

Lodi. Housing priced above this level is out of the price range of the majority of the residents of Lodi.

Based on the vacant lot survey, it is estimated that there are less than 400 vacant single-family lots in approved subdivisions that could contain houses of less than \$85,000. This figure represents approximately a 3-year supply of housing in this price range. Once this supply of affordable housing is used up there are very few new subdivisions being planned to take their place. Much of this is a result of the "Greenbelt Initiative" which has significantly restricted the possibility of new development.

Residential projects like Batch and Mills often take 18-24 months from the time of approval to the first houses becoming available. Batch would come on line just as existing subdivisions in this price range are built out or nearly built out. Without projects like Batch, there would soon be a shortage of affordable housing units.

2. Alternative 4. This alternative would utilize an "infill" property as an alternative to the proposed project.

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 that could accommodate the Batch 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.

- F. GROWTH-INDUCING IMPACT. The project will not have a significant growth inducing impact on the City.

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

ORD. NO. 1338  
INTRODUCED

Further, Council, on motion of Council Member Pinkerton, Olson second, introduced Ordinance No. 1338 rezoning the Batch parcel to P-D (26), Planned Development District No. 26 with the single-family portion conforming to the City's R-2, Single-Family Residential District and the Multiple Family portions conforming to the City's R-GA, Garden Apartment Residential Restrictions with a limitation of 15 units per acre. The motion carried by unanimous vote.

ORD. NO. 1339  
INTRODUCED

On motion of Council Member Pinkerton, Olson second, Council introduced Ordinance No. 1339 - An Ordinance rezoning the Mills parcel U-H, Unclassified Holding until a development plan can be approved by the Planning Commission and the City Council.

Following Staff's presentation, public testimony and discussion, Council, on motion of Council member Reid, Olson second, approved the Final Environmental Impact Report for the Batch Parcel and the Mills Parcel and established the following findings:

cc 536  
EIR ON BATCH AND  
MILLS PARCELS  
CERTIFIED WITH  
FINDINGS

A. ENVIRONMENTAL IMPACT I

1. Impact. The project will result in the loss of 120± acres of prime agricultural soil. If the project is approved, this loss cannot be mitigated.
2. Finding. All of the land in and around the City of Lodi is designated as prime agricultural soil.

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

3. Overriding Considerations. Before the adoption of the "Green Belt Initiative" in August, 1981 the parcels in question had been designated for residential development for many years by the City of Lodi General Plan. The surrounding areas have been undergoing urbanization over the past years. Residential development exists adjacent to both the Batch and Mills parcels and proposed development is contiguous to existing developed areas and will be a logical extension of the urbanized area.

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.

B. ENVIRONMENTAL IMPACT II

1. Impact. Urbanization of the subject parcels will affect adjacent agricultural parcels.

2. Finding.

a) The Mills property is adjacent to existing urban development on three sides and separated from an existing vineyard on the west by Lower Sacramento Road which bears a right-of-way of 80 feet and the Woodbridge Irrigation District Canal with a 100 foot right-of-way. The development of this property should cause no modification of farming practices on adjacent agricultural land.

b) The Batch property abuts residential development on the north and east sides and is adjacent to the Woodbridge Irrigation District Canal on the south and east. The development of this property should cause no modification of farming practices on adjacent agricultural land.

C. ENVIRONMENTAL IMPACT III

1. Impact. The development of the subject parcels will generate 5,700 vehicle trips per day which will be added to the surrounding streets.
2. Finding. The existing streets adjacent to the Batch and Mills properties are adequate to handle additional traffic. Improvements that will be made to Lower Sacramento Road and Lodi Avenue will improve the overall traffic flow.

D. ENVIRONMENTAL IMPACT IV

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

E. ENVIRONMENTAL IMPACT V

1. Impact. The development of both parcels will generate 597 additional school-aged children. This will affect Lodi Unified School District's ability to provide adequate classroom space.
2. Finding. The City of Lodi has adopted a School Impaction Fee which is paid to the school district. The fee is considered adequate mitigation for the impaction of additional students.

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

1. Alternative 1. This alternative is a "no build" alternative, which would mean that no development would be constructed on the property.

Finding. This alternative would eliminate the environmental impacts resulting from the proposed project. This alternative would, however, affect the future supply of affordable housing.

The applicant is proposing to construct single-family houses that will sell in the \$85,000 range. Housing in the price range provides affordable housing for the residents of

MEMORANDUM, City of Lodi, Community Development Department

RECEIVED

1984 SEP 31 AM 10:00

TO: City Council  
FROM: Community Development Director  
DATE: September 28, 1984  
SUBJECT: FINDINGS OF APPROVAL - BATCH FINAL ENVIRONMENTAL  
IMPACT REPORT - EIR 84-1

ALICE M. REIMICHE  
CITY CLERK  
CITY OF LODI

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- F. GROWTH-INDUCING IMPACT. The project will not have a significant growth-inducing impact on the City.

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

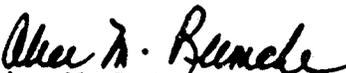
NOTICE OF PUBLIC HEARING  
BY THE CITY COUNCIL OF THE CITY OF LODI  
TO CONSIDER THE PLANNING COMMISSION'S RECOMMENDATION  
THAT THE BATCH FINAL ENVIRONMENTAL IMPACT REPORT BE  
CERTIFIED AS ADEQUATE ENVIRONMENTAL DOCUMENTATION.

NOTICE IS HEREBY GIVEN that on Wednesday, October 3, 1984, at the hour of 7:30 p.m. or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing in the Council Chambers, City Hall, 221 West Pine Street, Lodi, California, to consider the Planning Commission's recommendation that the Batch Final Environmental Impact Report be certified as adequate environmental documentation. This report covers the 100 acre Batch parcel bounded by Lodi Park West Subdivision on the north; Lower Sacramento Road on the east; and the Woodbridge Irrigation District Canal on the south and west, and the 20 acre Mills property at the northeast corner of Lower Sacramento Road and West Lodi Avenue.

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

Dated: September 19, 1984

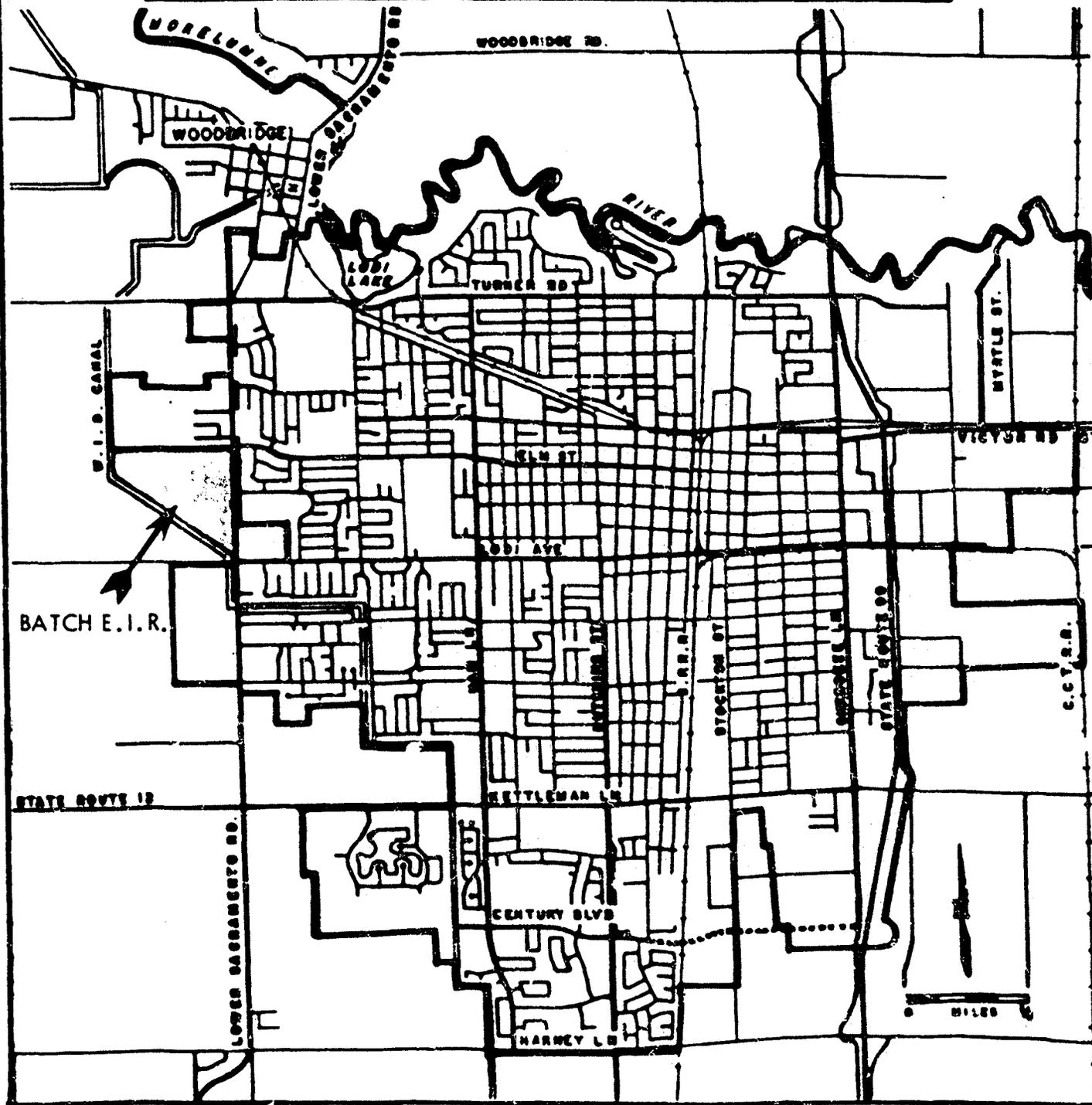
By Order of the City Council

  
Alice M. Reimche  
City Clerk

# BATCH

E.I.R. 84-1

## VICINITY MAP



*City clerk*

RECEIVED

1984 JUL 16 AM 11: 06

ALICE M. REIMCHE  
CITY CLERK

OFFICE OF EDDI

**BATCH**

**DRAFT**

**84-1**

**ENVIRONMENTAL IMPACT REPORT**

FINAL ENVIRONMENTAL IMPACT REPORT

FOR .

BATCH

EIR 84-1

APPLICANT

ROBERT BATCH  
1819 S. CHEROKEE LANE  
LODI, CA 95240

AGENCY PREPARING EIR

City of Lodi  
221 West Pine Street  
Lodi, CA 95240

DESCRIPTION OF PROJECT

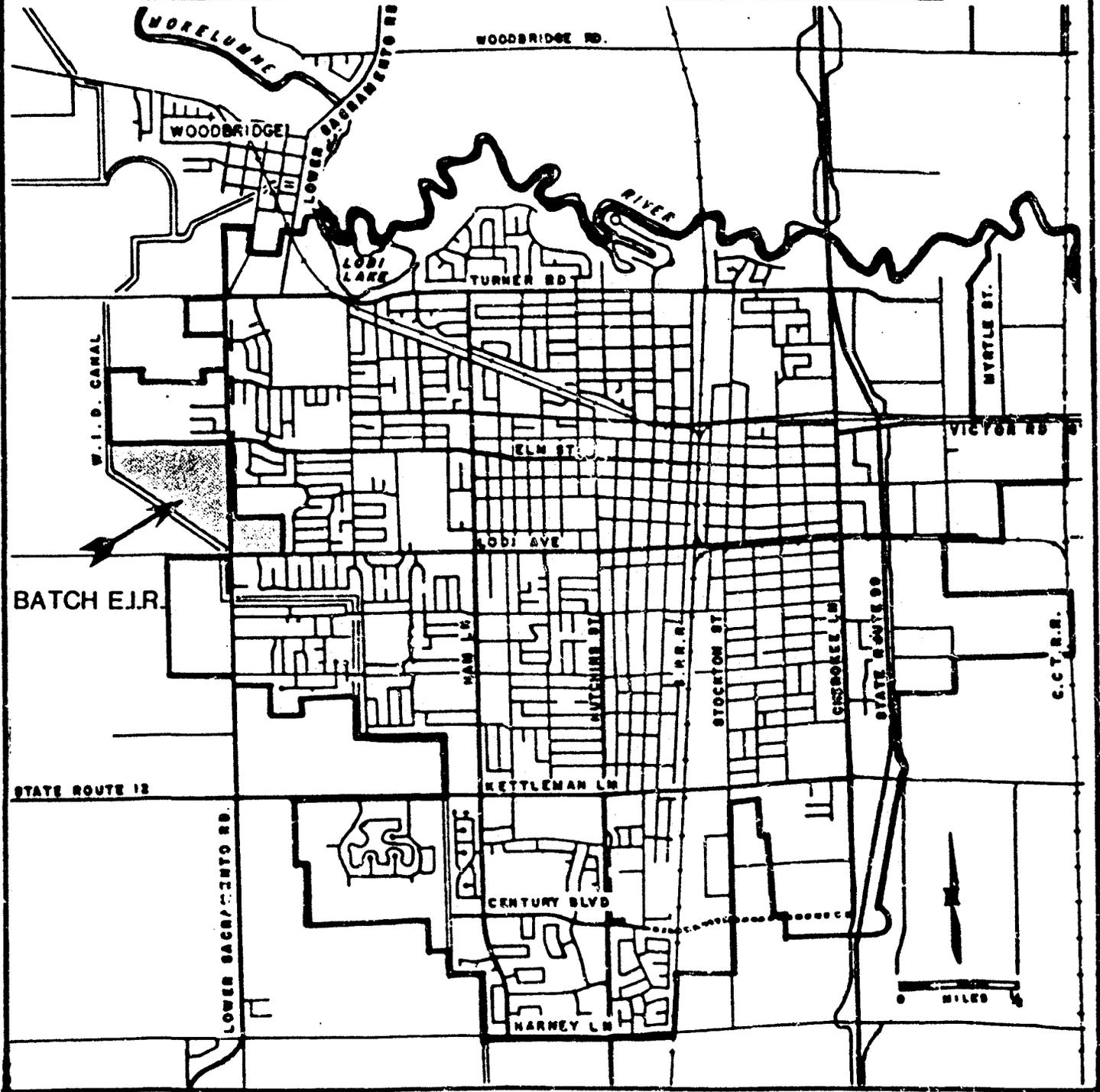
The Environmental Impact Report covers 2 separate parcels which total 120+ acres. The larger 100 acre parcel (Batch) has a development proposal containing 325 single-family lots, 246 multiple-family units and a 14 acre basin/park site. The smaller 20 acre parcel (Mills) does not have a specific proposal. The EIR assumes a possible 100 lot single-family subdivision.

The subject properties are currently outside of the City limits of Lodi. The properties will be require to go through the Measure A election procedure, annexation, a General Plan Amendment, rezoning and specific development approval.

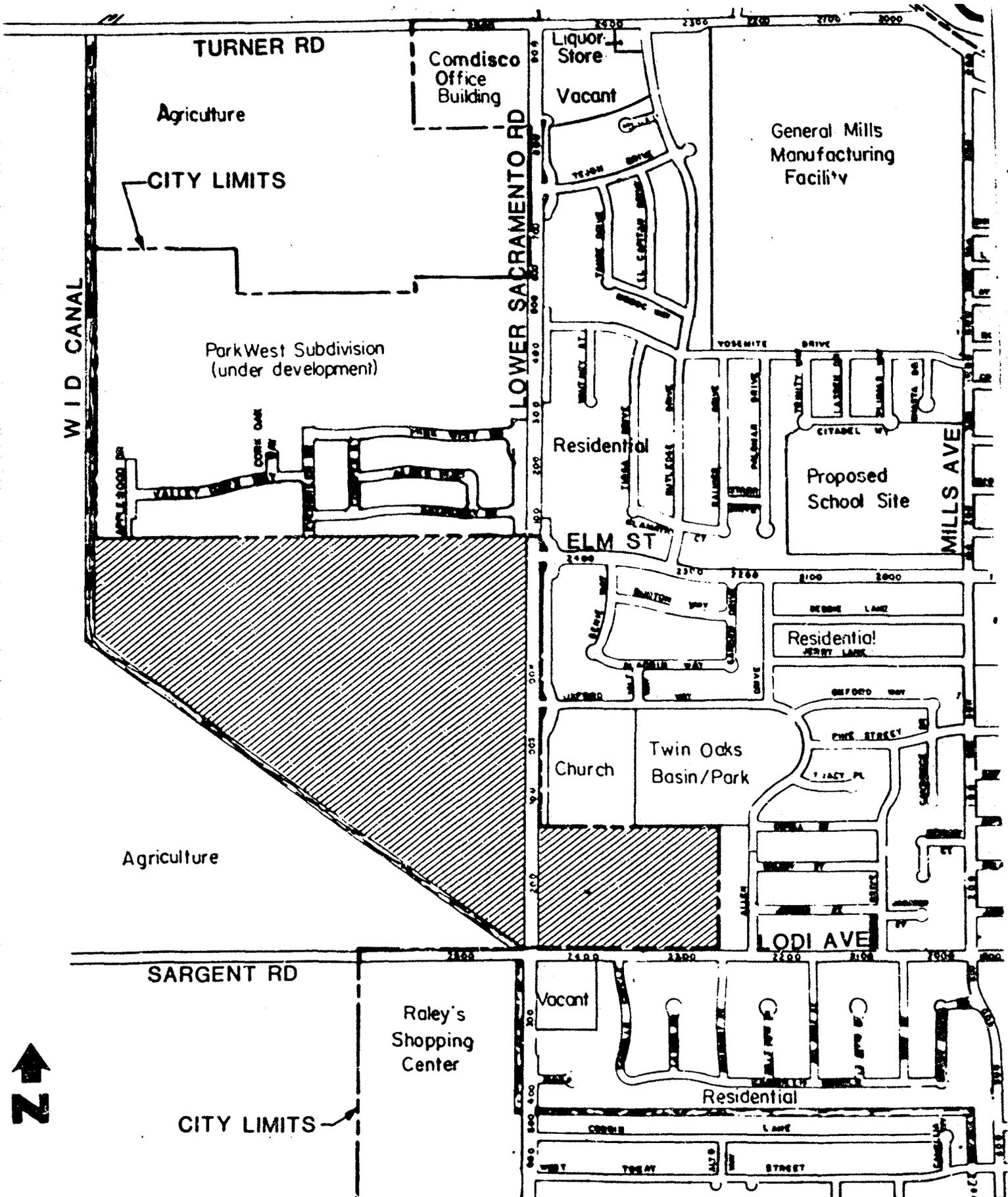
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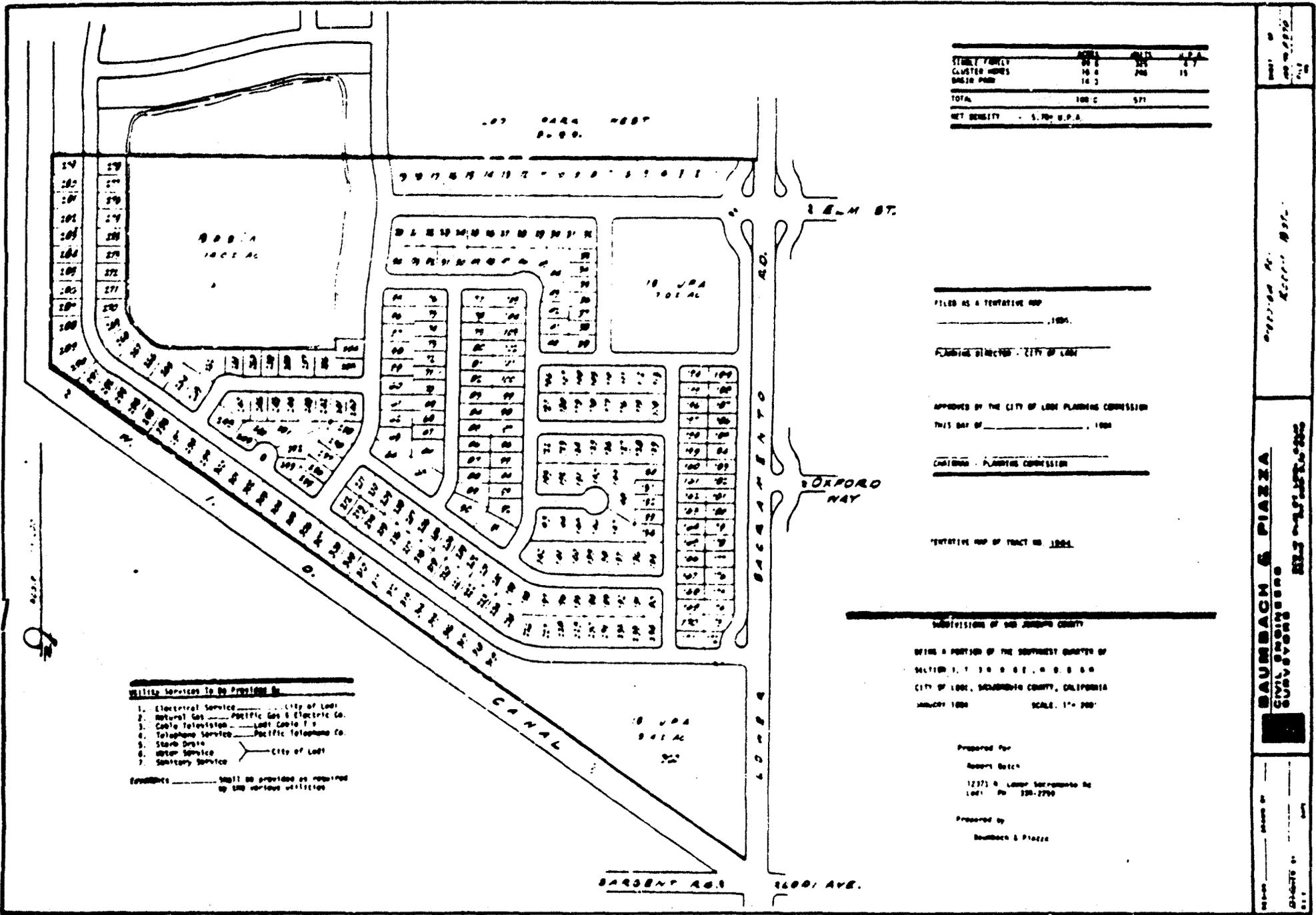
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**BATCH**  
E.I.R 84-1  
**VICINITY MAP**



# LAND USE MAP





STREET FRONT	100	100	100
CLUSTER HOUSES	10	20	15
BASIC PAD	16	3	
TOTAL	100	133	115
NET DENSITY	1.5 PER A.C.P.A.		

FILED AS A TENTATIVE MAP  
 \_\_\_\_\_, 1985.  
 CARRIED THROUGH BY CITY OF LOS ANGELES  
 APPROVED BY THE CITY OF LOS ANGELES PLANNING COMMISSION  
 THIS DAY OF \_\_\_\_\_, 1985.  
 CHAIRMAN: PLANNING COMMISSION

TENTATIVE MAP OF TRACT NO. 12881

**SUBDIVISION OF OLD JEROME CEMETERY**

WITH A PORTION OF THE SOUTHWEST QUARTER OF  
 SECTION 1, T. 10 S. R. 0 E., S. 0 S. 0 W.  
 CITY OF LOS ANGELES, CALIFORNIA  
 JANUARY 1985 SCALE: 1" = 200'

Prepared for  
 Robert G. Galt  
 12375 G. Lamar Sacramento St.  
 Los Angeles, CA 90025  
 Prepared by  
 Baumbach & Piazza

- Utility Services to be Provided by**
1. Electrical Service - City of Los Angeles
  2. Natural Gas - Pacific Gas & Electric Co.
  3. Cable Television - Los Angeles Cable TV
  4. Telephone Service - Pacific Telephone Co.
  5. Storm Drain - City of Los Angeles
  6. Water Service - City of Los Angeles
  7. Sanitary Service - City of Los Angeles
- REMARKS: Sewer will be provided as required by the various utilities.

BAUMBACH & PIAZZA  
 CIVIL ENGINEERS  
 SUBDIVISIONS  
 12375 G. LAMAR SACRAMENTO ST. LOS ANGELES, CALIF. 90025  
 PHONE (213) 228-7700

## SUMMARY

### PROJECT DESCRIPTION

The Environmental Impact Report covers 2 separate parcels which total 120± acres. The larger 100 acre parcel (Batch) has a development proposal containing 325 single-family lots, 246 multiple-family units and a 14 acre basin/park site. The smaller 20 acre parcel (Mills) does not have a specific proposal. The EIR assumes a possible 100 lot single-family subdivision.

The subject properties are currently outside of the City limits of Lodi. The properties will be required to go through the Measure A election procedure, annexation, a General Plan Amendment, rezoning and specific development approval.

### LOCATION

The project properties are located in the western section of Lodi. The properties are located on the northwest (Batch) and northeast (Mills) corners of Lower Sacramento Road and Lodi Avenue. San Joaquin County Assessor's Parcel Nos. 029-030-33 and 029-030-29.

### ENVIRONMENTAL IMPACTS

- 1) Development of the two properties would result in the loss of 120± acres prime agricultural soil. The land is Class I soil, well suited for agricultural use.
- 2) Urbanization of the subject parcels could affect the agricultural use of adjacent parcels by possibly requiring modification of spraying and cultivation practices. Vandalism, trespassing, and homeowner's complaints could result.
- 3) There will be some increase in air pollutants. There will be a temporary localized increase in dust as a result of construction grading and site work. This will only occur during dry, windy periods and until the developments are completed. The increase in vehicle related air pollutants will be insignificant in relation to the totals for San Joaquin County.
- 4) Traffic will increase by approximately 5,700 v.t.'s per weekday. Traffic levels will increase by 25-30% on Lower Sacramento Road, Elm Street and Lodi Avenue and 10-15% on Turner Road and Kettleman Lane. The major street intersection in the area may require some modification of the intersection traffic controls.
- 5) The project could add approximately 573 school-aged children to the LUSD when fully developed.

- 6) The project properties are located adjacent to Lower Sacramento Road and Lodi Avenue. Both streets have traffic generated noise levels that may require noise reduction measures for residential units.

#### MITIGATION MEASURES

- 1) Loss of agricultural land - No mitigation possible if land is developed.
- 2) Impact on adjacent agricultural land - The WID Canal provides a 100' buffer between the Batch and Mills properties and agricultural properties to the west. Additionally, a solid fence should be built along the east side of the canal property. The buffer should reduce problems of agriculturally related noise, dust and chemical spraying. The physical barrier will also substantially reduce trespassing and vandalism.
- 3) Traffic increase will be adequately handled by proposed improvements to the street system. Elm Street will be extended west to serve the Batch project. A frontage road will be constructed on both sides of Lower Sacramento Road as a part of the Batch and Mills developments. The north side of Lodi Avenue will be widened and improved when the Mills property is developed.

Improvements will also occur at the major intersections adjacent to the properties. Additional stop signs or signal lights may be added as traffic volumes warrant. Left-hand turn pockets may also be added at some locations.

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.

Noise Impact - The developer will be required to do a noise analysis for any residential structure other than a detached single-family home constructed next to Lower Sacramento Road or Lodi Avenue.

#### ALTERNATIVES TO THE PROJECT

- 1) "No build" alternative. This alternative would eliminate all impacts associated with development of these properties. This alternative would affect the future supply of housing and decrease the chance for affordable housing.
- 2) All single-family alternative - This alternative would eliminate the 246 units of multiple-family development and replace them with approximately 75 single-family lots.

Take all single-family alternative would reduce vehicle trips by 726 v.t.'s/day. The overall Batch project would change from 4,726 v.t./day to 4,000 v.t./day - a 15% reduction. This alternative would also affect the student population. Eliminating the

multiple-family lots would reduce the number of students from 172 to 75. The Batch project total would change from 497 students to 400 students - a 20% reduction.

### ALTERNATE 3

Elementary school site alternative - This alternative would add a school site to the Batch project. The school would be located on the 7 acre multiple-family site at Elm Street and Lower Sacramento Road. The school site would require 10 acres, meaning that some additional land would need to be added to this parcel.

This alternative would result in the following:

- 1) The total number of residential units in the Batch project would change from 325 single-family lots to 305 lots. The multiple family lots would change from 246 units to 141 units.
- 2) The number of vehicle trips would be reduced by 500 v.t./day if the school site replaced the residential units.
- 3) Students generated by the Batch development would decrease by 94 students, from 497 to 403 students
- 4) The school site would be located adjacent to Lower Sacramento Road, a designated noise source. Some sound reduction measures will be required to comply with recommended noise levels for schools.
- 5) There will be benefits to both the neighborhood and the LUSD if a school site could be located in the project area. It will require, however, that the LUSD obtain the funds to construct the school

### ALTERNATIVE 4

Alternative 4 would be to construct the project in some other location using an "infill" piece of property. This alternative is not possible because the City has already utilized all the large vacant parcels within the developed areas of Lodi. The remaining parcels are either too small in size or already have some project planned for the property.

### IRREVERSIBLE AND LONG-TERM IMPACT

the 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 state of development. This includes Lodi, north Stockton and the unincorporated County areas. This would seriously affect the LUSD.

The LUSD is working with the State and local officials and developers to come up with a long term solution to the problem. Developers are currently paying an impact fee or entering into a development agreement to help finance school construction.

#### GROWTH-INDUCING IMPACT

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 request 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 the WID Canal 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.

## I. SITE LOCATION

The subject properties are two separate parcels located on the northwest and northeast corners of Lower Sacramento Road and Lodi Avenue/Sargent Road. The two properties are separated by Lower Sacramento Road. The northwest parcel (San Joaquin County APN 029-030-33) is bounded by Elm Street on the north, the Woodbridge Irrigation District (WID) Canal to the west and south, and Lower Sacramento Road to the east. The northeast parcel (San Joaquin County APN 029-030-29) is roughly bounded by Lodi Avenue on the south, Lower Sacramento Road on the west, Allen Drive on the east and Twin Oaks Park and St. Peter's Church on the north (see Vicinity Map).

The subject properties are not within the City limits of Lodi and will require annexation to the City in order to be developed with City services.

Both parcels are currently in agricultural uses. The parcel on the east side of Lower Sacramento Road is planted in a grape vineyard. The property also contains a single residence and some related farm structures. The surrounding uses include a church and City park/basin to the north, a church, private swim club and residential subdivisions to the east, and a 2.5 acre vacant parcel, a residential subdivision and a shopping center to the south.

The property on the west side of Lower Sacramento Road is planted in a variety of field crops. The surrounding uses include vineyards to the south and west, a church and residential subdivision to the east, and Lodi Park West, a new residential development to the north (see Land Use Map).

## II. PROJECT DESCRIPTION

The environmental impact report will cover two separate properties that are under separate ownership. The western parcel is a 100 acre parcel owned by Robert Batch, who is also the applicant for the EIR. The eastern Parcel is a 20 acre parcel owned by the Estate of Martha Mills.

Both properties are outside of the existing City limits of Lodi and will require annexation prior to development with City services. Because they are outside of the City limits, the properties are subject to the requirements of Lodi's Measure A Growth Initiative. Measure A requires that annexation of properties to the City for development purposes requires that the annexation be approved by a vote of the electorate (see Appendix A). The annexation will also require City and LAFCo approvals.

The Batch property has, in conjunction with the annexation request, submitted a development proposal. The proposal includes the entire 100 acres and is a mixed use residential project. The project will contain single-family lots, two cluster home parcels and 14 acres for a park/storm drainage-basin site.

	<u>ACRES</u>	<u>UNITS</u>	<u>U.P.A.</u>
Single-Family Lots	69.6	325	4.7
Cluster Homes	16.4	246	15.0
Basin/Park	14.0	-	-
	<u>100.0</u>	<u>571</u>	<u>        </u>

Overall Density = 5.70 UPA

If the annexation is approved, the development proposal will require adding the property to the Land Use Map of the General Plan, approval of a zoning of P-D, Planned Development, and approval of a subdivision map.

The Mills property, a 20 acre parcel, does not have a specific development request at this time. Based on the existing zoning and uses on the surrounding properties, a probable use of the property would be a R-1 or R-2 subdivision. An R-1 subdivision would yield approximately 5 lots per

acre or a total of 100 lots with a minimum lot size of 6,500 square feet. An R-2 subdivision would allow single-family houses on lots of 5,000 square feet and duplexes on corner lots of 6,000 square feet. This would yield approximately 7 units per acre for a total of 140 units.

### III. GENERAL PLAN AND ZONING

The project properties are not within the City limits and have San Joaquin County general plan and zoning designations. The Batch property has a general plan designation of low density residential (6 u.p.a. maximum) and a zoning of GA-20, general agricultural, 20 acres minimum parcel size.

The Mills property has a general plan designation of low density residential and a zoning of I-PA, interim-protected agriculture, a holding zone.

## DESCRIPTION OF ENVIRONMENTAL SETTING

### A. TOPOGRAPHY

The project site and the surrounding area are generally flat with elevations of approximately 35-40 feet above sea level. The land in Lodi slopes gently from the northeast to the southwest at the rate of approximately 5 feet per mile. It is probable that the land was leveled sometime in the past to facilitate surface irrigation. The parcel contains no natural topographic feature.

### B. WATER RESOURCES

There are no natural water features or drainage channels located on the project site. The property does not lie within the floodplain of the Mokelumne River and would not be affected during a 100-Year Flood.

The Woodbridge Irrigation District Canal runs along the west and south edge of the Batch property. This canal carries water from the Mokelumne River to irrigate agricultural properties to the south and west of Lodi. The canal is full during the irrigation season that runs from early spring to late fall. The canal has elevated banks and the crown of the bank is 5-6 feet higher than the Batch property.

Except for agricultural properties served by irrigation canals the majority of properties in the Lodi area including the City of Lodi, are supplied by water pumped from underground sources. The City of Lodi provides water to its customers from a series of 18 wells drawing on 150-500 foot deep aquifers. The entire system has a capacity of 42 million gallons per day (mgd). New wells are drilled using water utility revenues as additional areas are developed.

The City's water system is only partially metered. Most of the commercial and industrial users are metered. For that reason, a precise figure on residential water usage is not available.

The City has come up with estimated figures using a combination of City data and information provided by the City of Stockton (Leedshill-Harkenhoff, Inc. Report, Nov. 1983). Stockton has a fully metered water system.

It is estimated that each acre of residential development will use approximately 3.2 acre feet of water per year. Based on this figure, the 120 acres would have a total consumption of 384 acre feet of water per year. In comparison, the California Department of Water Resources estimates that grape vineyards use approximately 2.4 acre feet of water per year and truck gardening crops use approximately 1.8 acre feet of water per year. The subject properties contain 20 acres of vineyard and 100 acres of truck gardening crops for a total water consumption of 228 acre feet of water per year.

#### C. SOIL CONDITIONS

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

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

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

#### D. GEOLOGY

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

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.

Lateral bedrock acceleration from a maximum expected earthquake along one of the active faults would be about 30% of the speed of gravity (0.3g). Lodi is in seismic Zone 3, as defined by the 1978 Uniform Building Code, which requires the strictest design design factors to resist these lateral forces.

#### E. BIOTIC CONDITIONS

The site has been cleared of natural vegetation and replaced with various agricultural crops. The Batch property has been planted in various row crops including beans, corn and tomatoes. The Mills property is planted with a grape vineyard.

The types of plants and wildlife found on the site are common to lands in the agricultural areas surrounding Lodi. There are no known rare or endangered species of plant or animal located on the project site.

F. ATMOSPHERIC CONDITIONS

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

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

<u>Pollutant</u>	<u>Nat. Air Quality Standard</u>	<u>San Joaquin Air Quality</u>
Ozone	0.12 pp. (1 hr.avg)	0.17 ppm
Carbon Monoxide	9.0 ppm (8 hr.avg)	14.4 ppm
Total suspended	75 ug/m <sup>3</sup> (24 hr.avg)	81 (highest AGM)
Sulfure-dioxide	365 ug/m <sup>3</sup> (24 hr.avg) 80 ug/m <sup>3</sup> (annual avg)	no measurement

The primary source of air pollution generated by the development will be from vehicular traffic. The trip generation estimates are based on data from the Institute of Transportation Engineers Trip General Manual.

Single-Family Residential

Based on 10 trips per units, the 425 units will generate 4,500 v.t./weekday.

Attached Housing Units

Based on 6.v.t. per unit, the 246 units will generate 1476 v.t./weekday.

Total vehicle trip generation will be 5,726 v.t./weekday generated by the Batch and Mills projects. There is no specific data for vehicle emissions for the City of Lodi so San Joaquin County figures are used. The following emission data was generated:

Total HC emissions	=	2.707
Total CO emissions	=	226.601
Total NOx emissions	=	25.574
Total Part.Matter emissions	=	3.248
Total SOx emissions	=	1.524
Total Pb emissions	=	.220

Based on a vehicle figure of 1.6 vehicles per single-family home and 1.3 vehicles per multi-family units, the projects could have a total of approximately 1,000 vehicles. This compares with a total San Joaquin County vehicle population estimate of approximately 230,000 passenger cars and light trucks. The projects vehicles will represent a small fraction of the total vehicles in San Joaquin County.

NOISE

The proposed project would be subject to the standards contained in Title 25 of the California Administrative Code which states that residences (other than detached single-family) 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.

The City of Lodi Noise Element states that areas exposed to less than day/night average noise levels (CNEL) of 60 dba are considered acceptable for residential development. Areas exposed to L<sub>dn</sub> 60-65 dba are conditionally acceptable if minor sound reduction measures are

incorporated into the project design.

The City's Noise Contour Map shows that  $L_{dn}$  noise levels reach 65-70 dba along both Lower Sacramento Road and Lodi Avenue adjacent to the subject properties. This would indicate that sound reduction measures will be required for any residences (other than detached single-family) located adjacent to these roadways.

## UTILITIES

### A. STORM DRAINAGE

The City of Lodi operates a system of interconnecting storm drainage basins to provide temporary storage for peak storm runoff. The runoff is stored until the water can be pumped into the WID Canal or the Mokelumne River at controlled rates and locations. The Batch property will include 14 acres for a portion of a storm drainage basin park. The remaining 6+ acres of the 20+ acre basin will be located on the adjacent Lodi Park West property.

This basin-park is designed to serve the H drainage area that includes all the area between Lower Sacramento Road and the WID, and north to the southern edge of Woodbridge. The portion of the basin located on the Lodi Park West property is under construction. The remaining portion located on the Batch property will be developed if and when this property is developed. The basin serves both a storm drainage function and a park/recreation function.

The basin will be connected to the rest of the storm drainage system by way of a 36" line along Elm Street. The line will pass through a control structure at Elm and Lower Sacramento Road that will regulate the flow into Twin Oaks basin/park. The basin will also serve the rest of the drainage area through a 36" - 42" line along Evergreen Drive. The Elm Street line, as well as a portion of the Evergreen Drive line, has been installed as a part of the Park West Subdivision now under construction.

The Mills property is located in the B drainage basin. This area is served by the Twin Oaks basin/park located just north of the Mills property. If and when the Mills property is developed, it will be connected to the Twin Oaks basin by way of lines in either Lower Sacramento Road or Lodi Avenue.

For both properties, the existing or planned lines and basin facilities will be adequate to provide storm drainage.

#### B. SANITARY SEWER

The proposed project will be served by the City of Lodi sanitary sewer system. There is an existing 15" line in Lower Sacramento Road that will adequately serve the subject property. New 6" and 8" lines will be installed in the Batch project and tied into this 15" line.

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

#### C. DOMESTIC WATER

Water for the project will be provided by the City of Lodi. There are existing major lines along Lower Sacramento Road that will be extended as a part of development of the Batch and Mills properties. The Mills property will also be served by a 10" line in Lodi Avenue. Lines will be constructed within the Batch project to connect with the Lower Sacramento Road lines and also with the Park West Subdivision to the north. Water lines will be loped to improve water pressures and flow within the area.

Plans are for a City water well to be installed on the basin/park property. The exact location has not been determined pending results of the drilling of test wells. The location could be on the Batch portion of the basin or on the Park West portion depending on test results. The well will serve both the Park West and Batch properties and tie-in with the City water system.

The Mills property will be served by an existing City well located in the Twin Oaks basin/park adjacent to the Mills property.

Existing agricultural and private domestic wells on the site will be abandoned when the subject properties are developed.

D. OTHER UTILITIES

Electricity will be provided by the City of Lodi. Natural gas will be supplied by PG&E and Pacific Bell will provide local telephone service. All services can be adequately supplied to the properties with normal line extensions.

VI. COMMUNITY SERVICES

A. TRAFFIC

The project properties are located on Lower Sacramento Road, the Batch property on the west side and the Mills property on the east side. Additionally, the properties are bounded by Elm Street on the north and Lodi Avenue on the south.

Local access to and from the Batch property will be from Lower Sacramento Road and Elm Street. Currently, Lower Sacramento Road, between Lodi Avenue and Turner Road is a two-lane street with a frontage road on portions of the east side. When fully developed Lower Sacramento Road will have four lanes of traffic and a frontage road on both sides of the street. A portion of the frontage road on the west side has been installed as a part of Lodi Park West and another section will be installed as a part of the Batch development. Access from the Batch property to Lower Sacramento Road will be limited to Elm Street and a second access point near the south edge of the property.

Elm Street is a two-lane street that forms a T-intersection at Lower Sacramento Road. Elm Street will be extended west of Lower Sacramento Road as a part of the Batch development, creating a four-way

intersection. Elm Street will provide the major access from Lower Sacramento Road for the Batch property as well as Lodi Park West to the north. Elm Street provides east-west access to central Lodi. At present there is a stop sign on Elm Street with no traffic control on Lower Sacramento Road. When Elm is extended and the two projects completed, a four-way stop or traffic signal may be required as traffic volumes increase.

Lodi Avenue will provide a secondary access to Central Lodi for the Batch property and a primary access for the Mills property. Lodi Avenue is a four-lane street through most of Lodi but narrows to a two-lane street between Allen Drive and Lower Sacramento Road. When the Mills property and another vacant parcel at the southeast corner are developed, there will be four lanes all the way to Lower Sacramento Road. Currently, there is a four-way stop sign at this intersection. As traffic volumes continue to increase, a traffic signal system may be required in the future.

Lower Sacramento Road is a major north/south street. Going north it carries traffic to Turner Road, Woodbridge and northern San Joaquin County. Going south it intersects with Kettleman Lane/Highway 12, which in turn connects with Highway 99 and Interstate 5. Lower Sacramento Road also is a major route to North Stockton.

Current traffic volumes on existing streets in the area are as follows:

Lower Sacramento Road (between)	
Turner Road & Elm Street	- 5,000 v.t./day
Elm Street & Lodi Avenue	- 7,000 v.t./day
Lodi Avenue & Tokay Street	- 8,000 v.t./day
Elm Street (between)	
Lwr. Sacramento Rd & Mills Ave.	- 2,500 v.t./day
Mills Avenue & Ham Lane	- 8,000 v.t./day
Lodi Avenue (between)	
Lwr. Sacramento Rd & Mills Ave.	- 5,500 v.t./day
Mills Ave. & Ham Lane	- 10,000 v.t./day

It is estimated that approximately 5,700 v.t./day of traffic would be generated by the proposed projects. Of this traffic, it is estimated that

perhaps 60% of the trips would be to and from Central Lodi, using Elm Street or Lodi Avenue. Another 25% would go south towards Kettleman Lane or Stockton and the remaining 15% would head north towards Turner Road or Woodbridge.

#### B. POLICE AND FIRE

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

The City of Lodi will provide fire protection to the project area. The Lodi Fire Department provides service within the City limits, an area of approximately 8.5 square miles with a population of 40,000. The Department has 48 firefighters with 42 on line. It has four 1,500-gallon pumpers, one elevated platform truck and one equipment truck. The equipment is distributed between three stations. The station closest to the project site is the main station at West Elm and Church Street. Emergency response time to the project area is estimated to be 3½ to 4 minutes. The City has a Class III ISO rating.

Development of the proposed projects will not adversely affect the service level of the Fire Department. Continued development of the western portion of Lodi may require future construction of an additional fire station. The City has a site on Lower Sacramento Road just north of Elm Street.

#### C. SCHOOLS

The Lodi Unified School District (LUSD) serves the City of Lodi and most of northern San Joaquin County, including portions of North Stockton. The District has a student population of 17,000 which is estimated to be growing by 4 to 7% per year.

The LUSD does not have adequate classroom space to house all of its students in permanent neighborhood school facilities. Consequently some bussing and extended school hours are utilized to handle the student overload.

The LUSD is attempting to meet the increased enrollment by constructing new schools, primarily in North Stockton and adding additional classrooms to existing schools. In order to defray the cost of construction of needed interim school facilities, the City of Lodi has passed City Ordinance No. 1149. The ordinance, passed pursuant to Senate Bill 201, was enacted prior to the passage of Proposition 13. The ordinance provides for the payment of a fee of \$200 per bedroom for every residential unit constructed in a new subdivision. The fee is collected by the City at the time a building permit is issued. The money is then transferred to the LUSD. The money is used specifically to pay for temporary facilities for the impacted school attendance area. An alternate method would be for the developer to enter into a direct agreement with the LUSD. The agreement would be for the direct payment of an amount equal to the "bedroom fee" to the LUSD by the developer. This method of payment allows more flexibility on the part of LUSD in terms of how the money is spent. Direct payments can be used to pay for permanent facilities. Money collected through impaction fees can only be used for temporary facilities. The agreements may also provide for the dedication of a school site instead of payment of fees.

The developers of the Batch property are working with the LUSD on a payment agreement. The Mills property will be affected by the fee requirements at such future date when the property is developed.

The proposed Batch development would add approximately 497 additional school-aged children. The Mills property could add approximately 100 students for a total of 597 additional school-aged children.

The students would attend Erma Reese or Washington Elementary School, Woodbridge Senior Elementary and Lodi High School. Attendance areas are subject to modification based on District requirements.

#### D. SOLID WASTE

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

The number of units built in the project will be 671. The City's franchise collector estimates that each residential unit in the City of Lodi generates an average of 39 lbs. of solid waste per week.

$$\begin{aligned} 671 \text{ units} \times 39 \text{ lbs/week} &= 26,169 \text{ estimated} \\ &\text{lbs. of solid} \\ &\text{waste per week.} \end{aligned}$$

#### E. RECREATION

The Batch property will contain a basin/park that will provide open space and recreation facilities for surrounding residents. The park will be turfed and when fully developed contain restrooms, play and picnic equipment, and ball diamonds or playing fields.

On the west side of Lower Sacramento Road is Twin Oaks Park, an existing basin/park. This facility will provide similar facilities for the Mills property.

Presumably the condominium projects proposed for the Batch project will provide some private recreational facilities for its residents. This may include swimming pools, a clubhouse, picnic areas and children's play areas.

## VII. HISTORIC AND ARCHEOLOGICAL SITE

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

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

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

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

## VIII. ENVIRONMENTAL ASSESSMENTS

### A. ENVIRONMENTAL IMPACTS

Development of the Batch and Mills property will result in the loss of 120± acres of prime agricultural land. The project properties are currently planted in grape vineyards and various row crops. The project soil is made up of Handford sandy loam, the predominate soil type in the Lodi area. This type of soil is rated as Class I soil for agricultural production and can be planted with a wide variety of crops. Development will result in the removal of existing crop and the development of the site with urban land uses.

Urbanization of the project site may also affect the continued agricultural use of adjacent parcels. The presence of a residential development may require modification of normal farming practices on adjacent agricultural lands. The use of, 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.

As for any restriction on the use of pesticides, herbicides or other chemicals, these products 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 Department noted that the key factor in the safe use of any chemical was proper application. This includes using the proper method of application, using the correct equipment, checking for favorable weather conditions, and finally, the proper care used by the applicator.

They also stated that in situations where a particular chemical or application method was felt to be unsuitable, there was 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 its application, and, in certain cases, might have to use an alternate chemical or method of application.

The project will result in some additional air pollution. There will be a localized, short-term affect from construction activity. Trucks and other motorized construction equipment would release exhaust during construction periods. Earth moving and grading operations would generate suspended particulates (dust) when the wind blows over dry, exposed soil surfaces. This problem is particularly bad during dry summer and fall months. The blowing dust could aggravate individuals with respiratory problems and annoy nearby residents downwind from the projects. This problem will only last during the period of construction.

There will also be some additional air pollutants generated by vehicles driven by future residents of the project properties. The amount of additional pollutants will not be significant in relation to the total vehicle generated emission for the San Joaquin County air basin. Vehicle emissions are regulated by State and Federal agencies. These agencies are attempting to improve overall air quality through stricter vehicle emission standards.

The two properties, when fully developed, could generate an additional 5,700 vehicle trips (v.t.) per weekday. These vehicle trips will primarily affect Lower Sacramento Road, Elm Street and Lodi Avenue. There will be secondary affects on Turner Road and Kettleman Lane. Traffic on the primary streets could increase by as much as 25-30%. The secondary streets could experience an increase of 10-15%.

The additional traffic will result in some degradation in traffic flows in the immediate area of the project properties. Service levels will remain at an acceptable level although drivers will notice some additional traffic congestion and perhaps some reduction in travel speed. The primary source of congestion will be the intersections particularly Lower Sacramento Road and Elm Street, and Lower Sacramento Road and Lodi Avenue. The Elm Street intersection will change from a T-intersection with a stop sign on Elm Street to a four-way intersection. Stop signs may be required on Lower Sacramento Road. The Lodi Avenue and Lower Sacramento Road intersection will remain largely the same except for some street widening.

As a part of development of these two properties, major street improvements will take place. When the Batch property is developed, Elm Street will be extended west of Lower Sacramento Road, providing a major access street for this property and the Park West project to the north. Along the west side of Lower Sacramento Road, a frontage road will be constructed across most of the frontage of the property. This will restrict vehicular access to Lower Sacramento Road to two designated locations. Lower Sacramento Road will also eventually be widened to four lanes when there is sufficient traffic to warrant the construction.

When the Mills property is developed, the frontage along Lodi Avenue will be improved with curb, gutter and sidewalk and an additional travel lane on the north side of the street. Along Lower Sacramento Road the frontage road will be constructed on the east side of Lower Sacramento Road according to the specific plan for the street.

The project will impact the LUSD by adding approximately 573 school-aged children when fully developed. The addition of new students will affect the LUSD and its ability to provide adequate classroom space. The LUSD has filed a Declaration of Impaction which states that schools are at maximum capacity and that new students cannot be guaranteed classroom space.

### IMPACTS

Those portions of the subject properties that fall within the first 150±' of Lower Sacramento Road and of Lodi Avenue will have noise levels that exceed DNEL 60 dba. Those areas must comply with California Administrative Code Titled 25 which required interior noise levels to be reduced to a level not in excess of CNEL 45 dba.

### B. MITIGATION MEASURES

If the Batch & Mills property are annexed and developed the 120± acres of prime agricultural land will be removed from further agricultural use.

There is no practical way to mitigate the loss of this land. Once cleared and developed with streets and houses, it is unlikely that the land will ever return to agricultural use. The land has, however, been zoned residential and also been designated for residential use for many years by the Lodi General Plan.

The impact of adjacent agricultural properties will be substantially reduced because of the WID Canal. The canal runs along the west and south property line of the Batch property and separates it from adjacent agricultural properties. The WID has a right-of-way width 100'. The canal will serve as a physical barrier to keep people from trespassing onto the agricultural property. The 100' of canal property will also act as a buffer between the two land uses, reducing the problem of noise, dust and the application of agricultural chemicals.

In addition to the canal, the developer should also construct a solid fence along the canal property line. The fence provides an additional barrier between the project and the agricultural property. The fence would also form a barrier along the canal to keep people from trespassing on the WID property.

The Mills property is separated from agricultural properties to the west by the WID Canal property and also the width of Lower Sacramento Road. The 200+ feet of separation will be an adequate buffer between the two uses. If the Mills property were to remain in agricultural use for a few years, they would be buffered from the Batch development by the 100+ foot width of the Lower Sacramento Road right of way.

Based on information provided by the San Joaquin County Agricultural Commissioner's Office, the buffering should be adequate to allow the continued economical agricultural use of the adjacent properties. This will require that the farmer use a reasonable amount of care in his farming operations and conform to all State and Federal regulations. If problems did arise, the City would do whatever possible to resolve any problems.

The additional traffic generated by the projects can be adequately handled by existing and proposed streets and future street improvements. The proposed improvements on Lodi Avenue and Lower Sacramento Road will increase traffic capacities to match the increase in traffic volumes. The extension of Elm Street will provide a major access street servicing the Batch property and Lodi Park West.

The potential problem spots will be the intersections on Lower Sacramento Road at Lodi Avenue, Elm Street and Turner Road. These intersections are, however, already under study by the City of Lodi. The Lodi Avenue and Lower Sacramento Road intersection is already proposed for a traffic signal system which should be installed in the next 2-4 years. The Turner Road and Lower Sacramento Road intersection will also undergo some changes and probably become a four-way stop when traffic warrants. Both the Elm Street and Turner Road intersections will be closely monitored and if traffic levels warrant, traffic signals will be installed.

In addition to traffic controls, the City will study the need for left-turn pockets at the various intersections. If they are required, they will be incorporated into the intersection design.

Finally, the frontage road on Lower Sacramento Road will help traffic flow on Lower Sacramento Road by eliminating direct driveway access onto the street. Driveways and side streets will access onto the frontage road and enter Lower Sacramento Road at two locations, Elm Street and another point several blocks south.

In order to mitigate the impact of the additional students on the LUSD, the developer will be required to make a monetary payment to the LUSD. The payment could be in the form of the school impaction fee which is \$200 a bedroom paid at the time of building permit issuance. The other method would be for the developer to enter into a direct development agreement with the LUSD to either make payment of development fees or dedicate a school site. The LUSD would make the determination on whether it wanted the money or the land. Both the impaction fees and the development

agreement are considered to constitute mitigation for the school impact problem.

### MITIGATION MEASURES

Because the noise levels on portions of the property adjacent to Lower Sacramento Road and to Lodi Avenue exceed CNEL 60 dba, any multiple family structures will require that a noise analysis be performed to identify measures which would result in a 15-20 dba noise reduction. Such measures could include, but would not necessarily be limited to, the following:

- Minimize number and size of windows facing Lower Sacramento Road or Lodi Avenue.
- Shield sliding glass doors facing noise sources with solid balcony wall.
- Avoid placing bedrooms facing Lodi Avenue or Lower Sacramento Road.
- Locate parking structures, recreational building or other none habitable buildings to block noise transmission from adjacent streets.

## ALTERNATIVES TO THE PROJECT

### Alternative 1

The principle alternative to the proposed project would be to not go forward with the project. This would maintain the existing agricultural use of the properties and eliminate the adverse impacts resulting from the proposed project.

This "no build" alternative would eliminate the environmental impacts of the proposed project; it could adversely affect the future housing supply in the City of Lodi. Although there currently appears to be a sufficient number of subdivision lots available to meet housing demand, this supply will not last indefinitely. It is estimated that at current building rates, there is approximately a 5 year supply of subdivision lots. This includes subdivisions that have houses under construction and also subdivisions that exist only as a subdivision map. Several of these subdivisions will probably be built out in the next year or two.

While a 5 year supply of lots may seem like a substantial amount, it must be remembered that large subdivision projects take 2-3 years from the planning stage to when actual houses are built. Even if the Batch project were approved, it might be 1986 before any houses are completed in this project. By then the number of existing subdivision lots will have been reduced substantially.

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

a better opportunity to select the price range, location, housing style, etc. to suit their need.

### Alternative 2

A second alternative would be to change the housing mix in the Batch project to an all single-family project. The two multiple-family parcels containing 246 units would be converted to single-family lots. That acreage would yield approximately 75 single-family lots compared to the 246 multiple-family units as currently proposed.

The impacts of this alternative are as follows:

- 1) The number of vehicle trips would be reduced by 726 v.t./weekday. The 246 multiple-family units would generate approximately 1476 v.t./day while the 75 single family lots would generate 750 v.t./weekday. The Batch project total would change from 4,726 v.t./day to 4,000 v.t./day - a 15% reduction.
- 2) The student population would also be affected. The proposed 246 multiple-family units would generate approximately 172 students while the 75 single-family lots would generate approximately 75 students. The Batch project total would change from 497 students to 400 students - a 20% reduction.

### Alternative 3

Alternative 3 would involve the addition of an elementary school site to the Batch project. The school site would be approximately 10 acres in size. Although nothing definite has been determined, the LUSD has expressed an interest in acquiring a school site to serve the area west of Lower Sacramento Road. They have determined that if and when the Batch property is developed and when Lodi Park West is completed there will be a sufficient number of students in the area to warrant a school.

The most likely location for the school site would be utilize the 7 acre multiple-family parcel located on Elm Street and the frontage road. The parcel could be increased to 10 acres by adding adjacent single-family lots to the parcel and rearranging the streets.

This particular location would have the advantage of having access to two major streets - Elm Street and Lower Sacramento Road. At the same time, the Lower Sacramento frontage road will provide them with a street frontage that is not directly on Lower Sacramento Road, thereby reducing traffic hazards. Proximity to the major streets will allow good access for school buses and parent picking up and delivering their children. The school itself could be oriented so it faced onto the frontage road or one of the other residential streets. The bus loading and parking areas could be located closer to Elm Street. By keeping the bulk of the school traffic off the residential streets, the impact on the residences can be reduced.

The effects of adding an elementary school to the Batch property includes the following:

- 1) The total number of dwelling units on the Batch property will change. The requirement for a 10 acre parcel would eliminate the 7 acre multiple family parcel containing 105 units plus an additional 20± single-family lots. Instead of 325 single-family lots there would be approximately 305 single-family lots and instead of 246 multiple-family units there will be approximately 141 multiple family units.
- 2) The number of vehicle trips would be reduced somewhat by the reduction in residential units. Elimination of the 125± units would reduce v.t.'s by approximately 830 v.t./weekday. This would be partially offset by v.t.'s generated by the school. It is estimated that an elementary school will generate approximate 300 v.t./day plus some bus traffic. The net reduction would be approximately 500 v.t./weekday.
- 3) The reduction in the number of dwelling units would reduce the number of students generated by the development. The Batch project would generate approximately 94 fewer students with the school site. The Batch project would generate a total of 403 students vs. 497 students in the original plan.
- 4) The school site will be located adjacent to a problem noise source - Lower Sacramento Road. The City of Lodi Noise Contour Map indicates that  $L_{dn}$  noise level along Lower Sacramento Road will reach 65-70 dba. This could result in classroom noise levels that exceed the recommended level of 45 dba. Noise levels both on the school site and within the classroom can be lowered by the use of various sound reduction methods. The LUSD will need to do an acoustical analysis prior to construction of the school.

- 5) The LUSD and the neighborhood would both benefit by getting a neighborhood school site in that location. Students in the neighborhood could walk to school. The school could also serve as an informal neighborhood center and recreation facility during none school hours. This alternative does, however, presume that the LUSD is able to obtain funds to construct a school at this location.

#### Alternative 4

Alternative 4 would be to utilize a vacant "infill" property located somewhere in the existing City limits as an alternate site for this project. This would eliminate the development of the Batch and Mills properties, and place the project in a location that presumably is already impacted.

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

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

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

The Mills property could, in fact, be considered an "infill" property. The property has had development surrounding it for a number of years.

There are existing utilities and streets adjacent to the property and residential, church and commercial development surrounding the parcel.

D. CUMULATIVE IMPACTS

The proposed project will have a cumulative impact on the loss of agricultural land in the past several years, Lakeshore Village, a 96± acre development; Lobaugh Meadows, a 92± acre development; and Lodi Park West, an 881 acre development and Tandy-Johnson, a 48 acre development, have been approved. These developments will utilize a total of 324 acres of agricultural land as these projects are constructed.

Unfortunately, all land in and around the City of Lodi is designated prime agricultural land. The entire area surrounding the City is in agricultural use. Almost every development, large or small, must utilize agricultural land. There are no non-prime soil, non-agricultural parcels around Lodi. The residential, commercial and industrial requirements of the City and its residents necessitate urbanization of agricultural land.

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 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 the short-term problems facing the schools.

E. GROWTH-INDUCING IMPACT

If the voters of Lodi approve a general plan amendment and annexation of the Batch/Mills properties, the project will have some growth-inducing impacts on Lodi. The properties are outside the existing City limits and

are therefore subject to the requirements of Measure A. This initiative requires an approval of the electorate for any General Plan Amendment/Annexation to the City of Lodi. Besides approving this specific project, voter approval could indicate some willingness on the part of the electorate to approve additional annexations to the City of Lodi. This willingness could mean that other properties covered by Measure A could, in future years, be approved for development by the voters. All this is somewhat speculative at this point since there is no way of knowing if the proposal will be approved by the voters. If it is not approved, then there would be no growth-inducing impact. Even if the proposal were approved, the growth-inducing impact would be limited.

First, every proposal would have to be voted on by the electorate, so it is possible that this proposal could be approved and all future proposals rejected. Second, although there is substantial undeveloped areas west of the Batch property, everything west of WID Canal is outside of the Pre-Measure A General Plan area. This means that the City's utilities are not designed to go west of the canal so it would not be possible for this land to be developed in the City. There are only two large parcels that could be developed, even with Measure A approval. One is the triangular piece located south of the Batch property between the WID Canal and Lodi Avenue. The other is the piece of land north of Lodi Park West between Lower Sacramento Road and the WID Canal. In any case, the voters will ultimately determine whether any additional growth will occur.

#### F. ENERGY CONSERVATION

Structures in the project will be constructed to meet State of California Energy Standards. The standards include such things as window area, insulation, energy efficient appliances, etc. Approximately 50% of the lots in the project have a north-south orientation. This orientation provides the best adaptability for both passive and active solar design. The developer could also offer various solar design packages as part of the construction of the homes.

**NOTICE OF PUBLIC HEARING  
BY THE CITY COUNCIL OF THE CITY OF LODI  
TO CONSIDER THE PLANNING COMMISSION'S RECOMMENDATION  
THAT THE BATCH PARCEL BE REZONED TO P-D (26), PLANNED DEVELOPMENT  
DISTRICT NO. 26 WITH THE SINGLE-FAMILY PORTION CONFORMING TO THE  
CITY'S R-2, SINGLE-FAMILY RESIDENTIAL DISTRICT AND THE MULTIPLE FAMILY  
PORTIONS CONFORMING TO THE CITY'S R-GA, GARDEN APARTMENT RESIDENTIAL  
RESTRICTIONS WITH A LIMITATION OF 15 UNITS PER ACRE.**

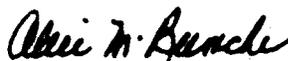
NOTICE IS HEREBY GIVEN that on Wednesday, October 3, 1984, at the hour of 7:30 p.m. or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing in the Council Chambers, City Hall, 221 West Pine Street, Lodi, California, to consider the Planning Commission's recommendation that the Batch parcel be rezoned to P-D (26), Planned Development District No. 26 with the Single-Family portion conforming to the City's R-2, Single-Family Residential District and the Multiple Family portions conforming to the City's R-GA, Garden Apartment Residential restrictions with a limitation of 15 units per acre.

The Batch development 325 single-family lots, 2 multiple-family parcels containing 246 units and a 14 acre basin/park site. An elementary school may be substituted for one of the multiple family sites.

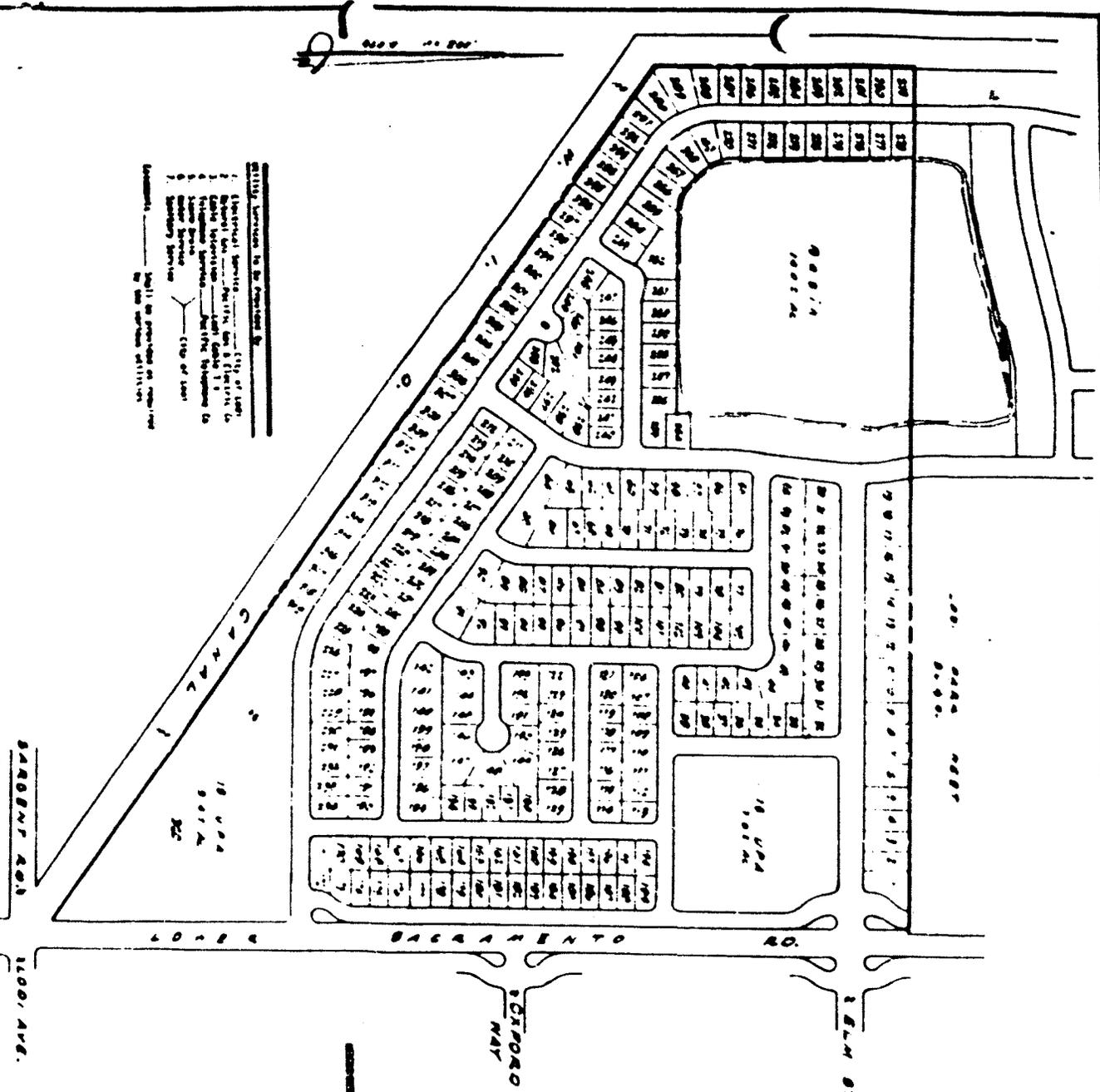
Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views either for or against the above proposal. Written statements may be filed with the City Clerk at any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

Dated: September 19, 1984

By Order of the City Council

  
Alice M. Reimche  
City Clerk

- UTILITIES SERVICES TO BE PROVIDED:**
1. Electrical Service - City of Los Angeles
  2. Gas Service - Pacific Gas & Electric Co.
  3. Water Service - Los Angeles Water Dept.
  4. Sewer Service - Los Angeles Sanitation Dept.
  5. Telephone Service - Pacific Telephone Co.
  6. Cable Service - City of Los Angeles
  7. Security Service - City of Los Angeles
- \_\_\_\_\_  
 Shall be provided in accordance with the applicable utility codes.



<b>DISTRICT</b>	1001
<b>CITY</b>	LOS ANGELES
<b>LOT</b>	1001
<b>AREA</b>	1001
<b>DATE</b>	1/11/84
<b>BY</b>	1001
<b>REVISION</b>	1001

APPROVED BY THE CITY OF LOS ANGELES COMMISSIONERS  
 FEBRUARY 6, 1984

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 FEBRUARY 6, 1984

**PAID**

**FEB 6 1984**

**City of Los Angeles**

**BAUMBACH & PIAZZA**  
 CIVIL ENGINEERS  
 SURVEYORS

1001 A.C.  
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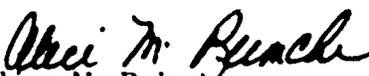
NOTICE OF PUBLIC HEARING  
BY THE CITY COUNCIL OF THE CITY OF LODI  
TO CONSIDER THE PLANNING COMMISSION'S RECOMMENDATION  
THAT THE MILLS PARCEL BE PREZONED U-H, UNCLASSIFIED HOLDING  
UNTIL A DEVELOPMENT PLAN CAN BE APPROVED BY THE  
PLANNING COMMISSION AND CITY COUNCIL

NOTICE IS HEREBY GIVEN that on Wednesday, October 3, 1984 at the hour of 7:30 p.m. or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing in the Council Chambers, City Hall, 221 West Pine Street, Lodi, California, to consider the Planning Commission's recommendation that the Mills Parcel be prezoned U-H, Unclassified Holding until a Development Plan can be approved by the Planning Commission and City Council.

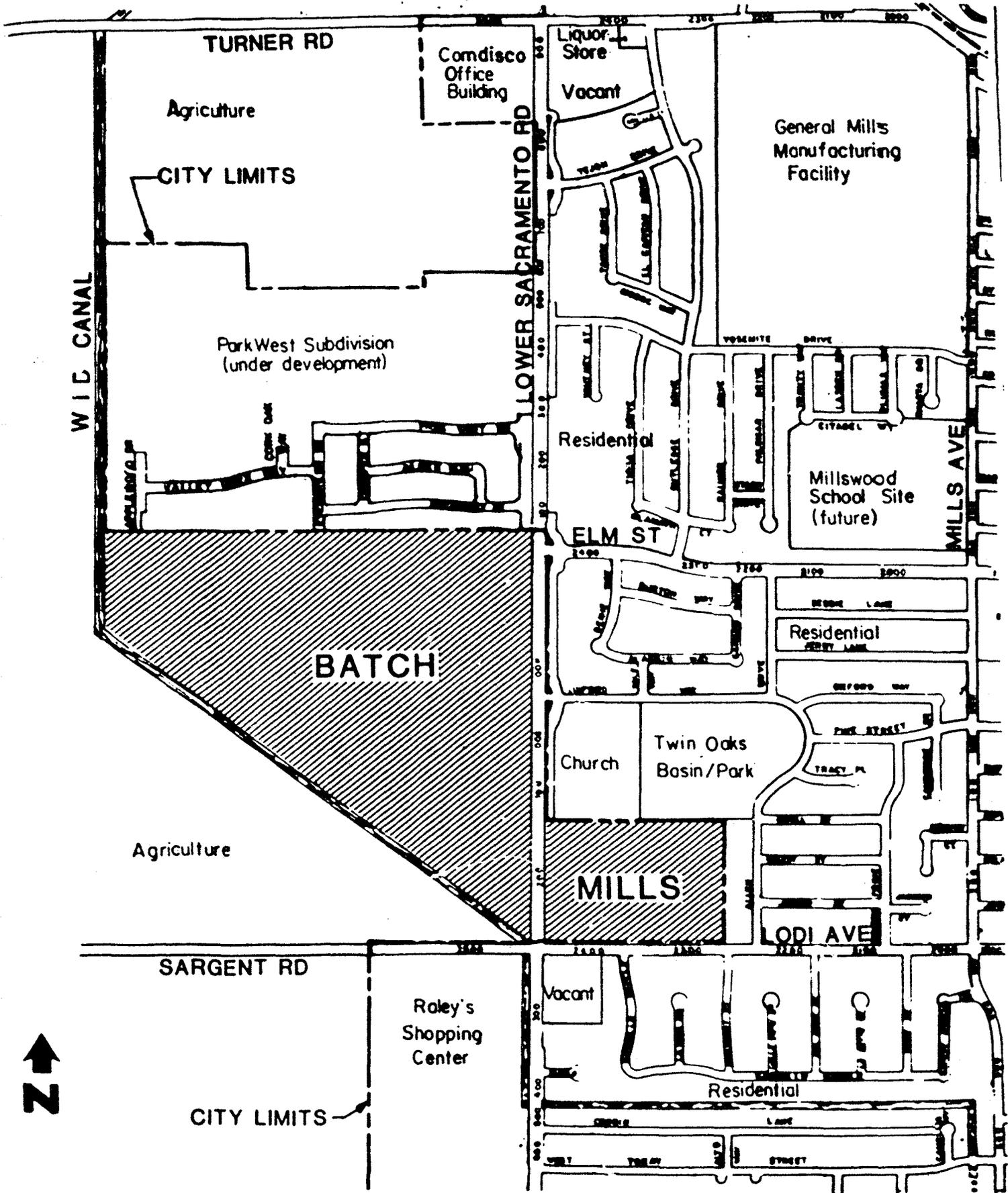
Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views either for or against the above proposal. Written statements may be filed with the City Clerk at any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

Dated: September 19, 1984

By Order of the City Council

  
Alice M. Reimche  
City Clerk

# LAND USE MAP



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BEFORE THE LODI CITY COUNCIL  
SAN JOAQUIN COUNTY, CALIFORNIA

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To Consider:

- (1) The Planning Commission's recommendation that the Batch Final Environmental Impact Report be certified as adequate environmental documentation;
- (2) The Planning Commission's recommendation that the Batch parcel be rezoned to Planned Development District No. 26, with the single family portion conforming to the City's R-2, Single-Family Residential District, and the Multiple Family portions conforming to the City's R-GA, Garden Apartment Residential Restrictions with a limitation of 15 units per acre;
- (3) The Planning Commission's recommendation that the Mills parcel be rezoned UH, Unclassified Holding, until a development plan can be approved by the Planning Commission and City Council.

COPY

LODI CITY COUNCIL PUBLIC HEARING

DATE: October 3, 1984 at 7:30 p.m.

Lodi City Council Chambers  
City Hall  
Lodi, California

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\*\*\* CITY COUNCIL MEMBERS PRESENT \*\*\*

Mayor John R. Snider

Mr. James W. Pinkerton

Mr. David M. Hinchman

Mrs. Evelyn M. Olson

Mr. Fred M. Reid

\*\*\* STAFF MEMBERS PRESENT \*\*\*

Mr. Ronald Stein, City Attorney

Mr. James Schroeder, Director-Secretary

Mr. Jack L. Ronsko, Public Works Director

Mr. Henry A. Graves, Jr., City Manager

Mr. Jerry L. Glenn, Assistant City Manager

Mrs. Alice Reimche, Clerk

\*\*\* PUBLIC WHO SPOKE \*\*\*

Mr. Glen Baumbach

\*\*\* ALSO PRESENT \*\*\*

Kathy Handley

Newspaper Reporters

Members of the Public



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MAYOR SNIDER: We have three public hearings that we are going to conduct at one time. One will be to consider the Planning Commission's recommendation that the Batch Final Environmental Impact Report be certified as adequate environmental documentation. I'm sure that the impaction will come up under there.

Number two, that we consider the Planning Commission's recommendation that the Batch parcel be rezoned to PD-26, and at the same time we'll consider the Planning Commission's recommendation that the Mills parcel be rezoned Unclassified Holding.

I'd like to open it up with the staff presentation at this time. Mr. Schroeder.

MR. SCHROEDER: Mr. Mayor, I'm going to use the overhead projector. We put a map on the back wall because I think it more readily expresses what we'll be talking about this evening.

We have before you, Mr. Mayor, members of the Council, a Measure A proposition that the Council previously put on the ballot for the November election, and what it -- the election was originally aimed at was this hundred-acre piece, the triangular piece on the back that's owned by Mr. Robert Batch.

At the time we received that request, it was our determination that we would also have to include the 20-acre Mills piece, because you can see that if it is approved, we could not go to LAFCO without having the thing in the general

5  
1 plan, and LAFCO would have to force the Mills property in. I  
2 should, for the record, Mr. Mayor, indicate that at this point  
3 I have talked to the Mills' family's attorney and they  
4 indicated no opposition. They have not indicated they're in  
5 favor, they just indicated, I guess, no opposition. How's that?

6 The Planning Commission has recommended that the --  
7 three things; one, that you certify the environmental impact  
8 report as adequate; two, that the Batch property be rezoned to  
9 Planned Development zone with two kinds of zoning.

10 One, that the single-family areas conform to the  
11 city's R-2 zone, and that the multiple-family areas -- and  
12 there are two of them, a large piece down here that probably  
13 will be a senior citizens' complex, and a smaller piece in this  
14 location -- conform to the RGA zoning, with one difference,  
15 that it be limited to 15 units rather than 20 units per acre.

16 I'm sure if you've read Mrs. Stars' comments in the  
17 EIR, she's indicated that the school district is interested in  
18 a school site in this location.

19 We have had preliminary discussions with Mr. Batch.  
20 What we would do would be to eliminate this street, and extend  
21 the school site over into this location to provide  
22 approximately a 10-acre site, so that this parcel here may  
23 ultimately be an elementary school site.

24 The other large piece is a piece that is referred to  
25 in the EIR as the extension of the E Basin, which is --  
26 presently is providing drainage for the Lodi Park West  
27 subdivision.

28 This would be the remaining basin which would drain

1 the west side of Lodi from the canal north across Turner Road,  
2 around the Woods School, that total area. It's about 500  
3 acres, Jack, something like that. That basin ultimately ties  
4 into Twin Oaks Park and goes out to the lake.

5 Mr. Morimoto isn't here tonight, Mr. Mayor, so I'm  
6 not going to spend an awful lot of time on the EIR, but I have  
7 to do a couple of things.

8 We have put with your Council package a list of  
9 findings that the staff is recommending be included with the  
10 certification of the EIR.

11 These findings talk about the impacts that are listed  
12 in the report, and there's the standard ones, you've all heard  
13 them before. I'll read them if you like.

14 The first talks about the loss of agricultural soil.  
15 The finding, of course, is that you can't build a subdivision  
16 in Lodi without taking agricultural soil out.

17 We talk about urbanization of the subject parcels,  
18 how they will affect the adjacent property. Interestingly,  
19 they probably won't. As you see, the Mills property is  
20 completely surrounded with urban development at the present  
21 time. The Batch property has urban development on the north  
22 side and the east side, in the Woodbridge Irrigation District  
23 canal, which is a hundred foot right-of-way.

24 I think that each of you has heard testimony at this  
25 podium that an adequate buffer of 20 feet with adequate fencing  
26 and landscaping will provide what is necessary. In this  
27 situation, we have a hundred foot buffer that's already there.  
28 It's been there for some 85 years. So at this point, we're

1 recommending that there's no Measure A findings to be made.  
2 There isn't one, because we've already done it, either through  
3 the irrigation district or through the existing conditions.

4 We talk about the -- impact three as the number of  
5 trips generated by the project. Both Lower Sacramento Road and  
6 Lodi Avenue, as well as Elm Street, are all four-lane major  
7 city streets. Fifty-seven hundred cars a day distributed on  
8 those streets is not a significant amount of trips.

9 The amount of air pollution to be generated is  
10 insignificant based on the matrix we used presented by the  
11 State of California.

12 The final impact, Mr. Mayor, is the one you already  
13 discussed, the impact of 597 students on the Lodi Unified  
14 School District.

15 Mrs. Stars' comments in the EIR besides the school  
16 also indicate mitigation would be accomplished through the  
17 impact fee.

18 We talk about the alternates to the project, the  
19 no-growth alternate, I think that we all -- no build on it, we  
20 all understand that one.

21 And, finally, the infill alternate. The infill  
22 alternate, Mr. Mayor, is very rapidly becoming no alternate at  
23 all, because residentially there are very few in-filled parcels  
24 of any size in the City of Lodi that could be used for urban  
25 residential development.

26 There are infill projects for industrial land, there  
27 are a few in-filled commercial pieces, but this is the last --  
28 I don't think there's a significant piece of residential

1 property in Lodi that doesn't have an approved map on it. In  
2 fact, I think that's very swiftly becoming that doesn't have an  
3 approved final map on it.

4 Finally, the growth-inducing impact of this project  
5 won't be great because of the restrictions of Measure A. I'll  
6 be glad to go into David's dog and pony show if you'd like, Mr.  
7 Mayor, but I think that should be sufficient to indicate what's  
8 happened. I'll answer any questions.

9 MAYOR SNIDER: Mr. Reid?

10 MR. REID: In the EIR for the Mills -- where it covered  
11 the Mills property, it only spoke about the possibility of  
12 residential units. Would that be the worst condition you could  
13 have, residential rather than commercial?

14 MR. SCHROEDER: No, I think that would probably be the  
15 best condition.

16 MR. REID: Commercial would impact it more?

17 MR. SCHROEDER: Trafficwise, it certainly would, yes, sir.

18 MR. REID: And it's coming in as Unclassified Holding?

19 MR. SCHROEDER: Yes.

20 MR. REID: Then does that indicate that there is a  
21 deficiency in the EIR, since --

22 MR. SCHROEDER: No. I think what we will have to do is at  
23 the time that we have the project on that property, we'll do  
24 another EIR on that project, but we thought it would be  
25 foolheartly not to mention that the Mills property had some  
26 potential of X number of units. That property was always shown  
27 on the general plan before Measure A as residential. The  
28 commercial was over where Raley's is always and it was always

1 assumed that the Mills property would be residential. That's  
2 why we selected that alternate to discuss the EIR. I don't  
3 think it's inadequate, because there isn't any project. We've  
4 simply told the public the potential is there.

5 MAYOR SNIDER: Mr. Hinchman?

6 MR. HINCHMAN: Mr. Schroeder, the public works director's  
7 comments asked for additional basin frontage on the west side  
8 of the basin?

9 MR. RONSKO: Tentative map.

10 MR. SCHROEDER: That's not a problem, Mr. Hinchman. What  
11 we'll do at the time, if this project is approved by the  
12 electorate, then we'll go back to the Planning Commission with  
13 a tentative map. We'll make those changes on the tentative  
14 map.

15 MR. HINCHMAN: What would be done about the -- under  
16 recreation, there are no plans for restrooms. Since we  
17 sometimes have problems getting restrooms in parks, when would  
18 that happen?

19 MR. SCHROEDER: Oh, my --

20 MR. HINCHMAN: Recreation department provide for that in  
21 their department?

22 MR. SCHROEDER: Yes, they will, and it will happen at such  
23 time as the southern portion -- the piece that's on the Batch  
24 property is out at this park. The area we have now there is  
25 almost all storm drain, isn't it, Jack? There's very little  
26 upland there that can really be used year around for recreation  
27 purposes, so it would be a place where we could put the  
28 restrooms, on the present northerly configuration.

1 MR. HINCHMAN: There's also something mentioned about the  
2 noise problem from the environmental person in the county?

3 MR. SCHROEDER: No, that was a comment raised by the --  
4 through the state clearing house. Okay?

5 MR. HINCHMAN: Four lanes of Lower Sacramento Road?

6 MR. SCHROEDER: They made a couple of assumptions that  
7 were erroneous. Number one, they assumed that the residential  
8 units were going to be adjacent to the main street. They will  
9 not be. They'll set back another 45 feet, plus the front yard  
10 setback, so that the nearest that any home will be to the curb --  
11 to the right-of-way will be 65 feet. It will be another 10 or  
12 12 feet. It will be almost 80 feet before you even get to a  
13 traffic lane.

14 See, the assumption the state made is we were going  
15 to build those houses on Lower Sacramento Road. We're building  
16 them on a frontage road.

17 Secondly, that comment does not reflect the  
18 requirements of Title 21 of the State of California as far as  
19 energy requirements.

20 We are now required by the state to make all houses  
21 energy efficient, and as a by-product of those energy efficient  
22 houses, double pane glass, heavy insulation in walls, we have  
23 come up with houses that are much quieter inside, so that that  
24 comment is okay, except it doesn't take in two considerations.  
25 One, the distance -- and that's a very important factor in  
26 noise, distance -- and, two, insulation.

27 MR. HINCHMAN: Thank you.

28 MAYOR SNIDER: Mr. Schroeder, the stretch of Lower

1 Sacramento Road that's two-lane, I think it starts --

2 MR. SCHROEDER: It's all two-lane now.

3 MAYOR SNIDER: Right, and it's obvious that there --  
4 provisions have been made to make that a four-lane road.

5 MR. SCHROEDER: Yeah, Lower Sacramento Road from Turner to  
6 Lodi Avenue will be four lanes with frontage roads.

7 MAYOR SNIDER: When will it be four lanes with frontage  
8 roads? Obviously, if the Batch property were developed, then  
9 that portion would be taken care of at that time, wouldn't it?

10 MR. SCHROEDER: We have the responsibility to do the main  
11 road, they have the responsibility to do the frontage road just  
12 like it is on the other side.

13 MAYOR SNIDER: Are there any questions of council with Mr.  
14 Schroeder's presentation? Thank you, Mr. Schroeder.

15 At this time, I'd like to open the public hearing.  
16 Anyone in the audience wishing to speak -- we've got so many  
17 things here to discuss. Why don't we just do it this way,  
18 anyone wishing to speak on this particular project for or  
19 against, please come forward, state your name and address for  
20 the record.

21 MR. BAUMBACH: Mr. Mayor, members of the City Council, my  
22 name is Glen Baumbach, I'm speaking on behalf of Mr. Robert  
23 Batch tonight.

24 I think this environmental impact report is quite  
25 adequate and very well done and very thorough.

26 As you know, this is the first step in a long process  
27 of -- developing process in the City of Lodi, especially in  
28 light of Measure A. This particular property, as you know, if --

1 if it were -- if we are successful in the annexation this  
 2 coming November, we're probably two years away before the first  
 3 lot will be brought upon the market. There's that much work to  
 4 be done, and there's that much government and other red tape to  
 5 go through before we can do anything.

6 We started this project almost a year ago with the  
 7 tentative map and submitted it to the city for the  
 8 environmental impact report. We've been through the Planning  
 9 Commission and they have recommended approval of this thing.  
 10 It is now before you people. We go on the election ballot in  
 11 November. If we are successful there, we go to LAFCO a little  
 12 while later, then right back to you people again for the final  
 13 annexation, if that is to be.

14 As Mr. Schroeder mentioned, there are a lot of lots  
 15 in town for sale right now, but in two years there won't be any  
 16 lots, very few lots for sale. And, again, this is the first  
 17 step in a long process of steps to develop property in the City  
 18 of Lodi, and we urge that you approve this environmental impact  
 19 report and prezone the property.

20 I'd be happy to answer any questions you may have.

21 MAYOR SNIDER: Mr. Baumbach, I notice that in the zoning --  
 22 pre zoning, I should say -- no, zoning of this parcel --  
 23 prezone, okay, there it is, prezone, okay, that your  
 24 single-family residential will be R-2.

25 MR. BAUMBACH: That's right.

26 MAYOR SNIDER: Will there be any R-1?

27 MR. BAUMBACH: Yes, there will probably be some R-1 in  
 28 there. This is -- as I said, this is a preliminary plan.

1 There's bound to be a few minor changes by staff and by the <sup>13</sup>  
2 developer. This is our first start on this project, and it's  
3 the best we can do at this time until we get annexed.

4 We plan on some R-1, though, around the basin  
5 especially and in the back end there.

6 MAYOR SNIDER: Are there any other questions of Mr.  
7 Baumbach? Thank you, Mr. Baumbach.

8 MR. BAUMBACH: Thank you.

9 MAYOR SNIDER: Is there anyone else in the audience  
10 wishing to speak on this particular subject?

11 If not, we'll close the public hearing. Return it to  
12 the Council for discussion and action.

13 What we would be doing here, number one, the  
14 consideration of the council is to certify the final  
15 environmental impact report with findings for both the Batch  
16 and Mills properties.

17 Mr. Reid?

18 MR. REID: I would move that we certify the final  
19 environmental impact report.

20 MAYOR SNIDER: With findings?

21 MR. REID: With findings.

22 MS. OLSON: I second it.

23 MAYOR SNIDER: Been moved and seconded. Is there any  
24 discussion?

25 Mr. Reid?

26 MR. REID: I do have one question, it's for staff. You  
27 said, Jim, that at the time the Mills property was reclassified  
28 to something other than Unclassified Holding, you would require

1 environmental impact report. Is that required by ordinance or  
2 law?

3 MR. STEIN: By law.

4 MR. SCHROEDER: Well, it's required by law. It's a  
5 determination that we would make, but I'm sure that a project  
6 of that size in Lodi, we would do the documentation because  
7 it's -- it simply gets the developer to a point where he's not  
8 going to have another stumbling block to worry about.

9 MAYOR SNIDER: Mr. Stein?

10 MR. STEIN: Yes, I'd like to respond to that.

11 Under CEQUA, you're supposed to do an EIR at the  
12 earliest possible time when you know what the project is, Mr.  
13 Reid, and you do not know what the project is going to be on  
14 Mills. All we do know is there is a possibility of an  
15 annexation, and, frankly, right now that's what we have in  
16 front of you.

17 It's not one where you know what the development is  
18 going to be. If you knew what the development was going to be,  
19 you'd certainly have to do an EIR on the whole thing. And as  
20 far as -- you're just talking about the worst-possible-case  
21 scenario. We just don't know what's going to be there, so I  
22 think we're doing it adequately.

23 MAYOR SNIDER: Any other discussion?

24 MR. REID: Call for the question.

25 MAYOR SNIDER: All those in favor, say aye.

26 (Whereupon all Council Members said Aye.)

27 MAYOR SNIDER: Opposed? So carried.

28 What we'll be doing next is the introduction of an

1 ordinance rezoning the Batch property to keep Planned  
2 Development District Number 26.

3 MR. PINKERTON: So moved.

4 MS. OLSON: Seconded.

5 MAYOR SNIDER: It's been moved and seconded that we  
6 introduce the ordinance rezoning the Batch property to Planned  
7 Development District Number 26. Any discussion?

8 MR. PINKERTON: Question.

9 MAYOR SNIDER: All those in favor, say aye.

10 (Whereupon all Council Members Said Aye.)

11 MAYOR SNIDER: Opposed? So carried.

12 Our next requirement would be to introduce an  
13 ordinance rezoning the Mills property to Unclassified Holding.

14 MR. REID: So moved.

15 MS. OLSON: Seconded.

16 MAYOR SNIDER: Any discussion? All those in favor, say  
17 aye.

18 (Whereupon All Council Members Said Aye.)

19 MAYOR SNIDER: So carried. We'll take a five-minute  
20 recess.

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