

Pg 38 + 39

CITY COUNCIL MEETING
SEPTEMBER 18, 1985

Continued September 18, 1985

Ayes: Council Members - Olson, Pinkerton, Reid, and Snider

Noes: Council Members - Hinchman (Mayor)

Absent: Council Members - None

Abstain: Council Members - None

MAGGIO INDUSTRIAL
PARK - FINAL EIR
AND PREZONING

ORD. NO. 1362
INTRODUCED

cc 53d

Notices of Public Hearing having been published in accordance with law and affidavits of publications 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 Maggio Industrial Park, a proposed 37.6 acre industrial project at the northwest corner of South Stockton Street and Harney Lane and consideration of 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.

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, presented the Final Environmental Impact Report for Maggio Industrial Park and responded to questions regarding the document as were presented by the Council.

The following person spoke on behalf of the recommendations:

Mr. Ted Katzakian, P. O. Box 617, Lodi, California speaking on behalf of Mr. Maggio.

The following person spoke in opposition:

Mr. Joe Kitzky, 145 Mulberry Circle, Lodi

City Clerk Reimche read into the record letters of objection received from Robert J. Lombardi and Rosanne W. Lombardi, 114 Vineyard Drive, Lodi and Gerald H. and Phyllis J. Joldersma, 132 Mulberry Circle, Lodi.

There being no other persons wishing to speak on the matter, the public portion of the hearing was closed.

On motion of Mayor Pro Tempore Reid, Olson second, Council certified as adequate the Final Environmental Report for Maggio Industrial Park and established the following findings by the following vote:

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

Noes: Council Members - None

Absent: Council Members - None

Abstain: Council Members - None

A. Environmental Impact I

Impact: The project will result in the loss of 37.6 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 lands in order to preserve the prime soils. Every development built in the City, small or large, utilizes prime agricultural soil. The residential, commercial, recreational and industrial needs of the City require the urbanization of agricultural lands.

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 can be easily extended to allow development of the area without costly expenditures of public funds for major new lines.

Overriding Considerations: Before the adoption of the "Greenbelt Initiative", in August, 1981 the parcel in question had been designated as "Unclassified-Holding" by the City of Lodi General Plan. The surrounding area to the north and west have been undergoing urbanization for the past several years. Residential, park (public) and industrial development exists adjacent to the parcel and the proposed development is contiguous to existing developed areas and will be a logical extension of the urbanized area.

In the City of Lodi, there is a limited amount of vacant land available with rail access. Rail access is especially beneficial to industrial users, due to the readily available means to transport and receive goods.

Continued September 18, 1985

B. Environmental Impact II

Impact: Traffic will increase on Stockton Street and Harney Lane as a result of the project. The project will generate 1970-2253 vehicle trips per day when fully developed.

Finding: Stockton Street and Harney Lane will be widened to handle additional traffic. The project egress on Harney Lane will be eliminated to help traffic flow.

C. Environmental Impact III

Impact: Noise levels will increase above recommended levels for the adjacent residential parcels.

Finding: Currently, about 16 trains pass through the area per day. Each time a train passes noise levels exceed 70 dBa. A spur line would compound noise levels by the coupling, uncoupling, loading and unloading of cars. Noise from industrial operations can be mitigated by "sound-proofing" the buildings. Noise levels produced from the trains loading and unloading would be difficult to mitigate unless a sound-proof wall or barrier is erected between the railroad tracks and the residences. A noise analysis should be required of any use that would exceed recommended CNEL's.

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: LUSD could be affected by the project indirectly by the creating of new jobs and new households. Providing the adequate classroom space could be a problem.

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

F. Environmental Impact VI

Impact: The amount of solid waste generated by the project could be a problem, although the amount is difficult to estimate. The current disposal site is reaching it's upper limits and a new site is under negotiation.

Findings: The disposal of solid waste will not be a problem if a new site is found before the current site has reached its limit. Temporary measures are being taken to increase the life span of the current disposal site.

- G. 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: While the alternative would eliminate the environmental impacts it would have an adverse affect on the amount of available land with rail access. Currently there are no vacant parcels within the City limits that are larger than 10 acres and have rail access.

Alternative C: This alternative would remove the spurline from the project, thus eliminating noise resulting from coupling, uncoupling, loading and unloading of trains.

Finding: This alternative would also have an adverse affect on the amount of available land with rail access. Parcels in the City Limits with rail access are scarce.

Alternative D: The alternative would change the proposed industrial use to an all residential use.

Finding: Although this alternative would eliminate excess noise that an industrial use might generate, it would not eliminate the current use of the railroad tracks and therefore would be subject to those noise levels. Sound barriers could help mitigate this problem, as well as assigning the residential units with noise reducing features.

Low-density residential zoning could have as many as 376 units on the parcel, adversely affecting the LUSD (752 new students), the traffic (2,632-3,384 vehicle trips per day) and water consumption. A vineyard uses about 82.7 acre-feet of water per year and multi-family housing (worst-case scenario) uses about 902.4 acre feet per year.

Alternative E: This would designate the subject parcel as a planned development (P-D) and allow the industrial uses.

Finding: A P-D zone is allowed more design and land use flexibility than other zones, but requires approval of a precise development plan by the City Planning Commission. This alternative would allow only those uses which meet specified noise and pollution standards, as described by the Planning Commission, as well as ensure appropriate design measures are taken to help alleviate noise and traffic problems.

This alternative would discourage the economic development of Iodi as it is possible not all industrial uses would be allowed. The developer may have trouble attracting tenants if a tenant had to meet specific standards over and beyond those in the zoning code or State and Federal statutes.

Growth Inducing Impact: The project will not have a significant growth-inducing impact.

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

Council Member Pinkerton then moved for adoption of Ordinance No. 1362 rezoning to M-2, Heavy Industrial, Maggio Industrial Park, a proposed 37.6 acre industrial project at the northwest corner of South Stockton Street and Harney Lane. The motion was seconded by Mayor Pro Tempore Reid and carried by the following vote:

COUNCIL COMMUNICATION

TO: THE CITY COUNCIL
FROM: THE CITY MANAGER'S OFFICE

DATE
September 11, 1985

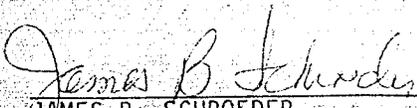
NO.

SUBJECT: MAGGIO INDUSTRIAL 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 Maggio Industrial Park, a proposed 37.6 acre residential project at the northwest corner of South Stockton Street and Harney Lane; and
2. Prezone Maggio Industrial Park to M-2, Heavy Industrial.

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

Mr. Theodore Katzakian
c/o Genie Construction
330 South Fairmont Avenue
Lodi, CA 95240

Dear Ted:

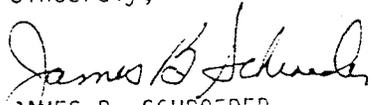
RE: Maggio Industrial Park - EIR and Rezoning
EIR 85-1 and Z-85-11

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

1. Recommended that the Lodi City Council certify as adequate, 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; and
2. Recommended that the City Council rezone Maggio Industrial Park, a proposed 37.6 industrial project at the northwest corner of South Stockton Street and Harney Lane to M-2, Heavy Industrial.

The City Council has set public hearings on these items for 7:30 p.m., Wednesday, September 18, 1985 in the City Council Chambers, 221 West Pine Street, Lodi. You or another representative of the applicant should be present.

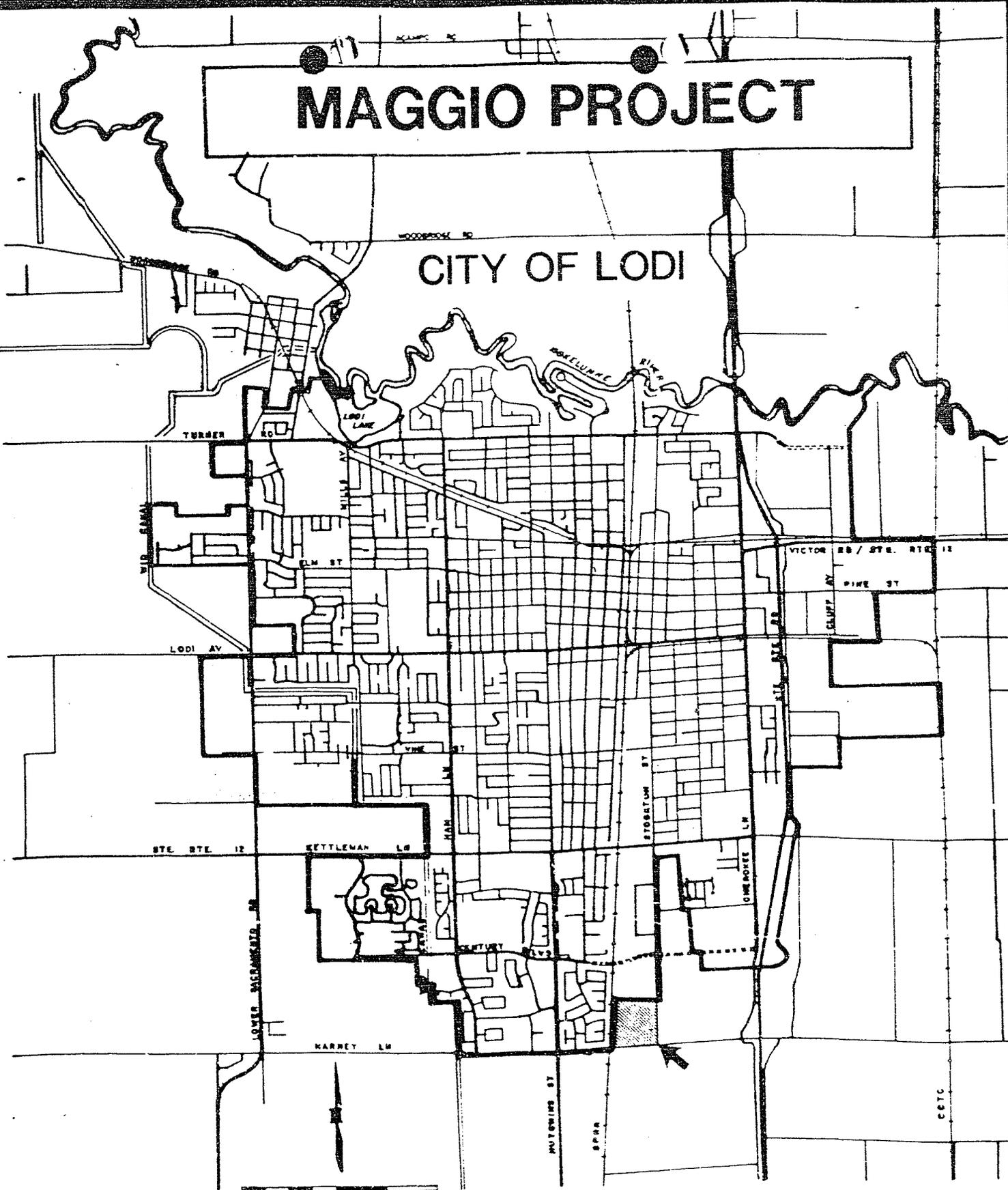
Sincerely,


JAMES B. SCHROEDER
Community Development Director

cc: Roy Maggio

MAGGIO PROJECT

CITY OF LODI

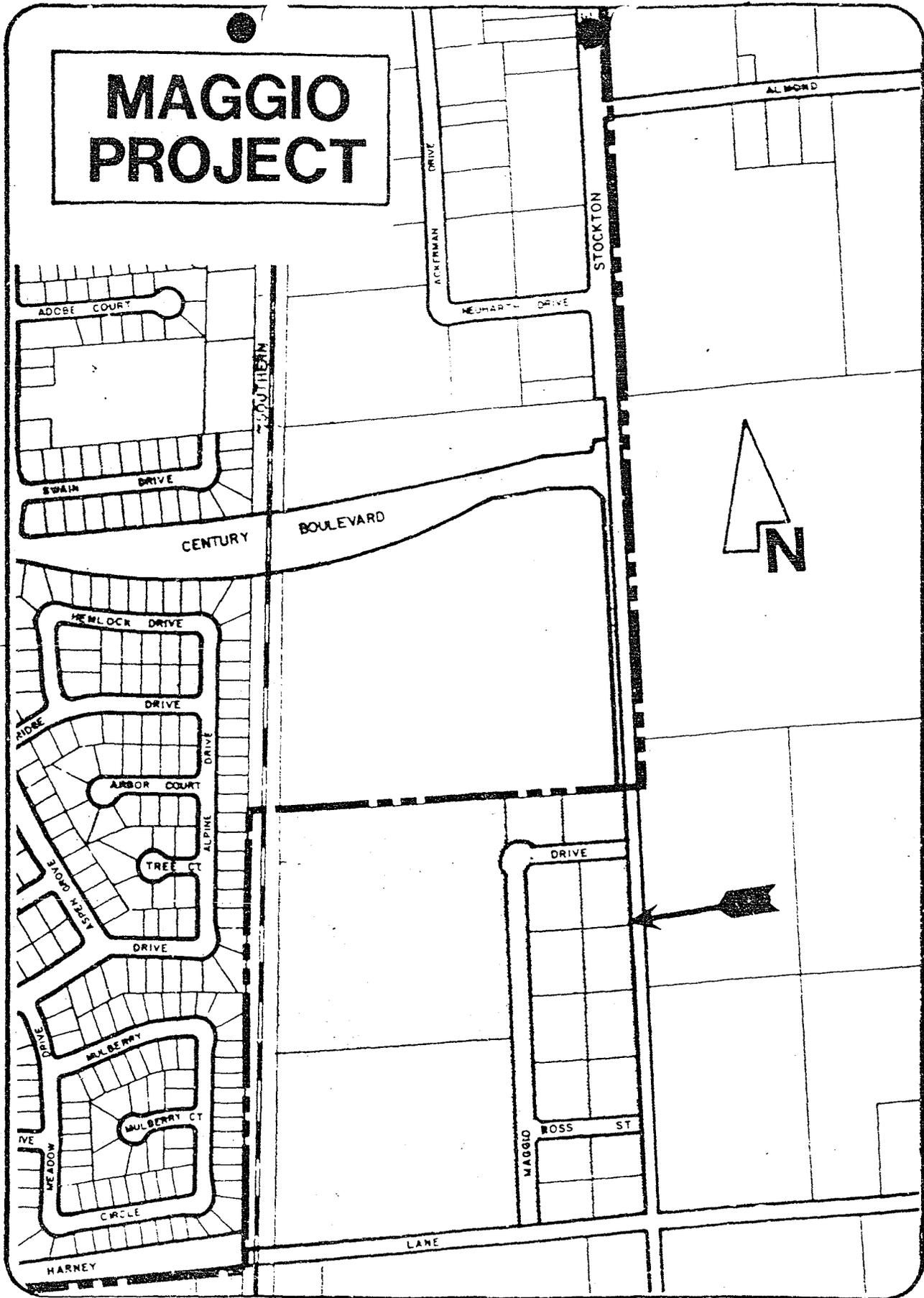


1" = 3200'

0 1/4 1/2 1
MILES & MILES (1" = 3200' MILES)

C&T

MAGGIO PROJECT



MEMORANDUM, City of Lodi, Community Development Department

TO: CITY COUNCIL

FROM: COMMUNITY DEVELOPMENT DIRECTOR

DATE: SEPTEMBER 3, 1985

SUBJECT: FINDINGS OF APPROVAL - MAGGIO ENVIRONMENTAL
IMPACT REPORT - EIR-85-1

A. ENVIRONMENTAL IMPACT I

Impact: The project will result in the loss of 37.6 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 lands in order to preserve the prime soils. Every development built in the City, small or large, utilizes prime agricultural soil. The residential, commercial, recreational and industrial needs of the City require the urbanization of agricultural lands.

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 can be easily extended to allow development of the area without costly expenditures of public funds for major new lines.

Overriding Considerations: Before the adoption of the "Greenbelt Initiative", in August, 1981 the parcel in question had been designated as "Unclassified-Holding" by the City of Lodi General Plan. The surrounding area to the north and west have been undergoing urbanization for the past several years. Residential, park (public) and industrial development exists adjacent to the parcel and the proposed development is contiguous to existing developed areas and will be a logical extension of the urbanized area.

In the City of Lodi, there is a limited amount of vacant land available with rail access. Rail access is especially beneficial to industrial users, due to the readily available means to transport and receive goods.

B. ENVIRONMENTAL IMPACT II

Impact: Traffic will increase on Stockton Street and Harney Lane as a result of the project. The project will generate 1970-2253 vehicle trips per day when fully developed.

Finding: Stockton Street and Harney Lane will be widened to handle additional traffic. The project egress on Harney Lane will be eliminated to help traffic flow.

C. ENVIRONMENTAL IMPACT III

Impact: Noise levels will increase above recommended levels for the adjacent residential parcels.

Finding: Currently, about 16 trains pass through the area per day. Each time a train passes noise levels exceed 70 dBa. A spur line would compound noise levels by the coupling, uncoupling, loading and unloading of cars. Noise from industrial operations can be mitigated by "sound-proofing" the buildings. Noise levels produced from the trains loading and unloading would be difficult to mitigate unless a sound-proof wall or barrier is erected between the railroad tracks and the residences. A noise analysis should be required of any use that would exceed recommended CNEL's.

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: LUSD could be affected by the project indirectly by the creating of new jobs and new households. Providing the adequate classroom space could be a problem.

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

F. ENVIRONMENTAL IMPACT VI

Impact: The amount of solid waste generated by the project could be a problem, although the amount is difficult to estimate. The current disposal site is reaching its upper limits and a new site is under negotiation.

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. Temporary measures are being taken to increase the life span of the current disposal site.

G. 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: While the alternative would eliminate the environmental impacts it would have an adverse effect on the amount of available land with rail access. Currently there are no vacant parcels within the City limits that are larger than 10 acres and have rail access.

ALTERNATIVE C: This alternative would remove the spurline from the project, thus eliminating noise resulting from coupling, uncoupling, loading and unloading of trains.

Finding: This alternative would also have an adverse effect on the amount of available land with rail access. Parcels in the City Limits with rail access are scarce.

ALTERNATIVE D: The alternative would change the proposed industrial use to an all residential use.

Finding: Although this alternative would eliminate excess noise that an industrial use might generate, it would not eliminate the current use of the railroad tracks and therefore would be subject to those noise levels. Sound barriers could help mitigate this problem, as well as assigning the residential units with noise reducing features.

Low-density residential zoning could have as many as 376 units on the parcel, adversely affecting the LUSD (752 new students), the traffic (2,632-3,384 vehicle trips per day) and water consumption. A vineyard uses about 82.7 acre-feet of water per year and multi-family housing (worst-case scenario) uses about 902.4 acre feet per year.

ALTERNATIVE E: This would designate the subject parcel as a planned development (P-D) and allow the industrial uses.

Finding: A P-D zone is allowed more design and land use flexibility than other zones, but requires approval of a precise development plan by the City Planning Commission. This alternative would allow only those uses which meet specified noise and pollution standards, as described by the Planning Commission, as well as ensure appropriate design measures are taken to help alleviate noise and traffic problems.

This alternative would discourage the economic development of Lodi as it is possible not all industrial uses would be allowed. The developer may have trouble attracting tenants if a tenant had to meet specific standards over and beyond those in the zoning code or State and Federal statutes.

- G. GROWTH INDUCING IMPACT: The project will not have a significant growth-inducing impact.

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

AGAINST
REZONING

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. Reinche
Alice M. Reinche
City Clerk

Dated: September 5, 1985

Herald H. Joldersma } *132 Mulberry Circle*
Phyllis J. Joldersma } *Lodi CA 95240*
This should be kept single family
not Heavy Industrial

RECEIVED

1985 SEP 16 PM 4:25

ALICE M. REIMCHE
CITY CLERK
CITY OF LODI

September 13, 1985

To: Alice Reimche
City Clerk
City of Lodi
221 W. Pine Street
Lodi CA 95240

From: Robert J. Lombardi, M.A.
Rosanne W. Lombardi, M.S.R.P.T.
114 Vineyard Dr.
Lodi CA 95240

Ms. Reimche:

This letter documents our objections to the proposed Maggio Industrial Park. This development, if completed, would be located at the northwest corner of Stockton Street and Harney Lane.

A heavy industrial development so close to a residential area is totally inappropriate. We feel that the following problems could result:

- * Excessive noise
- * Air pollution
- * Fire and/or explosive hazards
- * Toxic waste production, storage, dumping
- * Noxious odors
- * Parking problems
- * Traffic congestion
- * Late night vehicle traffic
- * Adverse impact on local property values
- * Loss of park on Century Blvd if road is put through
- * Disruption of traffic on Harney Lane due to increased rail traffic
- * Dangers and noise resulting from increased rail traffic.

The potential loss of property value represents a threat of financial disaster to the residents of the area adjacent to the proposed development site.

It is already a demonstrated fact in this community that heavy industrial developments are not compatible with surrounding residential neighborhoods. We demand that the request for M-2 zoning by the developers of the Maggio Industrial Park be denied.

Sincerely,

Robert Lombardi

Robert G. Lombardi, M.A.

Rosanne Lombardi M.S., RPT

Rosanne W. Lombardi, M.S.R.P.T.

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. 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

**MAGGIO
INDUSTRIAL PARK**

FINAL

85-1

ENVIRONMENTAL IMPACT REPORT

FINAL ENVIRONMENTAL IMPACT REPORT

FOR

MAGGIO INDUSTRIAL PARK

EIR 85-1

PROPERTY OWNER

ROY MAGGIO
21750 RAY ROAD
LODI, CA 95240

AGENCY PREPARING EIR

CITY OF LODI
221 W. PINE STREET
LODI, CA 95240

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	i
SUMMARY	ii
PROJECT DESCRIPTION	1
Site Location	1
Project Description	1
Applicable Plans and Regulations	1
ENVIRONMENTAL SETTING, IMPACTS AND MITIGATIONS	3
A. Land Use and Agricultural Land Conversation	3
B. Water Resources	4
C. Soils and Geology	5
D. Atmospheric Conditions	6
E. Noise	7
F. Schools	9
G. Solid Waste	9
H. Traffic	9
I. Community Services	11
J. Historic and Archeological Sites	13
UNAVOIDABLE IMPACTS	15
IRREVERSIBLE ENVIRONMENTAL CHANGES	15
RELATIONSHIP BETWEEN SHORT-TERM USES OF THE ENVIRONMENT AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY.	15
CUMULATIVE IMPACTS	16
GROWTH-INDUCING IMPACTS	17
ALTERNATIVES	18
APPENDICES	
FOOTNOTES	20
LIST OF RESOURCES	21
COMMENTS	22
RESPONSE TO COMMENTS	24
A. INITIAL STUDY	33
B. TYPICAL SOUND LEVELS	36

LIST OF EXHIBITS

EXHIBIT 1	VICINITY MAP
EXHIBIT 2	SITE PLAN MAP
EXHIBIT 3	LAND USE MAP
EXHIBIT 4	MEASURE A-GREENBELT INITIATIVE

LIST OF TABLES

	<u>PAGE</u>
LOSS OF FARM LAND IN LODI	16

EXHIBIT 1
CITY OF LODI
VICINITY MAP

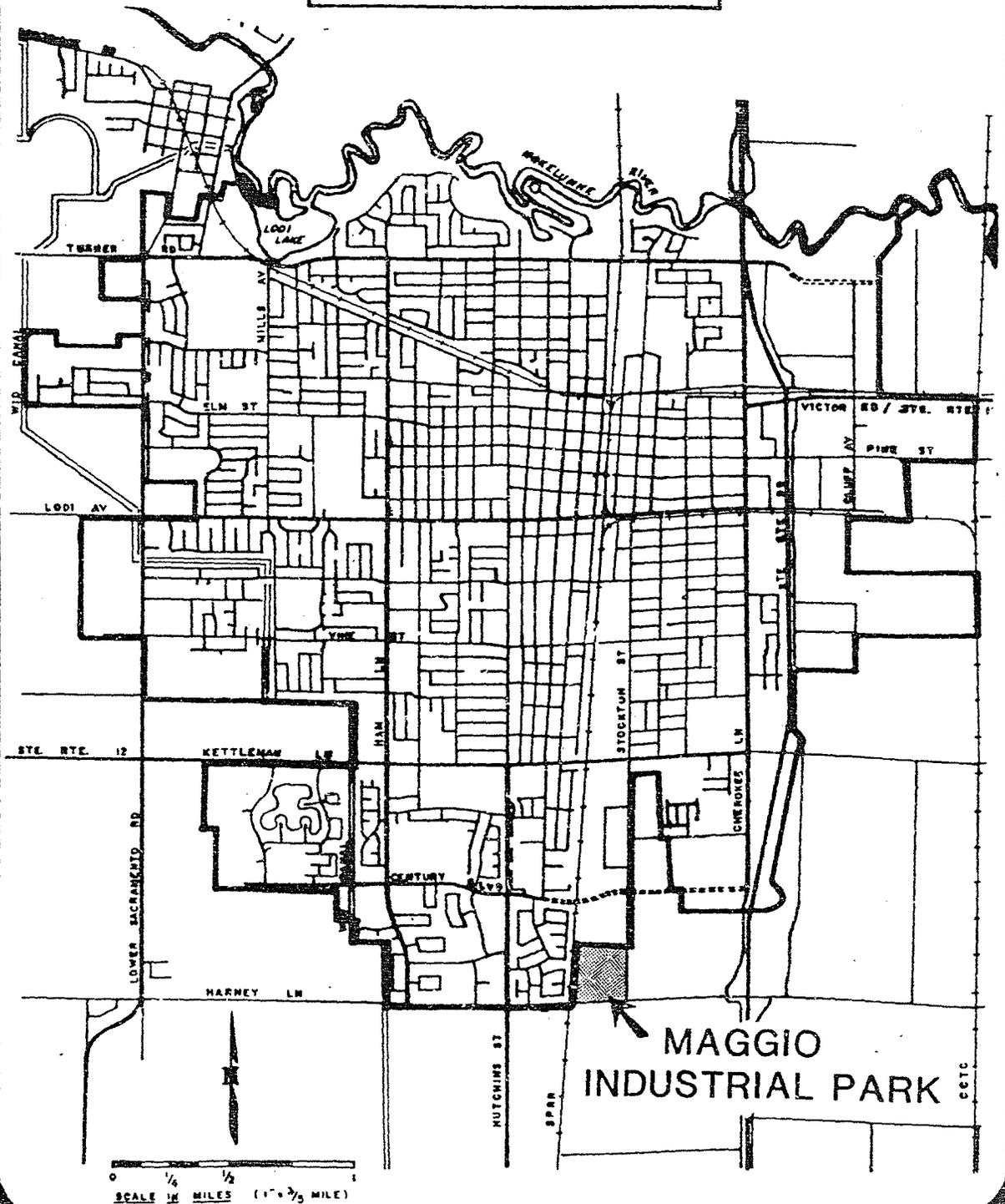


EXHIBIT 2
 TENTATIVE SUBDIVISION MAP
 MAGGIO INDUSTRIAL PARK

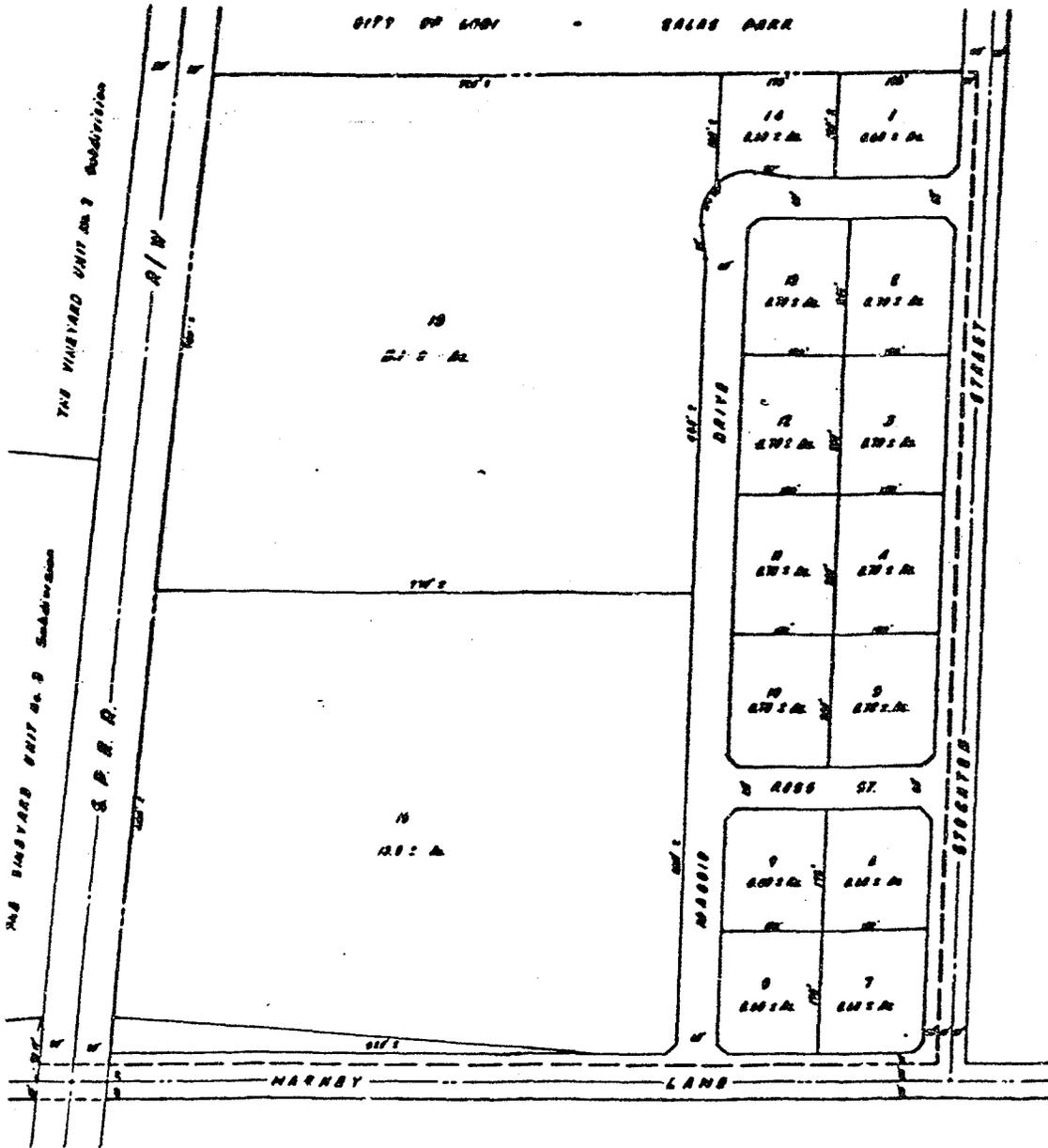


EXHIBIT 3
MAGGIO INDUSTRIAL PARK
LAND USE MAP

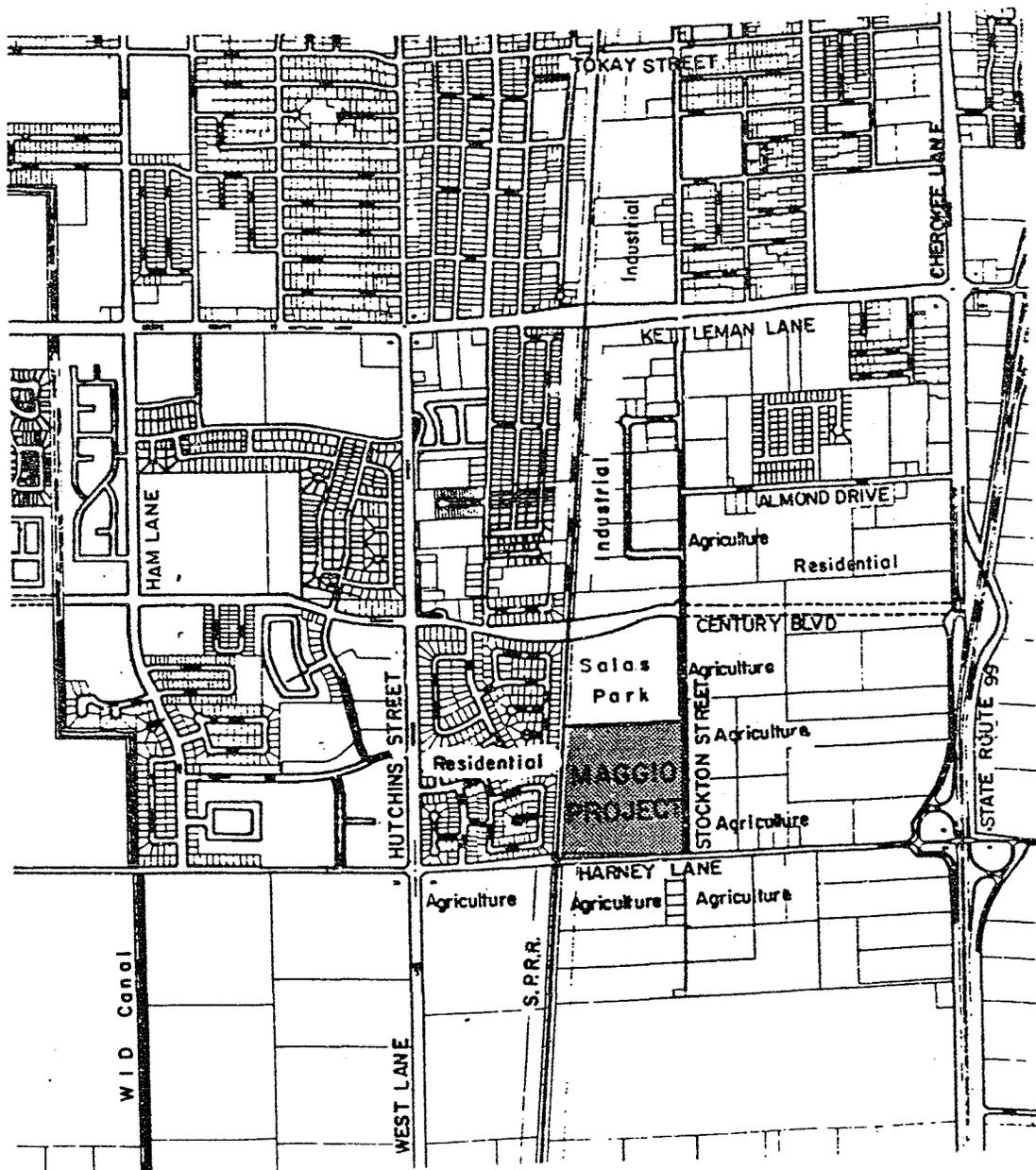


EXHIBIT 4

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 4011 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

INTRODUCTION

This is a Draft Environmental Impact Report (EIR) prepared in compliance with the California Environmental Quality Act (CEQA) of 1970. The report has been 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 applicant is Mr. Ted Katakian, developer. The property owner is Roy Maggio. The applicant is seeking approval for annexation of 37.6 acres of land outside the City limits to be developed as an industrial park.

The report is intended to enable City of Lodi officials and the public to evaluate the environmental effects of the proposed project, to examine and institute 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 is a 37.6 acre industrial park development located to the south of the Lodi City Limits. It is bordered on the north by Salas Park, on the east by Stockton Street, on the south by Harney Lane and on the west by the Southern Pacific railroad tracks. It is located outside of the city limits and requires voter approval prior to annexation under the requirements of Measure "A", (Greenbelt Initiative, see Exhibit 4.)

ENVIRONMENTAL IMPACTS

1. Loss of 37.6 acres of prime agricultural soil made up of Hanford sandy loam and well suited for a variety of agricultural uses. Development of this parcel will mean loss of agricultural use of land.
2. Traffic will increase on Stockton Street and Harney Lane. The project will generate 1970 to 2253 vehicle trips per day when fully developed.
3. Noise levels will increase from trucks loading and unloading freight, use of the proposed spur line loading and unloading and coupling to main train, and industrial operations. This would affect the residents in the area to the west of the project and workers in the industrial project. Noise levels will exceed recommended levels of 60 dBa.
4. Air pollution will increase slightly as a result of increased vehicular traffic.
5. LUSD could be affected by the project through the creation of new jobs and new households. Providing adequate classroom space could be a problem.
6. The amount of solid waste generated by the project is difficult to estimate, but any amount could cause a problem. The Harney Lane disposal site is reaching its upper limits, and a new site is still under negotiation. However, in the interim measures have been taken to extend the life of the Harney Lane site.

MITIGATION MEASURES

1. The entire Lodi area is prime agricultural land, and once paved

and developed it is unlikely the land will ever return to agricultural use.

2. Additional traffic can be mitigated by proper design and construction of the street system.
3. Noise levels affecting adjacent residential units can be reduced by shielding the units with a sound wall to the west of the railroad tracks. Also, design features can be built into the industrial units (insulation, double glazed windows, etc.) to reduce noise levels inside the units.
4. Impact on the LUSD. In order to help mitigate the impact of additional students on the LUSD, the developer of a residential subdivision will be required to either pay a school impact fee or enter into a development agreement with the school district. The agreement could require a payment of fees or the dedication of a school site.
5. The problem of the disposal of solid waste will be mitigated when a new site is available. Meanwhile, temporary measures have been taken to extend the life of the current Harney Lane site until 1986.

ALTERNATIVES TO THE PROJECT

1. "No project" alternative. Eliminates all environmental impacts by leaving the site in agricultural use.
2. Zone Alternative. Changes zone to a lighter industrial use. Could reduce noise levels associated with some industrial uses. Does not significantly improve or change environmental impacts of the project. Loss of agriculture land would still occur.
3. Elimination of proposed spur line. Could help reduce noise levels but won't eliminate use of the main track. This alternative could adversely affect the amount of available land with rail access in Lodi.
- *4. Residential alternative: Under this alternative, as many as 376 single-family units could be built. This alternative would add 752 new students to the LUSD and generate 2,632 to 3,384 vehicle trips per day. Water consumption would be higher due to this alternative (902.4 acre feet per year) than the present use of a vineyard (82.7 acre feet per year). Noise resulting from the residential alternative would not be a problem, but the project would be affected by noise resulting from passing trains. This can be mitigated through house and project design and sound-barriers separating the project from the tracks.

This alternative would not reduce the impact of the loss of agricultural land.

- *5. Planned Development Alternative: This alternative would designate the subject parcel as a "Planned-Development," allowing more design and land use flexibility. The project would still be developed as an industrial park, but stricter design standards and use controls should help alleviate problems of noise, pollution and traffic.
- *6. Park Expansion Alternative: This alternative would expand Salas Park by adding the Maggio property, increasing the park to 52.6 acres. Based on park needs of 5 acres per 1,000 people, this addition would increase the population served to 65,000, reached in about 2010 at Lodi's present growth rate.

The Park Expansion alternative would still take agricultural land out of production, but in turn assure permanent open space. Although the land would have to be purchased by the City or donated to the City, the assurance of open space might be more palatable to the City of Lodi electorate who must approve the annexation request.

IRREVERSIBLE AND LONG-TERM IMPACTS

Loss of agricultural land is permanent and irreversible.

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 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 unincorporated County areas. This would seriously affect the LUSD.

GROWTH-INDUCING IMPACTS

The installation of public utilities in the area, particularly storm drainage could have an affect on growth in the area. The "Greenbelt" initiative will, however, be a major factor controlling growth.

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

PROJECT DESCRIPTION

SITE LOCATION

The project site is located on the northwest corner of Stockton Street and Harney Lane. The parcel (San Joaquin County APN 062-280-03) is bounded by the Southern Pacific Railroad tracks on the west, Salas Park on the north, Stockton Street on the east, and Harney Lane on the south. (See Exhibit 1).

The Maggio project is not within the city limits of Lodi and will require annexation to the City in order to be developed with City services.

The Maggio parcel is currently in agricultural use. The parcel is currently a 37.6 acre Tokay grape vineyard. The surrounding uses are a City basin park to the north, a residential subdivision to the west, and grape vineyards to the east and south.

PROJECT DESCRIPTION

The project covered by the Environmental Impact Report is the entire 37.6 acre parcel and is owned by Roy Maggio. The applicant for the EIR is Ted Katakian, developer.

Because the project is outside of the city limits, the property is subject to the requirements of Lodi's Measure A Greenbelt Initiative. Measure A requires that annexation of properties to the City for development purposes be approved by a vote of the electorate. The annexation will also require City and LAFCo approvals.

The proposed use for the project is an industrial park. The project will be divided into parcels; two larger parcels of 11 and 13 acres, and the remaining parcels are .6 and .7 acres each. The proposal also calls for the extension of a spur line to the subject property from the Southern Pacific Railroad tracks running alongside the west side of the property (See Exhibit 2).

If the annexation is approved, the development proposal will require adding the property to the Land Use Map of the General Plan, approval of an M-2, Heavy Industrial zoning, and approval of a subdivision map.

APPLICABLE PLANS AND REGULATIONS

The project site currently has a San Joaquin County General Plan designation

In order to develop the site, annexation to the City is required and must first be approved by the electorate. Much of the Lodi area has historically been used for agricultural purposes. 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 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 4).

ENVIRONMENTAL SETTING, IMPACTS AND MITIGATIONS

A. LAND USE AND AGRICULTURAL LAND CONVERSION

The project site is located southeast of the City limits. The site consists of agricultural land currently planted with Tokay grapes. The soil is Hanford sandy loam, considered to be prime agricultural soil.

On the east and the south of the project site is agricultural land in grape production. To the north of the site is a community park and to the west is a residential development. A railroad easement of 100 feet separates the project site from the residential development.

The project site and the surrounding area is generally flat. The land in Lodi slopes gently from the northeast to the southwest at the rate of approximately 5 feet per mile. It is probable that the land was leveled sometime in the past to facilitate surface irrigation. The parcel contains no natural topographic feature.

Impacts

Development of the Maggio property will result in the loss of 376 acres of prime agricultural land. The project property is currently planted in grape vineyards. The project soil is made up of Hanford sandy loam, the predominate soil type in the Lodi area. This type of soil is rated as Class I soil for agricultural production and can be planted with a wide variety of crops. Development will result in the removal of the existing vineyard and the development of the site with urban land uses.

Industrial or commercial use of the project site most likely would not affect the continued agricultural use of adjacent parcels as much as it would affect the adjacent residential development. Noise and traffic generated from industrial operations could result in complaints from adjacent residents. Agricultural operations adjacent to the project site would have little affect on the project.

Mitigation

If the Maggio project is approved and constructed, the 37.6 acres of prime agricultural land will be removed from further agricultural use. This loss cannot be mitigated. Once cleared and developed, it is unlikely that the land will ever be returned to agricultural use.

With regard to impacts on neighboring agricultural land, the impacts would be minimal. Potentially, there could be a problem with the agricultural operations affecting other neighboring uses, especially during the

application of pesticides and herbicides. 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 uses. 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.

B. WATER RESOURCES

There are no natural water features or drainage channels located on the project site. The property lies within an area of minimal flooding susceptibility and would not be affected during a 100-year flood.

The property is currently in agricultural use and is irrigated by water pumped from a well located on the project site. The exceptions to this are agricultural properties served by irrigation canals. The majority of properties in the Lodi area, including the City of Lodi, are supplied by water pumped from underground sources. The City of Lodi provides water to its customers 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). New wells are drilled using water utility revenues as additional areas are developed.

The City's water system is only partially metered. Residential users are not metered, but most of the commercial and industrial users are. However, because the amount of water consumption varies with use, a precise figure on industrial water usage is not available.

Impacts

An industrial park could include many combinations of uses making it difficult to estimate water needs. The exact uses of each lot within the industrial park are not known at this time. Water needs will depend upon the uses ultimately occupying the site.

Mitigation

None required

C. SOILS AND GEOLOGY

SOILS

The soil type on the project site is Hanford sandy loam. The surface soil is the Hanford sandy loam and consists of an 8 to 14 inch layer of light, grayish brown, soft sandy loam which has a distinct grayish cast when thoroughly dry. The material grades downward into a subsoil of slightly darker and richer brown soil.

Agriculturally Hanford sandy loam is one of the best soils for orchards, vineyards and other intensive perennial crops. In the Lodi area this soil is primarily used for grape vineyards. The soil conservation service rates Hanford sandy loam as Class 1 (the highest rating) and the Storie Index rates it at 95 percent for the ability to produce crops.

The soil is also rated for construction purposes. The bearing capacity of the soil is 2,000 lbs. per square foot. It does not have expansive qualities and will support most structural building loads.

GEOLOGY

The soil in the project area is derived from the Modesto Formation, a geologically 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 1982 Uniform Building Code, which requires the strictest design factors to resist these lateral forces.

Impacts

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 would 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 Maggio project site would create impermeable surfaces in the form of roads, walks, and structures. These surfaces would effectively prevent stormwater 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 the Maggio project is approved and constructed, 37.6 acres of prime agricultural soil will be removed from future agricultural purposes. There is no practical way to mitigate the loss of this resource. Once cleared and developed with streets, 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.

D. ATMOSPHERIC CONDITIONS

Air quality in the San Joaquin Valley is affected by a combination of climatology and topography. Topographically, San Joaquin County is located approximately in the middle of the Sacramento/San Joaquin Valley. The valley has a trough-like configuration that acts as a trap for pollutants. Mountain ranges surrounding the valley restrict horizontal air movement and frequent temperature inversions prevent vertical air movement. The inversion forms a lid over the valley trough, preventing the escape of pollutants.

Climatology also affects the air quality. High summer temperatures accelerate the formation of smog. This, combined with summer high pressures which create low wind speeds and summer temperature inversions creates the potential for high smog concentrations. San Joaquin County air quality is not in compliance with National Air Quality Standards.

<u>Pollutant</u>	<u>Nat. Air Quality Standard</u>	<u>San Joaquin Air Quality</u>
Ozone	0.12 pp. (1hr.Avg)	0.17 ppm
Carbon Monoxide	9.0 ppm (hr.Avg)	14.4 ppm
Total suspended	75 ug/m ³ (24 hr. Avg)	81 (highest AGM)
Sulfure-dioxide	365 ug/m ³ (24 hr. Avg)	no measurement
	80 ug/m ³ (annual Avg)	

Impacts

It is difficult to determine what the primary source of air pollution will be as a result of this project, because it is not known what type of industrial uses will occupy the individual sites. It is a possibility that there could be potentially polluting uses. However, all must comply with state and federal clean air standards.

It can be assumed the project will result in some additional air pollution. There will be a localized, short-term affect from construction activity. Trucks and other motorized construction equipment would release exhaust during construction periods. Earth moving and grading operations would generate suspended particulates (dust) when the wind blows over dry, exposed soil surfaces.

This problem is particularly bad during dry summer and fall months. The blowing dust could aggravate individuals with respiratory problems and annoy nearby residents downwind from the projects. This problem will be limited to the construction period. There might also be air pollutants generated from the industrial uses themselves, although facilities must comply with State Air Quality Standards.

There will also be additional air pollutants generated by vehicles driven by future occupants of the buildings in the project as well as delivery trucks and customers. The amount of additional pollutants will not be significant in relation to the total vehicle generated emission for the San Joaquin County air basin. Vehicle emissions are regulated by state and federal agencies. These agencies are attempting to improve overall air quality through stricter vehicle emission standards.

Mitigation

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

- watering exposed surfaces (complete coverage twice daily can reduce emissions by 50%)
- use of tarpaulins on loaded trucks
- 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.

E. NOISE

The City of Lodi Ldn (Day-Night Average Level) Sound Contour map shows that the project area is in a 60-75 Ldn zone. Areas exposed to less than Community Noise Equivalent levels (CNEL) of 70 decibels (dBa) are considered acceptable for industrial development. Areas exposed to Ldn 70-80 dBa are conditionally acceptable if minor sound reduction measures are incorporated into the project design.

The agricultural setting makes the project site susceptible to noise levels resulting from agricultural operation, however, some of this is seasonal, however. There is also a rail line which runs parallel to the west of the site, subjecting residents nearby to train noise as well.

Impacts

There are three noise sources resulting from the project that could adversely affect neighboring uses. The first is the use of the spur line which would elevate current noise levels above the existing noise levels of the line. Trains normally pass through the project area about 12 times per day. The use of the spur line would not add to the number of train trips per day, but to the noise levels resulting from loading and switching cars on the spur. Another noise source will be truck loading and unloading. Presumably most of this would occur during the day, but continuous activity could make the CNEL levels 'clearly unacceptable' for any residential-zoned areas nearby.

The third noise source could be from the industrial uses themselves. However, it is most likely the uses would take place indoors, and not add to the CNEL. Appendix C lists typical sound levels measured in industry and the environment.

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.²

The residences to the west are approximately 100 feet from the project site and would be somewhat protected from the noise by a buffer of distance. Peak noise levels due to construction activities at the residences would reach about 74-79 dBA, with the windows open and 64-74 dBA with the windows closed.

Project operation would increase traffic levels in the vicinity of the site, and the residences nearby would be affected more by the loading and unloading of freight as well as the proposed spur line than actual increase of traffic noise. It is unlikely that the industrial uses would actually have any significant effects on the noise levels outdoors, but could exceed recommended levels indoors, depending on the industry.

The subject project, when complete, will generate noise levels that exceed CNEL 60 dBA, which will result from truck and car traffic as well as freight car loading and unloading on the spur line. This will affect the neighboring residential use to the west and the project site itself.

Mitigation

Measures to help mitigate the excessive noise could include, but would not necessarily be limited to, the following:

- o Provision of a sound barrier for the residences that back the project site. A railroad barrier wall should be at least 15' above the railway surface height.
- o If necessary, delete the spur line from the project.
- o Limit freight loading and unloading to daylight hours.

F. SCHOOLS

The project is not residential but could have an effect on the overcrowded Lodi Unified School District by creating new jobs and new households. However, developers of new residences will pay a school impact fee, which will help relieve the overcrowded conditions by providing new schools.

G. SOLID WASTE

Existing collection of industrial and commercial solid waste varies from one to five times per week within the City of Lodi. At the present time the waste is hauled by a franchise collector to a transfer station and resource recovery station located at the company's headquarters in the east side industrial area. The refuse is sorted with recyclable material removed. The remaining refuse is then loaded onto large transfer trucks and hauled to the Harney Lane Disposal Site, a Class II-2 Landfill. Current operations are consistent with the San Joaquin County Solid Waste Management Plan, adopted June, 1979. The subject area is within County Refuse Service Number 3 and the North County Disposal Area, which is served by the Harney Lane Site.

Impacts

It is difficult to estimate the amount of refuse generated by an industrial user, as the amount varies depending on the type of industry. The Harney Lane Disposal site is reaching its upper limits and a new disposal site will be needed by August of 1985.

Mitigation

A new disposal site is currently being negotiated. The life of the Harney Lane site has been extended until the new site can be used.

H. TRAFFIC

Local access to and from the Maggio property will be from Stockton Street. Stockton Street will be designed to ultimately handle four lanes of traffic. There will be two street access points on Stockton Street. There will also be a street access on Harney Lane. Stockton Street will be widened to accommodate the increase of traffic. Currently, Stockton Street, adjacent to the project site, is a narrow two-lane road, with uneven pavement and no curb, gutter or sidewalk. Until the time traffic flows warrant use of all

four lanes, the street will be striped for 3 lanes of traffic (either two south-bound lanes, one south-bound parking lane and one north-bound lane, or one south-bound traffic lane, one south-bound parking lane and two north-bound traffic lanes, one being a left-turn into the Maggio project). A resurfaced and striped road would be needed not only to handle anticipated traffic, but to accommodate new utility lines to be laid under the street as well.

Secondary access to the industrial park will be provided on Harney Lane near Stockton Street. Harney Lane is a major east/west county road that intersects Highway 99 to the east. Harney Lane is currently two lanes but ultimately will be widened to four lanes. There are no stop signs or signals on Stockton Street at Harney Lane. To the west it intersects with Lower Sacramento Road and West Lane, major routes to North Stockton. Current estimated traffic volumes in the area are as follows:

Harney Lane, west of Highway 99 (includes east and west of Stockton Street)	3500 ADT
Stockton Street, north of Harney Lane	1300 ADT

Impacts

Daily trip generation for the project could vary from 1970 to 2,253 vehicles. This would depend on the ultimate uses in the industrial park. These trips will primarily affect Stockton Street and Harney Lane, with secondary effects on Kettleman Lane and West Lane/Hutchins Street.

The additional traffic will result in some slowing of traffic flows in the immediate area of the project property. Service levels will remain at an acceptable level although drivers will notice some additional traffic congestion and perhaps a reduction in travel speed. The primary source of congestion will be the intersection at Harney Lane and Stockton Street. A signal may be required at that intersection. Both Harney Lane and Stockton Street will be widened to handle the additional traffic.

Mitigation

The primary effects of the project traffic would be increase congestion and collisions at and near the project site. To help alleviate these conflicts the following measures are recommended:

- o Street widening to at least three lanes on Stockton Street from Harney Lane to Kettleman Lane.
- o Installation of stop signs or traffic signals on Harney lane at Stockton Street to help regulate the increase of vehicular traffic.
- o In the Draft EIR, it was recommended that Almond Drive be limited to trucks with single-axles. However, upon further study, it was found that Almond Drive will not be affected, due to direct access to Highway 99 via Harney lane or Kettleman Lane.

I. COMMUNITY SERVICES

POLICE

The Lodi Police Department serves the area within the Lodi City limits. The department has 54 sworn officers, 40 patrol officers and 14 patrol cars. There is one central dispatch station, and the City is divided into seven patrol areas. The average response time for the City is 2.9 minutes. Development of the proposed project will not adversely affect the service level of the police department.

Impacts

Currently the project site is outside of the City Limits and patrolled by the San Joaquin County Sheriff. The Lodi Police Department will be expected to provide police service to the development if the parcel is annexed to the City.

Mitigation

None required.

FIRE

The City of Lodi will provide fire protection to the project area. The Lodi Fire Department provides service within the City limits, an area of approximately 9.3 square miles with a population of 40,000. The Department has 48 firefighters, four 1,500-gallon pumpers, one elevated platform truck and one equipment truck. The equipment is distributed between three stations. Fire Station No. 2 at Ham Lane and Arundel Court would service the project site. The City has a Class III ISO rating.

Impacts

The Lodi Fire Department Chief has indicated that service to the proposed project site will not be a problem.

Mitigation

None required.

UTILITIES

STORM DRAINAGE

The City of Lodi operates a system of interconnecting storm drainage basins to provide temporary storage for peak storm runoff. The runoff is stored until water can be pumped into the WID Canal or the Mokelumne River at controlled rates and locations. Storm drainage from the project site will be pumped to Salas Park basin, adjacent to the site, by way of lines in Stockton Street.

Impacts

Existing and planned lines and basin facilities will be adequate to provide storm drainage.

Mitigation

None required.

SANITARY SEWER

The proposed project will be served by the City of Lodi sanitary sewer system. There is an existing 15" main line in Stockton Street that extends to the city limits near the project site. This line will need to be extended to Harney Lane in order to service the project site. There will be 12" and 10" hook up lines reaching to the main line from the project site.

Impacts

The City's White Slough Water Treatment Facility has adequate capacity to handle all sanitary sewage generated by this project.

Mitigation

None required.

ELECTRICITY

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

Impacts

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.

J. HISTORIC AND ARCHEOLOGICAL SITE

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

Although there are no recorded archeological surveys of the site, it is doubtful that there are any archeological sites on the property. Known Indian sites in the Lodi are usually located along the banks of the Mokelumne River, two 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.

Impacts

Although there are no recorded archeological surveys of the site, it is doubtful that there are any archeological sites on the property. The digging and plowing necessary to cultivate the site would have destroyed any archeological material.

Mitigation

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

UNAVOIDABLE IMPACTS

The loss of prime agricultural land is an unavoidable impact. Once the land is developed with streets and buildings 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

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

TABLE I
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	<u>55 Acres</u>	Approved
TOTAL	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.

GROWTH-INDUCING IMPACTS

The development of Maggio Industrial Park would expand industrial development south east of the current city limits. The availability of utilities as a result of this project could trigger growth in areas to the east and south. This agricultural land east and south of the project site, however, are also outside of the city limits and would require voter approval of a General Plan amendment for annexation to occur. (See Exhibit 4).

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 the alternative would eliminate the environmental impacts, it would have an adverse affect on the amount of available land with rail access. Currently there are no vacant parcels larger than 10 acres with rail access within the City.

B. ZONE ALTERNATIVE

Another alternative is to zone the project as M-1, Light Industrial, instead of M-2, Heavy Industrial. This would disallow uses which tend to generate higher levels of noise, air pollution and other negative impacts.

CNEL's of 60 dBa's or higher are still possible in M-1 and problems may result depending on the ultimate uses.

This alternative would not reduce the impact of the loss of agricultural land. Regardless of its ultimate zoning designation, the land, if developed, would still be removed from agricultural use.

C. REMOVE SPURLINE FROM PLAN

Still another alternative is that of eliminating the spur line from the plan. This alternative may cut down on noise resulting from coupling and uncoupling cars for the spur. Loading and unloading of freight from these cars will also cause additional noise. It is unlikely this will occur more than once a day and add significantly to the CNEL. This alternative would have an adverse affect on the amount of available industrial land with rail access. Rail access is especially beneficial to industrial users, due to the readily available means to transport and receive goods.

In the City of Lodi, most of the land uses alongside railroad tracks is zoned industrial.

*D. RESIDENTIAL ALTERNATIVE

Another alternative to the proposed project is residential use of the parcel. Low density residential uses would be in conformance with the General Plan prior to Measure A. This would permit both R-1 and R-2 zoning

and therefore eliminate the industrial use of the project. Annexation and a general plan amendment would still be necessary.

Under this alternative there could be as many as 376 units if the entire site were developed under R-2 zoning (the most dense single-family residential zone).

Residential use of this parcel will directly affect the LUSD. The alternative could generate as many as 752 new students to the school system.

The alternative could increase vehicle traffic to 2632-3384 vehicle trips per day. (VTD is derived using a factor of 7 v.t per unit for multi-family housing, and 9 v.t. per unit for single-family housing).

There would also be an increase in water consumption. A vineyard uses about 82.7 AC of water per year and multi-family housing (worst-case scenario) would use 902.4 AC per year.

Noise generated from the Southern Pacific Railroad could be a problem but mitigatable by design features such as clustering the residences away from the railroad tracks and providing a buffer in between the tracks and the project. In addition, double-glazed windows and insulation, and a sound reducing wall separating the project from the tracks would help mitigate the noise problem.

This alternative would not reduce the impact of the loss of agricultural land.

*E. PLANNED DEVELOPMENT ALTERNATIVE

This alternative would designate the subject parcel as a Planned Development (P-D). A P-D zone is allowed more design and land use flexibility than other zones, but requires approval of a precise development plan by the City Planning Commission. This alternative would allow only those uses which meet specified noise and pollution standards, as described by the City Planning Commission, as well as ensure appropriate design measures are taken to help alleviate noise and traffic problems.

*F. PARK EXPANSION ALTERNATIVE

This alternative would expand Salas Park, the parcel abutting the Maggio project site on the north, into a larger city park. Although the City has met its park needs per capita (5 acres per 1,000 people), the City has no large parks over 20 acres except for Lodi Municipal Park (124.0 acres). Lodi has enough park acreage to meet its (year) 2000 needs (based on a projected population of 46,000-55,000). The addition of Maggio's 37.6 acres to Salas Park would serve a population of about 65,000. It is projected that Lodi will reach a population of 65,000 in (the year) 2010.

The loss of agricultural land would not be affected.

FOOTNOTES

1. City of Lodi, Batch Environmental Impact Report, 1984.
2. EIR Corp., Woodlake North EIR, 1984.
3. Lou Thanas, Deputy Director, San Joaquin Planning Department, Conversation, June 17, 1985.
4. Glenn Robison, Assistant Chief Engineer, Conversation, May, 1985.
5. Marvin Davis, Civil Engineering Assistant, City of Lodi.
6. Institute of Traffic Engineers, Traffic Generation, 1979.

LIST OF RESOURCES

Ted Katzakian, developer, Maggio Industrial 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 Engineering 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.

Southern Pacific Transportation Company, Dispatchers Office,
Roseville.

Lou Thanas, Deputy Director, San Joaquin County Planning Department.

Jackie Masterson, City of Lodi Police Department.

Don Hawkinson, City of Lodi Fire Department.

Institute of Transportation Engineers, Trip Generation, 1979.

COMMENTS



ADDRESS ALL COMMUNICATIONS
TO THE COMMISSION
CALIFORNIA STATE BUILDING
SAN FRANCISCO, CALIFORNIA 94102
TELEPHONE: 415/557-
9884

Public Utilities Commission

STATE OF CALIFORNIA

August 1, 1985

183-39/EIR

FILE NO.

Price Walker
Office of Planning and Research
1400 Tenth Street - Room 121
Sacramento, CA 95814

Dear Mr. Walker:

This is in response to the City of Lodi's draft Environmental Impact Report (E.I.R.) for the "Maggio Industrial Park", 85-1 which has been assigned SCH #85061818.

Based on the information contained in the report, the staff's concerns are with the traffic volumes, congestion, and delays at the Southern Pacific Transportation Company's Harney Lane grade crossing, P.U.C. D-101.1. Since traffic could increase as much as 55-65% with some of this traffic being deviated truck traffic, how would this affect the traffic traveling east on Harney Lane and the railroad grade crossing? Would present vehicular traffic using Harney Lane and having to traverse the crossing now experience greater delays and greater train/vehicle conflict potential? What are the alternate routes for the truck traffic that is to be deviated from Almond Drive? We believe these questions and impacts should be addressed in this draft E.I.R. and mitigation measures given where appropriate. We also note that it is proposed to ultimately widen Harney Lane from the present two lanes to four. In this regard, we would like to remind the City that this Commission will have permit/decision authority over any improvement, alteration or change at the grade crossing. At such time as the Harney Lane grade crossing is widened, it will also be necessary to improve the existing warning devices presently there.

Very truly yours,

DONALD E. CHEW, Supervisor
Transportation Projects Section
Railroad Operations and Safety Branch
Transportation Division

cc: Erin Corey
City of Lodi
221 W. Pine Street
Lodi, CA 95246

RESPONSE TO COMMENTS

RESPONSE TO PUBLIC UTILITIES COMMISSION COMMENTS

Traffic on Harney Lane at Railroad Crossing - The Draft EIR stated an increase of traffic by 55-65 percent would occur on primary streets. Current volumes on these streets are minimal and with the additional Maggio project traffic will still be within capacity levels for these existing streets. Exhibit 1 presents the peak hour existing traffic plus project traffic condition. As shown, the additional traffic will be minimal on Harney Lane and should not affect eastbound traffic. The street accessing onto Harney Lane should be eliminated to avoid additional vehicle delay for eastbound traffic waiting for traffic turning left into the project site. This additional project traffic will be directed to the Stockton and Harney intersection. An eastbound left turn lane on Harney Lane at the Stockton Street intersection should be striped which can be done within the proposed roadway width. This intersection will operate adequately with the Maggio project traffic and elimination of the Harney project access street.

Two lanes on Harney Lane will be adequate with this additional project traffic. COG's future traffic projections for the year 2010 at this intersection and ultimate buildout for Harney Lane and Stockton Street were studied and a traffic signal will be required in the future. The operations at this location will still remain adequate under future conditions and elimination of the Harney project access street.

Train/Vehicle Conflicts - The additional project traffic should not affect the railroad crossings. Additional conflicts could occur if Southern Pacific increased the number of train trips. Currently approximately 16 trains (8 trains each way) during a 24 hour period cross Harney lane.

Dedication of additional right-of-way on the north side of Harney lane will be required similar to the west side of the Southern Pacific Railroad. The right-of-way is to provide for a future grade separation.

Alternate Truck Routes - Trucks would use Harney Lane because of its direct access to Highway 99. Almond Drive intersects with both Stockton Street and Cherokee Lane at T intersections. Traffic conditions on Almond Drive should not be affected by the project other than employees using Almond Drive for residential reasons.



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:

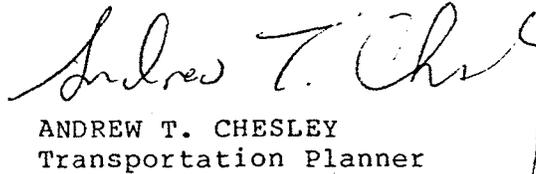
This office is in receipt of the Maggio Industrial Park Draft Environmental Impact Report. As the regional transportation planning agency for San Joaquin County, the Council of Governments offers the following comments:

The EIR should address the issue of increased traffic congestion on West Lane/Hutchins. The Regional Transportation Plan prepared by this office identifies West Lane/Hutchins Street as corridors of capacity concern. As a major north/south arterial in Lodi and between Lodi and the City of Stockton, this roadway will undoubtedly serve as a major connector to the industrial park. The impact of this increase in traffic, especially on Hutchins Street, needs to be addressed.

Finally, the EIR may want to address the issue of traffic mitigation costs, what the approximate costs will be and who would pay for these costs.

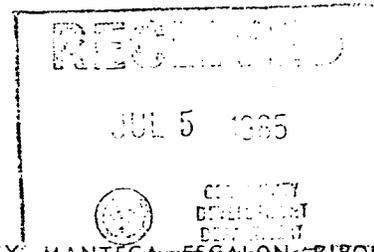
If you have any questions regarding the above comments, please do not hesitate to give me or Patricia Mickelson of my staff a call.

Very truly yours,


ANDREW T. CHESLEY
Transportation Planner

ATC:PM:gmw

-25-



RESPONSE TO SAN JOAQUIN COUNTY COUNCIL OF GOVERNMENTS COMMENTS

Traffic Increase on Hutchins Street. - The Maggio project will generate approximately 2110 daily trips and 376 PM peak hour trips. Currently, Hutchins Street north of Harney Lane has a daily volume of 12,300. COG has projected 28,000 daily trips by the year 2010. This volume can be handled by the existing four-lane divided facility. Hutchins Street has enough width for six lanes and could be widened by restriping the street if higher volumes occur.

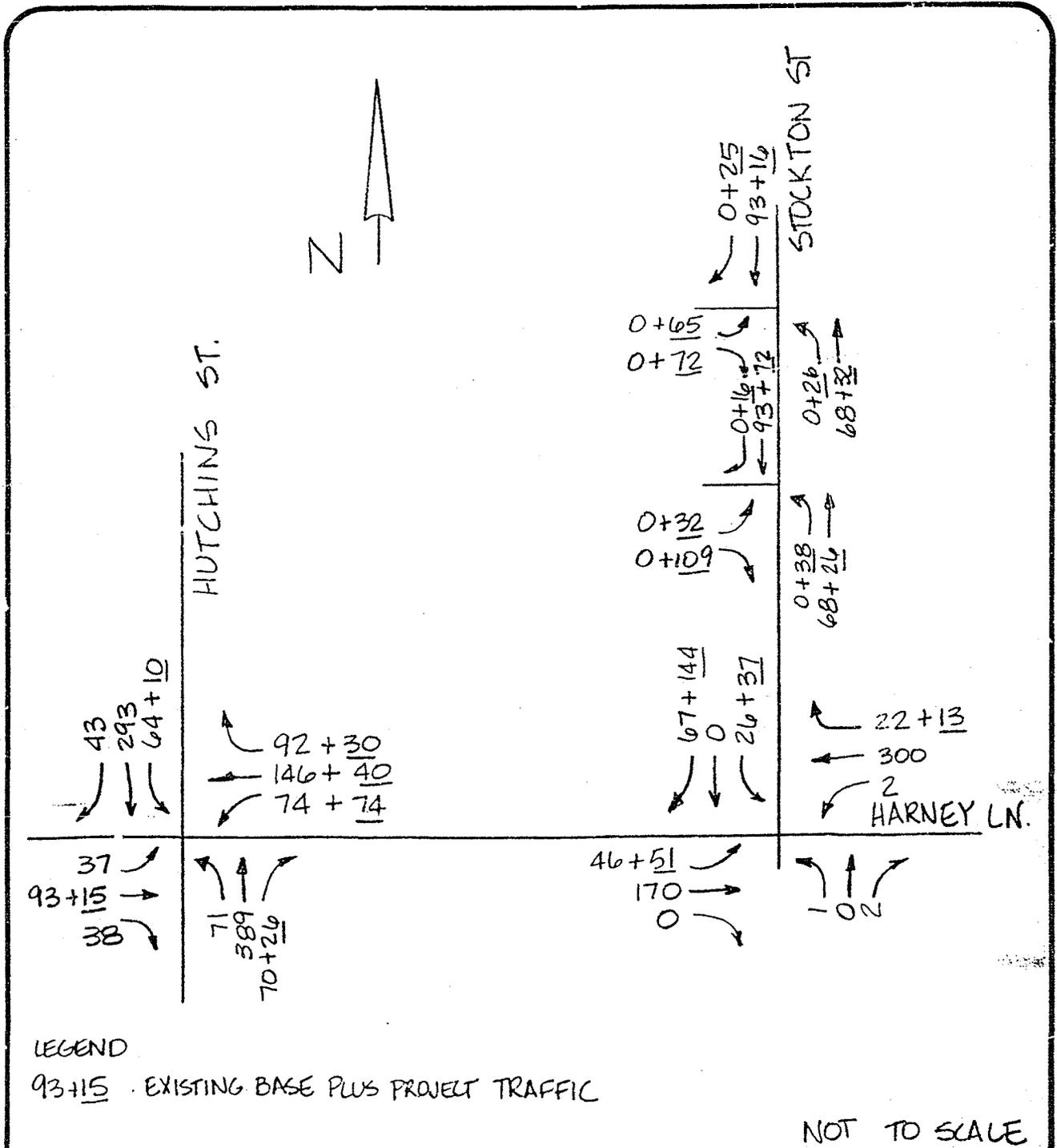
Traffic Mitigation Costs - The developer is responsible for widening the existing streets along the project frontage which, in this case, includes rebuilding the existing street. The City will pay for the opposite side of the street, and all necessary signing and striping.



CITY OF LODI

PUBLIC WORKS DEPARTMENT

EXISTING PM PEAK HOUR TRAFFIC PLUS PROJECT CONDITION



Dr. PJF	No.	Date	Revision	Appr.	Approved By	EXHIBIT A
Ch						
Date 8-15-05					Public Works Director RCE	
					Date	

8/5

Memorandum

To : Terry Roberts
State Clearinghouse
1400 - 10th Street, Room 121

Date : July 11, 1985

Subject: SCH #85061818
Draft Environmental
Impact Report
Maggio Industrial
Park, Lodi

From : Environmental Health Division
714 P Street, Room 430
322-2308

SAN JOAQUIN COUNTY

The Sanitary Engineering Branch of the State Department of Health Services has reviewed the above-subject document. This document describes the proposed annexation of 37.6 acres to the City of Lodi to be used for industrial park. Our comments and recommendations are as follows:

1. The City of Lodi domestic water supply system is dependent upon wells, some of which are contaminated with the pesticide dibromochloropropane (DBCP). Expansion of the city domestic water supply system and the addition of wells to this system must be done with great care to insure that new wells developed to meet expanded system demands are in compliance with drinking water standards and are not contaminated by pesticides such as DBCP. The reports should discuss the measures that will be taken to see that this goal is accomplished.

For any questions regarding the above comments, please contact Mr. Richard Haberman, State Department of Health Services, 5545 East Shields Avenue, Fresno, CA 93727, (Telephone: 209-445-5321).

Clifford A. Sharpe
for

Peter Rogers, Chief
SANITARY ENGINEERING BRANCH

cc: San Joaquin County Health Department

RECEIVED

JUL 16 1985

State Clearinghouse

RESPONSE TO DEPARTMENT OF HEALTH SERVICES, ENVIRONMENTAL HEALTH DIVISION
COMMENTS

The Health Department comments raise general concerns about groundwater quality in the Sacramento-San Joaquin Valley. The City monitors all of its wells in strict conformance with Health Department requirements and has cooperated with the Health Department in making additional tests for DBCP. This chemical has been banned for use for some years and no Maximum Contaminant Level has been established. Only one active City well (out of 18) has shown contamination levels fluctuating around the State's "Action Level" of 1 (one) part per billion. Latest tests show this well below the Action Level.

The Maggio project will not require the addition of another well unless an inordinately high water user locates in the area. The procedure for locating new wells includes the drilling and chemical analysis (including DBCP) of a test well; thus no new "problem" wells will be added to the City system.



lodi unified school district

FACILITIES PLANNING, 815 W. LOCKEFORD ST., LODI, CA. 95240 (209) 380-7411 - 466-0353

August 5, 1985

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

Attention: Dave Morimoto

Re: Maggio Industrial Park - Draft EIR 85-1

Dear Mr. Morimoto:

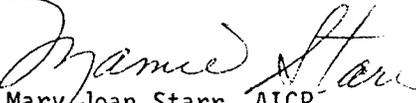
Thank you for referring the aforementioned EIR to the Lodi Unified School District. The following comments are submitted for your consideration and information.

Page iv - Development Fees (bedroom fees) provide only partial mitigation to the problem of overcrowding in area schools. The most effective mitigation is the construction of new facilities.

Page 17 - Development fees can be used only for interim housing, ie. trailers, portables, or in the case of Lodi, residential structures. Fees collected under the authority of a voluntary agreement between the Developer and the District may be put towards permanent construction; however, the amount provides only a small fraction of the cost of new facilities.

If additional information is required, please do not hesitate to call me.

Sincerely,


Mary Joan Starr, AICP
Facility Planner *MS*

MJS:ms

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
Maggio Industrial Park
EIR 85-1

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

Gentlemen:

We have completed our review of the Draft Environmental Impact Report for the Maggio Industrial 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.

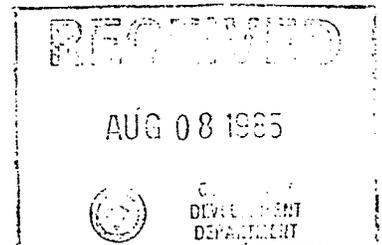
Sincerely,

S.V. Koop

S. V. Koop
Division Land Supervisor

MSan Julian:mc

cc: Roy Maggio
21750 Ray Road
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: Maggio Industrial Park
N/W corner Stockton and Harney Lane, Lodi, CA.

Upon receiving the Environmental Impact Report for Maggio Industrial Park located at the N/W corner of Stockton and Harney Lane, Lodi, CA., Pacific Gas and Electric Company researched the impact this annexation would present if this project was accepted into the City of Lodi.

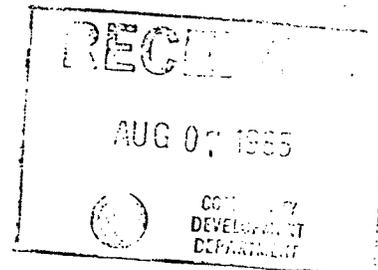
PGandE presently has an electric line extension serving a three phase Agricultural well on this parcel of land.

If this project was annexed into the City of Lodi, PGandE would request fair and just compensation for the value of the capital equipment purchased or removed, severance costs and the loss of revenue from the existing customer being served at the present time.

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

Sincerely,


D. J. Sweitzer



APPENDIX A

INITIAL STUDY

Environmental Assessment

INITIAL STUDY

1. PROJECT TITLE MAGGIO INDUSTRIAL PARK
2. LOCATION Northwest corner Stockton Blvd. & Harney Lane
3. PROJECT DESCRIPTION 32+ acre industrial park with rail access. There will be two large parcels (11.1 and 13.8 acres) and the remainder are smaller .6 and .7 acre parcels (14 in all)
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 Currently in vineyard. Residential to the west; agricultural to the east and south; and a City park to the north.
6. Zoning (A) Existing, (B) Proposed (A) GA, general agricultural (San Joaquin County); (B) Industrial-heavy.

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> </u>	<u>X</u>
h. Substantially increase ambient noise or glare level for adjoining areas.....	<u>X</u>	<u> </u>	<u> </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: reduction of 32+ acres of agricultural land. Increase of noise due to warehouse operations and spur line. Increase of truck and car traffic on Harney and Stockton Street.

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 Arvin Corey Date 5/8/85

APPENDIX B

TYPICAL SOUND LEVELS

A-WEIGHTED SOUND PRESSURE LEVEL, IN DECIBELS

	140	} THRESHOLD OF PAIN
	130	
CIVIL DEFENSE SIREN (100')	120	
JET TAKEOFF (200')	110	ROCK MUSIC BAND
RIVETING MACHINE	100	PILEDRIIVER (50')
DIESEL BUS (15')	90	AMBULANCE SIREN (100')
BAY AREA RAPID TRANSIT TRAIN PASSBY (10')	80	BOILER ROOM PRINTING PRESS PLANT
PNEUMATIC DRILL (50')	70	GARBAGE DISPOSAL IN HOME (3')
SF MUNI LIGHT RAIL VEHICLE (35')	60	INSIDE SPORTS CAR (50 MPH)
FREIGHT CARS (100')	50	DATA PROCESSING CENTER DEPARTMENT STORE
VACUUM CLEANER (10')	40	PRIVATE BUSINESS OFFICE
SPEECH (1')	30	LIGHT TRAFFIC (100')
AUTO TRAFFIC NEAR FREEWAY	20	TYPICAL MINIMUM NIGHTTIME LEVELS-RESIDENTIAL AREAS
LARGE TRANSFORMER (200')	10	
AVERAGE RESIDENCE	0	
SOFT WHISPER (5')		
RUSTLING LEAVES		RECORDING STUDIO
THRESHOLD OF HEARING		MOSQUITO (3')

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

TYPICAL SOUND LEVELS MEASURED IN THE ENVIRONMENT AND INDUSTRY

SEP 18th, 1985

TAVES
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

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.