



agricultural use on the north and the project site. A nursery and the Woodbridge Irrigation District serves as a buffer on the west between the project and agricultural use.

3) ENVIRONMENTAL IMPACT

The project will generate approximately 5524 vehicle trips per day when fully developed. (pp. 5-9)

Finding

The primary effects of the project traffic will be at Turner Road/Lower Sacramento Road intersection. A traffic signal will be needed with the development of this project. Under present policies, the City will have to pay for the traffic signal installation.

4) ENVIRONMENTAL IMPACT

The project will produce some additional air pollution both from vehicle emissions and construction activity. (pp.12-14)

Finding

Based on Air Quality projections, the amount of vehicle-generated air pollution will not significantly affect the region. The construction generated pollution, primarily dust, will be temporary, lasting only during the period of construction. Much of the dust problem can be eliminated by watering down the site during the dry construction months.

5) ENVIRONMENTAL IMPACT

Residential units adjacent to Lower Sacramento Road will be subject to noise levels that exceed recommended levels for residential units.

Finding

The project along Lower Sacramento Road will not be subject to CNELs exceeding 60 dB. The multiple-family units along Lower Sacramento Road and Turner Road could be subject to Title 25 of the California Administrative Code if they are placed on the site within noise contours exceeding 60 dB. Depending on the ultimate site plan (presently there is no site plan for the multiple-family units), a noise analysis may be required and mitigation measures such as limiting number and size of windows and bedrooms facing Lower Sacramento Road could be required. The same would be required of the multiple family units along Turner Road.

6) ENVIRONMENTAL IMPACT

The project will generate 749 additional students. This will affect the Lodi Unified School District and its ability to provide adequate classroom space. (pp. 16-17)

Finding

The developer has agreed to pay an impaction fee to the School District. The District considers the payment of these fees as sufficient mitigation for the impact of the additional students.

B. ALTERNATIVES TO THE PROJECT

The EIR discussed several alternatives to the proposed project. The following are findings on three alternatives.

Alternative 1

This alternative is a "no project" alternative which would mean that no development would be constructed on the property. (pp. 23-24)

Finding

This alternative would eliminate the environmental impacts resulting from the proposed project. This alternative would, however, affect the future supply of housing in the City of Lodi.

Although there appears to be an adequate supply of subdivision lots, this supply is continually being reduced by ongoing building and sales activity. Unless new subdivisions like Johnson Ranch II are approved, the City would eventually run out of subdivision lots. Subdivisions often take 18-24 months from the time of approval to when the first houses become available. Johnson Ranch II will provide housing units a year or two from now just at the time some existing subdivisions are being built out.

Alternative 2

This alternative would utilize an "infill" property as an alternative to the proposed project. (p. 24)

Finding

The City of Lodi has consistently encouraged the utilization of "infill" parcels of land available in the City of Lodi. There are no parcels of land available in the City of Lodi. There are no parcels that could accommodate the Towne Ranch project. Most of the "infill" properties are small in size, ranging from single-family lots to one or two acres. All the large parcels are under development or have an approved project on them. Additionally, most of these parcels, if they were available, would be very expensive. The price would probably make affordable housing impossible.

Alternative 3

This alternative would eliminate all multiple-family housing from the project (499 units) and consist only of single-family housing. The project would then consist of 385 single-family units.

Finding

This alternative would result in the reduction of vehicle trips per day; decrease the number of additional students for the LUSD; and reduce the amount of water, wastewater and solid waste.

The City of Lodi Planning Commission chose a variation of this alternative which deletes nine acres of multiple-family units along Lower Sacramento Road. The overall density is reduced to 7.5 units per acre. This alternative reduces the density of the original project but leaves some multiple-family units in the project.

The City of Lodi recognizes multiple-family units as a source of low and moderate income housing. Therefore, it is important that multiple-family units be included in new subdivisions and not relegated as in the past to the eastside of town, where there are numerous problems relating to increased densities.

C. GROWTH-INDUCING IMPACT

The project will not have a significant growth-inducing impact on the City.

Finding

The project is surrounded on three sides by development. The only undeveloped area is to the north. This area is affected by Measure A, which will require approval by the voters of Lodi before any development can take place. Measure A has placed a significant growth limit on the City of Lodi. Whether or not there will be further annexations and development in the project area will be up to the voters. If they choose not to approve any future annexations, there may be very little growth of the City in future years.

DECLARATION OF MAILING

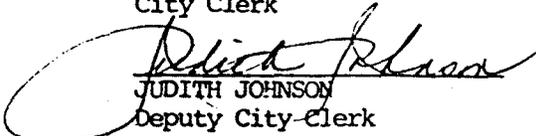
On September 24, 1986 in the City of Lodi, San Joaquin County, California, I deposited in the United States mail, envelopes with first-class postage prepaid thereon, containing a copy of the Notice attached hereto, marked Exhibit "A"; said envelopes were addressed as is more particularly shown on Exhibit "B" attached hereto.

There is a regular daily communication by mail between the City of Lodi, California, and the places to which said envelopes were addressed.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on September 24, 1986, at Lodi, California.

ALICE M. REIMCHE  
City Clerk

  
JUDITH JOHNSON  
Deputy City Clerk

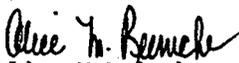
NOTICE OF PUBLIC HEARING  
REGARDING THE CERTIFYING AS ADEQUATE THE  
FINAL ENVIRONMENTAL IMPACT REPORT FOR TOWNE RANCH

NOTICE IS HEREBY GIVEN that on Wednesday, October 8, 1986 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 to consider the Planning Commission's recommendation that the City Council certify, as adequate, the Final Environmental Impact Report (EIR 86-2) for Towne Ranch, a proposed 78.3 acre residential subdivision, located on the south side of West Turner Road and west of Lower Sacramento Road.

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

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

By Order of the Lodi City Council:

  
Alice M. Reimche  
City Clerk

Dated: September 17, 1986

Approved as to form:

  
Ronald M. Stein  
City Attorney



THIS IS A TENTATIVE MAP  
PLANNING DIRECTOR - CITY OF UTAH

APPROVED BY THE CITY OF UTAH PLANNING COMMISSION THIS  
DATE OF \_\_\_\_\_, 1988.

DATE MAP - PLANNING COMMISSION

UTILITY	UNITS	U.P.A.
WATER/SEWER	274	0.9
MULTIPLE	499	1.6
PAVE BASTIS	0.20	
TOTAL	773	2.5
NET DENSITY	0.33 U.P.A.	

UTILITY SERVICES TO BE PROVIDED BY:

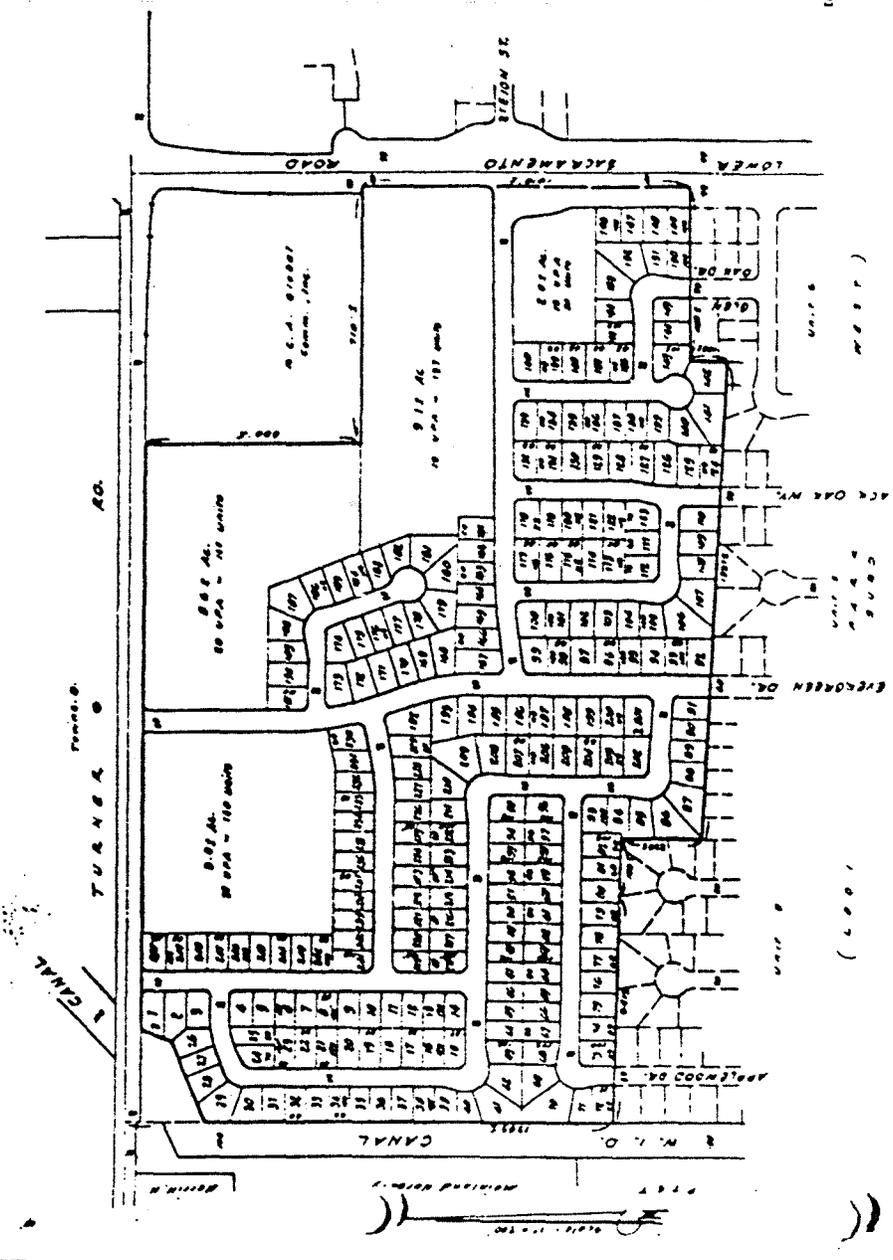
- Electrical Service - Public Utility City of Utah
- Gas Distribution - Public Utility City of Utah
- Water Sewer - Public Utility City of Utah
- Storm Sewer - Public Utility City of Utah
- Sanitary Sewer - Public Utility City of Utah

(Comments) \_\_\_\_\_  
To be provided at expense of \_\_\_\_\_  
for water utility.

**TOWNE RANCH**

General Map of Town 2000  
Subdivisions of Salt Lake County  
Being a portion of the original plan of  
Section 9, T4S, R6E, M30S, Salt Lake  
County, California  
April, 1988  
Scale: 1" = 500'

Prepared For:  
Bruce Turner  
222 E. 400 S.  
Salt Lake City, Utah  
Dr. (816) 741-1111



This Subdivision contains 1,885 Units

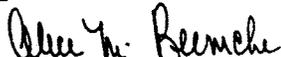
NOTICE OF PUBLIC HEARING  
TO CONSIDER PREZONING TOWNE RANCH

NOTICE IS HEREBY GIVEN that on Wednesday, October 8, 1986 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 to consider the rezoning of Towne Ranch, a 78.3 acre residential subdivision, located on the south side of West Turner Road and west of Lower Sacramento Road to P-D, Planned Development, to accommodate single- and multiple-family residential uses.

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

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

By Order of the Lodi City Council:

  
Alice M. Reimche  
City Clerk

Dated: September 17, 1986

Approved as to form:

  
Ronald M. Stein  
City Attorney

MAILING LIST FOR: TOWNE RANUH					FILE #
fiche	grid	AP#	OWNERS NAME	MAILING ADDRESS	CITY, STATE ZIP
010	F7	029-030-01	H D & LUCILLE TOWNE	P O BOX 352	WALNUT GROVE CA 95690
010	07	029-030-02	"	"	" " "
010	N7	029-030-39	RCA GLOBAL COMM. INC. 25	977 W LOWER SACRAMENTO RD	LODI CA 95240
-	-	029-030-44	LODI PARK WEST INV	ROB	
226	E5	029-030-62	STOCKTON SERVICE CORP. ATTN:	WOOSTON 212 N SAN JOAQUIN ST	STOCKTON CA 95262
207	N9	029-030-63	49 LODI INVESTORS SCHLAEGL	EL FASSOC. 3237 DANVILLE BL	ALAMO CA 94507
010	G7	029-030-06	CITY OF LODI	-	-
010	H7	029-030-08	IVAN M & M J HAYES	P O BOX 707	LODI CA 95244
010	H7	029-030-10	GORDON & C WILLIAMS	630 N LOWER SACRAMENTO RD	LODI CA 95240
010	D7	029-030-93	BILLY G & D LEWIS	710 " " "	" " "
010	P7	029-030-46	MARTHA S WAGNER	13609 RUTLAND RD	PROSPECT KY 40059
		029-300-40			
		029-300-41			
		029-300-42			
		029-300-43			
		029-300-44			
		029-300-45			
		029-300-46			
		029-300-47			
		029-300-06			
		029-300-07			
		029-300-08			
		029-300-09			
267	H11	029-280-36	TERRY MILLER JERALD	1112 CREEKSIDE WAY	GALT CA 95632
267	I11	029-280-37	PARK WEST C/O KIRSTEN	431 S HAMIL LN #B	LODI CA 95240
267	I11	029-280-38	"	"	" " "
267	H4	029-280-39	DOUGLAS BALL	PO BOX 2881	ARNOLD CA 95223
267	I11	029-280-40	PARK WEST		
267	F11	029-280-39	RANDALL & C CLIFTON	205 DUKE CT	TURLOCK CA 95380
267	F11	029-280-30	PARK WEST		
267	G11	029-280-31	PARK WEST		
267	G11	029-280-32	PARK WEST		
267	G11	029-280-33	PARK WEST		
267	E11	029-280-34	PARK WEST		
267	D8	029-280-25	KIRK ROBINSON	341 LA SITA	LODI CA 95240
267	F11	029-280-26	PARK WEST		
267	F11	029-280-27	PARK WEST		
275	F8	029-280-23	ERWIN & M KALAI	133 EVELYN CT	LODI CA 95240
267	C11	029-280-17	PARKWEST		

Exhibit "B"

RHINTOWNE / TOWN D.O.B

MAILING LIST FOR: TOWNE RANCA				FILE #		
fiche grid	API	OWNERS NAME	MAILING ADDRESS	CITY, STATE	ZIP	
267 C11	029-290-18	PARK WEST				
267 C11	029-290-19	PARK WEST				
267 D11	029-290-20	PARK WEST				
275 F8	029-290-21	JOHN & MARTHA CALSTON	2012 EDGEWOOD DR	WADI CA	95240	
	029-290-01					
	029-290-02					
	029-290-03					
	029-290-04					
	029-290-05					
	029-290-34					
	029-290-35					
	029-290-36					
	029-290-37					
	029-290-38					
	029-290-39					
	029-290-40					
	029-290-41					
	029-290-42					
	029-290-43					
	029-290-44					
	029-290-45					
	029-290-46					
	029-290-47					
	029-290-48					
	029-290-49					
	029-290-50					
	029-290-51					
	029-290-52					
	029-290-53					
	029-290-54					
	029-290-55					
	029-290-56					
	029-290-57					
	029-290-58					
	029-290-59					
	029-290-60					
	029-290-61					
	029-290-62					
	029-290-63					



**PROOF OF PUBLIC HEARING**

(2015.5 C.C.P.)

**STATE OF CALIFORNIA,**

County of San Joaquin.

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the Lodi News-Sentinel, a newspaper of general circulation, printed and published daily, except Sundays and holidays, in the City of Lodi, California, County of San Joaquin, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court, Department 3, of the County of San Joaquin, State of California, under the date of May 28th, 1953, Case Number 65990; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

Sept. 26, .....

all in the year 19..... 86

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Lodi, California, this ..... 26th day of

Sept. ...., 19 86

*[Handwritten Signature]*  
Signature

This space is reserved for the County Clerk's Filing Stamp

RECEIVED

1986 SEP 30 AM 8 37

ALICE M. REINICHE  
CITY CLERK  
CITY OF LODI

**Proof of Publication of**

FINAL EIR FOR TOWNE RANCH

**NOTICE OF PUBLIC HEARING REGARDING THE CERTIFYING AS ADEQUATE THE FINAL ENVIRONMENTAL IMPACT REPORT FOR TOWNE RANCH**  
NOTICE IS HEREBY GIVEN that on Wednesday, October 8, 1986 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 to consider the Planning Commission's recommendation that the City Council certify, as adequate, the Final Environmental Impact Report (EIR 86-2) for Towne Ranch, a proposed 78.3 acre residential subdivision, located on the south side of West Turner Road and west of Lower Sacramento Road.  
Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comments on this matter. 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, as or prior to, the Public Hearing.  
By Order of the Lodi City Council:  
s: ALICE M. REINICHE  
City Clerk  
Dated: September 17, 1986  
Approved as to form:  
s: RONALD M. STEIN  
City Attorney  
Sept. 26, 1986

—6944

CITY COUNCIL

FRED M. REID, Mayor  
EVELYN M. OLSON  
Mayor Pro Tempore  
DAVID M. HINCHMAN  
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

RECEIVED  
ALICE M. REIMCHE  
City Clerk

1986 SEP 26 10 11 AM '86  
DONALD A. STEIN  
City Attorney

ALICE M. REIMCHE  
CITY CLERK  
CITY OF LODI

September 25, 1986

Mr. Terry Piazza  
c/o Baumbach and Piazza  
Consulting Engineers  
323 West Elm Street  
Lodi, CA 95240

Dear Terry:

Re: Towne Ranch

At its meeting of Monday September 22, 1986, the Lodi City Planning Commission took the following actions concerning Towne Ranch, a proposed 78.3 acre residential subdivision, located on the south side of West Turner Road and west of Lower Sacramento Road:

1. Recommended that the City Council certify, as adequate, the Final Environmental Impact Report for the project; and
2. Recommended that the City Council prezone the area encompassed by the project P-D, Planned Development District to accommodate single- and multiple-family residential development with an overall density of eight (8) units per acre.

The City Council has scheduled public hearings on these recommendations at a Special Meeting on Wednesday, October 8, 1986, at 7:30 p.m.

Sincerely,

  
JAMES B. SCHROEDER  
Community Development Director

cc: Horace D. Towne  
Bruce Towne  
City Clerk

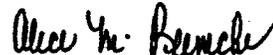
NOTICE OF PUBLIC HEARING  
TO CONSIDER PREZONING TOWNE RANCH

NOTICE IS HEREBY GIVEN that on Wednesday, October 8, 1986 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 to consider the rezoning of Towne Ranch, a 78.3 acre residential subdivision, located on the south side of West Turner Road and west of Lower Sacramento Road to P-D, Planned Development, to accommodate single- and multiple-family residential uses.

Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comments on this matter. 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 17, 1986

Approved as to form:

  
Ronald M. Stein  
City Attorney

Notice sent under declaration of mailing to same persons listed on Exhibit "B" for Public Hearing regarding EIR

**PROOF OF PUBLICATION**

(2015.5 C.C.P.)

STATE OF CALIFORNIA,

County of San Joaquin.

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the Lodi News-Sentinel, a newspaper of general circulation, printed and published daily, except Sundays and holidays, in the City of Lodi, California, County of San Joaquin, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court, Department 3, of the County of San Joaquin, State of California, under the date of May 26th, 1953, Case Number 65990; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

Sept. 26,

86

all in the year 19.....

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Lodi, California, this ..... 26th day of

Sept. 86

19.....

*[Handwritten Signature]*  
Signature

This space for the County Clerk's Filing Stamp

RECEIVED

1986 SEP 30 AM 8:37

ALICE M. REINCHE  
CITY CLERK  
CITY OF LODI

**Proof of Publication of**

PUBLIC HEARING TO CONSIDER PREZONING  
TOWNE RANCH

**NOTICE OF PUBLIC HEARING  
TO CONSIDER PREZONING TOWNE RANCH**  
NOTICE IS HEREBY GIVEN that on Wednesday, October 8, 1986 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 to consider the rezoning of Towne Ranch, a 78.3 acre residential subdivision, located on the south side of West Turner Road and west of Lower Sacramento Road to P.D. Planned Development, to accommodate single- and multiple-family residential uses.  
Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comments on this matter. 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:  
s: ALICE M. REINCHE  
City Clerk  
Dated: September 17, 1986  
Approved as to form:  
s: RONALD M. STEIN  
City Attorney  
Sept. 26, 1986

—6945

**ENVIRONMENTAL  
IMPACT REPORT  
FINAL**



**TOWNE RANCH**

**86-2**

**FINAL ENVIRONMENTAL IMPACT REPORT**

**FOR**

**TOWNE RANCH**

**EIR 86-2**

**APPLICANT**

**Glen Baumbach for  
Bruce Towne, Owner  
Baumbach & Piazza, Civil Engineers  
323 West Elm Street  
Lodi, CA 95240**

**PREPARED BY**

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

## TABLE OF CONTENTS

	<u>PAGE</u>
INTRODUCTION	i
SUMMARY	ii
PROJECT DESCRIPTION	
Site Location	1
Project Characteristics	1
Approvals Required	1
ENVIRONMENTAL SETTING, IMPACTS & MITIGATIONS	
A. Land Use and Agricultural Land	3
B. Traffic	5
C. Soils, Geology and Drainage	9
D. Noise	11
E. Air Quality	12
F. Historical and Cultural Resources	14
G. Community Services	15
UNAVOIDABLE IMPACTS	20
IRREVERSIBLE ENVIRONMENTAL CHANGES	20
RELATIONSHIP BETWEEN SHORT-TERM USES OF THE ENVIRONMENTAL AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY.	20
CUMULATIVE IMPACTS	21
GROWTH-INDUCING IMPACTS	22
ALTERNATIVES	23
COMMENTS AND RESPONSES TO THE DRAFT EIR	25
INITIAL STUDY	41
LIST OF RESOURCES	43

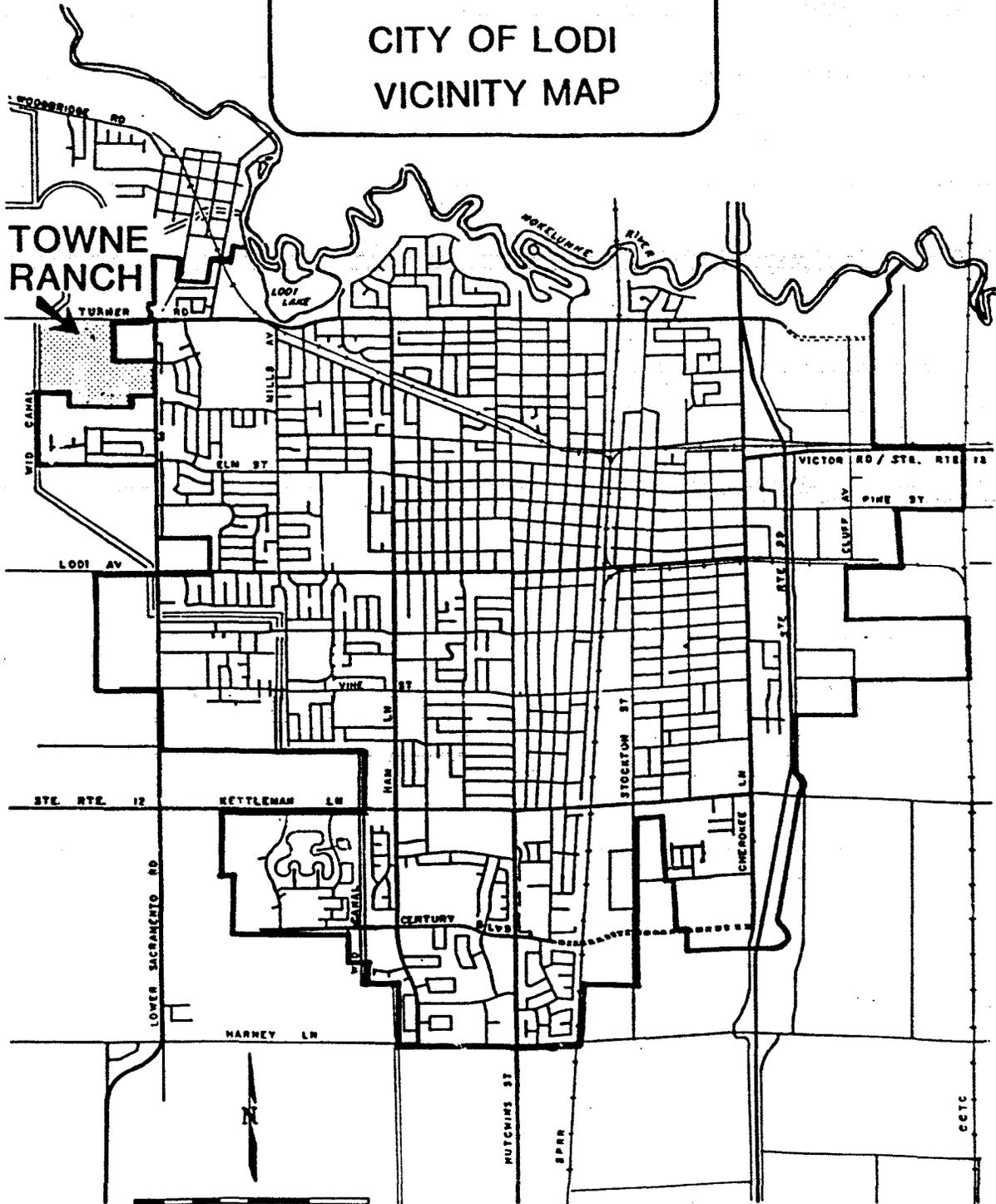
LIST OF EXHIBITS

EXHIBIT 1	VICINITY MAP
EXHIBIT 2	LAND USE MAP
EXHIBIT 3	TENTATIVE SUBDIVISION MAP
EXHIBIT 4	MEASURE A
EXHIBIT 5	FUTURE DEVELOPMENT
EXHIBIT 6	TRAFFIC VOLUMES
EXHIBIT 7	ULTIMATE DEVELOPMENT LANE GEOMETRICS & RIGHT OF WAY

LIST OF TABLES

		<u>PAGE</u>
TABLE 1	PROJECT TRIP GENERATION	6
TABLE 2	TRAFFIC SIGNAL WARRANTS	7
TABLE 3	LEVEL-OF-SERVICE DEFINITIONS	8
TABLE 4	LEVEL-OF-SERVICE	9
TABLE 5	LOSS OF FARM LAND IN LODI	21

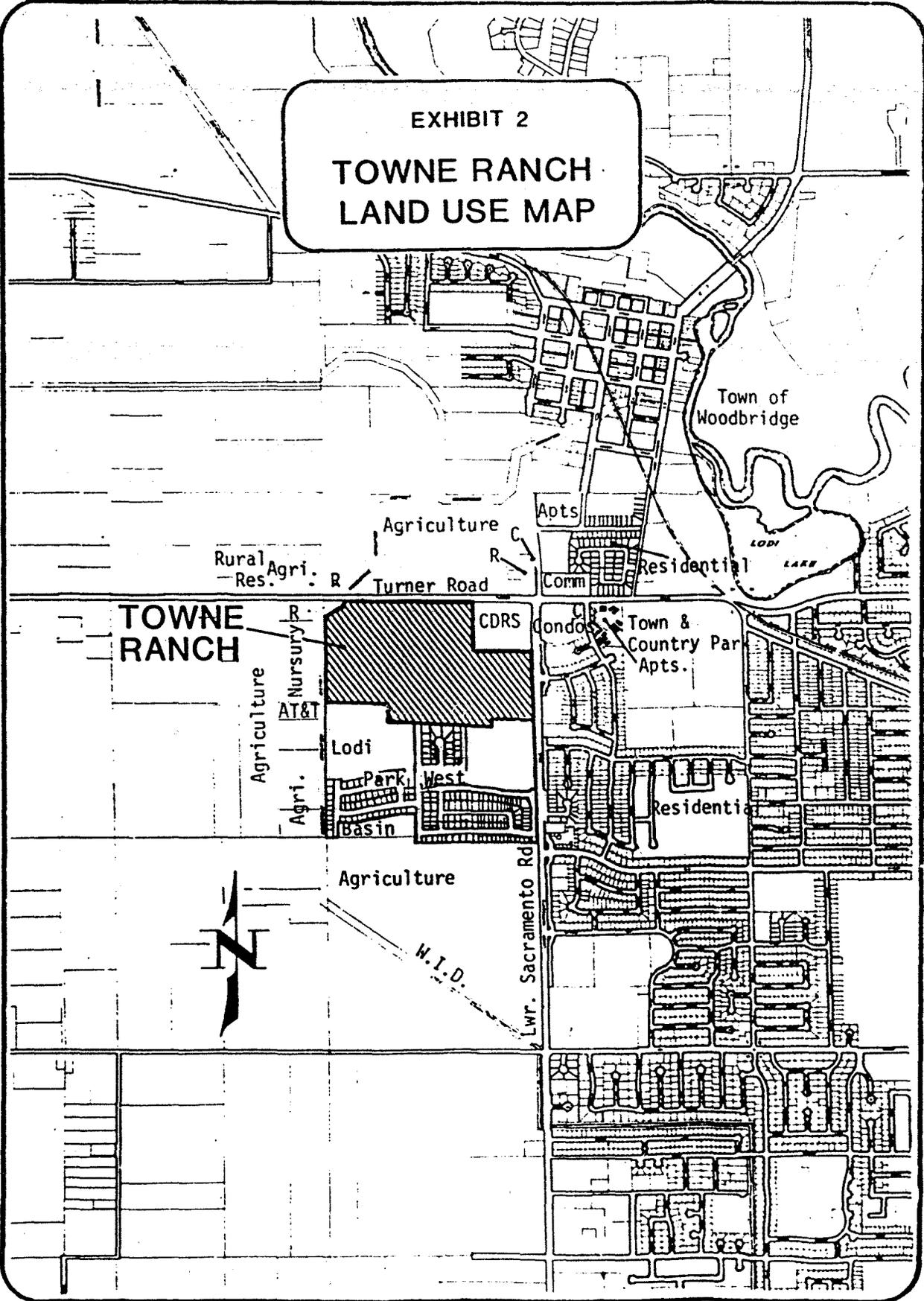
EXHIBIT 1  
TOWNE RANCH  
CITY OF LODI  
VICINITY MAP



1" = 3200'

0 1/4 1/2 1  
SCALE IN MILES (1" = 3/5 MILE)

EXHIBIT 2  
TOWNE RANCH  
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.

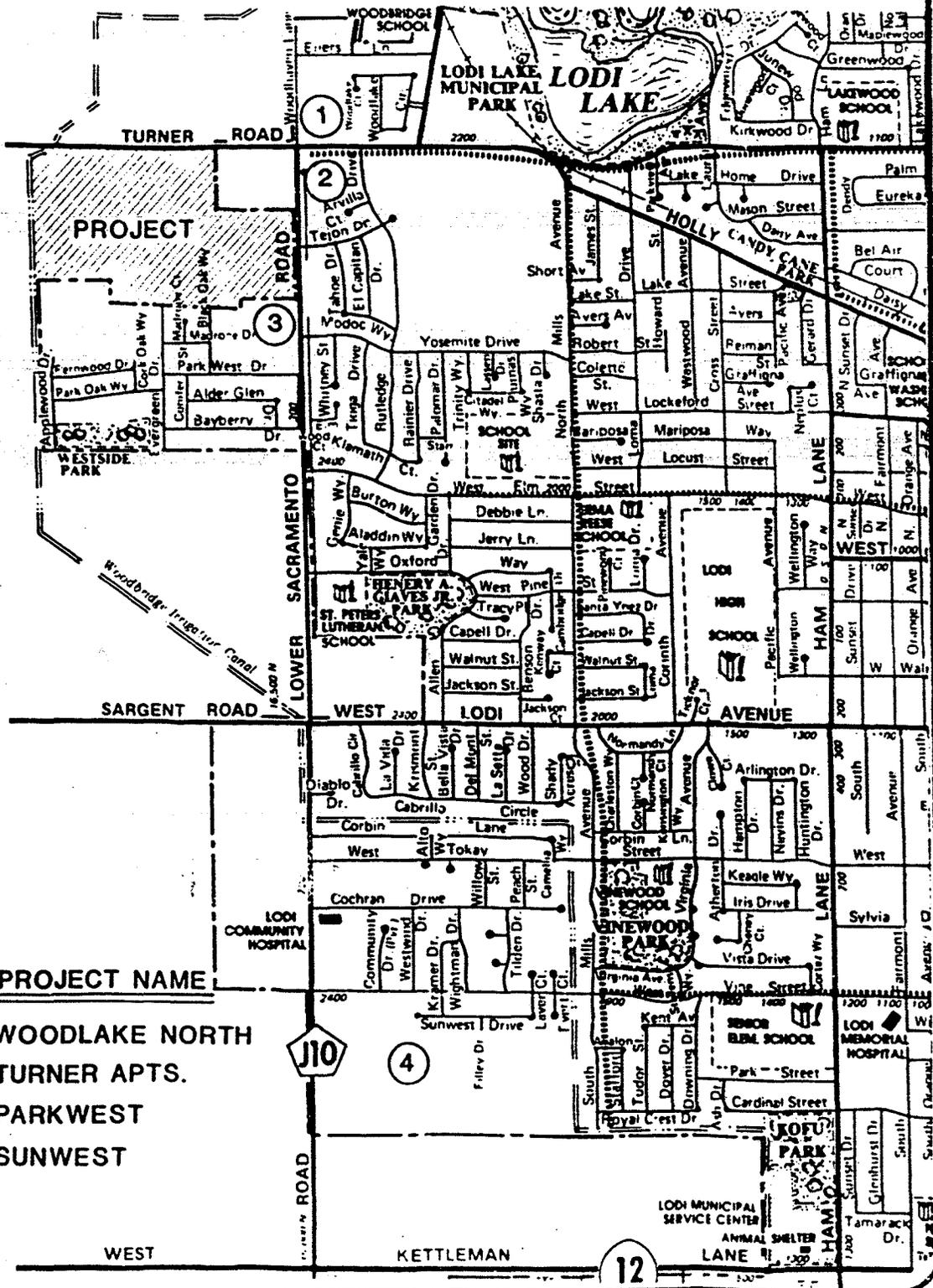
Section 5. - Pursuant to Section 4013 of the State of California this ordinance shall not be repealed or amended except by a vote of the people.

State of California  
County of San Joaquin, ss.

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

*Alice M. Reimche*  
ALICE M. REIMCHE  
City Clerk  
1237

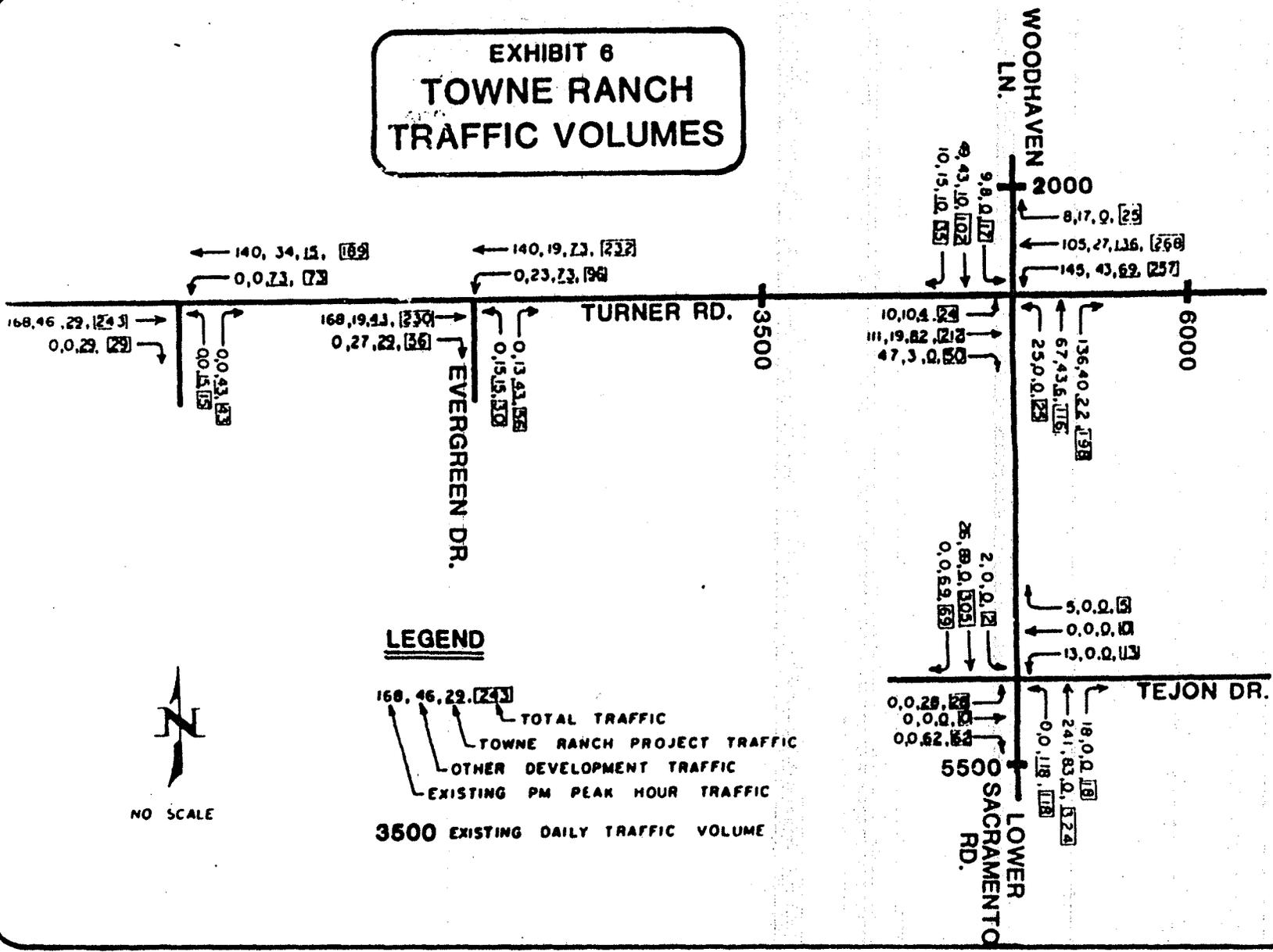
# EXHIBIT 5 FUTURE DEVELOPMENT



**PROJECT NAME**

1. WOODLAKE NORTH
2. TURNER APTS.
3. PARKWEST
4. SUNWEST

# EXHIBIT 6 TOWNE RANCH TRAFFIC VOLUMES

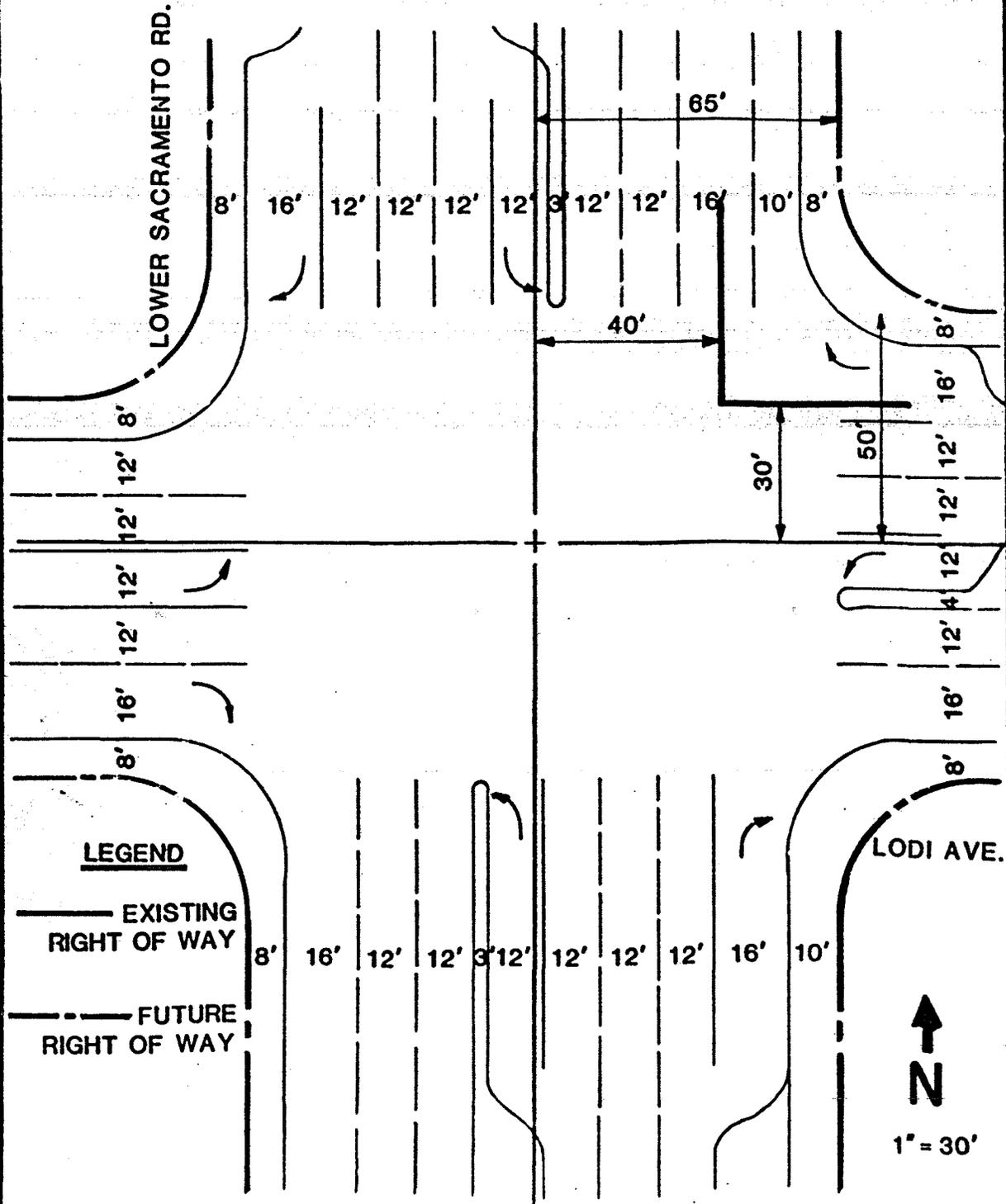


### LEGEND

- 168, 46, 29, 243 TOTAL TRAFFIC
  - 0.0, 0.0, 0.0 TOWNE RANCH PROJECT TRAFFIC
  - 0.0, 0.0, 0.0 OTHER DEVELOPMENT TRAFFIC
  - 0.0, 0.0, 0.0 EXISTING PM PEAK HOUR TRAFFIC
- 3500 EXISTING DAILY TRAFFIC VOLUME



**EXHIBIT 7**  
**ULTIMATE DEVELOPMENT**  
**LANE GEOMETRICS & RIGHT OF WAY**



---

## INTRODUCTION

---

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

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

The project's sponsor, Mr. Bruce Towne, owner of the project site, is requesting approval for the annexation of 78.3 acres for single and multiple family residential units.

---

## SUMMARY

---

### PROJECT DESCRIPTION

The project consists of 78.3 acres containing 250 single-family units and 499 multiple-family units.

The parcel is currently designated in the San Joaquin County General Plan as Low Density Residential and zoned as I-PA (Interim Protective Agriculture). Rezoning to P-D (Planned Development) consisting of R-2 and R-MD (Residential Low Density and Residential Medium Density) will be required. The R-2 zone allows an overall density of 10 units per acre and the R-MD zone allows a density of 40 units per acre.

The project will require annexation to the City of Lodi and the approval of the voters of the City under the requirements of Measure A (Greenbelt Initiative).

### LOCATION

The project site is located south of Turner Road, just west of Lower Sacramento Road outside of the northwestern portion of the City of Lodi. The parcel is designated as Assessors Parcel 029-030-42.

### ENVIRONMENTAL IMPACTS

1. Loss of 78.3 acres of prime agricultural soil. Parcel is Class I soil made up of Hanford sandy loam, well suited for a variety of agricultural uses. Development will mean loss of agricultural use of land.
2. Urbanization of the subject parcel could affect the agricultural use of adjacent parcels by possibly requiring modification of spraying and cultivation practices. Vandalism, trespassing and homeowner's complaints could result.
3. Traffic will increase on Lower Sacramento Road and Turner Road. The project will generate approximately 5524 vehicle trips per day when fully developed.
4. Air pollution will increase slightly as a result of increased vehicular traffic. The increase in vehicular related pollutants will be insignificant in relation to the totals for San Joaquin County. There will be a temporary increase as a result of construction grading and site work. This will

occur during dry, windy periods and until the development is completed.

5. Residential units adjacent to Lower Sacramento Road will be subject to noise levels that exceed recommended levels for residential units.
6. Seven hundred and forty-nine additional school-aged children could be added to the already overcrowded LUSD. Providing classroom space could be a problem.
7. The 749 residential units would generate approximately 760 tons of solid waste per year. The current disposal site is reaching its upper limits but a new landfill should be in use by the time this project is completed.

#### MITIGATING MEASURES

1. Mitigation is not possible for loss of agricultural land. The entire Lodi area is prime agricultural land.
2. The impact on agricultural land operations can be mitigated by buffering the noise, dust and chemical spraying with fencing along Turner Road and the west side of the project along the Woodbridge Irrigation District Canal.

A wall or fence separating the commercial parcel on the corner of Turner Road and Lower Sacramento Road and the multiple family uses should help mitigate noise, trespassing and nuisance problems.

3. Additional traffic can be mitigated by proper design and construction of the street system, and by limiting access to Lower Sacramento Road. The primary effects of project traffic will be at Turner Road/Lower Sacramento Road intersection. Traffic signal warrants are satisfied with the addition of the project traffic to existing volumes as well as for future base plus project condition.
4. Noise levels in residential structures can be reduced by requiring a masonry wall between the single-family units and the multiple family units. Also design features such as insulation and double-glazed windows can be built into the units to reduce noise inside the units.
5. Impact on the LUSD: In order to mitigate the impact of additional students on the LUSD, the developer will be required to either pay a school impact fee or enter into a development agreement. The agreement could require a payment of fees or the dedication of a school site.
6. 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.

#### ALTERNATIVES TO THE PROJECT

1. "No Project" Alternative. Eliminates all impacts by leaving the site in agricultural use. The alternative could affect the future supply of housing in Lodi.
2. This alternative places the project in an alternative site somewhere in the existing City limits using vacant "infill" property. The problem with this alternative is there are no large vacant parcels remaining in the City limits. The City has had a continuous policy of only developing properties adjacent to developed areas of the City and there have seldom been many "infill" properties. The City is, in fact, extremely compact in area for a city of its type and population.
3. All single-family residential alternative allowing the 499 multiple-family units to be built as 135 single-family units. There would then be a total of 385 single-family units. This alternative would reduce the daily vehicle trips to 3850 and would decrease the number of students to 385. This alternative would use 243 acre-feet of water per year and generate 97 acre-feet of wastewater per year, putting additional loads on the White Slough Treatment Plant. The units would generate as much as 390 tons of solid waste per year, 400 tons per year less than the proposed project.

#### IRREVERSIBLE AND LONG-TERM IMPACTS

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

#### CUMULATIVE IMPACTS

1. Loss of agricultural land is cumulative. In the past years, several hundred acres of land have been developed with various residential, commercial and industrial projects. Because the City of Lodi is entirely surrounded by prime agricultural land, all future projects will utilize agricultural land.
2. There is a cumulative impact on the LUSD. The LUSD includes much of the northern San Joaquin County, including the City of Lodi and north Stockton. It is estimated that there is the potential for an additional several thousand students in projects currently approved and in some stage of development. This includes Lodi, north Stockton and the

unincorporated County areas. This would seriously affect the LUSD.

**GROWTH-INDUCING IMPACT**

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

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

---

TOWNE RANCH

---

**A. SITE LOCATION**

Towne Ranch is located on Turner Road, just west of Lower Sacramento Road outside of the northwestern portion of the City of Lodi. The parcel is designated as Assessor's parcel 029-030-42. The project is bordered on the north by Turner Road, on the east by Lower Sacramento Road and a computer tape storage center; and on the south by Lodi Park West Subdivision; and on the west by the Woodbridge Irrigation District Canal and Mainland Nursery. The subject property is not within the Lodi City Limits and will require annexation by the City in order to be developed with City services. (see Exhibit 1, Vicinity Map).

The parcel is currently in agricultural use, and consists of a vineyard. The surrounding uses consist of a vineyard, home and bed and breakfast inn to the north; multi-family housing and a computer-tape storage center; on the south by a single-family residential subdivision; and on the west by a wholesale nursery and the Woodbridge Irrigation District Canal. (see Exhibit 2, Land Use Map).

**B. PROJECT CHARACTERISTICS**

The proposed project consists of 250 single-family residential units and 499 multiple family residential units for a total of 749 units. The project density is listed below:

	<u>Acres</u>	<u>Units</u>	<u>UPA</u>
Single-Family Residential	50.6 <sup>+</sup>	250	4.9
Multiple Family Residential	27.7 <sup>+</sup>	499	18
TOTAL	<u>78.3</u>	<u>749</u>	
NET DENSITY			9.5 UPA

The Tentative Subdivision Map showing the project development is shown in Exhibit 3.

**C. APPROVALS REQUIRED**

In order to develop the site as proposed, the applicant must receive a variety of approvals from the City of Lodi. First, since the site is outside the City limits, the parcel must be annexed. Agriculture has been the predominate use surrounding the incorporated area. In recent years, urban uses have displaced some agricultural uses. On August 25, 1981 the voters of the City of Lodi passed Measure "A", an initiative ordinance to limit future expansion of the City. The initiative, known as the "Greenbelt" initiative, amended the City's General Plan by removing the Planned Urban Growth Area from the Land Use Element of the General Plan. The Urban Growth area now includes only those

areas that were within the City limits at the time of passage of the initiative. The ordinance now requires that any addition to the Urban Growth area, i.e. annexations, requires an amendment to the Land Use Element of the General Plan. These annexation-related amendments to the General Plan require approval by the voters. (See Exhibit 4)

The project is currently designated in the San Joaquin County General Plan as Low Density Residential and zoned as I-PA (Interim Protective Agriculture). Rezoning will be necessary as well as a General Plan Amendment (upon approval by the voters). This EIR must be certified by the City prior to granting any of these approvals.

---

## ENVIRONMENTAL SETTING, IMPACTS AND MITIGATIONS

---

### A. LAND USE AND AGRICULTURAL LAND

#### Setting

The 78.3 acre site is located just northwest of the Lodi City Limits, south of Turner Road and west of Lower Sacramento Road. The site consists of agricultural land currently in grape production. Soil on the site is Hanford sandy loam, considered to be prime agricultural soil. There are no buildings or residences on the site.

#### Impacts

The development of Towne Ranch will result in the loss of 78.3 acres of prime agricultural land. The development of the site with residential uses will terminate further use of the property for agricultural purposes. The vineyard will be removed and replaced with streets, houses and other urban improvements.

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

The adjacent parcel to the south is a residential project and at this time, only partially developed. It is anticipated the project will be completed by the time Towne Ranch is built. No land use conflict is foreseen, as both projects are residential.

The nursery to the west is separated from the project site by the Woodbridge Irrigation District (WID) Canal. Although no land use conflict are anticipated, the WID Canal should provide an adequate buffer between the proposed residential uses and nursery operations.

The area to the east of the proposed project is residential and no land use conflicts are anticipated.

#### Mitigation

If Towne Ranch is approved and constructed, the 78.3 acres of prime agricultural land will be removed from further use. There is no practical way to mitigate this loss. Once cleared and developed, it is unlikely the land

will ever be returned to agricultural use.

The project will be contiguous with the residential subdivision to the south and will require no separation. The west side of the project, which is bordered by the WID Canal, will require at least a seven foot fence in order to separate the residences from the canal.

The commercial parcel on the corner of Lower Sacramento Road and Turner Road will require some buffering from the adjacent multiple family uses. A wall or fence separating the two parcels should help mitigate noise, trespassing and nuisance problems.

The project may not be adequately buffered by the agricultural use on the north across Turner Road. The multiple family units that face Turner Road could be especially susceptible to agriculture chemicals. Right of way should provide a buffer and help mitigate some of the dust and noise problems associated with agricultural operations. Intrusions of pesticides and herbicides are more difficult to mitigate although a wall or fence along Turner Road should help. Pesticides, herbicides or other chemicals are controlled by state and federal regulations.

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

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

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

Although there would be increased traffic adjacent to the agricultural land, this has not adversely affected grape production in other areas of Lodi. Although it would not mitigate the above impacts, future residents of the project should be put on notice of the existence of adjacent agricultural activities. This can be accomplished by requiring covenants, conditions and restrictions (CC&R's) with this information in the deeds.

## B. TRAFFIC

### Setting

The Towne Ranch project site is located south of Turner Road and west of Lower Sacramento Road.

The project will have access at two locations on Turner Road and one access at Lower Sacramento Road. The westerly access street on Turner Road will primarily serve single-family residences. Evergreen Drive, the easterly project access on Turner Road will serve both single-family and apartment residences. Evergreen Drive will connect with the Park West Subdivision (380 single-family dwelling units) located south of this project, and will eventually extend south of Park West and connect to Lower Sacramento Road. The Lower Sacramento Road project access will serve single-family and apartment residences. This access will be opposite the existing Tejon Drive and Lower Sacramento Road intersection. It is assumed in the analysis that all access is via these three locations, i.e. no driveways on Turner Road or Lower Sacramento Road. This assumption puts more traffic at the intersections, providing a "worst case" scenario.

Currently, the two streets surrounding the project, Turner Road and Lower Sacramento Road - Woodhaven Lane, are two lane streets. The Turner Road/Lower Sacramento Road intersection is controlled by four-way stop signs.

Traffic volume data has been obtained from the City's 1984-1985 traffic volume map. Present PM peak hour traffic counts were taken at the Turner Road/Lower Sacramento Road, and Tejon Drive/Lower Sacramento Road intersections. Currently, the Turner Road/Lower Sacramento Road intersection does not meet traffic signal warrants. The existing volumes are well within the capacity levels for a four-way stop controlled intersection.

### Impacts

#### Project Trip Generation and Distribution

The proposed project will contain a total of 78.3 acres of residential development. Approximately 50.6 acres (248 d.u.) and 27.7 acres (499 d.u.) are single-family units and apartment units, respectively. The project's daily and peak hour trip generation has been calculated using the Institute of Transportation Engineers (ITE) Publication Trip Generation. As shown below in Table 1, the project will generate 5,524 daily trips and 597 PM peak hour trips. Typically, the heaviest peak hour of traffic flow is in the evening when people are commuting from work to home.

TABLE 1

LAND USE	QUANTITY	PROJECT TRIP GENERATION			
		DAILY TRIP RATE	DAILY TRIPS	PM PEAK HR. RATE	PEAK HR TRIPS
Single-Family Residential	248	10 trips/d.u.	2480	1.0 trips/d.u	248
Apartments	499	6.1 trips/d.u.	<u>3044</u>	0.7 trips/d.u	<u>349</u>
			5524		597

The distribution of the project traffic reflects the various travel patterns of those trips. The residential trips will include commute trips, shopping trips, personal business trips, and trips to/from schools and recreational facilities. The most recent census statistics indicate that over 60% of Lodi residents work in the Lodi area.

The project's traffic was assigned to the street network for three traffic conditions. Two traffic conditions included other developments planned from the surrounding area which is discussed below.

#### Other Development (Future Base)

In addition to the proposed project, additional development is planned for this area. Four projects are in the process or planned to be constructed in the vicinity of the project. Exhibit 5 presents the locations of these projects.

The San Joaquin County does not have any information on the demographics of the Woodbridge area; nor has the county done any traffic studies for the area. Thus, proposed developments in Woodbridge have not been included in this analysis.

#### Impacts on the Street Network Due to the Project

The proposed project's traffic has been added to the existing base and future base conditions. Exhibit 6 presents the traffic volumes for each condition. The CALTRANS traffic signal warrants were evaluated for the Turner Road/Lower Sacramento Road intersection and the results are shown in Table 2. The warrants are satisfied for two conditions with the addition of the proposed project's traffic.

TABLE 2  
TRAFFIC SIGNAL WARRANTS

<u>LOCATION</u>	EXISTING BASE	EXISTING + PROJECT	FUTURE BASE	FUTURE + PROJECT
TURNER/LOWER SACRAMENTO	NOT SATISFIED	SATISFIED	NEARLY SATISFIED	SATISFIED

Level of service calculations were also made for the four intersections with the addition of project traffic and compared to the "without project" conditions. Level-of-service is a qualitative measure of traffic operations at an intersection, whereby a letter grade "A" through "F", is calculated corresponding to progressively worsening operating conditions. The methodology from the Highway Capacity Manual was used for both unsignalized and signalized intersections.

Table 3 presents the definitions of the level-of-service which correspond to the general delay ranges for unsignalized intersections.

TABLE 3

LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE	SIGNALIZED INTERSECRTION	UNSIGNALIZED INTERSECTION
"A"	Uncongested operations, all queues clear in a single-signal cycle.	Little or no delay.
"B"	Uncongested operations, all queues clear in a single cycle.	Short traffic delays.
"C"	Light congestion, occasional backups on critical approaches.	Average traffic delays.
"D"	Significant congestion of critical approaches but interesection functional Cars required to wait through more than one cycle during short peaks. No long queues formed.	Long traffic delays.
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es).	Very long traffic delays, failure, extreme congestion.
"F"	Total breakdown, stop-and-go operation.	Intersection blocked by external causes.

Table 4 presents a comparison of level-of-services for the four locations. As shown, the traffic on the three project access streets will experience little or no traffic delay. At the Turner Road/Lower Sacramento Road intersection traffic will experience short delay under the "existing plus project" condition and long traffic delay under the "future base plus project" condition. Based on the "with project" conditions, traffic signal warrants are satisfied. Assuming signalization and existing lane configuration, the traffic volumes are well within capacity levels at Turner Road/Lower Sacramento Road intersection, and the motorists will experience little delay.

TABLE 4

INTERSECTION	LEVEL-OF-SERVICE				
	TYPE OF CONTROL	EXISTING BASE	EXISTING + PROJECT	FUTURE BASE	FUTURE + PROJECT
Turner Rd/Lwr Sacramento Rd	4-WayStop	A	B (A*)	A	D (A*)
Turner Rd/West Street	Thru/Stop	--	A	--	A
Turner Rd/East Street (Evergreen Drive)	Thru/Stop	--	A	--	B
Lwr Sacramento/Tejon Drive	Thru/Stop	A**	A	A**	A

- \* Assumed intersection was signalized with existing lane geometrics.
- \*\* Tejon Drive stops for Lower Sacramento Road under existing and future base conditions.

3. Mitigations

The primary effects of project traffic will be at Turner Road/Lower Sacramento Road intersection. Traffic signal warrants are satisfied with the addition of the project traffic to existing volumes as well as for future base plus project condition. A comprehensive traffic signal analysis of actual traffic volumes and accident characteristics will need to be evaluated as the project develops. Present City policies do not require developer contributions for traffic signals, however, this could be changed for this or other future projects.

The mitigation measure required with the development of Towne Ranch is the installation of a traffic signal at Turner Road/Lower Sacramento Road intersection.

C. SOILS, GEOLOGY AND DRAINAGE

Setting

The entire site is underlain by Hanford sandy loam soil. The surface layer

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

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

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

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

The project vicinity is virtually flat at about 40 feet above mean sea level (msl). The site slopes very gently (about 3 feet per mile) to the southwest with no natural drainage channels crossing it. The property is outside the 100 Year Floodplain of the Mokelumne River.

The City operates a system of interconnecting storm drainage basins to provide temporary storage for peak storm runoff. The runoff is stored until the water can be pumped into the Woodbridge Irrigation District Canal (W.I.D.) or the Mokelumne River at controlled rates and locations. The Towne Ranch project would use the E-Basin (located south of Lodi Park West Subdivision and east of the WID Canal) which currently services Lodi Park West. Basin-parks serve both a storm drainage function and a recreational function.

### Impacts

Development of Towne Ranch would result in the loss of 78.3 acres of prime agricultural land. The property is currently in grape production, but the Hanford sandy loam is also well suited for row crops and orchards.

Development of the site would preclude further agricultural uses.

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

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

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

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

#### Mitigation

If Towne Ranch is approved and constructed, 78.3 acres of prime agricultural soil will be covered, removing it from future agricultural purposes. There is no practical way to mitigate the loss of this resource. Once cleared and developed with streets and houses, it is unlikely that the land will ever return to agricultural use.

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

#### D. NOISE

##### Setting

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

Local guidelines would also apply. Areas exposed to less than day-night average noise levels (Ldn) of 60 dBA are considered acceptable for residential development. Areas exposed to Ldn 60-65 dBA are conditionally acceptable if

minor sound reduction measures are incorporated into the project design. Further details on noise within San Joaquin County appear in the County Noise Element. However, it should be noted that this document is about 9 years old and some of its contents may be out of date.

A recent (1985) noise contour study indicates the Ldn noise levels reach 60-75 dBa along Lower Sacramento Road between Turner Road and Yosemite Drive, south of the project site. The noise contours more specifically are 75 dBa at a 45 foot distance; 65 dBa at a 117 foot distance and 60 dBa at a 273-foot distance from Lower Sacramento Road. No noise contours are available for Turner Road west of Lower Sacramento Road.

### Impacts

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

Project operation would increase traffic volumes in the vicinity of the site. It is generally agreed that perceptible increases in traffic noise occur when traffic volumes double. Based on the traffic volumes predicted on page 9 of this report, it is expected that increases in traffic noise on adjacent streets due to project generated traffic would not be perceptible. However, it should be noted that in combination with traffic increases from other sources, audible impacts could occur.

### Mitigation

Because the noise levels on the portion of the project site adjacent to Lower Sacramento Road could exceed 60 dBa, Title 25 of the California Administrative Code requires that a noise analysis be performed to show that the proposed buildings be designed to limit intruding noise. Measures to mitigate excess noise could include, but are not necessarily limited to the following:

- : Minimize number and size of windows facing Lower Sacramento Road and Turner Road
- : Avoid placing bedrooms facing Lower Sacramento Road and Turner Road.

## E. AIR QUALITY

### Setting

The proposed project is located in the northern portion of San Joaquin County which is the northernmost county in the San Joaquin Valley Air Basin. The climate in the project area is characterized by hot dry summers and cool wet winters. Mean annual rainfall is about nine inches which falls mostly during

storms between October and April. Average winter maximum temperatures are in high 50's; average summer maximum temperatures are in the 90's.

The most serious air pollution problem in this area is due to elevated concentrations of ozone, which have deleterious effects on human health and crop production. The problem occurs largely from May to October when intense heat and sunlight promote the formation of ozone from chemical reactions in the atmosphere involving reactive organic gases (ROG) and oxides of nitrogen (NO<sub>x</sub>). During this period temperatures frequently exceed 100°F (the average daily maximum in July is 95°F) and prevailing west and northwest winds may bring pollutants from the more heavily populated Bay Area into San Joaquin County. Ozone concentrations exceeding the federal standard of .12 parts per million have occurred under these conditions.

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

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

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

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

### Impacts

Construction activities would generate pollutants in the project vicinity. Trucks and other motorized construction equipment would release exhaust during construction hours. The quantities involved would not be likely to cause air quality violations in the immediate vicinity of the project, nor would they be

likely to produce measurable increases in pollutant concentrations in surrounding areas. Earth moving and grading operations would generate suspended particulates through the movement of earth and the passage of wind over exposed earth surfaces. Such activities would occur over the entire period of community build-out. The resulting particulates would increase soiling downwind, and could aggravate individuals with respiratory problems and annoy nearby residents. Violations of the particulate air quality standard could occur in the immediate vicinity of the project; data and models with which to quantify these impacts are not available. It should be noted, however, that because of the agricultural land uses in the vicinity of the project site, it is likely that ambient particulate concentrations are already relatively high.

### Mitigation

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

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

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

## F. HISTORICAL AND CULTURAL RESOURCES

### Setting

The Plains Miwok Indians inhabited the northern portion of the San Joaquin Valley. The Miwok, as other California Indians, can be characterized as a hunting and gathering people who lived a semi-sedentary village life. Indian sites in the Lodi area are usually found along the banks of the Mokelumne River, just north of the project site.

In 1852, Jeremiah H. Woods and Alexander McQueen established a ferry across the Mokelumne River. As a result, a new road from Stockton to Sacramento was established by way of this ferry which became known as Woods' Ferry. In 1858, Woods built a bridge at the site of the ferry. From it the town, which was laid out in April 1859, took the name of Woodbridge. The town of Woodbridge is a California Historic Landmark. Woodbridge and other towns such as Lockeford absorbed the river trade of the Mokelumne, but later on the agricultural districts became dependent upon towns like Lodi which had railway access.

In 1878, Albert Stokes Thomas deeded land north of the project site to the town of Woodbridge. One year later on this site, Bishop Castle of the United Brethren Church dedicated the Woodbridge Seminary. This became the San Joaquin Valley College (1882-1897), one of the first colleges in California.

It was later used as Woods Grammar School until 1922 when the building was dismantled. The site is a California Historic Landmark.

East of the school is the Woodbridge Cemetery. As early as 1847, burials took place at this site, however, the date of the normal founding of the cemetery is 1875. The cemetery is maintained by the Oddfellows, Masonic Lodge.

Adjacent to the proposed project, to the north, is a 6-bedroom farm house situated on a 2 1/4-acre parcel next to the Burton Towne Ranch, across Turner Road from the project site. It was built about 70 years ago by the Towne family to replace an earlier structure which had been destroyed by fire. The Townes were large agricultural land owners in the Lodi/Woodbridge area and have lived in the area for about a century. The home has recently been purchased by a group who are converting the Towne home into a restaurant/bed and breakfast enterprise.

The Central California Information Center at California State College at Stanislaus has been provided the project description and maps depicting the project site. A search of the State Office of Historic Preservation cultural records maintained at the Center indicated that no known cultural resources are within the project site; however, three resources mentioned above, San Joaquin Valley College, Woodbridge and the Oddfellows Cemetery are all within one mile of the project site. The farm house on the Burton Towne Ranch site is not listed as an historic structure.

## 2. Impacts

There are no recorded archeological surveys of the site, and 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.

## 3. Mitigation

Should any archeological artifacts be discovered during project excavation, the Central California Information Office at Stanislaus State College and State Office of Historic Preservation should be notified. Excavation which might damage the discovered artifact would be suspended to allow determination of significance by a qualified archeologist.

## 6. COMMUNITY SERVICES

### POLICE

The Lodi Police Department serves the area within Lodi City limits which is divided into seven patrol areas. The Department has 59 sworn officers, 43 patrol officers and 16 patrol cars. The Department has recently added 3 motorcycles to the fleet. There is one central dispatch station. The average response time is just under 3 minutes.

### Impacts

The development of Towne Ranch will mean the end of the present patrol arrangement between the Lodi Police Department and the San Joaquin County Sheriff. The Lodi Police Department will provide police service to the development if it is within the City limits.

### FIRE

The City of Lodi will provide fire protection to the project area. The Lodi Fire Department provides service within City limits, an area of approximately 9.3 square miles with a service population of 42,000. The Department has 42 fire fighters, four 1500 gallon pumpers, one elevated platform truck, one ladder truck and one equipment truck. This equipment is distributed between three stations. Station No. 1, located on Elm Street at Church Street is the primary responder, with Station No. 3 as a back up unit. Response time from Station No. 1 would be near the 5 minute mark, which is within the Department's 3-5 minute maximum. The City has a Class III ISO rating.

### Impacts

The Fire Department has projected an increase in calls for service (all types) of 10 per year as a result of the project. The Department has indicated they can safely deliver the increased service load if all water is installed as per City specs.

### Mitigation

None Required

### SCHOOLS

The Lodi Unified School District (LUSD) serves the City of Lodi and nearly all of northern San Joaquin County, including portions of North Stockton. The School District has a student population of just under 19,000 which is estimated to be growing by 4 to 7 percent per year.

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

### Impacts

The School District estimates that one student is added by each new housing unit. Therefore the Towne Ranch project can expect to add 749 students to the Lodi Unified School District. Reese Elementary, Woodbridge Middle School and Lodi High School would be the schools most affected. In the 1985-86 school year, Reese Elementary and Lodi High School were declared impacted attendance areas for the purposes of collection of development fees. Woodbridge Middle

School is currently at capacity.

If the Batch project (located south of the Towne Ranch project and Lodi Park West Subdivision) is annexed by the City of Lodi, a site is reserved adjoining the Basin Park for a new school. This would take some of the load off Reese Elementary and revert Woodbridge Middle School back to a K-6 school.

#### Mitigation

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

#### WATER

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

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

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

#### Impacts

The City estimates that approximately 3.1 acre feet (Ac.ft.) of water per year is required for each acre of single-family development and 4.2 acres per year is required for each acre of multiple family development. Given this, the project's residential water consumption is estimated to be about 273 ac.ft. per year or .24 mgd (million gallons per day).

The level of water consumption will not significantly affect the City's current capacity. Water use will be higher if the property is developed as residential use rather than if it remains in agricultural use. The California Department of Water Resources provides the following estimates for various agricultural crops:

Alfalfa	3.4 Ac.ft. per acre per year
Deciduous Orchards	3.0 Ac.ft. per acre per year
Vineyards	2.4 Ac.ft. per acre per year
Truck Gardening	1.8 Ac.ft. per acre per year
Barley	0.0 Ac.ft. per acre per year

(An acre-foot of water is the amount of water needed to cover one acre of land with one foot of water, or 325,900 gallons.)

### Mitigation

The Towne Ranch project is estimated to use about 273 Ac.ft. per year. Consumption can be substantially reduced through water conservation and cut by as much as half by metering the residential supply and charging customers for the amount used rather than a flat rate.

### WASTEWATER

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

### Impacts

Assuming about 40% of water consumption can be carried away as wastewater, the Towne Ranch project can be expected to generate 109 Ac.ft. of wastewater per year. The treatment plant has the capacity to absorb the flow but is currently at 85+% of total capacity. At current growth rates, expansion of the treatment plant will be needed by 1990-1992. The plant expansion is now being planned.

### Mitigation

None required.

### SOLID WASTE

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

Impacts

The franchise operator estimates an average of 39 lbs. of solid waste is generated per residential unit per week. Therefore the 749 proposed units would create approximately 760 tons of refuse a year. The sanitary service is a mandatory service that operates on a user fee basis. The Towne Ranch development would require additional manpower and service equipment. Sanitary City considers this is part of a normal growth pattern and the cost of capital improvements would be repaid by user fees.

Mitigation

None required.

**ELECTRICITY**

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

Impact

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

Mitigation

None required.

**GAS**

Pacific Gas and Electric Company will provide service.

**TELEPHONE**

Pacific Bell will provide local service.

**TELEVISION CABLE**

King Video Cable will provide service.

---

#### UNAVOIDABLE IMPACTS

---

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

---

#### IRREVERSIBLE ENVIRONMENTAL CHANGES

---

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

---

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

---

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

---

**CUMULATIVE IMPACTS**

---

**AGRICULTURAL LAND**

The proposed project will contribute to a cumulative loss of prime agriculture land that has occurred in the past several years. Table 5 shows the projects that did, or will, contribute to this loss.

**TABLE 5  
LOSS OF FARM LAND IN LODI**

<b><u>PROJECT</u></b>	<b><u>APPROXIMATE ACRES</u></b>	<b><u>STATUS</u></b>
The Meadows	58 Acres	Under Construction
Lakeshore Village	98 Acres	Under Construction
Whispering Oaks	34 Acres	Under Construction
Lodi Park West	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
<b>TOTAL ACREAGE</b>	<b>446 Acres</b>	

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

**SCHOOLS**

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

---

### GROWTH-INDUCING IMPACTS

---

The development of Towne Ranch would introduce new urban uses to the west corner of Lodi. These new uses may accelerate the rate at which the surrounding area is developed. The installation of various public utilities, could allow additional development of the area.

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

---

## ALTERNATIVES TO THE PROJECT

---

### Alternative 1

The principal alternative to the proposed project would be no project at all. The project would not be built. This would enable the land to continue to be used for agricultural purposes and would eliminate the other adverse impacts that might result from the project. While this would eliminate the environmental impacts, it could have other effects on the City of Lodi. The primary effect would be the possibility of increased densities within the City of Lodi.

Under Measure A, no annexations can occur without approval by the electorate of the City of Lodi. In the last five years only two requests have been approved. Coupled with a growth rate of 4.7% (1985-1986) construction in Lodi during 1985 set a new record high with 901 living units added to the City. Due to the lack of available buildable residential acreage, densities in the older single-family, neighborhoods are increasing from the number of apartments replacing single-family homes, and put a major strain on infrastructure carrying capacities. In November 1985, a building moratorium was called in this area in order to further study the problems and search for solutions.

The increased densities also have added to problems such as crime, traffic congestion and inadequate parking. Narrow streets, aging infrastructure and inadequate classroom space in schools are mounting problems worsened by higher densities.

The development of Towne Ranch alone won't solve these problems. However, if annexations are not approved, densities will increase within the City limits. With approximately 3-5 years of residential development left (at current building rates), there will be increased pressure on the older, less valuable single-family units to be set aside for demolition and replaced with apartment units.

### Alternative 2

Alternative 2 would be to utilize a vacant "infill" property located somewhere in the City of Lodi as an alternative site for this project. This would eliminate the development of the Towne Ranch property and place the project in a location that is presumably already impacted.

The problem with this alternative is that the City of Lodi does not have any large "infill" properties in the City. The City is, in fact, extremely compact in area for its population.

In recent years, Lakeshore Village, Turner Road Estates (formerly Colony Ranch), Rivergate Mokelumne, Whispering Oaks, Lodi Park West, Woodlake North, and Mokelumne Village have been approved on "infill" properties. These subdivisions are all under construction with various types of development.

These developments have utilized all the large vacant properties that existed within the developed parts of Lodi.

Of the remaining vacant parcels, most are too small for a residential subdivision. They range from individual, single-family lots to parcels of several acres. Many of the larger parcels are owned by church groups or individuals who do not want to sell their properties. Other properties have an approved tentative map on them or have a map under review by the City. In any case these properties are not suitable for development for the Towne Ranch Subdivision.

### Alternative 3

Alternative 3 would eliminate all multi-family housing from the project (499 units) and consist only of single-family housing. At the same density rate of 4.9 units per acre as the single family portion of the project, the 27.7 acres of multiple family housing would convert to 135 additional single-family units. Therefore there would be a total of 385 single family units.

### Schools

By reducing the number of housing units from 749 to 385, the impact on the school district is lessened. The Towne Ranch project under this alternative would add only 385 students to the LUSD.

### Water

Under this alternative, the project's water consumption would be reduced from 273 AC per year or .24 mgd to 243 AC per year or .22 mgd. The level of consumption would be less than the proposed project and would not affect the City's current capacity.

### Wastewater

The Towne Ranch project, if developed as all single-family units would generate 97.7 AC of wastewater per year. This would have 11% less impact on the treatment plant, than the proposed project.

### Solid Waste

This alternative would reduce the amount of solid waste resulting from the project from 760 tons per year to 390 tons per year. The new landfill will be able to handle the either project's solid waste.

**COMMENTS AND RESPONSES  
TO THE DRAFT E.I.R.**

OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET  
SACRAMENTO, CA 95814



September 2, 1986

Erin Corey  
The City of Lodi  
221 West Pine Street  
Lodi, CA 95240

Subject: Towne Ranch/Lodi  
SCH# 86071519

Dear Mr. Corey:

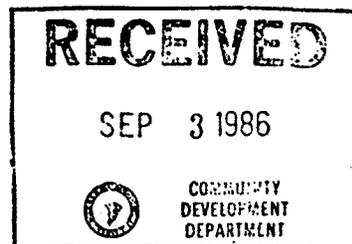
The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call Norma Wood at 916/445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

A handwritten signature in cursive script, appearing to read "John B. Ohanian".

John B. Ohanian  
Chief Deputy Director  
Office of Planning and Research





SAN JOAQUIN COUNTY  
DEPARTMENT OF PLANNING AND BUILDING INSPECTION

1810 E HAZELTON AVE. STOCKTON CA 95205  
PLANNING PHONE 209/944-3722  
BUILDING PHONE 209/944-3701

CHET DAVISSON  
Director  
JERRY HERZICK  
Deputy Director  
TOM WALKER  
Deputy Director

August 29, 1986

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

Re: Draft EIR for Towne Ranch, #86-2

Gentlemen:

Thank you for the opportunity to comment on the Draft EIR for Towne Ranch. San Joaquin County Planning is concerned about the impacts of the proposed project, especially in light of the rapid development of adjoining Woodbridge. Because of this, an EIR addressing such a large project must incorporate the combined impacts of this project with surrounding approved projects. This issue is also relevant to the project-specific comments below:

1. It is not clear whether this document has been prepared to address the impacts of the specific project, the proposed annexation of the parcel to the City of Lodi, or both. If this will serve as the only EIR for the project, it may need additional detail in order to be adequate. This observation is based on the general, undetailed project map.
2. The third alternative detailed on Page vi is confusing. Shouldn't the number of students decrease to 385 rather than increase? The wording on generation of solid waste also implies an increase of waste generation.
3. The Traffic section needs additional analysis. See the enclosed comments from the County Department of Public Works. Despite the statement on Page 10, this office sent demographic and traffic information on Woodbridge to assist in the preparation of this EIR. This data is again enclosed and should be considered in the Final EIR. A map of developing and proposed projects is also included, although it is now somewhat out of date.

The internal circulation system for the multi-family portion of the project must also be detailed before a complete traffic analysis can be performed and appropriate design and facility mitigation proposed.

To : Lodi Planning  
From: Tom Walker  
Sub : Towne Draft EIR  
Date: 8-29-86  
Page: - 2 -

4. Specify when the required noise analysis will be done as described on Pages 16 and 18. Also, detail how the results can be used to effectively mitigate any identified impacts. Some preliminary noise readings with projected increases should be included in the site design rather than waiting until individual units are ready to be built.

P. 17, ¶ 2: A noise study for roadways throughout the County was completed in February 1986 by BBN Laboratories for the Council of Governments. This study, available from COG, should be used for the EIR and referenced.

5. The Mitigation section under Air Quality refers the reader back to the mitigation for traffic impacts. It is difficult to accept that a traffic signal alone can effectively address increased VMT and improve traffic flow.

6. P. 26, ¶ 4: The impact of this development without a new school on the Batch property should be discussed. Mitigation measures need to be described.

7. Additional page-specific comments:

(a) P. 18, ¶ 2, Line 2: "Cherokee Lane" should read "Lower Sacramento Road."

(b) P. 20, ¶ 3: This sentence does not make sense. Transportation emissions controls do not pollute and are not put on stationary sources.

(c) P. 21, ¶ 1: The amounts of hydrocarbon and carbon monoxide from trips resulting from this project should be given.

(d) P. 25, ¶ 1: The impact on the Police Department is not discussed.

8. The Alternatives section should include viable project alternatives, including a redesign of the current proposal. It could be that the density as currently proposed is fine and that only a project redesign is required in order to mitigate identified impacts. This cannot occur, though, until a more specific project proposal is included.

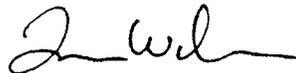
Another alternative might be a type of clustered development that can provide a more natural transition to adjoining agricultural lands.

To : Lodi Planning  
From: Tom Walker  
Sub : Towne Draft EIR  
Date: 8-29-86  
Page: - 3 -

9. No Initial Study or responses to a Notice of Preparation have been included. Neither is supporting text included to explain how areas of potential impact were identified.

Please contact this office if you have any questions regarding our comments.

Sincerely,



TOM WALKER  
Deputy Director

Enclosures

TW/PK/KW/blm

RESPONSES TO SAN JOAQUIN COUNTY PLANNING DEPARTMENT COMMENTS

1. The Environmental Impact Report addresses both the specific project and the proposed annexation of the parcel. The project map shows a specific street layout and property lines. The project map also shows the specific density distribution for both the multi-family projects as well as the overall project. This should provide adequate information for the Environmental Impact Report.
2. Corrected in text.
3. The demographics and traffic information for the Woodbridge area was insufficient in regards to traffic analyses. The Environmental Impact Report for the Woodbridge area did not include traffic distribution and the amount of traffic on the individual streets. However, the EIR stated:

"The traffic generated by the addition of 1,240 auto trips along any one of the four main streets will be within the volumes projected to the year 1995. Provided that street improvements can be coordinated with residential projects, the traffic-bearing capacity of the four main roads should be adequate."

The 1240 daily auto trips is the project traffic for Capital Property Enterprises which includes a 22 acre site with 150 to 170 single and multi-family dwelling units. This project is located north of Mokelumne Street and east of Woodbridge Road.

The 1240 auto trips were added to the estimated "future plus project" daily traffic volumes which showed the three major streets, Lower Sacramento Road, Turner Road, and Woodhaven Lane will be below capacity levels.

Exhibit 3 presents the tentative subdivision map which shows the access restrictions for the three project streets. The internal circulation system for the multi-family portion will not have an impact on the surrounding street system.

All internal circulation plans for development are reviewed by Community Development and Public Works as part of the approval process.

- 4.A. The BBN Study for San Joaquin County shows noise levels of 60 dB, at 165 feet from the roadway edge of Lower Sacramento Road. There will be a frontage road separating Lower Sacramento Road and the project site which raises the distance to about 60 feet. The homes will be set back another 20 feet from the frontage road for a total of 80 feet from the noise source. The first 85 feet of the project will be subjected to exterior noise levels of 60 dB. (See Exhibit A)

The project along Lower Sacramento Road will not be subjected to CNELS exceeding 60 dB. Because of this, the City will not require a noise

RESPONSES TO SAN JOAQUIN COUNTY PLANNING DEPARTMENT COMMENTS Continued

analysis for the project. However, the noise mitigation measures mentioned on page 12 should be integrated into the project design. According to the Noise Element of the San Joaquin County General Plan. "Conventional residential construction with forced air ventilation is usually adequate where Ldn's are 60-69dB. However, careful attention to construction details is necessary to insure that a house achieves its full insulation potential. Ill-fitting doors and windows can negate the sound insulation effects of an otherwise well-built home. Locating bedrooms away from the noise source will also be important in reducing potential problems"

Also the multi-family units near Lower Sacramento Road should be placed on the site as far from Lower Sacramento Road as possible, with parking spaces as further separation from the noise source. According to the BBN Study, noise levels along Lower Sacramento Road in the year 2005 will be 65 dB at the 117 feet contour line. This means the multi-family units should be at least 37 feet from the project boundary on Lower Sacramento Road frontage road.

As mentioned in the Draft EIR, there are no noise contours given for Turner Road west of Lower Sacramento Road. However, because traffic counts are lower along Turner Road it is assumed that noise levels are less than 60 dB. However, the same mitigation measures will be applied to the multi-family units along Turner Road as those applied to the units along Lower Sacramento Road, i.e. the units will be placed on the site away from Turner Road as far from the noise source as possible.

- B. The noise study mentioned on page 17 is the BBN Study. The full reference is: BBN Laboratories, Inc., "Preparation of Current and Projected Noise Contours For Specific Roads, Railroads and Airports in San Joaquin County," Feb. 1986, p.p. 53-54.
5. Measures to reduce VMT could include car or van-pooling (CALTRANS has a program which matches carpoolers to help facilitate carpooling), bicycle commuting and the use of Dial A Ride. Dial A Ride is a taxi service in Lodi primarily for the use of senior citizens at a cost of 50¢. The public may also use Dial A Ride, but at a higher rate.
6. See letter from Lodi Unified School District.
7.
  - a) Corrected in text
  - b) Corrected in text.
  - c) The home-based emissions are as follows:  

Carbon-monoxide	=	290 tons per year.
Hydrocarbons	=	32 tons per year.
Oxides of Nitrogen	=	23 tons per year.

These levels will have no significant effect on the environment.

REPONSES TO SAN JOAQUIN COUNTY PLANNING DEPARTMENT COMMENTS... Continued

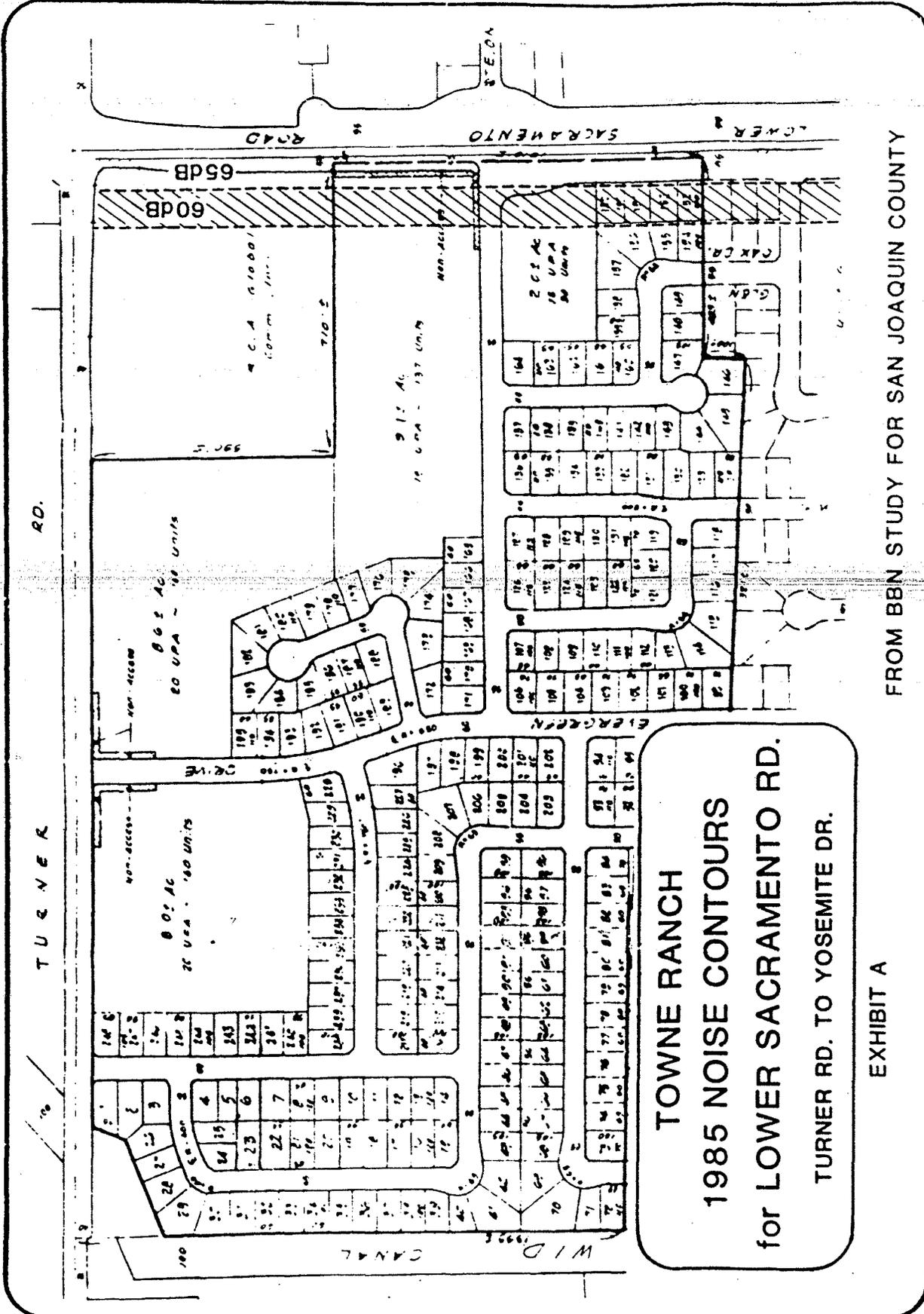
d) Impact

According to the Police Chief, the additional population generated by the project will increase the number of calls and put a definite impact on the police service.

Mitigation

The addition of police officers is a budgetary item and will be negotiated at such time population demands warrant it.

8. At such time when a more specific plan is submitted, project redesign will be considered.



FROM BBN STUDY FOR SAN JOAQUIN COUNTY

EXHIBIT A

HENRY M. HIRATA  
DIRECTOR



EUGENE B. DELUCCHI  
DEPUTY DIRECTOR  
MANUEL LOPEZ  
DEPUTY DIRECTOR

COUNTY OF SAN JOAQUIN  
DEPARTMENT OF PUBLIC WORKS  
P. O. BOX 1810 - 1810 E HAZELTON AVENUE  
STOCKTON, CALIFORNIA 95201  
(209) 944-2281

August 22, 1986

M E M O R A N D U M

TO: Kitty Walker, Senior Planner  
Planning and Building Inspection Department

FROM: Thomas M. Gau, Senior Civil Engineer  
Public Services Division

SUBJECT: DRAFT E.I.R. FOR TOWNE RANCH

The Public Works Department wishes to make the following comments relative to the above referenced subject:

The traffic mitigation statement in the Summary, page V, is too general. A specific street improvement program for implementation with this project and future developments should be identified. These improvements include, but are not limited to, signals at Turner Road and Lower Sacramento Road, the "T" intersection of Turner Road and Lower Sacramento Road north, and the extension of Chestnut Street/Woodhaven Drive north across the Woodbridge Irrigation District canal to Woodbridge Road.

The analysis for Other Development (Future Base), page 10, should include proposed developments in the immediate Woodbridge area and take in account projections to year 2,000 for the Woodbridge community. Also, impacts on the Woodbridge Road network system, more particularly the implications of not fully extending Chestnut Street across the W.I.D. canal to Turner Road, are not being addressed. Until this extension is constructed, Lower Sacramento Road will continue to carry additional traffic volumes and require premature signalization and road widening.

TMG:RWH:pw  
PS5-TR

RESPONSES TO SAN JOAQUIN COUNTY PUBLIC WORKS COMMENTS

COMMENT A specific street improvement program for implementation with this project and future developments should be identified. These improvements include, but are not limited to, signals at Turner Road and Lower Sacramento Road, the "T" intersection of Turner Road and Lower Sacramento Road north, and the extension of Chestnut Street/Woodhaven Drive north across the Woodbridge Irrigation District canal to Woodbridge Road.

RESPONSE The street improvements (including drainage) required as part of the development of Towne Ranch will include:

Turner Road - curb, gutter, sidewalk and paving on the south side in conformance with an ultimate street width of 64 feet curb-to-curb.

Lower Sacramento Road - curb, gutter and sidewalk on the west side in conformance with the Specific Plan which includes an ultimate curb-to-curb width of 86 feet. Paving is a City responsibility under present policies and will be included in the Capital Improvement Program as conditions and funding warrant.

Internal - All internal streets, complete width per City standards.

Traffic mitigation measures are identified on page 12. Until the City Council determines that developers should pay for traffic signals or pay some type of traffic mitigation fee for impacts outside the development (i.e. Turner Road and Lower Sacramento Road North) there is no point in extending the impact analysis beyond that already done in the EIR.

COMMENT The analysis for Other Development (Future Base), page 10, should include proposed developments in the immediate Woodbridge area and take in account projects to year 2000 for the Woodbridge community.

RESPONSE The "future base" condition is not intended to be an analysis of "ultimate" or "year 2000" conditions. It is, rather, a short-term condition to provide information on conditions that may exist prior to "ultimate" improvements. The conditions under ultimate conditions, which would include Woodbridge developments is discussed in the response to San Joaquin County Planning Comments.

COMMENT Also, impacts on the Woodbridge Road network system, more particularly the implications of not fully extending Chestnut Street across the W.I.D. canal to Turner Road, are not being addressed. Until this extension is constructed, Lower Sacramento Road will continue to carry additional traffic volumes and require premature signalization and road widening.

RESPONSES TO SAN JOAQUIN COUNTY PUBLIC WORKS COMMENTS Continued

**RESPONSE**      The question of Woodbridge area improvements is discussed in the June 26, 1986 letter to San Joaquin County outlining the City's position on this subject. This letter is included elsewhere in the "response to comments."

CITY COUNCIL

FRED M REID Mayor  
EVELYN M OLSON  
Mayor Pro Tempore  
DAVID M HINCHMAN  
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 REIMICHE  
City Clerk

RONALD M STEIN  
City Attorney

June 26, 1986

San Joaquin County  
Planning Department  
1850 E. Hazelton  
Stockton, CA 95205

Attn: Peggy Keranen

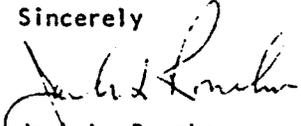
SUBJECT: Towne Ranch EIR

Thank you for passing on comments from the County Public Works Department regarding the Towne Ranch EIR. Our Department is preparing the traffic section and these comments will help us focus our attention on areas of concern. We will address all these comments in the EIR.

However, the subject of contributions for the Chestnut Street bridge is questionable. This bridge is primarily for access from Woodbridge, an unincorporated community, to Lodi, or to locations south of Lodi. The County has been and appears to be continuing to allow residential development in this area under its own rules and standards. It seems only appropriate that the County perform the necessary traffic and preliminary design studies, establish an area of benefit and collect the fees for construction of the bridge. We feel strongly that the majority of benefit is north of the WID Canal. The City of Lodi may be willing to enter into a joint powers agreement regarding collection of fees from property developing within the benefit area if that area and percentage of benefits could be agreed to. Again, we feel the County has the responsibility to make this area benefit study.

We would be happy to provide traffic counts and comment on the studies as you prepare them. Please contact Richard Prima or me if you need any assistance.

Sincerely

  
Jack L. Ronsko  
Public Works Director

cc: Tom Peterson, Lodi City Manager  
Jim Schroeder, Lodi Community Development Director  
George L. Barber, Supervisor, Fourth District  
Henry Hirata, S.J. Public Works Director  
Tom Gau, S.J. Senior Civil Engineer

JLR/RCP/eeh

HENRY M. HIRATA  
DIRECTOR



EUGENE B. DELUCCHI  
DEPUTY DIRECTOR

MANUEL LOPEZ  
DEPUTY DIRECTOR

COUNTY OF SAN JOAQUIN  
DEPARTMENT OF PUBLIC WORKS  
P. O. BOX 1810 - 1810 E. HAZELTON AVENUE  
STOCKTON CALIFORNIA 95201  
(209) 944-2281

RECEIVED

JUN 9 1986

SAN JOAQUIN COUNTY  
PLANNING DEPARTMENT

June 5, 1986

M E M O R A N D U M

TO: Peggy Keranen, Senior Planner  
Planning and Building Inspection Department

FROM: Thomas M. Gau, Senior Civil Engineer  
Public Services Division *TM Gau*

SUBJECT: COMMENTS ON DEVELOPMENT - TOWNE RANCH - CITY OF LODI

We have reviewed the Notice of Preparation of E.I.R. for the Towne Ranch residential project located at the southwestern corner of Turner Road and Lower Sacramento Road. The following comments are noted and should be addressed in the E.I.R.:

1. The traffic impact on Lower Sacramento Road, north of Turner Road, should be addressed. The trip generation on Turner Road and the level of service for intersections of Turner Road with Woodhaven Lane and Lower Sacramento Road should be analyzed in the E.I.R. This development should contribute to the cost of the bridge to be constructed for Woodhaven Lane/Chesnut Street across the Woodbridge Irrigation District Canal.
2. The project site is within the County. This subdivision requires annexation to the City of Lodi. This annexation should include Turner Road.
3. The project site is currently within the boundaries of the City-County Joint Power Agreement for Storm Drainage Facilities.

TMG:FL:pw  
PS4-TR

c: George L. Barber  
Supervisor, Fourth District

Henry M. Hirata  
Director of Public Works

RESPONSE TO COMMENTS FROM SAN JOAQUIN COUNTY PUBLIC WORKS DEPARTMENT

Memorandum dated June 5, 1986 to Peggy Keranen, Senior Planner  
from Thomas M. Gau, Senior Civil Engineer.

1. a) See text Traffic section.  
b) See letter dated June 26, 1986 to Peggy Keranen from Jack Ronsko  
located in this section.
  
2. Turner Road will be included in the annexation.

# civil engineers



**BAUMBACH & PIAZZA, INC.**

July 22, 1986

323 West Elm Street  
Lodi, California 95240

Phone (209) 368-6618

JOB NO. 8579

Mr. David Morimoto, Sr. Planner  
Community Development Department  
221 West Pine Street  
Lodi, CA 95240

Re: TOWNE RANCH  
EIR 86-2

Dear Mr. Morimoto:

I would like to clarify one point regarding possible conflicts with adjacent agricultural parcels.

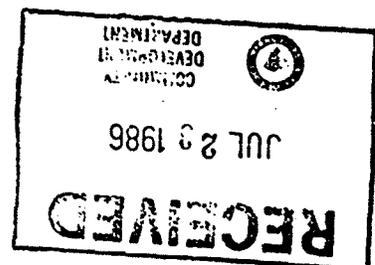
The neighboring properties, East, South and West of this site are already developed in a mixture of commercial and residential uses.

Only on the North side of this project is there an adjacent agricultural use, and that is across Turner Road which has a planned right of way width of approximately 80 feet.

Sincerely,

TERRY PIAZZA  
Secretary Treasurer

TP:jc



Environmental Assessment

INITIAL STUDY

1. PROJECT TITLE TOWNE RANCH - EIR 86-2
2. LOCATION Northwest of City limits; West of Lower Sacramento Road & S/Turner Road
3. PROJECT DESCRIPTION 78.3 acre residential subdivision consisting of 250 single family units & 499 multiple family units for a total of 749 units and an overall density of 9.5 units per acre.
4. General Plan Designation (A) Existing (city), (B) Proposed (A) Low density residential (San Joaquin Co); (B) Low-density residential
5. Site description and surrounding land use Agriculture surrounded by residential to the south, commercial to northeast, agriculture to the north and agricultural and commercial to the west. Residential on periphery to east.
6. Zoning (A) Existing, (B) Proposed (A) I-PA (Interim Protective Agriculture; (B) P-D (Planned Dept. - 9.5 units per acre).

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.....	___	X	___
b. Substantially degrade surface or groundwater quality..	___	X	___
c. Substantially deplete surface or groundwater resources.....	___	X	___
d. Substantially interfere with groundwater flow or recharge.....	___	X	___
e. Cause a significant affect related to flood, erosion or siltation.....	___	X	___
f. Substantial interference with the habitat of any species of fish, wildlife or plant.....	___	X	___
g. Violate ambient air quality standards or create substantial air emissions or objectionable odors.....	___	___	X
h. Substantially increase ambient noise or glare level for adjoining areas.....	___	X	___
i. Substantial reduction of existing cropland.....	___	___	X
j. Expose individuals or property to geologic, public health, traffic, flood, seismic or other hazards.....	___	X	___

	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: \_\_\_\_\_

SEE ENVIRONMENTAL IMPACT REPORT 86-2

Mitigation Measures to Reduce Adverse Impacts Identified by Initial Study: \_\_\_\_\_

SEE ENVIRONMENTAL IMPACT REPORT 86-2

**RECOMMENDATION**

Negative Declaration
  EIR
  Conditional Negative Declaration

JAMES B. SCHROEDER  
Environmental Review Officer

EIR/1-81

By \_\_\_\_\_ Date 9/11/86  
ERIN COREY, Jr. Planner

---

LIST OF RESOURCES

---

Terry Piazza, Principal, Baumbach & Piazza, Civil Engineers.

San Joaquin County General Plan Map to 1995, April 1983.

City of Lodi, Woodlake North Final Environmental Impact Report,  
June 1984.

Paula Fernandez, Engineer, Traffic, City of Lodi.

Rich Prima, Chief Civil Engineer.

Glenn Robison, Assistant City Engineer, City of Lodi.

Fran Forkas, Water and Wastewater Superintendent, City of Lodi.

Mary Joan Starr, Facilities Planner, Lodi Unified School District.

Edie Hunt, Facilities Planning, Lodi Unified School District.

Linda Porterfield, Administrative Assistant, City of Lodi,  
Police Department.

Ray Schatz, Fire Administrative Office, Lodi Fire Department.

Arthur Diamond, Air Resources Board, State of California.

PARKVIEW TERRACE

Council Member Snider asked to abstain from discussion and voting on the Parkview Terrace project because of a conflict of interest and left the council table.

ORD. NO. 1393  
INTRODUCED

cc-18 -  
cc-35  
cc-53a

Notices thereof having been published according to law, affidavits of which publications are on file in the office of the City Clerk, Mayor Reid called for the following Public Hearings:

- 1) To consider the final Environmental Impact Report (EIR 86-3) for Parkview Terrace, a 20 acre, 155 unit proposed adult community at the northeast corner of Lodi Avenue and Lower Sacramento Road.

To consider the request of the property owners to prezone Parkview Terrace, a 20 acre, 155 unit adult community at the northeast corner of West Lodi Avenue and Lower Sacramento Road to P-D, Planned Development, to accommodate a cluster home development with recreational amenities.

The matter was introduced by Community Development Director Schroeder who presented diagrams of the subject area.

A presentation regarding the Final Environmental Impact Report (EIR 86-3) for the Parkview Terrace Subdivision and mitigations were reviewed by Junior Planner Erin Corey.

Jr. Civil Engineer-Traffic, Paula Fernandez, addressed the Council regarding traffic questions concerning the project.

The following persons spoke on behalf of the project:

- 1) Chuck Wentland  
119 South Avena  
Lodi, CA

There were no persons wishing to speak in opposition.

Mayor Reid closed the Public Hearing

Following discussion, on motion of Mayor Pro Tempore Olson, Hinchman second, Council certified the subject Environmental Impact Report as adequate.

On motion of Council Member Pinkerton, Olson second, Council established the following findings of approval for the Parkview Terrace Subdivision.

A. 1. ENVIRONMENTAL IMPACT

The project will result in the loss of 20.88 acres of prime agricultural soil if the project is approved. This loss cannot be mitigated. (pp. 3-4)

Finding

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

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

Overriding Considerations

The area in question was designated for residential development for many years prior to Measure A. The area has been urbanized for many years and there are residential developments adjacent to the proposed project.

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

2) ENVIRONMENTAL IMPACT

Urbanization of the subject parcel will affect adjacent agricultural parcels. (pg. 4)

Finding

While some modification of current farming practices may be required, those modifications will not prevent the continued agricultural use of the adjacent parcels. The use of agricultural chemicals can continue although in some cases alternative methods of application or types of chemicals may be required. There is a 137' right of way on Lower Sacramento Road which will serve as a buffer between the agricultural use on the west and the project site.

### 3) ENVIRONMENTAL IMPACT

The project will generate approximately 1750 vehicle trips per day when fully developed.

#### Finding

The project will be adequately served by proper street design and widening. Lower Sacramento Road frontage will be abandoned.

### 4) ENVIRONMENTAL IMPACT

The project will produce some additional air pollution both from vehicle emissions and construction activity. (pp. 14-17)

#### Finding

Based on Air Quality projections, the amount of vehicle-generated air pollution will not significantly affect the region. The construction generated pollution, primarily dust, will be temporary, lasting only during the period of construction. Much of the dust problem can be eliminated by watering down the site during the dry construction months.

### 5) ENVIRONMENTAL IMPACT

The project is located adjacent to Lower Sacramento Road and Lodi Avenue which have traffic generated noise levels that may require noise reduction measures for residential units.

#### Finding

Because noise levels exceed recommended levels for residential units, a noise analysis will be required for any residential structure along Lower Sacramento Road or Lodi Avenue.

## B. ALTERNATIVES TO THE PROJECT

The EIR discussed several alternatives to the proposed project. The following are findings on three alternatives.

#### Alternative 1

This alternative is a "no project" alternative which would mean that no development would be constructed on the property. (pp. 25-26)

#### Finding

This alternative would eliminate the environmental impacts resulting from the proposed project. This alternative would, however, affect the future supply of housing in the City of Lodi, particularly senior citizen housing.

#### Alternative 2

This alternative would utilize an "infill" property as an alternative to the proposed project. (pg. 24)

#### Finding

The City of Lodi has consistently encouraged the utilization of "infill" parcels of land available in the City of Lodi. There are no parcels of land available in the City of Lodi. There are no parcels that could accommodate the Parkview Terrace project. Most of the "infill" properties are small in size, ranging from single-family lots to one or two acres. All the large parcels are under development or have an approved project

on them. Additionally, most of these parcels, if they were available, would be very expensive. The price would probably make affordable housing impossible.

### Alternative 3

Deletes senior citizen project for a single-family residential project. This would result in a lower density project and would reduce all impacts except those on the Lodi Unified School District. This alternative would add 104 students to the school district.

This alternative could also affect the supply of senior citizen housing in Lodi. Lodi has a high proportion of senior citizens compared to the rest of San Joaquin County, and studies show that the senior population is growing by 25% per year. Although at the present there seems to be an adequate supply of senior housing at various rents. This growth rate, if it continues, could exhaust the supply quickly. The proposed project is also unique in the fact the units will be for sale, not for rent, which might appeal to senior who want to live more independently and have more money.

### C. GROWTH-INDUCING IMPACT

The project will not have a significant growth-inducing impact on the City.

#### Finding

The project is surrounded on three sides by the City of Lodi with this parcel approved for annexation, all land east of Lower Sacramento Road from north of Turner Road to Kettleman Lane would be in the City Limits.

This area is affected by Measure A, which will require approval by the voters of Lodi before any development can take place. Measure A has placed a significant growth limit on the City of Lodi. Whether or not there will be further annexations and development in the project area will be up to the voters. If they choose not to approve any future annexations, there may be very little growth of the City in future years.

On motion of Mayor Pro Tempore Olson, Hinchman second, Council introduced Ordinance No. 1393 rezoning Parkview Terrace, a 20 acre, 155 unit adult community at the northeast corner of West Lodi Avenue and Lower Sacramento Road to P-D, Planned Development District, to accommodate a cluster home development with recreational amenities.

NOTE: Council Member Snider abstained from voting on all items pertaining to the Parkview Terrace project.