by vehicle traffic to and from the project site, mainly vehicles with diesel engines. Trips from diesel-fuel vehicles would be infrequent, and odors from diesel engines also would readily dissipate.

SJVAPCD was requested to provide records of any odor complaints from the NCPA power plant, the City's water treatment facility, and the General Mills facility. No records of complaints were found for the first two land uses. Four complaints were on file for the General Mills facility, all from 2009. No complaints had been filed against this facility since 2009, and the facility is currently closed. No odor impacts are anticipated from these sources. Project impacts related to odors would be less than significant.

3.4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Adversely impact, either directly or through habitat modifications, any endangered, rare, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?		√		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?				√
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				√
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		√		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				√
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?				√

NARRATIVE DISCUSSION

Environmental Setting

Habitat in Lodi urban areas, including the site, consist primarily of landscaped areas with a mix of orchard and ornamental plant species; in vacant and unmaintained areas, ruderal vegetation may be dominant. Small areas of lacustrine, riparian, and grassland vegetation occur around Lodi Lake and along the Mokelumne River to the north and east of the project site. The project site itself is undeveloped and relatively unmaintained except for periodic mowing; site vegetation includes orderly plantings of ornamental trees together with associated shrubs and undergrowth. The site is isolated from surrounding lands by a slatted six-foot chain link fence, which prevents human entry as well as larger mammal movement.

Potentially important biological considerations with respect to the project include Federal and State special-status species, Waters of the U.S. and wetlands, which if present are regulated in accordance with the following: Federal Endangered Species Act (FESA), the Clean Water Act (CWA), the Rivers and Harbors Act, the Migratory Bird Species Act (MBTA), the California Endangered Species Act (CESA), the California Environmental Quality Act (CEQA), the Fish and Game Code of California, the Porter-Cologne Water Quality Control Act, and the California Native Plant Protection Act. The San Joaquin County Multispecies Habitat Conservation and Open Space Plan (SJMSCP) provides an avenue for quantifying and providing a certain method for mitigation of habitat losses.

Vegetation

The existing tree cover on the project site consists of rows of densely-planted, but relatively unmaintained orchard and ornamental trees, which are predominantly non-native. Tree growth on the site does not appear to have been maintained on a regular basis. Trees observed on site include date palm, cherry, almond, orange, apple, walnut, coast redwood, live oak, juniper, and liquidambar. Two large native live oaks and one larger Valley oak are located along the eastern boundary of the site, just outside the fence and project boundary. The City of Lodi does not have ordinances that specifically protect oak trees.

Understory vegetation on the site is primarily non-native annual grass and weed species that typically grow in disturbed areas. Oats, soft chess brome, ripgut brome, foxtail barley, annual bluegrass, Bermuda grass and perennial ryegrass are dominant grass species in the area. Other grassland species are intermixed with the predominant grasses, such as fiddleneck, black mustard, bull thistle, prickly lettuce, pigweed, dove weed, common mallow and filaree. Individual shrubs are scattered throughout the site. No blue elderberry shrubs, habitat for the special-status Valley elderberry longhorn beetle, were observed within or adjacent to the project site.

Surface waters in the project vicinity include the Mokelumne River and Lodi Lake, which are located north and east of the project site. The River supports a wide band of riparian woodland best described as being composed of the Valley oak series, Fremont cottonwood series, and Arroyo willow series. The riparian forest along the Mokelumne River is the only notable riparian vegetation in the project vicinity. No portion of the site supports riparian vegetation or any other sensitive plant community.

Wildlife

A variety of wildlife species were observed on the site and in areas surrounding the project site which are common to developed areas. Some of the more common birds observed include mourning dove, western scrub jay, American crow, yellow-billed magpie, northern mockingbird, white-crowned sparrow and house finch.

Small mammals common to urban areas are likely to use the project site including California ground squirrels, mice and voles, desert cottontail, striped skunk, and Virginia opossum; only limited signs of wildlife use were observed during several site visits during the preparation of this study. Other species may use the site periodically due to the proximity to Lodi Lake. Large mammals use of the site is largely if not totally prohibited by the existing chain link fence on the perimeter of the site.

Due to the upland nature of the site, only a few amphibian and reptile species are expected to use habitats in the project site. Although none were observed, western fence lizard, Pacific chorus frog, western toad, coast horned lizard, gopher snake, common king snake, and common garter snake could occur on the site.

Waters of the U.S. and Wetlands

Waters of the U.S., including wetlands, include navigable waterways, their tributaries, and adjacent wetlands. State and federal agencies, including the U. S. Army Corps of Engineers (ACOE) regulate these habitats, and Section 404 of the Clean Water Act requires that a permit be secured prior to the discharge of dredged or fill materials into any waters of the U.S., including wetlands. The California Department of Fish and Wildlife (CDFW) and the California Regional Water Quality Control Board (RWQCB) have jurisdiction over modifications to riverbanks, lakes, stream channels, and other wetland features as well as water quality concerns related to ACOE permitting.

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

No potential jurisdictional Waters of the U.S., wetlands or other surface waters were observed on or adjacent to the site. Specifically, no vernal pools, seasonal wetlands, marshes, ponds, creeks, lakes or surface water features of any kind were observed. Site vegetation consists entirely of upland tree cover of primarily introduced species, with an upland shrub and grassland understory.

Riparian Vegetation and Other Sensitive Natural Communities

The upland nature of the project site has been previously identified. No riparian areas or other sensitive natural communities are located on the project site.

Special-Status Species

Special-status species are plants and animals that are legally protected under the state and/or federal Endangered Species Act or other regulations. The Federal Endangered

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

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

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

Table 3-3 shows the special-status species that may potentially occur on the project site, based on information recorded in the California Natural Diversity Database (CNDDB), managed by the California Department of Fish and Wildlife (CDFW), and in the Inventory of Rare and Endangered Plants of California maintained by the California Native Plant Society (CNPS). These species have been recorded as potentially occurring within the area covered by the USGS Lodi North quadrangle map, which also covers the project site. Table 3-3 indicates listing status of the species, along with habitat requirements and likelihood of occurrence.

As shown in Table 3-3, with the exception of bird nesting, the potentially-occurring special status species are unlikely to occur on the site. The project site was inspected by BaseCamp planners with substantial biological analysis experience in order to identify the presence, or potential presence, of special status plants and animals or their habitat. Site inspection did not identify raptor nests or potential nesting trees on the site or potential use by special status species. Few signs of burrowing mammals, and no ground squirrel burrows or signs of burrowing owl activity were found on site. There are no elderberry shrubs, habitat for the Valley elderberry longhorn beetle, located on the project site.

Table 3-3 p1

Table 3-3, p 2

Table 3-3, p 3

Table 3-3 p4

Large native oak trees, located immediately outside the project site along the eastern boundary, and other larger trees in the area, may offer potential bird nesting habitat. No unusual wildlife use or habitat was observed on the site. Species with potential to occur on the site are typically covered in the San Joaquin County Multi-Species Habitat and Open Space Conservation Program (SJMSCP), which is discussed below. Further biological investigation of the project site and vicinity, including any necessary pre-construction surveys, will occur in conjunction with the participation of the project in the SJMSCP.

San Joaquin County Multi-Species Habitat Conservation and Open Space Plan

San Joaquin County, the San Joaquin Council of Governments (SJCOG), the City of Lodi, and other municipalities and agencies within the County adopted the SJMSCP in 2000-2001 after considering the Final EIR/EIS prepared for the plan. The EIR/EIS, known as the Final EIR/EIS for the SJMSCP, was certified by the San Joaquin Council of Governments on December 7, 2000. The SJMSCP is a voluntary plan through which development projects can obtain coverage for potential impacts on special-status species under the state and federal Endangered Species Acts. The City of Lodi and other municipalities in San Joaquin County require that new development projects participate in the SJMSCP.

The SJMSCP includes an overall inventory of the special-status biological resources of the County, an analysis of the potential biological impacts of land development and other activities that would result in loss or conversion of habitats, and a plan for habitat acquisition and enhancement that will reduce the potential biological effects of various habitat conversion activities to a less than significant level. The SJMSCP does not identify biologically sensitive areas on or near the project site. The SJMSCP covered species include those potentially occurring on the project site.

Operation of the SJMSCP with respect to new development involves the payment of per-acre fees and implementation of Incidental Take Minimization Measures (ITMMs) to avoid or compensate for development impacts on nesting birds and other special-status species. The project site is mapped by the SJMSCP as "Multi-Purpose Open Space" lands, requiring payment of a per-acre fee of \$6,700.00 (2018) (SJMSCP, SJCOG 2019). The amount of the SJMSCP fee is modified annually.

Environmental Impacts and Mitigation Measures

a) Effects on Special-Status Species.

Decades of historical farming of the site and vicinity and urban development of surrounding lands have eliminated natural habitats in the greater project vicinity. Fencing and extensive planting of non-native trees on the site have further reduced potential habitat values.

The project will be required to participate in the SJMSCP which will involve payment of the required fees and implementation of ITMMs. ITMMs may include construction setbacks from special status species nests or trees until nesting is complete, including nesting in off-site trees, or other requirements established by the SJCOG (SJCOG, 2000). Implementation of the SJMSCP will address any potential project effects on Swainson's hawk and burrowing owl nesting should either, or other covered, species occur on the site. Implementation of ITMMs, along with payment of the SJMSCP fee, would compensate for

any loss of habitat resulting from project development and can be assumed to reduce species impacts to a less than significant level. The following mitigation measure would require project participation in the SJMSCP; as a result, the project would have a less than significant effect on special status species.

Mitigation Measures:

BIO-1: The applicant shall mitigate for the loss of wildlife habitat from the project site by applying for coverage and implementing Incidental Take Minimization Measures (ITMMs) as required by the adopted San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).

b) Riparian and Other Sensitive Habitats.

There is no riparian habitat on or adjacent to the project site. No other sensitive habitats were identified on or near the site. The project would have no impacts on riparian or other sensitive habitats.

c) Wetlands and Waters of the U.S.

No Waters of the U.S., including wetlands, were observed on the project site. There are no lakes, streams or other surface waters on or adjacent to the project site. The project would have no impact on wetlands or Waters of the U.S.

d) Fish and Wildlife Movement.

The project site is not part of any known wildlife migration corridor and is unlikely to have any substantial movement corridor values, given the distance to existing surface waters, the existing perimeter fencing and the geographic separation of the site from undeveloped areas that might offer substantial wildlife habitat values. The project site is not located on or near a stream, and therefore project development would not affect fish migration.

The project site contains non-native trees that could be used by raptors and other migratory birds during their nesting seasons. If the on-site trees are removed during nesting seasons for these birds, this could result in a direct, adverse effect on these bird species. Potential special-status species nesting impacts are ordinarily governed by ITMMs specified in conjunction with SJMSCP participation. Compliance with Mitigation Measure BIO-1 would reduce this potential impact to a level that is less than significant.

Mitigation Measures:

Comply with Mitigation Measure BIO-1

e) Local Biological Requirements.

The City of Lodi does not have ordinances that specifically protect biological resources, other than the Street Tree Ordinance; the project would not result in the removal of any street trees. Therefore, the project would not conflict with any local ordinances or policies that protect biological resources.

f) Conflict with Habitat Conservation Plans.

As noted above, the project would be required to participate in the SJMSCP as specified by Mitigation Measure BIO-1. There are no other habitat conservation plans applicable to the site or the City of Lodi. As a result, the project would have no impact on habitat conservation plans.

3.5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?			√	
b) Cause a substantial adverse change in the significance of a unique archaeological resource (i.e., an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it contains information needed to answer important scientific research questions, has a special and particular quality such as being the oldest or best available example of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person)?		√		
c) Disturb any human remains, including those interred outside of formal cemeteries?		√		

NARRATIVE DISCUSSION

Environmental Setting

Cultural resources include buildings, sites, structures, objects, or districts which may have historical, architectural, archaeological, cultural, or scientific significance. A cultural resources study for the project was completed in June 2018 by Solano Archaeological Services that included cultural and historical background research, a pedestrian field survey, and Native American consultation. The following information summarizes the results of that report. The report is also available to qualified reviewers at the City of Lodi. The City undertook additional Native American consultation pursuant to California AB 52 as reported in Section 3.17 Tribal Cultural Resources.

Ethnographic Setting

The project vicinity is located in the ethnographic territory of the Northern Sierra Miwok, who inhabited the lower regions of the Mokelumne and Consumnes Rivers.

The main political unit for the Miwok was the tribelet, which consisted of a primary village and several satellite villages settled around drainages. Tribelets consisted of people who held a sense of unity and local autonomy and believed in using and owning land within a specific, lineage-based territory. The Miwok typically lived in brush or tule shelters and used sweat houses, acorn granaries, dance houses, and communal earth-covered houses. Communal land consisted of areas where acorn was harvested, and game was hunted, but fishing stations and seeds tracts were assigned to individuals by inherited use-rights. Being autonomous, the tribelet held a specific territory and was led by a headman who directed most of the economic and ceremonial activities.

The hunting of terrestrial game such as tule elk, mule deer, antelope, pronghorn, rabbits, squirrels, and gophers was considered important, but it was subsidiary to collected foods that could be stored year-round. The typical California Native American diet consisted mainly of acorn, fish, fresh greens, and small seeds. Various seeds collected in the Central Valley included sunflower, clover, bunchgrass, and wild oats to name a few. Rock outcroppings were frequently utilized for grinding nuts and seeds into meal and acorn flour which was then used to make mush or bread. Fishing and hunting waterfowl were also utilized to supplement dietary intake. Important delta fish species included salmon, sturgeon, chub, steelhead trout, sucker, Sacramento perch, Sacramento pikeminnow, hardhead and splittail. Fish were typically caught with the use of a net, hook and line, or harpoons. Ducks and other waterfowl were captured with nets and decoys.

Historic Setting

Jedediah Strong Smith opened the Sacramento Trail in the late 1820's and was likely the first 18th century explorer to settle in the area. Following the Gold Rush, settlement of the area increased due to the potential for crop production and cattle ranching. Small towns such as Woodbridge, Stockton, and Mokelumne were created due to railroad development in the area which provided access to goods and employment.

The City of Lodi, originally named Mokelumne, was founded in 1869 by Charles O. Ivory and John M. Burt. They established a local store which attracted homesteaders and other businesses to the area. In the 1870's former gold miners also began to settle in the town and established agricultural properties including vineyards and orchards. The town's close proximity to the Mokelumne River and railroad development attracted residents to the region, many of whom were German immigrants from Russia. The railroad provided better access to goods and resulted in residential growth in Lodi. Eventually the railroad was extended to link the City of Stockton and Sacramento. In 1906, the City was incorporated with a population of 1,946 (Lodi Historical Society 2016).

The City continued to grow in the early 20th century primarily due to agriculture. The grape and wine industry were the predominant industry which caused an increase in residential and infrastructure development. By 1940, the population of the City was 11,000 residents and increased to 20,000 following World War II (City of Lodi 2010). By the 1990's the population was over 50,000 residents.

The origins of the town name were never recorded although historians have suggested several possibilities. One suggests the town was named in honor of "Lodi", a locally stabled trotting horse that had set a four-mile record in 1869, the year the town was formally

established. However, more than likely, with some of the earliest settlers of the town having originally been from Lodi, Illinois, they named the new town in honor of their old home.

The town of Woodbridge, located 400 to 1,400 feet north of the project site on Lower Sacramento Road, has been identified as a historic resource in the Lodi General Plan, and the town is designated as a historic landmark by the California Office of Historic Preservation. The Woodbridge Cemetery is located 400 feet north of the site. The Woodbridge Masonic Lodge, Masonic Cemetery, and Wood's Ferry are located within the greater town site and listed in the National Register of Historic Sites. These sites are located north of the project site and would not be subject to potential impact.

History of Project Site

A series of historic USGS topographic maps and historic aerial photographs were reviewed to gather information on past land use and historic development in the project area. According to the 1910 Woodbridge, California USGS 15' topographic map, a small structure existed just east but outside the project site, and a 1937 aerial photograph shows an orchard in the southern half of the project site, likely associated with the structure. Based on a 1967 aerial, it appears that a majority of the orchard was removed. Based on this information and the relative age of the trees, the existing tree cover on the project site is not historic. Since the majority of the trees are relatively young and largely ornamental, the purpose of this tree cover is unknown.

Records Search Results

A detailed review of historical references, maps, and previous survey reports as well as archeological site records was conducted for the project site and vicinity through the California Historical Resources Information System (CHRIS) records search, which indicated that no previously documented cultural or archaeological resources were identified within or adjacent to the project site. Eleven sites, however, had been previously recorded within a half mile radius of the project site; the location and nature of these sites are summarized in the Cultural Resources Report, which is available to qualified reviewers (i.e., cultural resource specialists and cultural resource protection agencies) at the City of Lodi. Among these recorded sites was a prehistoric burial and occupation site recorded in the general project vicinity in 1929.

According to the records search only one archaeological study has previously been conducted in the immediate project vicinity. The study included approximately 25% of the project site, and no archaeological or historical sites were identified as part of the study.

Field Survey Results

Solano Archaeological conducted a pedestrian cultural and archaeological resources field survey on the project site on April 4, 2018. No archaeological resources were encountered during the survey.

During the course of the survey, two historic-era storage facility buildings were found on the project site. Although renovated with modern metal siding and roofing, the structures were originally constructed some time before 1967, making these structures at least 51 years old. The westernmost structure, approximately 25 feet high, has two large utility

doors and three entrance doors. The smaller eastern building, approximately 20 feet high, has a single large utility door. Both structures are sided and roofed with modern sheet metal and have modern electrical service. A 10-foot wide asphalt drive provides access to the two buildings from Lower Sacramento Road.

The structures have been completely renovated and lack historic integrity. They do not contain any historic-era components, do not offer any significant historical contributions, and have no known connection to significant people in history. Solano Archaeological recommended the buildings be considered ineligible for CRHR listing and therefore not significant historic resources.

Given the location of the project site to the Mokelumne River, the project site is considered archaeologically sensitive for buried prehistoric deposits. Waterways are common locations for intensive prehistoric occupation given the abundance of natural resources. As such, Solano Archaeological recommended that either 1) subsurface archaeological testing be conducted to ensure that no prehistoric (or historic-era) resources are impacted by construction, or 2) that all project-related excavation be monitored by a qualified archaeologist.

Environmental Impacts and Mitigation Measures

The following sections address the potential impacts of the project on “cultural resources,” which include historical and archaeological resources, including human burials; in accordance with the recently-updated CEQA Guidelines, paleontological resource concerns are addressed in Section 3.6 Geology and Soils. Tribal Cultural Resources, as defined by AB 52, are treated separately in this document in Section 3.17.

There is considerable overlap between resources previously identified as “cultural” and now identified as “tribal cultural” in accordance with AB 52. If requested by a tribe, a local agency must provide notice of projects to tribal representatives. Archaeological sites and human burials may be considered to be of both general and tribal cultural concern. If a project may involve impacts on cultural resources, mitigation measures are similar for both types of resources, except that mitigation measures for tribal cultural resources may involve participation by tribal representatives.

a) Historical Resources.

Neither the project site nor the existing storage buildings on the site are considered significant historic resources. They are not designated or identified as historic in previous cultural resource surveys or reports, or other cultural resource determinations. The project site and existing buildings are not listed in the California Register of Historical Resources or any federal, state, or local historic registries. The Lodi General Plan and General Plan EIR do not identify the project site or its associated structures as historic or having substantial historical value, and the cultural resources study prepared for the project recommend these structures as “not eligible” listing on the California Register of Historic Resources. As a result, the project will not likely have an effect on historic resources.

b), c) Archaeological Resources and Human Remains.

As previously noted, the pedestrian field survey and records search of the project site did not find any prehistoric archaeological resources that would be considered “unique” and could therefore involve significant effects under CEQA if disturbed during construction. However, the potential exists to inadvertently unearth buried and/or previously undiscovered archaeological resources during construction. Inadvertent disturbance of archaeological resources has the potential to result in a significant cultural resources effect.

Potential for significant archaeological impacts will be reduced by the implementation of Mitigation Measures CULT-1 through CULT-4 below. In the event of an inadvertent discovery, these measures would require notification of the City, County and tribal representatives, as appropriate, and trigger inspection, significance evaluation, and recommendations for treatment of significant archaeological resources by qualified professionals. In the event that a human burial is unearthed, the mitigation measures require notification of the County Coroner and may result in involvement of the State Native American Heritage Commission (NAHC) and tribal representatives.

Proper treatment of archaeological resources or human remains encountered as defined in the mitigation measures would be necessary to avoid significant environmental effects. Compliance with these mitigation measures will reduce potential archaeological effects to a less than significant level.

Mitigation Measures:

CULT-1: Grading and excavation personnel shall receive brief “tailgate” training by a qualified professional in the identification of archaeological and historic resources, including human remains, and protocol for notification should such resources be discovered during construction work.

CULT -2: If any subsurface archaeological or historical resources be encountered during construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist can examine the materials, make a determination of their significance and, if significant, recommend further measures that would reduce potential effects of the project on the resources to a less than significant level, consistent with the requirements of CEQA Guidelines Section 15064.5. The Lodi Community Development Department shall be notified in the event of a discovery, and the applicant and its contractor shall be responsible for retaining qualified professionals, implementing recommended mitigation measures and documenting mitigation efforts in written reports to the Lodi Community Development Department, consistent with the requirements of the CEQA Guidelines.

CULT-3: In the event that evidence of human burial or scattered human remains is encountered, all construction activity in the vicinity of the encounter shall be immediately halted, and the County Coroner and the Lodi Community Development Department shall be immediately notified.

CULT-4: The applicant will be responsible for compliance with the requirements of CEQA Guidelines Section 15064.5 as to the proper treatment of human remains

as defined in CEQA Guidelines Section 15064.5, with California Health and Safety Code Section 7050.5, and as directed by the County Coroner. If the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), and the NAHC will notify and appoint a Most Likely Descendant. The Most Likely Descendant will work with the archaeologist to decide the proper treatment of the human remains and any associated funerary objects.

3.6. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			√	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			√	

NARRATIVE DISCUSSION

Environmental Setting

Energy Background

According to the latest information from the U.S. Energy Information Administration (EIA), California consumed 7,830 trillion British thermal units (BTUs) of energy in 2016. Only Texas consumed more energy. However, consumption per capita in California was 197 million BTUs, which was 49th among all states and the District of Columbia. Transportation accounted for approximately 39.8% of the energy consumed in California, followed by industrial with 23.7%, commercial with 18.9%, and residential with 17.7%. Natural gas accounted for approximately 2,250 trillion BTUs of the energy consumed in California, while motor gasoline accounted for approximately 1,700 trillion BTUs. California ranked third in the U.S. in petroleum production, third in conventional hydroelectric generation, second in net electricity generation from all other renewable energy resources combined, and first as a producer of electricity from solar, geothermal, and biomass resources (EIA 2017).

Electricity is a major energy source for residences and businesses in California. In 2016, electricity consumption in California totaled approximately 285,701 gigawatt-hours (GWh) (CEC 2018a). In San Joaquin County, electricity consumption in 2016 totaled approximately 5,457 million kilowatt-hours (kWh) [5,457 gigawatt-hours], of which approximately 3,698 million kWh were consumed by non-residential uses and the remainder by residential uses (CEC 2018b). Approximately one-third of total electricity generated for California in 2017, both in-state and out-of-state, came from natural gas

plants, while approximately 29% came from renewable energy resources and approximately 14% came from large hydroelectric facilities (CEC 2018c).

In Lodi, electrical service is provided by LEU, which is managed by the City. LEU is a member of the NCPA, a collective comprised of utilities that own and operate their own power plants to serve customers more efficiently. As of 2014, approximately 27.4% of LEU's electricity came from natural gas plants and approximately 20.3% came from renewable sources, mostly geothermal. Approximately 46.2% came from unspecified sources (LEU 2019).

As indicated above, natural gas is another major energy source. In 2016, natural gas consumption in California totaled approximately 12,750 million therms (CEC 2018a). In San Joaquin County, natural gas consumption in 2016 totaled approximately 195 million therms, of which approximately 115 million therms were consumed by non-residential uses and the remainder by residential uses (CEC 2018d). In Lodi, natural gas service is provided by Pacific Gas and Electric Company (PG&E).

Motor vehicle use accounts for substantial energy usage. The SJCOG estimated countywide vehicle miles traveled (VMT) daily was 17,868,785 miles in 2015, which led to the consumption of approximately 511 million gallons of gasoline and diesel fuel in 2015 (SJCOG 2018). Travel mileage in San Joaquin County is influenced by the County's relative jobs/housing imbalance and the resulting commute patterns, which involve relatively long commute trips. Approximately 30% of the employed workforce living within San Joaquin County commute to out-of-county job sites (SJCOG 2018).

Energy consumption has impacts beyond just usage of resources. The city of Lodi emitted 486,628 metric tons CO₂e of GHGs in 2008, with energy consumption accounting for 55.1% of total emissions (City of Lodi 2014).

Energy Plans and Regulations

California has implemented numerous energy efficiency and conservation programs that have resulted in substantial energy savings. The State has adopted comprehensive energy efficiency standards as part of its Building Standards Code, California Codes of Regulations, Title 24. Part 6 of Title 24, also known as the California Energy Code, contains energy conservation standards applicable to all residential and non-residential buildings throughout California, including schools and community colleges. These standards are occasionally updated.

In 2009, the California Building Standards Commission adopted a voluntary Green Building Standards Code, also known as CALGreen. In January 2010, the Commission made CALGreen mandatory, effective January 1, 2011, and it has since been incorporated in the State's Building Standards Code, California Codes of Regulations, Title 24. Part 11. CALGreen sets forth mandatory measures, applicable to new residential and nonresidential structures as well as additions and alterations, on water efficiency and conservation, building material conservation, interior environmental quality, and energy efficiency. Mandatory energy efficiency measures for nonresidential structures include compliance with the latest building energy efficiency measures adopted by the State. The City of Lodi has adopted the 2016 California Green Building Standards Code (Lodi Municipal Code Chapter 15.18).

In 2002, California adopted a Renewables Portfolio Standard (RPS), and subsequently modified it in 2006 and 2011. Under the 2011 modifications, all electricity retailers in the state must generate 20% of electricity they sell from renewable energy sources (i.e., solar, wind, geothermal, hydroelectric from small generators, etc.) by the end of 2013, 25% by the end of 2016, and 33% by the end of 2020. In 2015, SB 350 was signed into law, which increased the electricity generation requirement from renewable sources to 50% by 2030. As of the end of 2017, California derived 30% of its electricity from renewable sources, which is within 3% of the 2020 target and within 20% of the 2030 target (CEC 2018a). In 2018, SB 100 was signed into law, which again increases the increased the electricity generation requirement from renewable sources to 60% by 2030 and requires all the state's electricity to come from carbon-free resources by 2045.

As noted, the City of Lodi has adopted the 2016 California Green Building Standards Code, which includes energy efficiency requirements. Energy efficiency improvements and an increased use of renewable energy are important components in meeting GHG emission reduction goals in the City of Lodi's Climate Action Plan (CAP), adopted in 2014 (City of Lodi 2014). Section 3.7, Greenhouse Gas Emissions, discusses Lodi's CAP in detail.

Environmental Impacts and Mitigation Measures

a) Project Energy Consumption.

The project proposes development of a hotel with restaurant and retail components and an apartment complex. Project construction is expected to require the use of equipment and tools that would require energy use, mainly electricity and diesel fuel. Gasoline is expected to be consumed by employee and delivery vehicles. While the project site has trees that would need to be removed as part of construction, there is little else to distinguish the site from other construction sites in the valley. The site has relatively flat topography and is readily accessible. As such, it would not require work, and thus energy resources, that would be significantly different from similar valley sites.

The project would be required to comply with the 2016 California Green Building Standards Code. Both residential and non-residential projects would be subject to mandatory measures to promote energy efficiency, water efficiency and conservation, and alternative modes of transportation. The project also would be required to comply with the building energy efficiency standards of California Code of Regulations Title 24, Part 6 in effect at the time of project approval. Compliance with these standards would reduce energy consumption associated with project operations, although reductions from compliance cannot be readily quantified.

In addition to meeting the applicable State and local standards, the project proposes to incorporate a range of sustainability components in construction and operation of the proposed housing, hotel and retail uses. Sustainability components could include design strategies, such as:

Sustainable Site Development Strategies:

- On-site renewable energy - photo-voltaic solar canopies
- Pedestrian oriented. Encouragement of guest & residences to walk or bike throughout the site and surrounding locations, such as Lodi Lake.

- Bicycles available to guest for duration of stay.
- Secure short- and long-term bicycle parking for residences.
- Changing rooms and shower facilities for staff.
- Electric vehicle recharging stations.
- Reduced parking footprint through the use of a parking structure (commercial) and subgrade parking below the residences.

Sustainable Building Design:

- Cool roof systems with increased solar reflectance.
- High performance thermal glazing.
- CalGreen compliant direct-vent sealed combustion gas fireplaces.
- Whole building weather protection and waterproofing systems.

Water Use Reduction Strategies:

- Water conservation program including low-flow plumbing fixtures and low water use laundry.
- Areas for rainwater capture, storage and recycle system.
- Water use reduction program for staff and guests.
- Building-level water metering.
- Grading and paving to control surface stormwater.
- Low water use landscape design and plant selection.
- Low water use irrigation systems.

Energy Efficiency and Atmospheric Quality:

- Use of natural light.
- Daylight sensor lighting systems in offices.
- High energy efficient mechanical and electrical systems.
- Light pollution reduction for all outdoor lighting.
- HVAC systems that do not contain CFCs and Halon.
- Fundamental building commissioning and verification.
- Optimized energy performance.
- Building level energy metering.
- Fundamental refrigerant management.

Renewable Energy:

- Rooftop solar panel array.
- Materials and Resource Management.
- Recycled construction waste.
- Construction and demolition waste management planning.
-

These sustainability components would further reduce energy consumption by project operations. Overall, project construction and operations would not consume energy resources in a manner considered wasteful, inefficient, or unnecessary. Project impacts related to energy consumption are considered less than significant.

b) Consistency with Energy Efficiency Plans.

In addition to reducing energy consumption, the proposed sustainability components would be consistent with state and local energy efficiency plans. All components would be consistent with the energy efficiency goals of CalGreen and Title 24, as well as the energy efficiency objectives of the City's CAP. The proposed use of renewable energy would be consistent with the goals of the State's RPS. The project would be consistent with applicable state and local plans to increase energy efficiency. Project impacts would be less than significant.

3.7. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				√
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
ii) Strong seismic ground shaking?		√		
iii) Seismic-related ground failure, including liquefaction?		√		
iv) Landslides?			√	
b) Result in substantial soil erosion or the loss of topsoil?		√		
c) Be located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			√	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?			√	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				√

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

	✓		
--	---	--	--

NARRATIVE DISCUSSION

Environmental Setting

The project is located in the San Joaquin Valley in central California near the Sacramento-San Joaquin River Delta. The San Joaquin Valley is in the southern portion of the Great Valley Geomorphic Province. The Valley is filled with thick sedimentary rock sequences that were deposited as much as 130 million years ago. Large alluvial fans have developed on each side of the Valley. The larger and more gently sloping fans are on the east side of the Valley and overlie metamorphic and igneous basement rocks. These basement rocks are exposed in the Sierra Nevada foothills and consist of metasedimentary, volcanic, and granitic rocks. The smaller and steeper slopes on the west side of the Valley overlie sedimentary rocks more closely related to the Coast Ranges. The Geologic Map of the Sacramento Quadrangle (Wagner et al. 1981) designates the underlying geology of the project site as the Modesto Formation, consisting of Quaternary sediments.

Seismic Hazards

The Alquist-Priolo Earthquake Fault Zoning Act and the Seismic Hazards Mapping Act (1990) directs the State Geologist to delineate regulatory "Zones of Required Investigation" for possible earthquake faulting, landslides, and liquefaction. The zones are delineated to reduce the threat to public health and safety and to minimize the loss of life and property posed by earthquake-triggered ground failures. Cities and counties must regulate development within these zones. The project site is not located within any Zones of Required Investigation (CGS 2017) or in an Alquist-Priolo Earthquake Fault Zone (California Geological Survey 2015).

The project site, along with the rest of San Joaquin County, is subject to seismic shaking from active and potentially-active fault features located east and west of the County, including the Green Valley-Concord, Calaveras, San Andreas, and Marsh Creek Faults within 25 miles of the project site (San Joaquin County 2009). In the Lodi area, ground shaking equivalent to an intensity of VIII or IX on the Modified Mercalli Scale may occur. Intensity VIII earthquakes can cause structure damage that ranges from "slight" in specially-designed structures to "great" in poorly-built structures. (CDMG 1973).

Soil compaction and settlement can result from seismic ground shaking. If the sediments that compact during an earthquake are saturated, soils may lose strength and become fluid – a process called liquefaction. Based on known information, areas of the County with groundwater less than 50 feet from ground surface in unconsolidated sediment are susceptible to liquefaction, including lands near river courses (Mintier 2016). The depth to groundwater at the site is approximately 35 feet. According to the Lodi General Plan, the probability of soil liquefaction taking place in the Planning Area is considered to be a low to moderate hazard, due to the substantial distance from the active Hayward and Calaveras Fault zones and the intensity of ground shaking expected to occur from those faults.

Soils

Most of the soils in the San Joaquin Valley consist of sand, silt, loamy clay alluvium, peat, and other organic sediments. These soils are the result of long-term natural soil deposition and the decomposition of marshland vegetation. Sand and gravel are found along waterways and the San Joaquin River, and fine-grained clays, silts, and peat deposits are present in the Delta. Silt, clay, and sandy loam soils are fertile and support agriculture within San Joaquin County for a wide variety of crops. The most common type of soils in the Lodi area include Tokay-Acampo fine sandy loam and the Rindge Muck units (SCS 1992).

According to the Natural Resources Conservation Services (2018), the soil underlying the project site is classified as Tokay-Urban land complex. Tokay soil is a very deep, well-drained soil formed in alluvium from granitic rock sources. These soils are characterized as moderately coarse textured soils found on low fan terraces. The permeability of Tokay soil is moderately rapid, runoff is slow, and its water capacity is high. Water erosion hazard is slight, and the hazard of wind erosion is moderate.

Construction soil erosion control is instituted in the State Water Resources Control Board's (SWRCB) Construction General Permit. Local compliance with the General Permit is required by the City's 2012 Storm Water Management Program (SWMP). The General Permit requires preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for projects more than one acre in size to address construction soil erosion. The project is also required to incorporate post-construction storm water quality controls described in the City's Multi-Agency Post-Construction Stormwater Standards Manual (Larry Walker 2015) in project plans and specifications. These requirements are discussed in more detail in Section 3.9 Hydrology and Water Quality.

Paleontological Resources

Paleontological resources are fossils or groups of fossils that are unique, unusual, rare, uncommon or important, and those that add to an existing body of knowledge in specific areas. Surface examination of a study or project area often does not reveal whether paleontological resources are present. Most of the Lodi area is located on the historic floodplain of the Mokelumne River on the sediments of the Modesto Formation; these deposits have the potential for fossils to occur, but occurrences, if any, are likely to be encountered below the upper five to ten feet of sediment (San Joaquin County 2009). There are no known existing paleontological resources on the project site.

The Modesto Formation has yielded paleontological resources in San Joaquin County. A record search of the Museum of Paleontology at the University of California in Berkeley indicated that 97 paleontological finds have been made in the County. The vast majority of specimens from the County have been found in rock formations in the foothills of the Diablo Mountain Range. However, remains of extinct animals, such as mammoth, could be found virtually anywhere in the County, especially along watercourses such as the Mokelumne River and its tributaries (San Joaquin County 2009).

Environmental Impacts and Mitigation Measures

a-i) Fault Rupture Hazards.

There are no active or potentially active faults within or near the project site. As noted above, the closest active or potentially-active fault is approximately 25 miles away. The project site is not within an Alquist-Priolo Earthquake Fault Zone. Therefore, the project would have no impacts related to fault rupture.

a-ii, iii) Seismic Ground Shaking and Liquefaction.

The project site, along with the rest of the County, is subject to seismic ground shaking from fault features east and west of the County. Construction of all project facilities would conform with the seismic design standards outlined in the 2016 California Building Standards Code (California Code of Regulations, title 24, parts 1-12) which has been adopted by the City of Lodi. The seismic design criteria would protect buildings and structures from seismic impacts and damage and reduce potential adverse impacts on public health and safety to a less than significant level.

The probability of soil liquefaction occurring in the City of Lodi is considered to be a low to moderate hazard, due to the substantial distance from the active Hayward and Calaveras Fault zones and the degree of ground shaking expected to be generated by those faults (City of Lodi 2010). Project permitting and approval will require the preparation of geotechnical reports for review and approval by the City; this requirement is restated in the following mitigation measure. Implementation of geotechnical design and engineering recommendations in the geotechnical report would reduce liquefaction hazards to a level that would be less than significant.

Mitigation Measures:

GEO-1: The Applicant shall prepare and submit for City review and approval a site-specific, design-level geotechnical study for the project. Applicable geotechnical recommendations shall be included in project plans and specifications prior to issuance of grading and building permits.

a-iv) Landslides.

The project site and its surroundings are essentially flat and not prone to landslide hazards. The potential impacts of the project related to landslides would be less than significant.

b) Soil Erosion.

The Tokay-Urban land complex soil on the project site has a moderate potential for wind erosion and low potential for water erosion. Project construction activities, such as grading and excavation, would, however, disturb the soil and result in potential wind and water erosion. The project will be required to obtain coverage through the State's Construction General Permit, which will require preparation of an SWPPP, addressing erosion control during construction as well as post-construction Best Management Practices that will be incorporated into the project. These requirements are restated as Mitigation Measure GEO-2, below.

Conformance with Construction General Plan Permit requirements and incorporation of the BMPs outlined in the City of Lodi's Storm Water Development Standards would, in conjunction with implementation of GEO-1, control potential soil erosion during and after construction, thereby reducing impacts to a level that would be less than significant.

Mitigation Measures:

GEO-2: Prior to issuance of grading or construction permits, the Applicant shall submit, for City review and approval, an erosion control plan that complies with the City's Storm Water Management Program and utilizes BMPs to limit the erosion effects during and after construction of the proposed project. Measures could include, but are not limited to:

Placing an aggregate pad at construction site ingress/egress locations;

Using sand or biofilter bag sediment barriers on slopes;

The temporary lining (during construction activities) of drop inlets with fabric barriers;

The placement of straw bales or roll sediment barriers along slope contours and back-of-curb;

Directing subcontractors to a single designated tire wash facility;

The use of siltation fences, and

The use of sediment basins and dust palliatives.

GEO-3: The Applicant and its contractors shall comply with the requirements of the State Construction General Permit and shall file a Notice of Intent with the State Water Resources Control Board.

c) Geologic Instability.

The soils underlying the site have not been identified as inherently unstable or prone to failure. Compliance with City engineering and design standards as well as the recommendations of the project geotechnical study would avoid potential adverse geologic instability effects. Implementing the applicable engineering design standards and geotechnical recommendations, including the measures outlined in the 2016 California Building Standards Code, Title 24, would reduce potential on- or off-site lateral spreading, subsidence, liquefaction or collapse hazards to a level that would be less than significant.

d) Expansive Soils.

Expansive soils can lead to damage of buildings and infrastructure if not adequately addressed. The shrink-swell potential of project site soils is not high; clay content is relatively low, and the site is not designated as "expansive" on the San Joaquin County Expansive Soils Map 1999. As discussed above, the City will require a geotechnical study and incorporation of applicable design recommendations into project plans and specifications. The project would also adhere to the 2016 California Building Code (CBC) which includes provisions for construction on expansive soils. Therefore, compliance with

geotechnical design recommendations and the CBC requirements would ensure that impacts related to expansive soils would be less than significant.

e) Adequacy of Soils for Sewage Disposal.

The project would be connected to the City's sewer system; therefore, soil capability of supporting septic systems is not an issue for this project. The project would have no impacts in this issue area.

f) Paleontological Resources

No known paleontological resources are located on the project site. Nevertheless, it is conceivable that excavation associated with project development could unearth paleontological materials. Mitigation Measures GEO-4 and GEO-5 provide for worker training and interruption of construction in such an instance, inspection of resources encountered by a qualified paleontologist and mitigation of potentially significant paleontological effects as recommended by the paleontologist. These mitigation measures will reduce potential paleontological effects to a less than significant level.

Mitigation Measures:

GEO-4: All construction personnel shall receive brief "tailgate" training by a qualified professional in the identification of paleontological resources and protocol for notification should such resources be discovered during construction work.

GEO-5: If any subsurface paleontological resources be encountered during construction, all construction activities in the vicinity of the encounter shall be halted until a qualified paleontologist can examine the materials, make a determination of their significance and, if significant, recommend further measures that would reduce potential effects of the project on the resources to a less than significant level. The Lodi Community Development Department shall be notified in the event of a discovery, and the applicant and its contractor shall be responsible for retaining qualified professionals, implementing recommended mitigation measures and documenting mitigation efforts in written reports to the Lodi Community Development Department.

3.8. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			√	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			√	

NARRATIVE DISCUSSION

Environmental Setting

GHG Background

Greenhouse gases (GHGs) are gases that absorb and emit radiation within the thermal infrared range, trapping heat in the earth's atmosphere. GHGs are both naturally occurring and are emitted by human activity. GHGs include carbon dioxide (CO₂), the most abundant GHG, as well as methane, nitrous oxide and other gases. GHG emissions in California in 2015 were estimated at 440.36 million metric tons carbon dioxide equivalent (CO₂e) – a decrease of approximately 10.0% from the peak level in 2004. Transportation was the largest contributor to GHG emissions in California, with approximately 37.4% of total emissions. Other significant sources include industrial activities, with 20.8% of total emissions, and electric power generation, with 19.0% of total emissions (ARB 2017a). The city of Lodi emitted 486,628 metric tons CO₂e of GHGs in 2008, with energy consumption accounting for 55.1% of total emissions (City of Lodi 2014).

Increased atmospheric concentrations of GHGs are considered a primary contributor to global climate change, which is a subject of concern for the State of California. Potential impacts of climate change on Lodi would include intense heat waves, reduced precipitation, more frequent drought conditions, early melting of the snowpack in the Sierra Nevada, and disrupted seasonal patterns that could affect farming practices and natural habitats (City of Lodi 2014).

Unlike the criteria air pollutants described in Section 3.3, Air Quality, GHGs have no "attainment" standards established by the federal or State government. In fact, GHGs are not generally thought of as traditional air pollutants because their impacts are global in nature, while air pollutants mainly affect the general region of their release to the atmosphere (SJVAPCD 2015b). Nevertheless, the U.S. Environmental Protection Agency (EPA) has found that GHG emissions endanger both the public health and public welfare under Section 202(a) of the Clean Air Act due to their impacts associated with climate change (EPA 2009).

GHG Emission Reduction Plans

The State of California has implemented GHG emission reduction strategies through Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, which requires total statewide GHG emissions to reach 1990 levels by 2020, or an approximately 29% reduction from 2004 levels. In compliance with AB 32, the State adopted the Climate Change Scoping Plan in 2008 and updated it in 2014. Primary strategies addressed in the original Scoping Plan included new industrial and emission control technologies; alternative energy generation technologies; advanced energy conservation in lighting, heating, cooling and ventilation; fuels with reduced carbon content; hybrid and electric vehicles; and methods for improving vehicle mileage (ARB 2008). The 2014 update highlights California's progress toward meeting the 2020 GHG emission reduction goal of the original Scoping Plan, and it establishes a broad framework for continued emission reductions beyond 2020, on the path to 80% below 1990 levels by 2050 (ARB 2014). It should be noted that the 2050 reduction target was set by an executive order and has not been made State law.

In 2016, Senate Bill (SB) 32 was enacted. SB 32 extends the GHG reduction objectives of AB 32 by mandating statewide reductions in GHG emissions to levels that are 40% below 1990 levels by the year 2030. The State has adopted an updated Scoping Plan that sets forth strategies for achieving the SB 32 target. The updated Scoping Plan continues many of the programs that were part of the previous Scoping Plans, including the cap-and-trade program, low-carbon fuel standards, renewable energy, and methane reduction strategies. It also addresses for the first time GHG emissions from the natural and working lands of California, including the agriculture and forestry sectors (ARB 2017b). Recently, the State Legislature extended the cap-and-trade program from its original expiration date in 2020 to 2030.

The SJVAPCD adopted a Climate Change Action Plan in 2008 and issued guidance for development project compliance with the plan in 2009. The guidance adopted an approach that relies on the use of Best Performance Standards to reduce GHG emissions. Projects implementing Best Performance Standards would be determined to have a less than cumulatively significant impact. For projects not implementing Best Performance Standards, demonstration of a 29% reduction in project-specific (i.e., operational) GHG emissions from business-as-usual conditions is required to determine that a project would have a less than cumulatively significant impact (SJVAPCD 2009).

The City of Lodi adopted a Climate Action Plan (CAP) in 2014. The CAP defines the local strategies that will be implemented by the City to achieve its goal of reducing GHG emissions by 15% from their 2008 level by 2020, and 37% by 2030. The largest GHG emission reductions (43%) would come from energy efficiency improvements and increased use of renewable energy. Transportation strategies, such as promotion of transit and greater travel efficiencies, would provide 37% of reductions. Waste reduction and management strategies would make up the remaining 20% of reductions (City of Lodi 2014).

Environmental Impacts and Mitigation Measures

a, b) Project GHG Emissions and Consistency with GHG Reduction Plans.

The CalEEMod model estimated the total GHG construction and operational emissions associated with the project (see Appendix B). As noted in Section 3.3, Air Quality, CalEEMod results may overstate actual emissions because of the use of different trip generation rates than those used in the project traffic study. Table 3-4 presents the results of the CalEEMod run.

TABLE 3-4
ESTIMATED PROJECT GHG EMISSIONS

GHG Emission Type	Unmitigated Emissions	Mitigated Emissions
Construction ¹	547.95	547.95
Operational ²	3,754.29	2,439.53

¹ Total construction emissions in tons carbon dioxide equivalent (CO₂e).

² Annual emissions in tons CO₂e.

Source: California Emissions Estimator Model v. 2016.3.2.

“Mitigated emissions” are the result of project compliance with applicable laws and installation of project features. These include the following:

- SB X7-7 in 2009 sets an overall goal of reducing per capita urban water use by 20% by December 31, 2020. The California Green Building Code mandates a 20% reduction in indoor water use.
- AB 341 establishes the goal of diverting 75% of California’s waste stream from landfills by 2020.
- Installation of sidewalks on the project site and connection to existing sidewalks in the project vicinity.
- Increased density of residential development.
- Increased diversity of development.
- Proximity to downtown Lodi services.
- Access to existing Lodi Grapevine transit routes and stops.

As shown in Table 3-4, mitigated operational emissions from the project would be approximately 35% less than under business-as-usual (unmitigated) conditions. This exceeds the Lodi CAP 2020 GHG reduction target of 15%, and almost meets the 2030 target of 37%. The GHG reduction also would exceed the 29% reduction standard of the SJVAPCD’s Climate Change Action Plan, so the project would have a less-than-significant impact by that standard.

The CAP indicates that local measures would account for approximately 29.5% of the numerical GHG emission reductions for 2020, and 28.2% for 2030. The remainder would be the result of statewide reduction measures (City of Lodi 2014). If these percentages are applied to the 2020 and 2030 reduction targets, then local measures would account for a 4.4% GHG reduction from the 2008 level in 2020, and 10.4% in 2030. It can be reasonably assumed that a development project meeting or exceeding these local shares of GHG reduction would be consistent with the objectives of the CAP. The proposed project would exceed both local share percentages; therefore, it would be consistent with the CAP.

As discussed in Section 3.6, Energy, the project would be required to comply with the 2016 California Green Building Standards Code and with the building energy efficiency standards of California Code of Regulations Title 24, Part 6 in effect at the time of project approval. Compliance with these standards would further reduce the amount of GHG emissions associated with the project from business-as-usual conditions, although reductions from compliance cannot be readily quantified. In addition, as also described in Section 3.6, the project proposes to incorporate a range of sustainability components in construction and operation of the proposed housing, hotel and retail uses. These sustainability components also would contribute to GHG emission reductions from business-as-usual levels.

Overall, GHG emissions associated with the project would be consistent with, and likely exceed, the objectives of the Lodi CAP, and by extension the State’s Climate Change Scoping Plan, along with the objectives of the SJVAPCD’s Climate Change Action Plan. Project impacts related to GHG emissions are considered less than significant.

3.9. HAZARDS AND HAZARDOUS MATERIALS

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

NARRATIVE DISCUSSION

Environmental Setting

The following section discusses the use, transport, or disposal of hazardous materials, potential hazardous emissions, or environmental contamination that may threaten construction workers or future users of the project site.

In May 2018, BaseCamp retained GeoSearch to conduct an in-depth database and environmental records review and report identifying sites with potential environmental contamination within 0.25-, 0.50-, and one-mile radius of the project site. These included federal and state databases such as the GeoTracker database, maintained by the SWRCB, and the EnviroStor database, maintained by the California Department of Toxic Substances Control (DTSC). The report also included property records, historical aerial photographs and topographic maps. The results of the report are summarized below, and the report is shown in Appendix C.

Based on the GeoSearch report data, there are no state- or federally-listed hazardous materials sites located on or near the project site, and no known hazardous materials are currently being used on site. There are two leaking underground storage tank (LUST) clean-up sites located on the General Mills property, approximately 0.2 miles south of the project site. These diesel fuel leaks occurred in 1999 and both sites were remediated and closed in 2015. Another LUST clean-up site is located approximately 820 feet west of the project site along Turner Road. This site, associated with the Shell gas station, also involved a diesel fuel leak, which occurred in 1997. The tank was removed, and the site was remediated and closed in 2013. A third LUST site, associated with a BP gas station, is located approximately 0.4 miles north of the project in the community of Woodbridge. A gasoline leak at this site was discovered in 2016. The clean-up status of this site is open, and soil gas sampling and groundwater sampling are currently taking place on the site (CVRWQCB 2017). None of these sites represent a hazardous material or waste concern at the project site.

According to the Central Valley RWCQB, a DTSC clean-up site is located in the southwest portion of the project site. The current status of this site as of June 1995 is "Refer, Other Agency" (RWQCB 2018). Based on the most current available information, a preliminary site assessment was completed for the site in 1988, and the site was recommended for medium priority screening and site inspection. It is assumed based on historical aerial photography and the most current data provided by GeoTracker, that the site is associated with two small steel pre-fabricated storage buildings located in the southwest portion of the site, approximately 250 feet north of Turner Road and 115 feet east of Lower Sacramento Road. The available information suggests that these buildings are associated with previous orchard and agricultural operations on and near the site in the 1980's.

A one-acre electrical generating station operated by the NPCA is located east of the site. The station is run intermittently during periods of peak electricity demand, up to 200 hours per year. Components of the substation include gas compressors, gas receivers, a 120,000-gallon aboveground fuel oil storage tank and containment berm, circuit breaker, three small storage sheds, electrical room, and transformer. Hazardous materials on site consist of waste oil, insulating oil, diesel fuel, and battery acid (San Joaquin County EHD 2017).

The generating station is required to comply with programs administered by the San Joaquin County Environmental Health Department including the Hazardous Material Business Plan, California Accidental Release Prevention, Aboveground Petroleum Storage Act, and the Hazardous Waste Generator programs. The requirements imposed by these programs include an inventory of hazardous materials, an emergency plan addressing the potential release of hazardous materials, and a training program for employees to minimize potential risks to public health and safety.

A 1.8-acre electrical substation operated by LEU is located southeast of the project site. Components of the substation include transformers, circuit breakers, switches, supply lines, distribution feeders, and fuses. Potential hazardous materials used on site include mineral oil and battery acid (San Joaquin County EHD 2017). The California Public Utilities Commission (CPUC) Safety and Enforcement Division has safety oversight over the substation. Additional details regarding the electrical substation and generating station are provided in Sections 3.11 Land Use and 3.13 Noise.

There are five private airports or airstrips located in the general Lodi vicinity. The closest public airport is located in Stockton, approximately 17.5 miles south of the project site. The closest private airport to the project is the Lodi Airpark located approximately 4.2 miles south of the project site. The project is not located within two miles of an existing airport or within an Airport Land Use Compatibility Plan area.

Environmental Impacts and Mitigation Measures

a) b) Transport, Use, Disposal, and/or Release of Hazardous Materials

Project construction would involve the routine use and transport of relatively small amounts of hazardous materials such as fuels, solvents, lubricants, paints, and adhesives. The handling of these materials would be managed in accordance with all applicable state and federal laws for the safe handling, storage, and use of hazardous wastes, which includes developing a project-specific hazardous materials management and spill control plan. Hazardous materials used during construction would ordinarily be stored in approved containers and used in accordance with the manufacturer's recommendations and applicable regulations.

The potential for hazardous materials spills during construction would be addressed in the project's Storm Water Pollution Prevention Plan (SWPPP) which outlines best management practices for the handling and storage of hazardous materials to prevent spills and mitigation measures that should be implemented in the event of a spill. The hazard associated with use of hazardous materials during construction would be considered less than significant.

It is not anticipated that hotel or retail operations would involve any substantial transport, use, or disposal of hazardous materials. Consumer products such as cleaning materials may be used in small quantities and would be stored in approved containers, and in accordance with the manufacturer's recommendations and/or applicable regulations. Businesses that use and store known hazardous materials above certain thresholds, are required to submit a Hazardous Materials Business Plan (HMBP) that includes emergency response plans and procedures in the event of a reportable release or threatened release of a hazardous material, along with a plan to train employees in safety procedures.

The ongoing operation of the generating station adjacent to the project involves the use of potentially hazardous materials such as diesel fuel, fuel oils, aerosols, and solvents, including potentially large quantities of diesel fuel. The range of hazardous materials used at the LEU substation is considerably lower. On both sites, hazardous materials are stored and used in localized areas; the involved power generation facilities are located on concrete slabs within containment berms that would avoid off-site contamination if spills were to occur. The facilities have several established hazardous materials management plans, spill response plans, and safety plans already in place. In addition, all project components would be substantially setback from the generating station and substation; the project site and power generation site would be separated by a 14-foot masonry wall, to be constructed along the shared boundary of these sites. Therefore, impacts would be less than significant.

The relatively low levels of hazardous materials use, storage and transportation associated with the project, and the degree to which hazards associated with nearby hazardous materials users are subject to applicable state, federal, and local hazardous materials

requirements, would reduce potential hazardous materials impacts associated with the project to a less than significant level.

c) Hazardous Materials Releases Near Schools.

The nearest school to the site is Woodbridge Elementary School, approximately 730 feet northwest of the project site along Lower Sacramento Road; the school is located within 0.25 miles of the project site. Project operations would not, however, require the handling of hazardous or acutely hazardous materials, or hazardous waste, in amounts that would endanger the public. Hazardous materials use during project construction would be limited to the project site, which would be substantially separated from the school. Therefore, the project would have no hazardous material or waste impact on schools within 0.25 mile of the project site.

d) Hazardous Materials Sites.

The DTSC LUST clean-up sites located on the General Mills property and Shell gas station adjacent to the project site have been fully remediated and closed. The LUST site at the BP gas station is currently under the oversight of the Central Valley RWQCB. According to the May 2018 Site Assessment Report conducted by AdvancedGeo Environmental, the site has been recommended for closure (AdvancedGeo Environmental 2018). None of these sites would pose a public health or safety threat at the project.

The proposed project would involve the demolition of two pre-fabricated steel storage buildings. Due to the age and potential past uses of these buildings, and the existence of unresolved contamination records associated with the buildings, the presence of hazardous substances or waste in these buildings cannot be determined without additional investigation. Demolition of the buildings or excavation of soils under and around the buildings, could involve worker safety concerns and potential for releases of hazardous materials to the environment. In order to resolve these potential safety concerns, the buildings and immediate surroundings need to be evaluated by qualified professionals for the potential presence of hazardous materials and tested as required to determine potential hazards associated with demolition and future use of this area. This work could occur during project review and approval, including City review and approval of a Demolition Plan and Demolition Permit. These requirements, included in the mitigation measures listed below, would reduce impacts to less than significant.

Mitigation Measures:

HAZ-1: Demolition of the existing above-ground structures shall occur in accordance with the City Demolition Permit, subject to all applicable conditions. Demolition procedures, safety requirements and environmental protections shall be defined in a Demolition Plan prepared by the applicant and subject to approval by the Community Development Department, Building Inspection Division. The Demolition Plan shall define the required qualifications of demolition contractors. Preparation of the Demolition Plan shall include testing as required to define potential environmental hazards and mitigation needed during demolition to protect worker and public health and safety. The Demolition Plan shall identify potential demolition waste materials that may be produced and their composition.

HAZ-2: Prior to grading activities, the applicant or its contractor shall retain a qualified professional to collect and analyze soil samples as required to determine whether pesticide residues or other contaminants are present on the site and, if present, whether they pose a health risk to construction workers or future residents of the site, or an environmental contamination risk. If so, the applicant shall prepare and implement a risk reduction plan.

e) Airport Operations.

There are no aircraft operating near the project site and the site is not within an Airport Land Use Compatibility Plan area. Project construction and operation would not result in any aviation-related safety hazard.

f) Emergency Response and Evacuations.

Direct public and emergency access to the project site is provided by Lower Sacramento and Turner Roads, both of which are multi-lane urban arterial streets. Construction traffic and operational truck and vehicle traffic would utilize these existing roadways. Project construction will involve limited encroachment into these streets for the purpose of connecting to existing utilities. Construction encroachment would not result in any substantial or lengthy interference with traffic handling on these streets. Project-related traffic generated by the project is not expected to substantially effect or interfere with the use of Lower Sacramento or Turner Roads for emergency response or evacuation purposes.

The project will be required to maintain adequate emergency vehicle access to individual land uses developed within the project site through the City's Site Plan and Design Review processes. Coordination with the LFD and LPD would occur during the development of the project's Site Plans and will continue as City review of the project proceeds. LFD coordination would include the development of a Fire Access Site Analysis. Project design includes a minimum 20-foot wide fire apparatus access roads and cul-de-sac turnarounds with a 41-foot radius. The approved project Site Plan will require compliance with these and other San Joaquin County Fire Prevention Bureau standards (San Joaquin County Fire Prevention Bureau 2017).

Emergency access to the project site, including access through security gates, would be arranged with the LFD and maintained at all times. The project would adhere to the Lodi General Plan Safety Element policies regarding medical and emergency access. The proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. The project would not involve a significant effect in this area of concern, and project effects would be considered less than significant.

g) Wildland Fire Hazards.

The proposed project site is located in an area of urban development. The project site is not located within, adjacent to or near wildlands. Therefore, the project would not expose people or structures to the risk of wildland fires and there would be no impact in this issue area. Section 3.20, Wildfire, discusses this issue in more detail.

3.10. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		√		
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			√	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;		√		
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;		√		
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or		√		
iv) impede or redirect flood flows?				√
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				√
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				√

NARRATIVE DISCUSSION

Environmental Setting

Surface Waters

There are no surface water resources located on or adjacent to the project site. The site is located approximately 800 feet southwest of the Mokelumne River at its nearest point and is located within the Lower Cosumnes-Lower Mokelumne River watershed. Lodi Lake,

which is hydrologically connected to the River, is approximately 500 feet east of the site at its closest point.

The Mokelumne River is approximately 95 miles in length and flows west from its headwaters in the Sierra Nevada to the eastern Sacramento-San Joaquin Delta, where it joins the Cosumnes River. The Mokelumne River watershed encompasses approximately 660 square miles. Releases from Camanche Dam, owned by the East Bay Municipal Utility District (EBMUD) and located approximately 20 miles east of Lodi, regulate Mokelumne River flows for down-river water supply, flood control, and fisheries habitat management. Peak sustained flows in the lower Mokelumne River typically occur from April through June.

The Woodbridge Irrigation District (WID) diverts water from the Mokelumne River at Lodi Lake, which is formed by the Woodbridge Diversion Dam. The WID diversion point is approximately 0.6 miles north of the project site. The dam was originally constructed of wood in the late 1800s, was replaced with a concrete structure in 1924, and reconstructed in 2003. The WID system consists of approximately 100 miles of canals and pipelines with a maximum delivery capability of 414.4 CFS (Woodbridge Irrigation District 2015) for agricultural and domestic use.

In 2003, the City of Lodi entered into a 40-year agreement with the WID to purchase up to 6,000 acre-feet per year (AFY) of surface water annually. In January 2008, the agreement was extended by 4 years to 2047 and allows a total of 42,000 AF of water to be banked for future use. The WID purchase water supplements the City's groundwater supply to meet current water demands and reduce the City's dependence on the groundwater aquifer, which is in an overdraft condition. The treated surface water supply would account for about one-third of the total delivery into the water distribution system, on average, but could potentially range from 18 to 100 percent of the total delivery depending on day-to-day water demands (City of Lodi 2015).

In 2014, the City entered into an agreement with the North San Joaquin Water Conservation District (NSJWCD) that took effect beginning October 2015. Under the agreement, the City can received up to 1,000 AF between October 15 and March 30 of each calendar year as long as NSJWCD has supply available. The agreement is in effect for five years, with the possibility to renew for a total term not to exceed 40 years (City of Lodi 2015).

The Lodi Surface Water Treatment Facility (SWTF), located immediately northeast of the site, adjacent to Lodi Lake, was built in 2012 to enable domestic use of Mokelumne River surface waters, reduce groundwater withdrawals and meet current and future water demands. The surface water from WID is delivered to the SWTF. The water is typically used when surface water supplies are limited or restricted. In 2016, the SWTF provided 45% of Lodi's drinking water (City of Lodi 2016). Treated water is delivered to the City distribution system via a 36-inch diameter transmission pipeline at the intersection of North Mills Avenue and Turner Road; the pipeline is approximately 620 feet east of the project site.

Surface Water Quality

The State Water Resources Control Board (SWRCB) has the responsibility under the federal Clean Water Act and the National Pollutant Discharge Elimination System

(NPDES) for the control of storm water quality. The state has adopted general permits for construction activity and for industrial and commercial use. Local control over storm water quality is established in the NPDES area-wide Municipal Separate Storm Sewer System (MS4) permit system administered by the SWRCB, which requires affected jurisdictions, including the City of Lodi, to adopt and implement a Storm Water Management Program (SWMP).

The City of Lodi has adopted a SWMP in 2003, updated in 2007, which is intended to minimize the potential storm water quality impacts of development, including both construction and post-construction activity. The SWMP consists of programs including controls on illicit discharges, public education, controls on City operations, and water quality monitoring. Program elements most applicable to land development include construction storm water discharge requirements and the incorporation of post-construction Best Management Practices (BMPs) as specified in the City's Multi-Agency Post-Construction Stormwater Standards Manual (PCSSM) adopted in 2015.

The PCSSM establishes specific new development requirements intended to minimize the amount of contiguous paved surfaces, improve storm water quality, reduce or eliminate storm water discharge volume and control peak flows. For projects that involve more than an acre of pavement, additional "hydromodification" requirements must be met. The various requirements of the PCSSM must be met in a Project Stormwater Plan to be submitted with the project and subject to review and approval by City decision-makers in conjunction with the project. The stormwater plan addresses site design controls, stormwater source controls, stormwater discharge volume reduction, storm water quality treatment,

The principal SWMP control on construction storm water quality is the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which is required for any development project exceeding one acre in size. The SWPPP identifies potential construction pollution sources, identifies needed construction BMPs, and specifies maintenance and monitoring activities needed to prevent exceedence of applicable water quality standards. Construction BMPs include provisions for erosion control including limitations on disturbance and temporary soil stabilization through the use of mulch, seeding, soil stabilizers, and fiber rolls and blankets. BMPs may also include filtration devices, silt fences, straw bale barriers and sediment traps or basins.

The SWRCB adopted modifications to the Construction General Permit that became effective July 1, 2010. The most significant change to the permit is that BMP and monitoring requirements would be established through a "risk-based" approach. That is, construction activities would be assessed for the risk erosion and sedimentation generated by the activity would pose to water quality in the area, based on potential rainfall likelihood and intensity and on the sensitivity of waters receiving runoff from the construction site. The greater the risk of erosion and sedimentation from a construction site, the more BMPs would be required and the more stringent the runoff standards for pH (acidity) and turbidity (sediment content). Likewise, monitoring requirements would increase with assessed risk. In addition, the Construction General Permit now explicitly applies to linear underground/overhead projects, such as pipelines and transmission lines.

Groundwater

The project site overlies the Eastern San Joaquin Sub-basin of the San Joaquin Valley Groundwater Basin. The Eastern San Joaquin Sub-basin is critically over-drafted, evidenced by decreasing groundwater levels as a result of increased agricultural and municipal pumping over the years; decreases in groundwater levels estimated at approximately 0.40 feet per year (City of Lodi 2015). Groundwater levels may also fluctuate over time depending on precipitation, aquifer recharge, and pumping demands. Due to the continued overdraft of groundwater within the subbasin, significant groundwater level depressions are present east of Stockton, west of Linden and east of Lodi.

The City is involved together with other local agencies in groundwater management activities, including those related to the 2014 Sustainable Groundwater Management Act (SGMA). In 2016, the City became a participating agency of the Groundwater Sustainability Agency (GSA) and now manages the portion of the Eastern San Joaquin Subbasin that lies within the boundaries of the City. Through participation in the GBA and coordination with other agencies overlying the Subbasin, the City will continue to be active in the development of a Groundwater Sustainability Plan (GSP) for the Subbasin.

Groundwater quality concerns in the project region include saltwater intrusion from groundwater overdraft as well as pollutants associated with pesticides, fertilizers and animal waste. The four primary contaminants of concern are Dibromochloropropane (DBCP), Methyl-Tert-Butyl-Ether (MTBE), Tetrachloroethylene (PCE), and Trichloroethylene (TCE) (City of Lodi 2016). The widespread occurrence of nitrate and pesticides in groundwater at elevated concentrations affects rural and public drinking water supplies in the Eastern San Joaquin Valley. Areas with high levels of nitrate associated with fertilizer use, exist southeast of Lodi, south of Stockton, and east of Manteca, extending towards the San Joaquin–Stanislaus County line.

The City of Lodi Water Utility is the sole water provider in the project area. The City's existing water distribution system is a 240-mile network of six- to 14-inch diameter water mains, three water storage tanks, and 28 groundwater wells spaced throughout the City. The groundwater wells have a combined capacity of 170.4 AF per day. Based on this rate, the wells could pump a maximum of over 62,000 AFY (City of Lodi 2016). The closest groundwater well to the project site is located northeast of the Turner Road and Mills Avenue intersection. Groundwater wells supply approximately 42% of the City's water.

Floods

The risks of flooding hazards in San Joaquin County are related to Mokelumne River 100-year flood events, 200-year flooding addressed by Senate Bill 5 and flooding that could result from failure of upstream dams. Based on maps prepared by the Federal Emergency Management Agency (FEMA) and the San Joaquin County Flood Zone Viewer, the project is located within FEMA Zone "X". These areas have a 0.2% annual chance (500-year) flood; or areas of 1% annual chance (100-year) flood with average depths of less than one foot or within drainage areas less than one square mile. (FEMA 2017). The project site has a low susceptibility to major flooding but could be inundated during a 500-year flood event.

In 2007, the State of California approved Senate Bill 5 (2007) and a series of related Senate and Assembly bills intended to set new flood protection standards for urban areas. SB 5 establishes the State standard for flood protection in Central Valley urban areas as protection from the 200-year frequency flood. Under SB 5, urban and urbanizing areas must be provided with 200-year flood protection no later than 2025. After July 2, 2016, new development in areas potentially exposed to 200-year flooding more than three feet deep is prohibited unless the local land use agency certifies that 200-year flood protection has been provided, or that “adequate progress” has been made toward provision of 200-year flood protection by 2025. In the interim, cities and counties must certify that the SB 5 requirements are met, or that “adequate progress” is being made toward that standard. According to preliminary mapping conducted by the City of Lodi, there are isolated areas within the project site that are potentially exposed to 200-year flooding more than three feet deep.

Dams in San Joaquin County are regulated by the California Division of Safety of Dams which provides oversight to the design, construction, and maintenance of dams to ensure safety. The Division requires dam owners to submit inundation maps to the State Office of Emergency Services and the Department of Water Resources for dams whose failure could result in loss of life or injury. The City of Lodi together with all of the other cities in San Joaquin County is located within the area potentially subject to flooding from dam failure. Camanche Dam, located 20 miles east of Lodi on the Mokelumne River, has the potential to flood a large area including the City of Lodi in the event of a dam failure. The San Joaquin County Department of Emergency Services has created a Dam Failure Plan to address emergencies and evacuation if dam failure occurs.

Environmental Impacts and Mitigation Measures

a) Surface Water and Groundwater Quality

There are no lakes, rivers, streams or other surface waters located on or adjacent to the project site. The project would have no direct effect on surface waters.

The project would involve grading, excavation and other construction-related disturbance encompassing the entire project site. Additional minor disturbance would occur in the adjacent streets in association with underground utility connections. Soil disturbance would involve potential for erosion and discharge of sediment to the surrounding storm drainage system during storm events. As the storm drainage facilities flow to the surface waters of the project area, project construction would involve the potential for adverse effects on surface water quality.

Under the City’s SWMP, the project will be required to comply with the SWRCB Construction General Permit requirements, including preparation of a Stormwater Pollution Prevention Program (SWPPP). A Project Stormwater Plan that addresses site design controls, stormwater source controls, stormwater discharge volume reduction, storm water quality treatment, and a plan for operation and maintenance of specified BMPs must be submitted for City review and approval.

Implementation of the City's existing construction and post-construction requirements are incorporated in the following mitigation measures, which would reduce potential construction and post-construction impacts on surface water quality to a less than significant level.

Mitigation Measures:

HYDRO-1. The ODS shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project in accordance with the State Construction General Permit. The developer shall file a Notice of Intent (NOI) with the State Water Resources Control Board prior to commencement of construction activity, and shall submit the SWRCB Waste Discharger's Identification Number (WDID) to the City

HYDRO-2. The ODS shall prepare and submit a Project Stormwater Plan (PSP) for City approval prior to issuance of building permits. The PSP shall meet all applicable requirements of the City's Multi-Agency Post-Construction Stormwater Standards Manual, including detailed assessment of the site, site design, design flow, source control and hydromodification measures and stormwater quality control measures, including post-construction BMPs, and storm water maintenance and operations.

b) Groundwater Supply

The project would have sufficient water supplies available to serve the project. Groundwater wells could pump a maximum of over 62,000 AFY (City of Lodi 2016). In addition, the City has access to a total of 7,000 AF of purchased water each year and has access to water supplies from the SWTP which has the opportunity to expand its surface water use in the future if needed. The City's current water supply can accommodate and support the proposed project, and the project's land uses would not interfere with groundwater recharge (refer also to Section 3.19, Utilities and Service Systems). Therefore, impacts would be less than significant.

c-i, -ii, -iii) Drainage, Erosion, and Runoff

Development of the project site and constructing a new storm drainage collection system consisting of pipelines, inlets, gutters and curbs would increase the amount of impervious surface and alter the existing drainage pattern on the site. The volume of surface runoff would also increase. However, the alteration of the drainage and increase in runoff would not cause substantial erosion or siltation on-or off-site due to implementation of mitigation measures HYDRO-1 and HYDRO-2 which consist of specific measures to control erosion and runoff.

Stormwater generated at the project would be maintained on-site and discharged to the City's existing 42" storm drain pipeline along Turner Road and 30" pipeline along Lower Sacramento Road. The City's existing storm drainage system has adequate capacity to accommodate the increase in stormwater from the project; new stormwater drainage structures would not be required. Therefore, impacts would be less than significant.

Mitigation Measures:

Mitigation Measures HYDRO 1 and HYDRO 2

c-iv), d) Flood Hazard Areas

The project site is not within the 100-year floodplain. As noted, preliminary mapping by the City of Lodi indicates isolated areas within the project site could potentially be subject to a 200-year flood of at least three feet in depth. These isolated pockets are outside on-site areas that would be developed and occupied by people (i.e., the hotel and apartments). Most of the surrounding area, except a localized area immediately adjacent to Lodi Lake, would not be subject to a 200-year flood meeting the SB 5 criteria. Planned improvements associated with the project would likely remove these isolated areas out of the 200-year flood. Therefore, the project would not result in a significant impact in this issue area.

The project is not located within a designated floodway or flood hazard area and therefore, would not impede or redirect flood flows. Because of this, the project also would not place any structures or other facilities containing pollutants that potentially could be released in the event of a flood. No impacts would occur in this area of concern.

In the event of failure of levees along the Mokelumne River, the project site, which is located in FEMA Zone X, and within the 500-year flood, could be subject to flooding. However, the risk of exposure to flooding is low. There are not any levees located within the City limits and any planned improvements to the levee system outside the City is expected to comply with federal and state requirements. Project construction and operation would have no effect on levees and would not increase the potential for a levee failure to occur. Therefore, the project would not expose people or structures to significant risk of loss, injury, or death involving flooding due to levee failure.

The project area is located within potential inundation zones of the Camanche Reservoir if the dam were to fail. However, the probability of dam failure is considered low, and the project would have no effect on the existing dam failure hazard at the project site. Therefore, the project would not expose people or structures to significant risk of loss, injury, or death involving flooding due to dam failure.

The project site is located in a flat area and is not near any large bodies of water that would create a hazard from a potential seiche, tsunami, or mudflow. Therefore, the project would not be at risk of inundation caused by a seiche, tsunami, or mudflow. The project would have no impacts related to this issue.

e) Conflict with Water Quality Plans and Groundwater Management Plans

As described in a) above, the project would not directly affect surface waters. Stormwater would be collected and conveyed to the City's stormwater system, in accordance with City standards and specifications. The project is not expected to conflict with water quality plans applicable to the City.

The project would obtain water from the City's water system. As noted, the City obtains its water from both surface water supplies and groundwater wells. No GSP applicable to

the City has yet been prepared and adopted. However, as noted in b) above, project water demands can be accommodated by the City's current water supply. It is not anticipated that additional groundwater wells would need to be installed to meet project demands. Therefore, the project would likely be consistent with an adopted SGP. The project would have no impact on this issue.

3.11. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				√
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			√	

NARRATIVE DISCUSSION

Environmental Setting

Lodi General Plan and Zoning

The 2010 Lodi General Plan outlines a vision for Lodi's future, building on the city's assets, including its historic downtown, parks, arts and culture, and sense of community. With the wine industry increasingly vital to the city's economy and character, the General Plan promotes continued compact development and emphasizes preservation of surrounding agricultural and viticulture lands (City of Lodi 2010). The existing and future land use pattern in Lodi as visualized in the General Plan is characterized by a revitalizing downtown; retail commercial corridors; a variety of low, medium, and high-density residential neighborhoods; relatively discrete industrial areas; and public uses including parks, schools, churches, and hospitals. The General Mills industrial property immediately south of the site is anomalous, being relatively isolated from other industrial districts in the City.

The Lodi General Plan guides urban development in the City via sets a series of land use policies of potential relevance to the proposed project. These include Land Use, Growth Management and Infrastructure, and Community Design and Livability elements of the Plan.

Project Site and Surrounding Land Uses

The project site is currently designated and zoned Industrial (M) as is the former General Mills facility to the south. The site has historically been used as an orchard and contains a few remnant orchard trees that are intermixed with planted native and ornamental trees, shrubs, weeds, and grasses. There are two steel utility buildings located in the western portion of the site.

The project site is located in northern Lodi just south of the city limits and the Mokelumne River. The site is in an entirely urban setting and is surrounded by a variety of mixed land uses including residential, retail, commercial, industrial, open space, and public uses, which include Woodbridge Elementary School, Woodbridge Masonic Cemetery, Lodi Lake Mobile Home Park, Woodlake Plaza which consists of offices, restaurants, retail shops, the former General Mills industrial facility, Lodi Lake Park, Shell gas station, and several residential areas and apartments. Land uses immediately adjacent to the project site are described below:

Woodlake Circle is a single-family residential development of approximately 100 homes located immediately west of the project site. An additional five single-family homes are located immediately north of the site. Both areas are zoned by the City Low Density Residential.

The six-acre Lodi Surface Water Treatment Facility (LSWTF) is located approximately 100 feet northeast of the project. The LSWTF was constructed in 2012 and is owned and operated by the City. The facility includes a three million-gallon storage tank, treatment facilities, administrative offices and parking. This parcel is designated as Public/Quasi-Public.

The one-acre Northern California Power Authority (NCPA) power generating station borders a portion of the site to the east. The natural gas-fueled station runs intermittently during peak electricity demand and is permitted to run up to 200 hours per year, frequently during the early evening hours (Michael DeBortoli, pers. comm. 2018). Components of the station include gas compressors, gas receivers, a 120,000-gallon above-ground fuel oil storage tank and containment berm, storage sheds, electrical equipment and transformers. Access is provided by an existing 15-foot driveway from Turner Road. The station is zoned as Public/Quasi-Public.

A LEU substation is located 70-feet east of the project site along Turner Road. The site is zoned Industrial and owned and operated by the LEU.

A cellular communications tower is located in an existing utility easement at the northeast corner of the site.

A Union Pacific Railroad (UPRR) spur line originating in the main line through downtown Lodi separates the site from LSWTF and LEU substation. This line once connected Lodi to the Woodbridge Winery and served the former General Mills facility; an additional branch spur once serving General Mills passes through the central portion of the project site; this spur will be removed in conjunction with the project.

The 66-acre former General Mills facility south of Turner Road is zoned Industrial (M). Former industrial uses consist of 1.2 million square feet of heavy manufacturing, warehousing, general service, storage, and distribution activities (City of Lodi 2010). The cereal production and manufacturing facility opened in 1947 and closed its operations in 2015. Bond Manufacturing currently occupies and utilizes approximately 200,000 ft² of the existing facilities for distribution and manufacturing operations, and the remaining facilities are available for lease.

Environmental Impacts and Mitigation Measures

a) Division of Established Communities.

The project site is currently vacant and fenced to prevent access; construction and operation of the project would occur entirely within the existing approximately eight-acre parcel and would open the site to public use. Installation of new pedestrian-friendly circulation ways along both project frontages would provide access between the site, the Woodbridge community and Lodi Lake. These access improvements would improve pedestrian and bicycle connections between Woodbridge, residential areas near the project, Lodi Lake and the range of north Lodi residential areas. Nearby residential neighborhoods, including the Woodlake Circle development west of Lower Sacramento Road, would not be directly affected by the project but directly benefitted by the commercial amenities made available on the site and less directly from improvements in pedestrian and bicycle circulation in the area.

The project site is not located within an existing residential community and would not physically divide an established community. Therefore, the project would have no adverse effect on established communities.

b) Conflict with Applicable Plans, Policies and Regulations.

The proposed project provides for a variety of uses in a concentrated area that would support the continued preservation of the surrounding agricultural and viticulture lands. Development of the hotel could accommodate tourists visiting existing vineyards and wineries which would further economic development in the City. The project is sited and designed to be easily accessible from all residential areas and connect to existing streets that expand circulation opportunities for pedestrians and bicyclists. The project is sited in an area of northern Lodi that is currently under-served by commercial and retail facilities. The apartments are easily accessible and located near public services such as schools and parks, and they help fulfill the current need for more single-family housing in the City. The proposed project is consistent with implementing policies (City of Lodi 2010).

The proposed commercial and residential uses of the site are not consistent with the site's existing general plan designation of Industrial. The applicant has submitted a request for amendment of the Lodi General Plan and rezoning of the entire site from Industrial to Planned Development, which is being processed in conjunction with requested approvals for proposed residential and commercial development. The application for Planned Development includes the proposed site plan as well as description of the other project elements discussed in Chapter 2.0.

The proposed project is consistent with surrounding and nearby land uses. Proposed residential uses would be consistent with adjoining residential uses to the north as well as the Woodlake Circle residential development west of Lower Sacramento Road. The project would be consistent with existing and future uses of the former General Mills property located south of Turner Road, a multi-lane urban arterial street. Project construction and operations will not interfere with operation of existing substation, communications tower, or power generating station located adjacent to the project site.

The Planned Development general plan designation and zoning would permit all of the proposed land uses. Assuming City review and approval of the proposed development together with the proposed general plan amendment and rezoning, the project would not involve any conflict with the Lodi General Plan, the Lodi zoning ordinance or any other applicable local agency plans or ordinances. Therefore, impacts would be considered less than significant.

3.12. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				√
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				√

NARRATIVE DISCUSSION

Environmental Setting

The California Surface Mining and Reclamation Act of 1975 (SMARA) requires the State Geologist to classify land based on the known or inferred mineral resource potential of that land. The Mineral Land Classification process identifies lands that contain economically significant mineral deposits to ensure that the mineral resource potential of lands is considered in land-use planning. These lands are classified into Mineral Resource Zones (MRZs).

Based on review of the California Geological Survey Mineral Land Classification interactive map and the Lodi General Plan, the project site is located within MRZ-1, which indicates that no significant mineral deposits are present, or in an area where there is little likelihood of their presence (California Geological Survey 2015).

Oil, gas and geothermal resource development are regulated by the California Department of Conservation, Division of Oil, Gas and Geothermal Resources (DOGGR). Based on DOGGR online mapping, there are no oil or natural gas fields in the project vicinity (DOGGR 2018).

Environmental Impacts and Mitigation Measures

a, b) Availability of Mineral Resources.

Significant mineral, oil and gas, or geothermal resources are not located on the project site. Therefore, construction and operation of the project would not interfere with development of any known mineral, oil and gas, or geothermal resources. The project would have no impact on mineral resources.

3.13. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		√		
b) Generation of excessive groundborne vibration or groundborne noise levels?			√	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				√

NARRATIVE DISCUSSION

Environmental Setting

Concerns associated with noise were evaluated by J. C. Brennan Acoustical Consultants during the preparation of this IS/MND. A copy of the J. C. Brennan study is shown in Appendix D. The contents of this chapter are principally drawn from the Brennan study.

Noise is often described as unwanted sound, which is any pressure variation in air that the human ear can detect. Since measuring sound by pressure would require a large and awkward range of numbers, the decibel (dB) scale was devised. This scale is typically adjusted for human perception of loudness by the standardized A-weighting network, which provides a strong correlation between A-weighted sound levels (expressed as dBA) and community noise.

Community noise is described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state dBA sound level containing the same total energy as a time-varying signal over a given time period (usually one hour). The L_{eq} shows very good correlation with community response to noise, and it is the basis for other noise descriptors such as the Day-Night Average Sound Level (L_{dn}) a common noise descriptor used in land use planning. The L_{dn} represents an average sound exposure over a 24-hour period, with noise occurring between 10:00 p.m. and 7:00 a.m. weighted more heavily to account for people's increased sensitivity to noise during those times.

City of Lodi noise standards are established in the Noise Element of the Lodi General Plan. These standards protect community members and sensitive uses from noise hazards and establish criteria to define and mitigate for noise-generating development. Noise standards

are also contained in the City's Noise Ordinance, Chapter 9.24. Table 3-4 presents Lodi noise standards. The maximum allowable noise exposure level for residential and hotel land uses is 60 CNEL, and 65 CNEL for commercial uses. However, according to the General Plan, a noise level standard up to 70 CNEL would be conditionally acceptable for residential and hotel uses, provided that mitigation is included to ensure interior noise levels do not exceed 45 CNEL (City of Lodi 2010). The City noise standards are adapted from the California Office of Noise Control in the State Department of Health Services guidelines for setting local standards and preparing general plan noise elements.

TABLE 3-5
ALLOWABLE NOISE EXPOSURE LEVELS –
OUTDOOR AND INTERIOR AREAS

Land Use	Outdoor Activity Areas (CNEL)	Interior Areas (CNEL)
Residential	60	45
Motels/Hotels	60	45
Public/Semi-Public	65	45
Recreational	65	50
Commercial	65	50
Industrial	70	65

City of Lodi General Plan, Noise Element 2010

Existing Noise Sources

Major noise sources generally fall into six source categories: traffic, railroad, airport, industrial, construction, and equipment. The primary noise sources in Lodi, and in particular in the project vicinity, is motor vehicle traffic. Noise sources closest to the project site include vehicle traffic along Lower Sacramento and Turner Roads. The NCPA generating station is an important noise source when it is in operation. The station typically operates at intervals lasting approximately one to two hours at a time. Operation times depend upon demand and other marketplace factors in the California power industry.

The railroad spurs adjacent to and through the site are not noise contributors at this time. Both spurs are inactive. The former General Mills industrial facility is not a substantial noise contributor. The proposed project is not located within two miles of a public or private airport or airstrip. Therefore, aircraft noise is not an issue at the project site and is not discussed further in this analysis.

J. C. Brennan gathered continuous hourly noise measurements, composed primarily of traffic noise, over 24 hours at two locations on the project site; measured CNEL noise levels ranged from approximately 52.8 dBA in the northcentral portion of the site to 59.8 dBA in the southcentral portion of the site, near Turner Road. The complete noise monitoring results are provided in Appendix C.

Measurements of NCPA generating station noise were conducted on June 13, 2018 during a scheduled one-hour run between 6:00 p.m. and 7:00 p.m. Measurements were made to isolate noise levels associated with varying pieces of equipment, and to quantify overall noise levels on the project site. The results of the noise level measurements are shown in Table 3-6.

TABLE 3-6
NCPA GENERATING STATION NOISE MEASUREMENTS

Site	Location (NCPA Property Lines)	Sound Level (dBA)		Noise Sources
		Leq	Lmax	
1	West/Central Property Line	73.1	74.1	Inlet Filters for the Turbine
2	South Property Line	76.2	79.0	Turbine and Inlet Filters
3	North Property Line	87.8	88.5	Generator and Turbine
4	Northwest Property Line	69.3	71.7	Inlet Filters, Generator, Turbine
5	Southeast Property Line	73.9	76.8	Turbine

Note: Noise measurement locations are relative to the NCPA site

Sensitive Noise Receptors

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors include residences, schools, libraries, hospitals, and recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. The closest sensitive noise receptors to the project site are the existing single-family residences located west and north of the project site.

Groundborne Vibration

While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the application of energy to a structure or surface. Vibration involves a source, a transmission path, and a receiver. As with noise, vibration consists of an amplitude and frequency.

Vibration can be measured in terms of acceleration, velocity, or displacement. A person's perception to vibration depends on their individual sensitivity to vibration, the amplitude and frequency of the vibration source, and the response of the system which is vibrating. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events.

The City of Lodi does not have specific policies pertaining to vibration levels. However, vibration levels associated with construction activities and project operations are addressed as potential noise impacts associated with project implementation. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. The threshold for vibration damage to structures ranges from 0.2 to 0.6 peak particle velocity in inches per second (in/sec ppv). The general threshold at which human annoyance could occur has been identified as 0.1 in/sec ppv. More detail on vibration impacts thresholds is provided in Table 5 of Appendix D.

Environmental Impacts and Mitigation Measures

Thresholds of Significance

On measure of the noise impact of a project is how much it results in increases in measured or modeled pre-project noise levels. Table 3-7 below is based upon recommendations by the Federal Interagency Committee on Noise (FICON) for the assessment of changes in ambient noise levels resulting from aircraft operations. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been widely accepted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the L_{dn} or CNEL.

Based on the data, an increase in a predicted traffic noise level of 5 dB or more would be significant where the pre-project noise level is less than 60 dB L_{dn} /CNEL. Extending this concept to higher noise levels, an increase in the traffic noise level of 1.5 dB or more may be significant where the pre-project traffic noise level exceeds 65 dB L_{dn} /CNEL. The rationale for the criteria is that, as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

Consistent with Appendix G of the CEQA Guidelines, and the City's General Plan Noise Element and Noise Ordinance, and for the purposes of this analysis, the project will be considered to have a significant impact related to noise if it will result in:

Exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. For transportation noise, any increase in traffic noise which results in an increase in noise levels of more than 3 dB, or causes the noise levels to exceed the "Conditionally Acceptable" range of 70 dB L_{dn} /CNEL, and does not achieve the interior noise level standard of 45 dB L_{dn} /CNEL, would be significant;

Exposure of persons to or generation of excessive continuous groundborne vibration or groundborne noise levels, specifically, a limit of 0.1 in/sec ppv, as discussed above;

A substantial permanent increase in traffic noise levels above levels existing without the project, as defined by Table 3-6 above;

A substantial temporary or periodic increase in traffic noise levels in the project vicinity, as defined by Table 3-7 below, beyond levels permissible under the City's General Plan and Noise Ordinance;

TABLE 3-7
SIGNIFICANCE OF CHANGES IN NOISE EXPOSURE

Ambient Noise Level Without Project, L _{dn}	Increase Required for Significant Impact
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON)

a) Exposure to Noise Exceeding Local Standards.

J. C. Brennan modeled existing and predicted future noise levels on Lower Sacramento Road, Turner Road and other potentially-affected roadways using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108). Direct inputs to the model included traffic volumes and traffic data provided by KD Anderson & Associates. More information about the FHWA model and model inputs is provided in Appendix C. Traffic noise levels are predicted at a reference distance of 75 feet from the roadway centerlines along each roadway segment. Table 3-8 shows the predicted ground-level traffic noise levels under Existing, Existing + Project, Cumulative, and Cumulative + Project traffic conditions.

As shown in the table, increases in traffic noise level resulting from the addition of traffic from the proposed project are predicted to range between 0 dBA and 1 dBA L_{dn}. These predicted noise levels would not exceed any of the identified significance thresholds described above, and as a result the project would have a less than significant effect on traffic noise levels.

TABLE 3-8
EXISTING + PROJECT AND CUMULATIVE + PROJECT TRAFFIC NOISE LEVELS

Roadway	Segment	Existing and Existing + Project Traffic Noise Levels (LDN/CNEL) @75-feet from the Roadway C.L.			Cumulative and Cumulative + Project Traffic Noise Levels (LDN/CNEL) @ 75-feet from the Roadway C.L.		
		Existing	Existing + Project	Δ	Cumulative	Cumulative + Project	Δ
Lower Sacramento Rd	Turner to Eilers	66	66	0	67	67	0
Lower Sacramento Rd	North of Eilers	63	63	0	64	64	0
Lower Sacramento Rd	South of Turner	67	67	0	68	68	0
Turner Rd.	West of Woodhaven	63	63	0	64	64	0
Turner Rd.	Woodhaven to Lower Sac. Rd.	65	65	0	65	66	+1
Turner Rd.	Lower Sac. Rd. to Mills	66	66	0	67	67	0
Turner Rd.	East of Mills	65	65	0	66	66	0
Mills Avenue	South of Turner	60	60	0	60	60	0
Woodhaven Ln	North of Turner Rd.	63	63	0	63	63	0

Notes: Distances to traffic noise contours are measured in feet from the centerlines of the roadways. Actual distances may vary due to shielding from existing noise barriers or intervening structures. Traffic noise levels may vary depending on actual setback distances and localized shielding.

Source: j.c. brennan & associates, inc. 2018 (FWHA-RD-77-108) with inputs from KD Anderson & Associates transportation engineers.

The nearest residences to Lower Sacramento Road are approximately 70 feet from the Lower Sacramento roadway centerline and would be exposed to traffic noise levels of approximately 66 dB CNEL under future conditions. The upper floors of the residences do not benefit from ground absorption and generally receive an increase in exterior traffic noise of approximately 3 dB. Therefore, upper floors of the residential units would be exposed to traffic noise levels of approximately 69 dB CNEL. The hotel would be exposed to traffic noise levels of approximately 66 dB CNEL and the hotel upper floors would be exposed to traffic noise levels up to 69 dB CNEL. According to the Noise Element of the General Plan, noise reduction measures must be incorporated into project design to attenuate exterior noise to 60 dB CNEL. Implementation of the mitigation measures described below would reduce exterior noise levels on the site to an acceptable level and be consistent with the Lodi General Plan; as a result, project impacts would be less than significant.

Based on preliminary calculations, a barrier 6-feet in height will be needed along Lower Sacramento Road to reduce exterior traffic noise levels within the project site to or below 60 dB Ldn. Barrier attenuation could be achieved through site design that shields outdoor spaces from roadway noise with buildings, walls, berms or other objects with noise attenuation properties. Mitigation measures can also take the form of site design, such as locating common outdoor activity areas on the interior of the site, and shielded by proposed buildings.

These would need to be specified in a detailed barrier analysis coordinated with the final design of the project. Incorporation of recommended barriers would reduce potential noise impacts to less than significant.

Mitigation Measures:

NOISE-1: A detailed barrier analysis shall be conducted for the outdoor use areas associated with the residential and hotel portions of the project site prior to issuance of building permits. Plans and specifications for the project shall incorporate noise barriers, including walls, buildings or other structures, sufficient to reduce outdoor use area noise to 60 dBA CNEL or less.

Interior Traffic Noise Levels

The upper level floors of the residential units and hotel rooms facing Lower Sacramento Road would be exposed to traffic noise levels of up to 69 dB CNEL and can be expected to exceed the interior noise level standard of 45 dB CNEL. Therefore, the project would not comply with the General Plan's conditionally acceptable interior noise level standard of 45 dB CNEL for residential and hotel uses without mitigation. It is expected that the first floor of the residential units and hotel would comply with the interior noise level standard of 45 dB CNEL.

Installation of Sound Transmission Class (STC) 32 windows on the upper floor windows of proposed residential and hotel units facing Lower Sacramento Road would reduce potential interior noise levels to less than 45 dBA. This requirement is included in the mitigation measures described below; adoption of this measure would provide project compliance with the Noise Element of the Lodi General Plan and reduce interior noise impacts to less than significant.

Mitigation Measures:

NOISE-2: Project plans and specifications shall include STC 32 windows on the upper floor windows of residential units and hotel rooms facing Lower Sacramento Road. They should be included on facades parallel and perpendicular to the roadway but are not required on the facades opposite from Lower Sacramento Road.

NCPA Power Plant Noise

J. C. Brennan evaluated the potential exposure of proposed residences and the hotel to existing noise generated by the NCPA generating station. Hourly noise standards based upon the Leq or L50 (hourly average or hourly median level) descriptors are typically used for stationary noise sources which only operate a few hours out of a day. The standards are based on the Model Community Noise Control Ordinance, which was developed by the State of California Office of Noise Control. Although this document is dated (1977), it remains the best available guidance for noise level standards and criteria for both General Plan Noise Elements and Municipal Codes. A daytime (7:00 a.m. to 10:00 p.m.) standard is generally an hourly 55 dBA Leq/L50, and a nighttime (10:00 p.m. to 7:00 a.m.) standard is an hourly 45 dBA Leq/L50.

The City of Lodi noise level standards are based upon the CNEL descriptor, which is a 24-hour average with penalties applied during the evening hours (7:00 p.m. to 10:00 p.m.) and nighttime hours (10:00 p.m. to 7:00 a.m.). Therefore, generating station operation hours and associated noise levels are averaged over a 24-hour period. The average noise levels from the generating station as measured by J. C. Brennan would exceed the 60 dBA CNEL exterior noise level standards outlined in the Lodi General Plan Noise Element if no noise attenuation features are provided.

The applicant proposes to construct a 14-foot masonry wall along the north and west lines of the NCPA site, which would provide substantial attenuation of NCPA-generated noise. With this improvement, predicted noise levels would remain above City standards at the proposed hotel and residences. However, both the noise consultant for this Initial Study and acoustical engineering consultants that will be engaged to design noise attenuation treatments between the power plant and proposed hotel and apartment improvements agree that effective and relatively affordable noise attenuation measures are available. Defining the appropriate noise attenuation measures will require additional acoustical and engineering analysis, subject to City review and approval. Implementation of the following measure would maintain consistency between the project and City noise standards.

Recommended Condition of Approval:

NOISE COA-1: The project Applicant shall consult with a noise control contractor specializing in reducing noise levels from generating stations. Recommended noise attenuation measures shall be implemented to reduce noise levels to the 60 dBA CNEL standard. Attenuation measures may include enclosures, noise walls, silencers, acoustical louvers, sound absorption, and acoustical lagging or wrapping materials. It is also recommended that additional attenuation measures be included to achieve a minimum hourly noise level standard of 55 dBA Leq/L50.

b) Exposure to Groundborne Noise.

The noise impact and potential groundborne vibration resulting from construction depends on the noise generated by various pieces of construction equipment, the timing and duration of equipment use and the distance between construction noise sources and noise-sensitive areas. Construction noise would also be generated by increased truck traffic associated with transport of heavy materials and equipment to and from the project site, although truck trips associated with the project are not expected to amount to more than a few per day, on average over the construction period. Both construction activities and truck traffic would be temporary in nature and would ordinarily occur during normal daytime working hours. The City of Lodi Municipal Code (Section 9.24) prohibits noise exceeds the ambient noise level between the hours of 10:00 p.m. and 7:00 a.m.

Existing residential noise receptors are located approximately 200 feet west of the project along Lower Sacramento Road; distance between the source and these receptors would be reduced as shown in the table below. Based on noise measurement data collected in surrounding neighborhoods, the residences could be exposed to potential construction-related noise levels ranging from 66-78 dB L_{max} (Table 3-9) when noise-generating heavy equipment is operating.

TABLE 3-9
CONSTRUCTION EQUIPMENT NOISE

Type of Equipment	Predicted Noise Levels, L _{max} dB				Distances to Noise Contours (feet)	
	Noise Level at 50'	Noise Level at 100'	Noise Level at 200'	Noise Level at 400'	70 dB L _{max} contour	65 dB L _{max} contour
Auger Drill Rig	84	78	72	66	250	446
Backhoe	78	72	66	60	126	223
Compactor	83	77	71	65	223	397
Compressor (air)	78	72	66	60	126	223
Concrete Saw	90	84	78	72	500	889
Dozer	82	76	70	64	199	354
Dump Truck	76	70	64	58	100	177
Excavator	81	75	69	63	177	315
Generator	81	75	69	63	177	315
Jackhammer	89	83	77	71	446	792
Pneumatic Tools	85	79	73	67	281	500

Source: Roadway Construction Noise Model User's Guide. Federal Highway Administration. FHWA-HEP-05-054. January 2006.

Peak noise levels would vary over the course of any construction day based on the type of equipment used and the phase of construction. Construction noise would be mitigated by an existing masonry wall that separates these residences from the site. In addition, construction equipment is usually fitted with mufflers or enclosures as required to minimize noise impacts. It is not anticipated that construction would result in an extended increase in ambient noise levels or significant groundborne vibrations. As a result, impacts would be less than significant, and mitigation would not be required.

c) Public Airport and Private Airstrip Operations Noise.

The proposed project is not located within an airport land use compatibility plan area or within two miles of a public airport or airstrip. Therefore, the project would not expose people residing or working in the project area to excessive noise level. The project would no effect in this issue area.

3.14. POPULATION AND HOUSING

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

NARRATIVE DISCUSSION

Environmental Setting

The population of San Joaquin County in 2010 was 685,306 and increased to 723,856 by 2015 (California Department of Finance, 2018). The current population of San Joaquin County as of January 2018 was 758,744, an increase in the overall County population of 10.7% since 2010 (California Department of Finance 2018). The county is the 15th most populous county in California, and the County population is expected to surpass a million by 2040.

The City of Lodi had a population of 62,134 in 2010, which increased to an estimated 64,415 in 2015, an increase of 3.7%. By comparison, Tracy and Manteca, similarly sized cities, grew 6.2% and 12.1%, respectively, while the population of Stockton grew 4.7% during this period. Lodi's 2018 population is estimated at 67,121 (California Department of Finance, 2018) and is expected to increase to 69,219 residents by 2020. It is projected that the City's population will grow by approximately 1.5% annually over the next several decades (City of Lodi 2016).

Lodi's housing supply is composed primarily of single-family homes. Lodi had an estimated 24,210 housing units as of January 1, 2018. Single-family detached units accounted for 63.2% of total housing units, with multi-family units of two or more units per building accounting for 29.0% (California Department of Finance 2018). Of the occupied housing units in Lodi, 54% are owned and 46% are rented (City of Lodi 2016). The vacancy rate for housing units between 2000 and 2010 increased from 3.2% to 7.1% (City of Lodi 2016). The vacancy rate in 2017 was 6% (U.S. Census Bureau 2017).

According to the 2014–2022 Regional Housing Needs Allocation Plan prepared by the San Joaquin County Council of Governments, in order to meet projected housing needs, Lodi should plan to accommodate 1,931 additional residential units between 2014 and 2022 (San Joaquin County 2014); more than half of these units would be required to meet Moderate and Above Moderate Income housing needs. The 2016 Housing Element of the Lodi General Plan indicates there has been an overall lack of construction of townhomes, duplexes, and small and medium-sized apartment buildings, which often represent more affordable rental housing.

Environmental Impacts and Mitigation Measures

a) Population Growth Inducement.

The proposed project will create a 92-room hotel, 150 new multi-family apartments, commercial space, and other amenities on the undeveloped site. It is anticipated that hotel, apartment, and retail employees would be residents of the Lodi and northern San Joaquin County. The proposed hotel would provide transient housing for Lodi visitors, and proposed apartments would provide permanent housing for existing and future Lodi residents.

Construction of the proposed hotel rooms and associated occupancy would be expected to have beneficial effects on the City of Lodi. The City anticipates a continuing increase in tourism and notes that additional facilities will be needed to meet visitor accommodation needs. The project would make a substantial contribution toward meeting these anticipated needs and would, therefore, have a less than significant population effect.

Development of the proposed 150 multi-family residences could, at an estimated occupancy rate of 2.85 residents per unit, accommodate a population increase of approximately 422 people within the City, which is approximately 0.6% of the estimated 2018 population and less than half of the City's estimated annual growth rate of 1.5% in a given year. This increase in residential capacity would be well within projected residential growth and would not significantly affect the overall growth rate of the City. This would also be consistent with the City's Growth Management Ordinance, which limits the number of residential units approved by the City to stay within a 2% annual increase in population. Therefore, the population impacts of the multi-family residential portion of the project would be less than significant.

The multi-family residential element of the project would add to the citywide supply of housing, consistent with the General Plan Policy LU-P27, to "provide for a full range of housing types within new neighborhoods, including minimum requirements for small-lot single family homes, townhouses, duplexes, triplexes, and multi-family housing" (City of

Lodi 2016). The project would provide apartment housing in the City which has been identified as lacking.

b) Displacement of Housing or People.

There are no residences or housing units located on the project site. The project site is vacant, except for two small commercial buildings, and therefore the project would not displace any housing units or persons.

3.15. PUBLIC SERVICES

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

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

a) Fire protection?

b) Police protection?

c) Schools?

d) Parks?

e) Other public facilities?

		√	
		√	
		√	
		√	
		√	

NARRATIVE DISCUSSION

Environmental Setting

Public services to the project site and vicinity are provided primarily by City Departments, including the Lodi Fire Department, Lodi Police Department and the Recreation and Cultural Resources Department, among others. School services are provided by the Lodi Unified School District. Detailed information about each of these services is provided on the City of Lodi website and the Lodi Unified School District website.

The Lodi Fire Department (LFD) provides fire protection services for the project area. The LFD has four stations in the City; the closest station to the project site is Station 4, located at 180 North Lower Sacramento Road, approximately 0.7 miles south of the project site. The station is equipped with one engine and one reserve truck. The second responder would be Station 1, which is another single-engine company, located approximately 2.4 miles southeast of the project site. The LFD has approximately 50 fire personnel on staff. All public fire protection agencies in San Joaquin County operate under a master mutual aid

agreement, under which other fire agencies may be called upon to provide assistance should the resources of one agency be exhausted (San Joaquin County 2009).

In the event of an incidental hazardous materials release, the LFD and first responders are trained in emergency response in accordance with the regulations set by the Occupational Safety and Health Administration (OSHA). In addition, Fire Station 2, located southeast of the project has a hazardous materials response vehicle and equipment specifically designed to respond to hazardous materials incidents.

The Lodi Police Department (LPD) provides law enforcement services for the project area. The main station is located at 215 West Elm Street, approximately 2.8 miles southeast of the project site. It is the LPD's policy to respond to all emergency calls within a five-minute time period. The LPD has no adopted service levels. The project site is within the Police Department's Sunset District.

The Lodi Parks, Recreation and Cultural Services Department. The City maintains 23 developed and seven undeveloped parks and open spaces throughout Lodi that offer a wide variety of recreational programs and activities. The nearest City park is Lodi Lake Park, approximately 900 feet east of the site. Additional information related to parks and recreation is provided in Section 3.15, Recreation.

The project area is within the boundaries of the Lodi Unified School District (LUSD), which provides school services from kindergarten to 12th grade. Lodi High School is located at 3 South Pacific Avenue, 0.75 miles from the proposed project. The closest middle school is Millswood Middle School located at 233 North Mills Avenue, approximately 0.65 miles from the project site. The closest elementary school is Woodbridge Elementary School located at 1290 Lilac Street, 0.2 miles from the site.

Environmental Impacts and Mitigation Measures

a) Fire Protection.

The proposed project would involve increases in demand for fire protection services. However, the LFD (Doell, pers. comm.) indicates that demands associated with the project could be accommodated with existing LFD facilities and staff. New or expanded fire protection facilities would not be required. As noted above, Station 4 is approximately 0.7 miles from the project site and availability of service and response times would not be affected.

The project would provide adequate access for fire protection equipment; in addition to the principal public accessways to the project, the proposed development would include two designated emergency vehicle accessways, one located along Lower Sacramento Road and one along Turner Road. Both public access points and the EVAs would be constructed to county and City standards to accommodate fire engines and equipment in the event of an emergency.

Project site and building design subject to the requirements of the adopted California Fire Code regarding placement of fire hydrants, adequacy of water supply to the site, and emergency access. The project would also be subject to the City's adopted Building and Electrical Codes, including applicable fire safety provisions, including the smoke detector

and sprinkler system requirements. The LFD would be actively involved in the project's site plan and design review process, and this involvement can be expected to ensure project compliance with applicable federal, state, and local regulations. Therefore, project impacts on fire protection services and facilities would be less than significant.

b) Police Protection.

The proposed project involve a marginal increase in the Lodi population and an associated increase in demand for police services. The increase in residents due to the apartment complex is not considered substantial and would not generate a significant increase in demand for police protection services. New or physically altered police facilities that could result in substantial physical impacts would not be required. The existing LPD has adequate resources to accommodate the project, and response times would not be affected. Therefore, impacts on police services would be less than significant.

c) Schools.

The project site is within the boundaries of the Lodi Unified School District (LUSD), and proposed residential units can be assumed to generate additional student loading for the District. Students from kindergarten through 6th grade would attend Woodbridge Elementary School located at 1290 Lilac Street; students from 7th through 8th grades would attend Millswood Middle School located at 233 North Mills Avenue; and students 9th through 12th grade would attend Lodi High School located at 3 South Pacific Avenue. Proposed commercial development would not result in student generation and would have no effect on school enrollment.

Student generation associated with the proposed 150 multi-family residential units could amount to approximately 78 students at a rate of 0.523 students per residence (LUSD 2018). A potential increase of 78 students is not considered significant and existing school facilities have adequate capacity and facilities to accommodate the minor potential increase in enrollment. The potential increase in students would not create significant overcrowding or capacity issues or require the construction of new school facilities. (Vicki Brum, pers. comm.).

To assist in meeting school construction costs, the LUSD collects developer fees in accordance with state law. LUSD has an approved School Facility Fee Justification Report for Residential, Commercial and Industrial Development Projects (City of Lodi 2016). The commercial/industrial school impact fee of \$0.56 per square foot would be applied to the retail and hotel development. Level I Residential Developer Fees would be required for the multi-family residential portion of the project and applied at \$3.48 per square foot. The proposed project will be required comply with required developer fee payments and therefore have a less than significant impact on schools.

d, e) Parks and Other Public Facilities.

The proposed multi-family units and hotel could result in an increase in both permanent residents and visitors who would use City parks and use other public facilities within the City. Increases in public parks demand would be moderated by the provision of on-site recreational facilities for apartment residents, including a community building, pool and open spaces. Increases in public park use would be incremental and would not be expected

to be substantial enough to substantially affect park demand, require alterations in existing parks or recreation services or result in the need to expand or create new public recreational facilities that could result in significant environmental effects. Therefore, the project would have a less than significant impact on parks and public facilities.

3.16. RECREATION

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

NARRATIVE DISCUSSION

Environmental Setting

The San Joaquin County Parks and Recreation Department manages 11 regional parks in the county that offer a wide range of recreational facilities and activities (San Joaquin County 2014). Oak Grove, Micke Grove, Woodbridge, and Lodi Lake regional parks are located closest to the project site.

The City of Lodi Parks, Recreation, and Cultural Services Department maintains 23 developed and seven undeveloped parks and open spaces throughout Lodi that offer a wide variety of recreational programs and activities. The parks are classified as community, neighborhood, open space, special use areas, and mini/urban parks. Drainage basins play a large role in the provisions of parks within the City. The closest park to the project site is Lodi Lake Park. The closest boundary of the park is located approximately 600 feet east of the site.

The General Plan defines an overall park and open space standard ratio of eight acres per 1,000 residents. At least five acres of this open space should be designated for parks only (that is, excluding drainage basins). The standard ensures a high level of park facilities and services for existing and new residents. To assist in the acquisition and development of City parks, the City requires dedication of parkland or payment of in-lieu fees on all new residential, commercial, office, and industrial development (City of Lodi 2010). According to the City of Lodi Impact Fee Mitigation Program, park demand is measured by applying the parks service standard identified in the General Plan to the future number of residents in the City. By allocating facilities costs to each land use category based on its potential demand for park facilities, the mitigation program ensures that each land use category will fund a portion of the future required facilities. According to the City's Impact Fee

Mitigation Program, low density residential development and retail (minor and major) would require in-lieu mitigation fees (City of Lodi 2012). The high-density residential mitigation fee would apply to the proposed apartments and the retail fee would apply to the retail space.

The approximately 43-acre Lodi Lake Park is a regional park within Lodi's City limits. The park serves the entire region and attracts existing residents and visitors far beyond the boundaries of the city. The lake is fed by the Mokelumne River and the existing Woodbridge Irrigation District dam located upstream of the River. According to the Lodi Parks, Recreation, and Cultural Services Department Strategic Action Plan, the park is the most highly visited park in the City (City of Lodi 2016). The park includes a swimming beach, toddler pool, visitor center, boat house, two boat docks, and group picnic areas. Popular recreation activities include fishing, kayaking, canoeing, paddle boarding, and swimming. The park also offers nature programs and hosts various community events.

A Class I paved pedestrian and bicycle pathway starts from the sidewalk on the east side of Lower Sacramento Road, north of the project site where the UPRR intersects Lower Sacramento Road. The path travels along the west side of Lodi Lake and provides direct access to the park. The path also provides access to Turner Road at the intersection of Turner Road and Mills Avenue. According to the City's 2012 Bicycle Master Plan, a Class II bike lane is proposed from the intersection of Lower Sacramento Road and the UPRR, which would provide additional connectivity from the community of Woodbridge to the park. A Class III bike lane has been proposed along Turner Road (City of Lodi 2012). A paved multi-use path along the east side of the lake allows vehicle, bicycle, and pedestrian use.

The Lodi Lake Wilderness Area is the only designated natural open space within City limits. Natural open space is undeveloped land primarily left in its natural environment with recreation uses as a secondary objective. The Lodi Lake Wilderness Area encompasses 58 acres, including 25 acres of lake area. Located adjacent to Lodi Lake Park, this site is intended to preserve the riparian and natural open space along the Mokelumne River. The open space provides 2.3 miles of paved and unpaved trails (City of Lodi 2010).

Environmental Impacts and Mitigation Measures

a) Increased use of Existing Recreational Parks or Facilities

It's anticipated that operation of the project would attract local residents and visitors to the area. It's possible that residents of the apartments and visitors of the hotel would use nearby recreational parks and facilities, specifically Lodi Lake Park. Hotel guests would use these facilities on a short-term, temporary basis. Residents of the apartments may use parks and facilities on a regular basis. However, the proposed apartments and hotel would not create a significant increase in population and subsequent park users, that would cause a substantial physical deterioration of existing recreation parks and facilities. The current recreational facilities could accommodate the small anticipated increase in users. In addition, the project applicant would be required to pay the associated in-lieu mitigation fees for future park improvements which would offset any potential impacts from increased users. It is anticipated that these fees would be utilized for Lodi Lake Park improvements and maintenance. Therefore, impacts would be considered less than significant.

b) Proposed Recreational Facilities or Expansion of Existing Facilities

The project does not propose the construction or operation of new recreational parks or facilities. The addition of the hotel, apartments, and retail space would not require the expansion of existing recreational facilities that would result in an adverse physical effect on the environment. The project would result in a need to construct new recreational facilities. Therefore, the project would not result in impacts in this issue area.

3.17. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			√	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				√
c) Substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			√	
d) Result in inadequate emergency access?			√	

NARRATIVE DISCUSSION

Environmental Setting

This section describes the transportation planning framework and the transportation systems that serve the proposed project area, the consistency of the project with the planning framework and the potential effect of the project construction and operation on those systems. Transportation systems within the City of Lodi include streets and highways, transit, pedestrian and bicycle ways, and railroads. Except for emergency medical transport there are no active air transportation systems within the City. The following analysis is based largely on a traffic impact study (TIS) prepared for the project by KD Anderson and Associates; a copy of the KD Anderson study is shown in Appendix F.

The KD Anderson TIS considers the potential traffic impacts of the project on streets and highways under both existing and future cumulative baseline scenarios established in consultation with the City Engineer. The TIS also considered internal circulation, on-site parking supply and pedestrian, bike, transit and other transportation impacts.

The analysis methodology is described in more detail in Appendix F. In brief, the TIS estimated the number of vehicle trips and traffic volume that would be generated by the

project based on Institute of Transportation Engineers (ITE) data using an earlier version of the proposed land use mix:

- 150 apartment units
- 100 hotel guest rooms
- 70-seat restaurant and
- 24,000 square feet of retail commercial use

The land use mix has since been revised as described in Chapter 2.0. The KD Anderson study is more conservative than the current proposed land use mix and therefore overstates the potential impacts of the project, which are, in any event, less than significant.

The analysis used the Level of Service (LOS) analysis methodology for describing baseline traffic and for evaluating the significance of project-related traffic impacts. LOS is a measure of the quality of traffic flow represented by a letter grade, ranging from LOS A, indicating free-flow traffic conditions with little or no delay, to LOS F, representing oversaturated conditions where traffic flows exceed design capacity, resulting in long queues and delays. Levels of service were estimated at both signalized and unsignalized intersection using average delay during a.m. and p.m. peak hours.

The traffic-related effects were assessed at the following intersections and along the following road segments, selected in consultation with City of Lodi staff and shown on Figure F:

- Turner Road & Woodhaven Lane/Lower Sacramento Road (South)
- Turner Road & Lower Sacramento Road (North)
- Turner Road & Mills Avenue
- Lower Sacramento Road & Woodlake Circle / West Project Driveway
- Lower Sacramento Road & Eilers Lane
- Turner Road & South Project Driveway

Transportation Planning Framework

The City of Lodi is the agency with primary responsibility for the operation and maintenance of local transportation systems. The Transportation Element of the Lodi General Plan describes those systems and sets forth transportation policies and planned implementation measures. The Transportation Element establishes a basis for operation and improvements for each mode of transportation with the objective of providing a balanced multi-modal transportation network (City of Lodi 2010). The City of Lodi 2013 Short-Range Transit Plan describes existing transit services, recommendations for future modifications and improvements, and provides capital and operation plans.

The San Joaquin County Council of Governments (SJCOG) is the regional agency responsible for overall transportation system management in San Joaquin County. The SJCOG's responsibilities and its transportation improvement plans and priorities, developed in cooperation with the City of Lodi and other local agencies in the County are set forth in its adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Regional Congestion Management Program (RCMP), both of which were updated in 2018.

The potential traffic effects of the project were assessed based on the project's effect on traffic operating conditions as expressed in the resulting LOS. A project's traffic impact on may be considered significant if the project would result in a change in LOS an acceptable level to an unacceptable, or if the project would worsen an already unacceptable LOS. Acceptability of various LOS are defined in the Lodi General Plan, Policies T-P11 and T-P12 (City of Lodi 2010). In the Lodi General Plan, LOS E is considered the lowest acceptable LOS for all study intersections, except the intersection of Turner Road and Woodhaven Lane/Lower Sacramento Road (South) due to its inclusion in the San Joaquin County 2018 Regional Congestion Management Program (RCMP). LOS D would be considered the minimum acceptable LOS at this intersection.

The State of California has recently added Section 15064.3 to the CEQA Guidelines. Section 15064.3 states that "vehicle miles traveled" (VMT) is the preferred method for evaluating transportation impacts, rather than the commonly used LOS. The VMT metric measures the total miles traveled by vehicles as a result of a given project. VMT accounts for the total environmental impact of transportation associated with a project, including use of non-vehicle travel modes. Section 15064.3 subdivision (b) sets forth the criteria for analyzing transportation impacts using the preferred VMT metric. Among the criteria, land use projects generally should be presumed to cause a less-than-significant transportation impact if they are within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor. While a quantitative analysis of VMT is preferred, a qualitative analysis may be used if existing models or methods are not available to estimate VMT for the project being considered. The City of Lodi currently does not have traffic impact standards based on VMT.

Roadways and Traffic Volumes

State Route (SR) 99 is a major north-south freeway that traverses the Central Valley, connecting Sacramento and numerous Central Valley cities, including Lodi, Stockton, Modesto, Merced, Fresno and Bakersfield. Two travel lanes are provided in each direction in the vicinity of the project site, with auxiliary lanes present at some locations. Five interchanges are provided along the portion of SR 99 within and adjacent to the Lodi City limits. Average daily traffic (ADT) volumes on SR 99 range between 67,000 and 75,000 in the vicinity of the project site. The speed limit in the vicinity of the project site is 65 miles per hour (mph).

Interstate 5 (I-5) is a major north-south freeway that traverses the western U.S., originating in southern California and continuing north towards Sacramento and beyond. It is aligned west of the City, generally providing two travel lanes in each direction north of Lodi and three travel lanes in each direction to the south. Current ADT volumes on I-5 in the vicinity of the City are between 54,500 and 58,100 vehicles per day (vpd). The speed limit in the vicinity of Lodi is 70 mph.

Turner Road is an east-west roadway aligned along the southern boundary of the project site. The roadway is designated a minor arterial in the Lodi General Plan (City of Lodi 2010). In the vicinity of the project site, Turner Road has two travel lanes in each direction. West of Lodi, Turner Road has one travel lane in each direction. Exclusive left-turn lanes and a center-two-way left-turn lane are present along portions of the roadway. Turner Road

has access to both I-5 and SR 99 via freeway interchanges. The current ADT volume on Turner Road adjacent to the project site is approximately 18,000 vpd.

Lower Sacramento Road is a north-south roadway aligned along the western boundary of the project site. The roadway is offset at two intersections with Turner Road about one quarter mile apart. For this project, the portion of Lower Sacramento Road north of Turner Road is referred to as Lower Sacramento Road (North), and the portion of Lower Sacramento Road south of Turner Road is referred to as Lower Sacramento Road (South).

The portion of Lower Sacramento Road adjacent to the project site is designated a minor arterial road in the Lodi General Plan (City of Lodi 2010) and has one travel lane in each direction. Other portions of the roadway have two travel lanes in each direction. Exclusive left-turn lanes and center-two-way left-turn lanes are present along portions of the roadway. Lower Sacramento Road extends north beyond the San Joaquin-Sacramento county line.

Mills Avenue is a north-south roadway approximately one-quarter mile east of project site. The roadway is designated a collector road in the Lodi General Plan (City of Lodi 2010). In the vicinity of the project site, Mills Avenue has one travel lane in each direction. The southern terminus of Mills Avenue is at Harney Lane, and the northern terminus is at Turner Road. At the intersection of Turner Road and Mills Avenue, the northern leg of the intersection is the driveway for the City water treatment facility.

KD Anderson quantified existing traffic operations at the study intersections and along the study street segments. All of the five existing intersections are functioning at relatively high LOS under Existing conditions, that is, LOS C or better, which is well within the acceptable LOS range defined in the Lodi General Plan. The Turner Road segment is functioning at LOS A, while Lower Sacramento Road north of Turner Road is functioning at LOS B. The results of the Existing conditions analysis are shown in comparison to Existing Plus Project conditions in Table 3-11, below.

Public Transportation

San Joaquin Regional Transit District (SJRTD) provides public transportation services throughout San Joaquin County, including the City of Lodi, as well as inter-city, inter-regional, and rural transit service. SJRTD provides fixed-route, flexible fixed-route, and dial-a-ride services. Intercity Fixed Route provides a route between Stockton and the Lodi Transit Station in downtown Lodi.

Transit services in the City of Lodi are operated primarily by Lodi Transit (Grapeline), with more regional connections available through Sacramento South County Transit (SCT)/Link and SJRTD. Demand response service is provided through Dial-A-Ride and VineLine, with Dial-A-Ride open to the general public (City of Lodi 2013). Lodi Grapeline provides local bus service with approximately 30 vehicles in the fleet. All vehicles are wheelchair accessible. There are five weekday and four weekend fixed routes; each starts and ends at the Lodi Station. The routes connect with SJRTD bus lines to Manteca, Lathrop, Tracy and Stockton, as well as SCT to Galt, Elk Grove and Sacramento. Lodi Grapeline Route 1 provides service in the project vicinity along Turner Road with a bus stop at the intersection of Turner Road & Lower Sacramento Road.

Pedestrian and Bicycle Circulation

Bicycle lanes are provided on several streets in Lodi, with more bicycle lanes and routes proposed in the 2017 Lodi Bicycle Transportation Master Plan. In the project vicinity, an existing Class III bike route is located along Lower Sacramento Road and a Class I bike route is located along the western shore of Lodi Lake. The Bicycle Transportation Master Plan has proposed a Class III bike route along Turner Road from Lower Sacramento Road (south) to east of SR 99, and a proposed Class III bike route along Woodhaven Lane north of Turner Road (City of Lodi 2017).

Existing sidewalks are present along both Lower Sacramento Road and Turner Road frontages of the site.

Environmental Impacts and Mitigation Measures

The potential effects of the project on transportation were evaluated in the KD Anderson TIS. A detailed presentation of the analysis methodology and results is provided in Appendix F.

a) Consistency with Applicable Plans, Ordinances and Policies.

The daily trip generation from the project during a.m. peak hours and p.m. peak hours were calculated by KD Anderson and shown in Table 3-10. As shown, project trip generation was been adjusted to reflect the project's mixed land uses.

TABLE 3-10
TRIP GENERATION ESTIMATES FOR THE PROPOSED PROJECT

Land Use Category-ITE Land Use Code	Amount of Land Use	AM Peak				PM Peak		
		Project Vehicle Trips				Project Vehicle Trips		
		Daily	In	Out	Total	In	Out	Total
Hotel-310	100 Rooms	836	28	19	47	54	51	105
Multi-family Housing (Low-Rise)-250	150 Dwelling Units	1,098	17	53	69	53	32	84
Retail Commercial-820	24,000 ft ²	906	14	9	23	44	48	91
Quality Restaurant-931	70 Seats	182	1	0	1	13	6	20
Subtotal		3,022	60	81	140	164	137	300
Mixed Land Use Internal Trip Reduction		-300	-2	-2	-4	-30	-30	-60
Pass-By Trip Reduction (Commercial/Restaurant Uses)		-163	-2	-1	-3	-21	-19	-40
Adjusted Subtotal		2,559	56	78	133	113	88	200

Source: Institute of Transportation Engineers 2017

Institute of Transportation Engineers and Caltrans 2002

Notes: Totals may not equal sum due to rounding



SOURCE: KD Anderson Transportation Engineers

Figure 3-1
TRAFFIC STUDY LOCATIONS

Project-generated trips were distributed to the local roadway network, as described in detail in Table 7 of the TIS, Appendix F, and the project-generated traffic was added to the Existing baseline traffic. The Existing and Existing Plus Project traffic volumes, delay and resulting LOS are shown in Table 3-11.

All existing study intersections and roadway segments currently operate at acceptable LOS C or better during both the a.m. peak hour and the p.m. peak hour. The proposed project would result in increases in traffic volume slight increases in delay; however at four of the five existing intersections, the existing LOS would not be changed, and at no intersection would the existing minimum LOS of C be reduced to an unacceptable level. All intersections would continue to operate at LOS C or better. Therefore, the project-related traffic effects are considered less than significant and no mitigation is required.

The project would result in a five to eight-second increase in average delay at the intersection of Lower Sacramento Road / Woodlake Circle, which would result in degradation of the operating LOS from an existing LOS B to LOS C. However, the projected LOS would remain within the acceptable LOS range as defined in the Lodi General Plan.

TABLE 3-11
INTERSECTION LEVEL OF SERVICE (LOS) –
EXISTING AND EXISTING + PROJECT

Study Intersections	AM Peak				PM Peak			
	Existing		Existing + Project		Existing		Existing + Project	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Turner Rd & Woodhaven Lane/Lower Sacramento Rd (South)	B	18.1	B	18.6	C	20.1	C	21.7
Turner Rd & Lower Sacramento Rd (North)	B	14.1	B	14.9	C	22.7	C	28.3
Turner Road & Mills Ave	B	10.4	B	10.9	A	7.6	A	8.1
Lower Sacramento Rd & Woodlake Circle/West Project Driveway	B	11.7	C	17.0	B	12.5	C	20.2
Lower Sacramento Rd & Eilers Lane	B	11.2	B	11.4	B	11.2	B	11.4
Turner Rd & South Project Driveway	--	--	C	15.3	--	--	C	18.5

Note: (--) intersection would not be present under this scenario

The project would provide approximately 280 parking spaces for apartment residents and approximately 220 spaces for the hotel and commercial space. The proposed amount of parking would fully accommodate visitors and be consistent with the requirements of the Lodi Zoning Code.

The proposed project does not involve any significant transportation components that would interfere with the City implementing the requirements of the RTP/SCS or the goals and policies outlined in the Transportation Element of the City's General Plan. As described below, the proposed hotel and apartment driveways, and the addition of a proposed turning lane on Turner Road, would not impact the effectiveness or performance of the City's circulation system. The project would be consistent with local, state, and federal policies and plans.

b) Consistency with CEQA Guidelines Section 15064.3, subdivision (b).

As described above, CEQA Guidelines Section 15064.3(b) sets criteria for the evaluation of project transportation impacts based on VMT. Based on results of the CalEEMod run for the project (see Appendix B), the estimated number of miles from vehicle trips associated with the project would be 5,564,001 without mitigation, and 2,482,803 with mitigation (see Section 3.8, Greenhouse Gas Emissions, for mitigation measures).

Although the City of Lodi currently has no VMT standards, the project is expected to be consistent with the intent of implementing the VMT metric, which is to take account of alternative modes of transportation and to encourage the reduction of motor vehicle trips. The project is a mixed-use development that includes multifamily housing units. The project site is located close to existing SJRTD transit stops. Existing bikeways and sidewalks are in the vicinity. These features would encourage greater use of alternative transportation modes and lesser use of motor vehicles. Therefore, the project would not conflict with CEQA Guidelines Section 15064.3, and the project would have no impact.

c) Traffic Hazards.

Access to the hotel and commercial space would be provided by a new driveway along Turner Road. The project would include definition of an eastbound-to-northbound exclusive left-turn lane for vehicles entering the project site from eastbound Turner Road. For vehicles exiting the project site onto eastbound Turner Road, a center two-way left-turn lane would be provided along Turner Road east. Apartment residents would primarily access the site via the proposed driveway connection with Lower Sacramento Road. The driveway would align with Woodlake Circle. Although the traffic volumes at this location would increase, adding turning lanes along Turner Road and aligning the apartment access with Woodlake Circle would improve traffic circulation and reduce traffic hazards. The proposed project and driveways would not substantially increase traffic safety concerns, and impacts in this issue area would be less than significant.

d) Emergency Access.

In addition to the proposed public access driveways, the project includes an emergency vehicle access (EVA) east of the hotel entrance on Turner Road and north of the apartment entrance on Lower Sacramento Road. The driveways would provide access for emergency vehicles and equipment, and their design will be subject to the review and approval of the

Lodi Fire Department. Access to the EVAs would be maintained at all times, and the project would be required to comply with all applicable county, state, and federal regulations pertaining to emergency access and evacuation. Therefore, impacts would be less than significant, and no mitigation measures would be required.

3.18. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or		✓		
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		✓		

NARRATIVE DISCUSSION

Environmental Setting

In 2014, the California Legislature enacted AB 52, which focuses on consultation with Native American tribes on land use issues potentially affecting the tribes. The intent of this consultation is to avoid or mitigate potential impacts on “tribal cultural resources,” which are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe.” More specifically, Public Resources Code Section 21074 defines tribal cultural resources as:

Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are included or determined to be eligible for inclusion in the California Register of Historical Resources, or included in a local register of historical resources; or

A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 [i.e., eligible for inclusion in the California Register of Historical Resources].

Under AB 52, when a tribe requests it, a CEQA lead agency must provide the tribe with notice of a proposed project within 14 days of a project application being deemed complete or when the lead agency decides to undertake the project if it's the agency's own project. The tribe has up to 30 days to respond to the notice and request formal consultation; if consultation is requested, then the local agency has up to 30 days to initiate consultation.

The City of Lodi provided notice of the proposed project on May 22, 2018 to the tribes that had previously requested AB 52 notification, including: Buena Vista Rancheria Me-Wuk Indians; Ione Band of Miwok Indians; Wilton Rancheria; Northern Valley Yokuts; Torres Martinez Desert Cahuilla Indians; and the United Auburn Indian Community. Of these, only the United Auburn Indian Community (UAIC) responded to the City and requested consultation on the project. The Northern Valley Yokuts representative communicated informally with the cultural resources consultant for the project Section 3.5 but did not contact the City.

The UAIC representative Marcos Guerrero met with Lodi City Planner Craig Hoffman and BaseCamp Environmental representative Charlie Simpson on June 26, 2018 to walk the project site and discuss tribal cultural resource concerns. Although there are no documented cultural resource on or adjacent to the project site, the UAIC expressed concerns relative to proximity of the site to the Mokelumne River and indicated that sites of potential tribal concern had been located in the general vicinity. These concerns were made known to the preparer of the cultural resource study described in Section 3.5. In order to address these concerns, UAIC indicated that its preference that either subsurface testing of the site be performed to further determine the sensitivity of the site, or that Native American monitors be present to monitor construction. The UAIC followed up by providing the City with their recommended set of tribal cultural resource mitigations, which have been considered by the City in the preparation of this document.

Environmental Impacts and Mitigation Measures

Section 3.5 Cultural Resources discusses the results of a record search and archaeological surveys of the project site, which revealed no known archaeological resources or cultural resources of potential tribal concern on or near the project site. No sites that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources, were identified on the site. No significant tribal cultural resources were identified as a part of cultural resource surveys or in consultation with tribes notified under AB 52.

The possibility of the inadvertent discovery of previously-undiscovered resources, including tribal cultural resources, during project development was acknowledged during the AB 52 consultation. Section 3.5 prescribes mitigation measures that would be effective in the event that there are inadvertent discoveries of cultural or tribal cultural resources during construction; these include CULT-1, which requires pre-construction training of construction workers in the identification of potential cultural resources; CULT-2, which requires that construction be halted if there are inadvertent discoveries of cultural or tribal cultural resources and that these resources be evaluated by qualified professionals; CULT-3, which requires proper notification in the event that human remains are discovered; and CULT-4, which assigns responsibility for the cost and implementation of these activities to the project applicant.

In order to address the concerns of tribal representatives expressed during AB 52 consultation, the activities prescribed by Mitigation Measures CULT-1 through CULT-4 would need to include tribal notification in the event that cultural resources, and in particular human burials, are of Native American origin. With consideration of tribal input during AB 52 consultation, the City of Lodi proposes to provide tribal involvement in the project as described in Mitigation Measures TCR-1 and TCR-2. These mitigations are expected to reduce potential for impacts on tribal cultural resources to a less than significant level.

Requests for construction monitoring by tribal representatives stems from the project site being located in an area of cultural and archaeological sensitivity. Further definition of sensitivity or absence of sensitivity could be obtained through pre-construction test excavations. If testing fails to indicate significance, construction monitoring may not be necessary.

Mitigation Measures:

TCR-1: The applicant shall provide an opportunity for one or more tribal representatives to observe the activities prescribed in Mitigation Measures CULT-1 through CULT-4 as well as to observe pre-construction testing should it be undertaken.

TCR-2: The applicant shall retain a qualified professional archaeologist to monitor ground-disturbing activities within the project site, to halt construction as required, and to take action to minimize the potential damage to undiscovered archaeological and/or tribal cultural resources. Monitoring may not be necessary if pre-construction testing indicates the site is not culturally sensitive. This determination would be made by the City in consultation with the tribal representative and archaeologist.

TCR-3: In the event that construction workers encounter evidence of human burial or scattered human remains, construction in the vicinity of the encounter shall be immediately halted. The Applicant shall immediately notify the County Coroner, the Lodi Community Development Department, and the tribal representative.

3.19. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			√	
b) Are sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			√	
c) Results in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			√	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				√
e) Comply with federal, state and local management and reduction statutes and regulations related to solid waste?				√

NARRATIVE DISCUSSION

Environmental Setting

Potable Water

Potable water service to the project site and vicinity is provided by the City of Lodi from existing surface and ground water sources. Surface water supplies approximately 58% of the City's existing water usage; groundwater wells supply approximately 42% of the City's potable water. According to the City's 2015 Urban Water Management Plan (UWMP), water demand for single family uses averaged approximately 6,201 AF in 2015 and commercial uses averaged 6,274 AF. By 2040, it is estimated that single family uses would increase to approximately 7,384 AF and commercial uses would increase to 8,048 AF. Total average annual water demands are expected to increase by approximately 26 percent, from about 14,500 AFY in 2015 to approximately 18,300 AFY in 2040 (City of Lodi 2016).

Surface water supplies are obtained from a 2003 agreement with the Woodbridge Irrigation District allowing the City to purchase an initial 6,000 acre-feet annually (AFY) through 2047, allowing the banking of 42,000 AFY. Surface water is diverted from the Mokelumne River to the Lodi Surface Water Treatment Plant (SWTP) adjacent to Lodi Lake, just east

of the project site. The SWTP is capable of treating 8-10 million gallons of water per day (mgd) and can be expanded to provide a treatment capacity of up to 20 mgd in the future.

The City's existing water distribution system consists of a 240-mile network of six to 14-inch diameter water mains, three water storage tanks, and 28 groundwater wells distributed throughout the City. The groundwater wells which provide water supply have a combined capacity of 170.4 acre (AF) per day, or 62,000 acre-feet per year (AFY) (City of Lodi 2015). The closest ground water well to the project site is located at the Turner Road and Mills Avenue intersection.

Existing City water distribution lines are located adjacent to the project site, including a 12" water line located along the Turner Road frontage and a 10" line located along the Lower Sacramento frontage. There are no wells, storage tanks, or pump stations located on the project site; remnants of a PVC irrigation system for existing trees are located throughout the site.

Stormwater

The City of Lodi storm drainage system serves a drainage area of approximately 6,673 acres (City of Lodi 2003). Stormwater is collected in a system of approximately 110 miles of storm drains, catch basins, pump stations and gravity outfalls to the Mokelumne River, Lodi Lake, and the WID canal system. Approximately eight detention basins are located throughout the City that collect and detain storm water before discharge to the terminal drainage. The City does not currently use stormwater to meet local water supply demands.

Storm water in the project vicinity is conveyed to Lodi Lake via a 30" gravity storm drain located along Lower Sacramento Road, and a 42" storm gravity pipeline along Turner Road, several catch basins are located along both roads. Storm water is conveyed to the Turner Road pump station located at the City's Surface Water Treatment Plant just east of the project site, two outfalls at the pump station discharge stormwater to Lodi Lake.

The City's Stormwater Management Program was developed in January 2003 and updated in 2012, to fulfill its Phase II National Pollutant Discharge Elimination System (NPDES) permit requirements. The Phase II NPDES permit requires the City of Lodi and other small municipal separate storm sewer systems (MS4) to operate under a permit for stormwater discharges to the Mokelumne River and the Sacramento-San Joaquin Delta. In 2015, the City adopted the Multi-Agency Post-Construction Stormwater Standards Manual, which provides guidance on managing stormwater for new development projects and describes a range of storm water Best Management Practices (BMPs) that need to be included in those projects (City of Lodi 2015). The specified BMPs are intended to improve the quality of the storm water runoff and protect the quality of the receiving waters that surround Lodi; the BMPs also reduce the peak flow volume of storm water runoff.

Wastewater

The City's municipal wastewater collection and treatment system consists of approximately 191 miles of collection pipelines ranging in sizes from 4 to 42 inches in diameter, which includes force mains, gravity mains, and pump stations. These facilities convey wastewater to a 42-inch sewer trunk line which flows southwest to the City's White

Slough Water Pollution Control Facility (WSWPCF), located approximately six miles southwest of Lodi.

The closest wastewater collection line to the project site is located along Turner Road, just east of the project site boundary. At this point, an existing pump station directs wastewater through a six-inch force main to a 10-inch gravity line which conveys wastewater south to other larger lines and the WSWPCF.

The WSWPCF has a municipal treatment capacity of 8.5 mgd and a peak flow capacity of 16 mgd (City of Lodi 2012). The WSWPCF collects wastewater that can be treated to tertiary, UV-disinfected standards or secondary, undisinfected levels subject to Waste Discharge Requirements issued by the Central Valley RWQCB. Storage ponds at the WSWPCF store disinfected, tertiary-treated effluent produced for use as agricultural irrigation water on neighboring City-owned land managed for crop production and effluent recycling. Treated wastewater that is not used for recycling is discharged into Dredger Cut, a nearby tidal Delta slough, under the existing Waste Discharge Requirements.

According to the City of Lodi's 2012 Wastewater Master Plan, average wastewater flows for commercial land uses are approximately 2,000 gpd/acre and high-density residential land uses are 1,197 gpd/acre. The generation rate for high-density residential is based on 70 gpd/person and 2.85 persons/acre and a density of 6 units/acre. Existing peak wastewater flow capacity is estimated at 14.21 mgd, and future peak flows are estimated at an additional 5.91 mgd for a total of 20.12 mgd (City of Lodi 2012).

Regulated Utilities

Regulated utility services are provided by LEU (electricity), PG&E (natural gas), AT&T and Comcast (communications), and Waste Management Solutions (solid waste).

Electrical service in the City of Lodi is provided by the LEU. Electrical supplies are obtained cooperatively with the other municipal members of the Northern California Power Agency (NCPA) and distributed via LEU electrical backbone and distribution lines. Existing LEU electrical service is available along both the Turner Road and Lower Sacramento Road frontages of the project. A NCPA generating station is located immediately adjacent to the site, and a LEU substation is located immediately east of the site.

An existing four-inch PG&E natural gas pipeline is located along the project site frontage on Turner Road.

An existing cellular communications tower, owned and operated by AT&T, is located in the northeast corner of the project site. Underground communication lines are located along the east side of Lower Sacramento Road and overhead lines are located along the south side of Turner Road.

Solid non-hazardous waste generated in the City of Lodi is collected by Waste Management Solutions and hauled to the North County Recycling Center and Sanitary Landfill, which is owned and operated by San Joaquin County. The landfill receives 541 tons of waste per day and is permitted to accept 1,200 tons per day. On average, the recycling center diverts over 1,400 tons of materials from the landfill per month (San

Joaquin County 2013). Solid waste generated from project operations would be collected by Waste Management Solutions and disposed of at the North County facility, which is expected to have capacity through 2035.

Environmental Impacts and Mitigation Measures

a) Require New or Expanded Utilities.

No new or expanded water system facilities would be required in order to provide water service to the proposed project. The project would connect to the existing water lines located along Lower Sacramento and Turner Roads. The existing water supply lines have adequate capacity to serve the project and would not need to be expanded.

Wastewater flows would be collected in new on-site lines that would convey wastewater from the project to the existing pump station on Turner Road. This line may have gravity flow, or wastewater may need to be pumped through force mains to the same location. The nature of this connection will be determined based on more detailed engineering and demand by the applicant and the City Engineer prior to the issuance of building permits.

Therefore, the project's effects on water systems would be less than significant.

b) Water Supplies

No new or expanded water supply entitlements would be required in order to provide water service to the proposed project. Water would be supplied by the City from its existing and projected future supplies. The City has sufficient water supplies available to serve the project. Therefore, the project's effects on water supplies would be less than significant.

c) Exceed Wastewater Treatment Requirements and Capacity

The proposed project would involve the generation of new wastewater flows from proposed residential units as well as from the proposed hotel, restaurant and other commercial units planned for the site. Average wastewater flows for project are estimated at 0.17 cubic feet per second (cfs) (Chang pers. comm.). Wastewater from the site would not be discharged to either surface water or groundwater but rather collected in the City wastewater system and directed to the WSWPCF for treatment. The project will involve disposal and treatment of municipal wastewater, which would be consistent with the City's existing Waste Discharge Requirements issued by the Central Valley Regional Water Quality Control Board. Therefore, the project would not exceed the applicable wastewater treatment requirements.

The City of Lodi regulates wastewater discharge amounts through charges for Sewer System Units (SSUs) fees. Sufficient SSUs must be obtained by the developer to cover the wastewater demands associated with the project. The existing wastewater lines adjacent to the site may have sufficient capacity to accommodate estimated peak flows. However, as noted above a private lift station may be required on the project site (Chang pers. comm.). A detailed utility plan for the project detailing project wastewater demand and indicating the location, size and capacity of wastewater collection facilities needed to accommodate project demands will need to be submitted to the City Engineer for approval prior to the issuance of building permits. Therefore, the potential environmental effects of the provision of adequate wastewater facilities would be less than significant.

d), e) Solid Waste Services.

Project construction would require the removal of existing trees, shrubs, grasses, debris, and two small prefabricated steel buildings. Waste materials from demolition operations would be directed to existing recycling facilities.

Operation of the apartments, hotel, and retail space would generate solid waste at rates consistent with other similar land uses. The project is not anticipated to create a significant amount of solid waste. The North County Recycling Center and Landfill has a remaining capacity of 89 percent (41 million cubic yards) with an estimated closure date of 2048 (San Joaquin County 2014). Project impacts related to solid waste disposal would be less than significant.

All solid waste generated during construction and operations would be removed in accordance with federal, state, and local regulations including San Joaquin County Ordinance #4310 which requires projects to divert 50 percent of all construction and demolition debris excluding inert and organic material and 90 percent of inert and organic materials from landfills through reuse and recycling. The project would have no impact on solid waste regulations.

3.20. WILDFIRE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			√	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			√	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				√
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				√

NARRATIVE DISCUSSION

Environmental Setting

Wildfire hazards have become an issue of major concern in California. They are of particular concern in areas identified as being in the “wildland-urban interface,” an area where urban develop is within or adjacent to natural lands. According to the San Joaquin County Local Hazard Mitigation Plan, high wildland fire hazard areas include outlying residential parcels, open lands adjacent to residential areas, and un-irrigated parklands. The grass-covered, dry grazing lands of the eastern and southwestern foothills in the County have a high potential for large-scale fires. The degree of hazard in these areas depends on temperature, moisture, wind, and the amount of vegetation, slope steepness, accessibility to human activities, and accessibility of firefighting equipment (San Joaquin County 2011).

According to the Safety Element of the Lodi General Plan, the General Plan Planning Area is not characterized by significant areas of wildlands. Less than one percent of the city’s land area is identified as Native Riparian and four percent is identified as Native Vegetation. Additionally, the topography of the area is relatively homogenous; steep slopes that could contribute to wildland fires are not common. Data provided by the California Department of Conservation Fire and Resource Assessment Program indicate that the few areas within the Planning Area that are listed as “High” fire threat are in areas containing brush as the groundcover (City of Lodi 2009). A draft Fire Hazard Severity Zone by CalFire prepared for local responsibility areas indicates that the project site is within an area designated as having a Moderate fire hazard (CalFire 2009).

Environmental Impacts and Mitigation Measures

a) Emergency Response and Emergency Evacuation Plans.

Direct public and emergency access to the project site is provided by Lower Sacramento and Turner Roads, both of which are multi-lane urban arterial streets. Construction traffic and operational truck and vehicle traffic would utilize these existing roadways. Project construction will involve limited encroachment into these streets for the purpose of connecting to existing utilities. Construction encroachment would not result in any substantial or lengthy interference with traffic handling on these streets. Project-related traffic generated by the project is not expected to substantially effect or interfere with the use of Lower Sacramento or Turner Roads for emergency response or evacuation purposes.

The project will be required to maintain adequate emergency vehicle access to individual land uses developed within the project site through the City’s Site Plan and Design Review processes. Coordination with the LFD and LPD would occur during the development of the project’s Site Plans and will continue as City review of the project proceeds. LFD coordination would include the development of a Fire Access Site Analysis. Project design includes a minimum 20-foot wide fire apparatus access roads and cul-de-sac turnarounds with a 41-foot radius. The approved project Site Plan will require compliance with these and other San Joaquin County Fire Prevention Bureau standards (San Joaquin County Fire Prevention Bureau 2017).

Emergency access to the project site, including access through security gates, would be arranged with the LFD and maintained at all times. The project would adhere to the Lodi General Plan Safety Element policies regarding medical and emergency access. The proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. The project would not involve a significant effect in this area of concern, and project effects would be considered less than significant.

b) Exposure of Project Occupants to Wildfire Hazards.

The project site is not located in or near a State Responsibility Area. CalFire indicates that the project site is within a Moderate wildfire hazard. However, the existing vegetation on the project site would be replaced by development, which would significantly reduce the potential for wildfires in the area, and thus reduce potential exposure of project occupants to hazards associated with wildfires, such as actual fires or smoke from fires. As noted, the City of Lodi in general is not in an area of high wildfire hazard. Project impacts would be less than significant.

c) Installation and Maintenance of Infrastructure.

As noted, the project site is not in or near a State Responsibility Area. The project would connect to existing infrastructure with no extensions or new facilities required. The existing infrastructure does not present a potential wildfire hazards, especially since it is in an urban area. The project would have no impact related to wildfire hazards and infrastructure.

d) Risks from Runoff, Post-Fire Slope Instability, or Drainage Changes.

As noted, the project site is not in or near a State Responsibility Area. The project is in a valley with relatively flat topography, and it is distant from foothill areas to the east and west. As such, it would not be exposed to hazards associated with wildfires in sloped areas, such as downslope or downstream flooding or landslides. The project would have no impact related to these wildfire risks.

3.21. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

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

		√	
			√

NARRATIVE DISCUSSION

a) Degrade Fish, Wildlife, and Plant Habitat or Examples of California History

This finding is checked as "Less than Significant with Mitigation Incorporated" based on the project's potential biological, cultural, noise, and tribal cultural resources impacts, as described in Sections 3.4, 3.5, and 3.17. Potentially significant environmental effects could occur; however, all of the potentially significant effects would be reduced to a less-than-significant level with the incorporation of mitigation measures described in this document. These mitigation measures have been accepted by the applicant and will be considered by the City of Lodi decision-makers and incorporated into the conditions of project approval.

b) Cumulative Impacts

Cumulative impacts are defined as the impact on the environment that results from the incremental effect of the proposed project when added to other past, present, and reasonably foreseeable actions. This finding is checked as "Less than Significant" and is described further in the paragraphs below. Cumulative impacts from greenhouse gas are evaluated in Sections 3.8.

As described in this Initial Study, most of the potential environmental effects of the project would be less than significant or the project would have no impact at all, when compared to the baseline condition. Where the project involves potentially significant effects, these effects would be reduced to a less-than-significant level either with proposed mitigation measures or by compliance with required permits and applicable regulations. The less than significant effects identified in the Initial Study when combined with other past present, or reasonably foreseeable actions, would not result in substantial cumulative impacts.

Potential cumulative impacts associated with future urban development including commercial and residential development are identified in the Lodi General Plan. The proposed project would be consistent with the future commercial and residential land uses that are expected to occur in the future. The project would not introduce new or substantial cumulative impacts that aren't already accounted for in the General Plan. The projects cumulative impacts would be less than significant.'

The KD Anderson traffic study evaluated cumulative baseline and cumulative plus project LOS at the study intersections. The results are provided in Table 3-12. The project would

result in degradation of baseline LOS at the Turner Rd & Lower Sacramento Rd (North) and the Lower Sacramento Rd & Woodlake Circle/West Project Driveway; however, projected LOS would remain within acceptable levels at both locations. The project's cumulative traffic effect would be less than significant. No mitigation measures would be required.

c) Findings on Adverse Effects on Human Beings.

Based on the findings of this Initial Study, the proposed project would not result in any environmental effects that would cause substantial direct or indirect adverse effects on human beings.

TABLE 3-12
INTERSECTION LEVEL OF SERVICE –
CUMULATIVE EXISTING AND EXISTING + PROJECT

Study Intersections	AM Peak				PM Peak			
	Existing		Existing + Project		Existing		Existing + Project	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Turner Rd & Woodhaven Lane/Lower Sacramento Rd (South)	C	22.6	C	23.4	C	26.1	C	30.2
Turner Rd & Lower Sacramento Rd (North)	B	19.1	C	21.3	D	54.8	E	65.8
Turner Road & Mills Ave	B	13.5	B	14.4	A	9.7	B	10.8
Lower Sacramento Rd & Woodlake Circle/West Project Driveway	B	15.0	C	21.6	C	16.8	D	27.1
Lower Sacramento Rd & Eilers Lane	B	12.2	B	12.4	B	12.3	B	12.6
Turner Rd & South Project Driveway	--	--	C	17.3	--	--	C	22.2

Note: (--) intersection would not be present under this scenario

4.0 REFERENCES

4.1 Document Preparers

BaseCamp Environmental, Inc.

Charlie Simpson, Principal
Terry Farmer, Senior Planner
Allison Getty, Environmental Planner
Krista Simpson, Graphic Design

4.2 Documents Cited

California Air Pollution Control Officers Association (CAPCOA). 2016. Draft Facility Prioritization Guidelines. April 2016.

California Air Resources Board (ARB). 2008. Climate Change Scoping Plan: A Framework for Change. Adopted December 2008.

_____. 2014. First Update to the Climate Change Scoping Plan: Building on the Framework. May 2014.

_____. 2017a. California Greenhouse Gas Emissions for 2000-2015 – by Category as Defined in the 2008 Scoping Plan. June 6, 2017.

_____. 2017b. California's 2017 Climate Change Scoping Plan. November 2017.

_____. 2018. Facility Details – Facility Name: Northern California Power Agency. Available at https://www.arb.ca.gov/app/emsinv/facinfo/facdet.php?co_ =39&ab_ =SJV&facid_ =583 &dis_ =SJU&dbyr=2016&dd=y. Accessed June 14, 2018.

California Climate Action Team. 2010. Climate Action Team Biennial Report – Executive Summary. April 2010.

California Department of Conservation, Division of Oil, Gas, and Geothermal Resources. 2015. Accessed on 7/4/18 from <https://www.arccgis.com/home/webmap/viewer.html?webmap=a775864fcbd644c0bd0d3f444e4a9968>

California Department of Conservation, Farmland Mapping and Monitoring Program. Important Farmland Categories. Accessed 5/08/2018 from http://www.conservation.ca.gov/dlrp/fmmp/mccu/Pages/map_categories.aspx

California Department of Finance, *E-4 Population Estimates for Cities, Counties, and the State, 2011-2018, with 2010 Census Benchmark*. Sacramento, California, May 2018.

California Department of Toxic Substances Control. EnviroStor. 2018. Accessed on 6/23/18 from <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=1018+N+lower+sacramento+road+lodi+ca>

California Department of Transportation. California Scenic Mapping System. Accessed on 5/17/18 from http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm

California Department of Water Resources. Dam Inundation Maps. Accessed 6/04/18 from <https://www.water.ca.gov/Programs/All-Programs/Division-of-Safety-of-Dams/Inundation-Maps>

California Geological Survey. 2012. Updated Land Mineral Classification Map for Portland Cement Concrete-Grade Aggregate for the Stockton-Lodi-Production-Consumption Region, San Joaquin and Stanislaus Counties, CA.

_____. 2015. CGS Information Warehouse, Mineral Land Classification. Accessed on 5/11/18 from <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>

_____. 2017. CGS Seismic Hazard Zonation Program. Accessed 6/10/18 from <http://www.conservation.ca.gov/cgs/shzp>.

California Office of Environmental Health Hazard Assessment (OEHHA). 2016. Hot Spots Unit Risk and Cancer Potency Values. OEHHA website, <http://oehha.ca.gov/media/CPFs042909.pdf>. Accessed January 11, 2016.

California State Water Resources Control Board. GeoTracker. 2015. Accessed on 6/22/18 from <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=1018+N+Lower+Sacramento+Road+Lodi+CA>

City of Lodi. 2010. Lodi General Plan

_____. 2010a. Draft Initial Study/Mitigated Negative Declaration, City of Lodi Surface Water Treatment Facility. Prepared by HDR. May 2010

_____. 2012. Storm Drainage Master Plan.

_____. 2012a. Wastewater Master Plan

_____. 2012b. Bicycle Master Plan

_____. 2012c. Impact Mitigation Fee Program Update

_____. 2012d. City of Lodi Storm Water Management Plan

_____. 2013. Municipal Development Code

- _____.2013a. Short Range Transit Plan
- _____.2014. City of Lodi Climate Action Plan. Prepared by AECOM Design + Planning. Adopted November 20, 2014.
- _____.2015. Urban Water Management Plan
- _____.2015a. 2015-2019 Strategic Action Plan. Parks, Recreation, and Cultural Service Department.
- _____.2016. Lodi General Plan Housing Element
- _____.2016a. Public Works Department. Annual Water Quality Report for 2016.
- GeoSearch. Radius Report. 2018. 1018 N. Lower Sacramento Road, Lodi, San Joaquin County, CA. Order 108219. May 15, 2018.
- Federal Emergency Management Agency. 2017. Definitions of FEMA Flood Zone Designations. Accessed on 6/4/18 from <https://www.fema.gov/floodplain-management-definition>
- Institute for Transportation Studies, University of California, Davis. 1997. Transportation Project-Level Carbon Monoxide Protocol. UCD-ITS-RR-97-21. Revised December 1997.
- K. D. Anderson and Associates. 2018. Traffic Impact Study for the 1018 N. Lower Sacramento Road Project, Lodi, California. August 6, 2018.
- Larry Walker Associates. Multi-Agency Post-Construction Stormwater Standards Manual. June 2015.
- Lodi Historical Society. 2016. Early 1800's and Early 1900's. Accessed on 6/19/18 from <http://www.lodihistory.org/>
- San Joaquin Council of Governments. 2008. San Joaquin County Multi-Species Habitat Conservation and Open Space Plan. 2008.
- _____.2014. Regional Housing Need Allocation (2014-2022) San Joaquin County Council of Governments. Accessed on 5/11/18 from [https://abag.ca.gov/planning/housingneeds/pdfs/Final%20RHNA%20\(2014-2022\).pdf](https://abag.ca.gov/planning/housingneeds/pdfs/Final%20RHNA%20(2014-2022).pdf)
- _____.2018. Updated Habitat Fees. San Joaquin County Multi-Species Habitat Conservation and Open Space Plan.
- U.S. Department of Agriculture, Natural Resources Conservation Service. 2018. Web Soil Survey. Areas of Interest Interactive Map. <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>
- U.S. Department of Agriculture, Soil Conservation Service. 1992. Soil Survey of San Joaquin County, California. Accessed on 5/12/18 from

https://www.nrcs.usda.gov/Internet/FSE_MANUSCRIPTS/california/CA077/0/san%20joaquin.pdf

San Joaquin County, CA. 2014. San Joaquin County 2035 General Plan. Accessed on 5/22/18 from <https://www.sjgov.org/commdev/cgi-bin/cdyn.exe?grp=planning&htm=gp2035>

San Joaquin County, CA. 2014. San Joaquin Council of Governments, Regional Transportation Plan/OG RTP/SCS EIR. Accessed on 5/14/18 from <https://www.sjcog.org/DocumentCenter/View/557>

San Joaquin County Department of Health Services. San Joaquin County HazMat Viewer. Accessed on 5/21/18 from <http://www.sjmap.org/hazmatviewer/viewer.asp>

San Joaquin County Fire Prevention Bureau. 2017. Fire Apparatus Access Road Standards. Accessed on 5/27/18. <https://www.sjgov.org/commdev/cgi-bin/cdyn.exe/file/Building/Fire%20Department%20Regulations/FIRE%20ACCESS%20ROADS.pdf>

San Joaquin County Flood Zone Viewer. Accessed 5/23/18 from <http://www.sjmap.org/floodzoneviewer/Disclaimer.htm>

San Joaquin County GIS Map Server. San Joaquin County District Viewer. Accessed on 5/4/18 from <http://sjmap.org/website/DistrictViewer/Viewer.asp>

San Joaquin Valley Air Pollution Control District (SJVAPCD). 2009. Final Staff Report – Climate Change Action Plan: Addressing Greenhouse Gas Emissions Impact under the California Environmental Quality Act. December 17, 2009.

_____. 2015a. Ambient Air Quality Standards & Valley Attainment Status. <http://www.valleyair.org/aqinfo/attainment.htm>. Accessed December 7, 2015.

_____. 2015b. Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI). March 19, 2015.

U.S. Environmental Protection Agency (EPA). 2009. Endangerment and Cause of Contribute Findings for Greenhouse Gases Under Section 202(a) of the Clean Air Act. Federal Register Vol. 74, No. 239, pp. 66496-66546. December 15, 2009.

Woodbridge Irrigation District Agricultural Water Management Plan. 2016. Accessed on 7/8/18 from <https://sites.google.com/site/woodbridgeirrigationdistrict/home/agricultural-water-management-plan>.

4.3 Persons Consulted

Vicky Brum, Lodi Unified School District

Lyman Chang, Engineer, City of Lodi

Michael DeBortoli, Northern California Power Authority

Brad Doell, Fire Marshall, Lodi Fire Department

Marcus Guerrero, United Auburn Indian Community

Craig Hoffman, Planner, City of Lodi

Wayne Shijo, K. D. Anderson and Associates.

5.0 NOTES RELATED TO EVALUATION OF ENVIRONMENTAL IMPACTS

The Environmental Checklist and discussion is based on sample questions provided in the CEQA Guidelines which focus on specific environmental resource issues. The questions are designed to assess the potential impacts of the proposed project. All answers must take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. Once the lead agency has determined that a physical impact may occur, then the checklist answers must indicate whether the impact is “no impact”, “less than significant”, “less than significant with mitigation” or “potentially significant”. Answers to the questions in the Checklist are described below.

- “No impact” response indicates that the project action would not have an adverse effect on the environment. A “No Impact” answer is adequately supported if the referenced information shows that the impact does not apply to projects like the one proposed (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- “Less than significant” response indicates that while there may be the potential for an environmental impact, there are project design features and standards, procedures, or regulations in place which would limit the extent of the impacts to a level of “less than significant”.
- “Less than significant with mitigation” indicates that mitigation measures must be implemented to affectively reduce the environmental impacts to a level of “less than significant”. Implementation of mitigation measures would be required as a condition for project approval.
- “Potentially significant impact” indicates that further evaluation and analysis is required to determine the extent of potential impacts and to identify additional mitigation measures. If one of more impacts are considered to be “potentially significant impact” then an Environmental Impact Report would be required.

A “Negative Declaration” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must identify the significance criteria or threshold, if any, used to evaluate each question and briefly explain how each mitigation measure would reduce the effect to a less than significant level. Lead agencies are encouraged to include in the Checklist, references for potential impacts (e.g., general plans, zoning ordinances). Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration.

This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.

APPENDICES

A	AIR QUALITY MODELING RESULTS
B	CULTURAL RESOURCE STUDY
C	GEOSEARCH REPORT
D	NOISE IMPACT ANALYSIS
E	TRAFFIC IMPACT ANALYSIS

