

10-249
CC-55(a)
CITY COUNCIL MEETING

JULY 21, 1982

ORDINANCE AMEND-
ING SECTION 27-22
(ENFORCEMENT;
PENALTIES; LEGAL
PROCEDURES) OF
CHAPTER 27 (ZONING)
OF THE LODI MUNICIPAL
CODE INTRODUCED

ORDINANCE NO. 1265

Notice thereof having been published in accordance with law and affidavit of publication being on file in the Office of the City Clerk, Mayor Reid called for the Public Hearing to consider amending Section 27-22 (Enforcement; Penalties; Legal Procedures) of Chapter 27 (zoning) of the Lodi Municipal Code.

The matter was introduced by Staff.

Mr. Charles Duncan, who identified himself only as a Lodi resident, spoke in opposition to the proposed Ordinance.

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

A lengthy discussion followed with questions being directed to Staff.

Councilman Pinkerton then moved for introduction of Ordinance No. 1265 amending Section 27-22 (Enforcement; Penalties; Legal Procedures) of Chapter 27 (zoning) of the Lodi Municipal Code. The motion was seconded by Council Member Olson and carried by unanimous vote.

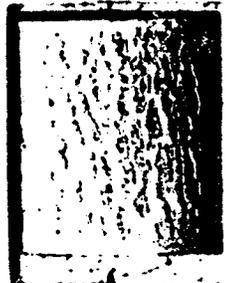
CITY OF LODI

221 W. Pine Street

Lodi, California

ADVERTISING INSTRUCTIONS

NOTICE OF PUBLIC HEARING BY THE CITY COUNCIL OF THE CITY OF
Subject LODI TO CONSIDER AMENDING SECTION 27-22 (ENFORCEMENT; PENALTIES;
LEGAL PROCEDURES) OF CHAPTER 27 (ZONING) OF THE LODI MUNICIPAL CODE.

Publish Dates: July 10, 1982Tear Sheets Wanted 3Affidavit and Bill to: ALICE M. REIMCHE, CITY CLERK, CITY HALLDate: July 7, 1982Ordered by: *Alice M. Reimche*ALICE M. REIMCHE
CITY CLERK

NOTICE OF PUBLIC HEARING BY THE CITY COUNCIL
OF THE CITY OF LODI TO CONSIDER AMENDING
SECTION 27-22 (ENFORCEMENT; PENALTIES; LEGAL
PROCEDURE) OF CHAPTER 27 (ZONING) OF THE LODI
MUNICIPAL CODE.

NOTICE IS HEREBY GIVEN THAT ON Wednesday, July 21, 1982,
at the hour of 8:00 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 adoption of the hereinafter set forth
Ordinance.

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY
OF LODI AMENDING SECTION 27-22 (ENFORCEMENT;
PENALTIES; LEGAL PROCEDURE) OF CHAPTER 27
(ZONING) OF THE LODI MUNICIPAL CODE.

The City Council of the City of Lodi does ordain as
follows:

SECTION 1. Section 27-22 (Enforcement; penalties; legal pro-
cedure) of Chapter 27 (Zoning) of the Lodi Municipal Code is
hereby amended to read in full as follows:

"Section 27-22. Enforcement; penalties; legal procedure.

For the purpose of requiring full compliance with all
of the provisions of this chapter, the following
regulations shall govern:

(a) Enforcement.

The City Manager, Community Development
Director, and Chief Building Inspector or
their designees, are hereby vested with the authority
to issue a citation to any person who violates any
of the provisions of this chapter.

All officials of the City of Lodi charged by the law with the general duty of enforcing City ordinances shall also enforce this chapter and the provisions of the same.

(b) License and Permits.

All departments, officials and public employees of the city, who are vested with the duty and authority to issue licenses or permits where required by law shall conform to the provisions of this chapter and shall issue no such license or permit for uses, buildings or purposes where the same would be in conflict with the provisions of this chapter. Licenses or permits, if issued in conflict with the provisions of this chapter, shall be null and void, if said licenses or permits are not brought into compliance with the provisions of this chapter.

(c) Penalties for violation.

Unless otherwise indicated, it shall be an infraction for any person to do any act forbidden or fail to perform any act required by this chapter. Penalties for infractions shall be as set forth in Government Code Section 36900.

(d) Legal proceedings.

The penalties prescribed herein shall not be deemed to limit the right of the city through its legal department as authorized by the city council upon request of the enforcing officials to institute

any appropriate legal procedure as prescribed by law to restrain, enjoin, correct or abate any actual or threatened violation of the provisions of this chapter.

(e) Public Nuisance.

Any violation of this chapter shall constitute a public nuisance. In addition to any other remedies provided in this chapter, the city may summarily abate and bring civil suit to enjoin or abate the violation.

(f) Separate Offenses - Cumulative Remedies.

Each day any violation of this chapter continues shall be regarded as a new and separate offense. The remedies provided in this chapter shall be cumulative and not exclusive."

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: July 7, 1982

By Order of the City Council


ALICE M. REIMCHE
City Clerk

cc 53a

NOTICE OF PUBLIC HEARING BY THE CITY COUNCIL OF THE CITY OF LODI TO CONSIDER AMENDING SECTION 27-22 (ENFORCEMENT; PENALTIES; LEGAL PROCEDURE) OF CHAPTER 27 (ZONING) OF THE LODI MUNICIPAL CODE.

NOTICE IS HEREBY GIVEN THAT ON Wednesday, July 21, 1982, at the hour of 8:00 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 adoption of the hereinafter set forth Ordinance.

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LODI AMENDING SECTION 27-22 (ENFORCEMENT; PENALTIES; LEGAL PROCEDURE) OF CHAPTER 27 (ZONING) OF THE LODI MUNICIPAL CODE.

The City Council of the City of Lodi does ordain as follows:

SECTION 1. Section 27-22 (Enforcement; penalties; legal procedure) of Chapter 27 (Zoning) of the Lodi Municipal Code is hereby amended to read in full as follows:

"Section 27-22. Enforcement; penalties; legal procedure.

For the purpose of requiring full compliance with all of the provisions of this chapter, the following regulations shall govern:

- (a) Enforcement.

The City Manager, Community Development Director, and Chief Building Inspector or their designees, are hereby vested with the authority to issue a citation to any person who violates any of the provisions of this chapter.

All officials of the City of Lodi charged by the law with the general duty of enforcing City ordinances shall also enforce this chapter and the provisions of the same.

(b) License and Permits.

All departments, officials and public employees of the city, who are vested with the duty and authority to issue licenses or permits where required by law shall conform to the provisions of this chapter and shall issue no such license or permit for uses, buildings or purposes where the same would be in conflict with the provisions of this chapter. Licenses or permits, if issued in conflict with the provisions of this chapter, shall be null and void, if said licenses or permits are not brought into compliance with the provisions of this chapter.

(c) Penalties for violation.

Unless otherwise indicated, it shall be an infraction for any person to do any act forbidden or fail to perform any act required by this chapter. Penalties for infractions shall be as set forth in Government Code Section 36900.

(d) Legal proceedings.

The penalties prescribed herein shall not be deemed to limit the right of the city through its legal department as authorized by the city council upon request of the enforcing officials to institute

any appropriate legal procedure as prescribed by law to restrain, enjoin, correct or abate any actual or threatened violation of the provisions of this chapter.

(e) Public Nuisance.

Any violation of this chapter shall constitute a public nuisance. In addition to any other remedies provided in this chapter, the city may summarily abate and bring civil suit to enjoin or abate the violation.

(f) Separate Offenses - Cumulative Remedies.

Each day any violation of this chapter continues shall be regarded as a new and separate offense. The remedies provided in this chapter shall be cumulative and not exclusive."

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: July 7, 1982

By Order of the City Council


ALICE M. REIMCHE
City Clerk

F.V. 7/21 CC 53a

CITY COUNCIL

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

CITY OF LODI

CITY HALL, 221 WEST PINE STREET
POST OFFICE BOX 320
LODI, CALIFORNIA 95241
(209) 334-5634

HENRY A. GLAVES, Jr.
City Manager
ALICE M. REIMCHE
City Clerk
RONALD M. STEIN
City Attorney

August 20, 1982

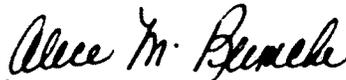
Mr. Mike Sabo
4264 East Almond Drive
Lodi, California 95240

Dear Mr. Sabo:

Enclosed herewith please find certified copy of the City Council Minutes of July 21, 1982 reiterating the Council's position on your request for some relief of the front footage charges for your recent water main tap on Almond Drive, whereby, the City Council following lengthy discussion on the matter and review of the City's policy regarding water main extensions, denied your request.

Should you have any questions regarding this action, please do not hesitate to call.

Very truly yours,



Alice M. Reimche
City Clerk

AMR/lf
Enc.

LOBAUGH MEADOWS

FINAL

82-1

ENVIRONMENTAL IMPACT REPORT

**PREPARED BY
COMMUNITY
DEVELOPMENT
DEPARTMENT
CITY OF LODI**

FINAL ENVIRONMENTAL IMPACT REPORT

FOR

LOBAUGH MEADOWS

APPLICANT

J-W Properties
3515 Country Club Blvd.
Stockton, CA 95204

AGENCY PREPARING EIR

City of Lodi
Community Development Dept.
221 W. Pine Street
Lodi, CA 95240

DESCRIPTION OF ACTION

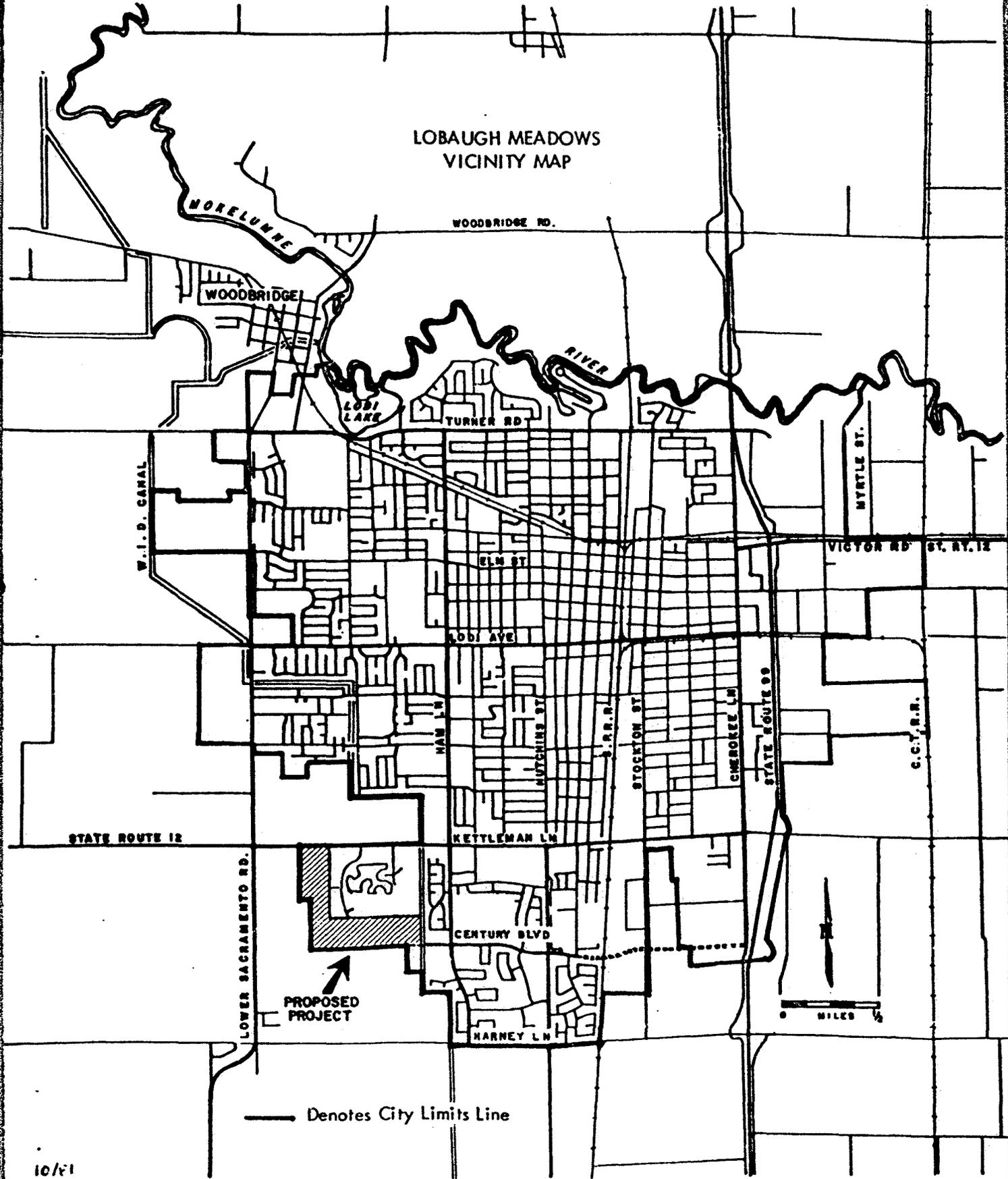
The proposed project is a 91.17 acre development on the south side of Kettleman Lane (State Route 12), east of Lower Sacramento Road. The project is a mixed use planned development containing .65 acres of commercial, 5.16 acres of professional offices, 30.64 acres of multiple-family and 28.59 acres of single-family with the remaining acreage devoted to streets and a school site.

The project will require a General Plan amendment for the commercial and office portions of the project; a rezoning from U-H, Unclassified-Holding, to P-D, Planned Development; certification of an Environmental Impact Report and approval of a project plan.

TABLE OF CONTENTS

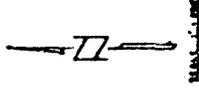
	Page
VICINITY MAP	i
PROJECT MAP	ii
LAND USE MAP	iii
SUMMARY	iv
I. PROJECT	
A. Location	1
B. Description	1
II. DESCRIPTION OF ENVIRONMENTAL SETTING	
A. General	2
B. Topography	2
C. Hydraulics	2
D. Soil Conditions	3
E. Seismic Hazard	4
F. Biotic Conditions	4
G. Noise	5
H. Atmospheric Conditions	5
III. UTILITIES	
A. Storm Drainage	7
B. Sanitary Sewer	9
C. Domestic Water	9
D. Electricity, Natural Gas & Telephone Service	9
IV. COMMUNITY SERVICES	
A. Streets and Circulation	9
B. Police and Fire	10
C. Schools	11
D. Recreation	11
E. Solid Waste	12
V. SPECIAL DISTRICTS	12
VI. HISTORIC AND ARCHEOLOGICAL SITE	13
VII. ENVIRONMENTAL ASSESSMENT	
A. Environmental Impacts	13
B. Mitigation Measures	14
C. Alternatives to the Project	16
D. Irreversible and Long-Term Impacts	16
E. Cumulative Impact	16
F. Growth Inducing Impacts	17
G. Energy Conservation	17
ADDENDUM	A-1
COMMENTS	C-1

LOBAUGH MEADOWS
VICINITY MAP

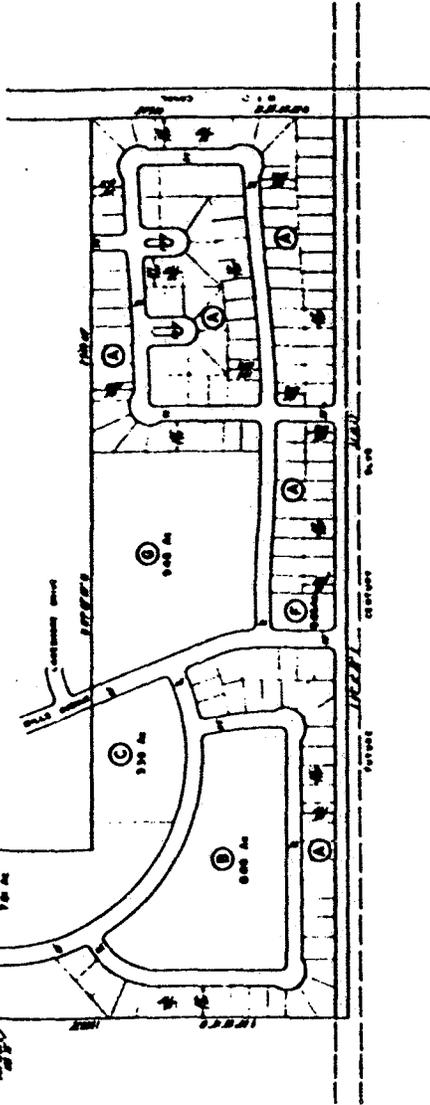


PROPOSED PROJECT

— Denotes City Limits Line



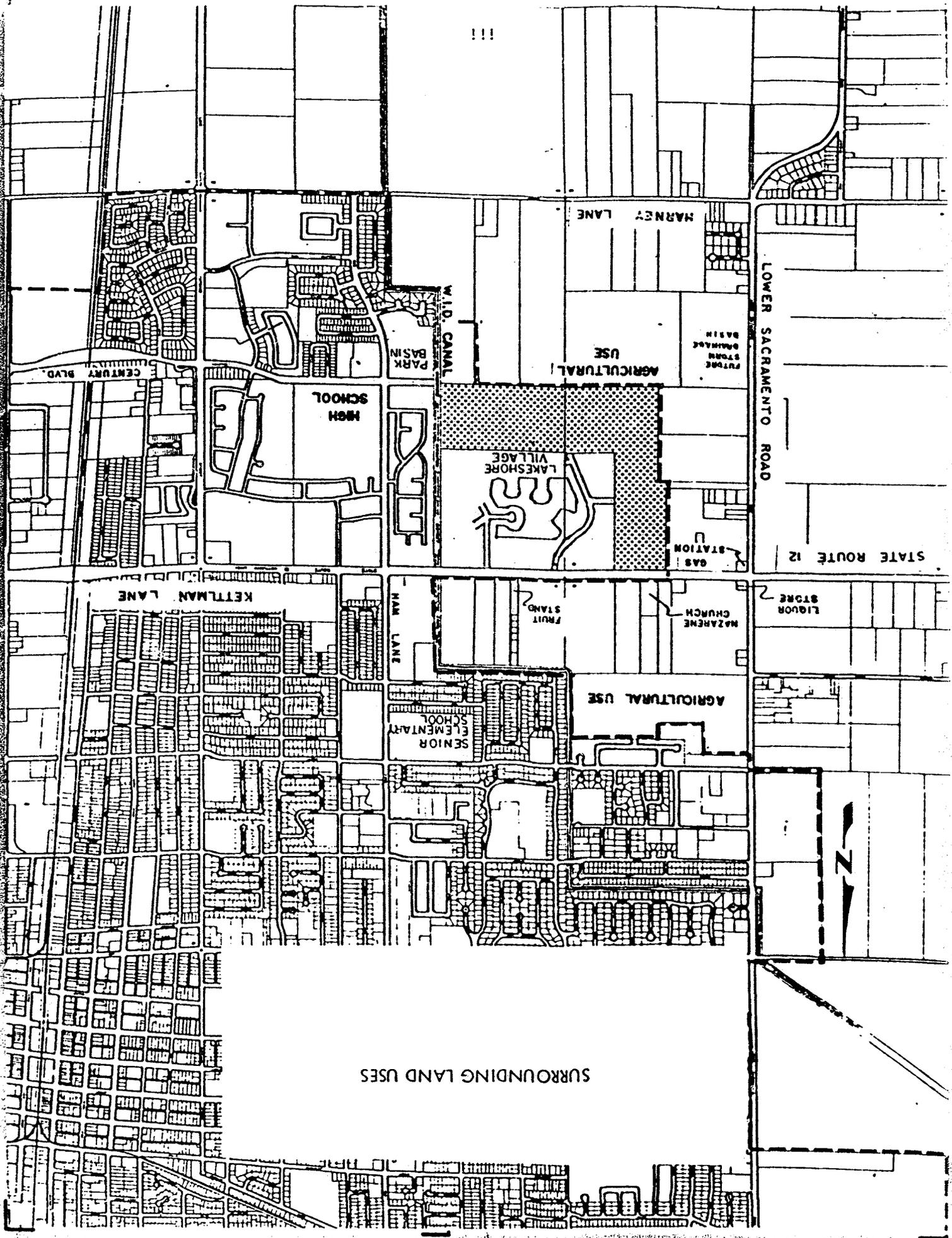
LAND USE INFORMATION				
DETERMINATION	LAND USE	NET ACRES	TOTALING UNITS	DENSITY (UNITS/ACRE)
A	SINGLE FAMILY RESIDENTIAL	90.90	173	0.39
B	MULTI-FAMILY RESIDENTIAL	0.00	113	14
C		10.30	177	17
D		12.17	944	20
E	PROFESSIONAL	0.0		
F	COMMERCIAL	0.00		
G	SCHOOL SITE	0.00		
	STREETS	0.00		
TOTALS		113.27	607	9.54



DEVELOPMENT PLAN
LOBAUGH MEADOWS
 LOUI CALIFORNIA

GLANTZ · DIMLER · DORMAN
 CONSULTING CIVIL ENGINEERS
 1001 10TH STREET
 SAN FRANCISCO, CALIF. 94103

DATE: 1/17/77
 SHEET NO. 1 OF 1



SURROUNDING LAND USES

AGRICULTURAL USE

LAKESHORE VILLAGE

HIGH SCHOOL

SENIOR ELEMENTARY SCHOOL

NAZARENE CHURCH

LIQUOR STORE

GAS STATION

FRUIT STAND

AGRICULTURAL USE

FUTURE STORM DRAINAGE BASIN

MARNAY LANE

W.I.D. CANAL

PARK BASIN

CENTURY BLVD.

KETLMAN LANE

HAM LANE

LOWER SACRAMENTO ROAD

STATE ROUTE 12



SUMMARY

LOBAUGH MEADOWS PLANNED DEVELOPMENT

LOCATION AND DESCRIPTION

The project is located south of Kettleman Lane/State Highway 12 and 1/4 mile east of Lower Sacramento Road. The project wraps around Grupe Development's Lakeshore Village Planned Development.

The project contains a total of 91.17 acres. There are 28.59 acres of single-family residential (153 units), 30.64 acres of multiple-family residential (534 units), 5.16 acres of professional offices, 0.65 acres of professional offices, 0.65 acres of commercial and a 9.48 acre school site.

ENVIRONMENTAL IMPACTS

- 1) Loss of 91± acres of prime agricultural land.
- 2) Affect adjacent agricultural properties. Possibly restrict the use of certain pesticides and other normal farming practices.
- 3) Increase traffic volumes by approximately 6,787 vehicle trips per day.
- 4) Generate a potential of 527 children that will add to the LUSD overcrowding problem.
- 5) Project area is not currently served by City storm drainage. Some solution required.

MITIGATION MEASURES

- 1) No real mitigation for the loss of agricultural land.
- 2) Provide buffer area between proposed project structure and adjacent agricultural properties (streets, open space, etc.)
- 3) Traffic can be handled by careful street design. Also by limiting street and driveway access on to Kettleman Lane and Century Boulevard. Redesign project to reverse the frontage of lots along Century Boulevard so that driveways do not enter onto Century Boulevard.
- 4) Storm drainage - limit development to the 20 acres that can be served by existing storm drainage facility in Lakeshore Village Planned Development. The remainder of the property cannot develop until an improved drainage solution can be provided.
- 5) School impaction can be mitigated by providing an on-site school site or by payment of fees to help pay for temporary classroom space.

ALTERNATIVES

- 1) "No build" alternative would eliminate all the impacts of the proposed project.
- 2) Different mix of uses would not substantially change the impacts of the project.

IRREVERSIBLE AND LONG-TERM IMPACTS

- 1) Loss of prime agricultural land would be irreversible and long-term impacts

CUMULATIVE IMPACT

- 1) There have been several hundred acres of agricultural land developed over the past 5 years. An additional 140± acres are approved, but not yet developed. Lodi is completely surrounded by prime agricultural land and all developments utilize agricultural land.
- 2) LUSD is overcrowded and additional residential projects continue to add to the problem.

GROWTH-INDUCING IMPACTS

- 1) Development of this property and the extension of utilities may affect future development of adjacent properties. The "Green Belt" initiative will significantly affect future growth. Surrounding properties will require approval of voters prior to development.

ENERGY CONSERVATION

- 1) All buildings will conform to new State Energy Conservation regulations.
- 2) Cluster housing will help reduce energy consumption. Less streets, utilities, etc. per unit. Easier to site for solar orientation. More conducive for future public transportation service.

LOBAUGH MEADOWS

I. PROJECT

A. PROJECT LOCATION

The proposed project is located in the southwest section of the City of Lodi. The property is adjacent to the south of Kettleman Lane/ Highway 12 and 1/4 mile east of Lower Sacramento Road. The area is generally bounded by Kettleman Lane/Highway 12 to the north, the Woodbridge Irrigation District Canal to the east, the extension of Century Boulevard to the south and Lower Sacramento Road to the west (See Vicinity Map).

The parcels are designated as San Joaquin County Assessor's parcels 057-060-21, 057-060-22 and 057-580-04 and wrap around the existing Lakeshore Village Planned Development.

B. PROJECT DESCRIPTION

The applicants, J-W Properties, are proposing a 91± acre mixed used development. The project will contain 5.16 acres of professional/ business offices, 28.59 acres of single-family residential lots, 30.64 acres of multiple family residential, .65 acres of commercial and a 9.48 acre elementary school site. The remaining acreage will be in streets. (see Development Plan Map).

The proposed plan will have a total of 687 residential units. Of these units 153 are detached single-family units and 534 are multiple-family or attached units. The single-family will have a density of 5.35 units/acre and the multiple family will have a density of 17.4 units/acre. The overall residential density, including the school site, is 10 units per acre.

The project property is currently designated residential low-density in the Lodi General Plan. This designation permits residential uses with a maximum overall density of 10 units per acres. The portions of the proposed development that are designated for office and commercial use will require a general plan amendment to office/institutional and commercial.

The site is currently zoned U-H, Unclassified-holding. This is a zone that the City sometimes uses for undeveloped land that is annexed to the City. Upon receipt of a specific developmental request the property is given a regular zoning designation. The applicant is requesting a zoning designation of P-D, Planned Development. This zone permits a mix of uses as long as each specific type of use is approved by the City as part of the overall development plan.

II. DESCRIPTION OF ENVIRONMENTAL SETTING

A. GENERAL

The project site is currently planted in vineyards. The surrounding area has a mixture of land uses. The project is bordered on two sides by Lakeshore Village, a 90± acre planned development that contains offices, restaurants, condominiums and single-family residences, all surrounding a manmade lake. To the east are residential and commercial developments. To the south are primarily agricultural uses, and to the north and west are agricultural and scattered residential and commercial uses.

B. TOPOGRAPHY

The project site and surrounding area are generally flat with elevations of approximately 30 to 50 feet above sea level. The site is presently planted with vineyards and was probably graded sometime in the past to facilitate irrigation. The area slopes slightly .1-.2% in a westerly direction. There are no natural surface drainage features on the site. The Woodbridge Irrigation Canal (WID) operates their canal along the eastern edge of the property. The canal has an elevated levee approximately 6 to 8 feet above the surrounding area.

C. HYDRAULICS

There are no natural water channels or other bodies of water located on the project site. There is a 19.5± acre manmade lake in the Lakeshore Village Development immediately to the east and north of the project site. There is also the WID canal that flows in a north-south direction along the eastern edge of the property.

Test borings taken on an adjacent parcel in 1979 as part of a subsurface investigation indicated no free groundwater to a depth of 46 feet. The test did not go below the 46 foot level.

The City of Lodi has a municipal water well located just across the WID canal from the project site at Century Boulevard and the WID Canal. Recent records indicate the ground water level to be between 55-65 feet below the surface ground levels. Groundwater is not expected to be a factor in grading or design/construction of the project.

Groundwater is the source of water for much of both agricultural irrigation and domestic water in the Lodi area. Some farms adjacent to the WID Canal are served by surface water from the Mokelumne River via the WID Canal system.

The San Joaquin County Agriculture Department estimates that each acre of vineyard requires approximately 35 inches of water annually. During the average year annual rainfall provides approximately 9 inches of this annual demand. The remaining 24 inches is supplied by irrigation. Translated into acre feet, each vineyard acre uses approximately 3 acre feet of water during a normal year.

The existing vineyard on the Lobaugh property uses approximately 273 acre feet of water annually (3 acre feet of water/acre x 91 acres = 273 feet).

By comparison, the following water consumption chart breaks down the various water uses by acre feet/acre/year for different types of developments.

Single-family residential	3.1 acre ft/ac/year
Multip-family residential	2.4 acre ft/ac/year
Commercial	2.3 acre ft/ac/year
Office/Professional	1.4 acre ft/ac/year

The proposed development has the following number of acres in the above described uses.

<u>Use</u>	<u>No. Acres</u>	<u>No. of Acre Ft/Ac/Year</u>	<u>Total No. of Acre/Ft/Year</u>
Single-Family	28.59	3.1	88.6
Multi-Family	30.64	2.4	73.5
Commercial	0.65	2.3	1.5
Office/Profes.	5.16	1.4	7.2
School	9.48	2.5	23.7
			<u>194.5</u>

The total project water consumption would be approximately 194.5 acre feet/year. This is less than the current 273 acre feet of water consumption for the vineyard operation. It should be noted that approximately 1/2 of the project is currently served by the WID Canal. This is surface water from the Mokelumne River. The remaining acreage utilizes groundwater from an onsite irrigation well.

D. SOIL CONDITIONS

The soil type on the project site is Hanford Sandy Loam. The surface soil of the Hanford Sandy Loam 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. The site has been mapped by the U.S. Geological Survey (U.S.G.S. OFR 79-933) as being directly underlain by an upper member of Pleistocene Modesto Formation, an alluvial deposit associated with the Mokelumne River Drainage. The uppermost soil extends from the ground surface to variable depth 2 to 9 feet over the site and is comprised of very fine- fine silty sand and very fine sandy silt.

Agriculturally, Hanford Sandy Loam is one of the best soils. It is used in the production of orchards, 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 good 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.

E. SEISMIC HAZARD

Earthquake faults are not found in the immediate vicinity of the subject parcel. The nearest faults are approximately 14 miles to the south and west. The most probably sources of strong ground motion are from the San Andreas Fault, HAYWARD Fault, the Livermore Fault and the Calaveras Fault, all located in the San Francisco Bay area. More detailed information can be obtained from the San Joaquin County COG SAFETY/SEISMIC SAFETY ELEMENT, 1978, available at the Lodi City Hall.

F. BIOTIC CONDITIONS

The site has been cleared of natural vegetation and replaced with cultivated crops. The property currently contains grape vineyards. The type of plants and wildlife found on the site are common to lands in agricultural areas surrounding Lodi. There are no known rare or endangered species of plant or animal located on the project site.

The development of agricultural land has been an increasing concern both locally and on the State level. Primary consideration has been on the preservation of prime agricultural land. Much of the farm land surrounding the City of Lodi is classified as prime agricultural land. Most of this land is planted in various varieties of grapes, both wine and table.

Over the past 5 years several hundred acres of agricultural land has been developed with various urban uses in the City of Lodi. Another 140± acres have been approved but not yet developed (Kennedy Ranch & Johnson-Tandy). All the acreage has been immediately adjacent to the existing City limits and within the General Plan area.

Lodi, like many Central Valley cities is totally surrounded by prime agricultural land. Any new development requires the utilization of agricultural land. In Lodi, because the crop value from grapes is relatively high, there is very little land which is unused or totally vacant. Lands remain in vineyards right up to time development actually begins. In most areas of the City, vineyards are planted right up to the edge of existing developments.

In 1981, the voters of Lodi passed a ballot initiative called the "Green Belt" initiative. The initiative removes from the Lodi General Plan Land Use Element all areas that were not within the existing City limits at the time of the election. All annexations to the City would require an amendment to the General Plan that would require approval by a vote of the people. The Green Belt area is defined as the area between the existing City limits at the time of the election and the outer limits of the sphere of influence.

Another provision of the "Green Belt" initiative was that "non-agricultural development in the City of Lodi which lies adjacent to the Green Belt area shall be permitted only after a finding by the

City Council that such non-agricultural development will not interfere with the continued productive use of agricultural land in the Green Belt area or that an adequate buffer or mitigation zone exists to assure continued productive use of agricultural land in the Green Belt area." The initiative did not contain language which defined "adequate buffer" or "mitigation zone."

The Lobaugh Meadows project is adjacent to the Green Belt zone so it will fall within the provisions of the initiative.

G. NOISE

The major source of noise in the proposed project area is Kettleman Lane (State Highway 12). This is a major collector thoroughfare serving the south part of Lodi. It is also a connector between State Route 99 to the east and Interstate 5 to the west.

The City of Lodi's Noise Contour Map shows the following noise levels projections for the property:

- 70 decibels to 20' of the roadway
- 65 decibels to 100' of the roadway

These figures are based on pre-1973 data projected to 1995. They do not take into consideration shielding of any type.

The San Joaquin County Noise Element sets forth the following noise guidelines for residential development:

- | | |
|------------------------|----------------------------|
| Less than 60 decibels | = Acceptable |
| 60-69 decibels | = Conditionally acceptable |
| 70-74 decibels | = Normally unacceptable |
| 75 decibels or greater | = Clearly unacceptable |

The data show that noise levels within 20' of the roadway are in the unacceptable range. Noise levels up to 100' are in the conditionally unacceptable range.

The proposed plan does not show any residential units within 100' of the Kettleman Lane roadway. The nearest residential units will be approximately 350' from Kettleman Lane.

H. 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 to create 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 ppm (1 hr. avg)	0.17 ppm
Carbon Monoxide	9.0 ppm (8 hr. avg)	14.4 ppm
Particulate Matter		
Total suspended	75 ug/m3 (AGM)	81 (highest (AGM)
Sulfure-dioxide	365 ug/m3 (24 hr. avg)	no measurement
	80 ug/m3 (annual avg)	

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 Cal Trans District 4, Trip End Generation Research Report and RGM Association, Traffic Engineers, Newsletter #21.

Single-family residential:

Based on 10 vehicle trips per unit, the 153 units will generate 1530 vehicle trips per day.

Attached housing:

Based on 7 vehicle trips per unit, the 534 units will generate 3738 vehicle trips per day.

Offices:

Based on 150 vehicle trips per acre, the 5.16 acres will generate 774 vehicle trips per day.

Neighborhood Commercial:

Estimate of 325 vehicle trips for this single parcel convenience store.

School (K-6 grade)

Based on .7 vehicle trips per student, the school site will generate 420 vehicle trips per day.

Total vehicle trip generation will be 6,787 vehicle trips per weekday generated by the proposed development.

There is no specific data for the City of Lodi, so auto emission information was based on data for San Joaquin County. The City of Lodi was assumed to generate 9.9% of the total vehicle trips for San Joaquin County based on population. The following emission data was generated:

	SO _x *	Particulate Matter*	Lead	Hydro-carbons*	CO*	No _x *
S J County	1.45	2.77	.21	20.84	211.27	19.62
City of Lodi 9.9% S J Co.	.167	.274	.02	2.06	20.92	1.94
Lobaugh .77% S J Co. (Total V.Ts)	.01	.02	.001	.16	1.62	.15

*Figures in Tons/day

The proposed Lobaugh Meadows project would account for less than .77% of the total for San Joaquin County. This is a worst-case situation and actual figures for the project will probably be less than those indicated. The trip generation for Lobaugh Meadows used slightly higher vehicle trip per household multipliers than the State uses in their calculations.

III. UTILITIES

A. STORM DRAINAGE

The City of Lodi operates a system of interconnected storm drainage basins to provide storage for peak storm runoff. This peak runoff is stored in the basins until it can be pumped into the W.I.D. Canal or the Mokelumne River at controlled rates.

The City of Lodi does not currently have a drainage basin to serve the project area. The City does have a basin site (G-South) located west of the project at what will be the southeast corner of the extension of Century Boulevard and Lower Sacramento Road. The construction of this basin is not in the current 5 year capital improvement plan. Additionally the site is located outside of the current City limits of Lodi.

Until the City basin is constructed to serve the area, there is not adequate storm drainage capacity to serve the area. The developer has made some provision for temporary storm drainage. They have an agreement with the Lakeshore Village (Grupe Development Company) which borders them to the north and east, to provide them with storm drainage for a maximum of 20 acres of their property along Kettleman Lane. The storm water will be stored in the lake built in the Lakeshore Village Subdivision. The lake also serves as a temporary ponding basin and adequate capacity was designed into the lake to handle all of Lakeshore Village plus 20 acres of the Lobaugh property.

This agreement was made by Grupe in exchange for certain utility easements that were required across the Lobaugh property during the construction of Lakeshore Village. The agreement only covers the 20 acres that can be served by an existing stubbed line in Sand Creek Drive that will be extended west onto the subject property.

As for the remainder of the 91+ acre project, there is no available storm drainage. If more than the previously mentioned 20 acres is to be developed prior to the City constructing a permanent basin (G-South) a temporary solution will be required. There are two alternatives.

One, the developer could, with the consent of the City, construct a temporary storm drainage basin on his property. The basin would be constructed to City standards and be designed to handle the runoff generated by this project. The basin would be similar to the one constructed in the Sunwest Subdivision and would be funded entirely by the developer. At some future date when the City constructs a permanent basin, the temporary basin would be eliminated and the land developed with residential or other uses as approved under the planned development.

The second alternative would be for the developer to construct a portion of the permanent basin on the City-owned basin site (G-South). The developer would construct enough of the basin to provide for the project runoff. The construction would be at the developer's expense and would require the City's approval.

Both alternatives conflict with the City's policy of only allowing development in areas that can be adequately served with City services. Temporary facilities create added maintenance and City liability problems. Additionally, there is duplication of cost and effort since the developer must pay for and construct the temporary facility as well as pay for the eventual construction of the permanent facility.

The second alternative, the partial construction of the G-South basin, presents an additional problem. First, the basin site is outside the existing City limits. Annexation of the property would require an approval by the citizens of Lodi in a City-wide election. It may be difficult to get approval at this time. The basin could be constructed in the County with a Use Permit.

In addition to the storage basin, the project will require the extension of the Master Plan 48" storm drain line in the Century Boulevard right-of-way from Mills Avenue to the western edge of the subject property.

B. SANITARY SEWER

The subject parcel will be served by the City of Lodi Sanitary System. The system has the capacity to serve the development. The sanitary lines within the development will tie into the City's 42" outfall line located in the Century Boulevard right of way.

C. DOMESTIC WATER

The City of Lodi will provide water service to the proposed project. The project will be served from a 10" line that will be extended along Kettleman Lane. This is the same line that serves Lakeshore Village. Currently, this is a deadend line. Eventual plans are to loop the water system down to Century Boulevard then back under the W.I.D. Canal to tie back into the system east of the Canal. The looping of the line will increase water pressure in the lines and improve overall service. Additionally, the City well (Well #20), located in Lakeshore Village, will be constructed this year and will tie into the system.

Looping of the existing system at Century Boulevard and the W.I.D. will occur with the complete development of Lobaugh Meadows. However, the City will be monitoring water pressures in Lakeshore Village as the project is developed. Based on their findings, the looping of the water line may be required prior to completion of the development. Under present City ordinances, one half the cost of the W.I.D. crossing will be borne by the City.

D. ELECTRICITY, NATURAL GAS & TELEPHONE SERVICE

Electricity will be provided by the City of Lodi, natural gas by P.G.&E, and telephone service by Pacific Telephone. All services can be adequately supplied to the project with normal line extensions.

IV. COMMUNITY SERVICES

A. STREETS AND CIRCULATION

The street access to the proposed project will be from Kettleman Lane which runs along the north edge of the project site. The plan shows a north-south collector (60' right-of-way) providing access from Kettleman Lane to the western half of the project. The City Public Works Department is recommending that this street be reduced to a 55' right-of-way. The central and eastern portions of the project will be served by extensions of Mills Avenue and Lakeshore Drive which also serve Lakeshore Village.

The Public Works Department is also recommending that an east-west street to the west be provided somewhere midway between Kettleman Lane and Century Boulevard. This street would eventually connect the property with Lower Sacramento Road. One possibility is to align the street with Olive Street, an existing private street that accesses off of Lower Sacramento Road.

Century Boulevard will run along the south boundary of the proposed project. When fully developed, the street will have a

80' right-of-way with 4 travel lanes and parking on both sides. Eventual plans are to construct a bridge across the W.I.D. Canal to connect this section of Century Boulevard to the existing portion of the street east of the Canal. This will give the project site a second major access. There is no specific time table for the construction of the bridge. This will depend on the development of the area west of the canal and the resulting traffic demands. Under present City policies, the cost of the bridge will be borne by the City.

At present the developer will be required to construct the northern half of Century Boulevard along his property frontage. The street will not have any connection to the west or east until the bridge is constructed or additional properties are developed to the west. Upon development to the west, Century Boulevard will extend to Lower Sacramento Road.

Kettleman Lane is a State Highway (Highway 12). It has recently been improved from the City limits west to I-5 with two 12' travel lanes and two 8' shoulders. As part of the proposed project, Kettleman Lane will be further widened along the project frontage. The southern half of the street will be developed to add an additional east bound travel lane, a parking lane and curb, gutter and sidewalk. There will also be a left-turn lane at the Kettleman Lane entrance to the project. All work on Kettleman Lane will require Cal Trans permits and approvals.

B. POLICE AND FIRE

The City of Lodi will provide police and fire protection to the proposed development.

The Chief of Police has indicated that the department has no "level of reserve" which should be maintained in the City Department. He indicates that the additional service for the subject project will come from a re-ordering of departmental enforcement policies. The Chief notes, however, that this new development and other areas of the City will receive uniform treatment with regard to service levels.

The Chief of Police will review the project plans to insure that the street lighting system and the building street layout permit adequate security surveillance by patrol units.

The nearest fire station to the subject development is located at the corner of South Ham Lane and Arundel Court, next to Beckman Park. At present this would be a distance of approximately 3 miles to the project site. When the Century Boulevard canal crossing is constructed, this distance will be reduced to approximately 1-2 miles.

The Fire Chief will review all plans to assure adequate fire protection. He will work with the developer on the number and location of fire hydrants and will review the project plan to insure adequate accessibility for fire equipment.

C. SCHOOLS

The Lodi Unified School District (LUSD) is experiencing a problem of student overcrowding in many of its schools. Many of the schools are at maximum capacity and the District must transport students out of their normal attendance area to accommodate all the students.

In order to help defray the costs of construction of needed classroom space, the City of Lodi passed City Ordinance No. 1149. This Ordinance, passed pursuant to Senate Bill 201, was enacted prior to the passage of Proposition 13. The ordinance provided for the City Building Department to collect a "fee" of \$200 per bedroom in new residential developments. The money collected is then transferred to the LUSD and used to provide for temporary classroom space to help relieve the overcrowding.

The other option available is for the developer to enter into an agreement directly with the LUSD. This agreement can be for direct payment of the fees to the LUSD instead of to the City through the building permit process. The developer could also agree to provide either land for a school site or provide temporary classroom facilities instead of the payment fees. Any of these options would require a formal agreement between the LUSD and the developer.

The developer has shown a 9.48 acre site for an elementary school site within the proposed development. There has been no agreement or acceptance of the site by the LUSD. There is some question whether the LUSD will want a school site within this project. The decision will depend on the financial position of the LUSD and the future requirements of the student population and attendance areas.

The proposed project will contain approximately 687 residential units. The number of children are estimated as follows:

<u>Housing Type</u>	<u>No. of Units</u>	<u>Children/Unit</u>	<u>Total</u>
Single-family homes	153	1.0	153
Multi-family or condominiums	374	0.7	374
		Total children	527

The estimate for total number of children is based on total development of the project. This could take 5-8 years depending on the economy and other factors. Additionally, many of these children will move into the project from other residences that are already located within the LUSD.

D. RECREATION

The proposed project does not have any public recreational areas except for the possible school site. If the school is developed, that will provide an open space/recreation area during non-school hours. Presumably the multi-family projects will have private recreation areas for their tenants.

The City has a large basin/park facility located at Beckman Park, just east of the project area at Century Boulevard and Ham Lane. When the Century Boulevard crossing over the W.I.D. Canal is completed, this park facility will be within walking distance to the project. Until then it is approximately 2 miles via Kettleman Lane.

The City also has plans for another basin park (G-South) located on Lower Sacramento Road, just west of the project site. This basin/park will have open space, picnic areas and play equipment. There will also be sports field areas for organized activities.

E. SOLID WASTE

Existing collection of residential solid waste within the City of Lodi is on a weekly basis by a franchise collector. The refuse is hauled to a newly constructed transfer station on the outskirts of Lodi. The refuse is sorted and some materials removed for recycling.

The remaining material is consolidated and hauled to the Harney Lane Sanitary Landfill, a Class II-2 disposal site. The refuse company has future plans for expanded resource recovery facilities, including a composting operation for leaves and garden materials collected.

Current and proposed operations are consistent with the San Joaquin County Solid Waste Management Plan, adopted June, 1979. The subject area is within County Refuse Service Number 3 and the North County Disposal Area, which is served by the Harney Lane site. The Harney Lane site is nearing capacity and plans for a new landfill site in the same general area are in the final stages of review.

The subject area was within the planned urban growth area of the City of Lodi at the time the County Solid Waste Management Plan was developed and adopted. Solid waste volume projections used in the plan were based on future urban development, which included the subject area. Following are solid waste estimates based on planned and projected residential densities.

The volume of solid waste which will be generated by the proposed office/professional area (compared to the area developing residential) is considered insignificant in terms of its impact on the existing and future disposal and collection systems.

The number of units built on the project will be 687. The City's franchise collector estimates that each residential unit in the City of Lodi generates an average of 39 pounds of solid waste per week.

$$687 \text{ units} \times 39 \text{ lbs/week} = 26,793 \text{ pounds of solid waste per week}$$

V. SPECIAL DISTRICTS

The proposed project will affect one special district, the Woodbridge Irrigation District (W.I.D.) which has a canal along the east property line. The W.I.D. will be affected by the development in two ways.

First, the W.I.D. will no longer provide the project site with irrigation water from the canal. The exact cut-off time will depend on the development of the project. W.I.D. water service may continue for several years if the portion of the project adjacent to the canal is not developed in the early phases. Once the vines are removed, the irrigation water will no longer be needed. Domestic water for the project will be supplied by the City of Lodi.

Secondly, because the W.I.D. Canal is an open ditch, the District is concerned with unauthorized trespassing on their property. On past projects, they have required the developer to construct a 6' chain link fence or similar barrier between the project and the canal. This would be a condition of the project approval.

VI. 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, 3 miles to the north.

Although there are no recorded archeological surveys of the site, it is doubtful that there are any archeological sites on the property. Known Indian sites in the Lodi area are usually located along the banks of the Mokelumne River, 3 miles to the north.

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

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

VII. ENVIRONMENTAL ASSESSMENT

A. ENVIRONMENTAL IMPACTS

The proposed project will result in the loss of 91+ acres of prime agricultural land to urban development. The project site is made up of Hanford Sandy Loam which is rated as a Class I soil for agricultural production. In the Lodi area this type of soil is well suited for the growing of grapes.

If the proposed Lobaugh Meadows project is approved, it will require the removal of the vineyards and the construction of structures, thereby terminating further use of the land for agriculture.

Urbanization of the subject parcel may affect the continued agricultural operation on adjacent parcels. The presence of residential and commercial structures may restrict or limit normal farming operations on adjacent agricultural lands. The use of certain pesticides or herbicides may be restricted by State regulations, particularly adjacent to residential structures. Cultivation and harvesting operations may result in complaints from residents concerning noise and dust. Agricultural operations adjacent to urbanized areas may also be subject to an increased amount of trespassing and vandalism.

The project will increase traffic on Kettleman Lane/Highway 12 and Mills Avenue. Approximately 6,787 additional vehicle trips (V.T.) per weekday will be generated by the project when it is fully developed. Eventually Century Boulevard will handle some of this traffic when the bridge crossing over the W.I.D. Canal is constructed. Until that time traffic will all flow north to Kettleman Lane.

The project could result in the addition of approximately 527 children to the LUSD population. The addition of these children to the LUSD's student population will adversely affect the District's ability to provide adequate classroom space. Most of the schools in the District are at or above capacity now and the addition of more students will increase the current problem.

The City does not have a permanent drainage basin to serve the project area. The developer has made provisions for 20 acres of his project through an agreement with Lakeshore Village. The remainder of the project will require some provision for storm drainage in order to develop. Unless a solution acceptable to the City can be found, only the 20 acres covered by the Lakeshore agreement can be developed.

B. MITIGATION MEASURES

If the Lobaugh Meadows project is approved and constructed, the 91± acres of prime agricultural land will be removed from further agricultural use. There is no practical way to mitigate this impact once the decision to develop this property is made. The property is within the City limits and has been designated for residential use by the Lodi General Plan for many years.

The possible impact on adjacent agricultural properties can be mitigated to some extent by requiring a buffer between this project and adjacent properties. Along the south property line Century Boulevard will run the entire length of the property. This will provide an eventual 80' buffer between Lobaugh Meadows and the properties to the south. If only the property on the north side of Century Boulevard is developed, the entire 80' right of way will not be constructed at this time. There would, however, be at least 40' of right of way developed as part of Lobaugh Meadows.

Along the west property line there will not be any street to provide a buffer zone. The development proposal does however show most of the area along this property line proposed for either office or multiple-family development. It may be possible to require in the

design of these projects that the buildings be set back a sufficient distance to provide a buffer. If, for instance, a driveway and a row of parking were placed along the west property line, this would set the nearest building back 50 feet or more. The area could also be used as open space or landscaping for the projects.

To some extent, the agricultural properties along the west property line are already affected by non agricultural uses. The area between the subject property and Lower Sacramento Road is already developed with a service station and 9-10 residential lots. These existing uses probably already affect the agricultural activities on the surrounding properties.

The additional traffic generated by the project can be mitigated by careful design of the project circulation system. Kettleman Lane can adequately handle the additional traffic. When fully developed, Century Boulevard to the south will also be designed to handle substantial levels of traffic. Mills Avenue and the yet unnamed north-south street through Lobaugh Meadows will serve adequately to connect the two major streets.

Limiting driveway and street access on to the major streets will reduce traffic hazards and congestion. There is only one project street entering Kettleman Lane. Parcels that front on Kettleman Lane will also have limited driveway access onto Kettleman Lane.

On the south side, there are only two project streets intersecting with Century Boulevard. There are, however, numerous single-family lots fronting on the street. One solution to reducing traffic congestion would be to reverse the frontage of the lots to face them on an interior project street. A uniform fence could be constructed along the rear of the lots adjacent to Century Boulevard. This method of backing the lots onto the major street has been used successfully on Hutchins Street and Ham Lane in Lodi. This would require some redesign of the project, but this should not be a major problem.

In order to mitigate storm drainage problem, some provision must be made for the project's storm water runoff. The easiest solution would be to limit development on the property to the acreage that is covered under a storm drainage agreement. This would allow development only on the 20 acres adjacent to Kettleman Lane. This acreage has provisions for storm drainage by agreement with the adjacent Lakeshore Village Subdivision, utilizing the lake as a temporary basin. The remainder of the property would not be developed until the City can provide storm drainage in this area.

An alternative mitigation would be for the developer to provide a storm drainage solution for the entire property. This could be in the form of a temporary basin constructed on-site. This basin would serve as a temporary ponding basin and would be eliminated at some future date when the City constructs a permanent basin to serve the area. This solution would have to be approved by the City Council. Temporary basins are generally discouraged by current City policy.

The impact of the additional students on the LUSD can be mitigated in one of two ways. The project map shows an elementary school site. If this site is accepted by the District, it would eventually contain a school for the neighborhood children. This would provide classroom space for at least the elementary school-aged children generated by the development.

If the LUSD decides that they do not want the school site, the developer would then pay the school bedroom fee of \$200 per bedroom. This money would be used by the District to provide additional temporary classroom space. The money could be paid to the District either through a direct agreement between the developer and the District or by payment to the City at the time building permits are issued. The money would then be transferred from the City to the LUSD.

C. ALTERNATIVES TO THE PROJECT

The principle alternative to the proposed project would be a "no build" alternative. This would maintain the existing agricultural use of the land and eliminate the adverse impacts resulting from the proposed project.

Another alternative would be a different type of project. This could involve a different combination of land uses, e.g., more single-family/multi-family or more office uses/less residential.

Ultimately, this alternative would not significantly change the impacts resulting from the project. The primary impact, the loss of agricultural land would result regardless of the project mix. The other impacts, traffic, air quality, noise and school children would change slightly according to the mix, but not enough to make a significant difference.

D. IRREVERSIBLE AND LONG TERM IMPACTS

The loss of agricultural land will be an irreversible and long-term impact. Once the land is developed with homes and businesses, there is little likelihood that the land will ever be used again for agricultural purposes.

E. CUMULATIVE IMPACT

The project will have a cumulative impact on the loss of agricultural land. In the past 5 years, several hundred acres of agricultural land has been developed with various urban uses in the City of Lodi. Another 140± acres has been approved for projects that have not yet been 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 is no land around the City that is not prime agricultural soil. The natural residential, commercial and

industrial growth of the City and its residents necessitate some urbanization of agricultural land.

The other significant cumulative impact is the impact of the LUSD. LUSD estimates place the number of new students generated by developments within the District at 5000± in the next few years. Many of the developments are in North Stockton. These students place a strain on the District's ability to provide classroom space, particularly in light of the fiscal problems facing the District.

Currently, developers both in Lodi and in Stockton have been working with the LUSD to provide funds for additional classroom space. This will help to alleviate some of the short-term problems facing the schools.

F. GROWTH INDUCING IMPACTS

The project will have a limited growth-inducing impact on the area. Although the area to the south and west is currently undeveloped, that area is also in the "Green Belt" area. As it stands now, no development would be permitted in the "Green Belt" area without the approval of the voters. It does not appear that the voters are likely to approve additional developments at this particular date, although this could change in future years.

The installation of various public utilities, particularly storm drainage could encourage development of the area. The availability of streets, water, sewer, etc. will make development easier for adjacent parcels. Whether or not the City allows some type of temporary storm drainage facility. This could affect other properties with a similar storm drainage problem. The area is, however, within the planning area of the City and has been designated for residential development for many years. The property is adjacent to areas of the City that are developed under development.

G. ENERGY CONSERVATION

Structures in the project will conform to the new State of California Energy Standards. These will include provisions for solar heating and cooling, additional insulation, reduced window area, solar orientation of buildings, and energy efficient appliances. The standards will increase the energy efficiency of the structures, thereby, reducing energy consumption.

The project will contain significant areas of multiple-family development. The increased density of the development will improve energy efficiency. By clustering the units there will be fewer feet of streets, utility lines, etc. per unit, saving some of the energy needed to construct these facilities.

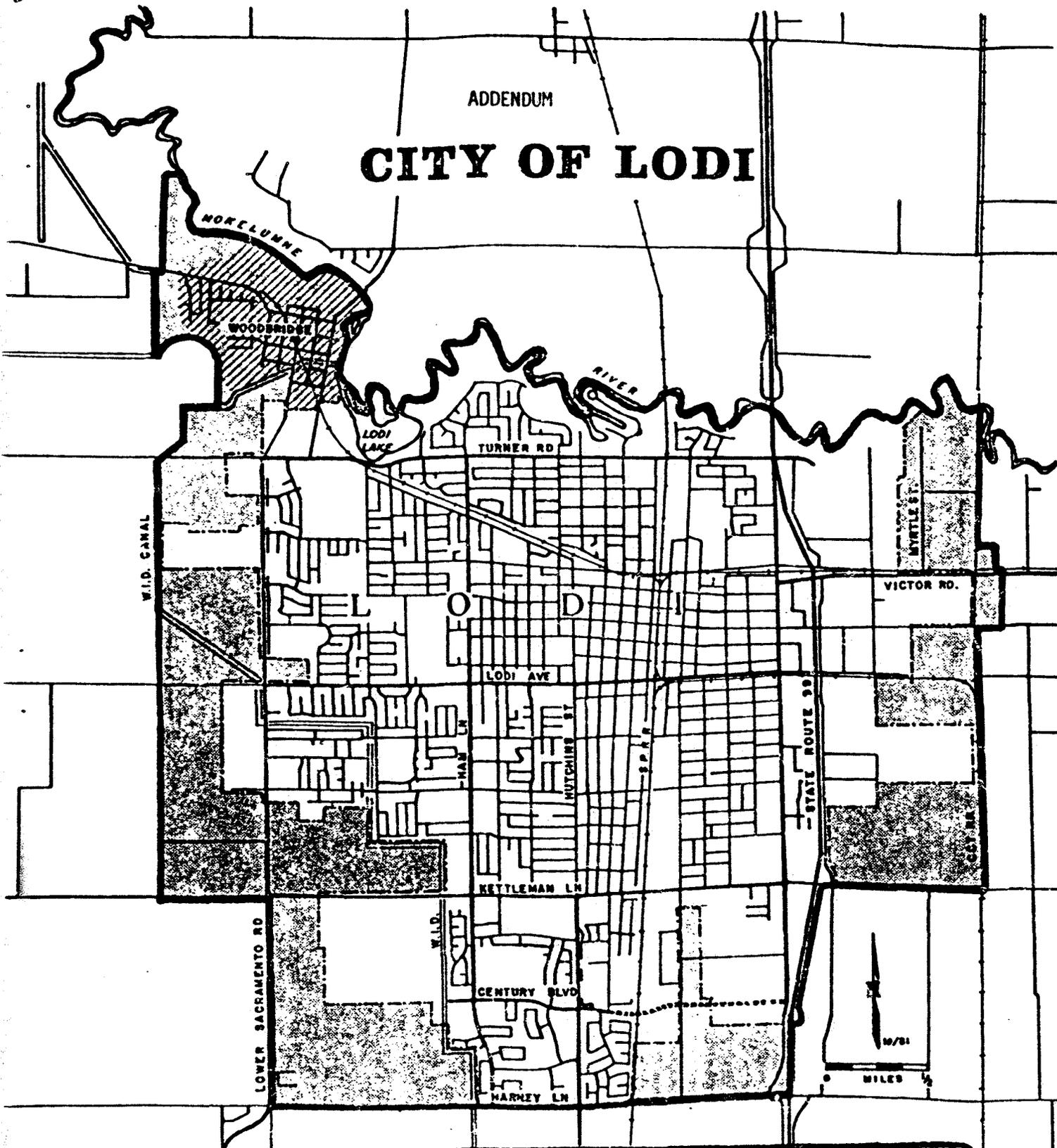
Additionally, cluster developers tend to be somewhat more energy efficient. They are generally smaller, share common wall areas,

thereby saving heating and cooling requirements and are easier to site to take advantage of solar orientation.

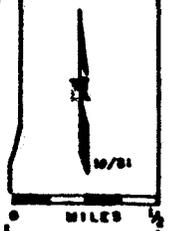
The cluster developments will also be easier to serve with public transportation if the City ever develops a bus system.

ADDENDUM

CITY OF LODI



	EXISTING CITY LIMITS		REMOVED FROM LAND USE ELEMENT OF CITY GENERAL PLAN 8-25-81
	LIMIT OF UTILITY PLANNING AREA		



Proposed Ordinance to be submitted to the qualified electors of the City of Lodi at a Special Election to be held August 25, 1981.

THE FOLLOWING IS AN ANALYSIS OF
THE PROPOSED INITIATIVE ORDINANCE

THE PEOPLE OF THE CITY OF LODI, CALIFORNIA DO
ORDAIN AS FOLLOWS:

If the proposed initiative is enacted:

1. It shall be the policy of the City of Lodi to protect land in the Green Belt area in order to preserve and protect agricultural land, preserve the scenic value of the area, protect wildlife habitat and natural resources and to protect the small city character of Lodi.

2. The Green Belt area shall be designated as the area between the outer limits of the incorporated city and the outer limits of the adopted sphere of influence at the adoption of this ordinance.

3. To affect the policy of the City of Lodi to protect land in the Green Belt area, non-agricultural development in the City of Lodi which lies adjacent to the Green Belt area shall be permitted only after a finding by the City Council that such non-agricultural development will not interfere with the continued productive use of agricultural land in the Green Belt area or that an adequate buffer or mitigation zone exists to assure continued productive use of agricultural land in the Green Belt area.

4. At the time of adoption of this ordinance, the Green Belt area shall be removed from the existing Land Use Element of the General Plan of the City of Lodi.

5. Before land in the Green Belt area can be annexed by the City of Lodi, an amendment to the City's Land Use Element of the General Plan must be made and approved by a majority of the people voting in a city-wide election.

6. Before any annexation proposal can be approved, the City Council must make the finding that the proposed annexation is contiguous to existing city boundaries and the projected demand from the proposed development in the area to be annexed will not exceed the service capacity of existing municipal utilities and services, the school district, and existing roadways.

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

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

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

(1) The Land Use Element of the City General Plan as adopted October 5, 1965, will be amended to remove from the Land Use Element any area not within the corporate limits of the City on the date of the adoption of the ordinance and will require a vote of the people to again include this area in the Land Use Element. The area to be removed would include all land bordering the entire City at its city limits and continuing outward therefrom 1 mile in all directions, this area being the area defined by the Local Agency Formation Commission as the Sphere of Influence.

(2) It will add a condition to the procedures for annexation by requiring that land sought to be annexed into the City must be brought within the Land Use Element by a vote of the people prior to the completion of the annexation procedure.

(3) It will condition the City Council approval of annexations by requiring that the City Council:

- (a) be aware of the development plan in the area to be annexed;
- (b) find that the proposed development will not require additional service capacity of any municipal utility or municipal service; and will not require enlargement of the service capacity of the School District; and further will not require extension of or increases in the size of existing roadways.

(4) It will require the City to amend all nine elements of the General Plan so that they are internally consistent as required by Government Code Section 65300.5.

(5) There could be no planning for, or any extension or expansion of water, sewer, or electrical facilities beyond the boundaries of the initiative-approved land use designation unless there was an amendment to the Land Use Element voted on by the people, and the City Council finds that the extension or expansion would not interfere with the continued productive use of agricultural land adjacent to the City.

(6) It will condition the use and development of land within the City of Lodi adjacent to the land which has been removed from the Land Use Element, by prohibiting development of this land unless the City Council finds, either that the development and use will not interfere with the continued productivity of the agricultural land in the County, or that mitigation measures will be taken to protect the continued productivity of the agricultural land in the County.

Respectfully submitted,

RONALD M. STEIN
CITY ATTORNEY

Approved August 25, 1981

ADDENDUM A-2

COMMENTS

RESPONSE TO COMMENTS

STORM DRAINAGE - LAKE ALTERNATIVE

As noted in the Draft EIR, providing storm drainage for the project is a potential obstacle for full development of the project. At present only 20 acres of the project has an acceptable storm drainage solution. The remaining 70+ acres could not be developed until a drainage solution is provided.

The alternative of using an artificial lake as a temporary storm drainage basin has been suggested by the developer. This was not discussed in the Draft EIR because it was not submitted as a part of the developer's original plans. Constructing a 20± acre lake on the project site would require a major redesign of the project layout and street system.

DESCRIPTION

Since no specific design for the lake has been submitted, assumptions are based on the Lakeshore Village Lake. The Lakeshore Village Lake served a drainage area of roughly comparable size and with similar storm drainage conditions. This would mean that the lake would be approximately 20 acres in size and have a capacity of approximately 110 - 120 acre feet of water. Because of the narrow width of the Lobaugh property, the lake would need to have a long, narrow configuration. The hydraulics of the property would require the lake to be located in the southern portion of the property. Because of the existing utility lines in Mills Avenue, the lake could not cross the Mills Avenue right-of-way.

The lake would function in the same way the Lakeshore Village lake does. During non-storm runoff periods, the lake would serve a limited recreational/aesthetic function. During runoff periods the lake would have sufficient freeboard to serve as a holding basin for the storm drainage. As the storm runoff subsides and Beckman Park/Basin empties, the storm water from the lake would be pumped to Beckman Park via the Mills Avenue/Century Blvd. storm drainage line.

IMPACTS

The lake would require approximately 20 acres of the subject property. This would require a substantial redesign of the lot and street layout. The current plan has an overall density of 10 units/acre including the school acreage. If the lake is constructed, one of two things would happen. If the overall density of 10 units per acre is maintained, the density on the residential acreages would have to be increased. This could be done by deleting some single-family lots and adding multiple-family acreage or by simply increasing the density on the multiple-family lots.

The other possibility would be a reduction in the overall project density. This would result if the loss of land required for the lake was not offset by an increased density on the remaining property.

Depending on the final number of units constructed, there could be some change in the project's impacts. An increase in the number of units would result in additional levels of traffic and potentially increased numbers of school aged children. Conversely, a reduction in the number of units would have the opposite affect. In either case, unless the number of units is substantially changed, the difference in impacts would not be significant.

The lake/basin would be a departure from the City's policy of allowing development only in areas served by City storm drainage. The policy is that the developer would pay into a Master Storm Drain System Fund. The Fund would be used to construct storm drainage basins, major lines (30 inches and larger) and pumping stations. These facilities would be constructed according to a Master Plan and as money from the Fund was available.

A lake/basin in Lobaugh Meadows would allow development in an area without a permanent City storm drainage basin. There is a basin site (G-South) but no funds to construct the basin. The City did, however, allow Lakeshore Village to be constructed under similar circumstances.



EDMUND G. BROWN JR.
GOVERNOR

State of California

GOVERNOR'S OFFICE
OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO 95814

August 6, 1982

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

SUBJECT: SCH# 82062417 Lobaugh Meadows

Dear Mr. Morimoto:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments.

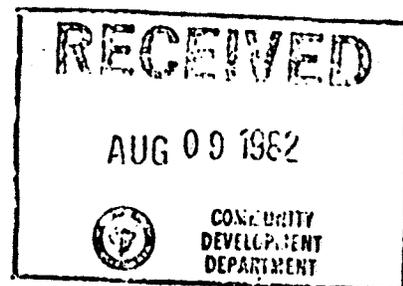
This letter certifies only that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act (EIR Guidelines, Section 15161.5). Where applicable, this should not be construed as a waiver of any jurisdictional authority or title interests of the State of California.

The project may still require approval from state agencies with permit authority or jurisdiction by law. If so, the state agencies will have to use the environmental document in their decision-making. Please contact them immediately after the document is finalized with a copy of the final document, the Notice of Determination, adopted mitigation measures, and any statements of overriding considerations.

Once the document is adopted (negative declaration) or certified (final EIR) and if a decision is made to approve the project, a Notice of Determination must be filed with the County Clerk. If the project requires discretionary approval from any state agency, the Notice of Determination must also be filed with the Secretary for Resources (EIR Guidelines, Sections 15093 (f) and 15085 (h)).

Sincerely,

Charles E. Brandes
Deputy Director for Project Coordination



MEMORANDUM, City of Lodi, Public Works Department

TO: Community Development Director
FROM: Public Works Director
DATE: August 2, 1962
SUBJECT: Environmental Impact Report for Lobaugh Meadows (E.I.R. 82-1)

This office has reviewed the Draft E.I.R. for Lobaugh Meadows development. Along with the minor notations made on the attached copy, we are recommending that the following comments be included and/or considered.

1. On page 1v, the last sentence under Item 4 of Mitigation Measures, should read, "The remainder of the property cannot develop until an improved drainage solution can be provided."
2. On pages 7 and 8, under Storm Drainage, the Public Works Department has the following comment. Temporary basins greatly add to the total maintenance and difficulty to insure proper discharge of all stored water in the system. It is not recommended that additional temporary storm drainage be constructed.
3. Under Storm Drainage, the lake concept has not been addressed. It is our understanding in talking with the developer's engineer, that it is being considered. If this is the case, it should be addressed as part of this E.I.R. If the lake concept is added at a later date, it is felt that an E.I.R. addendum should be prepared, circulated, and approved to cover this possible drainage solution.
4. On page 9, under Streets and Circulation, it is not felt that the major north-south street in this proposed development should be a 60-foot right-of-way collector. It is felt that a standard 55-foot residential street would suffice.
5. It is felt that in the half mile between Kettleman Lane and Century Boulevard, provisions for an east-west street to the west should be provided. It appears that it would be reasonable to make this westerly street extension to tie into the private street called Olive which takes access off of Lower Sacramento Road, approximately midway between Kettleman Lane and Century Boulevard.

It is felt that the drainage solution concept for each phase of development must be approved by the City of Lodi prior to the filing of a tentative map.

If you have any questions concerning these comments, please contact me.

Jack L. Ronsko
Public Works Director

Attachment

cc: City Manager
Glantz-Daimler-Dorman Consulting Engineers

JLR/meq

SUMMARY OF COMMENTS FROM LODI UNIFIED SCHOOL DISTRICT
FACILITIES AND PLANNING DEPARTMENT
Mary Joan Starr, Facility Planner

TO: City of Lodi
Community Development Department

SUBJECT: Draft EIR 82-1 - Lobaugh Meadows

DATED: August 10, 1982

RECEIVED: August 17, 1982

- p. iv, P. 3#4 - Experience in other areas of the District has shown that new residential units generate an average of one pupil per unit, which would yield 687 pupils when all units are occupied.
- p. iv, P. 4#5 - The State Government Code provides for interim facilities and the collection of development fees to pay for these facilities. Specific mitigation measures set forth in the code are collection of fees for lease portables (or trailers) and developer-provided facilities. Reservation of a school site is not considered a mitigation measure but a planning requirement in anticipation of future needs. Development fees can not be used for purchase of the site or construction of permanent buildings unless provided through a developer/LUSD agreement. An agreement was signed by representatives of the developer and the District on April 7, 1981 with three points of mitigation: 1) compliance with the requirements of the County Task Force; 2) direct payment of fees to the District; 3) reservation of a site.
- p. ii Are there any impacts (cumulative or specific) which might be expected with high density on all parcels in the western portion of the subdivision? What is the alternative use of the 9+ acres planned for the school in the event that the school does not materialize (discussed below)? If planned for high density development, what are the impacts of additional units on the subdivision's circulation in this area?
- p. 5 What is the anticipated traffic volumes for Mills Avenue and the anticipated noise levels? Will there be a potential adverse affect on the school or other sensitive land uses? Will any of the residences or the school fall within the projected unacceptable decibel levels of Century Boulevard?
- p. 10 C. The subject property is currently within the Vinewood Elementary School attendance area. Vinewood School is currently an "impacted" school, meaning that the number of pupils exceed the capacity of the school (excluding extended capacity using portables, etc.).

It is noted that the development fee is designed to mitigate the immediate impact of new development. It is in no way intended to provide for long-term housing of students. The Leroy F. Greene Lease Purchase Program of 1976 is designed to give local districts relief in providing permanent school facilities. This District is participating in this program with construction of the English Oaks School scheduled for future funding. Funding has been received for planning purposes.

- p. 11 P 2 As noted above, there is an agreement with the District; however, it provides for the reservation of a site and not dedication. Presumably the reservation of a site could be done through the "old" process as a condition of development under the Subdivision Map Act. As noted temporary classrooms were not a provision of the agreement. Although there is some question regarding the legality of the District not accepting site reservation considering the legally-executed agreement, it is the opinion of the District at this time that reservation of a site in this subdivision at this time is not necessary.

On February 16, 1982 the Board of Trustees unanimously approved an amendment to the Facilities Master Plan of 1981 to indicate that English Oaks be the school site for South Lodi. The District is proceeding with application for construction of that school. At a recent meeting of the Superintendent's staff it was recognized that there will be capacity in Leroy Nichols School north of Kettleman Lane when the new schools are constructed in the southern portion of the District. It was also recognized that in all probability a second elementary school would be needed to serve the south Lodi area in addition to Nichols and English Oaks. Staff also took into consideration the current restrictions of the Greenbelt Initiative. At this time it appears that Nichols and English Oaks will be sufficient and that the "third" school should be located in the area south of the Lobaugh Development if and when that area is restored in the General Plan and considered for development.

A complete revision of the Facilities Master Plan is anticipated within the next school year.

- p. 11 P 4 The District will be contracting for services on the County's new School Computer. At that time it is anticipated that an accurate accounting of all students by residence, grade level and school of attendance can be made. It is also anticipated that an accurate figure for pupil projects in planned and developing areas can be made.
- p. 15 last P - The developer will be required to pay the development fees directly to the District per agreement (at the prevailing rate).

p. 16 last P - All efforts have concentrated on the provision of funds that can be applied towards temporary space. The District is requesting that all developers enter into an agreement with the District for direct payment of fees, which gives the District greater latitude in meeting housing needs of a long-term and short-term nature.

NOTE FROM CITY STAFF: Letter received too late for response.

ALICW

**HAM LANE
PROFESSIONAL COMPLEX**

FINAL

82-2

ENVIRONMENTAL IMPACT REPORT



PREPARED BY
COMMUNITY
DEVELOPMENT
DEPARTMENT
CITY OF LODI

FINAL ENVIRONMENTAL IMPACT REPORT

FOR

HAM LANE PROFESSIONAL COMPLEX

APPLICANT

Consolidated Investors
(c/o Charles Wentland)
1601 West Lodi Avenue
Lodi, CA 95240
(209) 334-0625

AGENCY PREPARING EIR

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

DESCRIPTION OF ACTION

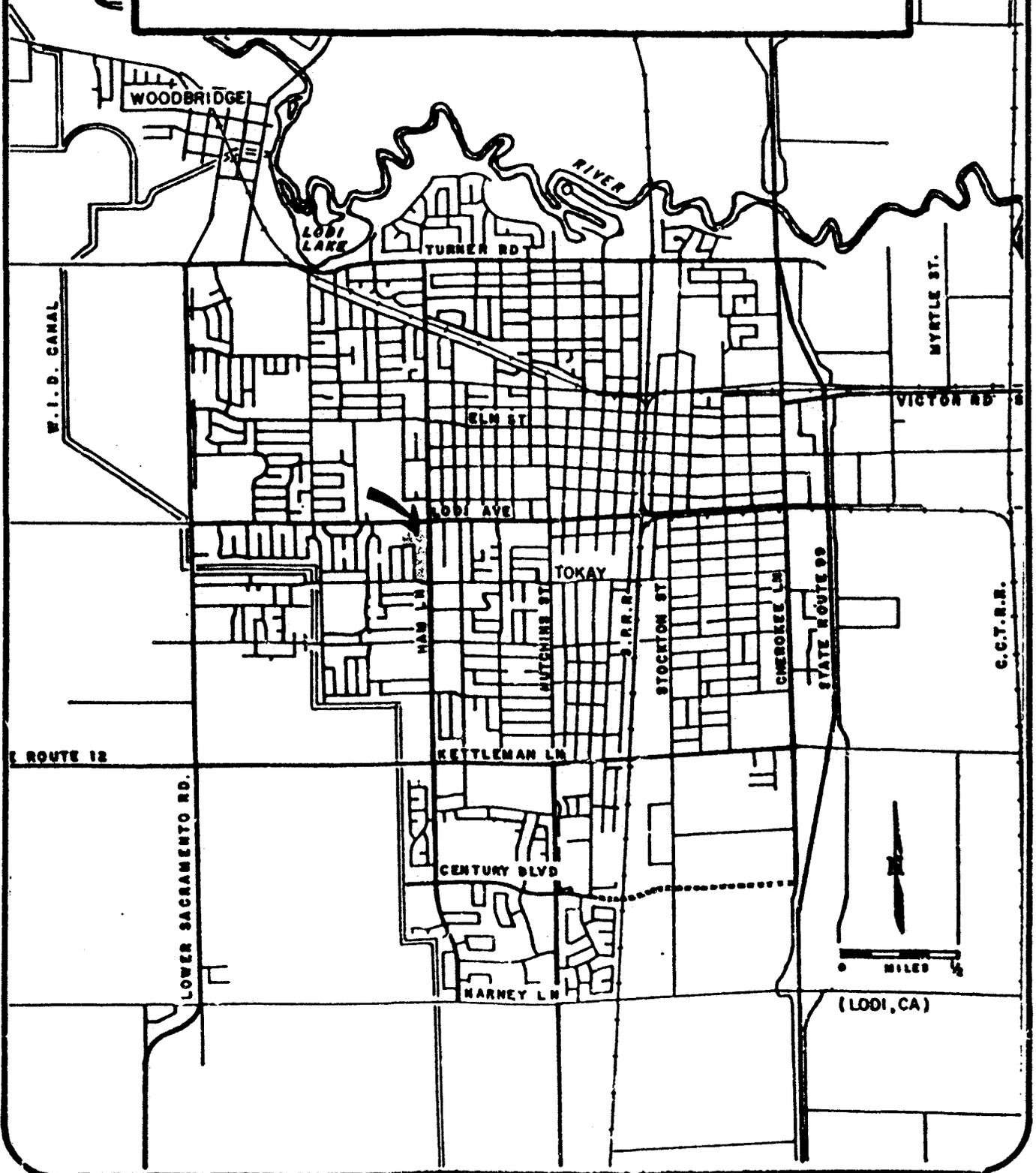
The project site is 9.96 acres located at the southwest corner of Ham and Lodi Avenue. The current zoning of this parcel is R-GA, residential-garden apartments. The applicant, Consolidated Investors, is requesting a zoning of R-CP, residential-commercial-professional, and a general plan designation of office institutional. The applicant proposes a change in order to construct an 11-building, 60,000 square foot office complex.

TABLE OF CONTENTS

	Page
VICINITY MAP	i
PROJECT MAP	ii
ZONING MAP	iii
REGIONAL MAP	iv
SUMMARY	v
I. PROJECT	
A. Location	1
B. Description	1
C. Existing Land Uses	2
II. DESCRIPTION OF ENVIRONMENTAL SETTING	
A. Topography	2
B. Hydraulics	2
C. Soil Conditions	3
D. Seismic Hazard	3
E. Biotic Conditions	3
F. Noise	3
G. Atmospheric Conditions	4
III. UTILITIES	
A. Storm Drainage	5
B. Water	5
C. Sanitary Sewer	5
D. Electricity, Natural Gas and Telephone Service	5
IV. COMMUNITY SERVICES	
A. Streets and Circulation	5
B. Police and Fire	6
C. Recreation	6
D. Solid Waste	6
E. Historic and Archeological Site	7
V. ENVIRONMENTAL ASSESSMENT	
A. Environmental Impacts	7
B. Mitigation Measures	8
C. Alternatives to the Project	8
D. Irreversible and Long-Term Impacts	9
E. Cumulative Impacts	9
F. Growth-Inducing Impacts	9
G. Energy Conservation	9

VICINITY MAP

HAM LANE PROFESSIONAL COMPLEX



(LODI, CA)

TOKAY STREET

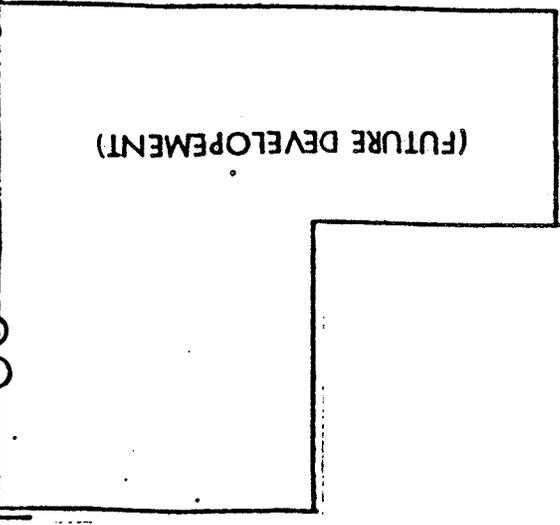
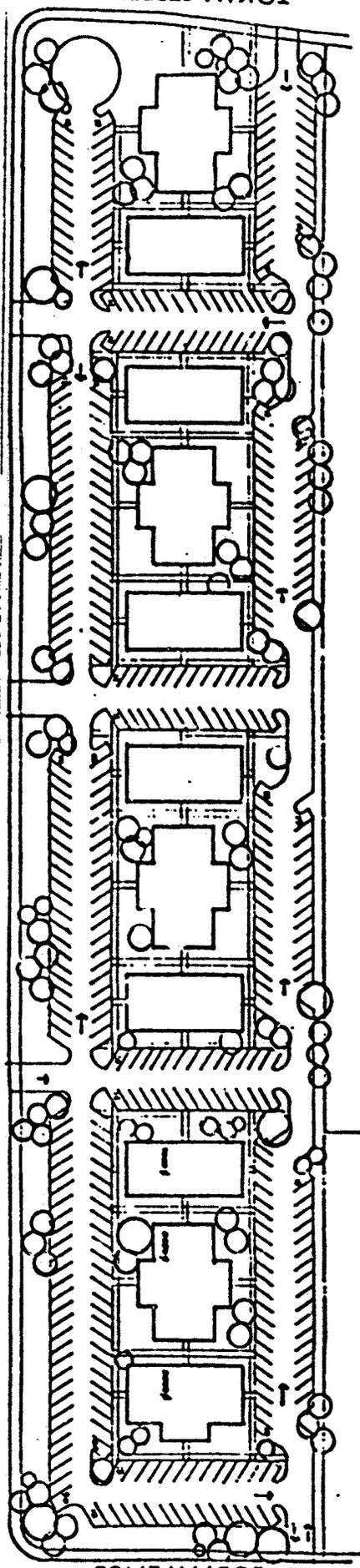
HAM

LANE

LODI AVENUE

PROJECT MAP

(FUTURE DEVELOPMENT)



SUMMARY

HAM LANE PROFESSIONAL COMPLEX

LOCATION AND DESCRIPTION

The project is located at the southwest corner of Lodi Avenue and Ham Lane. The parcel is a portion of the Homestead Manor Subdivision.

The applicant, Consolidated Investors, are requesting a change in zoning and a general plan amendment for a 9.96 acre parcel. They are requesting a change from the existing general plan designation of medium density residential to office institutional. The zoning change would be from R-GA, residential-garden apartment to R-CP, residential-commercial-professional.

Plans are for development of the 7.59± acres along Ham Lane. There are no current plans for the remaining acreage. Tentative plans are for an 11-building office complex containing 60,000 square of offices.

ENVIRONMENTAL IMPACTS

- 1) Loss of 9.96 acres of prime agricultural soil.
- 2) Increase in traffic in the project area. Possible added congestion on streets from vehicles entering and exiting the project.

MITIGATION MEASURES

- 1) "No build" alternative would eliminate all impacts of the proposed project.
- 2) Residential development of the property would result in the same impacts plus an added impact of additional students on the Lodi Unified School District.

IRREVERSIBLE AND LONG-TERM IMPACTS

Loss of prime agricultural soil will be irreversible and long term impact.

GROWTH-INDUCING IMPACTS

Project will have limited growth-inducing impact. Most of the surrounding area is already fully developed. Streets and utilities are already constructed and no new construction would be required.

HAM LANE PROFESSIONAL COMPLEX

I. PROJECT

A. PROJECT LOCATION

The proposed project is located at the southwest corner of Lodi Avenue and Ham Lane. The parcel fronts on Ham Lane and extends from Lodi Avenue on the north to Tokay Street to the south (see Vicinity Map).

The parcels are designated as San Joaquin County Assessor's Parcels 033-040-36, 033-230-46, 033-240-52 and parcels 033-260-01 through 41. The property is a portion of the Homestead Manor Subdivision and the Las Casitas Subdivision.

B. PROJECT DESCRIPTION

The applicants, Consolidated Investors (c/o Charles Wentland), are requesting a rezoning and general plan amendment for a 9.96 acre piece of land. The applicants are requesting the zoning change in order to construct a professional office complex with approximately 60,000 total square feet of offices. Tentative plans are for an 11 building complex with adjoining parking areas. The buildings would be single-story structures with 5000 square feet to 6250 square feet in each building. It is anticipated that the primary tenants will be those in the medical and related professions (see Project Map).

The subject property was originally a part of the Homestead Manor Subdivision. This subdivision which was approved in 1976 had a total of 46.9 acres, including the subject property. The subdivision contained 125 single-family lots; 22 duplex lots; 4.56 acres for commercial professional development; 9.96 acres of multiple family development. The multiple family acreage had a zoning of R-GA, residential-garden apartment (20 UPA) which would permit 199 units on this parcel.

The single-family and duplex portion of Homestead Manor is approximately 75% developed with homes. The 4.56 acre commercial-professional acreage is still undeveloped. The subject property is the 9.96 acres that was approved for multiple-family development.

In 1979, Las Casitas, a 92-unit planned unit development (zero-lot line) was approved for the 9.96 acre multiple-family property. A tentative and final map were approved for the first 40-units of the project. This project was never constructed.

The proposed Ham Lane Professional complex is proposed for this multiple-family property. The rezoning and General Plan Amendment includes the entire 9.96 acre property although current development

plans are only for the 7.59± acres along Ham Lane. The remaining acreage along Lodi Avenue does not have a specific plan as of this date.

The applicants are requesting a General Plan Amendment and Rezoning. The current General Plan designation is medium density residential and the zoning is residential-garden apartments (R-GA). The request is for a change to a general plan designation of office-institutional and a zoning of residential-commercial-professional (R-C-P). This would permit commercial and professional office uses, institutional uses (i.e. nursing homes, convalescent hospitals, etc.) and residential uses to a maximum density of 10 UPA.

C. EXISTING LAND USES

The subject property is currently vacant. The property was cleared of vineyards 4 to 5 years ago as a part of the Homestead Manor development. A six-foot masonry fence was constructed along the west property line separating this property from the residential subdivision to the west (Homestead Manor Unit No. 1, 2 and 3) and from the one older single-family residence along Lodi Avenue (Mullen residence).

The surrounding land uses are primarily residential. To the west is Homestead Manor Subdivision of single-family and duplex residences. To the north is a large single-family home and a church. Across Lodi Avenue is an apartment complex, several residences and the campus of Lodi High School. To the east is a mix of residential and commercial-professional uses including medical offices, churches, apartments, business offices as well as single-family residences. To the south are residences as well as several vacant commercial-professional properties. Three blocks to the southeast is Lodi Memorial Hospital. The hospital is the focal point for numerous medical offices along Fairmont Avenue, Ham Lane, Tokay Street and Vine Street.

II. DESCRIPTION OF ENVIRONMENTAL SETTING

A. TOPOGRAPHY

The project site is generally flat with elevations of approximately 30 to 50 feet above sea level. The site is currently bare but was probably graded sometime in the past to facilitate vineyard irrigation. The area slopes slightly 1-2% in a southwesterly direction.

B. HYDRAULICS

There are no natural water channels or other bodies of water located on the project site. The Mokelumne River is located approximately 2 miles to the north. The project site is not within the 100 year floodplain of the Mokelumne River.

The groundwater level in the subject area is approximately 45' to 65' below the surface ground level. Groundwater will not be a factor in grading or design/construction of the project.

C. SOIL CONDITIONS

The soil type on the project site is Hanford Sandy Loam. The surface soil of the Hanford Sandy Loam consists of an 8" to 14" 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. The site has been mapped by the U.S. Geological Survey (U.S.G.S. OFR 79-933) as being directly underlain by an upper member of Pleistocene Modesto Formation, an alluvial deposit associated with the Mokelumne River Drainage. The uppermost soil extends from the ground surface to variable depth 2 to 9 feet over the site and is comprised of very fine to fine silty sand and very fine sandy silt.

Agriculturally, Hanford Sandy Loam is one of the best soils. It is used in the production of orchards, 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 good 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. SEISMIC HAZARD

Earthquake faults are not found in the immediate vicinity of the subject parcel. The nearest faults are approximately 14 miles to the south and west. The most probable sources of strong ground motion are from the San Andreas Fault, Hayward Fault, the Livermore Fault and the Calaveras Fault, all located in the San Francisco Bay area. More detailed information can be obtained from the City of Lodi SAFETY/SEISMIC SAFETY ELEMENT, 1980, available at the Lodi City Hall.

E. BIOTIC CONDITIONS

The project parcel was at one-time part of a vineyard operation. Approximately 5 years ago the vineyard was removed for construction of the Homestead Manor Subdivision. The site is currently void of all vegetation except for common weeds which are periodically disced for fire control.

The type of plants and wildlife found on the site are common to vacant parcels in the Lodi area. There are no known rare or endangered species of plant or animal located on the project site.

F. NOISE

The major source of noise in the project area is vehicular traffic on Ham Lane and Lodi Avenue. Both are major collector streets. Lodi

Avenue has an average daily traffic volume (A.D.T.) of 10,000 vehicle trips. The Ham Lane A.D.T. at the subject location is approximately 11,500. Additionally, there is a traffic signal system at the intersection of these two streets that increases noises from braking and acceleration.

Portions of the property along the two streets will be in areas above the 65 CNEL contour. This level of noise is considered acceptable for daytime office uses.

G. 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 to create 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 Quality</u>
Ozone	0.12 ppm (1 hr. avg)	0.17 ppm
Carbon Monoxide	9.0 ppm (8 hr. avg)	14.4 ppm
Particulate Matter		
Total suspended	75 ug/m3 (AGM)	81 (highest (AGM)
Sulfure-dioxide	365 ug/m3 (24 hr. avg)	no measurement
	80 ug/m3 (annual avg)	

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 Cal Trans District 4, Trip End Generation Research Report and RGM Association, Traffic Engineers, Newsletter #21.

Medical Offices - 60,000 square feet.

Average office space of 1200 square feet = 50 offices. Estimate of 50% medical offices and 50% commercial/business offices.

Medical office trip generation based on 43 trip ends/office.
(43 trip ends x 25 offices) = 1,075 trip ends.

Commercial/business office trip generation based on 15 trip ends/office.
(15 trip ends x 25 offices) = 375 vehicle trips.

TOTAL = 1450 vehicle trips

III. UTILITIES

A. STORM DRAINAGE

There are existing major storm drain lines in both Ham Lane and Tokay Street. These lines are adequate to handle the runoff from this project. The storm water can flow to the Vinewood Basin-park located 1/2 mile to the west where it can be stored until it can be pumped into the Woodbridge Irrigation Canal.

The Public Works Department notes that office developments increase the storm drainage runoff by approximately 60% over the same acreage developed in residential uses. The B-1 drainage area is now considered critical and the existing pumps at Shady Acres in the Vinewood Basin do not have additional capacity.

B. WATER

There are existing 10" water lines in Lodi Avenue and in Tokay Street, and an 8" line in Ham Lane. These lines are adequate to provide water service to the proposed project.

C. SANITARY SEWER

There is an existing 10" sanitary sewer line in Lodi Avenue, a 14" line in Ham Lane and a 12" line in Tokay Street. The lines can adequately serve the proposed project.

The City's White Slough Waste Water Treatment Facility has adequate capacity to handle any sewage generated from this project.

D. ELECTRICITY, NATURAL GAS AND TELEPHONE SERVICE

Electricity will be provided by the City of Lodi, natural gas by P.G.&E., and telephone service by Pacific Telephone. All services can be adequately supplied to the project with normal line extensions.

IV. COMMUNITY SERVICES

A. STREETS AND CIRCULATION

The street access to the proposed project will be from the three surrounding streets, Lodi Avenue, Ham Lane and Tokay Street. All three streets are fully developed and no additional public streets will be constructed as a part of this project.

The proposed plan calls for one driveway on Lodi Avenue, one driveway on Tokay Street, and three driveways on Ham Lane. These driveways will provide ingress and egress to the project from the adjacent streets. The City will review the driveway locations in detail when final plans are submitted to assure traffic safety. Driveways will be required to maintain adequate distances from intersections, particularly the Ham/Lodi Avenue intersection. This is to maintain adequate traffic flow on the street and to reduce conflicts with vehicles turning in and out of the project. Driveways may have to be restricted to right-hand turns only in certain locations.

The project will generate approximately 1,450 additional vehicle trips per day. The adjacent streets are adequate to handle the increased traffic volume.

B. POLICE AND FIRE

The City of Lodi will provide police and fire protection to the proposed development.

The project is totally surrounded by existing development and is within the regular patrol beat of the police department. The three adjacent streets will make it easier for passing patrol cars to provide surveillance on the project.

The Chief of Police will review the project plans to ensure that the street lighting system and the building design and layout permit adequate project security.

The nearest fire station to the project site is the Main Fire Station at Elm and Church Street. This is approximately 1 1/2 miles from the project and within adequate response distance.

The Fire Chief will review all plans to assure adequate fire protection. He will work with the developer on the number and location of fire hydrants and will review the project plan to ensure adequate accessibility for fire equipment.

C. RECREATION

The proposed project does not have any public recreational areas, however, because the project is non residential, it will not generate any direct demand. The developer will pay a storm drainage acreage for that help pay for the construction of storm drainage basin/parks like Vinewood Park. These parks provide recreational facilities during non runoff periods.

D. SOLID WASTE

Existing collection of residential solid waste within the City of Lodi is on a weekly basis by a franchise collector. The refuse is hauled to a newly constructed transfer station on the outskirts of Lodi. The refuse is sorted and some materials removed for recycling.

The remaining material is consolidated and hauled to the Harney Lane Sanitary Landfill, a Class II-2 disposal site. The refuse company has future plans for expanded resource recovery facilities, including a composting operation for leaves and garden materials collected.

Current and proposed operations are consistent with the San Joaquin County Solid Waste Management Plan, June, 1979. The subject area is within County Refuse Service Number 3 and the North County Disposal Area, which is served by the Harney Lane site. The Harney Lane site is nearing capacity and plans for a new landfill site in the same general area are in the final stages of review.

The subject area was within the planned urban growth area of the City of Lodi at the time the County Solid Waste Management Plan was developed and adopted. Solid waste volume projections used in the plan were based on future urban development, which included the subject area. Following are solid waste estimates based on planned and projected residential densities.

The volume of solid waste which will be generated by the proposed office/professional area is considered insignificant in terms of its impact on the existing and future disposal and collection systems.

E. 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, 2 miles to the north and the Lodi Arch 2 miles to the east.

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, 3 miles to the north.

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

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

V. ENVIRONMENTAL ASSESSMENT

A. ENVIRONMENTAL IMPACTS

The proposed project will result in the loss of 9.96± acres of prime agricultural soil to urban development. The project site is made up of Hanford Sandy Loam which is rated as Class I soil for agricultural production. In the Lodi area this type of soil is well suited for the growing of grapes.

The project site is, however, totally surrounded by urban development. The land has been cleared and has not been in agricultural use for several years. The size and location of the property would make agricultural use of the site extremely difficult. Because of the proximity of adjacent residential uses, normal farming practices would be greatly restricted.

The project will increase traffic on adjacent streets. It is estimated that the project will generate approximately 1,450 additional vehicle trips per day. Although the streets can easily handle the increased traffic volume, the turning movements in and out of the project will increase traffic congestion on the streets. This will be particularly true on Ham Lane and Lodi Avenue. Both are 4-lane streets with relatively high traffic volumes. Neither street has a center turn lane except at the intersection. Vehicles waiting to turn into the project could create slight delays in the normal flow along these streets.

B. MITIGATION MEASURES

If the proposed project is approved and constructed, the 9.96 acres of prime agricultural land will be removed from further agricultural use. There is no practical way to mitigate this impact once the decision to develop this property is made.

The property is in the center of the City and has been designated for urban uses for many years. The surrounding area is totally developed and an agricultural use of the property is probably not a practical possibility.

The additional traffic generated by the project can be mitigated by careful design of the project driveway system. Limiting the number of driveways on to the adjacent streets will help reduce traffic hazards and congestion created by vehicles entering and exiting the project. Driveways should also be located a sufficient distance from the corners to prevent congestion of the intersection.

C. ALTERNATIVES TO THE PROJECT

The principle alternative to the project would be a "no build" alternative. This would maintain the existing vacant parcel and eliminate the adverse impacts resulting from the proposed project.

If the rezoning and general plan amendment are not approved, the property would still have an R-GA, residential-garden apartment zoning. This zoning would permit residential development to a maximum density of 20 units per acre. The total 9.96± acres could have a maximum of 199 units.

Developing the property with the existing R-GA zoning would create the same impacts as the proposed development. There would be the development of the prime agricultural land and the additional vehicular traffic. With a residential use there could also be an impact on the Lodi Unified School District (LUSD) if the project generated additional school-aged children.

The proposed R-C-P zoning would also permit residential development to a maximum density of 10 units per acre. The 9.96 acre parcel could have a maximum of 100 residential units. The impacts would be similar to the R-GA zoning.

D. IRREVERSIBLE AND LONG-TERM IMPACTS

The loss of the prime agricultural land will be an irreversible and long-term impact. Once the land is developed with homes and businesses, there is little likelihood that the land will ever be used again for agricultural purposes.

This particular parcel has not been in agricultural use for a number of years. The land is vacant and is totally surrounded by existing urban uses. It is questionable whether this land would ever be used for agricultural purposes.

E. CUMULATIVE IMPACTS

The project will not have a cumulative impact.

F. GROWTH-INDUCING IMPACTS

The project will have a limited growth-inducing impact on the areas. Most of the land in the surrounding area is totally developed with residential, office or institutional uses. There is approximately 10 acres of vacant land south of the project area that could be developed. Some of this acreage already has some type of tentative development plan. All of the acreage would develop eventually whether or not the subject project was constructed.

Utilities, streets, zoning and other things that might encourage growth are already in existence and would not be significantly affected by this project.

G. ENERGY CONSERVATION

Structures in the project will conform to all State and local energy conservation standards. Additional insulation, energy efficient equipment, etc. will help the project conserve energy.

The project is located near the center of Lodi. It is close to residences, offices, the hospital and commercial area. The central location will reduce the distance people will have to drive between home and work or between the office and other businesses. The reduced driving mileage will help conserve energy.

COMMENTS

MEMORANDUM, City of Lodi, Public Works Department

TO: Community Development Director
FROM: Public Works Director
DATE: August 2, 1982
SUBJECT: Environmental Impact Report for Ham Lane Professional Complex
(EIR 82-2)

This office has reviewed the draft EIR for the Ham Lane Professional Complex Development. Along with the minor notations made on the attached copy, we are recommending that the following comments be included or considered in the final EIR:

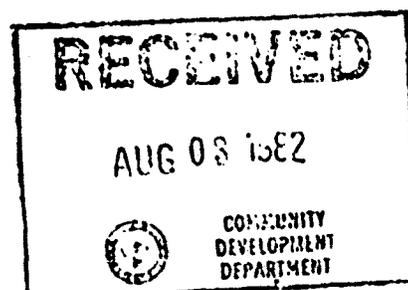
1. On Page 1, under the fourth paragraph, it is felt that it should be explained that the Las Casitas Unit #1 not only has an approved final map but also has an approved twelve month extension.
2. On Page 4, under the first paragraph under Noise, the Lodi Avenue traffic is 10,000 ADT not 1,000 ADT. Ham Lane ADT at the subject location is approximately 11,500.
3. Page 5, under Storm Drainage, it should be pointed out that this type of development over residential will increase the storm runoff by 60%. The B-1 drainage area is now considered critical and the existing pumps at Shady Acres in the Vinewood basin do not have additional capacity and cannot be considered "adequate."
4. On Page 5, under Street Circulation, the proposed plan has one more driveway proposed on Ham Lane than on the approved Las Casitas plan. This will have some affect and influence on flow and capacity of Ham Lane regardless of their location.

If you have any questions concerning these comments, please contact me.


Jack L. Ronsko
Public Works Director

Attachment

JLR/meq





lodi unified school district

FACILITIES and PLANNING, 815 W. LOCKEFORD ST., LODI, CA. 95240 (209) 369-7411 - 488-0363

August 9, 1982

City of Lodi
Community Development Department
221 W. Pine
Lodi, California 95240

Dear Mr. Morimoto:

RE: Draft EIR 82-2/Ham Lane Professional Complex

I have reviewed the aforementioned EIR and (on behalf of the L.U.S.D.) submit the following comments for your consideration:

Vicinity Map - Lodi High School - delete "Union"

P. V. Mitigation 2) - Is it assumed that the prop. project will mitigate the impact of "no project" by decreasing the number of potential students?

P. 2 para. 1 - Presumably the acreage not included in the specific plan will eventually develop consistent with the RCP zone (10 du/ac or offices)

P. 6 para. 6 - What is the impact of the proposed fire station #4 re: future time and distance to proposed project?

P. 7, E - para. 1 - The Lodi Arch is now on the National Register as an historic structure.

P. 8, C - para. 1 - Is "no build" even an alternative given existing zoning, etc.?

P. 9, C para. 1 - The Lodi Unified School District assumes an average of one student per new residential unit; therefore, we would anticipate approximately the same number of children as units. Accepting this assumption, it is concluded that the impact of the proposed project on the L.U.S.D. will be equal to that of the approved Las Casitas development (assuming construction of residences and not offices. These figures are substantially less than the number of students anticipated if the current zoning were utilized to the maximum capacity. The construction of offices will eliminate the potential problems of additional students.

P. 9, D - Considering the past and current non agricultural use of the subject property and its location relative to surrounding urban uses apart from the class I soil, is it reasonable to define this as prime agricultural land, using accepted definitions? ~~Cultivation of this property is extremely unlikely.~~

RECEIVED

AUG 11 1982



COMMUNITY
DEVELOPMENT
DEPARTMENT

Mr. David Morimoto
Page 2
August 9, 1982

P. 9, E - It would appear that a significant cumulative effect of this project would be the effect of an increased amount of RCR land. Is additional acreage needed and what are the effects of rezoning and building offices which remain vacant or cause the existing vacancy rate to increase or already zone land to remain unbuilt?

Thank you for referring this EIR to the Lodi Unified School District. Please call if we may be of further assistance to you.

Sincerely,



Mary Joan Starr, AICP
Facility Planner

MJS/py

Mayor: Is there anyone wishing to speak in opposition to the project?
Please come forward and give us your name and address.

My name is Charles Duncan, I live at 1214 West Lodi Avenue. Many of the things which I had wanted to talk about have already been mentioned tonight, however, if you'll bear with me because I would like to go through some of this to keep my own thinking in continuity. Number 1, let us consider for a moment the property we're discussing, this is not just any piece of property, it's a piece of property that's located at the southwest corner of Lodi Avenue and Ham Lane. It is a 9.6 acre parcel in a prime location. Not too many years, it was a beautiful vineyard, however, the city surrounded it and it became too expensive for the purpose it was being used for. Some of you, as well as myself, watched the land being cleared and made ready to be built on. A guy in San Francisco decided to build some small residential units. They submitted plans for approval that would have supplied lower rental housing in Lodi. It was at this point a strange thing happened. Several people seemed to realize that an outside company had picked one of Lodi's nice plums and they would like to have it back for themselves. At this point what happened to be one unorganized little individual who was yelling there is a dragon in the street and he's leaving a trail of old chevies with cotton balls hanging from the mirrors, and bumper stickers praising (sounds like alley anti cervese) and loaded with dirty pampers. Now Mr. Wentland told the planning commission how he relentlessly worked to run this hawaiian San Francisco dragon out of town. How was this accomplished? It seems that the one little organized individual was only the tip of the iceberg and the citizens of the town were scared into an election that cost the taxpayers lots of money. But they were also successful in running Hawaiian San Francisco out of town. Why? because property was rezoned and became too expensive for what the planners must put on it at that time. Was this a victory for the town? I don't think so, I feel it was the loss of an opportunity for the retired people and the elderly on fixed incomes to have a nice place to live and be centrally located to all the services they need, and be within walking distance to all the necessary services. Without this they are now forced to live in alley houses and other not so nice places because of the lack of availability of something nicer and more affordable. That's what left town with the Hawaiian San Francisco Dragon. Now when Mr. Wentland worked to get Hawaiian San Francisco out of town he also points with pride at what he has built. I must say he makes a very nice front for his organization and is a very good and convincing speaker. But, I'm also reminded of a mother who kept pushing her baby in front of everyone and asking if they didn't think it was beautiful until finally one individual told her, Madam, I don't share your feelings but I do try to understand your pride of ownership. That always makes a difference. Anyway, at this point, we have a parcel of property that has cost the city lots of money to get it zoned to the zoning it now has, which is residential. Now, that doesn't seem too far fetched since there are residence to the east, west, north and south and I can't by any stretch of my imagination should see why it should be any other way. I was at the planning commission meeting a few weeks back, I had intended to say something that night, however it was too interesting to watch and see how people came up with the right answers to benefit the town as a whole. We had an EIR report that says the project will add a conservative figure of 1500 cars per day through this all residential neighborhood. How many of you would vote to put 1500 cars per day passed your day in your residential neighborhood? The only thing that even looks like a plan for building shows approximately 700 spaces, this would make quite a used car lot to be put into an already built up residential neighborhood. They might want it over at maybe Ham Lane and Greenwood. Also, we heard a speech about the 100 year storm and the tolerances the city engineers have to work with. This project would double the water runoff if it is completed. And we have a pump that is not working now and we have areas that are backing up at the present time as it is. We hear things like, we now have a 7 or 8 inch in the tolerance in the overworked catch basin at the present time. And this project would raise the catch basin level by at least one inch, and that is double what it would cause under its present zoning. All the things in the EIR report should have been a no vote, it would seem to me. Now someone asked a direct question, Will the basin handle the job?

the answer, yes. But I ask myself what about the already flooding, I guess a little more won't hurt anything. What about the other projects if this one gets more than its share, either the City comes up with more catch basin costs or someone else has to do without at another point in time. At voting time, one of the planners said he had come to the meeting with the intention of voting against the project, but since he had heard all the good stuff, he felt he should give his ok to go ahead. What he had done was to listen to Mr. Wentland's very convincing sales talk and completely ignored the facts. I talked to one of the men in the Planning and he told me that he had advised Mr. Wentland not to buy this property for the group. However, he had gone ahead and bought it anyway with the zoning the way it is. Now, why change it now lest this was the ultimate plot behind getting rid of Hawaiian San Francisco out of town. Mr. Wentland talks about business and professional zoning mostly they talk about Dr's. offices. Also they have enough money to build one segment of it and then in the next breath he's talking about travel agencies and pharmacies. Would they build part now and come back later for more rezoning. One of the questions in my mind is what about the part on Lodi Avenue marked future planning. I think every residential neighborhood should have a bank or savings or loan sitting right in the middle of it, don't you? Then we could have another 1500 cars per day added to the other 1500. The vacancy factor in a town, if you've driven around and see how many vacancies there are, you know that it isn't something we have to have. Moss and Craig who are very active in commercial, tell me 12% vacancy would be a very conservative figure. There is no big need to change the zoning except for a group of high income investors to be able to own a complex free. Paid for by tax money that should be going to help deplete the national debt. This is all I have to say about it.

Mayor: Thank you, Mr. Duncan. Is there anyone else wishing to speak in opposition to this project? If not, then I'll close it to the floor.

Mayor: Is there anyone wishing to speak in opposition to the project?
Please come forward and give us your name and address.

My name is Charles Duncan, I live at 1214 West Lodi Avenue. Many of the things which I had wanted to talk about have already been mentioned tonight, however, if you'll bear with me because I would like to go through some of this to keep my own thinking in continuity. Number 1, let us consider for a moment the property we're discussing, this is not just any piece of property, it's a piece of property that's located at the southwest corner of Lodi Avenue and Ham Lane. It is a 9.6 acre parcel in a prime location. Not too many years, it was a beautiful vineyard, however, the city surrounded it and it became too expensive for the purpose it was being used for. Some of you, as well as myself, watched the land being cleared and made ready to be built on. A guy in San Francisco decided to build some small residential units. They submitted plans for approval that would have supplied lower rental housing in Lodi. It was at this point a strange thing happened. Several people seemed to realize that an outside company had picked one of Lodi's nice plums and they would like to have it back for themselves. At this point what happened to be one unorganized little individual who was yelling there is a dragon in the street and he's leaving a trail of old chevies with cotton balls hanging from the mirrors, and bumper stickers praising (sounds like alley anti cervese) and loaded with dirty pampers. Now Mr. Wentland told the planning commission how he relentlessly worked to run this hawaiian San Francisco dragon out of town. How was this accomplished? It seems that the one little organized individual was only the tip of the iceberg and the citizens of the town were scared into an election that cost the taxpayers lots of money. But they were also successful in running Hawaiian San Francisco out of town. Why? because property was rezoned and became too expensive for what the planners must put on it at that time. Was this a victory for the town? I don't think so, I feel it was the loss of an opportunity for the retired people and the elderly on fixed incomes to have a nice place to live and be centrally located to all the services they need, and be within walking distance to all the necessary services. Without this they are now forced to live in alley houses and other not so nice places because of the lack of availability of something nicer and more affordable. That's what left town with the Hawaiian San Francisco Dragon. Now when Mr. Wentland worked to get Hawaiian San Francisco out of town he also points with pride at what he has built. I must say he makes a very nice front for his organization and is a very good and convincing speaker. But, I'm also reminded of a mother who kept pushing her baby in front of everyone and asking if they didn't think it was beautiful until finally one individual told her, Madam, I don't share your feelings but I do try to understand your pride of ownership. That always makes a difference. Anyway, at this point, we have a parcel of property that has cost the city lots of money to get it zoned to the zoning it now has, which is residential. Now, that doesn't seem too far fetched since there are residence to the east, west, north and south and I can't by any stretch of my imagination should see why it should be any other way. I was at the planning commission meeting a few weeks back, I had intended to say something that night, however it was too interesting to watch and see how people came up with the right answers to benefit the town as a whole. We had an EIR report that says the project will add a conservyative figure of 1500 cars per day through this all residential neighborhood. How many of you would vote to put 1500 cars per day passed your day in your residential neighborhood? The only thing that even looks like a plan for building shows approximately 700 spaces, this would make quite a used car lot to be put into an already built up residential neighborhood. They might want it over at maybe Ham Lane and Greenwood. Also, we heard a speech about the 100 year storm and the tolerances the city engineers have to work with. This project would double the water runoff if it is completed. And we have a pump that is not working now and we have areas that are backing up at the present time as it is. We hear things like, we now have a 7 or 8 inch in the tolerance in the overworked catch basin at the present time. And this project would raise the catch basin level by at least one inch, and that is double what it would cause under its present zoning. All the things in the EIR report should have been a no vote, it would seem to me. Now someone asked a direct question, Will the basin handle the job?

the answer, yes. But I ask myself what about the already flooding, I guess a little more won't hurt anything. What about the other projects if this one gets more than its share, either the City comes up with more catch basin costs or someone else has to do without at another point in time. At voting time, one of the planners said he had come to the meeting with the intention of voting against the project, but since he had heard all the good stuff, he felt he should give his ok to go ahead. What he had done was to listen to Mr. Wentland's very convincing sales talk and completely ignored the facts. I talked to one of the men in the Planning and he told me that he had advised Mr. Wentland not to buy this property for the group. However, he had gone ahead and bought it anyway with the zoning the way it is. Now, why change it now lest this was the ultimate plot behind getting rid of Hawaiian San Francisco out of town. Mr. Wentland talks about business and professional zoning mostly they talk about Dr's. offices. Also they have enough money to build one segment of it and then in the next breath he's talking about travel agencies and pharmacies. Would they build part now and come back later for more rezoning. One of the questions in my mind is what about the part on Lodi Avenue marked future planning. I think every residential neighborhood should have a bank or savings or loan sitting right in the middle of it, don't you? Then we could have another 1500 cars per day added to the other 1500. The vacancy factor in a town, if you've driven around and see how many vacancies there are, you know that it isn't something we have to have. Moss and Craig who are very active in commercial, tell me 12% vacancy would be a very conservative figure. There is no big need to change the zoning except for a group of high income investors to be able to own a complex free. Paid for by tax money that should be going to help deplete the national debt. This is all I have to say about it.

Mayor: Thank you, Mr. Duncan. Is there anyone else wishing to speak in opposition to this project? If not, then I'll close it to the floor.

Mayor: Is there anyone wishing to speak in opposition to the project?
Please come forward and give us your name and address.

My name is Charles Duncan, I live at 1214 West Lodi Avenue. Many of the things which I had wanted to talk about have already been mentioned tonight, however, if you'll bear with me because I would like to go through some of this to keep my own thinking in continuity. Number 1, let us consider for a moment the property we're discussing, this is not just any piece of property, it's a piece of property that's located at the southwest corner of Lodi Avenue and Ham Lane. It is a 9.6 acre parcel in a prime location. Not too many years, it was a beautiful vineyard, however, the city surrounded it and it became too expensive for the purpose it was being used for. Some of you, as well as myself, watched the land being cleared and made ready to be built on. A guy in San Francisco decided to build some small residential units. They submitted plans for approval that would have supplied lower rental housing in Lodi. It was at this point a strange thing happened. Several people seemed to realize that an outside company had picked one of Lodi's nice plums and they would like to have it back for themselves. At this point what happened to be one unorganized little individual who was yelling there is a dragon in the street and he's leaving a trail of old chevies with cotton balls hanging from the mirrors, and bumper stickers praising (sounds like alley anti cervese) and loaded with dirty pampers. Now Mr. Wentland told the planning commission how he relentlessly worked to run this hawaiian San Francisco dragon out of town. How was this accomplished? It seems that the one little organized individual was only the tip of the iceberg and the citizens of the town were scared into an election that cost the taxpayers lots of money. But they were also successful in running Hawaiian San Francisco out of town. Why? because property was rezoned and became too expensive for what the planners must put on it at that time. Was this a victory for the town? I don't think so, I feel it was the loss of an opportunity for the retired people and the elderly on fixed incomes to have a nice place to live and be centrally located to all the services they need, and be within walking distance to all the necessary services. Without this they are now forced to live in alley houses and other not so nice places because of the lack of availability of something nicer and more affordable. That's what left town with the Hawaiian San Francisco Dragon. Now when Mr. Wentland worked to get Hawaiian San Francisco out of town he also points with pride at what he has built. I must say he makes a very nice front for his organization and is a very good and convincing speaker. But, I'm also reminded of a mother who kept pushing her baby in front of everyone and asking if they didn't think it was beautiful until finally one individual told her, Madam, I don't share your feelings but I do try to understand your pride of ownership. That always makes a difference. Anyway, at this point, we have a parcel of property that has cost the city lots of money to get it zoned to the zoning it now has, which is residential. Now, that doesn't seem too far fetched since there are residence to the east, west, north and south and I can't by any stretch of my imagination should see why it should be any other way. I was at the planning commission meeting a few weeks back, I had intended to say something that night, however it was too interesting to watch and see how people came up with the right answers to benefit the town as a whole. We had an EIR report that says the project will add a conservative figure of 1500 cars per day through this all residential neighborhood. How many of you would vote to put 1500 cars per day passed your day in your residential neighborhood? The only thing that even looks like a plan for building shows approximately 700 spaces, this would make quite a used car lot to be put into an already built up residential neighborhood. They might want it over at maybe Ham Lane and Greenwood. Also, we heard a speech about the 100 year storm and the tolerances the city engineers have to work with. This project would double the water runoff if it is completed. And we have a pump that is not working now and we have areas that are backing up at the present time as it is. We hear things like, we now have a 7 or 8 inch in the tolerance in the overworked catch basin at the present time. And this project would raise the catch basin level by at least one inch, and that is double what it would cause under its present zoning. All the things in the EIR report should have been a no vote, it would seem to me. Now someone asked a direct question, Will the basin handle the job?

the answer, yes. But I ask myself what about the already flooding, I guess a little more won't hurt anything. What about the other projects if this one gets more than its share, either the City comes up with more catch basin costs or someone else has to do without at another point in time. At voting time, one of the planners said he had come to the meeting with the intention of voting against the project, but since he had heard all the good stuff, he felt he should give his ok to go ahead. What he had done was to listen to Mr. Wentland's very convincing sales talk and completely ignored the facts. I talked to one of the men in the Planning and he told me that he had advised Mr. Wentland not to buy this property for the group. However, he had gone ahead and bought it anyway with the zoning the way it is. Now, why change it now lest this was the ultimate plot behind getting rid of Hawaiian San Francisco out of town. Mr. Wentland talks about business and professional zoning mostly they talk about Dr's. offices. Also they have enough money to build one segment of it and then in the next breath he's talking about travel agencies and pharmacies. Would they build part now and come back later for more rezoning. One of the questions in my mind is what about the part on Lodi Avenue marked future planning. I think every residential neighborhood should have a bank or savings or loan sitting right in the middle of it, don't you? Then we could have another 1500 cars per day added to the other 1500. The vacancy factor in a town, if you've driven around and see how many vacancies there are, you know that it isn't something we have to have. Moss and Craig who are very active in commercial, tell me 12% vacancy would be a very conservative figure. There is no big need to change the zoning except for a group of high income investors to be able to own a complex free. Paid for by tax money that should be going to help deplete the national debt. This is all I have to say about it.

Mayor: Thank you, Mr. Duncan. Is there anyone else wishing to speak in opposition to this project? If not, then I'll close it to the floor.

Consolidated Investors

TELEPHONE (209) 334-0625 — 1601 WEST LODI AVENUE — LODI, CALIFORNIA 95240

September 3, 1982

Mrs. Alice Reimche
City Clerk
City of Lodi
Lodi, CA. 95240

Dear Mrs. Reimche:

On May 25, 1982 the attached letter was mailed to 82 property owners concerning my application to rezone the 9.96 acres of bare land on Ham Lane between Lodi Avenue and Tokay Street. The 82 property owners are the same people that would receive official notice of the rezoning from the City of Lodi.

On August 23rd, this application came before the City Planning Commission and the application to amend the Master Plan, the EIR and the redesignation of this property from RGA to RCP was passed and is to be heard before the City Council on September 15th.

I recall that years ago, the Council received information as to the agenda for the next meeting, days in advance (I used to deliver the packages) and I would like the attached letter to become a part of that package, if it is possible. The letter, I believe, indicates my plan for this project and perhaps would give the Council time to review the content, rather than just at the meeting.

Since my letter was sent, I have had several property owners contact me, including many of the professional people on Tokay Street. Everyone has given me full support and have offered to testify. However, having had no opposition from anyone it appears that is not necessary.

I might add that as the managing partner of Fairmont Medical Center, located just north of Lodi Memorial Hospital, we have over 60,000 square feet of medical space, including the 15,000 feet recently constructed on land leased from Lodi Memorial Hospital. At the present time, we have no available space, but we have physicians asking for space.

As you know, most physicians prefer to be located near on another and to be near the ancillary services. If the Ham Lane property is rezoned to RCP, I shall immediately begin construction of office suites, half of which shall be devoted to medical and related offices. We intend to construct and rent about 30,000 square feet within a year.

Mailed to Council 9/15/82

Sometime back, when the City Council voted to permit additional medical construction and/or parking in the residential area east of Fairmont Avenue, one of the Councilmen indicated that the physicians should look at available land on Ham Lane in the future. While that is not the reason for this rezoning application, the reason is the need for space near the hospital, this rezoning application should take care of the immediate needs for medical space in this particular area.

In any event, I shall be at the September 15th meeting and if possible will answer any questions the Council members or Mr. Graves may have, meanwhile, if it is possible to pass this material along to the council it would be appreciated.

Sincerely,

A handwritten signature in cursive script, appearing to read "C. A. Mentland". The signature is written in black ink and is positioned above the typed name.

C: A. Mentland

Consolidated Investors

TELEPHONE (209) 334-0625 — 1601 WEST LODI AVENUE — LODI, CALIFORNIA 95240

May 25, 1982

Dear Neighbor and Property Owner:

In 1981 some friends and I purchased the eleven acres of bare land on the west side of Ham Lane between Lodi Avenue and Tokay Street from Hawaii-San Francisco Development Company and Homestead Savings. The purchase was not a spur of the moment thing, rather, we had looked at the property for some time; and living nearby (1601 West Lodi Avenue) I always wondered what type development it would become and just how it might affect me as a property and homeowner nearby. This letter is written to you, as a land owner in the area to inform you as to what we would like to do with the land.

During negotiations with Ben Schaffer, we learned that the present zoning is RGA, which allows for apartments on the land. Further, Hawaii-San Francisco Development Company had prepared plans and received approval from the City of Lodi to construct 92 condominium units on the property. At the present time we could construct those units without further approval, after filing a building permit.

However, in studying the plans closely, we are convinced that 92 condominium units are not the best plans for the property, or the surrounding property. You may recall that Hawaii-San Francisco originally intended to build about 450 apartments on this land, and some of the land to the west which is now Huntington and Nevins Drive, but under a Voters Initiative, many of us voted against their plan, which forbid such heavy density. The City of Lodi then rezoned the area to R-1, R-2 and RGA on our land, which now allows up to 20 apartments to an acre.

Hawaii-San Francisco named the 92 condominium project "Las Casitas" which translates to "Little Houses" and I am afraid that is what it would be.

Therefore, we would like to ask the City of Lodi to rezone some of this property to RCP. With your help, that could be done.

With RCP zoning, we would construct professional office buildings from Tokay Street to Lodi Avenue. In our view, professional offices which are open about 55 hours a week, are more desirable than two story apartment buildings which are used 168 hours a week with all the attendant vehicles, noise, people and problems found in some complexes. We could even regulate the parking and after hours traffic that cannot be controlled in most apartment projects.

From the investment standpoint, apartments would return more dollars to us than any other type construction. The potential for apartments is excellent, given the location and present zoning, however, we would rather build neat, clean professional offices under RCP, unless the zoning cannot be changed.

RCP zoning allows such firms as accountants, architects, attorneys, chiropractors, dentists, doctors, insurance agents, real estate, finance company, government agencies and similar type offices. It does not permit grocery or 7-11 type commercial-retail stores, nor would we want that type establishment in the area.

To change the zoning from apartments (RGA) to offices (RCP) the City Master Plan must be changed. That requires public hearings before the Planning Commission and City Council. The Master Plan may be changed only three times a year. We have recently submitted our application for this change and wish to bring this matter to your attention now, and to ask for your support when it comes to a public hearing, for we believe you, like us, would rather see offices on that land rather than apartments.

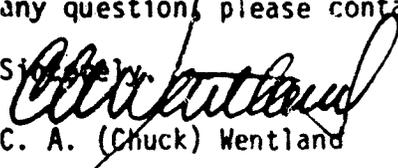
Some years ago, I purchased four acres of land on Crescent Avenue just south of Lodi Avenue. I then built Crescent Terrace Apartments and the office complex which houses the Social Security Office, some insurance offices, several accountant offices, a dentist and a travel agency. We think you will agree that the office complex is better for the area than the apartment complex.

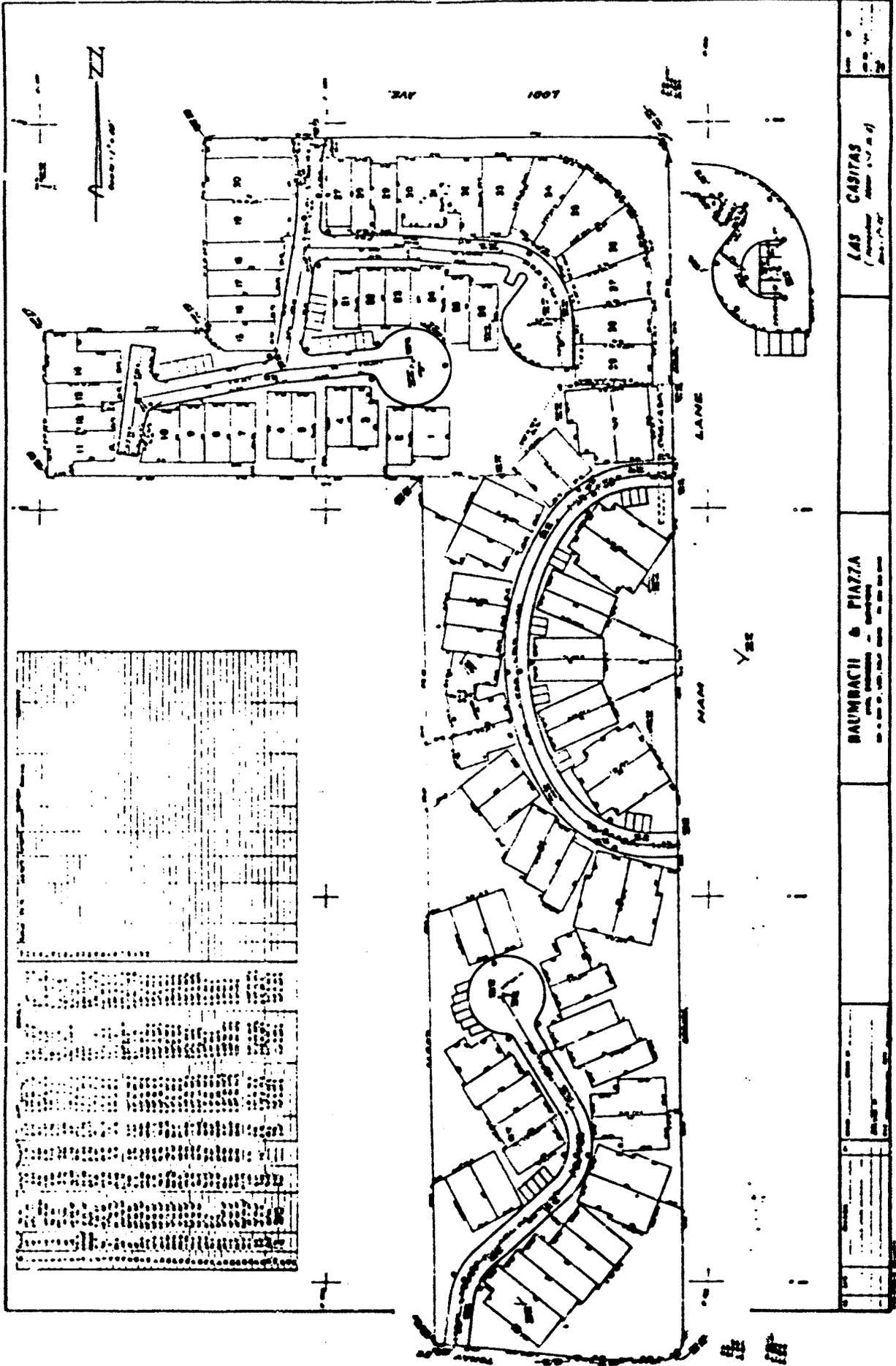
Attached you will find three exhibits. Exhibit A show the plan approved by the City for the two story condominiums. Exhibit B shows the plan for 196 apartment units. Finally, Exhibit C shows our suggested plan for one story professional offices.

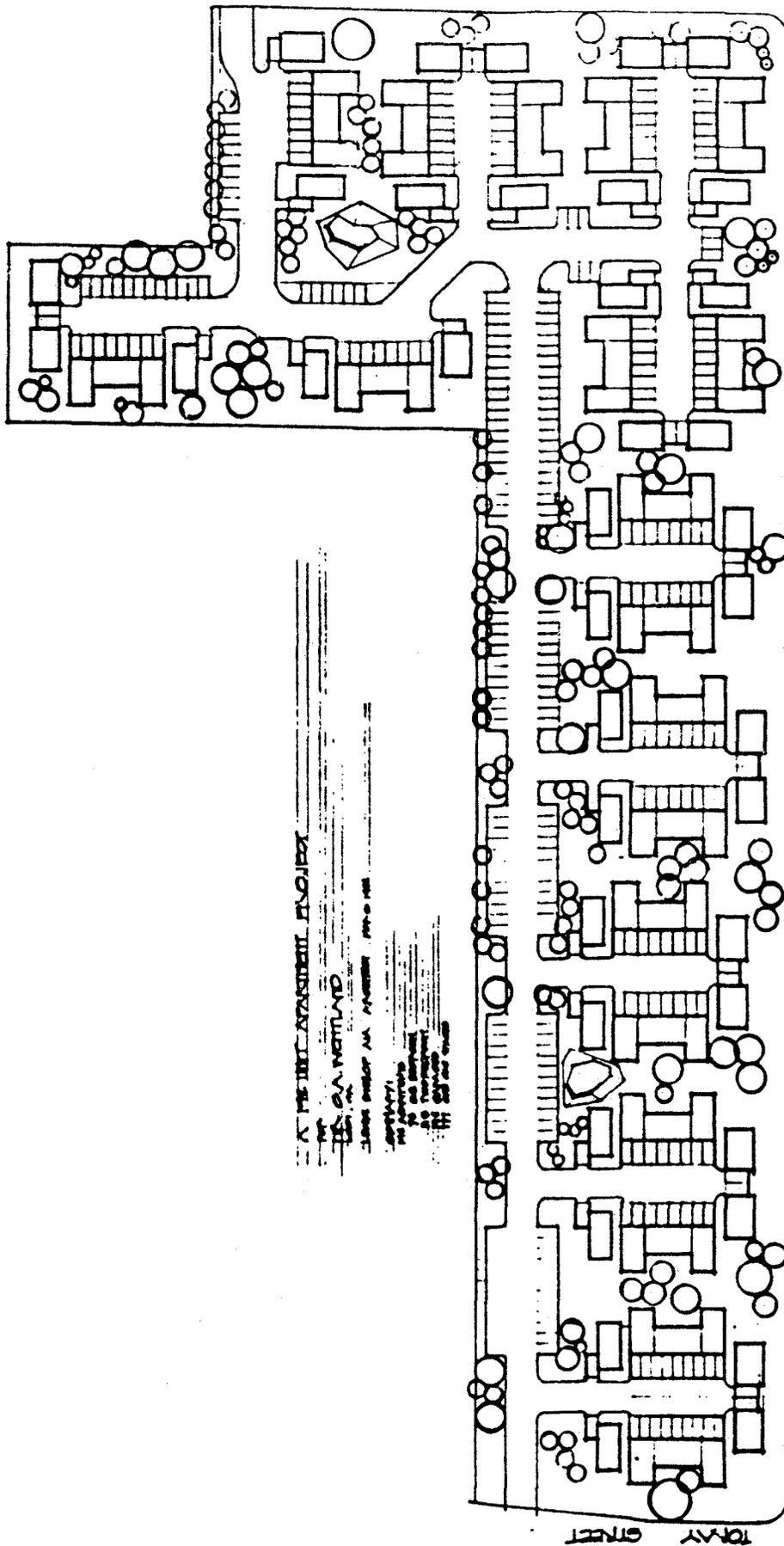
Frankly, as a homeowner in the area and one who has lived in Lodi 40 years, I would rather see the property developed under Exhibit C, as I feel it would be better for the area than under present zoning. Apartments seem to spawn more problems - costs to the City; more people in the area; school impaction and other matters all of which tend to deteriorate the area and reduce our home value, the value of other property in the immediate vicinity and have a great affect on all of us (Avenue West and La Espana are certainly exceptions). I think we have enough apartments in Lodi as it is.

I would be happy to hear from you, or to meet with you to discuss these plans and to hear your views. I feel that if you are aware that 200 apartments could be built on the property under the present zoning, and that perhaps 500 people could become tenants on the lane, that you will support our request.

Thank you for taking time to read this letter. If you have any question, please contact me.

Signature

C. A. (Chuck) Wentland





1001 AVENUE

1001 LANE

1001 STREET

A FIVE UNIT APARTMENT PROJECT

BY SA. METLAND

1001 AVENUE

1001 LANE

1001 STREET

State Savings

AND LOAN ASSOCIATION

A SERVICE OF FINANCIAL CORPORATION OF AMERICA

300 N. Harrison St. • P.O. Drawer D • Stockton, California 95201
(209) 941-2873

REAL ESTATE ASSET MANAGEMENT DIVISION

September 15, 1982

The City Council
City of Lodi
221 West Pine Street
Lodi, California 95240

Attention: Alice M. Reimche
City Clerk

Re: Land Use Element Application
No. GPA-LU-82-2: Section 2

Ladies and Gentlemen:

With reference to the above matter to be heard by you on this date, as owners of residential properties adjacent to this rezoning request on Huntington Drive, we are in accord with the requested rezoning. However, we request that you consider incorporating certain building conditions at this time or during your review of building plans:

1. That the proposed office complex is not to exceed one story as the rear property line is adjacent to residential property which we own.
2. That the developer provide a mature landscape buffer on the rear property line to maintain a privacy factor to the residential property, above the height of the existing wall.
3. That there be adequate security lighting in the rear and yet not over-done that it would interfere with the owner's privacy in the residential units.
4. Adequate security to be provided to protect the adjacent residential properties from undue intrusion.

If you have any questions pertaining to the above do not hesitate to call or contact the undersigned.


RICHARD S. FRANZA
Senior Project Officer

RSF:dw