


May 21, 2008

**Final Program Environmental  
Impact Report for the  
Lodi Community Improvement  
Project**

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*Redevelopment Agency of the City of Lodi*

SCH NO. 2008022053

 GRC REDEVELOPMENT CONSULTANTS  
701 S. Parker Street  
Suite 7400  
Orange, CA 92868



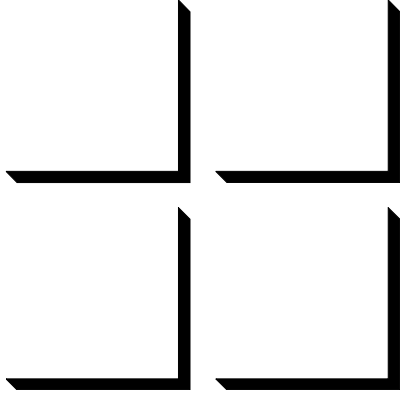
**FINAL**  
**PROGRAM ENVIRONMENTAL IMPACT REPORT**  
**for the**  
**Lodi Community Improvement Project**  
**(SCH NO. 2008022053)**

May 21, 2008

Prepared for:  
Redevelopment Agency of the City of Lodi  
221 W. Pine Street  
Lodi CA 95241-1910  
(209) 333-6700

Prepared by:  
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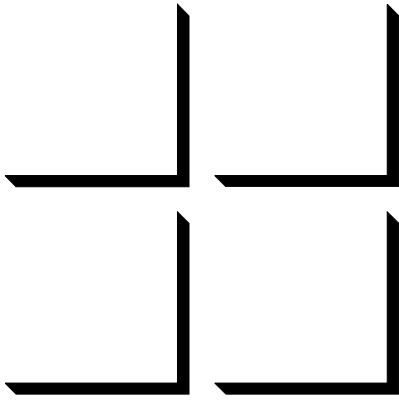
# Lodi Community Improvement Project

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## *INTRODUCTION*

This document, when combined with the Draft Environmental Impact Report (DEIR), constitutes the Final EIR (FEIR) for the proposed Lodi Community Improvement Project, referred to herein as the “Project”, pursuant to Section 15132 of the State of California Environmental Quality Act Guidelines (“CEQA Guidelines”).

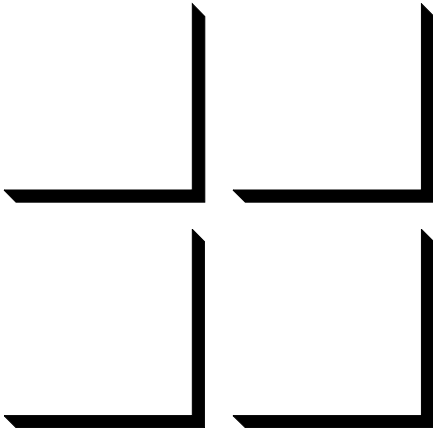
The DEIR contains a complete description of the proposed Project, a description of existing environmental conditions in the approximately 2,159 acres of territory proposed for inclusion in the Lodi Community Improvement Project Area (referred to as “the Project Area”), a discussion of the Project’s potential environmental effects, and mitigation measures to reduce or eliminate adverse impacts. The DEIR was circulated for public review and comment between from April 2, 2008 to May 16, 2008.

Comments on the DEIR were received from the following two public agencies and one resident:

- State of California Department of Transportation (Caltrans)
- California Department of Highway Patrol
- James McCarty, Resident.

The comments received did not identify new substantial impacts or require changes to the analyses or findings of the DEIR. Therefore, there is no requirement to revise or recirculate the DEIR.

Also contained in this FEIR is the Mitigation Monitoring Program for the Project.



## ***RESPONSES TO COMMENTS***

The comment letters and responses to the comments are included in this section. Each comment letter is provided, then a reiteration of the relevant comment *[italicized]*, and a response to the relevant comment.



04/22/2008 11:44 7142341126  
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Apr. 22. 2008 10:43AM

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CITY OF LODI

PAGE 03/04

003

No. 0580 P. 2

STATE OF CALIFORNIA — BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER Governor

**DEPARTMENT OF TRANSPORTATION**

P.O. BOX 2048 STOCKTON, CA 95201  
(1976 E. CHARTER WAY/1976 E. DR. MARTIN  
LUTHER KING JR. BLVD. 95205)  
TTY: California Relay Service (800) 735-2929  
PHONE (209) 941-1921  
FAX (209) 948-7194



*Flex your power!  
Be energy efficient!*

April 22, 2008

**10-SJ-Various  
SCH#2008022053 (DEIR)  
Lodi Community  
Improvement Project**

Blair King  
City of Lodi  
Planning Division  
221 West Pine Street  
Lodi, CA 95241-1910

Dear Ms. King:

The California Department of Transportation (Department) appreciates the opportunity to have reviewed the Draft Environmental Impact Report (DEIR) application for the proposed Lodi Community Improvement Project. The project is a Redevelopment Plan for approximately 2,400-acre area generally located east of Sacramento Street to the eastern border of the City, with some areas extending west to Ham Lanc. The comments provided in the letter dated March 7, 2008 still apply, they are as follows:

The Environmental Impact Report (EIR) for the General Plan was done on a programmatic level and generally identified capital improvement projects (CIP) contained in the circulation element of the General Plan. The Draft Environmental Impact Report (DEIR) for the Redevelopment Plan should tier off of the program level and provide specific assessments of transportation needs for this area along with the general cost estimates and funding responsibilities.

The Department concurs with the statement on page 2, of the "Initial Study for the Lodi Community Improvement Project", that states "Because future development within the Project Area must occur within the established parameters of the prevailing General Plan, implementation of the Redevelopment Plan will not result in any unanticipated development or densities within the Project Area."

**TRAFFIC OPERATIONS**

A traffic impact study (TIS) is necessary to determine this project's near-term and long-term impacts to State facilities – both existing and proposed – and to propose appropriate mitigation

*"Caltrans improves mobility across California"*

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Ms. King  
April 22, 2008  
Page 2

measures. The department recommends that the study be prepared in accordance with the *Caltrans Guide for the Preparation of Traffic Impact Studies*, dated December 2002 (Guide). The TIS should include all approved and pending projects within the vicinity.

The Department recommends that the City encourage the developer to submit a scope of work for conducting the TIS prior to circulating the local development application for comment in order to expedite the Department's review. The Department is available to discuss assumptions, data requirements, study scenarios, and analysis methodologies prior to beginning the TIS. This will help insure that a quality TIS is prepared.

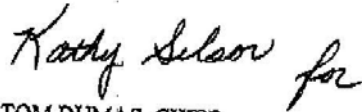
An Encroachment Permit will be required for work (if any) done within the Department's right of way. This work is subject to the California Environmental Quality Act (CEQA). Therefore, environmental studies may be required as part of the encroachment permits application. A qualified professional must conduct any such studies undertaken to satisfy the Department's environmental review responsibilities. Ground disturbing activities to the site prior to completion and/or approval of required environmental documents may affect the Department's ability to issue a permit for the project. Furthermore, if engineering plans or drawings will be part of your permit application, they should be prepared in standard units.

ENVIRONMENTAL

The Department has the responsibility for the maintenance and operation of State and Interstate highways within California. Any proposal that would affect that, or environmental resources within the existing highway right-of-way, is of concern to the Department. The proposed project will impact state facilities, State Route 12 (SR 12) and State Route 99 (SR 99). The proponent will need to submit a complete encroachment permit application with Caltrans in order to make any improvements to Caltrans facilities. A copy of the Environmental Impact Report (EIR) to be completed by the proponent should be sent to Caltrans for Environmental review and comments. Caltrans District 10 will focus on the impacts the proposal will have on the operations of SR 12 and SR 99 and environmental resources within existing highway right-of-way.

If you have any questions or would like to discuss our comments in more detail, please contact Kathy Selsor at (209) 948-7190 (e-mail: [kathy\\_selsor@dot.ca.gov](mailto:kathy_selsor@dot.ca.gov)) or me at (209) 941-1921.

Sincerely,



TOM DUMAS, CHIEF  
OFFICE OF METROPOLITAN PLANNING

c: SMorgan State Clearinghouse

*"Caltrans improves mobility across California"*

**Commentator:** State of California Department of Transportation; Tom Dumas, Chief, Office of Metropolitan Planning; in a letter dated April 22, 2008.

**Comment #1:**

*The Department concurs with the statement on page 2, of the “Initial Study for the Lodi Community Improvement Project”, that states “Because future development within the Project Area must occur within the established parameters of the prevailing General Plan, implementation of the Redevelopment Plan will not result in any unanticipated development or densities within the Project Area.”*

**Response to Comment #1:**

The Agency acknowledges Caltrans’ concurrence with the Project environmental assessment. No response is required.

**Comment #2:**

*A traffic impact study (TIS) is necessary to determine this project’s near term and long term impacts to State facilities.*

**Response to Comment #2:**

As acknowledged by Caltrans in Comment #1, above, the Redevelopment Plan will not result in any unanticipated development or densities within the Project Area. Accordingly, future increases in traffic volumes will result primarily from cumulative development throughout the Project Area, which are a function of General Plan’s land use and circulation policies. The Project is not expected to cause traffic increases requiring a TIS.

However, as discussed in Section 4.3 of the DEIR, as development projects come forward that could impact state highway facilities, standard City development policies require the project developers to provide a TIS in accordance with the *Caltrans Guide for Preparation of Traffic Impact Statements*, and to submit a scope of work to Caltrans for review and approval prior to study commencement. Therefore, no further response to Caltrans’ Comment #2 is required, and there is no requirement to revise or recirculate the DEIR.

**Comment #3:**

*An encroachment permit will be required for work (if any) done within the Department’s right-of-way. This work is subject to CEQA...The proposed project will impact state facilities, SR 12 and SR 99. The proponent will need to submit a complete encroachment permit application to Caltrans in order to make improvements to Caltrans*

*facilities.*

**Response to Comment #3:**

As discussed in Section 4.3 of the DEIR, the Project does not propose any specific improvements within Caltrans' right-of-way, nor will it result in significant increases in traffic on state facilities. However should future development activities affect Caltrans' rights-of-way, all such work would be required by standard City development policies to comply with Caltrans specifications, including obtaining appropriate encroachment permits and conducting appropriate TIS analyses.

The DEIR recognizes that such activities may require CEQA review. As stated in the Preface of the DEIR: "Subsequent activities of the Redevelopment Plan will be examined in the light of this program EIR to determine whether an additional environmental document must be prepared. Because the timing and scope of future improvement projects to be undertaken with Agency funds in the Project Area are not known at this time, subsequent projects will likely require additional environmental analyses."

Therefore, no further response to Caltrans' Comment #3 is required, and there is no requirement to revise or recirculate the DEIR.

04/30/2008 12:07 FAX 2093336807

CITY OF LODI

002

State of California—Business, Transportation and Housing Agency **ARNOLD SCHWARZENEGGER, Governor**

**DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

3330 Ad Art Road  
Stockton, CA 95208  
(209) 943-8666  
(800) 735-2929 (TT/TDD)  
(800) 735-2922 (Voice)



APR 30 2008  
CITY MANAGER'S OFFICE

April 11, 2008

File No.: 265.13668.9921.Lodi Community Improvement Project

Mr. Ernie Glover  
Redevelopment Agency for the City of Lodi  
21 West Pine Street  
Lodi, CA 95241

Dear Mr. Glover:

Thank you for the opportunity to review the Lodi Community Improvement Project / Environmental Impact Report (EIR). The Lodi Community improvement Project will encompass 2,407.14 acres of land in the area of SR-99 and Highway 12. (SCH# 2008022053). The project will involve a total of 2,971 parcels for residential, 856 parcels for commercial and industrial, a parcel for a school, 22 parcels for a church, 101 parcels for the public and a handful of additional parcels.

Although the EIR indicates that the future increase in traffic volumes is in function of the general plan and will be less than significant, it stops short of addressing the negative impact and increased traffic volumes on local freeways. Therefore, I would like to recommend the City of Lodi work closely with the Department of Transportation (Caltrans) as well as the CHP in developing long range and short-term plans that are beneficial to all the citizens utilizing the highway system.

The impacts on local traffic created by this project will be significant and felt by local commuters. This project will require the CHP to redirect staffing to effectively manage traffic absent an increase in resources. The impacts of this project should be further addressed in the project's EIR. Should you have any questions, please feel free to call my staff at (209) 943-8666.

Sincerely,

J. E. DIAL, Captain  
Commander  
Stockton Area

**Commentator:** California Department of Highway Patrol; J.E. Dial, Captain; in a letter dated April 11, 2008.

**Comment #1:**

*Although the EIR indicates that the future increase in traffic volumes is (a) function of the General Plan and will be less than significant, it stops short of addressing the negative impact and increased traffic volumes on local freeways.*

**Response to Comment #1:**

As acknowledged by Caltrans in Comment #1, above, the Redevelopment Plan will not result in any unanticipated development or densities within the Project Area. Future increases in traffic volumes will result from cumulative development as a result of the existing General Plan and regional policies. The Project is not expected to cause significant traffic increases on local freeways.

As discussed in Section 4.3 of the DEIR, as development projects come forward that could impact state highway facilities, including local freeways, standard City development policies require that project developers provide a TIS in accordance with the *Caltrans Guide for Preparation of Traffic Impact Statements*. Such activities, as discussed in response to Caltrans Comment #3, could require subsequent CEQA evaluation and, if appropriate, mitigation. Therefore, no further response to Highway Patrol's Comment #1 is required, and there is no requirement to revise or recirculate the DEIR.

April 24 2008

RECEIVED

APR 28 2008

City Clerk  
City of Lodi  
221 West Pine Street  
Lodi, CA 95240

City Clerk  
City of Lodi

I, as a property owner in the proposed City of Lodi Redevelopment Area, hereby lodge a protest against the E.I.R. related to the proposed Redevelopment Agency for the City of Lodi.

The Environmental Impact Report, as presented, does not sufficiently address the effect on the ethnic groups in the proposed area once they have been decreed as living in blight.

The question here is, with the blight stigma attached to them, will they continue to exhibit motivation to improve their living area?

The second question that must be addressed is what effect will the blight label have when these Lodi Citizens will seek financing for improvements on houses and businesses, but will be denied loans because they are in a blighted area?

Respectfully Submitted

James A. McCarty  
16830 N. Rous Lane  
Lodi, CA 95240

P.S. My immediate interest is that I have property interests in the proposed blighted area.

**Commentator:** James McCarty, Resident at 221 West Pine Street: in a letter dated April 4, 2008.

**Comment #1:**

*The Environmental Impact Report as presented does not sufficiently address the effect on the ethnic groups in the proposed area once they have been decreed as living in blight.*

**Response to Comment #1:**

The purpose of CEQA is to address the potential physical changes that a project could cause on the environment. Socio-economic issues and impacts are only relevant if they result in physical changes in the environment. As discussed in the EIR, the proposed project is expected to alleviate existing conditions of blight; and would therefore not be expected to have socio-economic impacts that could adversely affect the physical environment. Therefore, no further response to Mr. McCarty's Comment #1 is required, and there is no requirement to revise or recirculate the DEIR.

**Comment #2:**

*Will ethnic groups, "... continue to exhibit motivation to improve their living conditions ..." once the "... blight stigma is attached to them."*

**Response to Comment #2:**

This is a comment on the proposed redevelopment plan itself, and not on the EIR. The comment will be addressed as part of the Redevelopment Agency's Report to City Council. Therefore, no further response to Mr. McCarty's Comment #2 within the EIR required, and there is no requirement to revise or recirculate the DEIR.

**Comment #3:**

*What effect will the blight label have when these Lodi Citizens will seek financing for improvements on houses and businesses, but will be denied loans because they are in a blighted area?*

**Response to Comment #3:**

This is a comment on the proposed redevelopment plan itself, and not on the EIR. The comment will be addressed as part of the Redevelopment Agency's Report to City Council. Therefore, no further response to Mr. McCarty's Comment #3 within the EIR required, and there is no requirement to revise or recirculate the DEIR.



**City of Lodi**

**Lodi Community Improvement Project  
(SCH NO. 2008022053)**

**MITIGATION MONITORING PROGRAM**

PROJECT NAME: Lodi Community Improvement Project

APPROVAL DATE: \_\_\_\_\_

FILE NUMBER: \_\_\_\_\_

The following environmental mitigation measures shall be incorporated into individual development projects within the Project Area as conditions of approval, as appropriate, and as applicable pursuant to City General Plan policies, ordinance provisions and related policies. Individual project applicants shall secure a signed verification for each of the mitigation measures indicating that a mitigation measure has been complied with and implemented, and fulfills the City's environmental requirements. (Public Resources Code Section 21081.6.) Final clearance shall require all verifications included in the form.

MITIGATION MEASURE	TIMING	IMPLEMENTATION RESPONSIBILITY	VERIFICATION OF COMPLIANCE		
			Monitoring Action:	Monitoring Responsibility	Date Completed
<p><b>AIR QUALITY –</b></p> <p>AQ-1: Future development proposals in the Project Area shall be subject to compliance with the established SJVAPCD Rules and Regulations Manual, which may include air quality impact studies and subsequent CEQA analysis. The City Community Development Director shall ensure compliance.</p>	<p>During staff review of a proposed development project</p>	<p>Applicant, City Community Development Department staff</p>	<p>Review of project applications and preparation of Initial Studies, air quality impact assessments and other environmental documentation as may be required</p>	<p>Community Development Director</p>	
<p>AQ-2: Future development proposals in the Project Area shall be subject to compliance with a City adopted “green design” or “sustainable development” ordinance should such ordinance be adopted prior to project development. If such ordinance is not adopted prior to project development, each development shall be encouraged to incorporate any or all of current available energy-conservation features and “green” technologies into the project design.</p>	<p>During staff review of a proposed development project</p>	<p>Applicant</p>	<p>Submission of a development plans in compliance with green design” or “sustainable development” ordinance should such ordinance be adopted prior to project development</p>	<p>Community Development Director</p>	

<i>MITIGATION MEASURE</i>	<i>TIMING</i>	<i>IMPLEMENTATION RESPONSIBILITY</i>	<i>VERIFICATION OF COMPLIANCE</i>		
			<i>Monitoring Action:</i>	<i>Monitoring Responsibility</i>	<i>Date Completed</i>
<p><b>CULTURAL RESOURCES –</b></p> <p>CUL-1: Prior to issuance of any permits related to the exterior demolition, structural repair or construction on structures over 45 years of age and which are considered based on available City records to be potentially historically significant, a historical resource survey shall be conducted by a qualified consultant. Should the structure be found to be potentially significant, mitigation measures recommended by the historical resources consultant shall be considered for inclusion in the project. The City Community Development Director shall ensure compliance.</p>	<p>Prior to issuance of any permits related to the exterior demolition, structural repair or construction on structures over 45 years of age and which are considered based on available City records to be potentially historically significant</p>	<p>Applicant, City Community Development Department staff</p>	<p>Preparation and review of a historical resource survey</p>	<p>Community Development Director</p>	