

September 18, 1985

TAVES PARK - FINAL
EIR AND PREZONING

ORD. NO. 1363 INTRO.

cc 27C
53d

Notices thereof having been published and affidavits of publication being on file in the office of the City Clerk, Mayor Hinchman called for the Public Hearings to consider the Planning Commission's recommendation that the City Council certify as adequate the Final Environmental Impact Report for Taves Park, a proposed 23.6 acre residential, institutional and commercial project at the southeast corner of West Kettleman Lane and Lower Sacramento Road and to consider the Planning Commission's recommendation that Taves Park, a proposed 23.6 acre residential institutional, and commercial project be prezoned R-2, Single-Family Residential; R-C-P, Residential-Commercial-Professional; and C-S, Commercial Shopping shown as Alternate "B" in the Final Environmental Impact Report for the proposed project.

The matter was introduced by Community Development Director Schroeder who presented diagrams of the subject area and responded to questions regarding the matter as were posed by the Council.

Erin Corey, City of Lodi Junior Planner, reviewed the Final Environmental Impact Report for Taves Park and responded to questions regarding the document as were posed by the Council.

The following persons spoke in favor of the recommendations regarding Taves Park:

- a) Mr. Fred Baker, Attorney-at-Law, representing Dr. Taves, 317 W. Lodi Avenue, Lodi.
- b) Mr. Glen Baumbach, Baumbach-Piazza, 323 W. Elm Street, Lodi

Continued September 18, 1985

There were no persons wishing to speak in opposition to the matters, and the public portion of the hearing was closed.

On motion of Council Member Olson, Reid second, Council certified as adequate the Final Environmental Impact Report for Taves Park and established the following findings:

A. Environmental Impact I

Impact: The project will result in the loss of 23.6 acres of prime agricultural soil. If the project is approved, this loss cannot be mitigated.

Finding: All of the land in and around the City of Lodi is designated as prime agricultural soil.

The City does not have the option of building on "non-prime" agricultural soils in order to preserve the prime soils. Every development built in the City, small or large, utilizes some prime agricultural soil. The residential, commercial and industrial needs of the City necessitates some urbanization of agricultural land.

The City of Lodi has planned and constructed its utility system to serve the area with water, sewer and storm drainage in anticipation of the area developing. The existing infrastructure will allow development of the area without costly expenditures of public funds for the extension or construction of major new lines.

Overriding Considerations:

a) Before the adoption of the "Greenbelt Initiative" in August 1981, the parcel in question has been designated for residential development for many years by the City of Lodi

General Plan. The areas directly to the east of the project site have been undergoing urbanization or will be in the near future. Rural residential development also exists to the south of the parcel but is not within the City limits. Residential and commercial development is planned for the parcel adjacent to the Taves parcel and the proposed development will be a logical extension of the urbanized area.

b) If this project were not approved, it could affect the long-term, housing supply in Lodi. At this time, there are about 338 acres of residential-zoned land left for development in the city limits. However, most of this has already been planned for development and the buildout is approximately 3.75 years. Once this supply of housing is used up there are very few new subdivisions to take their place. Much of this is a result of the "Greenbelt Initiative" which has significantly restricted the possibility of new development. Residential projects often take 2-3 years from the planning stage to when the homes are built. Even if the Taves project were approved, it might be 1987 before any houses are completed in this project. By then the number of existing subdivision lots will be substantially reduced.

B. Environmental Impact II

Impact: Urbanization of subject parcel will affect adjacent agricultural parcels.

Continued September 18, 1985

Finding: The Taves property is adjacent to proposed urban development on the east and existing rural residential development to the south. There would be some modification of agricultural practices on the east parcel until it is developed. Problems of vandalism and trespassing can be mitigated by the construction of a solid fence or wall along the eastern edge of the Taves parcel. This mitigation may not be required if The Meadows is developed before Taves Park. The agricultural land to the west will require no modification of farming practices, as it is separated from the subject parcel by Lower Sacramento Road which bears a right-of-way of 80 feet. The parcel to the north is separated by Kettleman Lane which has a right-of-way of 120 feet and is developed with commercial uses.

C. Environmental Impact III

Impact: The development of the subject parcel will generate 8,000 vehicle trips per day which will be added to the surrounding streets.

Finding: Lower Sacramento Road and Kettleman Lane will be restriped for more lanes and a 4-way traffic signal. (There is currently a 4-way stop) will be installed at the intersection of the two streets. Improvements that will be made to Lower Sacramento Road and Kettleman Lane will improve the overall traffic flow.

D. Environmental Impact IV

Impact: The project will produce additional vehicle generated air pollution.

Finding: Based on air quality projections, the amount of

additional air pollution will be less than 1/10th or 1% of the total for the City of Lodi. This level is not considered significant.

E. Environmental Impact V

Impact: Residential units adjacent to Lower Sacramento Road and the streets servicing the commercial uses, will be subject to noise levels exceeding recommended levels.

Finding: To help mitigate excessive noise levels, the residential units can be designed with noise reduction features built into the units.

F. Environmental Impact VI

Impact: The development of the Taves parcel will generate 74 additional school-aged children. This will affect the Lodi Unified School District's ability to provide adequate classroom space.

Finding: The City of Lodi has adopted a School Impaction Fee which is paid to the school district. The fee is considered adequate mitigation for the impact of additional students on schools.

G. Environmental Impact VII

Impact: The 88 residential units would add 89 tons of solid waste per year. The current disposal site is reaching its upper limits and adding more solid waste could be a problem.

Continued September 18, 1985

Finding: The disposal of solid waste will not be a problem if a new site is found before the current site has reached its limit. Measures are being taken to extend the life span of the current disposal site an additional 4-5 years.

- H. Alternatives to the project: The EIR discussed several alternatives to the proposed project. The following are findings on three of the alternatives:

Alternative A. This alternative is a "no project" alternative, which would mean that no development would be constructed on the property.

Finding: This alternative would eliminate the environmental impacts resulting from the proposed project. This alternative could affect the future supply of housing in Lodi due to the relatively small amount of residential zoned land left for development in the City limits.

Alternative B. This alternative is a redesigned project reducing the number of residential units, and modifying the commercial size and configuration of the commercial parcels and changing the type of commercial zoning from C-2 to C-S.

Finding: This alternative allows for a more cohesive street layout and separates the commercial and residential uses. The number of residences is reduced from 88 to 76, which helps mitigate the traffic impacts and as well as impacts on the Lodi Unified School District. Alternative B changes the C-2 zone (General Commercial) to C-S (Commercial-Shopping) and facilitates the separation of the commercial uses from the residential uses by changing the street layout and project design. This also helps mitigate the traffic impacts of the developer's proposal.

Alternative C: This alternative would change the commercial uses and professional uses to multi-family residential uses. The R-2 zone would remain the same.

Finding: The proposed R-C-P zone would allow 26 units (2.6 acres at 10 units per acre) as residential garden apartments (R-GA), and the proposed commercial zone would allow as many as 580 units (7.25 acres at 80 units per acre) as Residential High Density. Compared to the developer's proposal, daily vehicle trips would be reduced by 2,880 and school-aged children would be increased by 289. A sound barrier would be needed along Lower Sacramento Road and Kettleman Lane to insulate the residences from excessive noise levels. Water consumption would be higher due to this alternative (84 acre feet per year) than the present use of a vineyard (56.6 acre feet per year). However, this difference is not considered significant. This alternative's 666 residential units would generate as much as 675 tons of solid waste per year, a significant increase when compared to 89 tons per year the developer's proposal would generate.

Growth-inducing Impact: The project will not have a significant growth-inducing impact on the City of Lodi.

Finding: The passage of Measure A, the "Greenbelt Initiative", has placed a significant future growth limit on the City. All new General Plan amendments that require an annexation must receive voter approval.

1538
CITY COUNCIL MEETING
SEPTEMBER 18, 1985

Continued September 18, 1985

The motion carried by the following vote:

Ayes: Council Members - Olson, Pinkerton, Reid, and
Hinchman (Mayor)

Noes: Council Members - None

Absent: Council Members - Snider

Abstain: Council Members - None

Council Member Olson then moved for introduction of Ordinance No. 1363 rezoning Taves Park, a proposed 23.6 acre Residential Institutional and Commercial project as R-2, Single-Family Residential; R-C-P, Residential-Commercial-Professional; and C-S, Commercial Shopping as shown on Alternate "B" in the Final Environmental Impact Report.

The motion was seconded by Mayor Pro Tempore Reid and carried by the following vote:

Ayes: Council Members - Olson, Pinkerton, Reid, and
Hinchman (Mayor)

Noes: Council Members - None

Absent: Council Members - Snider

Abstain: Council Members - None

COUNCIL COMMUNICATION

TO: THE CITY COUNCIL

FROM: THE CITY MANAGER'S OFFICE

DATE

September 11, 1985

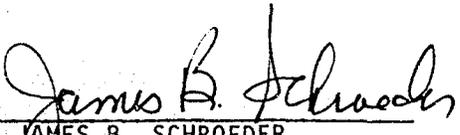
NO.

SUBJECT: TAVES PARK -FINAL EIR AND PREZONING

BACKGROUND: At its meeting of Monday, August 26, 1985 the Planning Commission recommended that the City Council take the following actions:

1. Certify as adequate the Final Environmental Impact Report for Taves Park, a proposed 23.6 acre residential, institutional and commercial project at the southeast corner of West Kettleman Lane and Lower Sacramento Road; and
2. Prezone Taves Park to R-2, Single-Family Residential, R-C-P, Residential-Commercial-Professional, and C-S, Commercial Shopping shown as Alternative "B" in the Final Environmental Impact Report for the proposed project.

This project is one of five Measure "A" (i.e. Green Belt Initiative) elections scheduled for November 5, 1985


JAMES B. SCHROEDER
Community Development Director

CITY COUNCIL

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

CITY OF LODI

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

THOMAS A. PETERSON
City Manager

ALICE M. REIMCHE
City Clerk

RONALD M. STEIN
City Attorney

September 5, 1985

Melvin Taves, DDS
972 East Highway 12
Lodi, CA 95240

Dear Dr. Taves:

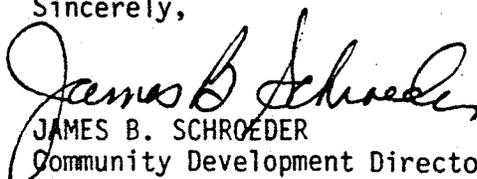
RE: Taves Park - Environmental Documentation and Rezoning
EIR 85-2 and Z-85-12

At its meeting of Monday, August 26, 1985, the Lodi City Planning Commission took the following actions:

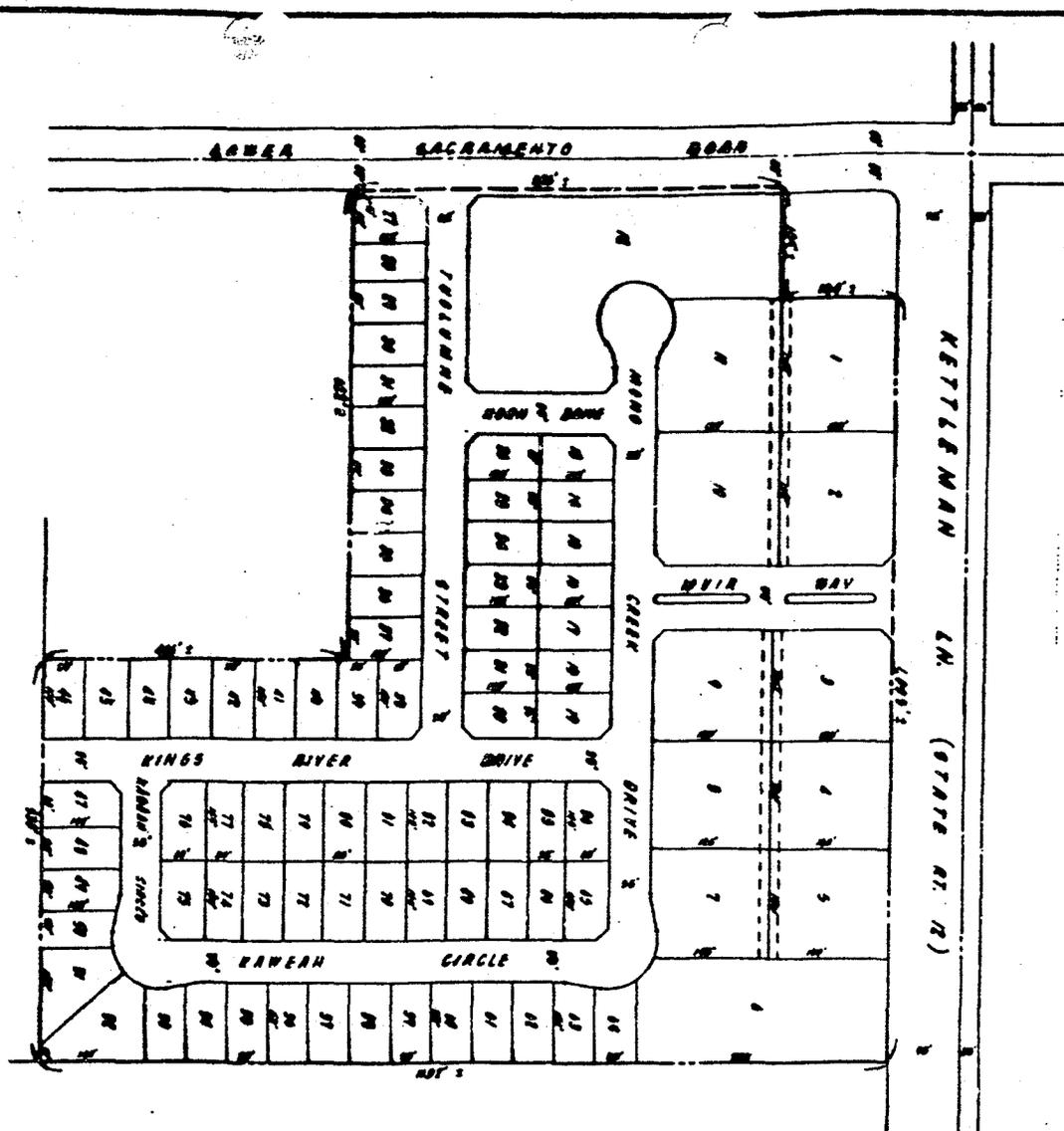
1. Recommended that the Taves Park, a proposed 23.6 acre residential, institutional and commercial project be rezoned to R-2, Single-Family Residential; R-C-P, Residential-Commercial-Professional; and C-S, Commercial Shopping shown as Alternate "B" in the Final Environmental Impact Report for the proposed project.
2. Recommended that the Lodi City Council certify as adequate, the Final Environmental Impact Report for Taves Park, a proposed residential and commercial project located at the southeast corner of Kettleman Lane (Highway 12) and Lower Sacramento Road.

The City Council has set public hearings on this item for 7:30 p.m., Wednesday, September 18, 1985 in the Council Chambers, 221 West Pine Street. You or your representative should be present at this hearing to answer any questions the Council might have.

Sincerely,


JAMES B. SCHROEDER
Community Development Director

cc: Fred Baker
Baumbach and Piazza

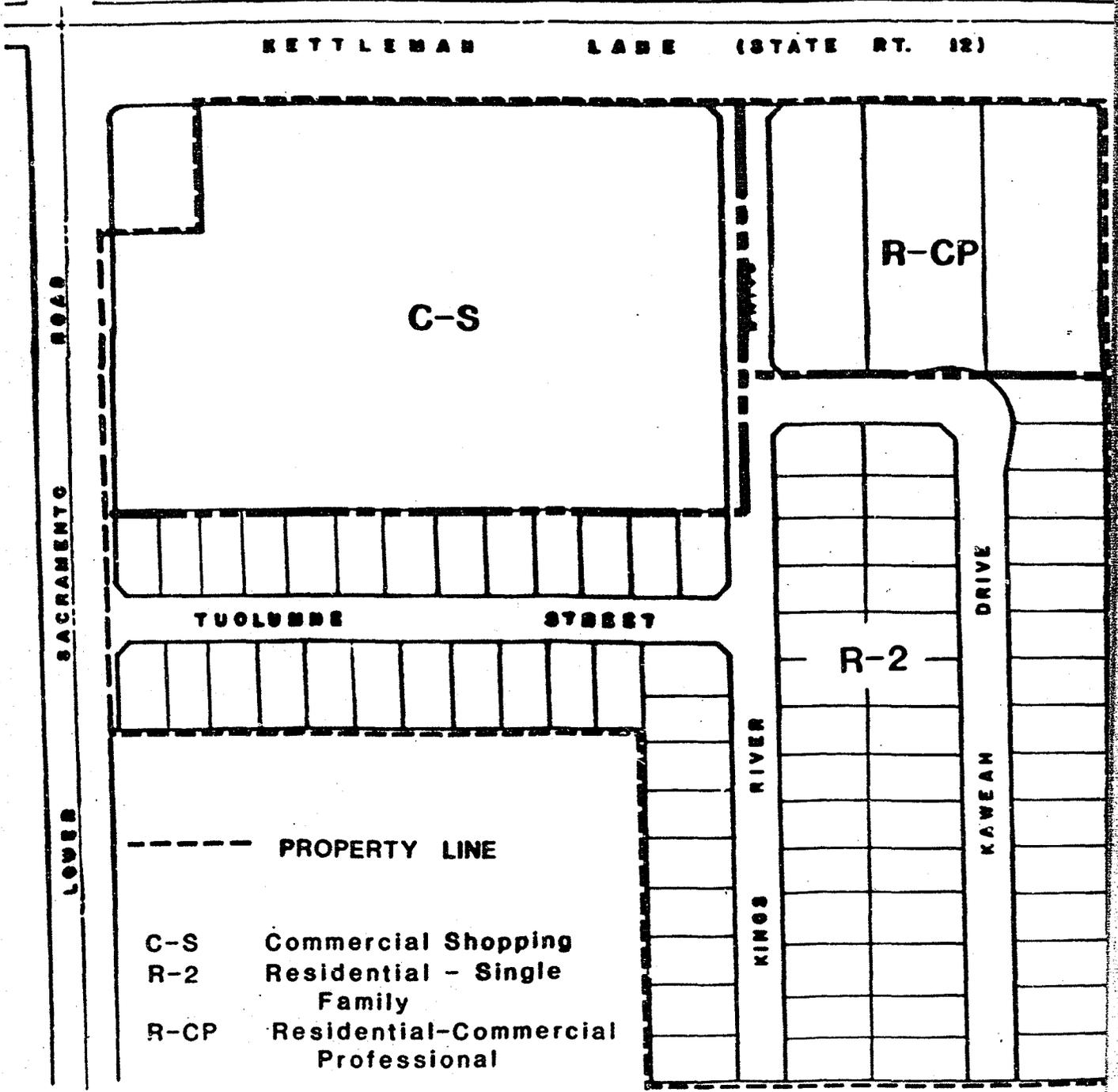


TAVES PROJECT

TENTATIVE MAP OF TRACT No. _____
 Subdivision of San Joaquin County.
TAVES PARK
 A PORTION OF THE NORTHEAST 1/4 OF SECTION 18,
 T. 3N., R. 6E., M. 68N., SAN JOAQUIN COUNTY,
 CALIFORNIA
 APRIL 1988
 SCALE: 1" = 100'

The Subdivision conforms to the _____ Act.

EXHIBIT 5
ALTERNATIVE B

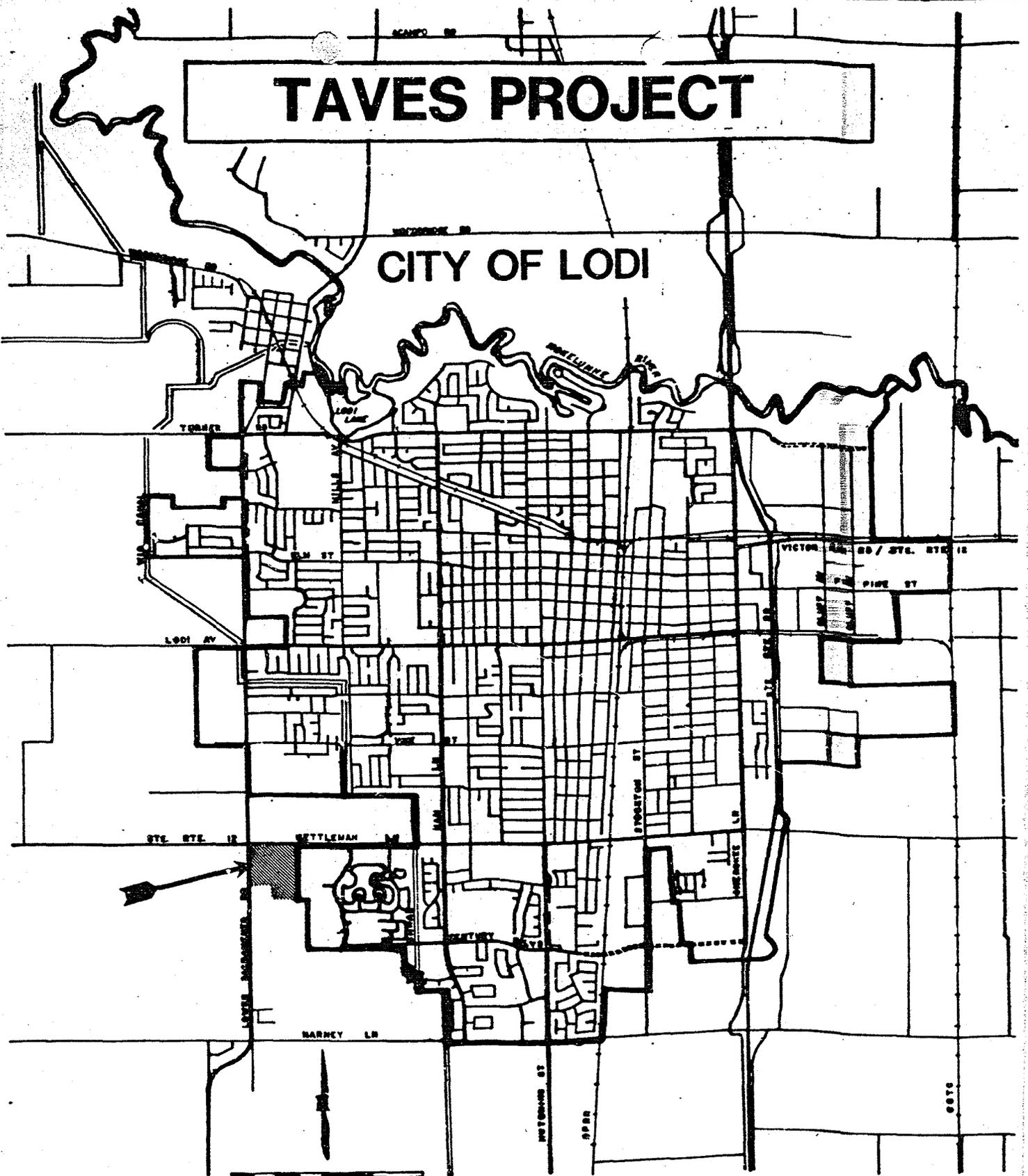


----- PROPERTY LINE

C-S Commercial Shopping
R-2 Residential - Single Family
R-CP Residential-Commercial Professional

TAVES PROJECT

CITY OF LODI



1" = 300'
SCALE IN FEET (1" = 30' MILE)

LEGAL NOTICE

NOTICE OF PUBLIC HEARING BY THE LODI CITY COUNCIL
OF THE CITY OF LODI TO CONSIDER THE PLANNING COMMISSION'S
RECOMMENDATION THAT TAVES PARK, A PROPOSED 23.6 ACRE
RESIDENTIAL, INSTITUTIONAL AND COMMERCIAL PROJECT BE
PREZONED R-2, SINGLE-FAMILY RESIDENTIAL; R-C-P
RESIDENTIAL-COMMERCIAL-PROFESSIONAL; AND C-S,
COMMERCIAL SHOPPING

NOTICE IS HEREBY GIVEN THAT on the 18th day of September 1985, at
the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the
Lodi City Council will conduct a Public Hearing in the Chambers of the Lodi
City Council at 221 West Pine Street, Lodi, California, to consider the
Planning Commission's recommendation that Taves Park, a proposed 23.6 acre
residential, institutional and commercial project be prezoned R-2,
Single-Family Residential; R-C-P Residential-Commercial-Professional; and
C-S, Commercial Shopping shown as Alternate "B" in the final Environmental
Impact report for the proposed project.

Information regarding this item may be obtained in the office of the
City Clerk at 221 West Pine Street, Lodi, California. All interested persons
are invited to present their views either for or against the above proposal.
Written statements may be filed with the the City Clerk at any time prior to
the hearing scheduled herein and oral statements may be made at said hearing.

If you challenge the subject matter in court you may be limited to
raising only those issues you or someone else raised at the Public Hearing
described in this notice or in written correspondence delivered to the City
Clerk, 221 West Pine Street, at or prior to, the Public Hearing.

By Order of the Lodi City Council

Alice M. Reincke
Alice M. Reincke
City Clerk

Dated: September 5, 1985

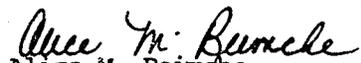
NOTICE OF PUBLIC HEARING
BY THE CITY COUNCIL OF THE CITY OF LODI
TO CONSIDER THE RECOMMENDATION OF THE LODI PLANNING
COMMISSION TO THE CITY COUNCIL THAT THE FINAL ENVIRONMENTAL
IMPACT REPORT FOR TAVES PARK BE CERTIFIED AS ADEQUATE

NOTICE IS HEREBY GIVEN that on Wednesday, September 18, 1985, at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing in the Council Chambers, City Hall, 221 West Pine Street, Lodi, California, to consider the recommendation of the Lodi Planning Commission to the City Council that the Final Environmental Impact Report for Taves Park, a proposed 23.6 acre residential, institutional and commercial project at the southeast corner of West Kettleman Lane and Lower Sacramento Road be certified as adequate.

Information regarding this item may be obtained in the office of the Community Development director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views either for or against the above proposal. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

If you challenge the subject matter in court you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street at, or prior to, the Public Hearing.

By Order of the Lodi City Council


Alice M. Reimche
City Clerk

Dated: September 5, 1985

LEGAL NOTICE

NOTICE OF PUBLIC HEARING BY THE LODI CITY COUNCIL
OF THE CITY OF LODI TO CONSIDER THE PLANNING COMMISSION'S
RECOMMENDATION THAT TAVES PARK, A PROPOSED 23.6 ACRE
RESIDENTIAL, INSTITUTIONAL AND COMMERCIAL PROJECT BE
PREZONED R-2, SINGLE-FAMILY RESIDENTIAL; R-C-P
RESIDENTIAL-COMMERCIAL-PROFESSIONAL; AND C-S,
COMMERCIAL SHOPPING

NOTICE IS HEREBY GIVEN THAT on the 18th day of September 1985, at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a Public Hearing in the Chambers of the Lodi City Council at 221 West Pine Street, Lodi, California, to consider the Planning Commission's recommendation that Taves Park, a proposed 23.6 acre residential, institutional and commercial project be prezoned R-2, Single-Family Residential; R-C-P Residential-Commercial-Professional; and C-S, Commercial Shopping shown as Alternate "B" in the final Environmental Impact report for the proposed project.

Information regarding this item may be obtained in the office of the City Clerk at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views either for or against the above proposal. Written statements may be filed with the the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

If you challenge the subject matter in court you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, at or prior to, the Public Hearing.

By Order of the Lodi City Council

Alice M. Reinche
Alice M. Reinche
City Clerk

Dated: September 5, 1985

LEGAL NOTICE

NOTICE OF PUBLIC HEARING BY THE LODI CITY COUNCIL
OF THE CITY OF LODI TO CONSIDER THE PLANNING COMMISSION'S
RECOMMENDATION THAT MAGGIO INDUSTRIAL PARK, A PROPOSED
37.6 ACRE INDUSTRIAL PROJECT AT THE NORTHWEST CORNER
OF SOUTH STOCKTON STREET AND HARNEY LANE BE PREZONED
TO M-2, HEAVY INDUSTRIAL

NOTICE IS HEREBY GIVEN THAT ON the 18th day of September 1985, at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a Public Hearing in the Chambers of the Lodi City Council at 221 West Pine Street, Lodi, California, to consider the Planning Commission's recommendation that Maggio Industrial Park, a proposed 37.6 acre industrial project at the northwest corner of South Stockton Street and Harney Lane be prezoned to M-2, Heavy Industrial.

Information regarding this item may be obtained in the office of the City Clerk at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views either for or against the above proposal. Written statements may be filed with the the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

If you challenge the subject matter in court you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, at or prior to, the Public Hearing.

By Order of the Lodi City Council

Alice M. Reimche
Alice M. Reimche
City Clerk

Dated: September 5, 1985

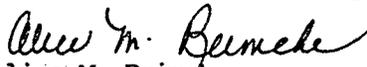
NOTICE OF PUBLIC HEARING
BY THE CITY COUNCIL OF THE CITY OF LODI
TO CONSIDER THE RECOMMENDATION OF THE LODI PLANNING
COMMISSION TO THE CITY COUNCIL THAT THE FINAL ENVIRONMENTAL
IMPACT REPORT FOR MAGGIO INDUSTRIAL PARK BE CERTIFIED
AS ADEQUATE

NOTICE IS HEREBY GIVEN that on Wednesday, September 18, 1985, at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing in the Council Chambers, City Hall, 221 West Pine Street, Lodi, California, to consider the recommendation of the Lodi Planning Commission to the City Council that the Final Environmental Impact Report for Maggio Industrial Park, a proposed 37.6 acre industrial project at the northwest corner of South Stockton Street and Harney Lane be certified as adequate.

Information regarding this item may be obtained in the office of the Community Development director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views either for or against the above proposal. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

If you challenge the subject matter in court you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street at, or prior to, the Public Hearing.

By Order of the Lodi City Council


Alice M. Reimche
City Clerk

Dated: September 5, 1985

LEGAL NOTICE

NOTICE OF PUBLIC HEARING BY THE LODI CITY COUNCIL
OF THE CITY OF LODI TO CONSIDER THE PLANNING COMMISSION'S
RECOMMENDATION THAT THE APPROVAL OF THE REQUEST OF
KRISTEN CROMWELL TO PREZONE A 2+ ACRE PARCEL AT THE NORTHWEST
CORNER OF TURNER ROAD AND LILAC STREET TO C-1,
NEIGHBORHOOD COMMERCIAL TO ACCOMMODATE A BED AND BREAKFAST
INN AND RESTAURANT.

NOTICE IS HEREBY GIVEN THAT ON the 18th day of September 1985, at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a Public Hearing in the Chambers of the Lodi City Council at 221 West Pine Street, Lodi, California, to consider the Planning Commission's recommendation that the approval of the request of Kristen Cromwell to prezone a 2+ acre parcel at the northwest corner of Turner Road and Lilac Street to C-1, Neighborhood Commercial to accommodate a Bed and Breakfast Inn and Restaurant.

Information regarding this item may be obtained in the office of the City Clerk at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views either for or against the above proposal. Written statements may be filed with the the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

If you challenge the subject matter in court you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, at or prior to, the Public Hearing.

By Order of the Lodi City Council


Alice M. Reimche
City Clerk

Dated: September 5, 1985

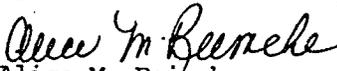
NOTICE OF PUBLIC HEARING
REGARDING THE CERTIFICATION OF THE FILING
OF A NEGATIVE DECLARATION BY THE COMMUNITY DEVELOPMENT DIRECTOR
AS ADEQUATE ENVIRONMENTAL DOCUMENTATION ON THE REQUEST OF
KRISTEN CROMWELL TO PREZONE A 2+ ACRE PARCEL AT THE NORTHWEST
CORNER OF TURNER ROAD AND LILAC STREET

NOTICE IS HEREBY GIVEN that on Wednesday, September 18, 1985, at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing regarding the Lodi Planning Commission's recommendation that the Lodi City Council certify the filing of A Negative Declaration by the Community Development Director as adequate environmental documentation on the request of Kristen Cromwell to prezone a 2+ acre parcel at the northwest corner of Turner Road and Lilac Street as recommended by the Lodi Planning Commission.

Information regarding this item may be obtained in the office of the Community Development director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comments on the Negative Declaration. Written statements may be filed with the City Clerk at any time prior to September 18, 1985.

If you challenge the subject matter in court you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street at, or prior to, the Public Hearing.

By Order of the Lodi City Council


Alice M. Reinche
City Clerk

Dated: September 5, 1985

MEMORANDUM, City of Lodi, Community Development Department

TO: CITY COUNCIL
FROM: COMMUNITY DEVELOPMENT DIRECTOR
DATE: SEPTEMBER 6, 1985
SUBJECT: FINDINGS OF APPROVAL FOR TAVES PARK EIR 85-2

A. ENVIRONMENTAL IMPACT I

Impact: The project will result in the loss of 23.6 acres of prime agricultural soil. If the project is approved, this loss cannot be mitigated.

Finding: All of the land in and around the City of Lodi is designated as prime agricultural soil.

The City does not have the option of building on "non-prime" agricultural soils in order to preserve the prime soils. Every development built in the City, small or large, utilizes some prime agricultural soil. The residential, commercial and industrial needs of the City necessitates some urbanization of agricultural land.

The City of Lodi has planned and constructed its utility system to serve the area with water, sewer and storm drainage in anticipation of the area developing. The existing infrastructure will allow development of the area without costly expenditures of public funds for the extension or construction of major new lines.

Overriding Considerations:

a) Before the adoption of the "Greenbelt Initiative" in August 1981, the parcel in question has been designated for residential development for many years by the City of Lodi General Plan. The areas directly to the east of the project site have been undergoing urbanization or will be in the near future. Rural residential development also exists to the south of the parcel but is not within the City limits. Residential and commercial development is planned for the parcel adjacent to the Taves parcel and the proposed development will be a logical extension of the urbanized area.

b) If this project were not approved, it could affect the long-term, housing supply in Lodi. At this time, there are about 338 acres of residential-zoned land left for development

in the city limits. However, most of this has already been planned for development and the buildout is approximately 3.75 years. Once this supply of housing is used up there are very few new subdivisions to take their place. Much of this is a result of the "Greenbelt Initiative" which has significantly restricted the possibility of new development. Residential projects often take 2-3 years from the planning stage to when the homes are built. Even if the Taves project were approved, it might be 1987 before any houses are completed in this project. By then the number of existing subdivision lots will be substantially reduced.

B. ENVIRONMENTAL IMPACT II

Impact: Urbanization of subject parcels will affect adjacent agricultural parcels.

Finding: The Taves property is adjacent to proposed urban development on the east and existing rural residential development to the south. There would be some modification of agricultural practices on the east parcel until it is developed. Problems of vandalism and trespassing can be mitigated by the construction of a solid fence or wall along the eastern edge of the Taves parcel. This mitigation may not be required if The Meadows is developed before Taves Park. The agricultural land to the west will require no modification of farming practices, as it is separated from the subject parcel by Lower Sacramento Road which bears a right-of-way of 80 feet. The parcel to the north is separated by Kettleman Lane which has a right-of-way of 120 feet and is developed with commercial uses.

C. ENVIRONMENTAL IMPACT III

Impact: The development of the subject parcel will generate 8,000 vehicle trips per day which will be added to the surrounding streets.

Finding: Lower Sacramento Road and Kettleman Lane will be restriped for more lanes and a 4-way traffic signal. (There is currently a 4-way stop) will be installed at the intersection of the two streets. Improvements that will be made to Lower Sacramento Road and Kettleman Lane will improve the overall traffic flow.

D. ENVIRONMENTAL IMPACT IV

Impact: The project will produce additional vehicle generated air pollution.

Finding: Based on air quality projections, the amount of additional air pollution will be less than 1/10th of 1% of the total for the City of Lodi. This level is not considered significant.

E. ENVIRONMENTAL IMPACT V

Impact: Residential units adjacent to Lower Sacramento Road and the streets servicing the commercial uses, will be subject to noise levels exceeding recommended levels.

Finding: To help mitigate excessive noise levels, the residential units can be designed with noise reduction features built into the units.

F. ENVIRONMENTAL IMPACT VI

Impact: The development of the Taves parcel will generate 74 additional school-aged children. This will affect the Lodi Unified School District's ability to provide adequate classroom space.

Finding: The City of Lodi has adopted a School Impaction Fee which is paid to the school district. The fee is considered adequate mitigation for the impact of additional students on schools.

G. ENVIRONMENTAL IMPACT VII

Impact: The 38 residential units would add 89 tons of solid waste per year. The current disposal site is reaching its upper limits and adding more solid waste could be a problem.

Finding: The disposal of solid waste will not be a problem if a new site is found before the current site has reached its limit. Measures are being taken to extend the life span of the current disposal site an additional 4-5 years.

H. ALTERNATIVES TO THE PROJECT: The EIR discussed several alternatives to the proposed project. The following are findings on three of the alternatives:

Alternative A: This alternative is a "no project" alternative, which would mean that no development would be constructed on the property.

Finding: This alternative would eliminate the environmental impacts resulting from the proposed project. This alternative could affect the future supply of housing in Lodi due to the relatively small amount of residential zoned land left for development in the City Limits.

2. Alternative B: This alternative is a redesigned project reducing the number of residential units, and modifying the commercial size and configuration of the commercial parcels and changing the type of commercial zoning from C-2 to C-S.

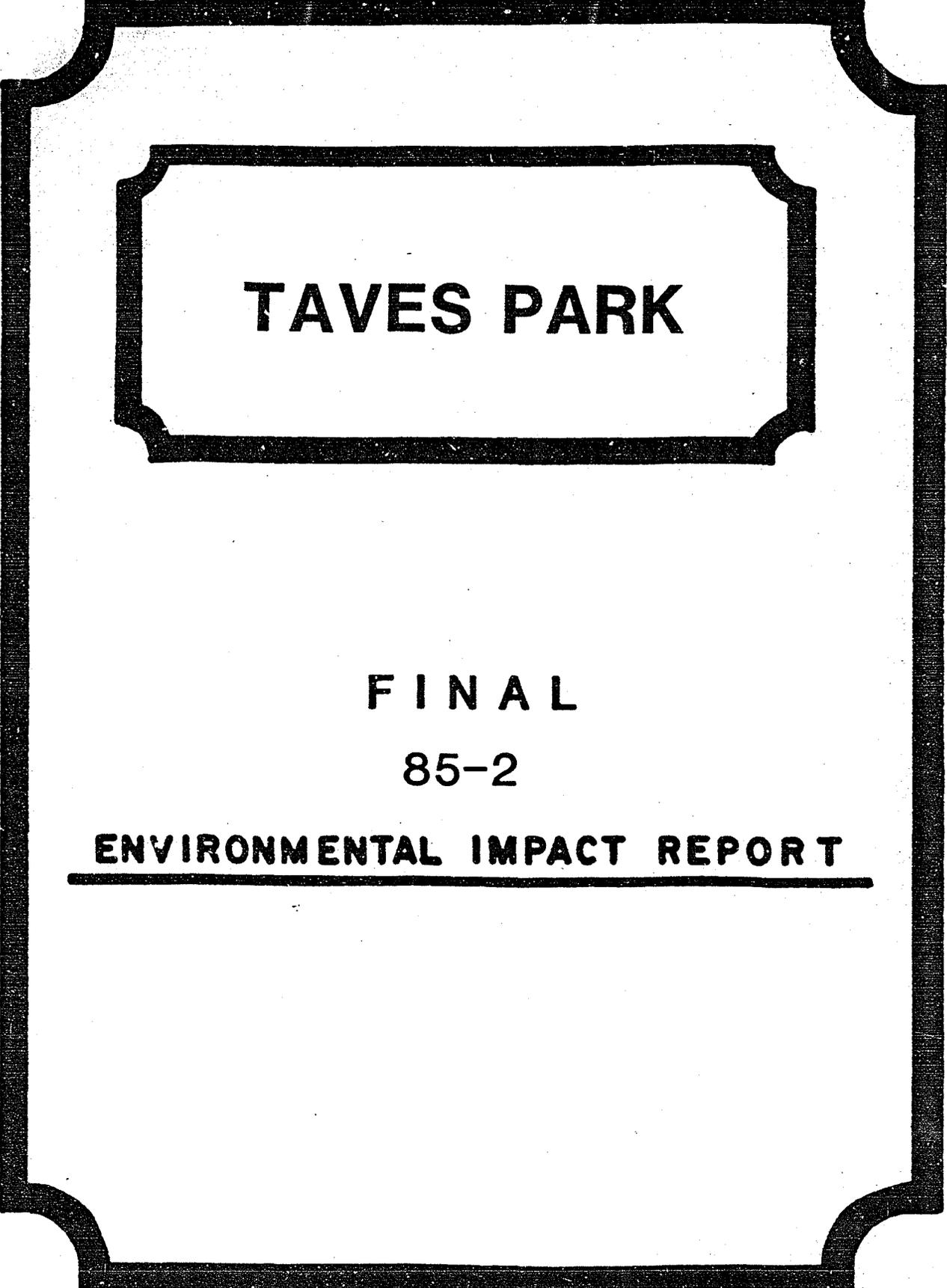
Finding: This alternative allows for a more cohesive street layout and separates the commercial and residential uses. The number of residences is reduced from 88 to 76, which helps mitigate the traffic impacts and as well as impacts on the Lodi Unified School District. Alternative B changes the C-2 zone (General Commercial) to C-S (Commercial-Shopping) and facilitates the separation of the commercial uses from the residential uses by changing the street layout and project design. This also helps mitigate the traffic impacts of the developer's proposal.

Alternative C: This alternative would change the commercial uses and professional uses to multi-family residential uses. The R-2 zone would remain the same.

Finding: The proposed R-C-P zone would allow 25 units (2.6 acres at 10 units per acre) as residential garden apartments (R-GA), and the proposed commercial zone would allow as many as 580 units (7.25 acres at 80 units per acre) as Residential High Density. Compared to the developer's proposal, daily vehicle trips would be reduced by 2,880 and school-aged children would be increased by 289. A sound barrier would be needed along Lower Sacramento Road and Kettleman Lane to insulate the residences from excessive noise levels. Water consumption would be higher due to this alternative (84 acre feet per year) than the present use of a vineyard (56.6 acre feet per year). However, this difference is not considered significant. This alternative's 656 residential units would generate as much as 675 tons of solid waste per year, a significant increase when compared to 89 tons per year the developer's proposal would generate.

- J. GROWTH-INDUCING IMPACT: The project will not have a significant growth-inducing impact on the City of Lodi.

Finding: The passage of Measure A, the "Greenbelt Initiative", has placed a significant future growth limit on the City. All new General Plan amendments that require an annexation must receive voter approval.



TAVES PARK

FINAL

85-2

ENVIRONMENTAL IMPACT REPORT

TAVES PARK

FINAL ENVIRONMENTAL IMPACT REPORT

EIR 85-2

AUGUST, 1985

APPLICANT

Melvin Taves, DDS
970 E. Highway 12
Lodi, CA 95240

DEVELOPER

Fred Baker
Attorney at Law
317 W. Lodi Avenue
Lodi, CA 95240

AGENCY PREPARING EIR

City of Lodi
221 West Pine Street
Lodi, CA 95240

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	i
SUMMARY	ii
PROJECT DESCRIPTION	1
Site Location	1
Project Characteristics	1
Approvals Required	2
ENVIRONMENTAL SETTING, IMPACTS & MITIGATIONS	3
A. Land Use and Agricultural Land Conversion	3
B. Traffic	5
C. Soils, Geology and Drainage	7
D. Noise	9
E. Air Quality	10
F. Historical and Cultural Resources	12
G. Community Services	12
UNAVOIDABLE IMPACTS	18
IRREVERSIBLE ENVIRONMENTAL CHANGES	18
RELATIONSHIP BETWEEN SHORT-TERM USES OF THE ENVIRONMENT AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY.	18
CUMULATIVE IMPACTS	19
GROWTH-INDUCING IMPACTS	20
ALTERNATIVES	21
APPENDICES	
FOOTNOTES	23
LIST OF RESOURCES	24
COMMENTS	25
RESPONSES TO COMMENTS	34
A. INITIAL STUDY	38
B. TYPICAL SOUND LEVELS	41

LIST OF EXHIBITS

EXHIBIT 1	VICINITY MAP
EXHIBIT 2	TENTATIVE SUBDIVISION MAP
EXHIBIT 3	LAND USE MAP
EXHIBIT 4	G-BASIN STORM DRAINAGE AREA
EXHIBIT 5	ALTERNATIVE B
EXHIBIT 6	MEASURE A
EXHIBIT 7	GENERAL STREET PLAN - (TAVES-MEADOWS SUBDIVISIONS)

LIST OF TABLES

PAGE

TABLE 1	PROPOSED USES	2
TABLE 2	PROJECT TRIP GENERATION	6
TABLE 3	LOSS OF FARM LAND IN LODI	19

EXHIBIT 1
CITY OF LODI
VICINITY MAP

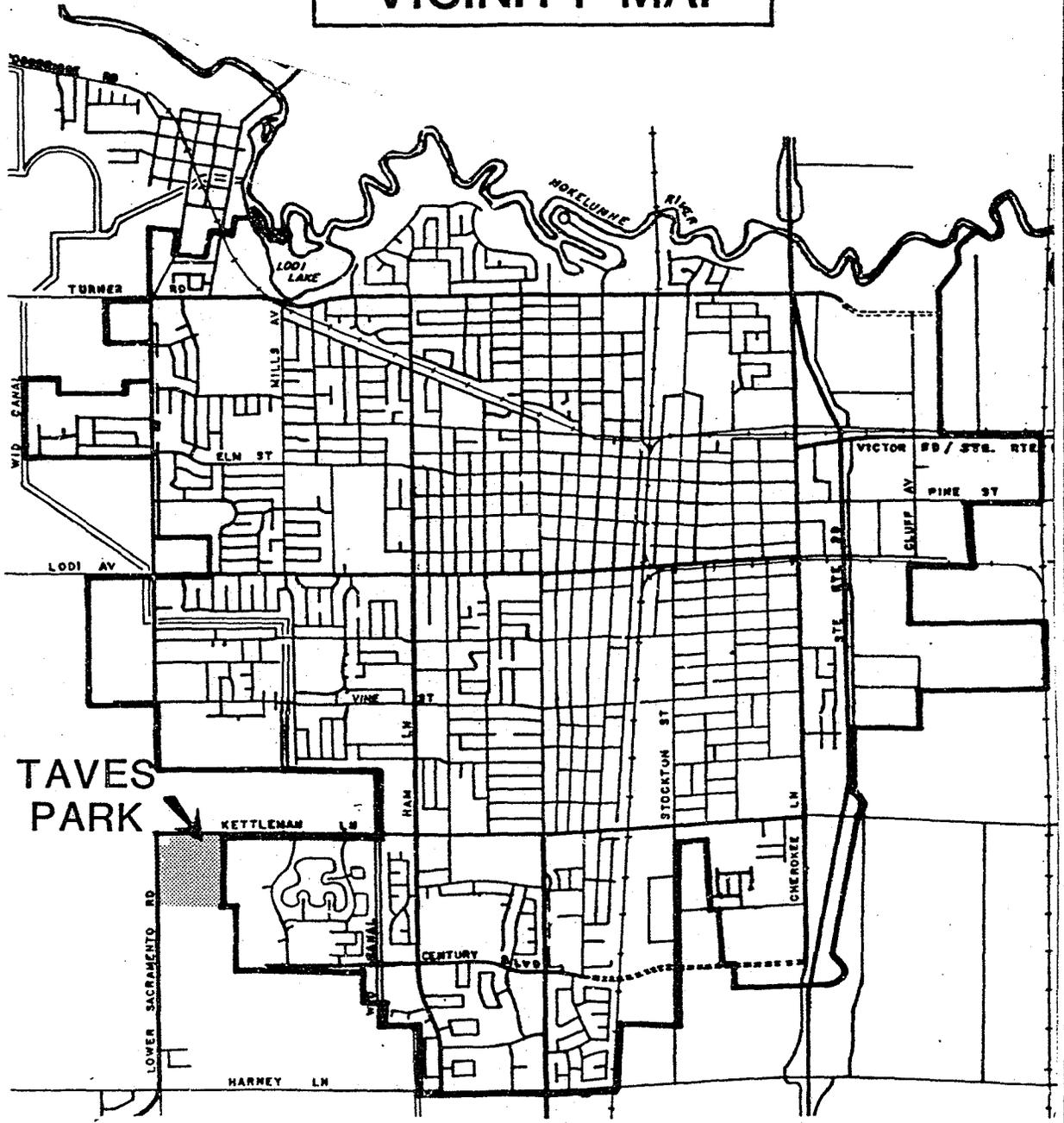
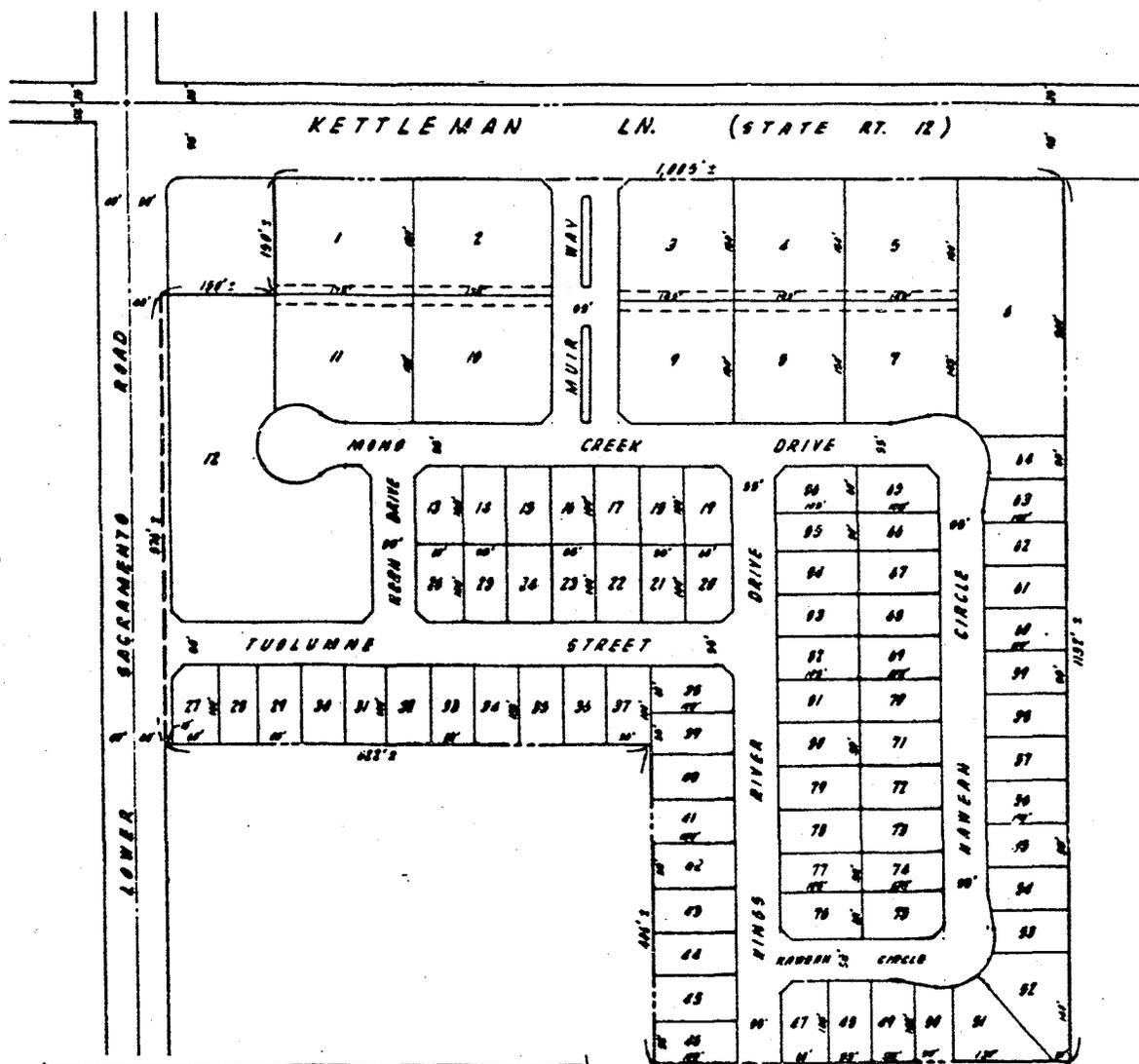


EXHIBIT 2
TENTATIVE SUBDIVISION MAP
TAVES PARK



	ACRES	UNITS	U.P.A.
RESIDENTIAL	10.9	60	5.5
DUPLEX	2.75	28	10
TOTAL	13.8	88	
NET DENSITY:	6.3		

EXHIBIT 3
TAVES PARK
LAND USE MAP

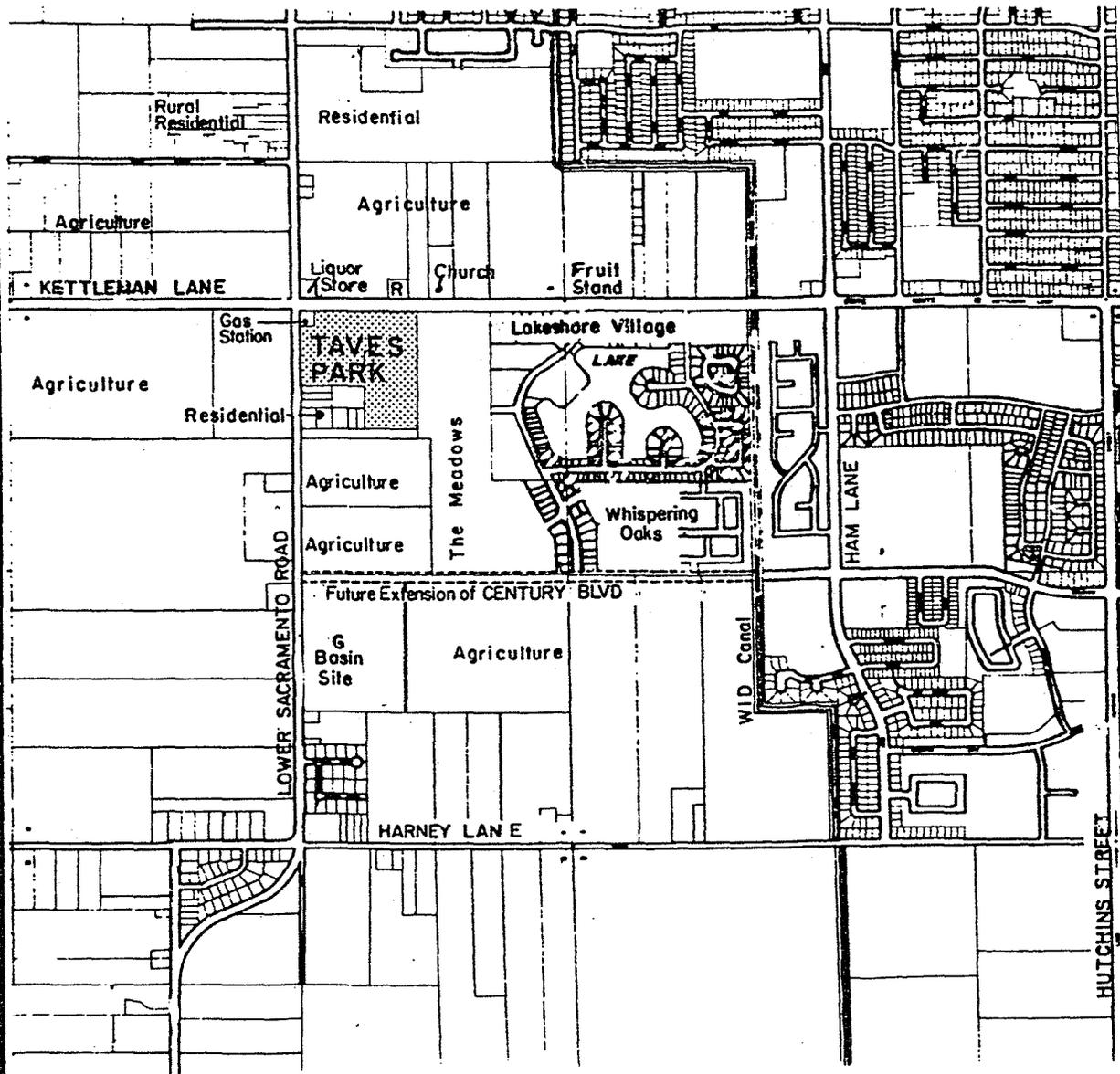
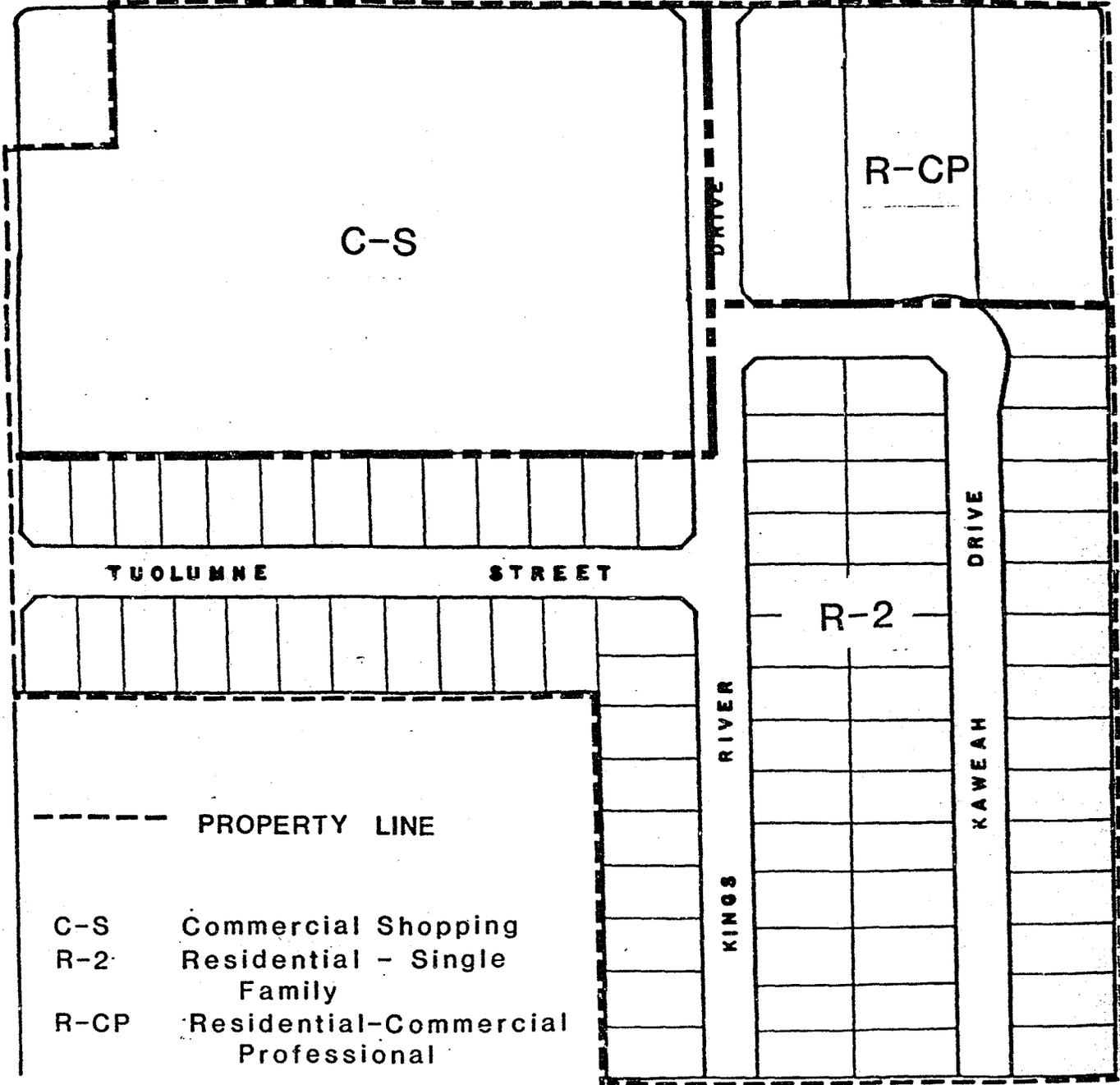


EXHIBIT 5
ALTERNATIVE B

KETTLEMAN LANE (STATE RT. 12)

LOWER SACRAMENTO ROAD



- PROPERTY LINE
- C-S Commercial Shopping
 - R-2 Residential - Single Family
 - R-CP Residential-Commercial Professional

EXHIBIT 6

MEASURE A

ORDINANCE NO. 1237

AN ORDINANCE AMENDING THE LAND USE ELEMENT OF THE CITY GENERAL PLAN AS ADOPTED OCTOBER 5, 1955 REMOVING FROM THE LAND USE ELEMENT ANY AREA NOT WITHIN THE CORPORATE LIMITS OF THE CITY ON THE DATE OF THE ADOPTION OF THE ORDINANCE AND WILL REQUIRE A VOTE OF THE PEOPLE TO AGAIN INCLUDE THIS AREA IN THE LAND USE ELEMENT

The people of the City of Lodi do ordain as follows:

1. It shall be the policy of the City of Lodi to protect land in the Green Belt area in order to preserve and protect agricultural land, preserve the scenic value of the area, protect wildlife habitat and natural resources and to protect the small city character of Lodi.
2. The Green Belt area shall be designated as the area between the outer limits of the incorporated city and the outer limits of the adopted sphere of influence at the adoption of this ordinance.
3. To affect the policy of the City of Lodi to protect land in the Green Belt area, non agricultural development in the City of Lodi which lies adjacent to the Green Belt area shall be permitted only after a finding by the City Council that such non agricultural development will not interfere with the continued productive use of agricultural land in the Green Belt area or that an adequate buffer or mitigation zone exists to assure continued productive use of agricultural land in the Green Belt area.
4. At the time of adoption of this ordinance, the Green Belt area shall be removed from the existing Land Use Element of the General Plan of the City of Lodi.
5. Before land in the Green Belt area can be annexed by the City of Lodi, an amendment to the City's Land Use Element of the General Plan must be made and approved by a majority of the people voting in a city-wide election.
6. Before any annexation proposal can be approved, the City Council must make the finding that the proposed annexation is contiguous to existing city boundaries and the projected demand from the proposed development in the area to be annexed will not exceed the service capacity of existing municipal utilities and ser-

vices, the school district, and existing roadways.

7. Water, sewer, and electrical facilities shall not be expanded or extended until the City Council makes the finding that a proposed expansion or extension is consistent with the goals, policies and land use designations of the General Plan and this ordinance.

8. The City of Lodi may hold elections in consolidation with other scheduled elections in the City for the purpose of allowing voters to voice their opinions on amendments to the City's Land Use Element of the General Plan.

9. If any portion of this ordinance is hereafter determined to be invalid, all remaining portions of this ordinance shall remain in force and effect and to this extent the provisions of this ordinance are severable.

Section 2. - This ordinance was brought to a vote of the voters at a Special Initiative Election held in the City of Lodi on August 25, 1981 and as a majority of the voters voted in its favor, the ordinance is a valid and binding ordinance of the City of Lodi.

Section 3. - This ordinance shall be considered as adopted upon the date that the vote is declared by the legislative body (Tuesday, September 1, 1981) and shall be in effect 10 days after that date.

Section 4. - All ordinances and parts of ordinances in conflict herewith are repealed insofar as such conflict may exist.

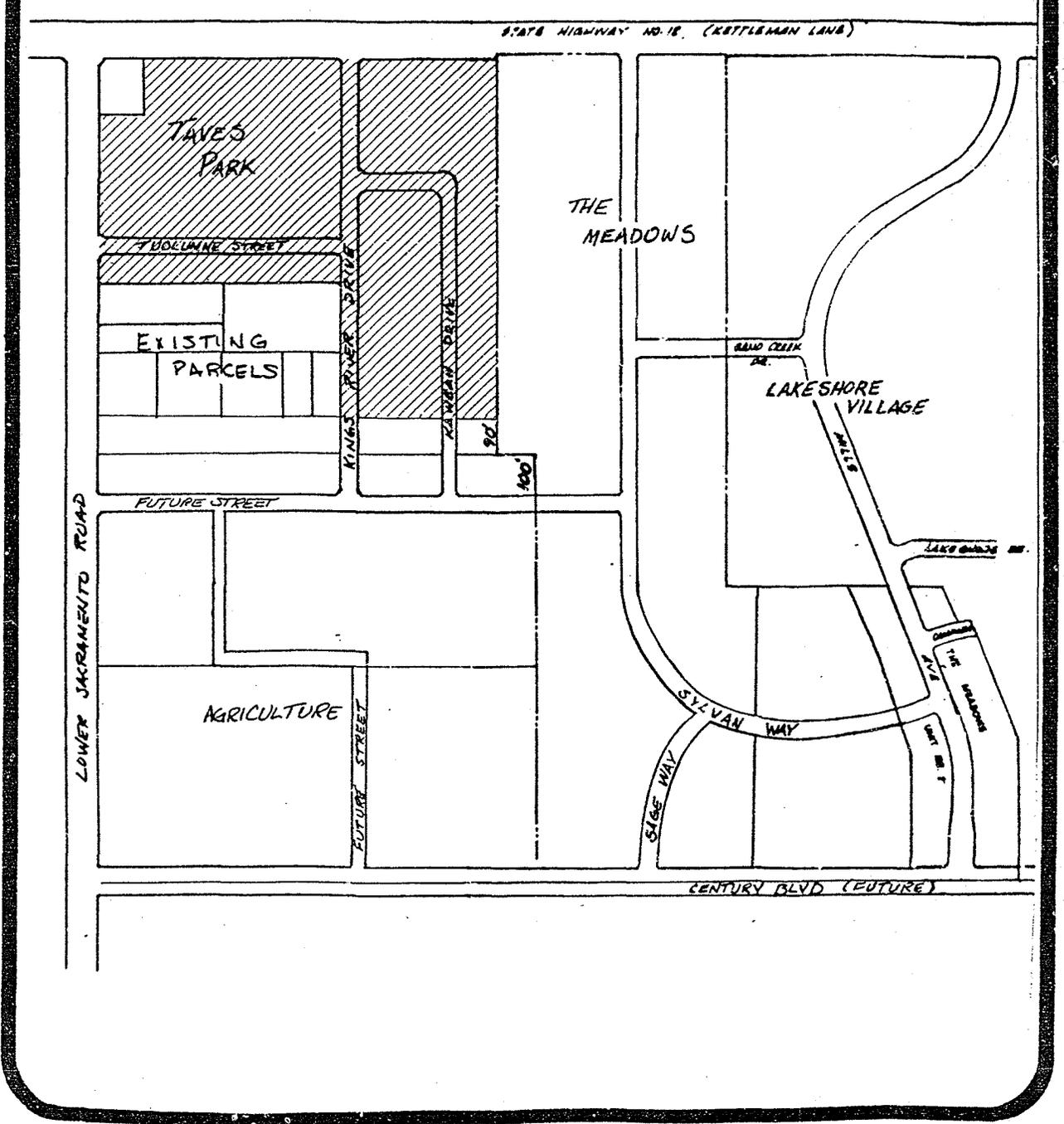
Section 5. - Pursuant to Section 4013 of the State of California this ordinance shall not be repealed or amended except by a vote of the people.

State of California
County of San Joaquin, ss.

I, Alice M. Reimche, City Clerk of the City of Lodi, do hereby certify that Ordinance No. 1237 was brought to a vote of the voters at a Special Initiative Election held in the City of Lodi on August 25, 1981 and as a majority of the voters voted in its favor, the ordinance is a valid and binding ordinance of the City of Lodi. This ordinance shall be considered as adopted upon the date that the vote was declared by the legislative body (Tuesday, September 1, 1981) and shall be in effect 10 days after that date.

Alice M. Reimche
ALICE M. REIMCHE
CITY CLERK

EXHIBIT 7
GENERAL STREET PLAN
TAVES - MEADOWS SUBDIVISIONS



INTRODUCTION

This is a draft Environmental Impact Report (EIR) prepared in compliance with the California Environmental Quality Act (CEQA) of 1970. The report is focused on those issues identified as potentially significant in the City of Lodi's Initial Study of the proposed project pursuant to Section 15063 of the State CEQA Guidelines. The Initial Study is attached as Appendix A.

The project's sponsors, Dr. Melvin Taves, owner of the project site and Fred Baker, developer, are requesting approval for the annexation of 23.6 acres for single-family residential units and commercial development.

The report is intended to enable City of Lodi officials and the public to evaluate the environmental effects of the proposed project, to examine measures for mitigating those effects determined to be significant, and to consider alternatives to the project as proposed. It is not the function of the EIR to recommend approval or rejection of the project.

SUMMARY

PROJECT DESCRIPTION

The project consists of 23.6 acres containing 60 single-family homes, 14 duplexes, and about 6.5 acres of commercial-shopping development.

The subject site is currently zoned GA-40 (General Agriculture -- 40 acres per dwelling unit) by the San Joaquin County general plan rezoning to R-2, low-density residential; R-CP, residential, commercial, professional; and C-S, commercial-shopping, will be required. The R-2 zone allows an overall residential density of 7-10 units per acre. The project will require annexation to the City of Lodi and the approval of the voters of the City of Lodi under the requirements of Measure "A" (Greenbelt Initiative).

LOCATION

The project site is located at the southeast corner of Kettleman Lane (Highway 12) and Lower Sacramento Road. The parcel is designated as San Joaquin County Assessor's parcel 058-140-02 and 03.

ENVIRONMENTAL IMPACTS

1. Loss of 23.6 acres of prime agricultural soil. Parcel is Class I soil made up of Hanford sandy loam, well suited for a variety of agricultural uses. Development will mean loss of agricultural use of land. Urbanization will affect adjacent agricultural parcels by restricting normal spraying and cultivation operations. Vandalism, trespassing and homeowner's complaints could increase.
2. Urbanization of the subject parcels could affect the agricultural use of adjacent parcels by possibly requiring modification of spraying and cultivation practices. Vandalism, trespassing and homeowner's complaints could result.
3. Traffic will increase on Lower Sacramento Road and Kettleman Lane. The project will generate approximately 8,000 vehicle trips per day when fully developed.
4. Air pollution will increase slightly as a result of increased vehicular traffic. The increase in vehicular related pollutants will be insignificant in relation to the totals for San Joaquin County. There will be a temporary increase as a result of construction grading and

ALTERNATIVES TO THE PROJECT

1. "No project" alternative. Eliminates all impacts by leaving the site in agricultural use. This alternative could affect the future supply of housing and decrease the chance for affordable housing.

2. Alternative project design would reduce the number of residential units and number of streets in the project. This would help mitigate traffic flow in the project. The alternative design would also allow for the residential project to be more separated from the commercial project and alleviate some of the noise and traffic problems.

This alternative does not relieve the impact of the loss of agricultural land or the environmental impacts of the proposed project.

*3. All residential alternative allowing the commercial-shopping (C-S), and residential-commercial-professional (R-C-P) uses to be multi-family residential. The R-C-P zone would allow 26 residential units and the commercial zone would allow as many as 580 units, increasing the total number of units to 666. This alternative would reduce the daily vehicles trips to 5,120 but would increase the number of students to 363, having a substantial impact on the LUSD. This alternative would alleviate the noise that would have been generated from the commercial projects but a sound barrier would still be needed along Kettleman Lane and Lower Sacramento Road as the noise levels along those corridors exceed CNEL's of 60 dBa. This alternative would use 84 acre-feet of water per year and generate 33.5 acre feet of wastewater per year, putting additional loads on the White Slough Treatment Plant. The 666 units would generate as much as 675 tons of solid waste per year.

*4. Alternative 'D' places the project in an alternative site somewhere in the existing City limits using vacant "infill" property. The problem with this alternative is there are no large vacant parcels remaining in the City limits. The City has had a continuous policy of only developing properties adjacent to developed areas of the City and there have never been many "infill" properties. The City is, in fact, extremely compact in area for a city of its type and population.

IRREVERSIBLE AND LONG-TERM IMPACTS

Loss of agricultural land is permanent and irreversible once development occurs.

* These two alternatives were added to the Final EIR and not included in the Draft EIR.

BACKUP/SUMMARY (Taves EIR)

CUMULATIVE IMPACTS

1. Loss of agricultural land is cumulative. In the past years, several hundred acres of land have been developed with various residential, commercial and industrial projects. Because the City of Lodi is entirely surrounded by prime agricultural land, all future projects will utilize agricultural land.

2. There is a cumulative impact on the LUSD. The LUSD includes much of the northern San Joaquin County, including the City of Lodi and north Stockton. It is estimated that there is the potential for an additional several thousand students in projects currently approved and in some stage of development. This includes Lodi, north Stockton and the unincorporated County areas. This would seriously affect the LUSD.

GROWTH-INDUCING IMPACT

If the proposed project is approved by the voters and the City, it could have growth-inducing impact. If they were to approve this project, that might indicate some willingness to approve similar development requests in the future. On the other hand, they could approve this request and deny all future requests. In any case, they would have the final determination on any future growth in the City.

In the project area, all the area west of Lower Sacramento Road is outside of both the Lodi General Plan area and the Measure A area. This means that development of this area could not occur as a part of the City of Lodi.

PROJECT DESCRIPTION

A. SITE LOCATION

The project site consists of 23.6 acres located to the southwest of the present Lodi City Limits. The parcel is bordered on the north by Kettleman Lane (Highway 12), to the west by Lower Sacramento Road, to the east by the city/county limits, and a planned but yet-to-be constructed residential project, (The Meadows Subdivision) and to the south by nine single-family houses and 2 duplexes.

The area west of the site, across Lower Sacramento Road is agricultural land. To the north of the site is a liquor store and agricultural land. To the east, the property is currently in agricultural production but is planned for residential development ("The Meadows") in the near future. On the lower west side (south) of the project site are eleven residences. The lower east side of the property is agricultural land currently producing row crops. (See Exhibit 3.)

The site is currently in agricultural production and there are two homes on the parcel. A small lot (100' x 150') at the southeast corner of Lower Sacramento Road and Kettleman Lane, occupied by a gasoline station, abuts the subject property but is not included in the annexation or project request.

B. PROJECT CHARACTERISTICS

The proposed project, known as "Taves Park" would consist of 88 residential units (28 duplex units and 60 single-family units) and approximately 6.5 acres of commercial-retail development. The May 1985 tentative subdivision map prepared by Baumbach and Piazza, shown in Exhibit 2, would be developed as shown in Table 1.

TABLE 1
PROPOSED USES

<u>LOT NUMBER</u>	<u>PROPOSED USE & ZONING</u>
Lots 1-12	Commercial-Shopping - C-S Designation; Residential-Commercial- Professional - R-C-P
Lots 13-20	Duplexes - R-GA designation. Minimum lot size - 6,000 sq.ft.
Lots 27-86	Single-Family residences - R-2 Designation. Minimum lot size - 5,000 sq. ft.

Within the subdivision, five new roads would be constructed by the developer to provide access to the project. The cost of these roads would be paid for by the developer.

C. APPROVALS REQUIRED

In order to develop the site as proposed, the applicant must receive a variety of approvals from the City of Lodi. First, since the site is outside the City limits, the parcel must be annexed. Agriculture has been the predominate use surrounding the incorporated area. In recent years, urban uses have displaced some agricultural uses. On August 25, 1981 the voters of the City of Lodi passed Measure "A", an initiative ordinance to limit future expansion of the City. The initiative, known as the "Greenbelt" initiative, amended the City's General Plan by removing the Planned Urban Growth Area from the Land Use Element of the General Plan. The Urban Growth area now includes only those areas that were within the City limits at the time of passage of the initiative. The ordinance now requires that any addition to the Urban Growth area, i.e. annexations, requires an amendment to the Land Use Element of the General Plan. These annexation-related amendments to the General Plan require approval by the voters. (See Exhibit 6)

The project is currently designated in the San Joaquin County General Plan as GA-40, General Agriculture -- 40 acres minimum parcel size. Rezoning will be necessary as well as a General Plan Amendment (upon approval by the voters). Finally, the tentative subdivision map must be approved. This EIR must be certified by the City prior to granting any of these approvals.

ENVIRONMENTAL SETTING, IMPACTS AND MITIGATIONS

A. LAND USE AND AGRICULTURAL LAND CONVERSION

The 23.6 acre site is located to the southwest of the Lodi City Limits. The site consists of agricultural land currently in grape production. The vineyard is about 80 years old and the grapes are Tokay, Carignane and Zinfandel. Soil on the site is Hanford sandy loam, considered to be prime agricultural soil. The two residences on the site are currently occupied and are the only buildings occupying the site.

The project site currently has a San Joaquin County zoning designation of GA-40, General Agriculture -- 40 acres minimum parcel size.

In order to develop the site as proposed, and to access city utilities, the parcel will must be first annexed, which requires approval by the voters of the City of Lodi.

Impacts

The development of Taves Park will result in the loss of 23.6 acres of prime agricultural land. Development of the site with residential and commercial uses will terminate further use of the property for agricultural purposes. The existing vineyard and houses will be removed and replaced with streets, houses and other urban improvements.

The adjacent agricultural parcels may also be affected by the urbanization of the parcel site. The presence of a residential development may require modification of normal farming practices on adjacent agricultural lands. The use of, and particularly the aerial application of, certain controlled pesticides and herbicides may be restricted on areas adjacent to residential developments. Cultivation and harvesting operations may result in complaints from urban residents concerning noise and dust. Agricultural operations adjacent to urbanized areas may also be subject to an increased amount of trespassing and vandalism, particularly from the increase of school-age children.

The adjacent agricultural land (to the west) is separated by Lowe Sacramento Road, a 60-foot wide street. This should be an adequate buffer for residences against most agricultural operations. The agricultural land to the east is planned for residential and office development. The agricultural land to the north is separated from the project site by Highway 12 (100 foot right-of-way, 110 foot right-of-way in future) and is partially developed. No land use conflict is anticipated on the south side of the project, since it is residential.

Muir Way, indicated on the Tentative Map (Exhibit 2) has an entrance median. The

City of Lodi's policy is not to accept the responsibility for maintenance of such a median. To insure adequate maintenance, a homeowner's association must be formed to accept maintenance responsibilities. Also, Kettleman Lane (Highway 12) has a 20' right-of-way for future street widening. Fifteen feet will most likely be deeded to the subdivision by the City for parking and landscaping. This must be maintained by the subdivision.

Mitigations

If the Taves Park project is approved and constructed, the 23.6 acres of prime agricultural land will be removed from further use. There is no practical way to mitigate this loss. Once cleared and developed, it is unlikely the land will ever be returned to agricultural use.

To the north and west of the project site, Kettleman Lane and Lower Sacramento Road provide an adequate buffer to protect the adjacent agricultural uses. If "The Meadows" project to the east does not develop prior to the Taves property, a solid fence to serve as a barrier separating the two will be required on the east and on the south property line.

A wall or fence separating the two parcels should help mitigate noise, trespassing and nuisance problems. However, intrusions of pesticides and herbicides are more difficult to mitigate. Pesticides, herbicides or other chemicals are controlled by state and federal regulations.

All restricted chemicals, those with the potential to cause health or environmental problems, require a San Joaquin County Agricultural Department permit for use. The Agricultural Department determines the suitability of the chemical based on the location of the field, the types of crops in and around the field and the land uses in the area.

According to the San Joaquin County Agricultural Department, there are no definite distances required between the fields being treated and adjacent residences. Permits for application of restricted chemicals are issued based on the particular characteristics and restrictions of the chemical and the judgement of the agricultural commissioner. The key factor in the safe use of any chemical is proper application. This includes using the proper method of application, using the correct equipment, checking for favorable weather conditions and using proper care.

In situations where a particular chemical or application method is felt to be unsuitable, there is usually an acceptable alternative. The presence of homes would not automatically mean that a farmer could not use chemicals. It would only mean that he would have to take particular care in their application and in certain cases might have to use an alternate chemical or method of application.

Although there would be increased traffic adjacent to the agricultural land, this has not adversely affected grape production in other areas of Lodi.

Although it would not mitigate the above impacts, future residents of the project should be put on notice of the existence of adjacent agricultural activities. This can be accomplished by requiring covenants, conditions and restrictions (CC&R's) with this information in the deeds.

B. TRAFFIC

The project site is located on the southeast corner of Kettleman Lane (Highway 12) and Lower Sacramento Road.

The project's single-family residences would have access from Kettleman Lane and also from Lower Sacramento Road (east) via Muir Way and Tuolumne Street. Lots 1-6 of the commercial-retail parcels will have direct access to Kettleman Lane and Lot 12 will have direct access to Lower Sacramento Road. Lots 6 through 12 and 13-86 will have access to both Kettleman Lane and Lower Sacramento Road via Muir Way and Tuolumne Street.

Local access to/from the site is available on Kettleman Lane and Lower Sacramento Road. Kettleman Lane (Highway 12) is a major artery extending west to Rio Vista and east to Highway 88 into the Sierra foothills. It also carries traffic between Interstate 5 and Highway 99. Lower Sacramento Road is an important north-south traffic carrier along the westerly edge of Lodi, carrying traffic between Stockton, Lodi and North county areas. Both north and south of Kettleman Lane, Lower Sacramento is a two-lane, rural road. The intersection of Kettleman Lane and Lower Sacramento Road is controlled by a four-way stop.

Regional access would be provided at the intersections of Kettleman Lane and Interstate 5 to the west, and Kettleman Lane and Highway 99 to the east as well as as well as Lower Sacramento Road to the south.

Traffic flow at Lower Sacramento Road and Kettleman Lane is approximately 9,000 vehicle trips per day (vtd). The traffic flow at Kettleman Lane west of Ham Lane is about 12,950. There are about 6,800 daily vehicle trips north of Harney Lane on Lower Sacramento Road.

Impacts

Daily and peak-hour trip generation have been calculated for the project based on the research conducted by the Institute of Traffic Engineers (ITE). As shown in Table 2, the project would generate about 8,007 vehicle trips per day. Eight hundred thirty one of these would occur during the PM peak hour. (Typically the heaviest hour of traffic flow is within the 4PM-6PM period). It is recognized that traffic to/from the projects retail commercial component would not represent all new travel on the street network. The neighborhood commercial area could serve the typical day-to-day shopping needs of project residents as well as other residents in the area. Because these trips are now occurring on the street network (to/from existing retail areas), the project would merely divert a portion of these trips. Although it would be tenuous to identify a specific diversion factor, it is estimated that 50% of the neighborhood commercial traffic would be diverted from existing shopping trips.

The distribution of project traffic would reflect the various travel purposes associated with the project components. The residential developments travel would include commute trips, shopping trips, personal business trips and trips to/from schools and recreational facilities. The most recent census statistics indicate

that over 50% of Lodi residents work in the Lodi area. It is estimated that over 90% of other residential trips are within the Lodi area.² The project's commercial-shopping component would probably generate new trips from residential areas within 1/2 - 3/4 mile of the site.

TABLE 2
PROJECT TRIP GENERATION³

	DAILY TRIP RATE 10/unit	DAILY TRIPS 600	P.M. HOUR % 1.0	PM PEAK HOUR TRIPS 60*
60 Single- family units				
28 Duplex units	6.1/unit	170.8	.7	19.6*
91,600 sq. ft Commercial-retail	79/100 sq.ft.	<u>7,236.0</u>	8.2	<u>751.12*</u>
GROSS TOTALS		8,007		831 *

The project would focus traffic at three locations: The Kettleman Lane/Lower Sacramento Road intersection, the Lower Sacramento frontage near Kettleman Lane, and the Kettleman Lane frontage near Lower Sacramento Road. At each location, turning movements would result in an increased potential for vehicle conflicts and delay.

Mitigation

The primary effects of the project traffic would be increased turning movements and potential vehicle conflicts at intersections and retail commercial driveways. As a way to mitigate potential traffic congestion on Kettleman Lane, four lanes would be planned for the Highway. One lane would be eastbound, two lanes westbound and one lane would be reserved for center lane turns. Currently there is a 4-way flash signal at Kettleman lane and Lower Sacramento Road. A study will be undertaken to determine when a four-way signal will be needed.

Lower Sacramento Rod would be improved to conform to Lower Sacramento Road north of Vine Street. No new lanes would be added but curb, gutter and

* These numbers differ from original numbers in the Draft EIR, and were changed to correct the error.

sidewalk would be put in by the developer. The City would be responsible for the pavement. If a signal is needed at the intersection of Lower Sacramento Road and Kettleman Lane, it would be paid for by the City at a cost of about \$120,000.

C. SOILS, GEOLOGY, AND DRAINAGE

The entire site is underlain by Hanford sandy loam soil. The surface layer contains grayish-brown, soft, granular material that grades downward to light grayish-brown, massive soft, sandy loam. The soil is a floodplain deposit developed on moderately coarse-grained alluvium of predominantly granitic origin. Hanford sandy loam is prime agricultural soil. It has a Class I capability rating (assigned by the Soil Conservation Service) indicating few or no limitations for agricultural purposes. The Storie Index for Hanford sandy loam is 95 (of a possible 100 points) indicating it is particularly well suited to general intensive farming. It is generally used in the production of vineyards, orchards and other perennial crops. Hanford sandy loam is one of the most highly desired soils in the country.

Hanford sandy loam is also rated good for construction purposes, having a bearing capacity of about 2,000 pounds per square foot, and no expansive characteristics. It will support most structural building loads.

The soil in the project area is derived from the Modesto Formation, a young alluvial deposit that is part of 8,000 to 10,000 feet of lake and river sediments filling the Great Valley. Underlying these sediments are about 60,000 feet of relatively undeformed marine sedimentary rock. Although no faults appear on the surface in the vicinity of Lodi, the structure of the bedrock indicates that ancient faults probably affected the Great Valley.

The nearest potentially active faults are in the Rio Vista-Montezuma area, 22 to 32 miles west of Lodi. The Stockton Fault (about 14 miles south) and the Isleton-Ryde Fault Zone (about 14 miles west) are older, buried faults generally considered inactive. The nearest historically active faults, the most probable source of strong groundmotion, are in the San Francisco Bay Area of the Coast Ranges. These faults include the San Andreas (about 70 miles southwest), the Hayward (about 55 miles southwest), the Calaveras (about 45 miles southwest), the Livermore (about 40 miles southwest), and the Antioch (about 30 miles west southwest). The Midland Fault Zone (about 20 miles west) is buried and considered mostly inactive although a Richter Magnitude 4+ earthquake was epicentered in the zone within this century. Lodi is in seismic Zone 3, as defined by the 1978 Uniform Building Code, which requires the strictest design factors to resist these lateral forces.

The project vicinity is virtually flat at about 40 feet above mean sea level (msl). The site slopes very gently (about three feet per mile) to the southwest with no natural drainage channels crossing it. The property is outside the 100-year floodplain of the Mokelumne River.

The City operates a system of interconnecting storm drainage basins to provide temporary storage for peak storm runoff. The runoff is stored until the water can be pumped in the W.I.D. Canal or the Mokelumne River at controlled rates and locations. The Taves Park project would use the G-Basin which will service southwestern Lodi. Basin-parks serve both a storm drainage function and a recreational function. At this time G-Basin serves only Whispering Oaks and The Meadows subdivisions. Eventually it will be developed as a park and service the area shown in Exhibit 4.

Impacts

Development of Taves Park would result in the loss of 23.6 acres of prime agricultural land. The property is currently in grape production, but the Hanford sandy loam soil is also well suited for row crops and orchards. Development of the site would preclude further agricultural use.

Urbanization of the project site could also affect the continued agricultural use of adjacent parcels. The presence of a residential development may require modification of normal farming practices on adjacent agricultural lands. The use of certain controlled pesticides and herbicides may be restricted on areas adjacent to residential developments. Cultivation and harvesting operations may result in complaints from urban residents concerning noise and dust.

Development of the Taves Park site would increase the erosion potential on the site during the construction period. Erosion hazard is slight and could be kept low with a minimum of dust control/wind erosion control measures, such as watering the site during the grading period of construction.

In the event of an earthquake, people and structures on the site would be exposed to strong groundmotion on one of the faults in the nearby Coast Ranges. During such an event, windows might be broken, plaster cracked and unstable objects overturned. Trees, poles and other tall objects would be disturbed. Adherence to the recommended lateral force requirements of the Structural Engineers Association of California (embodied in the Uniform Building Code) would greatly reduce the likelihood of damage or injury due to seismically induced groundshaking.

Development of the Taves Park project site would create impermeable surfaces in the form of roads, walks, patios and structures. These surfaces would effectively prevent storm water from percolating into the ground and would generate higher runoff values than currently exist.

The City storm drainage lines and facilities have been designed to accommodate this increased runoff from the project area.

Mitigation

If Taves Park is approved and constructed, 23.6 acres of prime agricultural soil will be covered removing it from future agricultural purposes. There is no practical way to mitigate the loss of this resource. Once cleared and developed with streets, houses and buildings, it is unlikely that the land will ever return to agricultural use.

Erosion during the period of construction can be kept to a minimum by doing as much of the excavation as possible during the dry season. Maintaining undeveloped areas in groundcover and revegetating developed areas as quickly as possible would also reduce erosion potential. It is unlikely that a formal erosion/sedimentation control plan would be necessary at this site.

D. NOISE

The proposed project would be subject to the standards contained in Title 25 of the California Administrative Code which states that residences located in areas of Community Equivalent Noise Levels (CNEL) of 60 dBa or greater are required to have an acoustical analysis showing that the structure has been designed to limit noise to the prescribed allowable levels.

Local guidelines would also apply. Areas exposed to less than day night average noise levels (Ldn) of 60 dBa are considered acceptable for residential development. Areas exposed to Ldn 60-65 dBa are conditionally acceptable if minor sound reduction measures are incorporated into the project design. Further details on noise within San Joaquin County appear in the County Noise Element. However, it should be noted that this document is about 8 years old and some of its contents may be out of date.

A City of Lodi noise contour map indicates that Ldn noise levels reach 65-75 dBa at the perimeter of the site along Lower Sacramento Road and Kettleman Lane.

Impacts

The project would result in significant short-term noise impacts due to construction activities. Peak noise levels generated during the noisiest construction operations, those involving earthmoving and grading, would range from about 80-85 dBa at 50-foot distances and about 74-79 dBa at distances of 100 feet. This could cause some inconvenience for those residences south of the site. Closing the windows would help mitigate this problem.

Project operation of the commercial-retail parcels could increase noise levels for the residential parcels. There is no buffer between the commercial-shopping uses and the residential uses, making the residential uses susceptible to traffic and freight noise generated by the commercial uses.

Project operation would increase traffic volumes in the vicinity of the site. It is generally agreed that perceptible increases in traffic noise occur when

traffic volumes double. Based upon the traffic volumes predicted on Page 6 of this report, it is expected that increases in traffic noise on adjacent streets due to project generated traffic would not be perceptible. However, it should be noted that in combination with traffic increases from other sources, audible impacts could occur.

Mitigation

Because the noise levels on the portions of the site adjacent to Kettleman Lane and Lower Sacramento exceed CNEL 60 dBa, Title 25 of the California Administration Code would require that a noise analysis be performed to show that the proposed buildings have been designed to limit intruding noise. Measures to mitigate excess noise could include, but would not necessarily be limited to, the following:

- o Sound reducing wall behind commercial parcels, prohibiting vehicular access onto Mono Creek Drive and reducing noise for the residences.
- o Minimize number and size of windows facing commercial parcels.
- o Avoid placing bedrooms facing commercial parcels.

E. AIR QUALITY

The proposed project is located in the northern portion of San Joaquin County which is the northernmost county in the San Joaquin Valley Air Basin. The climate in the project area is characterized by hot dry summers and cool wet winters. Mean annual rainfall is about nine inches which falls mostly during storms between October and April. Average winter maximum temperatures are in high 50s; average summer maximum temperatures are in the 90's.

The most serious air pollution problem in this area is due to elevated concentrations of ozone, which have deleterious effects on human health and crop production. The problem occurs largely from May to October when intense heat and sunlight promote the formation of ozone from chemical reactions in the atmosphere involving reactive organic gases (ROG) and oxides of nitrogen (NO_x). During this period temperatures frequently exceed 100°F (the average daily maximum in July is 95°F) and prevailing west and northwest winds may bring pollutants from the more heavily populated Bay Area into San Joaquin County. Ozone concentrations exceeding the federal standard of .12 parts per million have occurred under these conditions.

It is generally assumed that pollutants in the project area are transported to the southeast; air quality generally worsens to the south in the San Joaquin Valley. Winds at the project site are influenced by marine air which flows through the coastal hills and valleys into the San Joaquin Valley; winds are strongest in the afternoon and evening.

A second air quality problem in San Joaquin County occurs from October through January when strong temperature inversions trap pollutants near the earth's surface. At such times build-ups of carbon monoxide (CO) may violate the Federal eight-hour average CO standard of nine parts per million. Violations generally occur in the evening due to the combination of emissions from heavy vehicular traffic and stagnant atmospheric conditions. A third air quality problem is violation of state and federal air quality standards for total suspended particulates (TSP). This situation exists throughout the Central Valley. The major sources of TSP are resuspended dust from spring winds and agricultural operations including burning.

San Joaquin County's air quality violates air quality standards for ozone, CO, and TSP. The 1977 Amendments to the Federal Clean Air Act require non-attainment areas (areas which will not be in compliance with National Ambient Air Quality Standards (NAAQS) by 1982, to prepare air quality plans (called nonattainment area plans or NAP), designed to bring the areas into compliance by the end of 1987. The San Joaquin County Board of Supervisors was designated the lead planning agency for ozone and CO, while the California State Air Resources Board was the lead agency for TSP planning.

The Air Quality Management Plan for San Joaquin County includes the following strategies to attain compliance with the ozone and CO air quality standards: reducing emissions from on-road motor vehicles; a Transportation Control Plan to encourage less-polluting forms of transportation; emissions controls on stationary sources such as industry, and businesses; and control of many other area sources such as off-road vehicles, agricultural emissions and miscellaneous combustion processes.

Impacts

Construction activities would generate pollutants in the project vicinity. Trucks and other motorized construction equipment would release exhaust during construction hours. The quantities involved would not be likely to cause air quality violations in the immediate vicinity of the project, nor would they be likely to produce measurable increases in pollutant concentrations in surrounding areas. Earth moving and grading operations would generate suspended particulates through the movement of earth and the passage of wind over exposed earth surfaces. Such activities would occur over the entire period of community build-out. The resulting particulates would increase soiling downwind, and could aggravate individuals with respiratory problems and annoy nearby residents. Violations of the particulate air quality standard could occur in the immediate vicinity of the project; data and models with which to quantify these impacts are not available. It should be noted, however, that because of the agricultural land uses in the vicinity of the project site, it is likely that ambient particulate concentrations are already relatively high.

Mitigation

The following steps may be taken to reduce dust emissions during construction:

- o watering exposed surfaces (complete coverage twice daily can reduce emissions by 50%)
- o use of tarpaulins on loaded trucks.
- o minimization of the period during which soils are exposed.

Since motor vehicle emission rates are regulated by state and federal agencies, the available mitigation measures are restricted to reducing traffic volumes and congestion. Measures to reduce VMT or improve flow are identified in the transportation section of this report.

F. HISTORICAL AND CULTURAL RESOURCES

There are no historic sites or buildings on the subject property as designated by any Federal, State or local agencies. The nearest recorded landmarks are in the community of Woodbridge, 2½ miles to the north, and the Lodi Arch, 2½ miles to the northwest.

It is doubtful that there are any archeological sites on the property. Although there are no recorded archeological surveys of the site, known Indian sites in the Lodi area are usually located along the banks of the Mokelumne River, 2 miles to the north.

The property has been extensively cultivated for many years. There is no record of any items of antiquity ever being unearthed on the site. Additionally, the extensive digging and plowing to cultivate the vineyards and the trenching to install irrigation lines would have destroyed any archeological material.

Mitigation

If, during the construction, some article of possible archeological interest should be unearthed, work will be immediately halted and a qualified archeologist will be summoned to examine the findings.

G. COMMUNITY SERVICES

POLICE

The Lodi Police Department serves the area within Lodi City limits which is divided into seven patrol areas. The Department has 56 sworn officers, 40

patrol officers and 14 patrol cars. There is one central dispatch station. The average response time for the City is 2.9 minutes.

The project site is not currently patrolled by the Lodi Police Department. Calls to areas outside the Lodi City limits are directed to the San Joaquin County Sheriff.

Impacts

The development of the Taves Park project will mean the end of the present patrol arrangement between the Lodi Police and San Joaquin Sheriff. The Lodi Police will provide police service to the development if it is within city limits. No adverse impact to police services as a result of this project has been identified by the police department.

Mitigation

None required.

FIRE

The City of Lodi will provide fire protection to the project area. The Lodi Fire Department provides service within City limits, an area of approximately 9.3 square miles with a service population of 40,000. The Department has 48 firefighters, four 1500-gallon pumpers, one elevated platform truck, one ladder truck and one equipment truck. This equipment is distributed between three stations. The station closest to the site is Fire Station III at Ham and Arundel. Emergency response time to the project is estimated to be 3 to 4 minutes. The City has a Class III ISO rating.

Impacts

The Fire Department has indicated that service to the project site will not be a problem unless there is insufficient water pressure.

Mitigation

The west side of Lodi developed more recently. As a result the existing infrastructure is newer and should provide sufficient water pressure to meet the needs of the project.

SCHOOLS

The Lodi Unified School District (LUSD) serves the City of Lodi and nearly all of northern San Joaquin County, including portions of North Stockton. The School District has a student population of 17,000, which is estimated to be

growing by 4 to 7 percent per year.

Inadequate classroom space is a common problem with the LUSD and students are bussed throughout the District. LUSD has taken measures to minimize the problem. Lodi High School is on extended hours to handle the student overload. A statement of impaction has been filed with the State of California and in addition a tax of \$200 per bedroom on new construction is in effect in Lodi.

Impacts

The School District estimates that one student is added by each new single-family home, and by every two multiple-family units. Therefore, the Taves Park project can expect to add 74 students to the Lodi School District. Vinewood School, Senior Elementary and Tokay High School would be the schools most affected.

Mitigation

Fees of \$200 per bedroom on new construction are paid to the School District to help offset the cost of new schools. The District does anticipate the potential need for an elementary school to serve students from the area south and west of Ham Lane and Kettleman Lane. The District is also currently negotiating a site for a new high school in North Stockton which will help relieve the load on the Lodi High Schools.

WATER

The City of Lodi provides water to the area from a series of 18 wells drawing on 150-500-foot deep aquifers. The entire system has a capacity of 42 million gallons per day (mgd). Current residential water use is not known, as water is not metered. New wells are drilled using water utility revenues as additional areas are developed.

The developer is responsible for extension of all water mains. Residential water use is not metered; commercial and industrial use is metered and priced at a declining rate. The City of Lodi has an ongoing water monitoring and testing program for all its City well sites. The program is designed to alert the City to the presence of any chemicals, organisms or other potentially harmful materials that may be present in the water system.

Of particular concern has been the possible presence of the chemical DBCP, a chemical product that was used by farmers to control nematodes. Although the product has been banned for a number of years, traces of the chemical are still present in the soil and underlying water tables. Tract levels have been detected in some of the City's wells, however, the levels are below the State's "Action Level" of 1 p.p.b. (parts per billion). If the DBCP level did exceed 1 p.p.b., the City would either reduce or cease pumping from the problem well in accordance with State regulations.

Impacts

The City estimates that approximately 3.1 acre feet (AC) of water per year are required for each acre of single-family development and 4.2 acre feet for each acre of multi-family development. Given this trend, the project's residential water is estimated consumption to be about 43.7 acre feet per year or 230 gallons per unit per day.

Commercial development of the north edge of the site will have minimum water needs. The retail shopping area and commercial-professional project envisioned (91,600 square feet) should use less than 1/10 of an acre foot per year.

The total water consumption for the Taves Park project will be approximately 43.8 acre foot per year. This level of water consumption will not significantly affect the City's current capacity. Water use will be heavier if the property is developed as residential than if it remains in agricultural use. The California Department of Water Resources provides the following estimates for various agricultural crops:

Alfalfa	3.4 AC
Deciduous Orchards	3.0 AC
Vineyards	2.4 AC
Truck Gardening	1.8 AC
Barley	0.0 AC

(An acre-foot of water is the amount of water needed to cover one acre of land with one foot of water, or 326,000 gallons.)

The Taves Park project is estimated to use 43.8 AC per year. Consumption can be substantially reduced through water conservation and cut by as much as half by metering the residential supply charging customers by amount used rather than a flat rate.

Mitigation

None required.

WASTEWATER

The City of Lodi Sanitary System handles wastewater within City limits, serving 35,000 residential and commercial customers. The City's White Slough Treatment Plant provides primary and secondary treatment and has a capacity of 5.8 mgd. Current residential wastewater flow is not known but it is estimated that 40% of residential water consumption is carried away as wastewater. The developer pays for installation of all connecting lines and a connection fee (treatment plant buy-in charge) for each unit developed.

Impacts

Assuming about 40% of water consumption is carried away as wastewater, the Taves Park project can be expected to generate 17.5 AC of wastewater. The treatment plant has the capacity to absorb the flow but is currently at 75% of total capacity. At current growth rates, expansion of the plant will be needed by 1990-1992.

Mitigation

None required.

SOLID WASTE

Solid waste disposal is provided in the project area by Sanitary City Disposal, a private franchise collector. Sanitary City Disposal services the area within Lodi City limits and has more than 14,000 customers. Collection is made by truck on a weekly basis for residential customers and more frequently for commercial clients. Refuse is taken to a transfer station in Lodi where approximately 25% is reclaimed. The remainder is trucked to Harney Lane disposal site, a Class II-2 landfill. Harney Lane Landfill has nearly reached capacity and is scheduled to close in 1986. Temporary measures are being taken to extend the life of the Harney Lane site by utilizing fill dirt from an adjoining site.

Impacts

The franchise operator estimates an average of 39 lbs. of solid waste is generated per residential unit per week. Therefore the 88 proposed units would create approximately 89 tons of refuse a year. A new landfill yet to be determined, should be in use by the time this project is completed. The sanitary service is a mandatory service that operates on a user fee basis. The Taves Park development would require additional manpower and service equipment. Sanitary City considers this is part of a normal growth pattern and the cost of capital improvements would be repaid by user fees.

Mitigation

None required.

ELECTRICITY

The City of Lodi owns and operates the local electrical distribution system. It is a member of the Northern California Power Agency from which it receives power, and also buys power from a number of other sources.

Impact

The proposed project will have no impact on electrical service and is readily served.

Mitigation

None required.

GAS

Pacific Gas and Electric Company will provide service.

TELEPHONE

Pacific Bell will provide local service

TELEVISION CABLE

King Video Cable will provide service.

UNAVOIDABLE IMPACTS

The loss of prime agricultural land would be an unavoidable impact. Once the land is developed with homes, streets and stores there is little likelihood that it would ever be used for agricultural purposes.

IRREVERSIBLE ENVIRONMENTAL CHANGES

The loss of agricultural land is also considered to be an irreversible change. It is unlikely that the land, once developed, would ever be used again for agricultural purposes.

RELATIONSHIP BETWEEN SHORT-TERM USES OF THE ENVIRONMENT AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Development of the site would have a long-term effect of depleting the supply of prime agricultural land in the Lodi area. This is both a project-specific and cumulative impact.

CUMULATIVE IMPACTS

AGRICULTURAL LAND

The proposed project will contribute to a cumulative loss of prime agriculture land that has occurred in the past several years. Table 3 shows the the projects that did, or will, contribute to this loss.

TABLE 3
LOSS OF FARM LAND IN LODI

<u>PROJECT</u>	<u>APPROXIMATE ACRES</u>	<u>STATUS</u>
Lakeshore Village	98 Acres	Under Construction
The Meadows	92 Acres	Under Construction
Kennedy Ranch	88 Acres	Under Construction
Tandy-Johnson Ranch	58 Acres	Under Construction
Noma Ranch	20 Acres	Under Construction
Woodlake North	35 Acres	Under Construction
Sunwest IV	55 Acres	Approved
TOTAL ACREAGE	446 Acres	

All land in and around the City of Lodi is designated as prime agricultural land. Thus every development must utilize agricultural land. Most future residential, commercial and industrial development will require the urbanization of agricultural land.

SCHOOLS

The other significant cumulative impact is the impact on the LUSD. LUSD estimates place the number of new students generated by developments in Lodi and North Stockton at several thousand students in the next few years. These students place a strain on the District's ability to provide classroom space, particularly in light of the fiscal problems facing schools. Currently, developers both in Lodi and in Stockton have been working with the LUSD to provide funds for additional classroom space. This will help alleviate some of the short-term problems facing the schools.

GROWTH-INDUCING IMPACTS

The development of Taves Park would introduce new urban uses to the southwest corner of Lodi. These new uses may accelerate the rate at which the surrounding area is developed.

The installation of various public utilities, particularly storm drainage, could allow additional development of the area. The construction of the G-south storm drainage basin would provide storm drainage for the area from Vine Street south to Harney Lane. This would remove a major roadblock to development of this area.

It must be noted, however, that the "Greenbelt" initiative will determine whether any further development will take place in this area. Currently, all the land outside of the existing City limits must have voter approval prior to annexation and development.

ALTERNATIVES

A. NO-PROJECT ALTERNATIVE

Under this alternative the proposed project would not be approved by the City and therefore would not be built. This would enable the land to continue to be used for agricultural purposes and would eliminate the other adverse impacts that might result from the project.

While this alternative would eliminate the environmental impacts, it could have an adverse affect on the current future provision of housing in Lodi. At this time, there are about 356 acres of residential-zoned land left within the City limits. However, most of this has been planned for development and the buildout of remaining residential land is about 3.75 years.

While a 3+ year supply of lots may seem like a substantial amount, it must be remembered that large subdivision projects take 2-3 years from the planning stage to when actual houses are built. Even if the Taves project were approved, it might be 1987 before any houses are completed in this project. By then the number of existing subdivision lots will have been reduced substantially.

By continually adding new subdivisions as existing subdivisions are built out, the City would maintain a steady supply of available lots. This tends to create a more stable housing environment, with both builders and buyers assured of a future supply. This, in turn, would tend to help moderate housing prices by balancing supply with demand, thereby creating more affordable housing. Maintaining an adequate number of new subdivision also allows the homebuyer a better selection of houses to choose from. The increased selection would mean that the buyer would have a better opportunity to select the price range, locate, housing style, etc. to suit their need.

B. ALTERNATIVE PROJECT DESIGN

Another alternative to the proposed project would be to redesign the site plan to allow for a more cohesive street layout and commercial and residential mix. (See Exhibit 5). This alternative would separate the commercial from the residential by a sound-reducing wall behind residences on Tuolumne Street. Kings River Drive and Kaweah Drive would also eventually tie into a future connector street to Lower Sacramento Road and Mills Avenue, if the property south of Taves is ever developed. This would add another access to the subdivision on the southern end. (See Exhibit 7)

This alternative would reduce the number of residences from 88 to 76. Fewer residences and improved street design would help mitigate traffic impacts. The impact on schools would be reduced by 13 students. Alternative B allows for a commercial-shopping zone, and a residential-commercial-professional

(R-C-P) zone, but would be separated from the residential development by the street design and the orientation of the commercial parcels.

This alternative would not reduce the impact of the loss of agricultural land. Regardless of the design of the project, the land would still be removed from agricultural use.

C. ALL RESIDENTIAL USE ALTERNATIVE*

This alternative would change the commercial-shopping uses and Residential-Commercial-Professional (R-C-P) uses to multi-family residential uses. The R-C-P zone would allow 26 residential units as Residential-Garden Apartments (R-GA) and the commercial zone could allow as many as 580 units as Residential-High Density.

The impacts of this alternative are as follows:

1. The number of vehicle trips would be reduced by 5,120 v.t./day. The 26 R-GA units would generate 140 v.t./day and the 580 high-density units would generate 2,146 v.t./day.
2. The student population would also be affected. The 666 units in Alternative C would generate approximately 363 students, while the developer's proposed 88 units would generate approximately 74 students.

D. INFILL ALTERNATIVE

Alternative D would utilize a vacant "infill" property located somewhere in the existing City limits as an alternative site for this project. This would eliminate the development of the Taves property and place the project in a location that presumably is already impacted.

The problem with this alternative is that the City of Lodi does not have any large "infill" properties remaining. Because the City has had a continuous policy of only developing properties that are adjacent to developed areas of the City, there have never been many "infill" properties in the City. The City is, in fact, extremely compact in area for a City of its type and population.

In recent years, Homestead Manor, Turner Road Estates, Rivergate Mokelumne, Sanguinetti Park and Mokelumne Village, have been approved on "infill" properties. These subdivisions are all under construction with various types of development. These developments have utilized all the large vacant properties that existed within the developed parts of Lodi.

Of the remaining parcels, most are too small for a residential subdivision. They range in size from individual single-family lots to parcels of one or two acres. Many of the large parcels are owned by church groups or individuals who do not want to sell their property. In any case, there are no properties that would be suitable for a large subdivision development.

*Alternatives C and D were not included in the Draft EIR

FOOTNOTES

1. Malcomb Nicely, San Joaquin County Engineering Dept., Conversation, June 1985.
2. City of Lodi, Data Bank, A Statistical Profile, 1985, p. 12.
3. Institute of Traffic Engineers, Trip Generation, 1979.
4. Richard Prima, Chief Civil Engineer, City of Lodi, Conversation, June 1985.
5. City of Lodi, Batch Environmental Impact Report, 1984.
6. EIP Corporation, Woodlake North Environmental Impact Report, 1984.
7. Fran Forkas, Water & Waste Water Superintendent, Conversation, May 1985.
8. Lou Thanas, Deputy Director, San Joaquin County Planning Department, Conversation, June 17, 1985

LIST OF RESOURCES

- Dr. Melvin Taves, owner, Taves Park.
- San Joaquin County General Plan Map to 1995, April, 1983.
- City of Lodi, Sunwest IV Final Environmental Impact Report, June 1983.
- City of Lodi, Woodlake North Final Environmental Impact Report, June 1984.
- Marvin Davis, Civil Engineer Assistant, City of Lodi.
- Glenn Robison, Assistant City Engineer, City of Lodi.
- Rich Prima, Chief Civil Engineer, City of Lodi.
- Fran Forkas, Water and Wastewater Superintendent, City of Lodi.
- City of Lodi, Noise Contour Map, 1978.
- Lou Thanas, Deputy Director, San Joaquin County Planning Department, June 17, 1985.
- Jackie Masterson, City of Lodi Police Department.
- Don Hawkinson, City of Lodi Fire Department.
- Institute of Transportation Engineers, Trip Generation, 1979.
- Malcomb Nicely, Traffic Engineer, San Joaquin County.
- City of Lodi, Batch Environmental Impact Report, 1984.

COMMENTS



1860 EAST HAZELTON AVENUE
STOCKTON, CALIFORNIA 95205
TELEPHONE (209) 944-2233

SAN JOAQUIN COUNTY COUNCIL OF GOVERNMENTS

July 2, 1985

City of Lodi
Planning Department
221 West Pine Street
Lodi, CA 95240

Gentlemen:

This is in response to the Draft Environmental Impact Report for Taves Park. As the regional transportation planning agency for San Joaquin County, the Council of Governments offers the following comments:

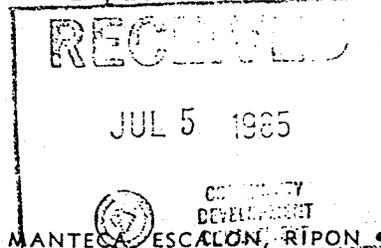
It is recommended that the EIR address specific mitigation measures designed to facilitate the flow of traffic on the existing roadway network. For example, while the draft EIR identifies the possible need for a traffic signal at Lower Sacramento and Route 12, it should also address the issue of when the need for that improvement would arise, what the approximate cost would be, and who would pay for that improvement.

COG staff is concerned that to encourage additional ingress/egress on Kettleman Lane encourages traffic congestion and safety problems on a state highway with future traffic projections of 28,000 (year 2000).

As a mitigation measure, Page IV proposes "limiting access to Kettleman Lane". However, due to the lack of any alternative north/south access points within this development, it appears that the impact of this measure would be to divert traffic onto Tuolumne Street to make a turn onto Lower Sacramento Road possibly necessitating a traffic signal.

In connection with the above comment, the Regional Transportation Plan prepared by this offices identifies Lower Sacramento Road as a roadway with capacity concerns serving a median of 15,000 cars. The EIR needs to address the impact that this proposed development would have on Lower Sacramento Road with and without limited access to Kettleman Lane.

With regard to pages 9 and 10, the number of trips generated by the new development is estimated. These trips needs to be assigned to the roadway network before the impact of this development can be adequately addressed.



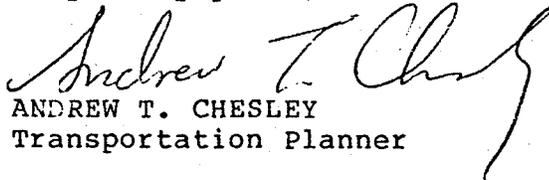
City of Lodi
Page Two
July 2, 1985

The draft EIR does not adequately address the growth inducing impact of this development. For example, this development may bring added pressure on the City of Lodi to extend Century Boulevard out to Lower Sacramento Road before the City had originally intended.

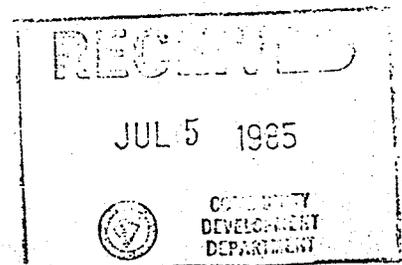
Page 20 refers to a VMT reduction scheme in the "transportation section". However, no section or VMT reduction scheme exists.

If you have any questions, please do not hesitate to give me or Patricia Mickelson of my staff a call.

Very truly yours,


ANDREW T. CHESLEY
Transportation Planner

ATC:PM:gmw



PACIFIC GAS AND ELECTRIC COMPANY

PG&E

+

4040 WEST LANE • P. O. BOX 930 • STOCKTON, CALIFORNIA 95201 • (209) 466-2261

August 2, 1985

File: 606
Review of Draft EIR
Taves Park EIR 85-2

City of Lodi
221 W. Pine Street
Lodi, CA 95240

Gentlemen:

We have completed our review of the Draft Environmental Impact Report for the Taves Park Project, Lodi.

PGandE has no comments on the Draft EIR. However, we would like to take this opportunity to inform the parties involved that should this development require relocation or undergrounding of our facilities, whether presently located within the development or within adjacent streets, said facilities will be relocated at the developer's expense.

Thank you for the opportunity to review this project. If you have any questions, please call Mr. Michael San Julian at 942-1553.

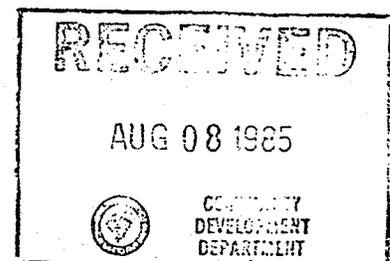
Sincerely,

SV Kosp

S. V. Kosp
Division Land Supervisor

MSan Juliar:mc

cc: Dr. Melvin Taves
970 E. Highway 12
Lodi, CA 95240



PACIFIC GAS AND ELECTRIC COMPANY

PG&E + 12 WEST PINE STREET • LODI, CALIFORNIA 95240 • (209) 369-3538

DAVID J. SWEITZER
MANAGER - LODI

August 6, 1985

City of Lodi
Planning Department

Re: Taves Park Project
970 E. Highway 12, Lodi, CA.

Upon receiving the Environmental Impact Report for Taves Park located at 970 E. Highway 12, Lodi, CA., Pacific Gas and Electric Company researched the impact this annexation would present if this project was accepted into the City of Lodi.

PG&E presently has two electric line extensions serving this parcel of land. These two line extensions serve two residences, one agricultural shop and two, three phase agricultural wells.

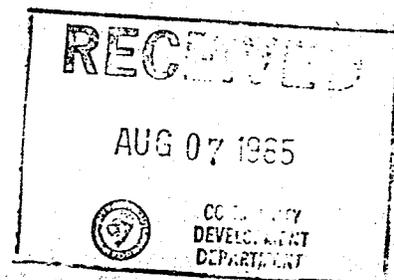
PG&E also has Natural Gas service serving the two residences on this parcel of land.

If this project was annexed into the City of Lodi, PG&E would request fair and just compensation for the value of the capital equipment purchased or removed, severance costs, and the loss of the existing five customers presently being served at this time.

If you have any questions regarding this matter, please call me at (209) 369-3538.

Sincerely,


D. J. Sweitzer





lodi unified school district

FACILITIES PLANNING, 815 W. LOCKEFORD ST., LODI, CA. 95240 (209) 369-7411 - 468-0353

May 30, 1985

City of Lodi
Community Development Department
221 West Pine Street
Lodi, California 95240

Attention: Erin Corey

Re: Taves Park Annexation/Development
Notice of Preparation

Dear Erin:

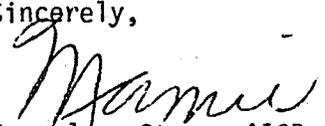
Thank you for providing us with the notice of preparation on the
aforementioned development.

Under present attendance area definitions, the subject development
is in the Henderson rural attendance area (with students attending
Vinewood School; Senior El; and Tokay High School). As you know,
the District continues to experience overcrowding in nearly all of
its schools.

In lieu of dedication of a site in the Lobaugh Meadows subdivision,
the District has ammended its development fee agreement with those
developers to permit the payment of fees only. Although the District
has not formally requested the reservation of an elementary school
site in the Lobaugh Meadows subdivision, the District does anticipate
a potential future need for an elementary school site to serve students
from the area south and west of Ham and Kettleman Lanes.

If additional information is required, please do not hesitate to con-
tact me.

Sincerely,


Mary Joan Starr, AICP
Facility Planner

MJS:ms



lodi unified school district

FACILITIES PLANNING, 815 W. LOCKEFORD ST., LODI, CA. 95240 (209) 389-7411 - 466-0353

August 5, 1985

City of Lodi
Community Development Department
221 West Pine Street
Lodi, California 95240

Attention: Dave Morimoto

Re: Taves Park - Draft EIR 85-2

Dear Mr. Morimoto:

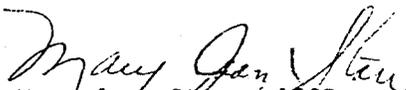
Thank you for referring the aforementioned EIR to Lodi Unified School District. The following comments are submitted for your consideration.

Page iv - Development fees (bedroom fees) provide only partial mitigation to the problem of overcrowding in area schools. Page 24 - Lodi and Tokay High Schools are both on extended day. A statement of impact is filed annually with the Cities of Lodi and Stockton and San Joaquin County with a fee of \$200 per bedroom currently in effect in Lodi.

Page 25 - The fees paid pursuant to Government Code Section 65970-65981 (SB201-1977) may be used for interim housing only. If the developer enters into a voluntary agreement with the District, the fees may be used for interim or permanent housing. A developer may also dedicate land in-lieu of a fee payment. The District is actively pursuing new school construction through the State Leroy F. Greene Lease Purchase Program; however, funds are not made available until the overcrowding exists. The new high school will help relieve overcrowding both at Lodi and Tokay High Schools. The developer of this project has contacted the District regarding a voluntary Development Fee Agreement.

If additional information is needed, please do not hesitate to contact me.

Sincerely,


Mary Joan Starr, AICP
Facility Planner *by MJS*

cc: Fred Baker

MJS:ms

Memorandum

To : State Clearinghouse
Office of Planning & Research
1400 Tenth Street
Sacramento, CA 95814

Attention: Erin Corey

Date : July 29, 1985

File : SJ-12-P.M. 15.2⁺
Taves Park
SCH #85061817

From : DEPARTMENT OF TRANSPORTATION
Mr. Preston W. Kelley, District 10 Director

Subject :

We have reviewed the Draft EIR on Taves Park subdivision and have the following comments:

1. A detailed traffic circulation study with an impact analysis and proposed mitigations for this project should be included in the EIR.
2. The developer should consider widening the south side of State Route 12 to provide a continuous left turn lane and two eastbound lanes similar to the area east of this project. Mitigation measures should be proposed in the form of funding and responsibility.
3. Any new proposed access or work within State right of way will require an encroachment permit from Caltrans.
4. All drainage from the proposed project should be directed away from the State highway right of way.

Caltrans would be willing to meet and discuss any plans for anticipated needs for improvements to the existing highway corridor through your community.

If you have any questions in regard to your comments, please call or write Sharon Stewart, Caltrans District 10, P.O. Box 2048 Stockton, CA; 95201; telephone (209) 948-7875.

Very truly yours,

Sharon Stewart

for. JOHN GAGLIANO, P.E.
IGR Coordinator

SS:ch

RECEIVED

JUL 31 1985

State Clearinghouse

RESPONSES TO COMMENTS

RESPONSE TO SAN JOAQUIN COUNTY COUNCIL OF GOVERNMENTS COMMENTS

Lower Sacramento Road at Highway 12 - Existing traffic volumes at this intersection already considerably exceed the minimum Cal Trans volume warrants. There were 11 accidents at this intersection in 1984. If this intersection was within the City Limits, the City would have studied the intersection biennially. Given its volume and accident history it would have placed at the top of the City signal priority list. City policy has been to fund traffic signals from the various street funds - Gas Tax, Transportation Development Act or Federal Aid-Urban. Signals at intersections where other agencies are responsible for a share, such as this case in which both Cal Trans and San Joaquin County are involved, would require a special agreement. In any event, design and construction contract administration would be by Cal Trans. The approximate cost is \$120,000.

The annexation of this land and development of the Taves project will undoubtedly hasten the installation of this already-needed signal.

Highway 12 Capacity/Access - Future traffic projections for Highway 12/Kettleman Lane include traffic generated by adjacent development. A daily volume of 28,000 it not unreasonable for a four lane facility with turn lanes. When improved on both sides, as it is in Lodi, Highway 12 has sufficient width for 6 lanes plus a turn lane.

Driveway access to Highway 12 is controlled by Cal Trans. The City would propose to allow one driveway west of Muir Way for right turns only (both entering and leaving) and one major driveway east of Muir Way. Other driveways for the commercial property would be on Muir Way. This spread of access points should keep the conflicting volumes down to a level less than that needing signalization.

Lower Sacramento Road Capacity/Access - The fully developed width of Lower Sacramento Road is similar to that of Highway 12. The City does not anticipate capacity problems with this street.

Major access from Taves Park would be on Tuolumne Street although under Alternative B, a right turn only driveway could be allowed on the commercial parcel.

Trip Assignment - Peak hour volumes have been assigned as shown on Exhibit A. These volumes have been used in the

preceding analyses. Note that all Taves Park volumes are shown entering or leaving at the two new streets. Additional access points - driveways on Highway 12 and Lower Sacramento Road - will reduce the volumes at these intersecting streets.

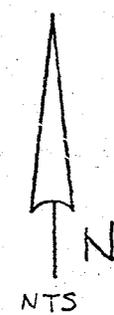
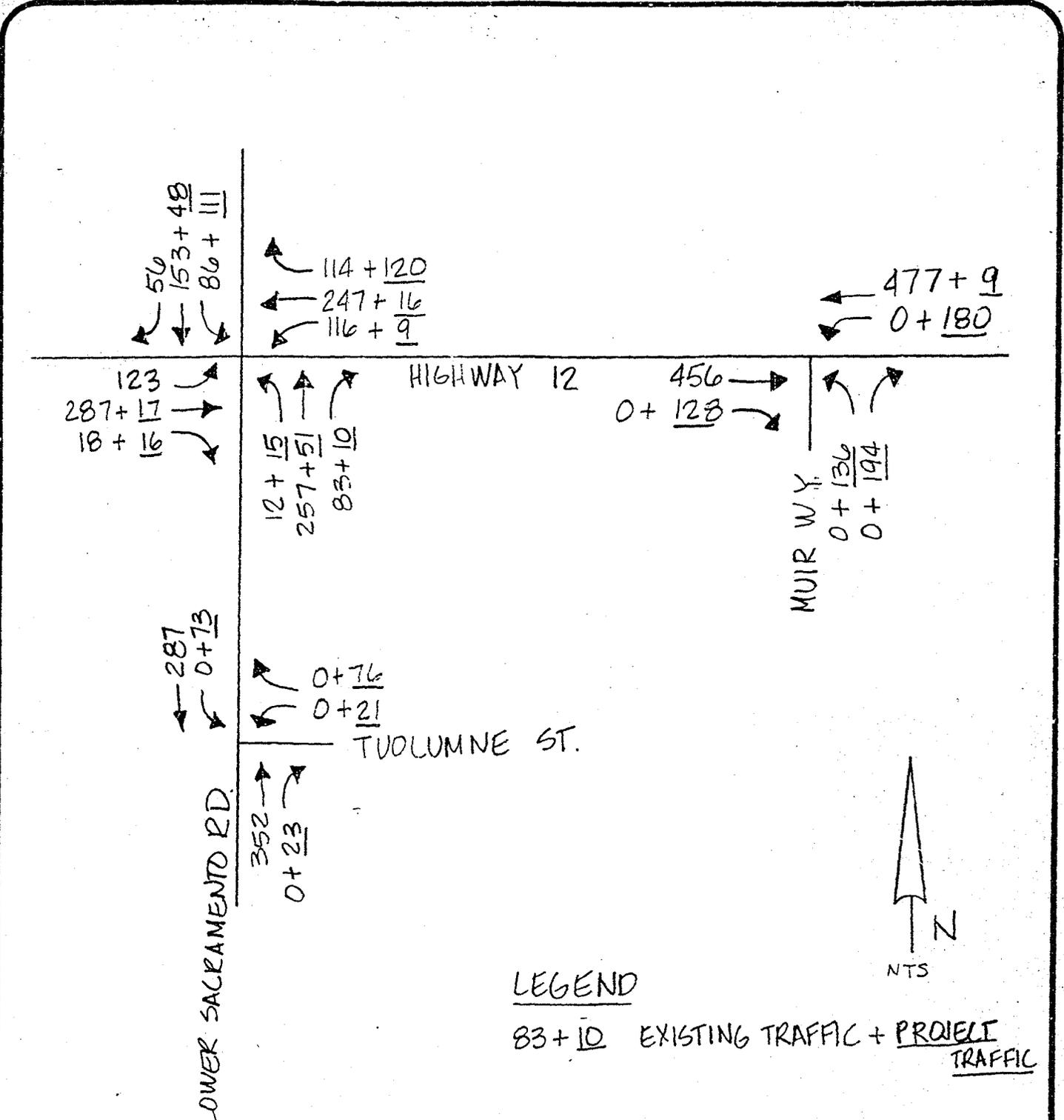
Century Boulevard - The Taves Park project does not front Century Boulevard - it is separated by two, twenty-acre parcels. (See Land Use Map). The G-Basin site has been annexed and the City will build the WID crossing on Century Boulevard this winter. The Meadows and Whispering Oaks projects fronting Century Boulevard are active. Within a year or two the north half of Century Boulevard will be completed from the WID Canal to the west end on The Meadows. Ordinarily, the City would not extend a street until the adjacent property develops. Pressure to extend Century Boulevard to Lower Sacramento Road would tend to come from the Whispering Oaks/Tokay High School area. If the City elected to make the extension, approximately 450 feet of right-of-way and street construction would be needed to connect to the City's G-Basin site. Street work at the basin is already City responsibility. The extension presently is scheduled for construction with adjacent development and/or development of the basin. (See Exhibit 7)



CITY OF LODI

PUBLIC WORKS DEPARTMENT

TAVES PROJECT EXISTING PLUS PROJECT TRAFFIC CONDITION



LEGEND

83 + 10 EXISTING TRAFFIC + PROJECT TRAFFIC

ALL VOLUMES PM PEAK HOUR.

Drawn RJE	No.	Date	Approved	Approved By	EXHIBIT A
Checked					
Date 8-12-85					
			Public Works Director RCE	Date	

RESPONSE TO CAL TRANS COMMENTS

1. Traffic projections have been revised and are included in the text. Mitigation measures are discussed in responses to other comments.
2. Widening the south side of Kettleman Lane (Highway 12) will be done as part of the developer's normal subdivision off-site improvements. The developer's responsibility includes the installation of underground utilities, curb, gutter and sidewalk, and street paving to the edge of the existing pavement. Street restriping is usually the responsibility of the agency responsible for the street. In the case of Highway 12, this is Cal Trans.
3. The City and the developer's engineer, are well aware of Cal Trans' Encroachment Permit requirements. This will be handled as part of normal subdivision processing.
4. Drainage facilities will be part of the improvements mentioned in Item 2 above. The project will also provide for proper drainage for the highway, thus eliminating Cal Tran's weed filled ditches.

Cal Trans also drains the intersection of Lower Sacramento Road and Highway 12 into the City's Industrial Waste line. This connection can be eliminated with the construction of this project

APPENDIX A

INITIAL STUDY

Environmental Assessment

INITIAL STUDY

1. PROJECT TITLE TAVES PARK
2. LOCATION southeast corner of Lower Sacramento Road & Kettleman Lane (Highway 12)
3. PROJECT DESCRIPTION 23.6 ± acres planned development to include commercial shopping uses and low and medium density residential uses.
4. General Plan Designation (A) Existing (city), (B) Proposed (A) GA, general agricultural (San Joaquin County); (B) none.
5. Site description and surrounding land use Agricultural use. Bordered by agricultural uses and a residential planned development use to the east.
6. Zoning (A) Existing, (B) Proposed (A) GA, general agriculture (San Joaquin County); (B) Planned development mixed commercial and residential planned development

Will the Project Have a Significant Effect Through Any of the Following Impacts?

	<u>Yes</u>	<u>No</u>	<u>Maybe</u>
7. a. Substantial alteration of natural topography, soil or subsoil features.....	<u>X</u>	<u> </u>	<u> </u>
b. Substantially degrade surface or groundwater quality..	<u> </u>	<u>X</u>	<u> </u>
c. Substantially deplete surface or groundwater resources.....	<u> </u>	<u>X</u>	<u> </u>
d. Substantially interfere with groundwater flow or recharge.....	<u> </u>	<u>X</u>	<u> </u>
e. Cause a significant affect related to flood, erosion or siltation.....	<u> </u>	<u>X</u>	<u> </u>
f. Substantial interference with the habitat of any species of fish, wildlife or plant.....	<u> </u>	<u>X</u>	<u> </u>
g. Violate ambient air quality standards or create substantial air emissions or objectionable odors.....	<u> </u>	<u>X</u>	<u> </u>
h. Substantially increase ambient noise or glare level for adjoining areas.....	<u> </u>	<u> </u>	<u>X</u>
i. Substantial reduction of existing cropland.....	<u>X</u>	<u> </u>	<u> </u>
j. Expose individuals or property to geologic, public health, traffic, flood, seismic or other hazards.....	<u> </u>	<u>X</u>	<u> </u>

	Yes	No	Maybe
k. Have a substantial, demonstrable, negative aesthetic effect.....	___	___	X
l. Result in the disruption or alteration of an archeological, historical or paleontological site....	___	X	___
m. Cause or allow substantial increase in consumption in any natural resources.....	___	X	___
n. Results in the use or waste of substantial amounts of fuel or energy.....	___	X	___
o. Necessitate major extensions of water, sewer, storm drain, electrical lines or public roads.....	X	___	___
p. Substantially increase demand for or utilization of public services such as schools or fire or police protection.....	X	___	___
q. Substantially change transportation patterns related to existing traffic load, street capacity, parking availability or traffic safety.....	X	___	___
r. Induce substantial growth, concentration or displacement of population.....	___	___	X
s. Result in an alteration or conflict with existing or planned land uses.....	X	___	___
t. Conflict with adopted plans, goals or policies of the City of Lodi.....	___	X	___

Adverse impacts of project and their magnitude: Loss of agricultural land,
increased demand on services and schools, increased traffic,
and noise from surrounding streets.

Mitigation Measures to Reduce Adverse Impacts Identified by Initial Study: _____

To be identified in EIR

RECOMMENDATION

___ Negative Declaration X EIR ___ Conditional Negative Declaration

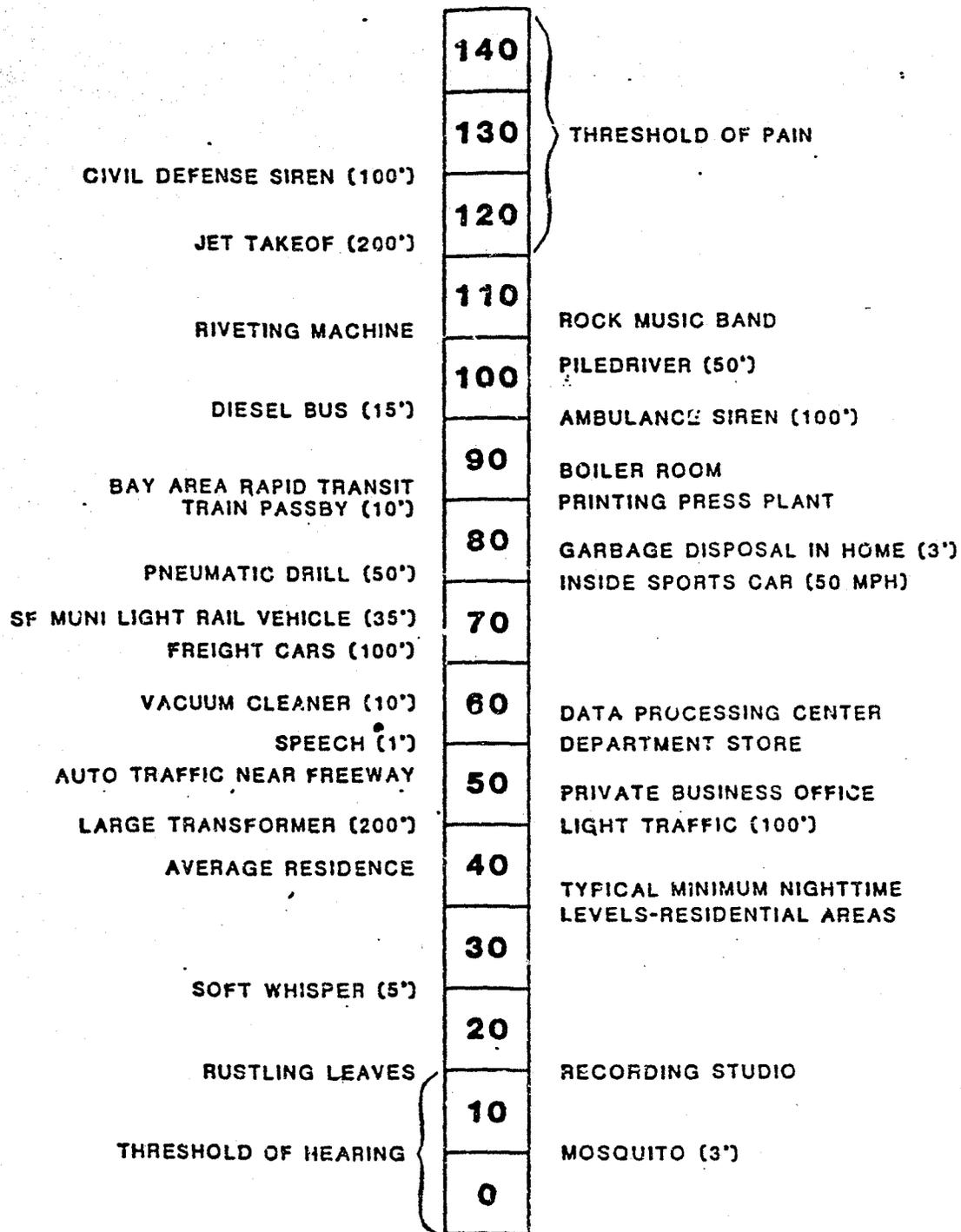
JAMES B. SCHROEDER
 Environmental Review Officer

By erin corey Date May 8, 1985

APPENDIX B

TYPICAL SOUND LEVELS

A-WEIGHTED SOUND PRESSURE LEVEL, IN DECIBELS



(100')-DISTANCE IN FEET BETWEEN SOURCE AND LISTENER

TYPICAL SOUND LEVELS
MEASURED IN THE ENVIRONMENT AND INDUSTRY