CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Certify the filing of a Mitigated Negative Declaration by the Community Development Director as adequate environmental documentation for the Lower Sacramento Road widening project, Turner Road to Kettleman Lane.

MEETING DATE: April 5, 2000

PREPARED BY: Community Development Director

RECOMMENDED ACTION: That the City Council certify the filing of a Mitigated Negative Declaration by the Community Development Director as adequate documentation for the Lower Sacramento Road widening project.

BACKGROUND INFORMATION: The City of Lodi proposes to widen Lower Sacramento Road from two lanes to four lanes. The road would be widened from Kettleman Lane on the south to Turner Road on the north. The proposed roadway widening is mostly within right-of-way owned by the City. Other right-of-way would be acquired from adjacent landowners as well as from San Joaquin County. Approximately 80% of the 2-mile stretch of road is already widened and partially paved.

The Mitigated Negative Declaration was prepared based on an initial study conducted by the environmental firm of Jones & Stokes. The initial study was prepared to comply with the environmental review Quality Act (CEQA) and State CEQA guidelines. The purpose of the initial study is to identify and address potential environmental impacts that may result from implementation of this proposed project. The City, based on the findings of the initial study, has determined that all environmental impacts that result from this project, can be mitigated to a less than significant level. A mitigation monitoring program will be adopted as part of the Mitigated Negative Declaration package to assure that all potentially significant impacts will be mitigated.

FUNDING: None required

Konradt Bartlam
Community Development Director

Prepared by: David Morimoto, Senior Planner

DM/KB/lw

Attachments

APPROVED: _____
H. Dixon Flynn -- City Manager

cc0007.doc

03/28/00

E-17

Initial Study and Mitigated Negative Declaration for the Lower Sacramento Road Widening Project, Lodi, California

Prepared for:

City of Lodi Public Works Department

Prepared by:

Jones & Stokes

April 5, 2000

Initial Study and Mitigated Negative Declaration for the Lower Sacramento Road Widening Project, Lodi, California

Prepared for:

City of Lodi Public Works Department
221 West Pine Street
Lodi, CA 95241-1910
Contact: Paula J. Fernandez
209/333-6800

Prepared by:

Jones & Stokes
2600 V Street
Sacramento, CA 95818-1914
Contact: Kimberly M. Avila
916/737-3000

April 5, 2000

This document should be cited as:

Jones & Stokes. 2000. Initial study and mitigated negative declaration for the Lower Sacramento Road widening project, Lodi, California. April 5, 2000. (J&S 99-372.) Sacramento, CA. Prepared for City of Lodi Public Works Department, Lodi, CA.

Table of Contents

Page

Chapter 1. Project Description 1
INTRODUCTION 1
PURPOSE OF AND NEED FOR THE PROPOSED PROJECT 1
DESCRIPTION OF THE PROPOSED PROJECT 2
Project Location and Setting 2
Project Components 3
Construction Information 3
Required Permits and Approvals 4
No-Action Alternative 4

Chapter 2. Initial Study and Environmental Checklist Form 5
APPROACH TO ENVIRONMENTAL CHECKLIST 9
Previous Studies 9
I. AESTHETICS 10
II. AGRICULTURAL RESOURCES 11
III. AIR QUALITY 12
IV. BIOLOGICAL RESOURCES 13
V. CULTURAL RESOURCES 15
VI. GEOLOGY AND SOILS 16
VII. HAZARDS AND HAZARDOUS MATERIALS 17
VIII. HYDROLOGY AND WATER QUALITY 19
IX. LAND USE AND PLANNING 21
X. MINERAL RESOURCES 22
XI. NOISE 22
XII. POPULATION AND HOUSING 23
XIII. PUBLIC SERVICES 24
XIV. RECREATION 24
XV. TRANSPORTATION/TRAFFIC 25
XVI. UTILITIES AND SERVICE SYSTEMS 26
XVII. MANDATORY FINDINGS OF SIGNIFICANCE 28

Chapter 3. Agencies and Persons Consulted 29

Chapter 4. Citations 30

Chapter 5. List of Preparers 31

Chapter 6. Comments and Responses 32

Chapter 7. Mitigation Monitoring Program 34

Bound separately:

Appendix A. Air Quality Report for the Lower Sacramento Road Widening Project, City of Lodi, California

Appendix B. Natural Environment Study for the Lower Sacramento Road Widening Project, City of Lodi, California

Appendix C. Historic Properties Survey Report and Archaeological Survey Report for the Lower Sacramento Road Widening Project, City of Lodi, California

Appendix D. Phase 1 Environmental Site Assessment, Lower Sacramento Road Widening Project, Lodi, California

Appendix E. Noise Study Report for the Lower Sacramento Road Widening Project, City of Lodi, California

Appendix F. Traffic Impact Study for the Lower Sacramento Road Widening Project

List of Figures

Figure		Follows Page
1	Location of the Lower Sacramento Road Widening Project	2
2	Proposed Lower Sacramento Road Widening Project	3

Chapter 1. Project Description

INTRODUCTION

The City of Lodi (City) proposes to widen Lower Sacramento Road from two lanes to four lanes. The road would be widened from Kettleman Lane in the south to Turner Road in the north. The proposed roadway widening is mostly within right-of-way (ROW) owned by the City. Other ROW would be acquired from adjacent landowners as well as from San Joaquin County. Approximately 80% of the 2-mile stretch of road is already widened and partially paved.

This Initial Study (IS) has been prepared to satisfy environmental review requirements of the California Environmental Quality Act (CEQA) (Pub. Res. Code Section 21000 et seq.) and the State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.). The purpose of this IS is to address specific impacts that may result from implementation of the proposed project.

The City of Lodi is the lead agency for compliance with the CEQA. The project is anticipated to be funded with State Transportation Improvement Program (STIP), Transportation Development Act (TDA), Measure K, and Impact Fee funds. Because federal funding is anticipated to be provided by the Federal Highway Administration (FHWA), FHWA is the federal lead agency under the National Environmental Policy Act (NEPA). FHWA has delegated to the California Department of Transportation (Caltrans) much of its responsibility for overseeing environmental compliance on highway projects in California. As lead agencies, the City and Caltrans/FHWA must ensure that the proposed project complies with all regulatory requirements of the respective state and federal environmental processes under CEQA and NEPA and related state and federal environmental regulations. Technical reports have been prepared to support a categorical exclusion for the project under NEPA.

PURPOSE OF AND NEED FOR THE PROPOSED PROJECT

With the completion of current and recent construction in the project area, the City anticipates substantial traffic congestion and increased traffic collisions on Lower Sacramento Road unless capacity is increased. The roadway widening would accommodate this construction and planned development in the vicinity.

In 1967, the City adopted a specific plan for Lower Sacramento Road between Lodi Avenue and Turner Road. The specific plan describes a four-lane roadway with emergency parking and a raised median. In 1972, the City adopted a specific plan for Lower Sacramento

Road between Kettleman Lane and Lodi Avenue. The 1972 specific plan showed a four-lane roadway and a slightly larger median (22 feet wide instead of 18 feet). The 1990 Lodi General Plan identified the widening or restriping of Lower Sacramento Road between Turner Road and Kettleman Lane from two lanes to four lanes as a planned improvement necessary to accommodate buildout of the general plan by 2007. The project has been listed on the San Joaquin Council of Governments' regional transportation plan (RTP) for several years.

The proposed project has two main purposes:

- provide additional capacity on Lower Sacramento Road between Kettleman Lane and Turner Road to improve near-term traffic operations and safety and
- accommodate future traffic demand resulting from long-term growth anticipated under general plan buildout conditions (2020).

The peak-hour level of service (LOS) for most of this section of Lower Sacramento Road is LOS C, which is the City's minimum acceptable level of service. Fehr & Peers' forecast of traffic volumes with general plan buildout conditions (2020) indicates the need for a four-lane roadway between Kettleman Lane and Turner Road to accommodate between 14,900 and 30,700 vehicles (Fehr & Peers Associates 2000). General plan buildout projections of levels of service at the 11 intersections between Kettleman Lane and Turner Road, assuming that Lower Sacramento Road is widened to four lanes, indicate levels of service ranging from LOS A to C. One intersection, Lower Sacramento Road/Tokay Street, would be improved with a traffic signal and would operate at LOS B (without the signal the intersection is forecast to operate at an unacceptable level). Lower Sacramento Road and Taylor Road is forecast to operate at LOS B and LOS F (eastbound left turns). This would be an interim condition at Taylor Road until secondary access is constructed with future development.

DESCRIPTION OF THE PROPOSED PROJECT

Project Location and Setting

The Lower Sacramento Road widening project is located in western Lodi and abuts unincorporated areas of San Joaquin County (Figure 1). The terrain of Lower Sacramento Road and the surrounding area is generally level. The project area is mostly developed with a few remaining vacant parcels. Land uses along this segment of Lower Sacramento Road are primarily residential, institutional (schools, churches, hospital) and neighborhood commercial. Woodbridge Irrigation Canal (WIC) intersects with Lodi Avenue and Lower Sacramento Road and is parallel with Lower Sacramento Road from Lodi Avenue to halfway between Diablo Drive and Corbin Lane. At that point, WIC passes underneath the roadway and continues east. A safety improvement project to extend the WIC culvert was completed in winter 1999-2000. The culvert project was designed to accommodate the Lower Sacramento Road widening.

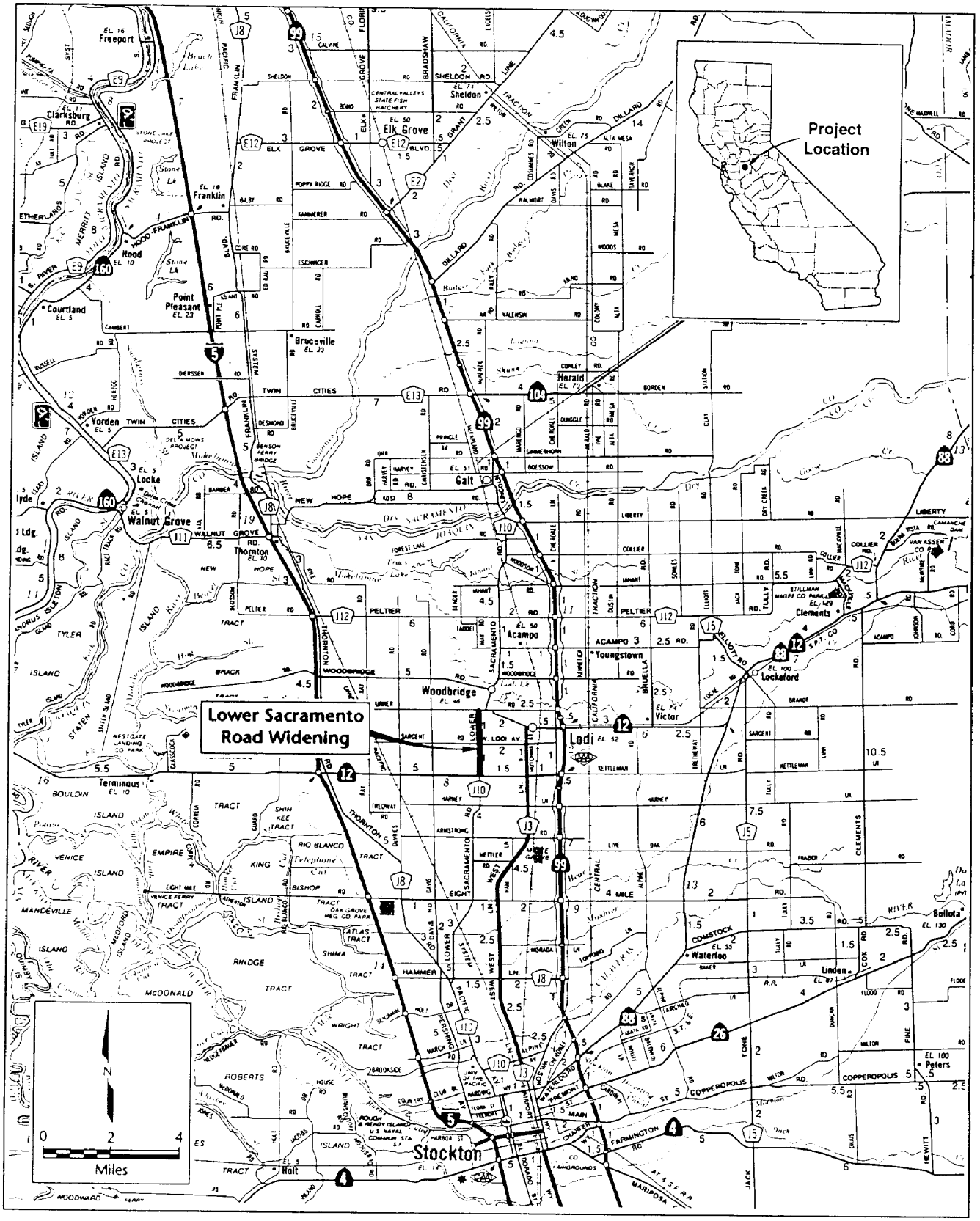


Figure 1
Location of the Lower Sacramento Road Widening Project

Project Components

The proposed project consists of widening Lower Sacramento Road from two lanes to four lanes between Kettleman Lane and Turner Road (Figure 2). Kettleman Lane, the southerly limit of the road widening, is a four-lane arterial leading to Interstate 5 on the west and Highway 99 on the east. Turner Road, the northerly limit of the road widening, is a four-lane arterial that also leads to Interstate 5 on the west and Highway 99 on the east. The project involves laying curbs and sidewalks, overlaying the existing pavement from Kettleman Lane to Taylor Road, reconstructing the existing pavement (including intersections) from Taylor Road to Turner Road, and constructing a raised median with full access at each of the five existing signalized intersections and at Tokay Street. A new signal would be installed at Tokay Street. Roadway pavement overlay would extend from Kettleman Lane to Taylor Road and pavement reconstruction from Taylor Road to Turner Road, for a total project length of 2 miles.

There are five existing signalized intersections along this length of Lower Sacramento Road: at Turner Road, Elm Street, Lodi Avenue, Vine Street, and Kettleman Lane. Unsignalized intersections are located at Tejon Street, Park West Drive, Oxford Way, Paradise Drive, Diablo Drive, Corbin Lane, Tokay Street (the project proposes a new signal), Cochran Road, St. Moritz Drive, and Taylor Road. Left turns from Tejon Street, Park West Drive, Oxford Way, and Paradise Drive onto Lower Sacramento Road would be eliminated; however, left turns onto these streets from Lower Sacramento Road would be allowed. All left turns to and from Diablo Drive, Corbin Lane, Cochran Road, and St. Moritz Drive would be eliminated. Taylor Road would have full access onto Lower Sacramento Road (until a future connection is made on the west side of Taylor Road, at which time, the left turn from Taylor Road to Lower Sacramento Road would be eliminated).

Construction Information

Project construction is anticipated to begin in fall of 2000, and would be completed by late summer/early fall 2001. Construction activity would consist of roadway excavation and asphalt concrete (AC) paving between the existing curbs which have been placed with adjacent development. Construction activity would also consist of removing the existing pavement and replacing it with new AC pavement at all of the intersections. Paving would consist of full depth asphalt concrete, approximately 0.70 feet thick; a landscaped median would be constructed; and remaining existing pavement, from Kettleman Lane, would be overlayed.

Construction equipment would consist of various grading and paving equipment (e.g., scrapers, grade-alls, pavers) and small loaders and backhoes. The exact equipment would depend on the contractor selected to construct the project and the equipment available at that time. Equipment storage and staging areas would be located within the Lower Sacramento Road ROW, or as otherwise arranged by the contractor. Both lanes of the roadway would remain open at all times during the construction period.

Required Permits and Approvals

The following federal, state, and local permits and review approvals are or may be required before the proposed project can be implemented:

City of Lodi Approvals
Initial Study/Mitigated Negative Declaration

Caltrans Approvals
Right of Way Data Sheet
Right of Way Certification
Construction Plan and Certification

Federal Highway Administration Approvals
anticipated Categorical Exclusion for NEPA compliance

No-Action Alternative

Under the No-Action Alternative for this project, Lower Sacramento Road would not be widened from a two-lane to a four-lane road between Kettleman Lane and Turner Road. Substantial traffic congestion and increased traffic collisions would result without the project. The level of service for this segment of Lower Sacramento Road would continue to degrade to a lower, and unacceptable, level of service as planned growth occurs in the area.

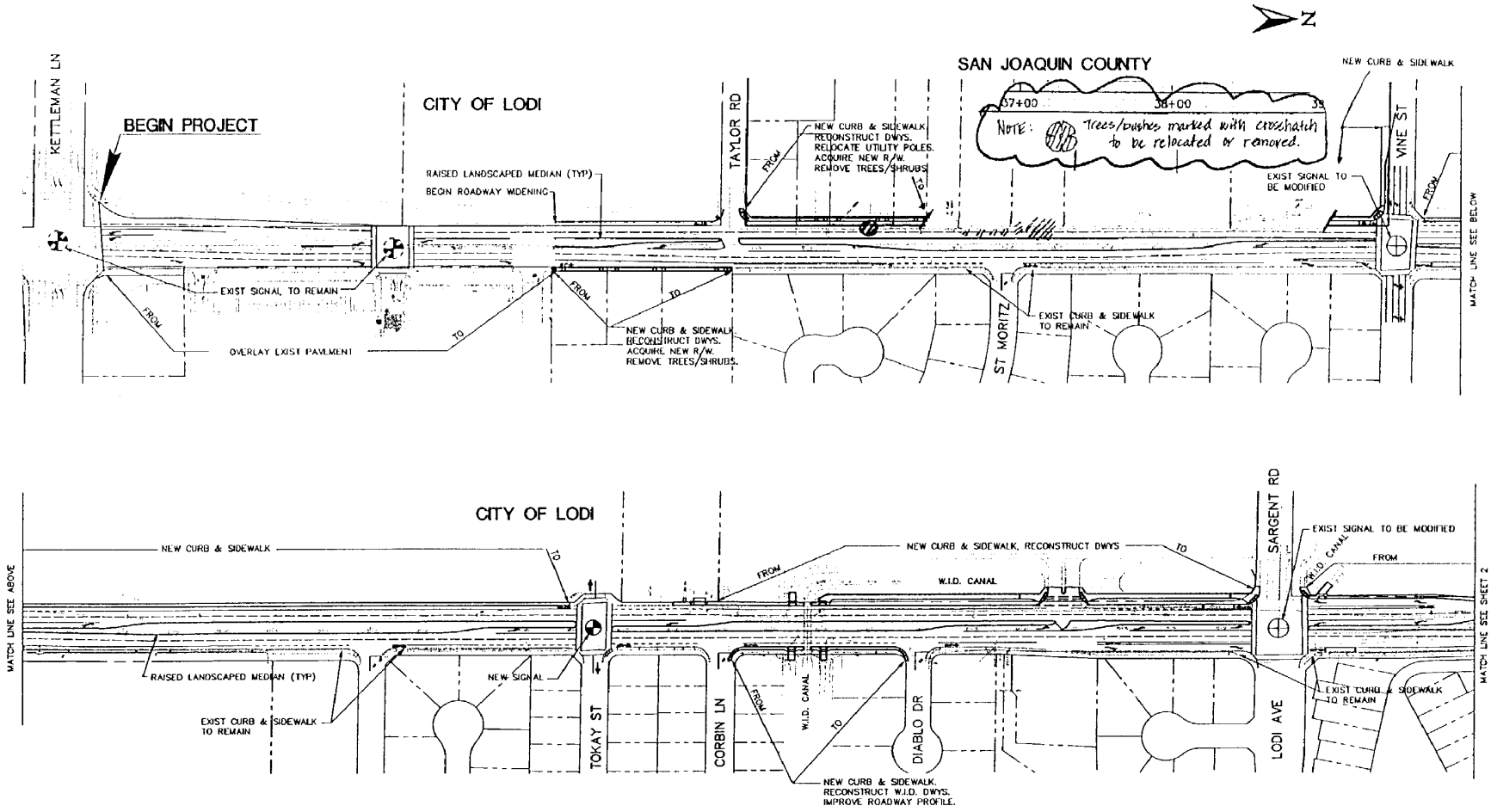


Figure 2
Proposed Lower Sacramento Road Widening Project
Kettleman Ln. to Turner Rd.

Source: Mark Thomas & Co. Inc. 1999.

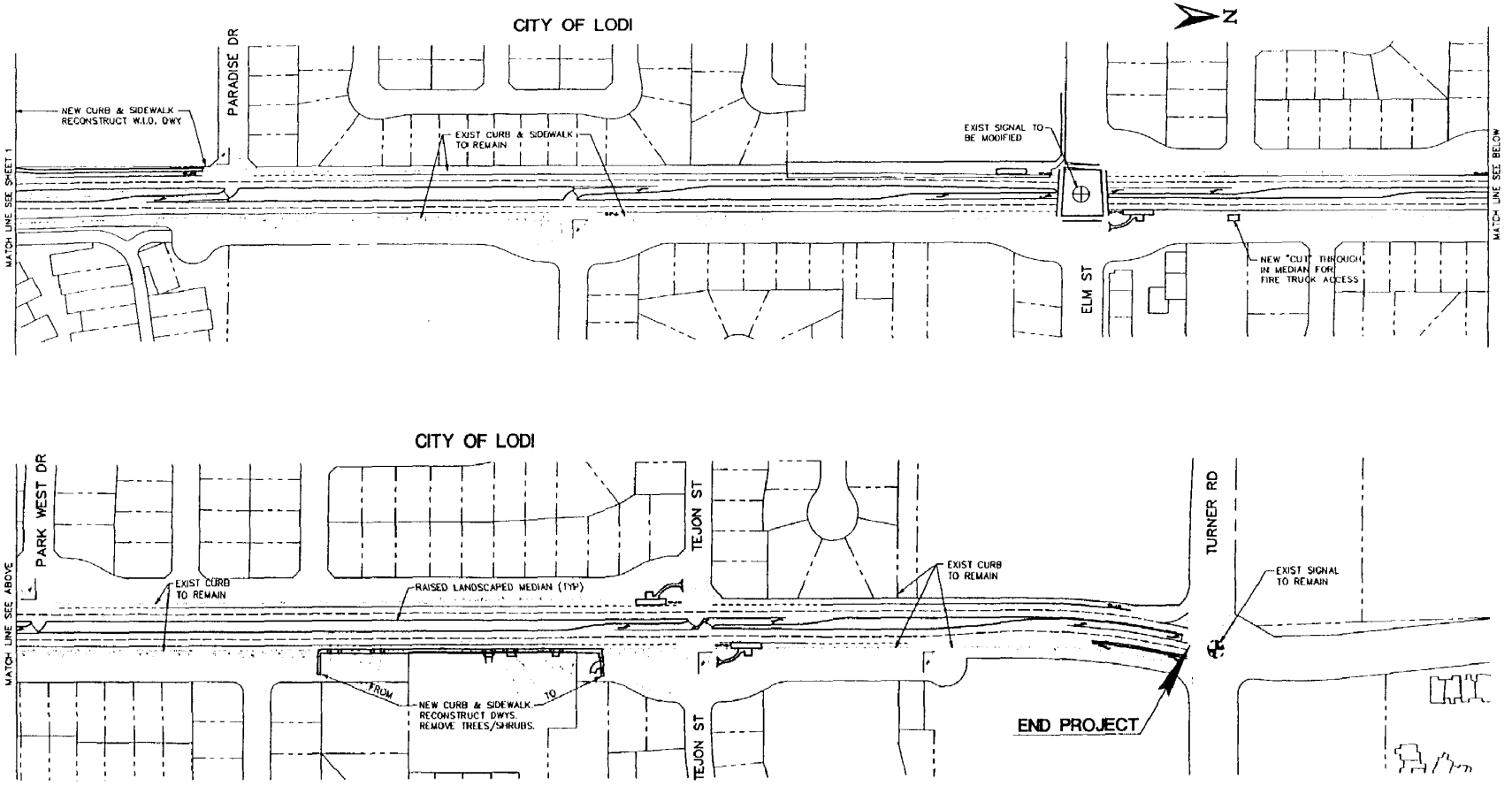


Figure 2 (Continued)
Proposed Lower Sacramento Road Widening Project
Kettleman Ln. to Turner Rd.

Source: Mark Thomas & Co. Inc. 1999.

Chapter 2. Initial Study and Environmental Checklist Form

1.	**Project Title:**	Lower Sacramento Road Widening
2.	**Lead Agency Name and Address:**	City of Lodi Public Works Department
3.	**Contact Person and Phone Number:**	Richard C. Prima, Public Works Director (209) 333-6706
4.	**Project Location:**	Lower Sacramento Road between Kettleman Lane and Turner Road
5.	**Project Sponsor's Name and Address:**	City of Lodi Public Works Department 221 West Pine Street P.O. Box 3006 Lodi, CA 95241-1910
6.	**General Plan Designation:**	Transportation
7.	**Zoning:**	Arterial

8. **Description of Project** *(Describe the whole action involved, including, but not limited to, later phases of the project and any secondary, support, or offsite features necessary for its implementation. Attach additional sheets if necessary.)*: Roadway widening from two to four lanes, with curbs, sidewalks, and a raised landscaped median with full access at six intersections (five existing and one new). See "Project Description" for further detail.

9. **Surrounding Land Uses and Setting** *(Briefly describe the project's surroundings)*: The terrain of Lower Sacramento Road and the surrounding area is generally level. Land uses along this segment of Lower Sacramento Road are primarily residential and neighborhood commercial. Other existing uses include two churches, two schools, and a hospital. Woodbridge Irrigation Canal intersects Lower Sacramento Road at Lodi Avenue and crosses under the roadway just south of Diablo Drive. Land use designations west and east of the project site are residential, institutional (schools, churches, hospital) and planned residential. The southwest corner of Lower Sacramento Road/Turner Road is designated office and the north and east portions of Lower Sacramento Road/Turner Road are designated neighborhood/community commercial.

10. **Other public agencies whose approval is required** (e.g., permits, financing approval, or participation agreement):

City of Lodi Approvals:
Initial Study/Mitigated Negative Declaration

Caltrans Approvals:
Right of Way Data Sheet
Right of Way Certification
Construction Plan and Certification

Federal Highway Administration Approvals:
anticipated Categorical Exclusion for NEPA compliance

Environmental Factors Potentially Affected:

The environmental factors checked below would potentially be affected by this project, (i.e., the project would involve at least one impact that is a "Potentially Significant Impact"), as indicated by the checklist on the following pages. For this project, all potentially significant impacts have been addressed with mitigation or features incorporated into the project. These environmental factors have been mitigated to a less-than-significant level.

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

Determination (*to be completed by the lead agency*):

On the basis of this initial evaluation:

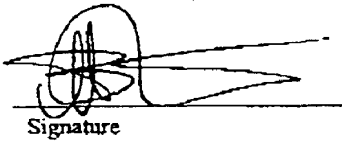
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ 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 to the project have been made by or agreed to by the project applicant. 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 an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" 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 ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.



Signature

2/24/00

Date

Konradt Bartlam

Printed Name

City of Lodi

For

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

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

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

4. "Negative Declaration: Less than Significant with Mitigation Incorporated" applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-than-Significant

Impact". The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. (Mitigation measures from Section XVII, "Earlier Analyses", may be cross-referenced.)

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

   (a) Earlier Analysis Used. Identify and state where earlier analyses are available for review.

   (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

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

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

9. The explanation of each issue should identify:

   (a) the significance criteria or threshold, if any, used to evaluate each question; and
   (b) the mitigation measure identified, if any, to reduce the impact to a less-than-significant level.

APPROACH TO ENVIRONMENTAL CHECKLIST

This section discusses potential environmental impacts associated with approval of the proposed project. A checklist for each resource topic is provided and explanations of all answers, as well as recommended mitigation measures follow each resource checklist. The discussion that follows each section of the checklist does the following:

- describes, briefly, the setting for resource topics, and if the proposed project could affect the resource;
- identifies previously certified environmental analysis and/or mitigation relevant to the issue, including the potential for each effect to be significant and adverse and standard requirements and measures that will preclude adverse impacts;
- describes proposed measures that will preclude adverse impacts;
- analyzes the potential for residual or remaining significant adverse impacts following implementation of the project and all previously identified, standard, and proposed requirements and measures;
- identifies impacts; and
- provides a significance determination for potentially significant impacts to meet the requirements of CEQA.

Previous Studies

The following studies were conducted and their findings used in analyzing the proposed project for this IS. The technical studies listed below were prepared for and in accordance with Caltrans District 10 Guidelines. In addition, the City of Lodi General Plan (General Plan 1991) was referenced for this analysis. The general plan and the technical studies are available for review at the City of Lodi Community Development Department (221 West Pine Street, Lodi, California).

The following technical reports were prepared for this project:

- draft Air Quality Report, Jones & Stokes, January 2000;
- Natural Environment Study, Jones & Stokes, January 2000;
- draft Historic Properties Survey Report, Jones & Stokes, January 2000;
- draft Archaeological Survey Report, Jones & Stokes, January 2000;
- Initial Site Assessment, Kleinfelder Associates, Inc., February 2000;
- draft Noise Study Report, Jones & Stokes, January 2000; and
- Traffic Impact Study, Fehr & Peers Associates, February 2000;

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS - Would the project:				
c. Have a substantial adverse effect on a scenic vista?	_____	_____	_____	___X___
d. Substantially damage scenic resources along a scenic highway, including, but not limited to, trees, rock outcroppings, and historic buildings?	_____	_____	_____	___X___
e. Substantially degrade the existing visual character or quality of the site and its surroundings?	_____	_____	_____	___X___
f. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	_____	_____	___X___	_____

a. The terrain of Lower Sacramento Road and the surrounding area is generally flat. The viewshed from the roadway includes views to the north and south. This views would not be affected by implementation of the project.

b. Over 80% of the proposed widened roadway is already paved. The project would primarily consist of restriping an existing roadway. Some trees would be removed from the roadway right-of-way, these effects are discussed under "Biological Resources". No other scenic resources would be damaged by implementation of the project.

c. The project vicinity is characterized by residential, institutional (schools, churches, and a hospital), and neighborhood commercial (i.e., Raley's) uses. Buildings are generally one-story structures and are set back from the roadway. A frontage road extends along portions of Lower Sacramento Road. Widening of the roadway would not degrade the visual character of the site and its surroundings since the roadway is consistent with the pattern of development along its borders. The proposed project would establish a uniform four-lane roadway with curbs, shoulders, and a raised landscaped median, and would improve the overall appearance of the roadway along this portion of Lower Sacramento Road. The roadway widening is consistent with the 1991 General Plan which identifies Lower Sacramento Road as a four-lane arterial.

d. The roadway widening project would not create new sources of light and glare since roadway lighting already exists. Temporary lighting effects due to night-time construction, if any, would be considered less than significant since they would be short term, intermittent, and limited in extent.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURAL RESOURCES - In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation. Would the project:				
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?	_____	_____	_____	___X___
b. Conflict with existing zoning for agricultural use or with a Williamson Act contract?	_____	_____	_____	___X___
c. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	_____	_____	_____	___X___

a-b. The proposed project would require the acquisition of minor amounts of land along the Lower Sacramento Road right-of-way. These are shoulders and dirt areas that front existing residences. Although these areas are described in the general plan as prime farmland, no active agricultural operations border the project site. One parcel is non-renewal Williamson Act lands (Category 3) due to expire in 2005. Land would be acquired on the east side of Lower Sacramento Road between Yosemite Drive and Tejon Street; the west side of Lower Sacramento Road between Vine Street and Taylor Road; and the east side of Lower Sacramento Road just south of Taylor Road. Parcels affected could include Assessor's Parcel Numbers 027-040-10/11/12, 027-050-22, 027-060-28/34/35, 029-060-66.

c. The proposed project would serve traffic demand from existing uses and from planned future growth anticipated under the 1991 General Plan. Under the 1991 General Plan, surrounding areas are designated for residential uses; the proposed project would service the demand arising from this local residential development.

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

An Air Quality Report was prepared for this project (see Appendix A).

a-b-c. Effects on air quality can be divided into short-term, construction-related effects and those associated with long-term operation of the project. Construction activities, such as excavation, grading, and vehicular traffic, may generate temporary increases in reactive organics (ROG), nitrogen oxides (NOx), and particulate matter (PM10). The San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) has determined that compliance with its Regulation VIII Fugitive PM10 Prohibitions, including implementation of all feasible control measures specified in its Guide for Assessing Air Quality Impacts (San Joaquin Valley Unified Air Pollution Control District 1998), is sufficient mitigation to minimize adverse air quality effects from construction. Therefore, construction impacts are considered less than significant.

Operation of the proposed project would not generate additional traffic at nearby intersections. The intersection of Lodi Avenue and Lower Sacramento Road was selected for analysis since it represents the busiest intersection in the project vicinity. Using the Transportation Project-Level Carbon Monoxide Protocol, the air quality analysis found that the proposed project would not result in an exceedance of the state carbon monoxide (CO) standard.

Potential project effects on levels of ozone precursors and PM10 were evaluated through the conformity process. The proposed project is included in the San Joaquin Council of Governments' (SJCOG) Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). The SJCOG found that both the RTP and TIP conform to the SJVUAPCD's air quality plan (ozone and ozone SIP). Therefore, operation of the proposed project is not expected to result in a significant regional increase in emissions of ROG, NO_X, or PM10.

d. The air pollutants of most concern that would be generated by the proposed project would be ROG, NOx, CO and particulate matter during construction, as described above. Emissions of ozone precursors and CO from construction vehicles would be minor because construction would involve relatively few construction vehicles at the site and would be temporary. The proposed project site would not involve substantial construction activity that would threaten residential areas. Construction workers would be exposed to dust for only very short periods of time. This impact is considered less than significant.

e. The proposed roadway widening project would be anticipated to reduce traffic congestion and the idling of motor vehicles. Thus, objectionable odors associated with traffic congestion would not occur and would not adversely affect sensitive receptors, such as residences, churches, or schools.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES - Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	_____	___X___	_____	_____
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 Game or U.S. Fish and Wildlife Service?	_____	_____	_____	___X___
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	_____	_____	_____	___X___
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?	_____	_____	_____	___X___
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	_____	_____	_____	___X___

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	_____	_____	_____	___X___

A Natural Environment Study was prepared for this project (see Appendix B).

a. **Special Status Plant Species.** No evidence of special-status plant species or their habitats, or exotic pest plants, was observed during the field survey. Because of the developed nature of the site, no suitable habitat for any of the special-status plant species known to occur in San Joaquin County is present and it is not likely that any special-status plant species occur in the project area. No impacts to special-status plant species, or impacts from exotic pest plants, would occur as a result of the roadway widening project.

Special-Status Wildlife Species. No special-status wildlife species were observed during the field survey. Of the special-status species recorded in the natural diversity database, or on the USFWS list for San Joaquin County, three are known to occur along roadsides in ruderal habitat. These species, white-tailed kite, valley elderberry longhorn beetle, and Swainson's hawk, could occur in the project vicinity. The northern harrier, a California species of special concern, could also occur in ruderal roadside habitat. Since the amount of habitat is small and the quality of the habitat is low, it is unlikely that these species would be present. However, although no known Swainson's hawk nests occur in or near the affected area, Swainson's hawks could move into the area before construction. Implementation of the following mitigation measure requiring pre-construction surveys for Swainson's Hawk would reduce project effects to a less-than-significant level.

BR-1 Conduct Preconstruction Surveys for Swainson's Hawk. If construction activities occur between March 1 and September 15, a qualified biologist will conduct a preconstruction survey for nesting Swainson's hawks within ¼ mile of the project boundary. The survey will be conducted 1 week before construction begins. If nesting Swainson's hawks are found within ¼ mile of the project boundary, the project proponent will contact the California Department of Fish and Game to discuss methods to minimize or avoid impacts on the nest(s). If no nests are found, there will be no impacts on nesting Swainson's hawks.

b-d. The study area is developed and paved for most of the length of the project limits. The area contains ruderal and disturbed areas, landscaped areas, and the open unvegetated Woodbridge Irrigation Canal. Since no riparian habitat or other sensitive natural community exists within the project area, the project would not affect riparian habitat or a sensitive natural community. Similarly, the project area does not contain wildlife dispersal or migration corridors which would be affected by implementation of the project.

c. The study site does not contain any areas that would qualify as wetlands or other waters of the United States pursuant to Section 404 of the Clean Water Act. Irrigation canals, such as the Woodbridge Irrigation Canal, are not typically considered wetlands since they are excavated in upland areas for the purpose of providing irrigation water. The proposed project would not affect wetlands.

e. The roadway widening project would remove nine trees from the public right-of-way on the east side of Lower Sacramento Road south of Tejon Street: one black walnut, three incense cedars, and a multi-trunk sucker from a dead english walnut at 710 North Lower Sacramento Road; one china berry and two incense cedars at 630 North Lower Sacramento Road; and one eldarica pine at 520 North Lower Sacramento Road (Hobson, memo.). The City's tree operations supervisor has recommended removal of these trees because construction would require the removal of over 50% of the root system of these trees. This would make the trees susceptible to toppling and would likely result in a

decline in their health. The City of Lodi protects City trees through ordinance (9.08.055 Protection of city trees, shrubs and plants). However, the City Tree Policy allows for the removal of trees by the City when "tree removal is necessary for a City improvement project" (Section II.A.5). Thus, removal of these trees would be consistent with the City of Lodi policies and would not represent an adverse environmental impact.

f. There is no adopted habitat conservation plan which includes the project area. Therefore, the roadway widening project would not conflict with an adopted conservation plan.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
V. **CULTURAL RESOURCES** - Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	_____	_____	_____	___X___
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	_____	___X___	_____	_____
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	_____	___X___	_____	_____
d. Disturb any human remains, including those interred outside of formal cemeteries?	_____	___X___	_____	_____

a. Jones & Stokes prepared a Historical Properties Survey Report for the proposed project (see Appendix C). This cultural resource study was conducted to evaluate the potential for the project to affect buildings and structures eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). Subsequent to the establishment of the Area of Potential Effect (APE), a record search conducted at the Central California Information Center revealed that no historic properties have previously been identified within the project area. On November 30, 1999, Jones & Stokes Cultural Resources staff identified 21 buildings on nine parcels that are more than 45 years in age and require a full evaluation. Additionally, the Woodbridge Irrigation Canal and one historic bridge (the canal road undercrossing) are also in the APE and were evaluated for their historical significance. Eight buildings on five parcels in the APE were constructed in 1955 or later and therefore did not require a full evaluation. These buildings were photographed and described in an appendix to the historic architectural survey report.

The technical report concludes that none of the properties in the APE appear to meet the criteria for listing in either the NRHP or the CRHR, and therefore, the properties are not considered significant cultural resources.

b-c-d. No prehistoric or paleontological resources were identified in or adjacent to the APE. No known human remains occur in the project area. No further archaeological work should be necessary at this site unless the APE is changed to include unsurveyed areas. If buried cultural materials are encountered during any ground disturbing activities it is Caltrans policy that work in that area must halt until a qualified archaeologist can evaluate the nature and significance of the find. The following mitigation measure is required to reduce the potential for disturbance to cultural resources encountered during construction:

CR-1 *If buried cultural materials are unearthed during project construction, work must halt in the vicinity of the find until a qualified archaeologist can assess its significance. If human remains are unearthed during construction, no further disturbance shall occur until the County Coroner has made the necessary findings regarding their origin and disposition as required by Public Resources Code Section 5097.98. In either instance, the Caltrans District 10 Environmental Planning Branch shall be notified immediately.*

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS - Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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.	_____	_____	_____	___X___
2. Strong seismic groundshaking?	_____	_____	_____	___X___
3. Seismic-related ground failure, including liquefaction?	_____	_____	_____	___X___
4. Landslides?	_____	_____	_____	___X___
b. Result in substantial soil erosion or the loss of topsoil?	_____	_____	___X___	_____
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	_____	_____	_____	___X___
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	_____	_____	_____	__X___
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of waste water?	_____	_____	_____	___X___

a.1-a.2-a.3. The project site, and San Joaquin County in general, is not considered a seismic hazard zone and is not a Special Studies Zone pursuant to the Alquist-Priolo Act. The Midland Fault Zone, approximately 20 miles west of Lodi,

is the nearest seismic area and is considered inactive. The risk of exposure of people or property to fault rupture, strong seismic groundshaking, seismic-related ground failure, including liquefaction, is considered minimal due to the location of the project and because the design of the highway widening is subject to Caltrans' seismic standards for the design of roadways.

a.4-c. The terrain of the roadway is generally flat and would not be subject to landslides. Implementation of the project would not result in landslides or cause soils to become unstable resulting in landslide, lateral spreading, subsidence, liquefaction, or collapse. Liquefaction hazards are greatest where the water table is near the ground surface, as would be the case near the Mokelumne River. The depth to groundwater below the project site is approximately 35 to 40 feet below the existing grade (Kleinfelder 2000).

b-d. The terrain of the proposed project area is generally level and is located on Tokay series soils - fine sandy loam and urban land complex soils which are moderate to well-drained, with moderately rapid permeability, and with slight water erosion hazard. The strength of the soils is fair with low shrink-swell potential. Implementation of the project would require minimal grading, excavation, and fill along the two-mile corridor, therefore, no or limited effects from erosion and from expansive soils would be expected.

e. Implementation of the proposed project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, the project would not affect septic or wastewater disposal requirements.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	_____	_____	_____	___X___
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	_____	_____	_____	___X___
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	_____	_____	_____	___X___
d. Be located on a site that 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?	_____	_____	___X___	_____

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e.	Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?	_____	_____	_____	___X___
f.	Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?	_____	_____	_____	___X___
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	_____	_____	_____	___X___
h.	Expose people or structures to the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	_____	_____	_____	___X___

An Initial Site Assessment was prepared for this project (see Appendix D).

a-b-c. The project does not involve the transport, use, or disposal of hazardous materials, and the project area is not listed as a hazardous materials site. The initial site assessment completed for the project area did not identify the presence of hazardous materials. During construction, Transite pipe (known to contain asbestos and commonly used for past agricultural operations) may be encountered. Asbestos encountered during construction would be disposed of in accordance with local, state, and federal laws and regulations. A monitoring well associated with USA Petroleum located south of Lodi Avenue between the canal and the roadway, should be avoided during construction activities.

Three adjacent properties are listed on regulatory databases. These sites are not anticipated to pose an adverse impact on the project site. Therefore, the proposed project would not result in exposure to hazardous materials.

d. The project site is not listed on any regulatory databases reviewed as part of the Initial Site Assessment. Three adjacent properties are listed on regulatory databases. These sites are not anticipated to pose an adverse impact on the project site. Therefore, the proposed project would not create a significant hazard to the public or the environment.

e-f. The project area is not located within two miles of a public airport or public use airport, and is not located within the vicinity of a private airstrip.

g. As described in "Transportation/Traffic", the project will reduce the number of direct access points to streets and driveways from Lower Sacramento Road. However, median breaks will typically be provided at spacings of 500 to 1,500 feet. Construction of the project would not conflict with adopted emergency response or emergency evacuation plans since the roadway would be open at all times during construction.

h. The proposed project would not increase fire hazard since no wildlands are located adjacent to the project area.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
VIII.	**HYDROLOGY AND WATER QUALITY** - Would the project:				
b.	Violate any water quality standards or waste discharge requirements?	_____	_____	_____	___X___
c.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	_____	_____	_____	___X___
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?	_____	_____	_____	___X___
e.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?	_____	_____	_____	__X___
f.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	_____	_____	_____	___X___
g.	Otherwise substantially degrade water quality?	_____	___X___	_____	_____
h.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	_____	_____	_____	___X___
i.	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	_____	_____	_____	___X___

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
j.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	_____	_____	_____	__X__
k.	Contribute to inundation by seiche, tsunami, or mudflow?	_____	_____	_____	__X__

a. Since the project consists primarily (more than 80%) of the restriping of an already existing road, the overall water quality in the area is not expected to change. Similarly, the project would not result in an increase in waste discharge.

b. The project would not affect groundwater supplies because most of the roadway is already paved.

c-d. Since most of the roadway is already paved, the project would not substantially alter the drainage pattern of the site or area and would not result in substantial erosion, siltation, or flooding, either onsite or offsite.

e. Implementation of the project would increase the amount of runoff water from existing levels since it would increase the amount of impervious surface. However, since most of the roadway is already paved, the increase in runoff would not exceed the capacity of existing or planned stormwater drainage systems and would not provide substantial additional sources of polluted runoff. Therefore, the proposed project would not affect the capacity of the stormwater drainage system in the project area.

f. Minor short-term changes in surface water quality are anticipated during construction. The contractor will be required to obtain a construction activity stormwater permit from the Regional Water Quality Control Board (RWQCB) to discharge stormwater runoff. The General Permit requires that Best Management Practices (BMPs) be developed and implemented as part of the project to control erosion and runoff, which can affect receiving water quality during construction. BMPs include schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce pollution (i.e., straw bale dikes, silt fences, sediment traps, or similar methods). The implementation of all these measures would minimize the effect of the temporary change in water movements, drainage patterns, and surface water runoff. Effects to the canal channel would be reduced through the implementation of the following measure:

WQ-1. *The following general measures will be implemented to avoid or reduce construction impacts on the channels of the Woodbridge Irrigation Canal:*

a. *Minimize disruption of the streambed at and adjacent to the construction site, grade disturbed areas to minimize surface erosion and siltation in the channel, cover bare areas with mulch, and revegetate all cleared areas.*

b. *Establish a spill prevention and countermeasure plan before project construction that includes strict onsite handling rules to keep construction and maintenance materials out of drainages and the waterway. Goals of this type of plan would be to:*

- *prevent contamination of streamside soil and the watercourse from cement, concrete, concrete washing, asphalt, paint or other coating material, oil or other petroleum products, or hazardous materials;*

- *clean up spills immediately and notify the California Department of Fish and Game immediately regarding any spill and cleanup procedures;*

- *provide staging and storage areas outside the stream zone for equipment, construction materials, fuels, lubricants, solvents, and other possible contaminants; and*

- *time construction in the canal channel to coincide with the off-season for the Woodbridge Irrigation District, and drain the channel before construction.*

For the above reasons, the project would not be expected to substantially degrade water quality.

g-h-I. The project area, as is most of the City of Lodi, is within a 500-year flood hazard area (General Plan EIR, 1990). Areas within the 100-year flood hazard area are located along the Mokelumne River, about ½ mile northeast of the project study area. The project does not include the construction of housing. Since most of the roadway is already paved, construction of the remaining portions of the project would not impede or redirect flood flows. Implementation of the project would not expose people or structures to a significant risk from flooding.

j. The proposed project would not contribute to seiche, tsunami, or mudflow.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
IX. LAND USE AND PLANNING - Would the project:				
a. Physically divide an established community?	_____	_____	_____	___X___
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	_____	_____	_____	___X___
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	_____	_____	_____	___X___

a. The proposed project would not divide an established community. The roadway is an existing arterial bordered by residences, schools, churches, a hospital, and commercial development.

b. The proposed project is consistent with the 1967 Specific Plan or 1972 Specific Plan, which each designated Lower Sacramento Road a four-lane roadway. This designation was maintained in the 1991 General Plan, which described Lower Sacramento Road as a four-lane arterial (General Plan 1991). The project also would not conflict with adjacent residential, institutional, and commercial development.

c. The project area is not included within a habitat conservation plan or any other conservation plan.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
X. MINERAL RESOURCES - Would the project:				
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?	_____	_____	_____	__X__
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?	_____	_____	_____	__X__

a-b. The proposed project would not result in the loss of availability of a known mineral resource or of a locally important mineral resource recovery site that would be of value to the region and residents of the state. There are no known mineral resources within the project area. Natural gas resources exist within the Lodi area, but the potential for future production is low (General Plan EIR, 1990).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XI. NOISE - Would the project:				
a. Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	_____	_____	__X__	_____
b. Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	_____	_____	__X__	_____
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	_____	_____	__X__	_____
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	_____	_____	__X__	_____
e. Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	_____	_____	_____	__X__

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f. Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?	_____	_____	_____	___X___

A Noise Study Report was prepared for the project (see Appendix E).

a-c. A field noise investigation was conducted to quantify existing noise conditions. Fifty-eight sensitive receiver locations were identified, including houses and apartments, a church, hospital, and school. Existing noise levels along Lower Sacramento Road ranged from 59 to 69 Leq(h) (or about 60-70 CNEL). The Land Use Compatibility Chart for the Noise Element of the City of Lodi General Plan describes 60-65 dB as conditionally acceptable and 65-75 dB as normally unacceptable for residential uses. The chart describes 60-70 dB as conditionally acceptable and 70-75 dB as normally unacceptable for hospital, school and church uses. Because existing noise levels generally exceed the acceptable noise level threshold established in the general plan, noise levels with implementation of the proposed project are expected to exceed the acceptable noise level threshold. The project is projected to increase noise levels by 2-4 dB. A 3dB change in noise is considered to be the threshold of a perceptible change to the human ear. Therefore, while the project would increase existing noise levels which are currently conditionally acceptable or worse, this change would not be perceptible to the human ear. This impact would be less than significant.

b-d. Because construction activity would be conducted in accordance with Caltrans standard specifications and would be short term, intermittent, limited in physical extent, and in most cases dominated by local traffic, no significant noise impacts from construction (ground borne vibration or noise, or substantial temporary noise increases) are anticipated.

e-f. The project area is not located within two miles of a public or private airstrip or airport and therefore would not expose roadway users to excessive noise levels.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XII. <u>POPULATION AND HOUSING</u> - Would the project:				
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and business) or indirectly (e.g., through extension of roads or other infrastructure)?	_____	_____	_____	___X___
b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	_____	_____	_____	___X___
c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	_____	_____	_____	___X___

a. The proposed project would accommodate existing and planned growth in the project area. Plans for a four-lane roadway are described in the 1967 Specific Plan, 1972 Specific Plan, and in the 1991 General Plan. The widening of the roadway would not induce new growth in the project area beyond the growth planned under the 1991 General Plan. Traffic volume forecasts for General Plan buildout conditions show daily traffic volumes between 14,900 and 30,700 on Lower Sacramento Road between Kettleman Lane and Turner Road. These volumes indicate the need for a four-lane roadway by 2020.

b-c. The proposed project would not result in the relocation of housing or people.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. PUBLIC SERVICES - Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a 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 following public services:				
Fire protection?	_____	_____	_____	___X___
Police protection?	_____	_____	_____	___X___
Schools?	_____	_____	_____	___X___
Parks?	_____	_____	_____	___X___
Other public facilities?	_____	_____	_____	___X___

a. The proposed project, a roadway widening, would not require the provision of additional fire protection services, police protection, or increase the demand for schools, parks, or other public facilities. Thus, the project would not affect the provision of public services.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. RECREATION - Would the project:				
a. 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?	_____	_____	_____	___X___

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	_____	_____	_____	___X___

a. The project would not increase the use of existing parks or recreational facilities, such as Lodi Lake Municipal Park, and would not accelerate the deterioration of existing recreational resources.

b. The project does not include recreational facilities or require additional recreational facilities.

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

A Traffic Impact Study was prepared for the project (see Appendix E).

a. The project does not include any land use changes that would affect trip-generating characteristics and, therefore, would not increase traffic. Although the project would not directly increase vehicle trips, the installation of a median on Lower Sacramento Road would alter the traffic patterns on surrounding streets and would direct traffic to signalized intersections where median openings would be provided. However, traffic patterns would not be affected to the extent that average delays at the signalized intersections would exceed accepted level-of-service thresholds (Fehr & Peers Associates, 1999).

b. The project would increase capacity and improve the level of service on Lower Sacramento Road by widening the roadway to four travel lanes.

c. The project would not affect air traffic patterns.

d. The project would reduce traffic hazards by providing a barrier between northbound and southbound traffic on Lower Sacramento Road and reducing the number of conflict points at unsignalized intersections.

e. The project would reduce the number of direct access points to streets and driveways from Lower Sacramento Road. However, this would not result in inadequate emergency access as U-turns would be allowed at signalized (full-access) intersections, and median breaks would typically be provided at spacings of 500 to 1,500 feet.

f. Parking is not currently allowed on Lower Sacramento Road, therefore, implementation of the project would not affect parking supply and would not result in inadequate parking capacity.

g. The proposed project is designed to accommodate future bus turnouts and bicycle lanes. The City has identified development of Lower Sacramento Road with Class II bike lanes as a priority project (Bicycle Transportation Master Plan 1994). Implementation of the roadway widening project would not conflict with adopted policies, plans, or programs supporting alternative transportation.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XVI.	**UTILITIES AND SERVICE SYSTEMS** - Would the project:				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	_____	_____	_____	___X___
b.	Require, or result in the construction of, new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	_____	_____	_____	___X___
c.	Require, or result in the construction of, new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	_____	_____	_____	___X___

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	_____	_____	_____	___X___
e.	Result in a determination by the wastewater treatment provider that 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?	_____	_____	_____	___X___
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	_____	_____	_____	___X___
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	_____	_____	_____	___X___

a. The proposed roadway widening project would not exceed wastewater treatment requirements.

b. The proposed project would not require, or result in the construction of, new water or wastewater treatment facilities, or the expansion of existing facilities.

c. The proposed project would not require, or result in the construction of, new stormwater drainage facilities, or the expansion of existing facilities.

d. The proposed project would not require new or expanded entitlements for water supply.

e. The proposed project would not affect the provision of wastewater treatment services in the project area.

f. The proposed project would be served by existing permitted landfill capacity.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XVII.	**MANDATORY FINDINGS OF SIGNIFICANCE**				
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	_____	__X___	_____	_____
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.)	_____	_____	_____	___X___
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	_____	_____	_____	___X___

a. The proposed project could result in biological, cultural resource, and water quality impacts. Mitigation measures to reduce these potential impacts to a less than significant level are described within the resource sections.

b. The proposed project would not result in cumulatively considerable effects. Effects on biological and cultural resources would be mitigated through project design and would be less than significant.

c. The proposed project would not result in substantial adverse effects on human beings.

Chapter 3. Agencies and Persons Consulted

CITY OF LODI

David Morimoto - Planning Department
Wes Fujitani - Public Works Department
Paula Fernandez - Public Works Department

CALIFORNIA DEPARTMENT OF TRANSPORTATION DISTRICT 10

Paul Helwer - local assistance
Kenneth Puth - local assistance
Gina Moran - local assistance

MARK THOMAS & CO. INC.

Tim Fleming - Project Manager
Rob Himes - Project Engineer
Adrian Engel - Project Assistant

Chapter 4. Citations

PRINTED REFERENCES

Brady and Associates. 1994. Lodi bicycle transportation master plan. Berkeley, CA. Prepared for: City of Lodi, Lodi, CA.

Jones & Stokes Associates, Inc. 1991. City of Lodi general plan policy document. Sacramento, CA. Prepared for: City of Lodi, Lodi, CA. With contributions from J. Laurence Mintier & Associates, TJKM, and Pepper Associates.

Jones & Stokes Associates, Inc. 1990. City of Lodi draft general plan draft environmental impact report. Sacramento, CA. Prepared for: City of Lodi, Lodi, CA. With contributions from J. Laurence Mintier & Associates, TJKM, and Pepper Associates.

PERSONAL COMMUNICATIONS

Sam Brandon. Engineering Associate/Water Resources Specialist. Flood Protection Section, Division of Flood Management, California Department of Water Resources, Sacramento, CA. March 28, 2000 - telephone conversation with Kimberly M. Avila.

Chapter 5. List of Preparers

The following Jones & Stokes staff members assisted in the preparation of this initial study/mitigated negative declaration:

Christy Corzine - Principal-in-Charge

Kimberly M. Avila - Project Manager

Tim Rimpo and Kevin Lee - Air Quality

Petra Unger, Ed Whisler, and Todd Sloat - Biological Resources

Leslie Fryman and Mark Bowen - Cultural Resources

Dave Buehler - Noise

Jim Merk - Editor

Peggy Purdy - Communications Specialist

Tim Messick and Tony Rypich - Graphic Artists

Bev Fish and Melody Stevens - Report Reproduction Services

The following consultants provided technical reports and assistance in the preparation of this initial study/negative declaration:

Laurie Bacca, Kleinfelder Inc. - Initial Site Assessment

Kristin Calia, Fehr & Peers Associates - Traffic Impact Study

Chapter 6. Comments and Responses

PUBLIC REVIEW PROCESS

The public review period for the initial study and proposed mitigated negative declaration began on February 25, 2000, and ended on March 27, 2000, covering the CEQA-mandated 30-day public review period. Notices regarding the proposed mitigated negative declaration were mailed directly to numerous agencies, organizations, and individuals for review. Copies of the proposed mitigated negative declaration were also available for review at the City of Lodi Community Development Department counter.

LIST OF PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES COMMENTING ON THE INITIAL STUDY AND PROPOSED NEGATIVE DECLARATION

Comments on the initial study and proposed negative declaration through March 27, 2000, were submitted by Rick Grenz, Board of Properties, St. Peter Evangelical Lutheran Church; and Carol Birch, Chair, Environmental Review Committee, The Reclamation Board, California Department of Water Resources. The comments submitted on the initial study and proposed negative declaration do not affect the conclusion that there are no potential significant environmental effects as a result of the proposed project. The letters are responded to below.

Letter from Rick Grenz, Board of Properties, St. Peter Evangelical Lutheran Church

The commentor is concerned that the elimination of left turns from Oxford Way onto Lower Sacramento Road will create negative impacts on the residential community surrounding the church. The commentor also favors allowing left turns from Oxford Way through a controlled intersection. As discussed on page 26 of the initial study, although the proposed project would alter traffic patterns on surrounding streets, traffic patterns would not be affected to the extent that average delays at the signalized intersections would exceed accepted level-of-service thresholds. In addition, allowing left turns at Oxford Way would decrease safety at the unsignalized intersection by increasing the number of conflict points (Fehr and Peers Associates, March 2000). The installation of a traffic signal at Oxford Way is not recommended, based on existing relatively low traffic volumes, availability of a U-turn at West Elm Street, and the availability of alternative access routes (West Elm Street and West Lodi Avenue) to Lower Sacramento Road. During peak flows on Oxford Way, at the conclusion of Sunday services, traffic volumes on Lower Sacramento Road will be considerably less allowing traffic signals at West Elm Street and West Lodi Avenue to provide more green time to side street or U-turn traffic and reducing the potential for significant queuing problems. Finally, a signal at Oxford Way would negatively affect traffic progression and would increase delays to through traffic on Lower Sacramento Road.

Letter from Carol Birch, Chair, Environmental Review Committee, The Reclamation Board

The commentor states that the project may be subject to the Reclamation Board's permit process. The Woodbridge Irrigation Canal, which abuts the project site, is not within the jurisdiction of the Reclamation Board pursuant to Title 23, Section 112 (Brandon, pers comm).

Chapter 7. Mitigation Monitoring Program

MITIGATION MONITORING PROCESS

Section 21081.6 of the Public Resources Code states that when an agency approves a project subject to implementing mitigation measures, the public agency must adopt a reporting or monitoring program for the changes to the project that it has adopted or made a condition of project approval in order to mitigate or avoid significant impacts on the environment.

The various technical discussions in Chapter 2 of this mitigated negative declaration identify proposed mitigation measures. The City of Lodi City Council will be reviewing these mitigation measures as part of the project review process. If the project is approved, these mitigation measures will become conditions of approval.

The full text of each of the mitigation measures identified in this mitigated negative declaration is presented in this mitigation monitoring program. The monitoring details for each measure, such as the agency responsible for implementation, the timing of implementation, and a space for the completion date, are indicated below.

MITIGATION MEASURES AND IMPLEMENTATION PROGRAM

BR-1 *Conduct Preconstruction Surveys for Swainson's Hawk. If construction activities occur between March 1 and September 15, a qualified biologist will conduct a preconstruction survey for nesting Swainson's hawks within ¼ mile of the project boundary. The survey will be conducted 1 week before construction begins. If nesting Swainson's hawks are found within ¼ mile of the project boundary, the project proponent will contact the California Department of Fish and Game to discuss methods to minimize or avoid impacts on the nest(s). If no nests are found, there will be no impacts on nesting Swainson's hawks.*

Party Responsible for Mitigation: Lodi Public Works Department
Monitoring Agency: Lodi Community Development Department
Timing Process: Prior to construction
Completion Date: _____

CR-1 *If buried cultural materials are unearthed during project construction, work must halt in the vicinity of the find until a qualified archaeologist can assess its significance. If human remains are unearthed during construction, no further disturbance shall occur until the County Coroner has made the necessary findings regarding their origin and disposition as required by Public Resources Code Section 5097.98. In either instance, the Caltrans District 10 Environmental Planning Branch shall be notified immediately.*

Party Responsible for Mitigation: Lodi Public Works Department
Monitoring Agency: Lodi Community Development Department
Timing Process: During grading and other ground disturbance
Completion Date: _____

WQ-1. *The following general measures will be implemented to avoid or reduce construction impacts on the channels of the Woodbridge Irrigation Canal:*

a. *Minimize disruption of the streambed at and adjacent to the construction site, grade disturbed areas to minimize surface erosion and siltation in the channel, cover bare areas with mulch, and revegetate all cleared areas.*

b. *Establish a spill prevention and countermeasure plan before project construction that includes strict onsite handling rules to keep construction and maintenance materials out of drainages and the waterway. Goals of this type of plan would be to:*

- *prevent contamination of streamside soil and the watercourse from cement, concrete, concrete washing, asphalt, paint or other coating material, oil or other petroleum products, or hazardous materials;*

- *clean up spills immediately and notify the California Department of Fish and Game immediately regarding any spill and cleanup procedures;*

- *provide staging and storage areas outside the stream zone for equipment, construction materials, fuels, lubricants, solvents, and other possible contaminants; and*

- *time construction in the canal channel to coincide with the off-season for the Woodbridge Irrigation District, and drain the channel before construction.*

Party Responsible for Mitigation: Lodi Public Works Department
Monitoring Agency: Lodi Public Works Department
Timing Process: Prior to construction
Completion Date: _____

RESOLUTION NO. 2000-49

A RESOLUTION OF THE LODI CITY COUNCIL
CERTIFYING THE MITIGATED NEGATIVE DECLARATION
AS ADEQUATE ENVIRONMENTAL DOCUMENTATION
FOR THE LOWER SACRAMENTO ROAD WIDENING
PROJECT, TURNER ROAD TO KETTLEMAN LANE

==========

WHEREAS, the City of Lodi is proposing to widen Lower Sacramento Road from two lanes to four lanes, from Kettleman Lane on the south to Turner Road on the north; and

WHEREAS, the Mitigated Negative Declaration was prepared based on an initial study conducted by the environmental firm of Jones & Stokes in compliance with the California Environmental Review Quality Act (CEQA) and State CEQA guidelines. The Community Development Department has determined that all environmental impacts that result from this project, can be mitigated to a less than significant level; and

WHEREAS, a mitigation monitoring program will be adopted as part of the Mitigated Negative Declaration package to assure that all potentially significant impacts will be mitigated; and

WHEREAS, staff recommends that the City Council certify the filing of a Mitigated Negative Declaration by the Community Development Director as adequate environmental documentation for the project.

NOW, THEREFORE BE IT RESOLVED that the City Council has reviewed all documentation and hereby certifies the Mitigated Negative Declaration as adequate environmental documentation for the Lower Sacramento Road Widening Project.

Dated: April 5, 2000

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I hereby certify that Resolution No. 2000-49 was passed and adopted by the City Council of the City of Lodi in a regular meeting held April 5, 2000, by the following vote:

AYES: COUNCIL MEMBERS – Hitchcock, Land, Nakanishi, Pennino and Mann (Mayor)

NOES: COUNCIL MEMBERS – None

ABSENT: COUNCIL MEMBERS – None

ABSTAIN: COUNCIL MEMBERS – None

JACQUELINE L. TAYLOR
Interim City Clerk