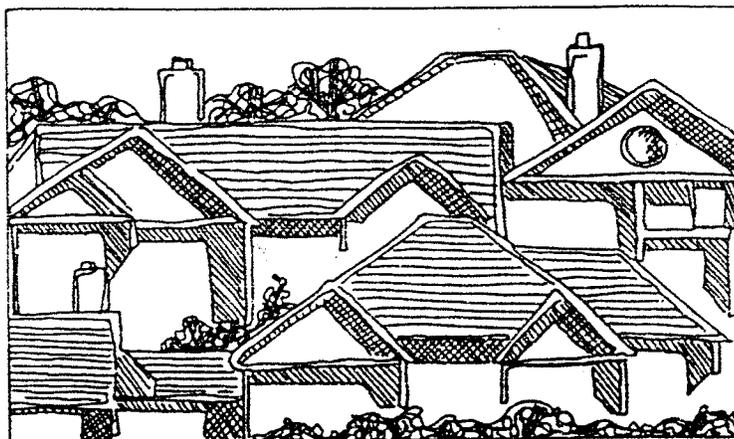


**FINAL
ENVIRONMENTAL IMPACT REPORT**

Century Meadows



**Prepared for:
CITY OF LODI
Prepared by:
JONES & STOKES ASSOCIATES
July 1987**

FINAL
ENVIRONMENTAL IMPACT REPORT
CENTURY MEADOWS

Prepared for:

City of Lodi
Community Development Department
221 West Pine Street
Lodi, CA 95246
209/333-6711

Prepared by:

Jones & Stokes Associates, Inc.
125 - 23rd Street, Suite 100
Sacramento, CA 95816
916/444-5638

September 1987

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Introduction

This Final Environmental Impact Report (FEIR) has been prepared for the City of Lodi (City) in accordance with City requirements and the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and State CEQA Guidelines (14 California Administrative Code Section 15000 et seq.). The document includes the comment letters received during the required public review period, which began on July 27, 1987 and ended on August 28, 1987. During this time the Draft Environmental Impact Report (DEIR) was reviewed by various state and local agencies. Written comments were received from the following agencies: City of Lodi/Department of Public Works and Department of Parks and Recreation, California State Office of Planning and Research, California Department of Conservation, and the California Department of Transportation.

The DEIR, of which this FEIR is a part, identified the potential environmental effects of a proposed residential development, known as the Century Meadows project, on a 160-acre parcel adjacent to southwest Lodi. The proposed project includes the development of 806 single-family homes and a 2.4-acre church site with attendant streets and public services.

The project site is located outside of the City limits, in an area covered by the Measure A election process, which requires annexation, a General Plan Amendment, rezoning, and specific development approval. This EIR is being prepared as part of the voter-mandated Measure A review process.

How to Use This Report

This report is divided into four sections: "Summary of Environmental Impacts"; "Project Description"; "Comments and Responses"; and "Appendices." Each of these sections has its own purpose and serves to aid the reader in fully understanding the project and its implications. A brief description of each section follows.

The "Summary of Environmental Impacts" section lists all of the potential impacts of the project and presents any mitigations that would reduce or eliminate project impacts. This section is taken directly from the DEIR. This section is included to facilitate understanding of the comments and responses. Each mitigation measure is numbered to correspond with the Summary Table (Table 1). The level of significance of each impact with and without mitigation is identified. This section is an overview intended for use during discussion of the project and does not include any discussion of the identified impacts.

Use of the summary only, without reading the supporting text, could lead to an incomplete understanding of the project.

The "Project Description" section presents a full description of the project, including its location, the project components, the project objectives and phasing, and any other relevant information. This section is included verbatim from the DEIR and is provided to aid the reader in understanding the project as well as the comments and responses.

The "Comments and Responses" section includes each letter received during the public review period. The letters are reproduced in the section, with the response to each letter immediately following. There are five tables located in this section. Two of these tables are revised from the DEIR (Revised Tables 14, 15), one is included with no revisions (Table 1), and two include new information (Tables 2, 3).

Summary of Environmental Impacts

Summary of Environmental Impacts

The following list (Table 1) itemizes all significant and less-than-significant impacts that were identified during the course of this environmental analysis. The mitigated impact implies that all mitigation measures should be followed, unless otherwise indicated in this Summary. Adverse impacts that are unavoidable, and which cannot be mitigated to a less-than-significant level are noted. The Initial Study prepared on the project has detailed all areas of investigation. All effects deemed potentially significant have been evaluated in this report.

This Summary should be used in conjunction with a thorough reading of the entire Draft EIR report. The Summary is intended as an overview; the report serves as the basis for this Summary.

Table 1. Summary of Environmental Impacts

Impacts	Mitigation Measure No. in Text	Mitigation Measures
<u>Geology and Soils</u>		
Location of project in area of potential seismic activity	2	Implement Uniform Building Codes (UBC) requirements when designing structures.
Conversion of agricultural soils	1	None available if project is approved.
<u>Hydrology</u>		
Generation of increased stormwater runoff	3	Design storm drain facilities in accordance with requirements of Lodi Public Works Department.
<u>Plants and Wildlife</u>		
Potential loss of mature oak trees	4	Encourage retention of mature oaks in an open-space buffer, park, or drainage basin area if feasible.
	5	Consider implementing tree protection ordinance or restrictions to encourage long-term maintenance of mature or specimen oaks on private property.
<u>Traffic</u>		
Generation of increased traffic volumes	6	Signalize intersection of Lower Sacramento Road and Kettleman Lane, Lower Sacramento Road and Harney Lane, and Kettleman Lane and Mills Avenue.

Table 1. Continued

Impacts	Mitigation Measure No. in Text	Mitigation Measures
<u>Traffic</u> (Continued)	7	Minimize number of collector streets that intersect major arterials.
	8	Limit the use of parallel through-streets. (Use Mills Avenue as only through-street.)
Contribution to cumulative traffic growth	9	Signalize intersection of Kettleman Lane and Mills Avenue.
<u>Noise</u>		
Temporary increase of construction-related noise	10	Restrict construction to normal daytime periods.
	11	Provide proper equipment maintenance.
Generation of increased traffic-related noise levels	12	Use state noise insulation standards.
	13	Orient buildings to minimize window exposure to roadway traffic.
<u>Air Quality</u>		
Localized increase of carbon monoxide levels	14	None required.
Generation of construction dust	15	Use standard construction dust reduction practices.
Consistency with regional air quality plan	16	None required.
Incremental contribution to regional air quality program	17	None required.

Table 1. Continued

Impacts	Mitigation Measure No. in Text	Mitigation Measures
<u>Land Use</u>		
Reduction of agricultural revenues	18	None required.
Incompatibility of project with adjacent agricultural uses	19	Create 20-foot buffer area between project and adjacent agricultural uses.
	20	Provide a 6-foot, chain-link fence to separate residential parcels from drainage basin.
Conversion of prime agricultural soils to urban uses	21	No feasible mitigation measure exists if project is implemented.
Cancellation of Williamson Act Contract	22	None required.
<u>Water</u>		
Increase in domestic water consumption	23	None required.
Effect on groundwater table	24	None required.
<u>Sanitary Sewer</u>		
Development of project in an area of insufficient sewerage treatment capacities	25	Restrict development until sufficient treatment capacity has been developed (est. 1989).
Generation of increased storm water runoff	26	Install trunkline parallel to and south of Century Boulevard.
<u>Police and Fire</u>		
Development of project could necessitate provision of additional fire and police protection	27	Provide additional fire and police personnel and equipment as required.

Table 1. Continued

Impacts	Mitigation Measure No. in Text	Mitigation Measures
<u>Schools</u>		
Generation of 806 school-age children	28	Collect school mitigation fees as specified by state Resources Code.
Generation of increased solid waste	29	None required.
<u>Parks</u>		
Development of project would establish a need for park acreage within the project site	30	Provide neighborhood park of 2-3 or 5-6 acres within the project site, depending on development of G-Basin.
<u>Cultural Resources</u>		
Location of project in an area with no known archeological resources	31	Consult archeologist if resources are discovered during construction.

Project Description

Project Description

Project Location

The Century Meadows parcels are located in southwestern Lodi, adjacent to the City limits (Figure 1). The project site is bordered by Harney Lane on the south, the Woodbridge Irrigation District (WID) on the east, the G-Basin and agricultural uses and Lower Sacramento Road on the west, and Century Boulevard on the north (see Figure 2). The site comprises assessor parcel numbers 058-210-1, 058-210-2, 058-210-3, 058-210-4, 058-210-9, and 058-230-2. As the Century Meadows property is not located within the City limits of Lodi, annexation to the City would be required to have City services made available.

Project Characteristics

The project would result in the development of 806 single-family homes on 160 acres (5.0 dwelling units per acre). The site plan includes a loop street system with eight cul-de-sacs and three primary project entrances off of Century Boulevard and two entrances off Harney Lane (see Figure 3). The project also includes a 2.4-acre church site. A 4-acre portion of the project site is separately owned and not currently a part of the proposed project.

Construction of the project would include the installation of necessary public service infrastructure such as sewer lines, water mains, and other utilities. Stormwater from the site would be piped to a proposed storage basin located directly west of the project. Sewage from the project would flow by gravity to the White Slough Water Pollution Control Treatment Facility located southwest of the City.

General Plan and Zoning

The subject parcel is not located within the Lodi City limits and, therefore, has San Joaquin County General Plan and zoning designations. The project site has a General Plan designation of "Agriculture" and "Low Density Residential" and a zoning designation of "General Agriculture - 40-acre minimum parcel size."

Approval Process

As the subject parcel is located outside of the Lodi City limits, it would require annexation prior to development with

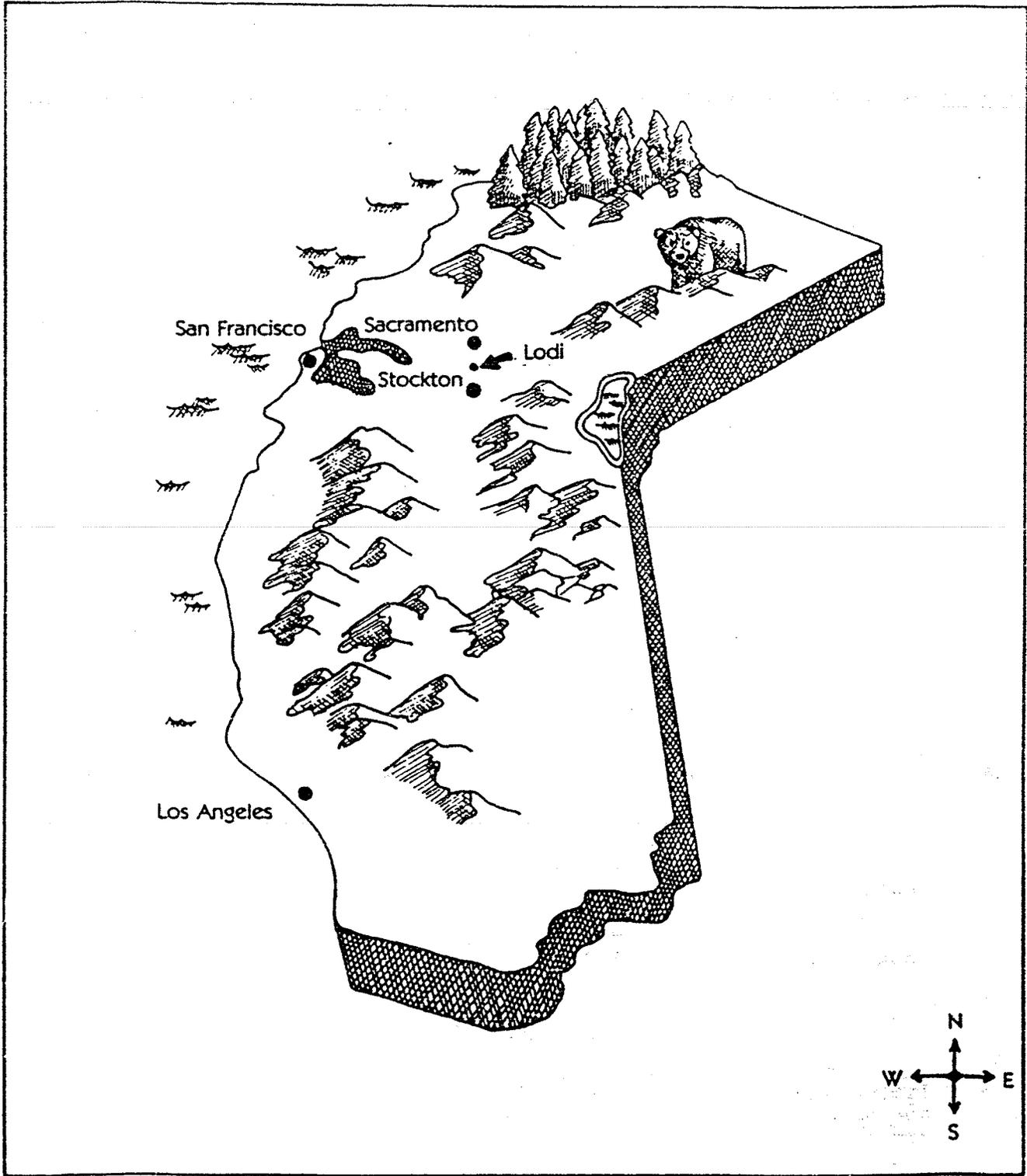


FIGURE 1. AREA MAP

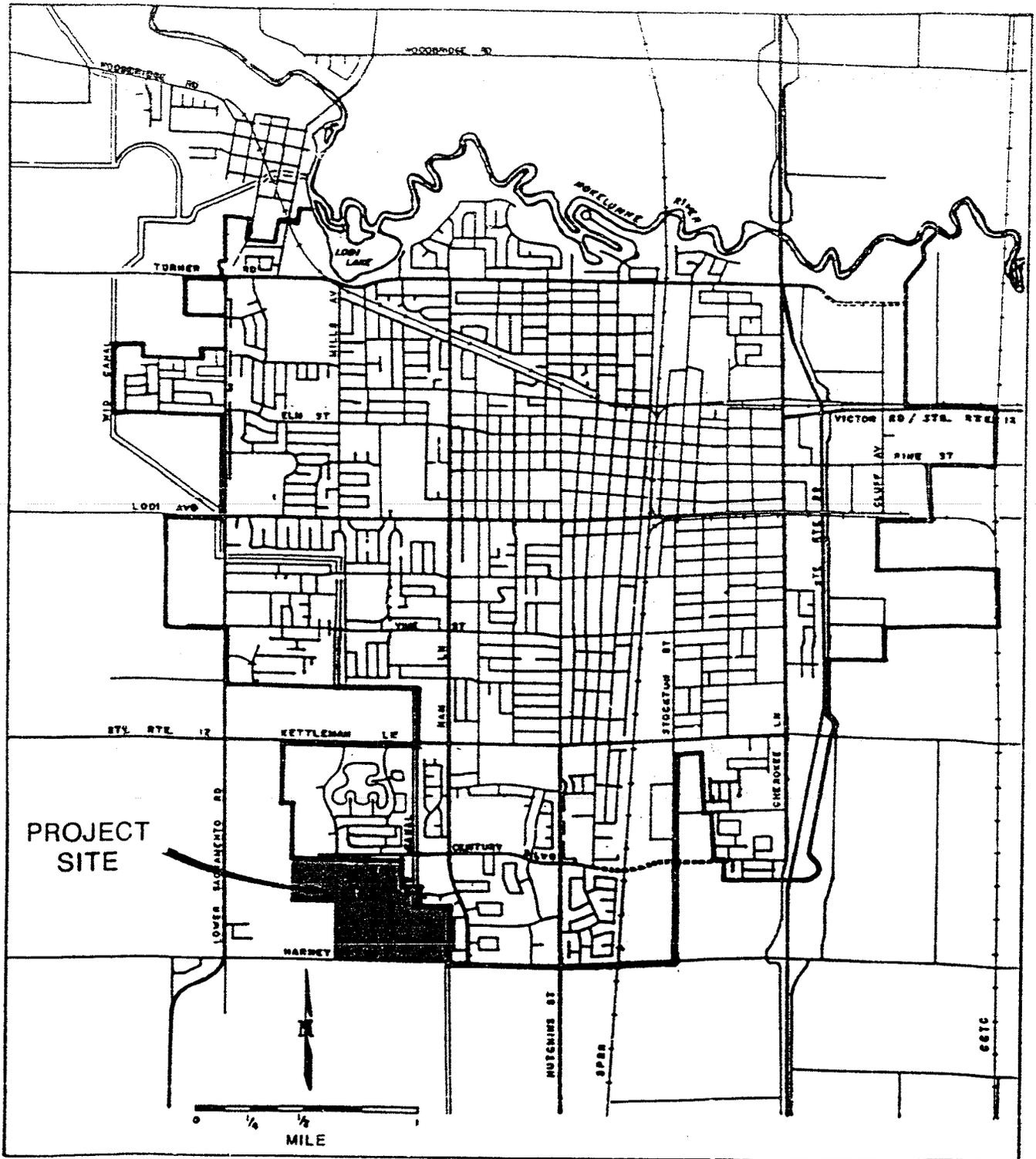


FIGURE 2. CENTURY MEADOWS PROJECT LOCATION

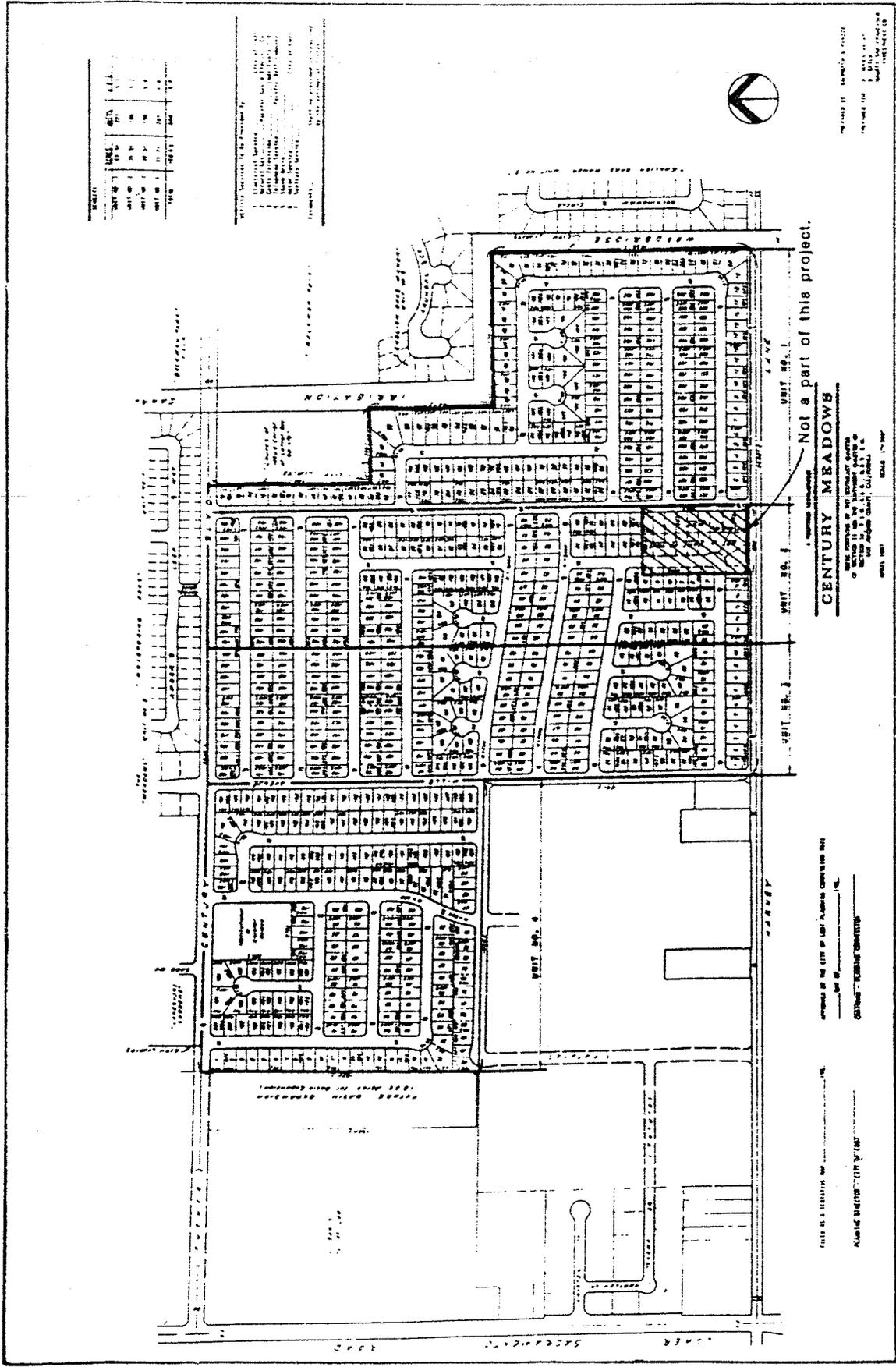


FIGURE 3. CENTURY MEADOWS PROPOSED SITE PLAN

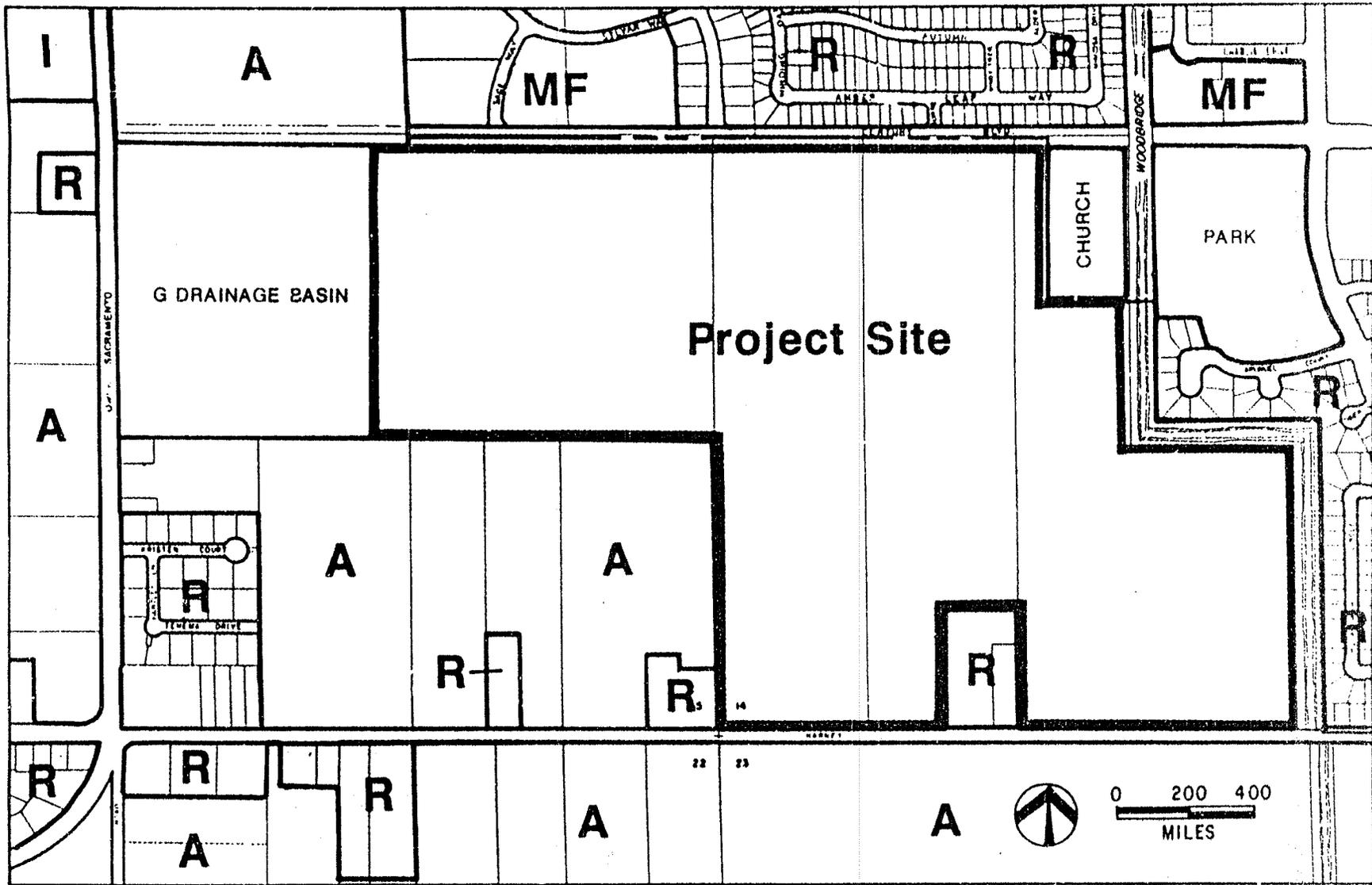


FIGURE 8. SURROUNDING LAND USES

- LEGEND
- R - RESIDENTIAL
 - MF - MULTI-FAMILY
 - C - COMMERCIAL
 - A - AGRICULTURAL
 - I - INDUSTRIAL

City services. The property is therefore subject to the requirements of Lodi's Measure A Growth Initiative.

Measure A requires that annexation of properties to the City for development purposes must be approved by a vote of the electorate. The annexation would also require City Council and Local Agency Formation Commission (LAFCO) approvals (see "Land Use" section for further discussion).

Comments and Responses

CITY COUNCIL

EVELYN M. OLSON, Mayor
JOHN R. (Randy) SMIDER
Mayor Pro Tempore
DAVID M. HINCHMAN
JAMES W. PINKERTON, II
FRED M. REID

CITY OF LODI

CITY HALL, 221 WEST PINE STREET
CALL BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 334-5634
TELECOPIER (209) 333-6795

August 18, 1987

THOMAS A. PETERSON
City Manager
ALICE M. REINICHE
City Clerk
RONALD M. STEIN
City Attorney

Community Development Department
August 18, 1987
Page 2

Community Development Department
City of Lodi
Call Box 3006
Lodi, CA 95241-1910

SUBJECT: Century Meadows DEIR

The City of Lodi Public Works Department has the following comments on the Century Meadows Draft Environmental Impact Report:

- 1. Page 7 - The total size of the G-Basin will not be determined until the park plans are developed and approved. A 9-hole golf course concept is now being reviewed which would require an approximate addition of 18 acres, providing a total area of 45 acres. | 1
- 2. Page 7, Project Characteristics - Revise infrastructure statements to agree with statements in Public Services section. | 2
- 3. Page 23 (A-5), Kettleman Lane/Lower Sacramento Road - A traffic signal for this intersection is in the design stage. The project is being done under an agreement between San Joaquin County and Caltrans. | 3
- 4. Page 25 (A-9), Turning Movement Counts - We understand that use of the MINUTP model for turning movements is questionable. We would like to know how the model's results compared to the intersections that were actually counted. | 4
- 5. Page 25 (A-9), Kettleman Lane @ Mills Avenue - Our observations are that this intersection does not operate as poorly as indicated. | 5
- 6. Page 25 (A-10), Lower Sacramento Road @ Harney Lane - We would not state that signal warrants are met without having actual traffic counts. According to San Joaquin County, signals are not warranted at this time. | 6
- 7. Page 29 - Table references at the bottom are incorrect. | 7
- 8. Page 31 - Second paragraph (A-14 - Last paragraph) - The statement is made that "...the impact... (at) Kettleman Lane/Mills Avenue would be very small". Without the Century Boulevard extension, the | 8

heavy northern traffic will use Mills Avenue and Ham Lane. Since Lower Sacramento Road is a major north-south route, it would seem the extension would relieve traffic on Mills Avenue. This is the type of question which the traffic model should be used to help answer.

- 9. Page 31, Mitigation Measures - These appear to combine those in the Appendix. Also, no mention is made of Century Coulevard/Ham Lane. Measures 7 and 8 will require a major redesign of the development. They are, however, important and should be done. Recommendations for realignment will be made to the Planning Commission. | 9
- 10. Page 33 (A-16), Cumulative Conditions - It is not clear what was used for this analysis - is it the same as the list in Table 12, Page 72? It would appear not, based on examination of Figure A, Page A-24. The mitigation measure 9 is included in 6. Is this what was intended? The development should pay for a portion of these and other traffic improvements. | 10
- 11. The MINUTP traffic model's calibration to existing conditions and results for future land uses has not been completely reviewed by City staff. Because of this and the problem mentioned in Comment #3, we are reluctant to make comments on the accuracy of the traffic analysis. We are confident however that the planned lane configurations for the streets involved are adequate. | 11
- 12. The project was analyzed as a whole, however, it may be approved as separate projects. The design would result in many half streets which create many problems in a residential area. Also, the disposition of the four-acre parcel "not included" should be determined as it may affect the street layout. | 12
- 13. Pages 59 & 60, Water Wells - The addition of two wells and oversize lines will cost the City over \$500,000. Some means to mitigate this impact should be developed. | 13
- 14. Page 60, Sewer System - The collector mentioned will be north of Harney Lane, pumped at the south end of G-Basin to the trunk line in Lower Sacramento Road. | 14
- 15. Pages 60 & 76, Wastewater Treatment Plant Capacity - The City's plant is currently at capacity. The plant is now processing up to 6.1 million gallons per day. First phase capacity of 6.8 million gallons per day is not indicated. The City's present schedule is to have the first phase completed by the winter of 1989. There are many variables in this scheduling. It is very possible that a connection moratorium will be needed at some time during the next two expansion phases if all the cumulative projects are approved and built. This development may not be able to be served until the first phase is completed. | 15
- 16. | 16
- 17. | 17

15

16. Page 61, Storm Drainage Basin - The basin is west of the project, not east. It needs to be expanded as part of the project. Until the park plan for the G-Basin has been developed, the total size of the basin is unknown. The additional required eight acres is the absolute minimum just to handle the drainage requirements. Presently, a 9-hole golf course concept is being evaluated. If this concept is approved, the total G-Basin would be approximately 45 acres. | 18

In addition, the Beckman Pump Station needs a major expansion. The pump station work is budgeted for 1987/88. Development of master storm drain facilities in this area (G) has been left to the developers. They have been required to install facilities as a credit against drainage fees.

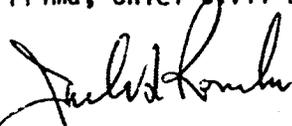
17. Page 65, Park Needs - Drainage basin construction does not provide for park appurtenances, i.e., trees, barbecues, benches, walkways, recreation facilities, etc. Some means to mitigate this impact should be developed. | 19

18. Page 75, Cumulative Water Consumption - This table reflects all the projects in Table 12. The impact on the City system will be less since Table 12 includes Woodbridge projects which are not served by the City system. | 20

19. Pages 75 & 76, Cumulative Wastewater Generation - It is not clear which of the Table 12 projects are included in these figures. Woodbridge developments should not be included as they are served by a separate sanitary district. Present flows are as high as 6.1, not 5.7. | 21

20. Page 78, Additional Park Land - Statements under this paragraph are not consistent with those on Page 65. If lack of park land is significant under the cumulative impacts, then this Department must question why it's unavoidable. Means to mitigate this park land deficiency should be developed. | 22

If you have any questions about our comments, please contact Richard Prima, Chief Civil Engineer, or me at your convenience.


Jack L. Ronsko
Public Works Director

JLR/RCP/ma

cc: Jones & Stokes Associates, Inc.

Response to Comments - City of Lodi

<u>Comment No.</u>	<u>Response</u>
1	Comment noted; no response required.
2	The wastewater would be pumped to the collector line and then flow by gravity to the water pollution control facility.
3	Comment noted; no response required.
4	It is acknowledged that existing traffic counts and the MINUTP projected counts are not in agreement. This may be due to either seasonal variations in traffic flow and/or additional development of land uses, since 1985, which are not reflected in the data base used in preparing the analysis of area traffic volumes. However, in analyzing the impacts of both the Century Meadows project and cumulative growth, a comparison of existing volumes projected by the model (with cumulative plus project traffic volumes) provides an adequate analytical tool to determine necessary mitigation measures. In evaluating incremental impacts to street systems, MINUTP is an acknowledged tool for identifying appropriate mitigation measures, even in those situations where the MINUTP projections concerning existing volumes do not directly correlate to known or counted volumes. At this point in time, the citywide 1985-86 model is being updated as a portion of the general plan process. Once this updating and recalibration is complete, the MINUTP model should more accurately reflect current traffic data. However, in the meantime the MINUTP does identify appropriate mitigation which will adequately mitigate project-related impacts.
5	The analysis used the 1985 Highway Capacity Manual/ Unsignalized Intersection Traffic Capacity method. The LOS indicated is for the most congested at the intersection (i.e., left from Mills onto Kettleman). All other movements are at a higher LOS.
6	Since 24-hour counts are not available for the intersection and San Joaquin County indicates that warrants are not met, the EIR consultant recommends that a program for monitoring this intersection be initiated.

- 7 The reference to Table 3 in the last paragraph on page 29 should read Table 7.
- 8 The model was used to analyze the effects of constructing the Century Boulevard extension. The evaluation indicated that the extension would not attract a significant proportion of the traffic from Ham Lane and Mills Avenue onto Lower Sacramento Road.
- 9 Mitigation measure 6 was formatted incorrectly. The measures identified will be required to improve traffic flow in the area with or without the project and are not project specific mitigation.
- 10 Measures 7 and 8 would necessitate project redesign. In the absence of design direction from the applicant and the City, it is not possible to prepare a revised site plan for this FEIR. The recommended mitigation measures could be included in the site plan during the review process. However, if the plan revisions are substantial, it is possible that supplemental environmental review would be required.
- 11 The cumulative analysis included all of the projects shown in Table 12 (page 74), except for the Woodbridge projects. The traffic model used did not include Woodbridge in the analysis study area.
- The traffic volumes shown on Figure A in the report were complete.
- Mitigation measure 9 was a duplication of mitigation measure 6 and should not be included.
- The project should pay its share of the area-wide transportation improvements. An assessment district or citywide mitigation fee could be set up to collect fees to pay for area transportation improvements. The fees could be collected based on a per project basis.
- 12 See comment 4.
- 13 If the projects are separately approved, then each project should be required to develop all streets to an adequate street section.
- 14 Without direction from the City and the applicant, it is not possible to determine the disposition of the 4-acre "not included" parcel. The ultimate use of this parcel will directly affect, and be affected by, the development of the rest of the project site. Access to the parcel could be provided/ensured by stubbing streets at the parcel boundary but designing the development so

that these streets, if built, would not provide primary access to the site.

15 Currently, the City has no means to collect the \$250,000 cost of the well and oversize water lines. Some mitigation measures to pay for the new well and lines are as follows:

- o Form an assessment district in which participants of the district pay the cost.
- o The City can charge the developer for the cost of the new well and lines.
- o Charge on a first-come, first-serve basis with either the first developer paying the installation costs with reimbursement coming from subsequent developers on a prorated basis, or the last developer using the infrastructure paying the total cost.

Consideration of this issue should be made by City Council.

16 Comment noted; no response necessary.

17 Comment noted; no response necessary.

18 Comment noted; no response necessary.

19 Currently, the City has no development requirements for drainage basins in regard to park appurtenances. The City could require the developer to prepare a recreational master plan for the drainage basin. The City could further require review of this plan by appropriate agencies.

20 Revised estimated cumulative consumption would be 3,080,762 gpd (see revised Table 14).

21 Revised estimated cumulative wastewater generation would be 1,360,510 gpd (see revised Table 15).

22 The difference between the statements is because the analysis on page 67 refers to the project site only, while that on page 80 refers to cumulative growth in the area. There does not appear to be sufficient vacant land to accommodate the park demands resulting from cumulative growth. Therefore, this impact appears to be unavoidable, as vacant land cannot be created. The means to mitigate this deficiency will need to be identified and evaluated by the City as part of both its overall project review and General Plan revision process.

Revised Table 14. Estimated Cumulative Water Consumption^a

Residential	Acres	du	People/ du	Population Generated	Consumption		
					Rate ^b	Unit	gpd
Single-family	--	3,041 ^{c,d}	2.68	8,150	320	gpcd	2,607,962
Multi-family	--	680 ^d	2.00	1,360	320	gpcd	435,200
Subtotal ^e	761.3	3,721	--	9,579	320	gpcd	3,043,162
Industrial	37.6	--	--	--	1,000	gpcd	37,600
Total							3,080,762

^a See page 77 of the Draft EIR for original table.

^b Domenichelli pers. comm.

^c Includes Lakeshore Meadows.

^d Includes multi-family and duplex units.

^e Sum does not equal total due to rounding.

Revised Table 15. Estimated Wastewater Generation

Land Use	Zone ^a	Acres ^a	Rate ^b	Consumption	
				Unit	gpd
Residential					
Single-family	R-1	183.05	1,200	gpad	219,660
Single-family/ duplex	R-2	492.25	1,800	gpad	886,050
Multi-family	R-GA	24.4	4,000	gpad	97,600
Multi-family	R-MD	15.0	6,000	gpad	90,000
Industrial	M-2	37.6	2,000	gpad	<u>75,200</u>
Total					1,368,510

- ^a City of Lodi Community Development Department 1987.
^b Appelfeller pers. comm.
^c See page 79 of the Draft EIR for original table.

Comments - City of Lodi Department of Parks and Recreation

The following comments were submitted by the City of Lodi Department of Parks and Recreation:

- o "Regarding the loss of potential native oaks: The recommendation is to allow for a park. If this is feasible it should be pursued - page 2. Mature oaks are often protected in many communities through a tree ordinance. Extensive evaluation of the life expectancy of the oaks is an important consideration. | 23
- o "Project requires 5-6 acres of park and is near G-Basin. Perhaps oaks could be included in park area. It would appear that this development should be tied to the golf course development if that option is to be exercised." | 24
| 25
- o "Agree with Scott to try and add the 5-6 acres to existing G-Basin as "high ground" acreage where tennis courts-soccer fields-buildings might be built." | 26
- o "Consider a separate area in this development away from G-Basin. Our finding is you should not put a general park 5-6 acres along side a golf course facility. Locate it away from this area, more in the center of the developed area. I see this facility having a lot of open area tennis courts, basketball court, play area, etc. Incorporating the oak trees would be an excellent idea. | 27
- o "Scott Essin's suggestion of adopting a park dedication fee should be seriously considered. We're letting some developers off the hook in some areas because there's already park land set aside in their tract; it would be fairer for every developer to pay into the fund and parks could be developed out of the fund--wherever needed and however many acres, etc." | 28

Response to Comments - City of Lodi
Department of Parks and Recreation

- 23 An evaluation of existing oak trees by a tree specialist is recommended to identify those trees which have the potential to withstand development.
- 24 and
25 Please refer to page 21 of the "Mitigation Measures, Plants and Wildlife" chapter.
- 26 Comment noted; no response necessary.
- 26 and
27 Following review of the comment letter, it appears that the creation of a separate park facility would be appropriate.
- 28 Comment should be considered by Lodi City Council.

Corrected Copy -
from Lodi Police
Department

Police and Fire

Existing Conditions

The Lodi Police Department serves the area within the Lodi city limits. The department has 51 sworn officers, 30 patrol officers, and 14 patrol cars. There is one central dispatch station, and the City is divided into seven patrol areas. The average response time for the City is 2.9 minutes. Development of the proposed project will not adversely affect the service level of the police department ^{del} ⁴⁵ as long as the 1.5 to 1,000 population ratio is maintained.

The City of Lodi will provide fire protection to the project area. The Lodi Fire Department provides service within the city limits, an area of approximately 8.5 square miles with a population of 45,794. The Department has 48 firefighters with 42 on line. It has four 1,500-gallon pumpers, one elevated platform, truck and one equipment truck. The equipment is distributed among three stations. The station closest to the project site is the main station at West Elm and Church Street. Emergency response time to the project area is estimated to be 3.5 to 4 minutes which is beyond the Fire Department's recommended 3-minute driving time. The area is currently under consideration for an additional fire station. Due to the increased response time, the project would have a negative impact on the Department's Class III ISO grading unless another fire station was added. The City has a site on Lower Sacramento Road just north of Elm Street.

Development of the proposed project will not adversely affect the service level of the Fire Department. Although it would require the addition of two firefighters and increase the amount of response calls by 32 per year.

Assessment of Impact

Development of project site will necessitate provision of additional fire and police protection

The City has a present ratio of 1.02 firefighter per 1,000 people. The development of the Batch project would necessitate the provision one firefighter to maintain this ratio. According to the Fire Department, increased density and population may create the need for a higher number of firefighters per thousand people (Hughes pers. comm.).

Mitigation Measures

28) None required.

Batch EIR
Bridgeblain EIR

LODI POLICE DEPARTMENT
Route 880

8/18/87

David Marinato

Linda Porterfield

Please incorporate the attached corrections & the addition (as I was incompletely quoted) in the final draft.
Thanks

RECEIVED
AUG 18 1987
CITY OF LODI
POLICE DEPARTMENT

Kate Burdick

LFD FORM 22

29

Response to Comments - City of Lodi, Police Department

- 29 The police department has 61 sworn officers, 45 patrol officers, and 15 patrol cars. The development of the proposed project will not adversely affect the service level of the police department as long as the 1.5 officer to 1,000 population ratio is maintained.

OFFICE OF PLANNING AND RESEARCH

30 TENTH STREET
CRAMENTO, CA 95814

August 26, 1987

James Shroeder
City of Lodi
Community Development
221 West Pine Street
Lodi, CA 95241-1910Subject: Century Meadows
SCH# 87072802

Dear Mr. Shroeder:

The State Clearinghouse submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is closed and the comments of the individual agency(ies) is(are) enclosed. Also, on the enclosed Notice of Completion, the Clearinghouse has checked which agencies have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the package is not in order, please notify the State Clearinghouse immediately. Your eight-digit State Clearinghouse number should be used so that we may reply promptly.

Please note that recent legislation requires that a responsible agency or other public agency shall only make substantive comments on a project which are within the area of the agency's expertise or which relate to activities which that agency must carry out or approve. (AB 2583, Ch. 1514, Stats. 1984.)

These comments are forwarded for your use in preparing your final EIR. If you need more information or clarification, we suggest you contact the commenting agency at your earliest convenience.

Please contact Norma Wood at 916/445-0613 if you have any questions regarding the environmental review process.

Sincerely,

A handwritten signature in cursive script, appearing to read "David C. Nunenkamp".

David C. Nunenkamp
Chief
Office of Permit Assistance

cc: Resources Agency

Enclosures

Response to Comments - State Office of Planning and Research

30 Comment noted; no response required.

Memorandum

To : Dr. Gordon F. Snow
Assistant Secretary for Resources

Date : AUG 15 1987

Mr. James Shroeder
City of Lodi
221 West Pine
Lodi, CA 95241-1910

Subject: Draft Environmental
Impact Report (DEIR)
for Batch, Century
Meadows, Bridgetowne
Estates

Dr. Snow and Mr. Shroeder
Page Two

From : Department of Conservation—Office of the Director

The Department appreciates the opportunity to comment on the DEIR. We hope that the farmland conversion impact and Williamson Act issues are given adequate consideration in the FEIR. If I can be of further assistance, please feel free to call me at (916) 322-5873.

Dennis J. OBryant
Dennis J. OBryant
Environmental Program Coordinator

The Department of Conservation is responsible for monitoring farmland conversion on a statewide basis. The Department also administers the California Land Conservation (Williamson) Act. We have reviewed the City of Lodi's DEIR's for the three projects referenced above (Batch, SCH# 87060203; Century Meadows, SCH# 87072802; and Bridgetowne Estates, SCH# 87072801) and have noted that the proposals will involve conversion of valuable farmland. The Department, therefore, offers the following comments.

The Bridgetowne Estates project would convert 61 acres, Century Meadows would convert 160 acres, and Batch would convert 100 acres of mostly prime agricultural land for residential development. Most of the land is under Williamson Act contracts and would be annexed by the City of Lodi.

The Department is concerned with the growth inducing impacts of these projects. Although it is stated in all three EIR's that these projects would not generate new growth because of Measure A, we would like to point out that these projects, if approved, demonstrate that this mechanism cannot be assumed to always be an effective tool to limit the growth inducing effect of projects.

We are also concerned with the continuing loss of agricultural lands, especially prime agricultural land. The State's recently adopted Soil Conservation Plan analyzed figures from the Department of Water Resources' land use surveys which indicated that between 1972 and 1980 California cropland has been converted to urban uses at a rate of 44,000 acres a year. Because the conversion of agricultural and open space land is considered significant and unavoidable, mitigation measures should be considered and discussed in the FEIR.

These measures might include minimizing agricultural conversion impacts on high quality soils by directing conversion onto lower quality soils and establishment of greenbelt areas. Farmland trusts, such as established by the Sonoma Farmland Trust and the Marin Farmland Trust, can be another effective way to preserve agricultural lands.

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Response to Comments - State Department of Conservation (DC)

31 While the commentator is correct that Measure A does not guarantee the preservation of agricultural land, the deterrent effect of having to obtain voter approval has, in fact, significantly slowed farmland conversion in Lodi since 1981. As shown in the attached Table 2 and Table 3, the rate of annexation to the City has dramatically decreased since the enactment of Measure A.

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The conversion of agricultural land to urban uses on this site creates a significant impact for which no mitigation measures are available. For this reason, it was identified as "unavoidable."

The mitigation measures identified in the DC letter would not mitigate conversion of the subject parcel from agricultural uses, but do represent overall management techniques which are available to the City.

Table 2. Annual Annexations to Lodi Since 1970

Year	Number of Annexations	Total Acres Annexed
1970	6	154.05
1971	2	80.25
1972	5	73.61
1973	7	58.54
1974	6	151.34
1975	4	107.20
1976	2	54.80
1977	3	70.61
1978	2	98.90
1979	3	152.38
1980	5	225.44
1981	5	169.63
Measure A Enacted		
1982	0	0
1983	0	0
1984	1	110.00 ¹
1985	2	83.76
1986	1	2.196
1987	2	67.90
Total	56	1,660.06

¹ Noncontiguous public land (wastewater treatment plant and drainage basin) -no vote was required.

Table 3. Election Results Under Measure A

Election Year	Project	Primary Proposed Land Use	Acres	Results of Election
1982	No proposed annexations	—	—	—
1983	Batch	Single-family residential	100.0	Disapproved
	Sunwest	Single-family residential	54.65	Disapproved
1984	Batch/Mills	Single-family residential	120.0	Disapproved
	Sunwest	Single-family residential	54.65	Approved
1985	Batch/Mills	Single-family residential	120.0	Disapproved
	Wine & Roses Country Inn	Bed and breakfast inn	2.196	Approved
	Maggio	Industrial	37.6	Disapproved
1986	Batch	Single-family residential	100.0	Disapproved
	Parkview Terrace (Mills)	Senior/adult housing	20.0	Approved
	Maggio	Industrial	37.6	Approved
	Towne Ranch	Single-family residential	78.3	Disapproved
	Johnson Ranch	Single-family residential	30.6	Disapproved

DEPARTMENT OF TRANSPORTATION

F.O. BOX 2048 (1976 E. CHARTER WAY)
STOCKTON, CA 95201
TDD (209) 948-7833
(209) 948-7906



August 19, 1987

10-SJ-12-15.68
City of Lodi
Century Meadows
Draft EIR
SCH #87072802

Ms. Norma Wood
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Dear Ms. Wood:

Caltrans has reviewed the Draft EIR for the Century Meadows Project and offers the following comments:

A project is now in progress which will signalize the Route 12, Lower Sacramento Road intersection. Further improvements are recommended at Mills Avenue and Route 12. Financial responsibility for these and other measures should be more fully addressed in the mitigation section.

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Commute Management measures should also be discussed in terms of keeping pace with the development proposals in the Lodi area. Participation in increasing the capacity of the Park and Ride facilities is an effective measure for reducing traffic and congestion.

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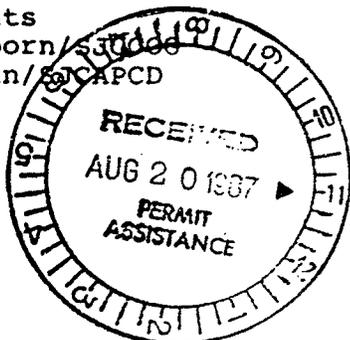
Caltrans appreciates the opportunity to comment on the Draft EIR. Any questions concerning these comments may be directed to Al Johnson at Caltrans, telephone number (209) 948-7838.

Very truly yours,

Dana Cowell

DANA COWELL
Chief, Transportation
Planning Branch

Attachments
cc:PVerdoorn/530000
VRodman/800000



Response to Comments - State Department of Transportation

- 34 The only available funding mechanisms are 1) the formation of an assessment district, and 2) the adoption of mitigation fees via a City initiated ordinance.
- 35 Comment noted; no response required.

Memorandum

To : Ms. Norma Wood
State Clearinghouse
Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, California 95814

Date : August 25, 1987

Place : Sacramento

From : Department of Food and Agriculture -- 220 N Street, Room 104
Sacramento, CA 95814



Subject: SCH Nos. 87060203, 87072801, 87072802 - Batch, Bridgetowne Estates, & Century Meadows: Annexation, General Plan Amendment, Rezoning, Agricultural Preserve Contract Cancellation, and Specific Development Approval

The California Department of Food and Agriculture (CDFA) has reviewed the draft Environmental Impact Reports (DEIR) concerning the above referenced projects and has the following comments and recommendation.

1. These projects would result in the permanent conversion of 100, 61, and 160 acres of farmland, currently zoned General Agriculture - 41 acres minimum parcel size (GA-40), designated as Agriculture in the San Joaquin County General Plan; to urban uses. This land is all considered to be prime agricultural land, currently planted in irrigated vineyards, irrigated fruit orchards, irrigated field crops, and Christmas trees, with 83 acres vacant on the Batch site.
2. The proposed projects could lead to premature conversion of agricultural land due to the pressure to develop other agriculturally productive parcels located in close proximity.
3. The proposed projects would require the cancellation of California Land Conservation Contracts with San Joaquin County on 100, 51, and 40 acres of each project site respectively. This office is unaware if Williamson Act contracts are a consideration for the Towne Ranch or Johnson Ranch projects.
4. The City of Lodi is currently in the process of updating its General Plan. Expected completion is mid-1988.
5. This project is one of several proposed for this area. Six of these residential projects requiring annexation representing over 450 acres of prime agricultural land will be submitted to the voters for approval on the November ballot under Measure A.

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Ms. Norma Wood
August 25, 1987
Page Two

While the CDFA does recognize the right of local governments to develop and implement land use policy, we are compelled to comment on the conversion of agricultural land. Ultimately, the voters will decide the merits of these projects, however, they should be able to make an informed decision with guidance from a detailed and current General Plan. Given the importance of agriculture to this region, a comprehensive agricultural land use element in the General Plan is recommended. This element should include appropriate mitigation measures which would ensure the conservation of prime agricultural land. Mitigation measures might include the use of land conservation easements, Williamson Act contracts, and urban transition zoning. Establishing right-to-farm ordinances and a site evaluation system such as ones used by Fresno County or the USDA-SCS are other methods which might be employed. The use of general obligation bonds to fund a local government land protection program, the use of development assessments to fund a land protection foundation such as the one in Solano County, and the purchase and transfer of development rights can be very effective programs which should be investigated. The implementation of such mitigation measures ensuring the protection of surrounding agricultural land is strongly encouraged. With the foregoing in mind, we recommend approval of the DEIRs for the above referenced projects.

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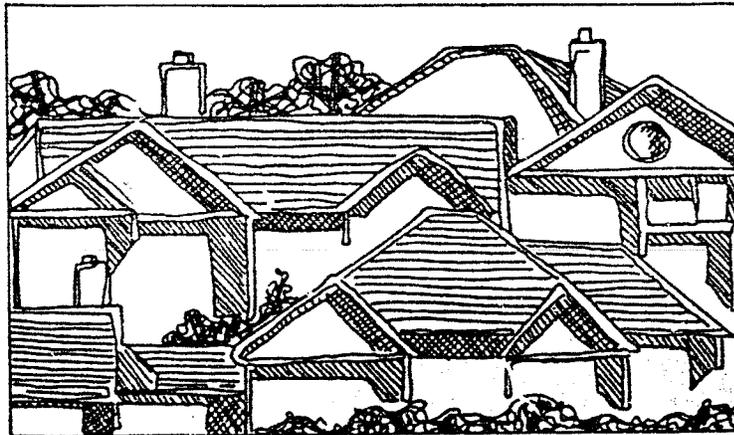
Steve Shaffer
Steve Shaffer
Research Analyst
(916) 322-5227

Response to Comments - Department of Food and Agriculture

36 Comment noted; no response required.

**FINAL
ENVIRONMENTAL IMPACT REPORT**

Batch



**Prepared for:
CITY OF LODI
Prepared by:
JONES & STOKES ASSOCIATES
July 1987**

FINAL
ENVIRONMENTAL IMPACT REPORT
BATCH RESIDENTIAL PROJECT

Prepared for:

City of Lodi
Community Development Department
221 West Pine Street
Lodi, CA 95246
209/333-6711

Prepared by:

Jones & Stokes Associates, Inc.
1725 - 23rd Street, Suite 100
Sacramento, CA 95816
916/444-5638

September 1987

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Introduction

This Final Environmental Impact Report (FEIR) has been prepared for the City of Lodi (City) in accordance with City requirements and the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and State CEQA Guidelines (14 California Administrative Code Section 15000 et seq.). The document includes the comment letters received during the required public review period, which began on July 27, 1987 and ended on August 28, 1987. During this time the Draft Environmental Impact Report (DEIR) was reviewed by various state and local agencies. Written comments were received from the following agencies: City of Lodi/Department of Public Works and Department of Parks and Recreation, California State Office of Planning and Research, California Department of Conservation, and the California Department of Transportation.

The DEIR, of which this FEIR is a part, identified the potential environmental effects of a proposed residential development, known as the Batch project, on a 100-acre parcel adjacent to northwest Lodi. The proposed project includes the development of 325 single-family homes and 246 senior citizen units with attendant streets and public services. The original project description and site plan showed a total of 571 dwelling units (325 single-family homes, 246 senior citizen units). After commencement of the EIR review, the site plan was revised to show a total of 562 units (316 single-family homes, 246 senior citizen units). All of the analysis in this document is based on the original numbers (571 dwelling units) and therefore represents a "worst case" analysis.

The project site is located outside of the City limits, in an area covered by the Measure A election process, which requires annexation, a General Plan Amendment, rezoning, and specific development approval. This EIR is being prepared as part of the voter-mandated Measure A review process.

How to Use This Report

This report is divided into four sections: "Summary of Environmental Impacts"; "Project Description"; "Comments and Responses"; and "Appendices." Each of these sections has its own purpose and serves to aid the reader in fully understanding the project and its implications. A brief description of each section follows.

The "Summary of Environmental Impacts" section lists all of the potential impacts of the project and presents any mitigations that would reduce or eliminate project impacts. This

section is taken directly from the DEIR. This section is included to facilitate understanding of the comments and responses. Each mitigation measure is numbered to correspond with the Summary Table (Table 1). The level of significance of each impact with and without mitigation is identified. This section is an overview intended for use during discussion of the project and does not include any discussion of the identified impacts. Use of the summary only, without reading the supporting text, could lead to an incomplete understanding of the project.

The "Project Description" section presents a full description of the project, including its location, the project components, the project objectives and phasing, and any other relevant information. This section is included verbatim from the DEIR and is provided to aid the reader in understanding the project as well as the comments and responses.

The "Comments and Responses" section includes each letter received during the public review period. The letters are reproduced in the section, with the response to each letter immediately following. There are five tables located in this section. Two of these tables are revised from the DEIR (Revised Tables 14, 15), one is included with no revisions (Table 1), and two include new information (Tables 2, 3).

Summary of Environmental Impacts

Summary of Environmental Impacts

The following list (Table 1) itemizes all significant and less-than-significant impacts that were identified during the course of this environmental analysis. The mitigated impact implies that all mitigation measures should be followed, unless otherwise indicated in this Summary. Adverse impacts that are unavoidable, and which cannot be mitigated to a less-than-significant level are noted. The Initial Study prepared on the project has detailed all areas of investigation. All effects deemed potentially significant have been evaluated in this report.

This Summary should be used in conjunction with a thorough reading of the entire Draft EIR report. The Summary is intended as an overview; the report serves as the basis for this Summary.

Table 1. Summary of Environmental Impacts

Impacts	Mitigation Measures in Text	Mitigation Measures
<u>Geology and Soils</u>		
Location of project in area of potential seismic activity	1	Implement Uniform Building Codes (UBC) requirements when designing structures.
Conversion of agricultural soils	2	None available if project is approved.
<u>Hydrology</u>		
Generation of increased stormwater runoff	3	Design storm drain facilities in accordance with requirements of Lodi Public Works Department.
<u>Plants and Wildlife</u>		
Potential loss of mature oak trees	4	Encourage retention of mature oaks in an open-space buffer, park, or drainage basin area if feasible.
	5	Consider implementing a tree protection ordinance or restrictions to encourage long-term maintenance of mature or specimen oaks on private property.
<u>Traffic</u>		
Generation of increased traffic volumes	6	Install northbound turn pocket for project entrance to south of Elm Street on Lower Sacramento Road entrance.

Table 1. Continued

Impacts	Mitigation Measures in Text	Mitigation Measures
Contribution to cumulative traffic	7	Close off frontage road and revise site plan to provide an access for units located to the east of the site.
	8	Redesign driveway configurations for parcels fronting on Elm Street.
	9	Signalize intersection of Lower Sacramento Road/Woodhaven Lane/Turner Road intersections; widen and improve intersection of Lower Sacramento Road and Lake Avenue; widen Lower Sacramento Road between Kettleman Lane and Lodi Avenue.
<u>Noise</u>		
Temporary increase of construction-related noise	10	Restrict construction to normal daytime periods.
	11	Provide proper equipment maintenance.
Generation of increased traffic-related noise levels	12	Use state noise insulation standards.
	13	Orient buildings to minimize window exposure to roadway traffic and increase setbacks.
<u>Air Quality</u>		
Localized increase of carbon monoxide levels	14	None required.
Regional increase in ozone levels	15	None available.

Table 1. Continued

Impacts	Mitigation Measures in Text	Mitigation Measures
Generation of construction dust	16	Use standard construction dust reduction practices.
Consistency with regional air quality plan	17	None required.
Incremental contribution to regional air quality program	18	None required.
<u>Land Use</u>		
Reduction of agricultural revenues	19	None required.
Incompatibility of project with adjacent agricultural uses	20	Create 20-foot buffer area between project and adjacent agricultural uses where required.
	21	Provide a 6-foot, chain-link fence to separate residential parcels from drainage basin where none exists.
Conversion of prime agricultural soils to urban uses	22	No feasible mitigation measure exists if project is implemented.
Cancellation of Williamson Act contract	23	None required.
<u>Water</u>		
Approval of project would require development of additional well and necessary infrastructure	24	None required.
Effect on groundwater table	25	None required.

Table 1. Continued

Impacts	Mitigation Measures in Text	Mitigation Measures
<u>Sanitary Sewer System</u>		
Development of project in an area of insufficient sewerage treatment capacities	26	Restrict development until sufficient treatment capacity has been developed (est. 1989).
Generation of increased storm water runoff	27	None required.
<u>Police and Fire</u>		
Development of project could necessitate provision of additional fire and police protection	28	Provide additional fire and police personnel and equipment as required.
<u>Schools</u>		
Generation of 227 school-age children	29	Collect school mitigation fees as allowed by state law.
Generation of increased solid waste.	30	None required.
<u>Parks</u>		
No impact	31	None required.
<u>Cultural Resources</u>		
Location of project in an area with no known archeological resources	32	Consult archeologist if resources are discovered during construction.

Project Description

Project Description

Project Location

The Batch Residential parcel is located in northwestern Lodi (see Figure 1), adjacent to the City limits. The project site is bordered by the WID Canal on the west and south; the Parkwest Residential Subdivision on the north; and Lower Sacramento Road on the east (see Figure 2). The site comprises assessor's parcel number 029-030-33. As the Batch property is not located within the City limits, annexation to the City will be required in order to make City services available.

The subject parcel contains about 83 acres of vacant farmland and 17 acres of agricultural uses (vineyards and Christmas trees). The adjacent land uses include agriculture to the south and west, and residential subdivision to the north. A church and the proposed Parkview Terrace Project, currently in agricultural use, are located to the east (see Figure 8 - Surrounding Land Use).

Project Characteristics

The Batch project would result in the development of 325 single-family homes and 246 senior citizen units on 100 acres (5.7 du/ac overall) (See Figure 3.) The original project description and site plan showed a total of 571 dwelling units (325 single-family homes, 246 senior citizen units). After commencement of the EIR review the site plan was revised to show a total of 562 units (316 single-family homes, 246 senior citizen units). All of the analysis in this document is based on the original numbers (571 dwelling units) and therefore represents a "worst case" analysis. The site plan includes a loop street system with two cul-de-sacs and two primary project entrances off Lower Sacramento Road. Construction of the project would include the installation of necessary public service infrastructure, such as sewer lines, water mains, and other utilities. Stormwater from the site would be piped to a proposed storage basin located on the project site. Sewage from the project would flow by gravity to the treatment facility located southwest of the City.

General Plan and Zoning

The subject parcel is not located within the Lodi City limits and, therefore, has San Joaquin County General Plan and zoning designations. The Batch property has a general plan

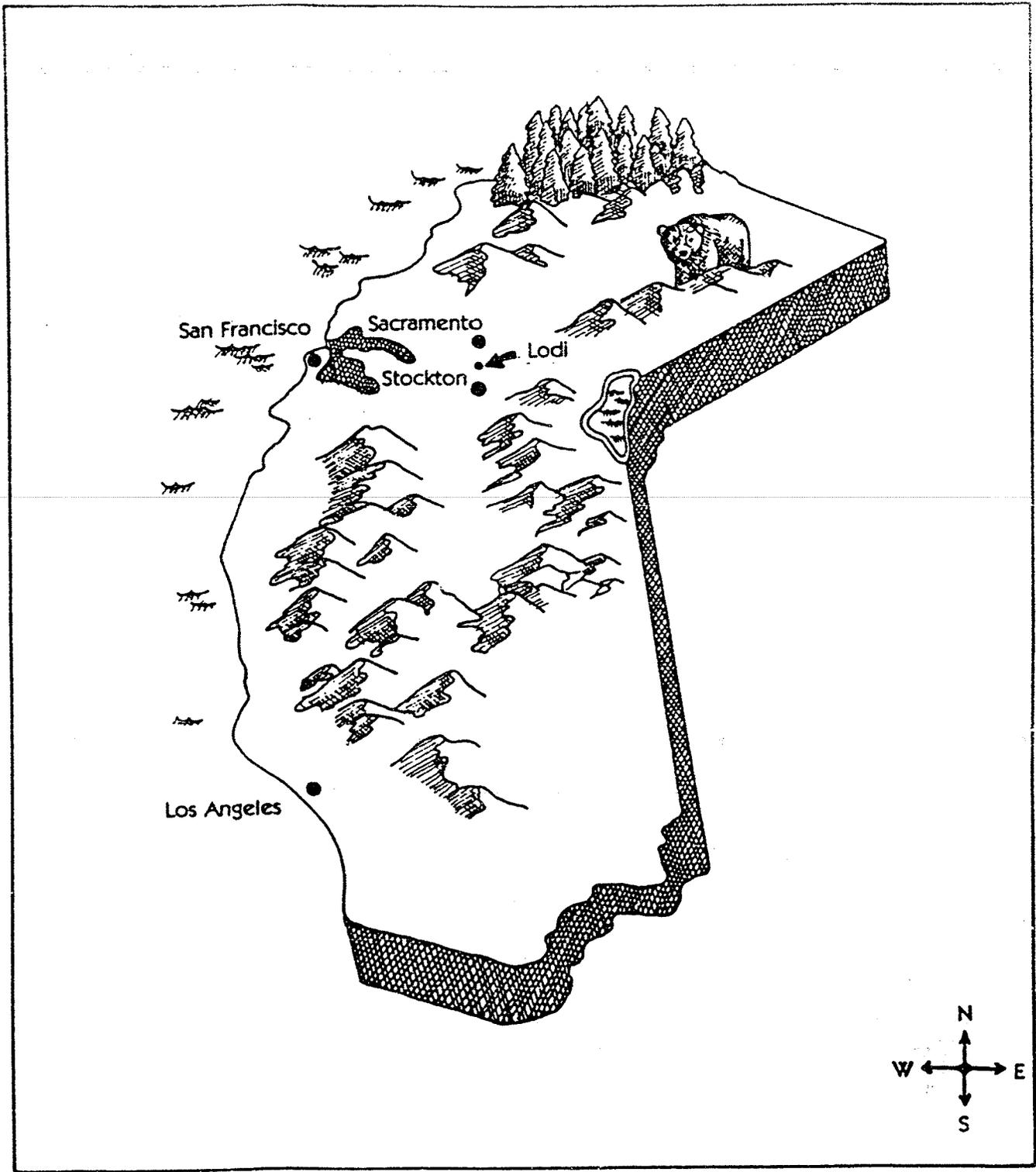


FIGURE 1. AREA MAP

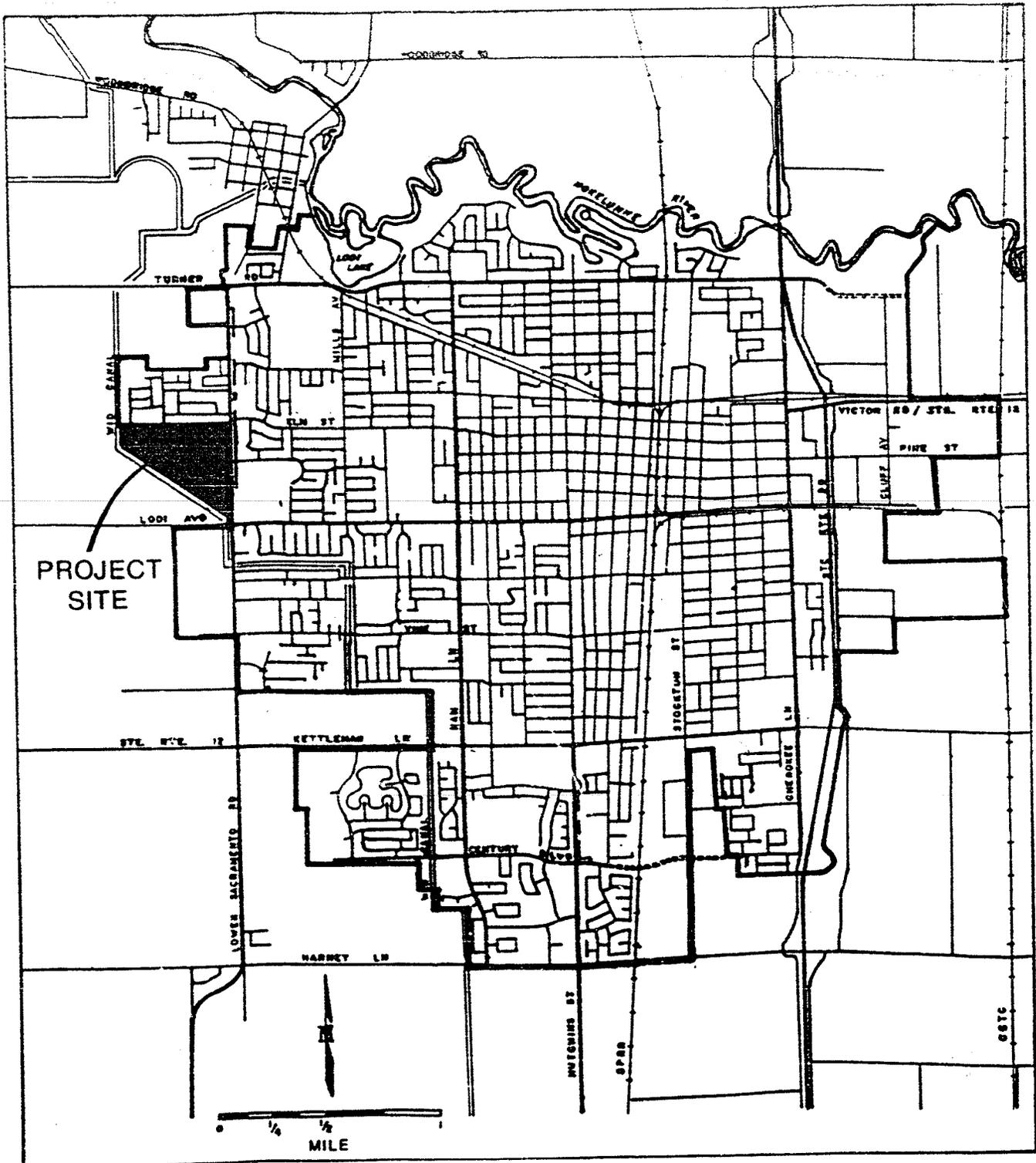


FIGURE 2. BATCH PROPERTY PROJECT LOCATION

designation of "Low Density Residential" and a zoning of "GA-20" (General Agriculture - 20 acre minimum parcel size).

Approval Process

As the parcel is located outside of the existing City limits, it would require annexation prior to development with City services. The property is therefore subject to the requirements of Lodi's Measure A Growth Initiative, which requires that annexation of properties to the City for development purposes must be approved by a vote of the electorate. The annexation would also require City Council and Local Agency Formation Commission (LAFCO) approvals (see "Land Use" section).

Comments and Responses

CITY COUNCIL

EVELYN M. OLSON, Mayor
JOHN R. (Randy) SNIDER
Mayor Pro Tempore
DAVID M. HINCHMAN
JAMES W. PINKERTON, II
FRED M. REID

CITY OF LODI

CITY HALL 221 WEST PINE STREET
CALL BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 334-5634
TELECOMPAR. (209) 333-6779

August 19, 1987

THOMAS A. PETERSON
City Manager
ALICE M. REIMCHE
City Clerk
RONALD M. STEIN
City Attorney

Community Development Department
August 19, 1987
Page 2

Community Development Department
City of Lodi
Call Box 3006
Lodi, CA 95241-1910

SUBJECT: Batch DEIR

The City of Lodi Public Works Department has the following comments on the Batch Draft Environmental Impact Report:

- 1. Page 7, Project Characteristics - No mention is made of the school site. | 1
- 2. Page 10, Development Layout - The basin site (Westgate Park) does not conform to the Park Master Plan approved by the City Council. This will reduce the number of lots that can be developed. | 2
- 3. Page 21 (A-5) - Elm Street is planned for four lanes and has sufficient width. The street will be restriped when volumes warrant four lanes. | 3
- Lodi Avenue, East of Lower Sacramento Road will have an additional westbound lane when the Parkview Terrace project is constructed, probably in the spring of 1988. | 4
- Kettleman Lane/Lower Sacramento Road - A traffic signal for this intersection is in the design stage. The project is being done under an agreement between San Joaquin County and Caltrans. | 5
- 4. Page 23 (A-8), Turning Movement Counts - We understand that use of the MINUTP model for turning movements is questionable. We would like to know how the model's results compared to the intersections that were actually counted. | 6
- 5. There may be a need to provide an improved access to the northerly levee of the Woodbridge Irrigation District Canal at Lower Sacramento Road and Lodi Avenue. There may have to be an access easement dedicated to keep the entrance to the levee away from the intersection. | 7
- 6. Page 27 - Bottom table references are incorrect. | 8

- 7. Page 28 - Table 5 is not the same as the corresponding table in the Appendix. | 11
- 8. Page 29, Mitigation 7 - We strongly agree that the frontage road should be eliminated. This will be recommended to the Planning Commission. | 16
- 9. Page 29, Mitigation 8 - We strongly agree with this recommendation and will recommend to the City Council that the City Design Standards require this type driveway or reverse frontage on arterial streets. | 17
- 10. It is recommended that Mitigations 7 and 8 be detailed and shown as part of the report. | 12
- 11. Page 31 (A-16), Cumulative Conditions - It is not clear what was used for this analysis - Is it the same as the list in Table 12, Page 74? It would appear not, based on examination of Figure A, Page A-23 for the intersection of Lower Sacramento Road and Elm Street. It also appears traffic for the project is incorrect. There should be an exhibit showing all the traffic volume assignments. | 15
- 12. Page 33 (A-17, 19) Mitigation Measures - Although this project alone does not require a traffic signal at Lower Sacramento Road at Woodhaven, the development should pay for a portion of this and other traffic improvements. | 16
- The eastbound approach at Lodi Avenue needs no mitigation according to the traffic appendix. | 17
- There are no volumes shown or capacity discussion in the text regarding widening Lower Sacramento Road to four lanes. | 18
- Right-of-way on Lower Sacramento Road at Lodi Avenue should mirror that required at Parkview Terrace. | 19
- 13. There is no discussion on the southernmost access point at Lower Sacramento Road. Since Lower Sacramento Road is planned as a divided facility, this access would allow right turns only. The question of a median opening should be analyzed. | 20
- The MINUTP traffic model's calibration to existing conditions and results for future land uses has not been completely reviewed by City staff. Because of this and the problem mentioned in Comment #8, we are reluctant to make comments on the accuracy of the traffic analysis. We are confident however that the ultimate lane configurations for the streets involved are adequate. | 21
- 14. Page 51 - Surrounding land use is incorrect. | 22

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15. Page 52 - This figure is for Bridgetowne Estates, not Batch.
16. Page 61, Water Wells - The water use figures appear to not include the school site. The addition of a well and oversize lines will cost the City over \$250,000. Some means to mitigate this impact should be developed.
17. Pages 62 & 78, Wastewater Treatment Plant Capacity - The City's plant is currently at capacity. The plant is now processing up to 6.1 million gallons per day. First phase capacity of 6.8 million gallons per day is not indicated. The City's present schedule is to have the first phase completed by the winter of 1989. There are many variables in this scheduling. It is very possible that a connection moratorium will be needed at some time during the next two expansion phases if all the cumulative projects are approved and built. This development may not be able to be served until the first phase is completed.
18. Page 62, Lower Sacramento Road 15" Sewer - Preliminary work done in the Wastewater Collection System Master Plan indicates this line does not have capacity for all the developments on Lower Sacramento Road. Some means to mitigate this impact should be developed.
19. Page 63, Storm Drainage Basin - Development of master storm drain facilities in this area (E Area, Westgate Park) has been left to the developers. They have been required to install facilities as a credit against drainage fees.
- The design of the basin as shown in the site plan does not conform to the Basin Master Plan adopted by the City Council. Some revisions that will reduce the number of lots will be necessary.
20. Page 65, School Site - Is the school site large enough to provide for onsite teacher and public parking and bus loading?
21. Page 67, Westgate Park - Drainage basin construction does not provide for park appurtenances, i.e., trees, barbecues, benches, walkways, recreation facilities. Some means to mitigate this impact should be developed.
22. Page 77, Cumulative Water Consumption - This table reflects all the projects in Table 12. The impact on the City system will be less since Table 12 includes Woodbridge projects which are not served by the City system.
23. Page 79, Cumulative Wastewater Generation - It is not clear which of the Table 12 projects are included in these figures. Woodbridge developments should not be included as they are served by a separate sanitary district.

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24. Page 80, Additional Park Land - Statements under this paragraph are not consistent with those on Page 67. If lack of park land is significant under the cumulative impacts, then this Department must question why it's unavoidable. Means to mitigate this park land deficiency should be developed.

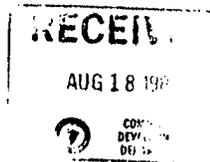
If you have any questions about our comments, please contact Richard Prima, Chief Civil Engineer, or me at your convenience.


Jack L. Ronko
Public Works Director

JLR/RCP/ma

cc: Jones & Stokes Associates, Inc.

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Response to Comments - City of Lodi,
Department of Public Works

<u>Comment No.</u>	<u>Response</u>
1	The site contains a 10-acre school site in the northwest corner of the parcel (see Figure 3, "Project Description" in the "Project Description" section).
2	The basin site plan may need to be revised to ensure compliance with the Master Plan. Any lot reductions would need to be reflected in this revised plan.
3	Comment noted; no response required.
4	Comment noted; no response required.
5	Comment noted; no response required.
6	It is acknowledged that existing traffic counts and the MINUTP projected counts are not in agreement. This may be due to either seasonal variations in traffic flow and/or additional development of land uses, since 1985, which are not reflected in the data base used in preparing the analysis of area traffic volumes. However, in analyzing the impacts of both the Batch project and cumulative growth, a comparison of existing volumes projected by the model (with cumulative plus project traffic volumes) provides an adequate analytical tool to determine necessary mitigation measures. In evaluating incremental impacts to street systems, MINUTP is an acknowledged tool for identifying appropriate mitigation measures, even in those situations where the MINUTP projections concerning existing volumes do not directly correlate to known or counted volumes. At this point in time, the citywide 1985-86 model is being updated as a portion of the general plan process. Once this updating and recalibration is complete, the MINUTP model should more accurately reflect current traffic data. However, in the meantime the MINUTP does identify appropriate mitigation which will adequately mitigate project-related impacts.
7	If access to the northerly levee is required, it will be necessary to revise the site access easements accordingly. If these revisions are not made during the public hearing/election process, they can be made at the use permit/tentative map stage.

8 The reference to Table 5 in the bottom two lines on page 27 should be a reference to Table 7, page 32.

9 Table 5 in the text does not agree with the table shown in DEIR Appendix A, page A-12. The table shown in the Appendix is the correct table and should be used in evaluation of trip generation for the project.

10 Comment noted; no response required.

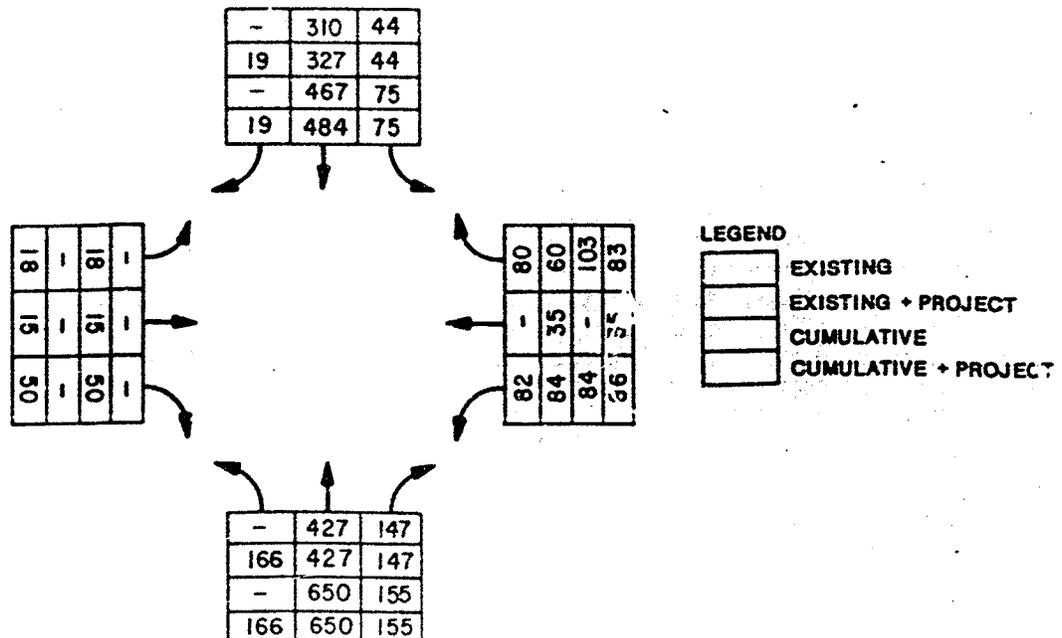
11 Comment noted; no response required.

12 In the absence of design direction from the applicant and the City of Lodi, it is not possible to prepare a revised site plan for this FEIR. The recommended mitigation measures could be included in the site plan during the review process. However, if the plan revisions are substantial, it is possible that supplemental environmental review would be required.

13, 14
and 15

The cumulative analysis included all of the projects shown in Table 12 (page 74 of the DEIR) except for the Woodbridge projects. The traffic model used did not include Woodbridge in the analysis study area.

The traffic volumes shown on Figure A in the report were not complete. The correct traffic volumes are shown on the following exhibit:



The p.m. peak hour traffic volumes for the existing, existing + project, cumulative, and cumulative + project conditions are shown on Figure 4 (attached).

- 16 Comment noted; no response required.
- 17 Correction noted; there is no requirement for mitigation measures for the eastbound approach to Lodi Avenue.
- 18 The traffic analysis indicates that the widening of Lower Sacramento Road to four lanes is not necessary.
- 19 Comment noted; no response required.
- 20 Based on evaluation of traffic volumes, the use of a median opening on Lower Sacramento Road would not be appropriate or necessary. The use of a right turn only access will be adequate.
- 21 See response to comment 8.
- 22 Additional surrounding land use includes a commercial shopping center at the southwest corner of Lower Sacramento Road and Sargent Road.
- 23 See attached Figure 8 - Surrounding Land Use. (Figure number refers to numbering in the DEIR, not to figures contained in this FEIR.)
- 24 The school would require approximately 10,875 gallons of water per day (gpd) (based on a worst case enrollment of 725 student generating 15 gpd) (Domenichelli pers. comm.). Therefore, the project would require a total of 391,675 gpd.

Currently, the city has no means to collect the \$250,000 cost of the well and oversize water lines. Some mitigation measures to pay for the new well and lines are as follows:

1. Form an assessment district in which participants of the district pay the cost.
2. The city can charge the developer for the cost of the new well and lines.
3. Charge should be on a first-come, first-serve basis with either the first developer paying the installation costs with reimbursement coming from subsequent developers on a prorated basis or the last developer using the infrastructure paying the total cost.

Consideration of this issue should be made by City Council.

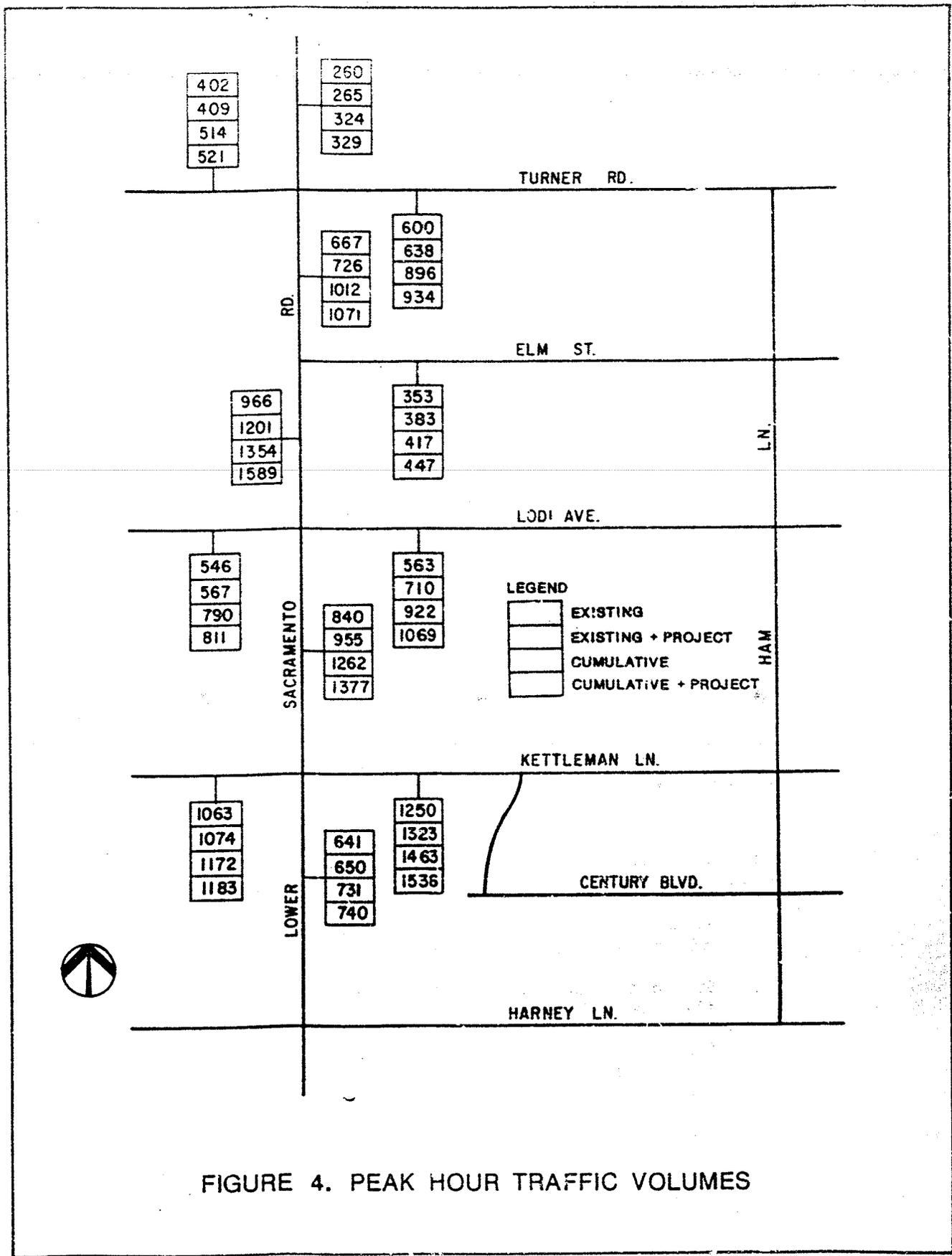


FIGURE 4. PEAK HOUR TRAFFIC VOLUMES

- 25 Comment noted; no response required.
- 26 Preliminary work by Black & Veatch, consultants preparing the Wastewater Master Plan, indicates deficiencies in existing capacity. The existing 15-inch and 18-inch lines need to be paralleled with an additional 18-inch line. Currently, the City has no means to assess the cost of improvements. See comment 16 for available mitigation measures.
- 27 and
28 Project applicant must revise site plan to conform city's Basin Master Plan.
- 29 A preliminary review indicates that the site has adequate space to accommodate public and teacher parking as well as school buses. However, in the absence of more precise design information, this is not assured and will need to be evaluated before final approval of the site plan for the project.
- 30 Currently, the City has no development requirements for drainage basins in regards to park appurtenances. The City should require the developer to prepare a recreational master plan for the drainage basin. The City could further require review of this plan by appropriate City agencies.
- 31 Revised estimated cumulative water consumption would be 3,080,762 gpd (see Revised Table 14 following).
- 32 Revised estimated cumulative wastewater generation would be 1,368,510 gpd (see Revised Table 15 following).
- 33 The difference between the statements is because the analysis on page 67 refers to the project site only, while that on page 80 refers to cumulative growth in the area. There does not appear to be sufficient vacant land to accommodate the park demands resulting from cumulative growth. Therefore, this impact appears to be unavoidable, as vacant land cannot be created. The means to mitigate this deficiency will need to be identified and evaluated by the City as part of its overall project review and General Plan revision process.

Revised Table 14. Estimated Cumulative Water Consumption^a

Residential	Acres	du	People/ du	Population Generated	Consumption		
					Rate ^b	Unit	gpd
Single-family	--	3,041 ^{c,d}	2.68	8,150	320	gpcd	2,607,962
Multi-family	--	680 ^d	2.00	1,360	320	gpcd	435,200
Subtotal ^e	761.3	3,721	--	9,579	320	gpcd	3,043,162
Industrial	37.6	--	--	--	1,000	gpcd	37,600
Total							3,080,762

^a See page 77 of the Draft EIR for original table.

^b Domenichelli pers. comm.

^c Includes Lakeshore Meadows.

^d Includes multi-family and duplex units.

^e Sum does not equal total due to rounding.

Revised Table 15. Estimated Wastewater Generation

Land Use	Zone ^a	Acres ^a	Consumption		
			Rate ^b	Unit	gpd
Residential					
Single-family	R-1	183.05	1,200	gpad	219,660
Single-family/ duplex	R-2	492.25	1,800	gpad	886,050
Multi-family	R-GA	24.4	4,000	gpad	97,600
Multi-family	R-MD	15.0	6,000	gpad	90,000
Industrial	M-2	37.6	2,000	gpad	<u>75,200</u>
Total					1,368,510

^a City of Lodi Community Development Department 1987.

^b Appelfeller pers. comm.

^c See page 79 of the Draft EIR for original table.

Comments - Lodi City Parks Department

There are mature oak trees in the development. These should be preserved if possible. However, any trees preserved should be checked for health to make sure they can withstand the development around them.

Response to Comments - Lodi City Park Department

- 34 An evaluation of existing oak trees by a tree specialist is recommended to identify those trees which have the potential to withstand development.

Corrected Copy -
from Lodi Police
Department

Police and Fire

Existing Conditions 15

The Lodi Police Department serves the area within the Lodi city limits. The department has 54 sworn officers, 45 patrol officers, and 12 patrol cars. There is one central dispatch station, and the City is divided into seven patrol areas. The average response time for the City is 2.9 minutes. Development of the proposed project will not adversely affect the service level of the police department (per pers. comm.) as long as the 1.5 to 1,000 population ratio is maintained. The City of Lodi will provide fire protection to the project area. The Lodi Fire Department provides service within the city limits, an area of approximately 8.5 square miles with a population of 45,794. The Department has 48 firefighters with 42 on line. It has four 1,500-gallon pumpers, one elevated platform, truck and one equipment truck. The equipment is distributed among three stations. The station closest to the project site is the main station at West Elm and Church Street. Emergency response time to the project area is estimated to be 3.5 to 4 minutes which is beyond the Fire Department's recommended 3-minute driving time. The area is currently under consideration for an additional fire station. Due to the increased response time, the project would have a negative impact on the Department's Class III ISO grading unless another fire station was added. The City has a site on Lower Sacramento Road just north of Elm Street.

Development of the proposed project will not adversely affect the service level of the Fire Department. Although it would require the addition of two firefighters and increase the amount of response calls by 32 per year.

Assessment of Impact

Development of project site will necessitate provision of additional fire and police protection

The City has a present ratio of 1.02 firefighter per 1,000 people. The development of the Batch project would necessitate the provision one firefighter to maintain this ratio. According to the Fire Department, increased density and population may create the need for a higher number of firefighters per thousand people (dughes pers. comm.).

Mitigation Measures

28) None required.

Batch EIR
Lodi Police Department
Lodi Fire Department

8/18/87

David Marinato

Linda Porterfield

Please incorporate the attached corrections + the addition (as I was incompletely quoted) in the final draft.

Thank

RECEIVED
AUG 18 1987
CITY OF LODI
FIRE DEPARTMENT

Kate B... ..

LSD FORM 28

Response to Comments - City of Lodi, Police Department

- 35 The police department has 61 sworn officers, 45 patrol officers, and 15 patrol cars. The development of the proposed project will not adversely affect the service level of the police department as long as the 1.5 officer to 1,000 population ratio is maintained.

OFFICE OF PLANNING AND RESEARCH

30 TENTH STREET
SACRAMENTO, CA 95814

August 26, 1987

James Shroeder
City of Lodi
Community Development Department
221 West Pine
Lodi, CA 95241-1910Subject: Batch Project
SCI# 87060203

Dear Mr. Shroeder:

The State Clearinghouse submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is closed and the comments of the individual agency(ies) is(are) enclosed. Also, on the enclosed Notice of Completion, the Clearinghouse has checked which agencies have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the package is not in order, please notify the State Clearinghouse immediately. Your eight-digit State Clearinghouse number should be used so that we may reply promptly.

Please note that recent legislation requires that a responsible agency or other public agency shall only make substantive comments on a project which are within the area of the agency's expertise or which relate to activities which that agency must carry out or approve. (AB 2583, Ch. 1514, Stats. 1984.)

These comments are forwarded for your use in preparing your final EIR. If you need more information or clarification, we suggest you contact the commenting agency at your earliest convenience.

Please contact Norma Wood at 916/445-0613 if you have any questions regarding the environmental review process.

Sincerely,

A handwritten signature in dark ink, appearing to read "David C. Nunenkamp".

David C. Nunenkamp
Chief
Office of Permit Assistance

cc: Resources Agency

Enclosures

Response to Comments - Office of Planning and Research

36 Comment noted; no response required.

Memorandum

To : Dr. Gordon F. Snow
Assistant Secretary for Resources

Mr. James Shroeder
City of Lodi
221 West Pine
Lodi, CA 95241-1910

Date : AUG 13 1987

Subject: Draft Environmental
Impact Report (DEIR)
for Batch, Century
Meadows, Bridgetowne
Estates

From : Department of Conservation—Office of the Director

Dr. Snow and Mr. Shroeder
Page Two

The Department appreciates the opportunity to comment on the DEIR. We hope that the farmland conversion impact and Williamson Act issues are given adequate consideration in the FEIR. If I can be of further assistance, please feel free to call me at (916) 322-5873.

Dennis J. OBryant
Dennis J. OBryant
Environmental Program Coordinator

cc: Stephen Oliva, Chief
Office of Land Conservation

The Department of Conservation is responsible for monitoring farmland conversion on a statewide basis. The Department also administers the California Land Conservation (Williamson) Act. We have reviewed the City of Lodi's DEIR's for the three projects referenced above (Batch, SCH# 87060203; Century Meadows, SCH# 87072802; and Bridgetowne Estates, SCH# 87072801) and have noted that the proposals will involve conversion of valuable farmland. The Department, therefore, offers the following comments.

The Bridgetowne Estates project would convert 61 acres, Century Meadows would convert 160 acres, and Batch would convert 100 acres of mostly prime agricultural land for residential development. Most of the land is under Williamson Act contracts and would be annexed by the City of Lodi.

32 The Department is concerned with the growth inducing impacts of these projects. Although it is stated in all three EIR's that these projects would not generate new growth because of Measure A, we would like to point out that these projects, if approved, demonstrate that this mechanism cannot be assumed to always be an effective tool to limit the growth inducing effect of projects.

37
38 We are also concerned with the continuing loss of agricultural lands, especially prime agricultural land. The state's recently adopted Soil Conservation Plan analyzed figures from the Department of Water Resources' land use surveys which indicated that between 1972 and 1980 California cropland has been converted to urban uses at a rate of 44,000 acres a year. Because the conversion of agricultural and open space land is considered significant and unavoidable, mitigation measures should be considered and discussed in the FEIR.

39 These measures might include minimizing agricultural conversion impacts on high quality soils by directing conversion onto lower quality soils and establishment of greenbelt areas. Farmland trusts, such as established by the Sonoma Farmland Trust and the Marin Farmland Trust, can be another effective way to preserve agricultural lands.



Response to Comments - Department of Conservation (DC)

37 While the commentator is correct that Measure A does not guarantee the preservation of agricultural land, the deterrent effect of having to obtain voter approval has, in fact, significantly slowed farmland conversion in Lodi since 1981. As shown in the attached Table 2 and Table 3, the rate of annexation to the City has dramatically decreased since the enactment of Measure A.

38 and
39

The conversion of agricultural land to urban uses on this site creates a significant impact for which no mitigation measures are available. For this reason it was identified as "unavoidable."

The mitigation measures identified in the DC letter would not serve to mitigation conversion of the subject parcel from agricultural uses but do represent overall management techniques which are available to the City.

Table 2. Annual Annexations to Lodi Since 1970

Year	Number of Annexations	Total Acres Annexed
1970	6	154.05
1971	2	80.25
1972	5	73.61
1973	7	58.54
1974	6	151.34
1975	4	107.20
1976	2	54.80
1977	3	70.61
1978	2	98.90
1979	3	152.38
1980	5	225.44
1981	5	169.63
Measure A Enacted		
1982	0	0
1983	0	0
1984	1	110.00 ¹
1985	2	83.76
1986	1	2.196
1987	2	67.90
Total	56	1,660.06

¹ Noncontiguous public land (wastewater treatment plant and drainage basin)--no vote was required.

Table 3. Election Results Under Measure A

Election Year	Project	Primary Proposed Land Use	Acres	Results of Election
1982	No proposed annexations	--	--	--
1983	Batch	Single-family residential	100.0	Disapproved
	Sunwest	Single-family residential	54.65	Disapproved
1984	Batch/Mills	Single-family residential	120.0	Disapproved
	Sunwest	Single-family residential	54.65	Approved
1985	Batch/Mills	Single-family residential	120.0	Disapproved
	Wine & Roses Country Inn	Bed and breakfast inn	2.196	Approved
	Maggio	Industrial	37.6	Disapproved
1986	Batch	Single-family residential	100.0	Disapproved
	Partview Terrace (Mills)	Senior/adult housing	20.0	Approved
	Maggio	Industrial	37.6	Approved
	Towne Ranch	Single-family residential	78.3	Disapproved
	Johnson Ranch	Single-family residential	30.6	Disapproved

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 (1976 E. CHARTER WAY)
SACRAMENTO, CA 95201
TELEPHONE (209) 948-7853
FACSIMILE (209) 948-7906



August 18, 1987

10-SJ-12-15.15
City of Lodi
Batch Development
Draft EIR
SCH 87060203

Ms. Norma Wood
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Dear Ms. Wood:

Caltrans has reviewed the Draft EIR for the Batch Project and offers the following comments:

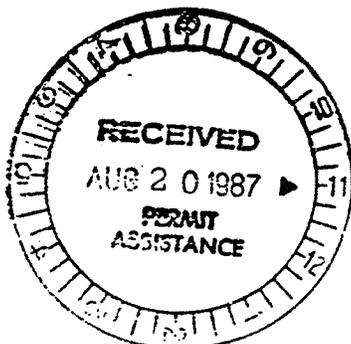
Mitigation measures include widening of Lower Sacramento Road to Route 12 and signalizing and widening the Route 12 intersection to accommodate turn lanes. Some discussion should be included regarding the method and responsibility of funding these projects.

Caltrans appreciates the opportunity to comment on the Draft EIR. Any questions regarding the comments may be directed to Al Johnson at Caltrans, telephone number (209) 948-7838.

Very truly yours,

DANA COWELL
Chief, Transportation
Planning Branch

cc: PVerdoorn/SJCCOG
VRodman/SJCAPCD



Response to Comments - Department of Transportation

- 40 The only available funding mechanisms are 1) the formation of an assessment district and 2) the adoption of mitigation fees via a City of LoJi initiated ordinance.

Memorandum

To : Ms. Norma Wood
State Clearinghouse
Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, California 95814

Date : August 25, 1987

Place : Sacramento

From : Department of Food and Agriculture -- 1220 N Street, Room 104
Sacramento, CA 95814

Subject: SCH Nos. 87060203, 87072801, 87072802 - Batch, Bridgetowne Estates, & Century Meadows: Annexation, General Plan Amendment, Rezoning, Agricultural Preserve Contract Cancellation, and Specific Development Approval



The California Department of Food and Agriculture (CDFA) has reviewed the draft Environmental Impact Reports (DEIR) concerning the above referenced projects and has the following comments and recommendation.

1. These projects would result in the permanent conversion of 100, 61, and 160 acres of farmland, currently zoned General Agriculture - 41 acres minimum parcel size (GA-40), designated as Agriculture in the San Joaquin County General Plan, to urban uses. This land is all considered to be prime agricultural land, currently planted in irrigated vineyards, irrigated fruit orchards, irrigated field crops, and Christmas trees, with 83 acres vacant on the Batch site.
2. The proposed projects could lead to premature conversion of agricultural land due to the pressure to develop other agriculturally productive parcels located in close proximity.
3. The proposed projects would require the cancellation of California Land Conservation Contracts with San Joaquin County on 100, 51, and 40 acres of each project site respectively. This office is unaware if Williamson Act contracts are a consideration for the Towne Ranch or Johnson Ranch projects.
4. The City of Lodi is currently in the process of updating its General Plan. Expected completion is mid-1988.
5. This project is one of several proposed for this area. Six of these residential projects requiring annexation representing over 450 acres of prime agricultural land will be submitted to the voters for approval on the November ballot under Measure A.

Ms. Norma Wood
August 25, 1987
Page Two

While the CDFA does recognize the right of local governments to develop and implement land use policy, we are compelled to comment on the conversion of agricultural land. Ultimately, the voters will decide the merits of these projects, however, they should be able to make an informed decision with guidance from a detailed and current General Plan. Given the importance of agriculture to this region, a comprehensive agricultural land use element in the General Plan is recommended. This element should include appropriate mitigation measures which would ensure the conservation of prime agricultural land. Mitigation measures might include the use of land conservation easements, Williamson Act contracts, and urban transition zoning. Establishing right-to-farm ordinances and a site evaluation system such as one used by Fresno County or the USDA-SCS are other methods which might be employed. The use of general obligation bonds to fund a local government land protection program, the use of development assessments to fund a land protection foundation such as the one in Solano County, and the purchase and transfer of development rights can be very effective programs which should be investigated. The implementation of such mitigation measures ensuring the protection of surrounding agricultural land is strongly encouraged. With the foregoing in mind, we recommend approval of the DEIRs for the above referenced projects.

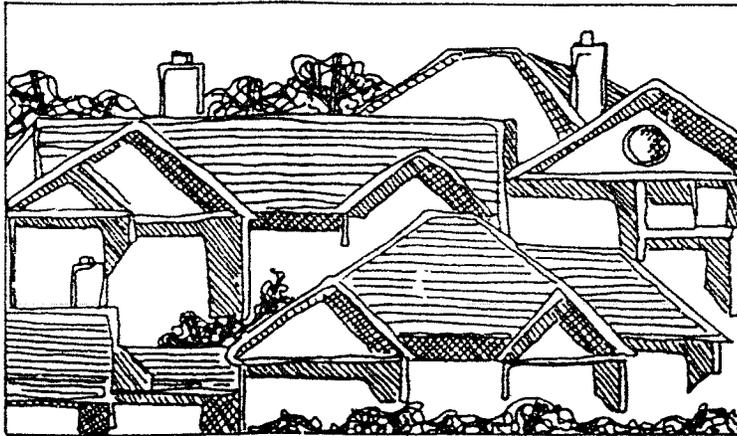
Steve Shaffer
Research Analyst
(916) 322-5227

Response to Comments - Department of Food and Agriculture

41 Comment noted; no response required.

**FINAL
ENVIRONMENTAL IMPACT REPORT**

Bridgetowne Estates



**Prepared for:
CITY OF LODI
Prepared by:
JONES & STOKES ASSOCIATES
July 1987**

FINAL
ENVIRONMENTAL IMPACT REPORT

BRIDGETOWNE ESTATES

Prepared for:

City of Lodi
Community Development Department
221 West Pine Street
Lodi, CA 95246
209/333-6711

Prepared by:

Jones & Stokes Associates, Inc.
1725 - 23rd Street, Suite 100
Sacramento, CA 95816
916/444-5638

September 1987

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Introduction

This Final Environmental Impact Report (FEIR) has been prepared for the City of Lodi (City) in accordance with City requirements and the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and State CEQA Guidelines (14 California Administrative Code Section 15000 et seq.). The document includes the comment letters received during the required public review period, which began on July 27, 1987 and ended on August 28, 1987. During this time the Draft Environmental Impact Report (DEIR) was reviewed by various state and local agencies. Written comments were received from the following agencies: City of Lodi/Department of Public Works and Department of Parks and Recreation, California State Office of Planning and Research, California Department of Conservation, and the California Department of Transportation.

The DEIR, of which this FEIR is a part, identified the potential environmental effects of a proposed residential development, known as the Bridgetowne project, on a 61-acre parcel adjacent to northwest Lodi. The proposed project includes the development of 127 single-family homes with attendant streets and public services.

The project site is located outside of the City limits, in an area covered by the Measure A election process, which requires annexation, a General Plan Amendment, rezoning, and specific development approval. This EIR is being prepared as part of the voter-mandated Measure A review process.

How to Use This Report

This report is divided into four sections: "Summary of Environmental Impacts"; "Project Description"; "Comments and Responses"; and "Appendices." Each of these sections has its own purpose and serves to aid the reader in fully understanding the project and its implications. A brief description of each section follows.

The "Summary of Environmental Impacts" section lists all of the potential impacts of the project and presents any mitigations that would reduce or eliminate project impacts. This section is taken directly from the DEIR. This section is included to facilitate understanding of the comments and responses. Each mitigation measure is numbered to correspond with the Summary Table (Table 1). The level of significance of each impact with and without mitigation is identified. This section is an overview intended for use during discussion of the project and does not include any discussion of the identified impacts.

Use of the summary only, without reading the supporting text, could lead to an incomplete understanding of the project.

The "Project Description" section presents a full description of the project, including its location, the project components, the project objectives and phasing, and any other relevant information. This section is included verbatim from the DEIR and is provided to aid the reader in understanding the project as well as the comments and responses.

The "Comments and Responses" section includes each letter received during the public review period. The letters are reproduced in the section, with the response to each letter immediately following. There are five tables located in this section. Two of these tables are revised from the DEIR (Revised Tables 14, 15), one is included with no revisions (Table 1), and two include new information (Tables 2, 3).

Summary of Environmental Impacts

Summary of Environmental Impacts

The following list (Table 1) itemizes all significant and less-than-significant impacts that were identified during the course of this environmental analysis. The mitigated impact implies that all mitigation measures should be followed, unless otherwise indicated in this Summary. Adverse impacts that are unavoidable, and which cannot be mitigated to a less-than-significant level are noted. The Initial Study prepared on the project has detailed all areas of investigation. All effects deemed potentially significant have been evaluated in this report.

This Summary should be used in conjunction with a thorough reading of the entire Draft EIR report. The Summary is intended as an overview; the report serves as the basis for this Summary.

Table 1. Summary of Environmental Impacts

Impacts	Mitigation Measure Number in Text	Mitigation Measures
<u>Geology & Soils</u>		
Location of project in area of potential seismic activity	1	Implement Uniform Building Codes (UBC) requirements when designing structures.
Conversion of agricultural soils	2	None available if project is approved.
<u>Hydrology</u>		
Generation of increased stormwater runoff	3	Design storm drain facilities in accordance with requirements of Lodi Public Works Department.
<u>Plants and Wildlife</u>		
No impact	4	None required.
<u>Traffic</u>		
Generation of increased traffic volumes	5	None required.
Contribution to cumulative traffic growth	6	Signalize and improve the intersection of Lower Sacramento Road/Woodhaven Lane with Turner Road, install turn pockets to project access roads, improve the intersection of Lower Sacramento Road and Lodi Avenues, and widen Lower Sacramento Road between Kettleman Lane and Lodi Avenue.
<u>Noise</u>		
Temporary increase of construction-related noise	7	Restrict construction to normal daytime periods.
	8	Provide proper equipment maintenance.

Table 1. Continued

Impacts	Mitigation Measure Number in Text	Mitigation Measures
<u>Noise</u> (continued)		
Generation of increased traffic-related noise levels	9	Use state noise insulation standards.
	10	Orient buildings to minimize window exposure to roadway traffic and increase setbacks from roadway.
<u>Air Quality</u>		
Localized increase of carbon monoxide levels	11	None required.
Generation of construction dust	12	Use standard construction dust reduction practices.
Consistency with regional air quality plan	13	None required.
Incremental contribution to regional air quality program	14	None required.
<u>Land Use</u>		
Reduction of agricultural revenues	15	None required.
Incompatibility of project with adjacent agricultural uses	16	Create 20-foot buffer area between project and adjacent agricultural uses where the WID canal is deemed insufficient.
Conversion of prime agricultural soils to urban uses	17	No feasible mitigation measure exists if project is approved.
Cancellation of Williamson Act Contract	18	None required.

Table 1. Continued

Impacts	Mitigation Measure Number in Text	Mitigation Measures
<u>Water</u>		
Approval of project would require the development of an additional well and necessary infrastructure.	19	None required.
Effect on groundwater table	20	None required.
<u>Sanitary Sewer System</u>		
Development of project in an area of insufficient sewerage treatment capacities	21	Restrict development until sufficient treatment capacity has been developed (est. 1989).
<u>Stormwater Runoff</u>		
Location of project in area of potentially insufficient runoff detention facilities	22	Evaluate the placement of retention facilities on the project site or elsewhere in the project area if the E-Basin is not developed.
<u>Police and Fire</u>		
Development of project could necessitate provision of additional fire and police protection	23	None required.
<u>Schools</u>		
Generation of 227 school-age children	24	Collect school mitigation fees.
Generation of increased solid waste	25	None required.
<u>Parks</u>		
No impact	26	None required.
<u>Cultural Resources</u>		
Location of project in an area with no known archeological resources	27	Consult archeologist only if resource is discovered during construction.

Project Description

Project Description

Project Location

The Bridgetowne Estates parcel is located in northwestern Lodi (see Figure 1), adjacent to the City limits. The project site is bordered by Turner Road on the south, the Woodbridge Irrigation District Canal on the north and west; and Lilac Street on the east (see Figure 2). The site comprises assessor's parcel number 15-170-5, 7, 8, 9 and 15-230-28, 29. As the Bridgetowne Estates property is not located within the City limits of Lodi, annexation to the City will be required in order to have City services made available.

The subject parcel is currently in agricultural uses (vineyards and row crops). The adjacent land uses include agriculture to the north, south, and west, and a residential subdivision to the east. The proposed Towne Residential Project, currently in agricultural use, is located to the south (see Figure 8).

Project Characteristics

The Bridgetowne Estates project would result in the development of 227 single-family homes on 61 acres (3.7 du/ac overall). The tentative map (see Figure 3) for the Bridgetowne project also provides for expansion of the Wine & Roses Country Inn, located on 2.6 acres to the east of the property. The expansion plans include renovation of the Towne family home, relandscaping, improvement of the pool, remodeling of existing shops, construction of a restaurant and boutique and the creation of an arts and crafts center open to the public. The site plan includes a loop street system with nine cul-de-sacs and two primary project entrances off of Turner Road and one primary entrance off Lilac Street. Construction of the project would include the installation of necessary public service infrastructure such as sewer lines, water mains, and other utilities. Stormwater from the site would be piped to a proposed storage basin located on the Batch property. Sewage from the project would flow by gravity to the treatment facility located southwest of the City.

General Plan and Zoning

The subject parcel is not located within the Lodi City limits and, therefore, has San Joaquin County General Plan and zoning designations. The Bridgetowne properties have a general plan designation of "Agricultural" and "Low Density Residential"

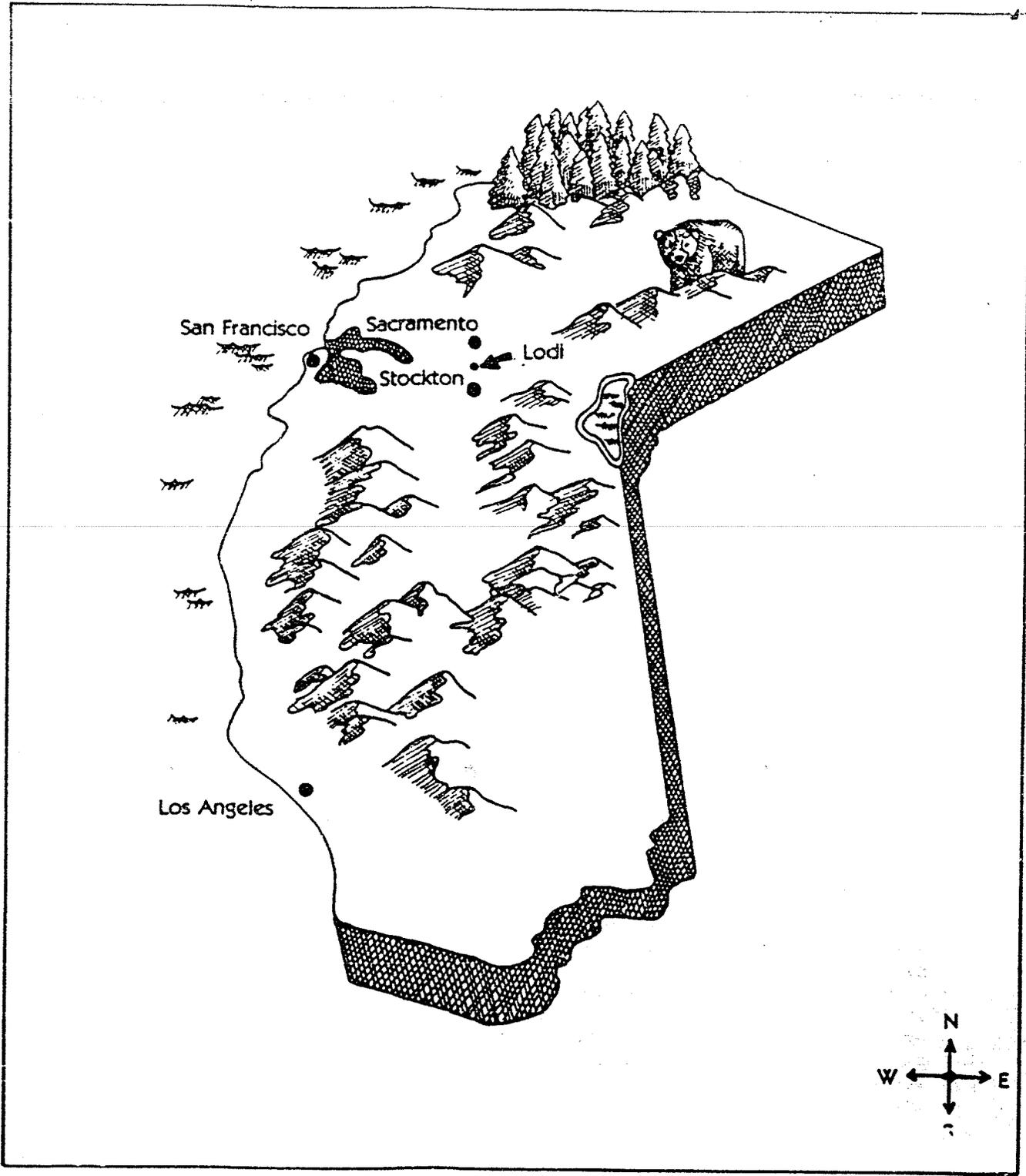


FIGURE 1. AREA MAP

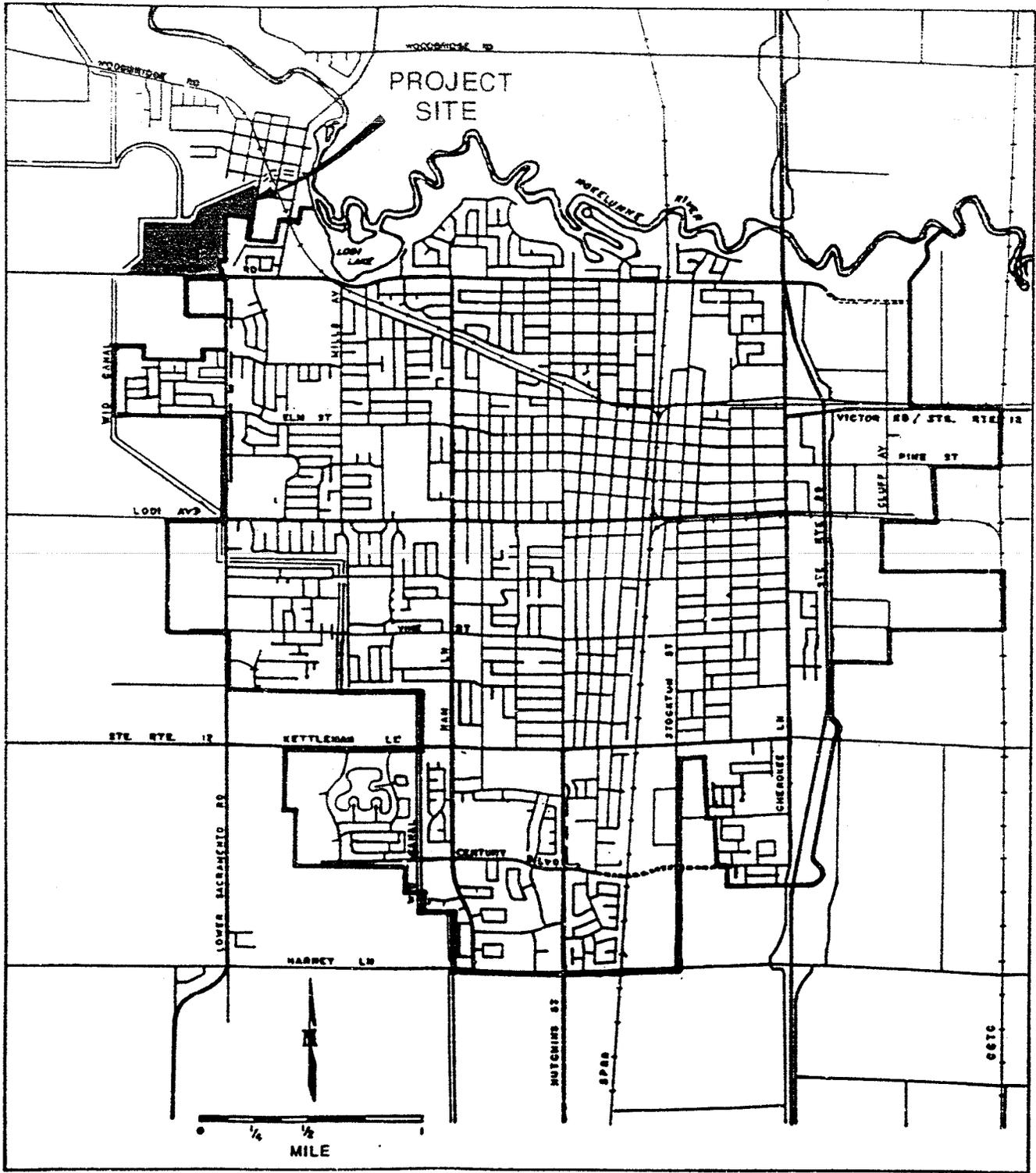


FIGURE 2. BRIDGETOWNE ESTATES PROJECT LOCATION

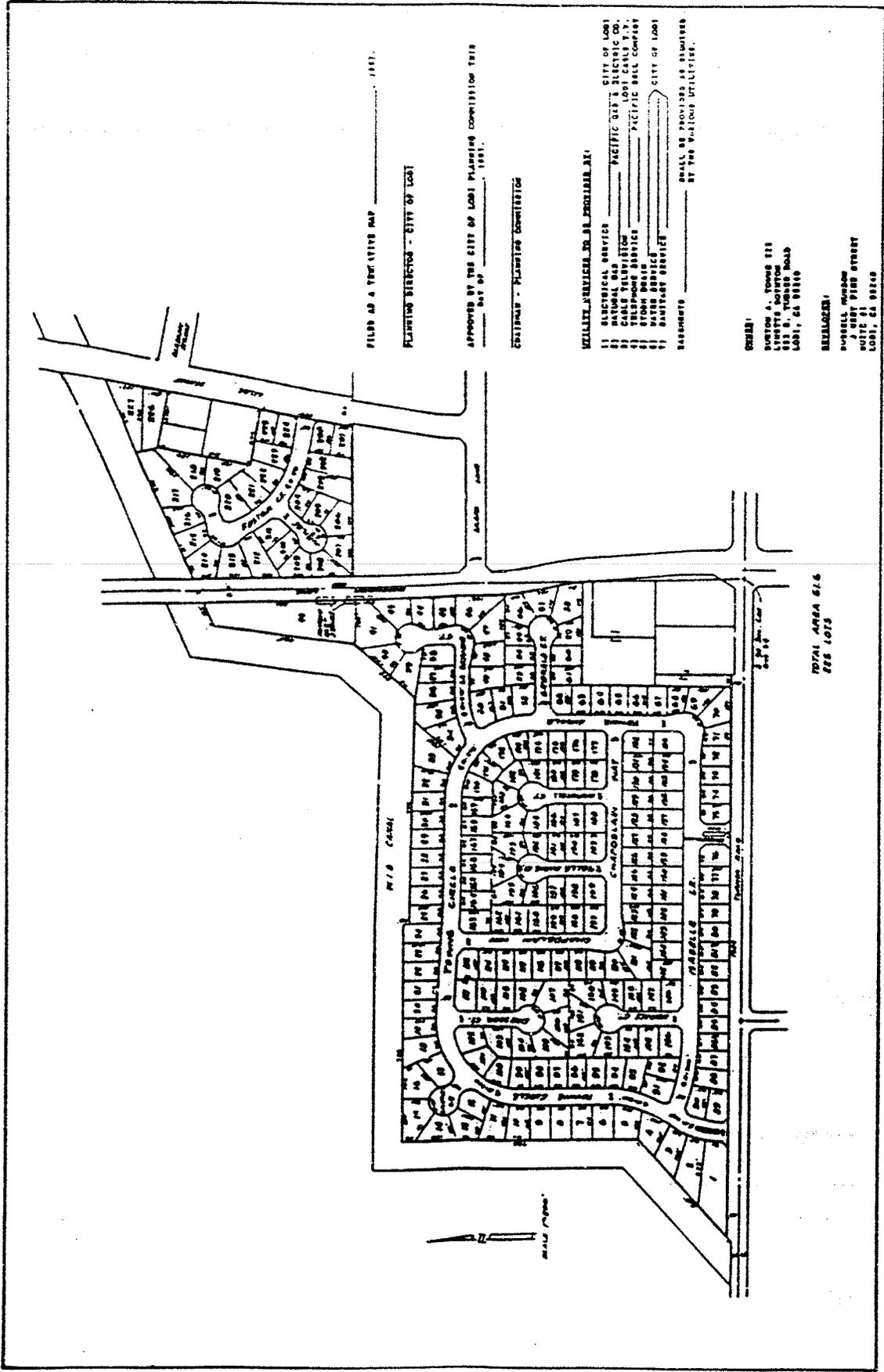


FIGURE 3. BRIDGETOWNE ESTATES PROPOSED SITE PLAN

and a zoning of "GA-1" (General Agriculture - 1-acre minimum parcel size).

Approval Process

As the parcel is located outside of the existing City limits of Lodi, it would require annexation prior to development with City services. The property is therefore subject to the requirements of Lodi's Measure A Growth Initiative. Measure A requires that annexation of properties to the City for development purposes must be approved by a vote of the electorate. The annexation would also require City Council and Local Agency Formation Commission (LAFCO) approvals (see "Land Use" section).

Comments and Responses

CITY COUNCIL

EVELYN M. OLSON, Mayor
JOHN R. (Randy) SNIDER
Mayor Pro Tempore
DAVID M. HINCHMAN
JAMES W. PINKERTON, II
FRED M. REID

CITY OF LODI

CITY HALL, 221 WEST PINE STREET
CALL BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 334-5634
TELECOPIER (209) 333-4793

August 18, 1987

THOMAS A. PETERSON
City Manager
ALICE M. REIMCHE
City Clerk
RONALD M. STEIN
City Attorney

Community Development Department
August 18, 1987
Page 2

Community Development Department
City of Lodi
Call Box 3006
Lodi, CA 95241-1910

SUBJECT: Bridgetowne Estates DEIR

The City of Lodi Public Works Department has the following comments on the Bridgetowne Estates Draft Environmental Impact Report:

Traffic

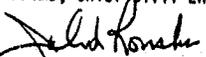
1. Page 19 (A-8), Kettleman Lane/Lower Sacramento Road - A traffic signal for this intersection is in the design stage. The project is being done under an agreement between San Joaquin County and Caltrans. | 1
2. Page 19 (A-8), Project Access - The project should have an additional access point onto Woodhaven Lane. This will be recommended to the Planning Commission. | 2
3. Page 22 (A-8), Turning Movement Counts - We understand that use of the MINUTP model for turning movements is questionable. We would like to know how the model's results compared to the intersections that were actually counted. | 3
4. Pages 26 & 27 - Table and figure references are incorrect. | 4
5. Page 26 (A-14) - The question of the alignment of Evergreen Drive and the Bridgetowne entrances has fairly long-term implications for Turner Road and the adjacent subdivisions. No volumes for these intersections are shown in the report. They should be provided and should include the Towne Ranch and Park West projects as well as Bridgetowne and Batch. | 5
6. Page 27, Mitigation Measures - The improvements listed are shown as needed. Some means to mitigate this impact should be developed. | 6
7. Page 27 (A-17), Cumulative Conditions - It is not clear what was used for this analysis - is it the same as the list in Table 12, Page 70? It would appear not, based on examination of Figure A, Page A-25 for the intersection of Lower Sacramento Road and Elm Street. | 7

8. (A-16) Turner Road Left Turn Lanes - Provision of these lanes will mean no parking on Turner Road or additional street width should be provided. | 8
9. Page 29 (A-19, 21) Mitigation Measures - Although this project alone does not require a traffic signal at Lower Sacramento Road at Woodhaven, the development should pay for a portion of this and other traffic improvements. | 9
10. The alignment of Towne Circle with curves at the northeast and northwest corners will be a speeding and traffic safety concern of the future residents. Mitigation of the sight distance problem at Dresser Court should be discussed. Recommendations for realignment will be made to the Planning Commission. | 10
11. The need for missing street improvements (curb, gutter and sidewalk and street widening) between Lot 226 and Lot 225 should be discussed and mitigated. | 11
12. The need for missing street improvements (curb, gutter and sidewalk and street widening) between Lot 226 and Lot 225 should be discussed and mitigated. | 12
13. The MINUTP traffic model's calibration to existing conditions and results for future land uses has not been completely reviewed by City staff. Because of this and the problem mentioned in Comment #6, we are reluctant to make comments on the accuracy of the traffic analysis. We are confident however that the planned lane configurations for the streets involved are adequate. | 13
14. Page 47, Surrounding Land Use - Commercial development east of the project should also be shown. | 14
15. Page 48, Figure 8 - This shows the Batch development and not Bridgetowne Estates. | 14
16. Pages 57 & 58, Water Wells - Based on the existing well production needs of the City, there will be one or possibly two City well sites located within the boundaries of this development. | 15
17. The addition of one well and oversize lines will cost the City over \$250,000. Some means to mitigate this impact should be developed. | 15
18. Page 58, Wastewater Collection System - Both lift stations mentioned discharge into a gravity line in Lower Sacramento Road. Preliminary work on the Wastewater Master Plan indicates this line does not have sufficient capacity to serve all the developments on Lower Sacramento Road. Some means to mitigate this impact should be developed. | 16

13

17. Pages 58 & 75, Wastewater Treatment Plant Capacity - The City's plant is currently at capacity. The plant is now processing up to 6.1 million gallons per day. First phase capacity of 6.8 million gallons per day is not indicated. The City's present schedule is to have the first phase completed by the winter of 1989. There are many variables in this scheduling. It is very possible that a connection moratorium will be needed at some time during the next two expansion phases if all the cumulative projects are approved and built. This development may not be able to be served until the first phase is completed. | 17
18. Page 59, Storm Drainage Basin - Development of Bridgetowne with a temporary basin would require specific Council approval and would not be recommended by the Public Works Department. Comment should be made about the City using its condemnation powers to acquire expansion of Westgate Park and public utility easements required for trunk lines through the Towne property. Costs involved would be the developer's responsibility. Development of master storm drain facilities in this area (E Area, Westgate Park) has been left to the developers. They have been required to install facilities as a credit against drainage fees. | 18
- 14 19. Page 63, Westgate Park - Drainage basin construction does not provide for park appurtenances, i.e., trees, barbecues, benches, walkways, recreation facilities, etc. Some means to mitigate this impact should be developed. | 19
20. Page 73, Cumulative Water Consumption - This table reflects all the projects in Table 12. The impact on the City system will be less since Table 12 includes Woodbridge projects which are not served by the City system. | 20
21. Pages 74 & 75, Cumulative Wastewater Generation - It is not clear which of the Table 12 projects are included in these figures. Woodbridge developments should not be included as they are served by a separate sanitary district. | 21
22. Page 76, Additional Park Land - Statements under this paragraph are not consistent with those on Page 63. If lack of park land is significant under the cumulative impacts, then this Department must question why it's unavoidable. Means to mitigate this park land deficiency should be developed. | 22

If you have any questions about our comments, please contact Richard Prima, Chief Civil Engineer, or me at your convenience.


Jack L. Ronsko
Public Works Director

JLR/RCP/ma
cc: Jones & Stokes Associates, Inc.

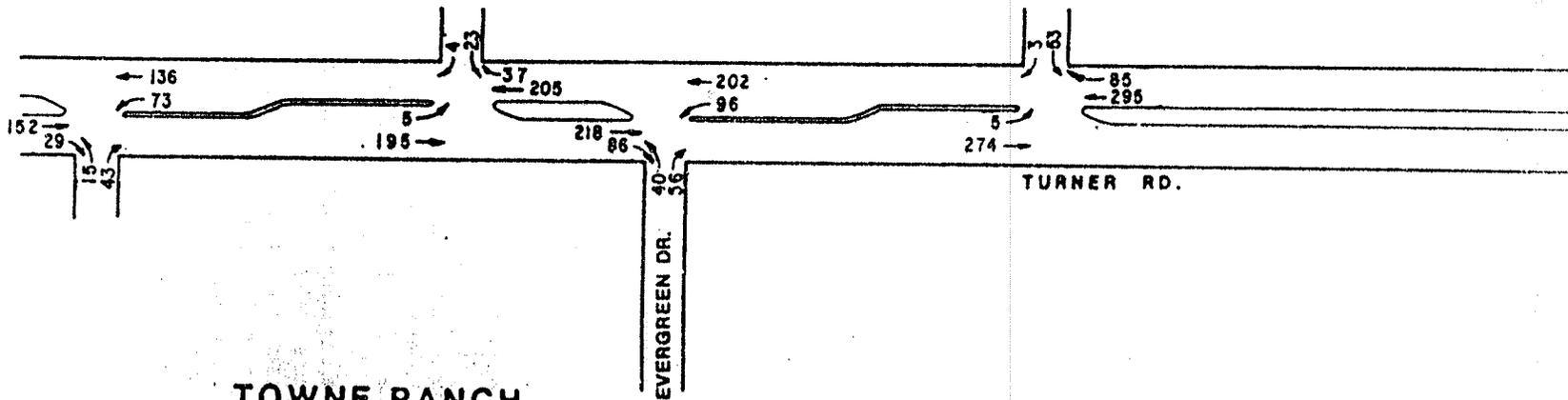
Response to Comments - City of Lodi
Department of Public Works

<u>Comment No.</u>	<u>Response</u>
1	Comment noted; no response required.
2	Comment noted; no response required.
3	It is acknowledged that existing traffic counts and the MINUTP projected counts are not in agreement. This may be due to either seasonal variations in traffic flow and/or additional development of land uses, since 1985, which are not reflected in the data base used in preparing the analysis of area traffic volumes. However, in analyzing the impacts of both the Bridgetowne project and cumulative growth, a comparison of existing volumes projected by the model (with cumulative plus project traffic volumes) provides an adequate analytical tool to determine necessary mitigation measures. In evaluating incremental impacts to street systems, MINUTP is an acknowledged tool for identifying appropriate mitigation measures, even in those situations where the MINUTP projections concerning existing volumes do not directly correlate to known or counted volumes. At this point in time, the citywide 1985-86 model is being updated as a portion of the general plan process. Once this updating and recalibration is complete, the MINUTP model should more accurately reflect current traffic data. However, in the meantime the MINUTP does identify appropriate mitigation which will adequately mitigate project-related impacts.
4	The references to Table 5 in the first two paragraphs on page 26 should be to Table 7. The reference to Table 3 on page 26, paragraph four, should be to Table 7. The reference in paragraph four on page 27 should be to Table 7 rather than Table 6.
5	The alignment of Evergreen Drive with the project entrances was considered in the analysis, however, no graphic or drawing was provided. Figure 4 (driveway locations) illustrates projected p.m. peak-hour volumes and turning movements for Turner Road. Figure 3 in the Traffic Appendix on page A-16 also addresses this issue.
6	The identified mitigations are not specific to the project but would be the result of cumulative growth in the area without the project. The only available

BRIDGETOWNE ESTATES



MIN. DIST. 200' MIN. DIST. 100' MIN. DIST. 200'



DRIVEWAY LOCATIONS

TRAFFIC IMPACT ANALYSIS
FOR THE BRIDGETOWNE ESTATES

PREPARED BY
JKM

FIGURE
4

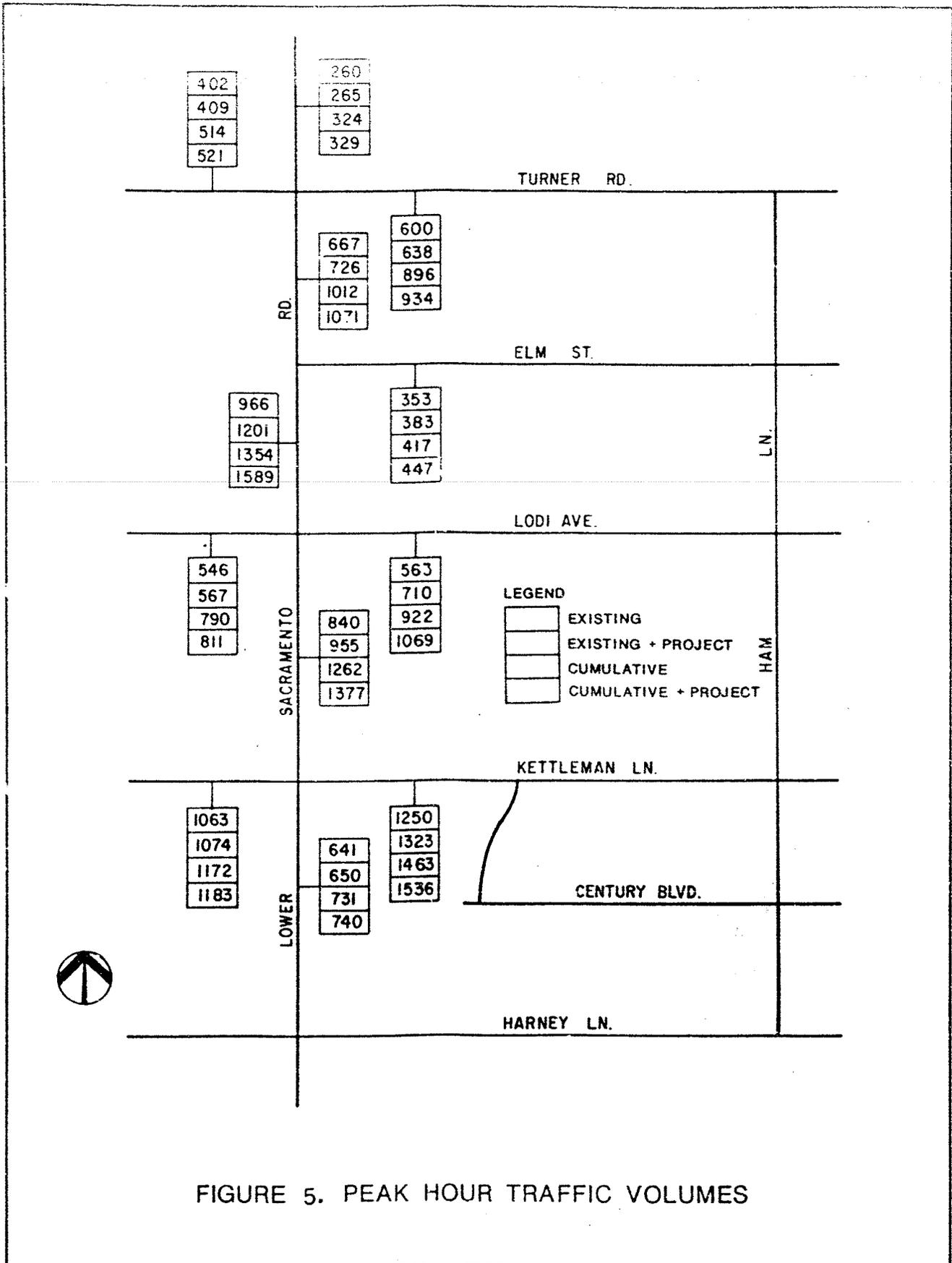
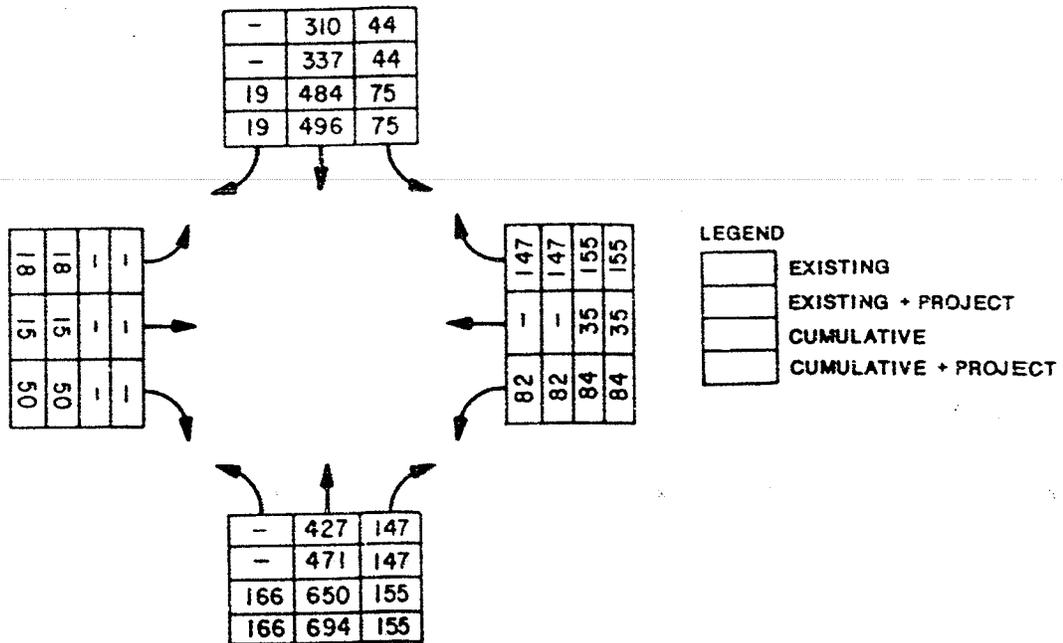


FIGURE 5. PEAK HOUR TRAFFIC VOLUMES

mitigation measure would be to develop an areawide impact fee or assessment district. Funds collected could be used to finance traffic improvements based on trip generation by individual projects.

- 7 The cumulative analysis included all of the projects shown in Table 12 (page 74), except for the Woodbridge projects. The traffic model used did not include Woodbridge in the analysis study area.

The traffic volumes shown on Figure A in the report were not complete. The correct traffic volumes are shown on the following exhibit:



The p.m. peak-hour traffic volumes for the existing, existing + project, cumulative, and cumulative + project conditions are shown on Figure 5.

- 8 Comment noted; no response required.
- 9 See comment 6 above.
- 10 Since there is no through traffic, no attraction as a "shortcut," and since the street would be used primarily by residents, the actual probability of speeding is considered to be low. No mitigation measure has been identified. Realigning the street would certainly reduce the chance for speeding; however, it does not appear to be necessary.

- 11 To allow adequate line of sight at Dresser Court, a setback on lots 100-102 would be required. The setback would require that buildings be constructed toward the rear of these lots and that vegetation be planted which is either low-growing (1-2 feet) or high-growing (more than 6 feet).
- 12 Require sufficient right-of-way to allow for development of sidewalk and gutters for lots 201, 207, and 224 through 227 as needed.
- 13 See comment 3 above.
- 14 Figure 8 on page 48 is not correct. Corrected Figure 8 follows. (Figure number refers to numbering in the DEIR, not to that in the FEIR.)
- 15 Currently, the City has no means to collect the \$250,000 cost of the well and oversize water lines. Some mitigation measures to pay for the new well and lines are as follows:
- o Form an assessment district in which participants of the district pay the cost.
 - o Charge the developer for the cost of the new well and lines.
 - o Charge on a first-come, first-serve basis with either the first developer paying the installation costs with reimbursement coming from subsequent developers on a prorated basis, or the last developer using the infrastructure paying the total cost.
- Consideration of this issue should be made by City Council.
- 16 Preliminary work by Black and Veatch, consultants preparing the Wastewater Master Plan, indicates deficiencies in existing capacity. The existing 15-inch and 18-inch lines need to be paralleled with an additional 18-inch line. Currently, the City has no means to assess the cost of improvements. See comment 15 for available mitigation measures.
- 17 Comment noted; no response necessary.
- 18 It appears from this comment that a temporary drainage basin on the Bridgetowne property may not be feasible. Condemnation measures to acquire expansion of Westgate Park could be necessary in order to service the Bridgetowne project. Alternatively, approval of the project would need to be delayed until the Batch project and Westgate Park expansion are approved.

- 19 Currently, the City has no development requirements for drainage basins in regards to park appurtenances. The City could require the developer to prepare a recreational master plan for the drainage basins. The City could further require review of this plan by appropriate City agencies.
- 20 Revised estimated cumulative water consumption would be 3,080,762 gpd (see Revised Table 14 following).
- 21 Revised estimated cumulative wastewater generation would be 1,368,510 gpd (see Revised Table 15 following).
- 22 The difference between the statements is because the analysis on page 67 refers to the project site only, while that on page 80 refers to cumulative growth in the area. There does not appear to be sufficient vacant land to accommodate the park demands resulting from cumulative growth. Therefore, this impact appears to be unavoidable, as vacant land cannot be created. The means to mitigate this deficiency will need to be identified and evaluated by the City as part of its overall project review and General Plan revision process.

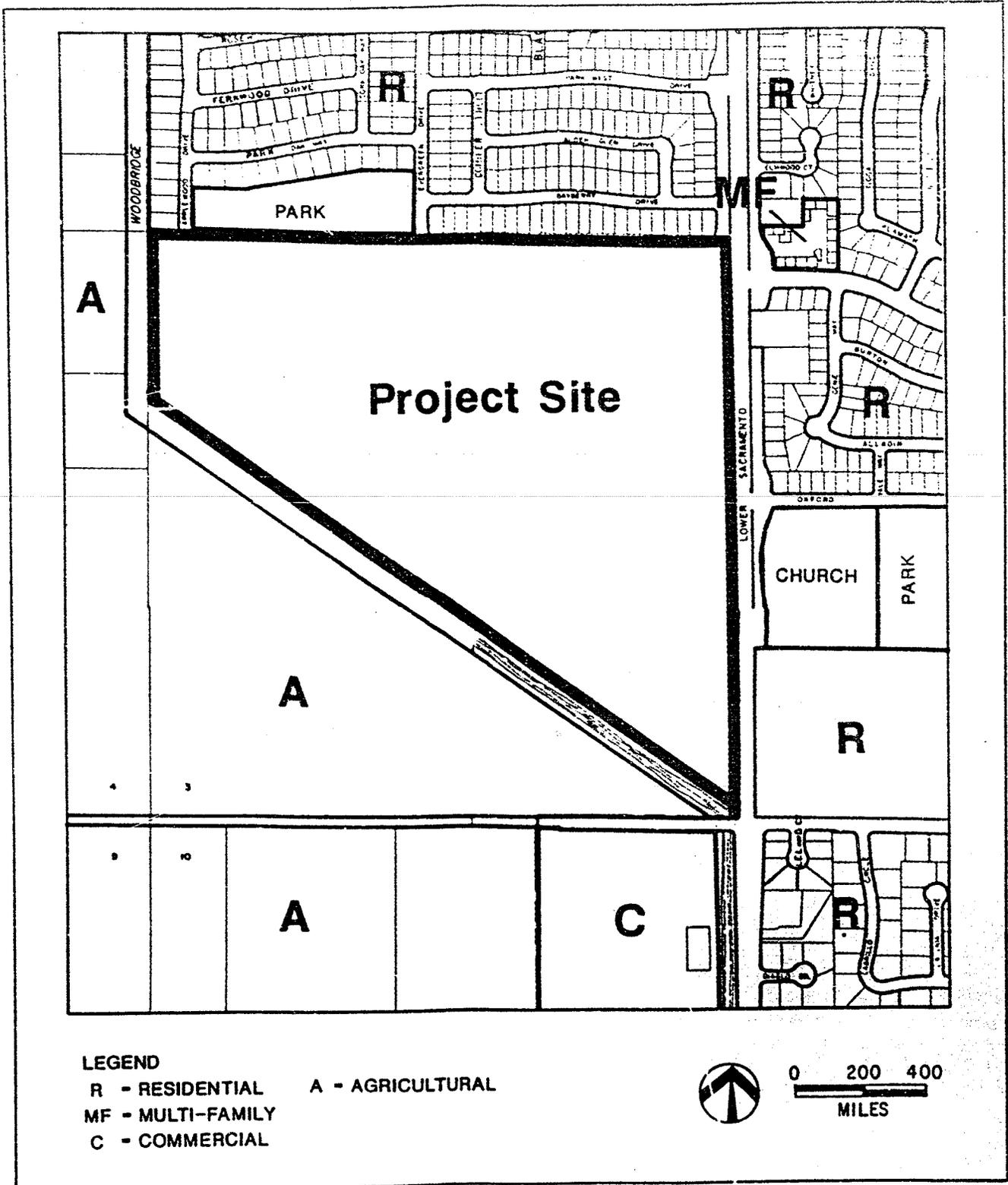


FIGURE 8. SURROUNDING LAND USES

Revised Table 14. Estimated Cumulative Water Consumption^a

Residential	Acres	du	People/ du	Population Generated	Consumption		
					Rate ^b	Unit	gpd
Single-family	—	3,041 ^{c,d}	2.68	8,150	320	gpcd	2,607,962
Multi-family	—	680 ^d	2.00	1,360	320	gpcd	435,200
Subtotal ^e	761.3	3,721	—	9,579	320	gpcd	3,043,162
Industrial	37.6	—	—	—	1,000	gpcd	37,600
Total							3,080,762

- ^a See page 77 of the Draft EIR for original table.
^b Domenichelli pers. comm.
^c Includes Lakeshore Meadows.
^d Includes multi-family and duplex units.
^e Sum does not equal total due to rounding.

Revised Table 15. Estimated Wastewater Generation

Land Use	Zone ^a	Acres ^a	Consumption		
			Rate ^b	Unit	gpd
Residential					
Single-family	R-1	183.05	1,200	gpad	219,660
Single-family/ duplex	R-2	492.25	1,800	gpad	886,050
Multi-family	R-GA	24.4	4,000	gpad	97,600
Multi-family	R-MD	15.0	6,000	gpad	90,000
Industrial	M-2	37.6	2,000	gpad	<u>75,200</u>
Total					1,368,510

^a City of Lodi Community Development Department 1987.

^b Appelfeller pers. comm.

^c See page 79 of the Draft EIR for original table.

Comments - City of Lodi Department of Parks and Recreation

The following comment was submitted by the City of Lodi Department of Parks and Recreation:

- o "The need for additional park land is mentioned in this report. The adjacent parks will service these homes. However, for consideration should be the adoption of a park land dedication fee. The builder would be charged a fee for each house to allow the City to purchase additional park land. This approach would allow us to continue to expand our park acreage to meet the growing need."

23

Corrected Copy -
from Lodi Police
Department

Police and Fire

Existing Conditions 15

The Lodi Police Department serves the area within the Lodi city limits. The department has 54 sworn officers, 40 patrol officers, and 14 patrol cars. There is one central dispatch station, and the City is divided into seven patrol areas. The average response time for the City is 2.9 minutes. Development of the proposed project will not adversely affect the service level of the police department (Hesterfield pers. comm.) as long as the 1.5 to 1,000 population ratio is maintained.

The City of Lodi will provide fire protection to the project area. The Lodi Fire Department provides service within the city limits, an area of approximately 8.5 square miles with a population of 45,794. The Department has 48 firefighters with 42 on line. It has four 1,500-gallon pumpers, one elevated platform, truck and one equipment truck. The equipment is distributed among three stations. The station closest to the project site is the main station at West Elm and Church Street. Emergency response time to the project area is estimated to be 3.5 to 4 minutes which is beyond the Fire Department's recommended 3-minute driving time. The area is currently under consideration for an additional fire station. Due to the increased response time, the project would have a negative impact on the Department's Class III ISO grading unless another fire station was added. The City has a site on Lower Sacramento Road just north of Elm Street.

Development of the proposed project will not adversely affect the service level of the Fire Department. Although it would require the addition of two firefighters and increase the amount of response calls by 32 per year.

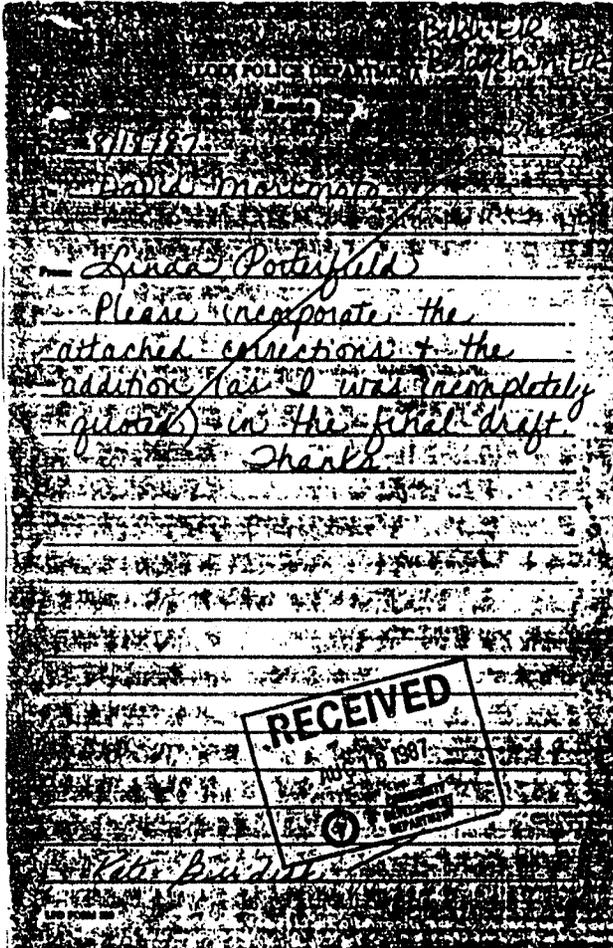
Assessment of Impact

Development of project site will necessitate provision of additional fire and police protection

The City has a present ratio of 1.02 firefighter per 1,000 people. The development of the Batch project would necessitate the provision one firefighter to maintain this ratio. According to the Fire Department, increased density and population may create the need for a higher number of firefighters per thousand people (Hughes pers. comm.).

Mitigation Measures

28) None required.



Response to Comments - City of Lodi
Department of Parks and Recreation

- 23 Comment should be considered by the Lodi City Council during review of the project.

Response to Comments - City of Lodi, Police Department

- 24 The police department has 61 sworn officers, 45 patrol officers, and 15 patrol cars. The development of the proposed project will not adversely affect the service level of the police department as long as the 1.5 officer to 1,000 population ratio is maintained.

OFFICE OF PLANNING AND RESEARCH

400 TENTH STREET
SACRAMENTO, CA 95814

August 26, 1987

James Shroeder
City of Lodi
Community Development Department
221 West Pine
Lodi, CA 95241-1910Subject: Bridgetowne Estates
SCH# 87072801

Dear Mr. Shroeder:

The State Clearinghouse submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is closed and the comments of the individual agency(ies) is(are) enclosed. Also, on the enclosed Notice of Completion, the Clearinghouse has checked which agencies have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the package is not in order, please notify the State Clearinghouse immediately. Your eight-digit State Clearinghouse number should be used so that we may reply promptly.

Please note that recent legislation requires that a responsible agency or other public agency shall only make substantive comments on a project which are within the area of the agency's expertise or which relate to activities which that agency must carry out or approve. (AB 2583, Ch. 1514, Stats. 1984.)

These comments are forwarded for your use in preparing your final EIR. If you need more information or clarification, we suggest you contact the commenting agency at your earliest convenience. | 25

Please contact Norma Wood at 916/445-0613 if you have any questions regarding the environmental review process.

Sincerely,

A handwritten signature in dark ink, appearing to read "David C. Nunenkamp".

David C. Nunenkamp
Chief
Office of Permit Assistance

cc: Resources Agency

Enclosures

Response to Comments - State Office of Planning and Research

25 Comment noted; no response required.

Memorandum

To : Dr. Gordon F. Snow
Assistant Secretary for Resources

Date : AUG 13 1987

Mr. James Shroeder
City of Lodi
221 West Pine
Lodi, CA 95241-1910

Subject: Draft Environmental
Impact Report (DEIR)
for Batch, Century
Meadows, Bridgetowne
Estates

From : Department of Conservation—Office of the Director

The Department of Conservation is responsible for monitoring farmland conversion on a statewide basis. The Department also administers the California Land Conservation (Williamson) Act. We have reviewed the City of Lodi's DEIR's for the three projects referenced above (Batch, SCH# 87060203; Century Meadows, SCH# 87072802; and Bridgetowne Estates, SCH# 87072801) and have noted that the proposals will involve conversion of valuable farmland. The Department, therefore, offers the following comments.

The Bridgetown Estates project would convert 61 acres, Century Meadows would convert 160 acres, and Batch would convert 100 acres of mostly prime agricultural land for residential development. Most of the land is under Williamson Act contracts and would be annexed by the City of Lodi.

The Department is concerned with the growth inducing impacts of these projects. Although it is stated in all three EIR's that these projects would not generate new growth because of Measure A, we would like to point out that these projects, if approved, demonstrate that this mechanism cannot be assumed to always be an effective tool to limit the growth inducing effect of projects.

We are also concerned with the continuing loss of agricultural lands, especially prime agricultural land. The State's recently adopted Soil Conservation Plan analyzed figures from the Department of Water Resources' land use surveys which indicated that between 1972 and 1980 California cropland has been converted to urban uses at a rate of 44,000 acres a year. Because the conversion of agricultural and open space land is considered significant and unavoidable, mitigation measures should be considered and discussed in the FEIR.

These measures might include minimizing agricultural conversion impacts on high quality soils by directing conversion onto lower quality soils and establishment of greenbelt areas. Farmland trusts, such as established by the Sonoma Farmland Trust and the Marin Farmland Trust, can be another effective way to preserve agricultural lands.

Dr. Snow and Mr. Shroeder
Page Two

The Department appreciates the opportunity to comment on the DEIR. We hope that the farmland conversion impact and Williamson Act issues are given adequate consideration in the FEIR. If I can be of further assistance, please feel free to call me at (916) 322-5873.

Dennis J. OBryant
Dennis J. OBryant
Environmental Program Coordinator

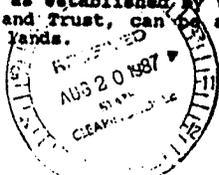
cc: Stephen Oliva, Chief
Office of Land Conservation

31

26

27

28



Response to Comments - State Department of Conservation (DC)

- 26 While the commentator is correct that Measure A does not guarantee the preservation of agricultural land, the deterrent effect of having to obtain voter approval has, in fact, significantly slowed farmland conversion in Lodi since 1981. As shown in the attached Table 2 and Table 3, the rate of annexation to the City has dramatically decreased since the enactment of Measure A.
- 27 and
28 The conversion of agricultural land to urban uses on this site creates a significant impact for which no mitigation measures are available. For this reason, it was identified as "unavoidable."

The mitigation measures identified in the DC letter would not mitigate conversion of the subject parcel from agricultural uses, but do represent overall management techniques which are available to the City.

Table 2. Annual Annexations to Lodi Since 1970

Year	Number of Annexations	Total Acres Annexed
1970	6	154.05
1971	2	80.25
1972	5	73.61
1973	7	58.54
1974	6	151.34
1975	4	107.20
1976	2	54.80
1977	3	70.61
1978	2	98.90
1979	3	152.38
1980	5	225.44
1981	5	169.63
Measure A Enacted		
1982	0	0
1983	0	0
1984	1	110.00 ¹
1985	2	83.76
1986	1	2.196
1987	<u>2</u>	<u>67.90</u>
Total	56	1,660.06

¹ Noncontiguous public land (wastewater treatment plant and drainage basin)--no vote was required.

Table 3. Election Results Under Measure A

Election Year	Project	Primary Proposed Land Use	Acres	Results of Election
1982	No proposed annexations	—	—	—
1983	Batch	Single-family residential	100.0	Disapproved
	Sunwest	Single-family residential	54.65	Disapproved
1984	Batch/Mills	Single-family residential	120.0	Disapproved
	Sunwest	Single-family residential	54.65	Approved
1985	Batch/Mills	Single-family residential	120.0	Disapproved
	Wine & Roses Country Inn	Bed and breakfast inn	2.196	Approved
	Maggio	Industrial	37.6	Disapproved
1986	Batch	Single-family residential	100.0	Disapproved
	Parkview Terrace (Mills)	Senior/adult housing	20.0	Approved
	Maggio	Industrial	37.6	Approved
	Towne Ranch	Single-family residential	78.3	Disapproved
	Johrson Ranch	Single-family residential	30.6	Disapproved

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 (1976 E. CHARTER WAY)
STOCKTON, CA 95201
TDD (209) 948-7833
(209) 948-7906



August 19, 1987

10-SJ-12-15.15
City of Lodi
Bridgetowne Estates
Draft EIR
SCH #87072801

Ms. Norma Wood
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Dear Ms. Wood:

Caltrans has reviewed the Draft EIR for the Bridgetowne Estates and offers the following comments:

The Mitigation Measure portion of the Traffic Study should more fully address the financial responsibility for the recommended improvements.

| 29

Along with the many development proposals in the Lodi area, and the trend toward longer commute trips, more capacity in the existing Park and Ride lots may be required. Participation in the Commute Management programs should be addressed.

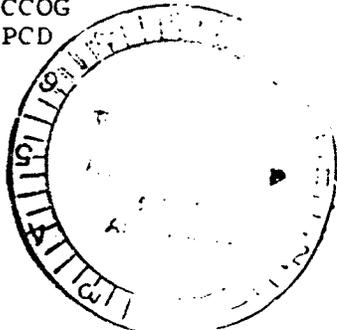
| 30

Caltrans appreciates the opportunity to comment on the Draft EIR. Any questions regarding these comments may be directed to Al Johnson at Caltrans, telephone (209) 948-7838.

Very truly yours,

DANA COWELL
Chief, Transportation
Planning Branch

Attachments
cc: PVerdoorn/SJCCOG
VRodman/SJCAPCD



Response to Comments - State Department of Transportation

- 29 The only available funding mechanisms are 1) the formation of an assessment district, and 2) the adoption of mitigation fees via a City initiated ordinance.
- 30 Comment noted; no response required.

Memorandum

To : Ms. Norma Wood
State Clearinghouse
Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, California 95814

Date : August 25, 1987

Place : Sacramento

Ms. Norma Wood
August 25, 1987
Page Two

From : Department of Food and Agriculture -- 1220 N Street, Room 104
Sacramento, CA 95814

Subject: SCH Nos. 87060203, 87072801, 87072802 - Batch, Bridgetowne Estates, & Century Meadows: Annexation, General Plan Amendment, Rezoning, Agricultural Preserve Contract Cancellation, and Specific Development Approval



The California Department of Food and Agriculture (CDFA) has reviewed the draft Environmental Impact Reports (DEIR) concerning the above referenced projects and has the following comments and recommendation.

1. These projects would result in the permanent conversion of 100, 61, and 160 acres of farmland, currently zoned General Agriculture - 41 acres minimum parcel size (GA-40), designated as Agriculture in the San Joaquin County General Plan, to urban uses. This land is all considered to be prime agricultural land, currently planted in irrigated vineyards, irrigated fruit orchards, irrigated field crops, and Christmas trees, with 83 acres vacant on the Batch site.
2. The proposed projects could lead to premature conversion of agricultural land due to the pressure to develop other agriculturally productive parcels located in close proximity.
3. The proposed projects would require the cancellation of California Land Conservation Contracts with San Joaquin County on 100, 51, and 40 acres of each project site respectively. This office is unaware if Williamson Act contracts are a consideration for the Towne Ranch or Johnson Ranch projects.
4. The City of Lodi is currently in the process of updating its General Plan. Expected completion is mid-1988.
5. This project is one of several proposed for this area. Six of these residential projects requiring annexation representing over 450 acres of prime agricultural land will be submitted to the voters for approval on the November ballot under Measure A.

While the CDFA does recognize the right of local governments to develop and implement land use policy, we are compelled to comment on the conversion of agricultural land. Ultimately, the voters will decide the merits of these projects, however, they should be able to make an informed decision with guidance from a detailed and current General Plan. Given the importance of agriculture to this region, a comprehensive agricultural land use element in the General Plan is recommended. This element should include appropriate mitigation measures which would ensure the conservation of prime agricultural land. Mitigation measures might include the use of land conservation easements, Williamson Act contracts, and urban transition zoning. Establishing right-to-farm ordinances and a site evaluation system such as ones used by Fresno County or the USDA-SCS are other methods which might be employed. The use of general obligation bonds to fund a local government land protection program, the use of development assessments to fund a land protection foundation such as the one in Solano County, and the purchase and transfer of development rights can be very effective programs which should be investigated. The implementation of such mitigation measures ensuring the protection of surrounding agricultural land is strongly encouraged. With the foregoing in mind, we recommend approval of the DEIRs for the above referenced projects.

Steve Shaffer
Steve Shaffer
Research Analyst
(916) 322-5227

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Response to Comments - State Department of Food and Agriculture

31 Comment noted; no response required.

Mr. Ron Bass
Jones & Stokes Associates, Inc.
1725 23rd Street, Suite 100
Sacramento, CA 95816

August 3, 1987

RE: Bridgetowne Estates E.I.R.

Dear Ron,

Please find enclosed a copy of the proposed site plan for the Wine and Roses expansion. Preliminary information was initially sent to your office concerning this expansion that was not included in your draft E.I.R., other than a brief mention in the project characteristics on page 5.

On page 48, the project site in figure 8 should be changed to reflect the correct site.

A final comment to the E.I.R. is in response to the minor impact the project would have on traffic traveling north on Woodhaven across the W.I.D. irrigation canal. Currently, residents in the area are petitioning the Lodi City Council to close down Eihlers Lane due to the traffic problems associated in the area.

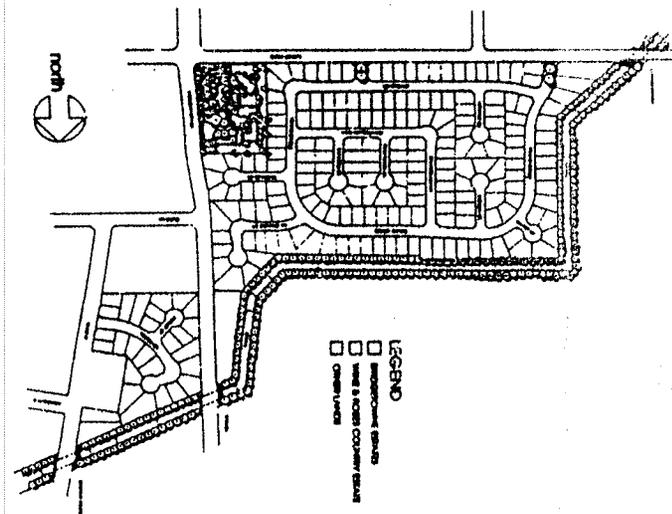
Ron, if I can be of any further assistance please call.

Sincerely,



Russ Munson

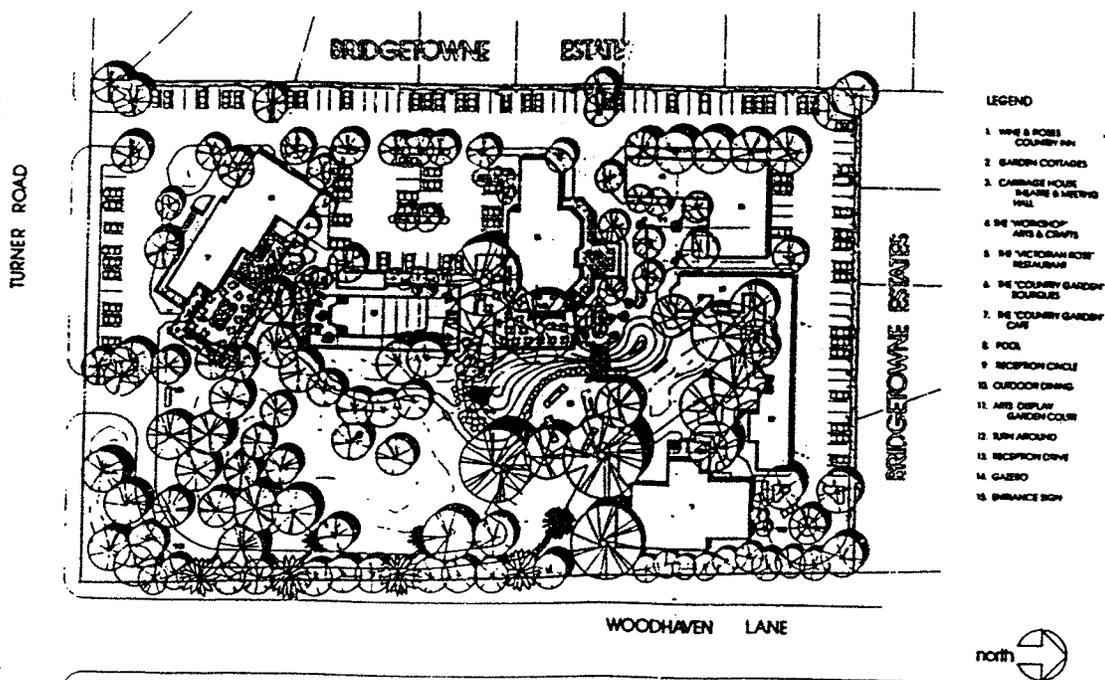
WINE &
ROSES
COUNTRY
ESTATE
TURNER ROAD
LODI, CA

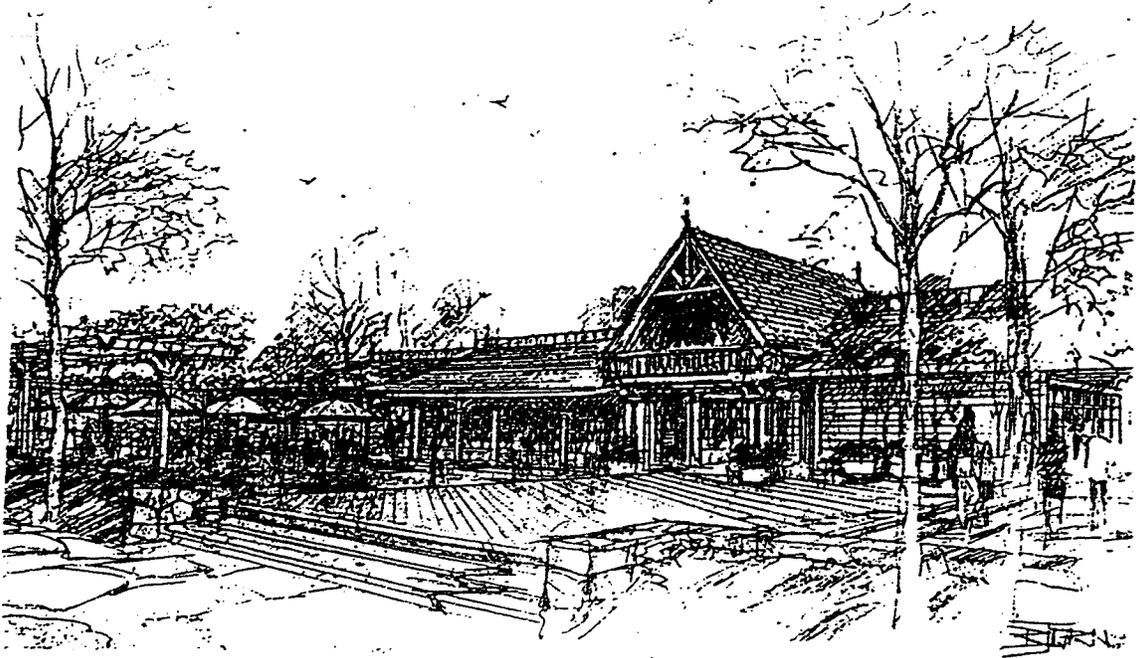


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Response to Comments - Russ Munson, Project Developer

- 32 The project description submitted to the EIR consultant did not include development of the Wine and Roses Country Estate. Therefore, the DEIR did not address the development of this project. It is not possible to assess the impacts of this project in the FEIR.
- 33 Comment noted; no response required.

Response to Comments - Russ Munson, Project Developer

- 32 The project description submitted to the EIR consultant did not include development of the Wine and Roses Country Estate. Therefore, the DEIR did not address the development of this project. It is not possible to assess the impacts of this project in the FEIR.
- 33 Comment noted; no response required.