

CITY COUNCIL MEETING

AUGUST 19, 1987

W.H. 02-210
Mayor McCarty then called for the public hearing to consider items D & E as set forth below, as it was determined that these two items could be heard together.

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

KENNEDY RANCH
E.I.R. CERTIFIED
AS ADEQUATE

The Kennedy Ranch Final Environmental Impact Report was reviewed in detail by Assistant Planner David Morimoto.

Speaking on behalf of the matter was Mr. Ron Thomas, 1209 W. Tokay, Lodi.

Speaking in opposition was Mr. Wilbert Ruhl, 3933 Almond Drive, Lodi, who stated that the E.I.R. indicated to him that this project should not go forward. Mr. Ruhl then detailed the reasons for his position.

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

A very lengthy discussion followed with questions being directed to Staff and to those persons who had given testimony.

On motion of Councilman Katnich, Murphy second, Council certified as adequate the Kennedy Ranch Final Environmental Impact Report.

EXHIBIT "A"

NOTICE OF PUBLIC HEARING OF THE CITY COUNCIL OF
THE CITY OF LODI TO CONSIDER THE CITY PLANNING
COMMISSION'S RECOMMENDATION THAT THE CITY COUNCIL
CERTIFY AS ADEQUATE THE KENNEDY RANCH FINAL
ENVIRONMENTAL IMPACT REPORT

NOTICE IS HEREBY GIVEN that on Wednesday, August 19, 1981
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 Planning Commission's recommendation
that the City Council certify as adequate the Kennedy Ranch
Final Environmental Impact Report.

Information regarding this item may be obtained in the
office of the Community Development Director at 221 W. 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: August 5, 1981

By Order of the City Council


ALICE M. REIMCHE
City Clerk

*City Clerk
Certified A. J. Alguire
8/19/81*

KENNEDY RANCH

FINAL

ENVIRONMENTAL IMPACT REPORT

EIR 81-1

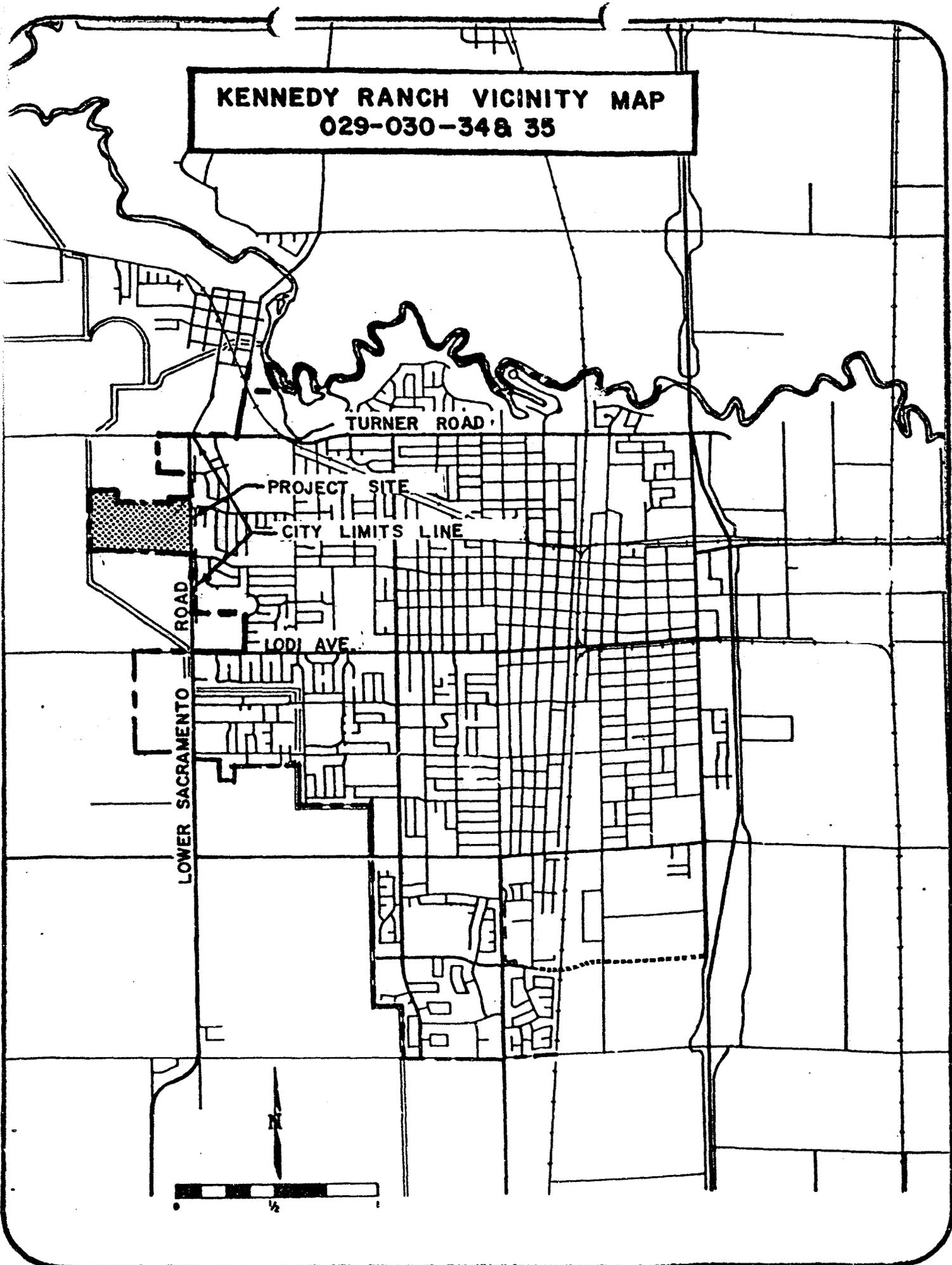
Prepared by:

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

TABLE OF CONTENTS

	Page
VICINITY MAP	i
PROJECT MAP	ii
SUMMARY	iii
I. PROJECT	
A. DESCRIPTION	1
B. SITE LOCATION & DESCRIPTION	1
II. DESCRIPTION OF ENVIRONMENTAL SETTING	
A. TOPOGRAPHY	2
B. HYDRAULICS	2
C. SOIL CONDITIONS	3
D. SEISMIC HAZARD	4
E. BIOTIC CONDITIONS	4
F. ATMOSPHERIC CONDITIONS	4
G. NOISE	5
III. UTILITIES	
A. STORM DRAINAGE	6
B. SANITARY SEWER	6
C. DOMESTIC WATER	7
D. ELECTRICITY AND NATURAL GAS	7
IV. COMMUNITY SERVICES	
A. STREETS AND CIRCULATION	7
B. POLICE AND FIRE PROTECTION	7
C. SCHOOLS	8
D. RECREATION	9
E. SOLID WASTE	9
V. SPECIAL DISTRICTS	10
VI. HISTORIC AND ARCHEOLOGICAL SITE	10
VII. ENVIRONMENTAL ASSESSMENT	
A. ENVIRONMENTAL IMPACTS	10
B. MITIGATION MEASURES	11
C. ALTERNATIVES TO THE PROJECT	12
D. IRREVERSIBLE AND LONG TERM IMPACTS	12
E. CUMULATIVE IMPACTS	12
F. GROWTH-INDUCING IMPACTS	13
G. ENERGY CONSERVATION	13
PERSONS OR AGENCIES PROVIDING INFORMATION	14
RESOURCE PUBLICATIONS	15

KENNEDY RANCH VICINITY MAP
029-030-348 35



SUMMARY

KENNEDY RANCH EIR

PROJECT DESCRIPTION

The project is a 88⁺ acre residential and commercial development. The project will contain 217 single-family lots, 358⁺ cluster homes and a 3 acre commercial site. The project will also contain a 9.2 acre recreational lake that will also function as a temporary storm drainage basin.

The subject site is currently designated low-density residential in the Lodi General Plan. This designation permits an overall residential density of 1-10 units per acre. The General Plan will have to be amended to permit the 3 acres of commercial use. The parcel is currently zoned U-H, Unclassified Holding and will require a rezoning to P-D, Planned Development.

LOCATION

The project will be located on the west side of Lower Sacramento Road, 1/2 mile north of Lodi Avenue and 1/4 mile south of Turner Road. The parcels are designated as San Joaquin County Assessor's parcels 029-030-34 and 029-030-35.

ENVIRONMENTAL IMPACTS

1. Loss of 88⁺ acres of prime agricultural soil. Parcel is Class I soil made up of Hanford Sandy Loam; well suited for a variety of agricultural uses. Development will mean loss of agricultural use of land.

Urbanization could affect adjacent agricultural parcels by restricting normal spraying and cultivation operations. Vandalism, trespassing and homeowner's complaints could increase.

2. Traffic will increase on Lower Sacramento Road, currently the only access to the property. The project will generate approximately 5,000 vehicle trips per day when fully developed.
3. Air pollution will increase slightly as a result of increased vehicular traffic. Increase will be less than 1% of San Joaquin County emissions.
4. Residential units adjacent to Lower Sacramento Road will be subject to noise levels that exceed recommended levels for residential units.
5. Approximately 467 additional school-aged children could be added to the already overcrowded L.U.S.D. Providing adequate classroom space could be a problem.

MITIGATING MEASURES

1. No real mitigation possible for loss of agricultural land. Entire Lodi area is prime agricultural land. Property is within the General Plan area for the City of Lodi and is designated for residential use.

2. Additional traffic can be mitigated by proper design and construction of the street system. Limited access to Lower Sacramento Road.
3. Noise levels in residential structures can be reduced by shielding the units with a sound wall along Lower Sacramento Road. Also design features can be built into the units (insulation, double-glazed windows, etc.) to reduce noise levels inside of the units.
4. Impaction of schools can be mitigated by the developer financially assisting the L.U.S.D. to provide additional classroom space. The developer has signed an agreement with the L.U.S.D. to pay an agreed upon amount to the school district.

C. ALTERNATIVE TO THE PROJECT

1. "No build" alternative. Eliminates all impacts by leaving the site in agricultural use.
2. Different mix of residential and/or commercial uses. Does not significantly improve or change the environmental impacts of the proposed project. Loss of agricultural land is not affected.

D. IRREVERSIBLE AND LONG-TERM IMPACTS

Loss of agricultural land is permanent and irreversible.

E. CUMULATIVE IMPACTS

1. Loss of agricultural land is cumulative. In the past years, several hundred acres of land have been developed with various residential, commercial and industrial projects. Because the City of Lodi is entirely surrounded by prime agricultural land, all future projects will utilize agricultural land.
2. There is a cumulative impact on the L.U.S.D. The L.U.S.D. includes much of northern San Joaquin County, including the City of Lodi and north Stockton. It is estimated that there is the potential for an additional 5,000 students in the project currently approved and in some stage of development. This includes Lodi, north Stockton and the unincorporated County areas. This would seriously affect the L.U.S.D.

The L.U.S.D. is working with developers in the north County area to assist the District financially to provide additional classroom space. Many, including the Kennedy Ranch developer, have signed agreements with the District.

Additionally, there is a Countywide Task Force working on permanent solutions to the school financing problem.

F. GROWTH-INDUCING IMPACT

The project will have a growth-inducing impact on that section of Lodi. The project will open up the area west of Lower Sacramento Road to development. Currently, that area has limited non-agricultural development, The project could cause adjacent properties to also develop.

Additionally, the installation of utilities west of Lower Sacramento Road could encourage development of the area. The lake/basin concept may be utilized by other property owners and developers.

KENNEDY RANCH

I. PROJECT

A. PROJECT DESCRIPTION

The applicant is proposing an 88[±] acre residential and commercial development located in the western section of Lodi. The project will contain 217 single family lots surrounding a 9.2[±] acre lake. The project also includes two cluster home parcels totaling 23.9[±] acres with a maximum of 358 units of housing, and a 3 acre commercial site.

The lake, in addition to serving as a recreational feature, will also serve as a temporary storage facility for storm drainage runoff. The lake will serve a storm drainage function until the city can construct a permanent basin facility to serve that area of Lodi.

The project will require a general plan amendment, a rezoning to Planned Development, and an approval of a specific development plan.

B. SITE LOCATION & DESCRIPTION

The 88[±] acre project site is located in the northwest section of Lodi. The property is bordered by Lower Sacramento Road on the east and the Woodbridge Irrigation District Canal (W.I.D.) on the west. Turner Road is $\frac{1}{4}$ mile north of the subject property and Lodi Avenue is $\frac{1}{2}$ mile to the south. The property is listed as San Joaquin County Assessor's parcels 029-030-34 and 029-030-35.

The project property is currently in agricultural production. Approximately $\frac{2}{3}$ of the property is planted in grape vineyards with the remaining $\frac{1}{3}$ planted in field crops.

The area surrounding the project site is primarily agricultural to the north, west and south. The area to the east, across Lower Sacramento Road, is developed with residential subdivisions. There are several non-agricultural non-residential operations in the general area of the project. At the southwest corner of Turner and Lower Sacramento Road is a large vacant office building that previously housed the RCA Global Communications transmitting operation. The complex is currently being leased by a computer firm. At the southwest corner of Lodi Avenue and Lower Sacramento Road is the Westgate Shopping Center, a 10 acre commercial shopping center. Finally, west of the project property, across the W.I.D. Canal, is Mainland Nursery, a large wholesale commercial nursery/greenhouse operation.

II. DESCRIPTION OF ENVIRONMENTAL SETTING

A. TOPOGRAPHY

The project site and the surrounding area are generally flat with an elevation of between 38-41 feet above mean sea level. The land has been agricultural production for many years and some land leveling was done sometime in the past to facilitate irrigation. The parcel contains no natural drainage channels or other topographic features.

B. HYDRAULICS

There are no natural surface water features on the project site. A man-made structure, the W.I.D. canal carries irrigation water along the west property line. The canal serves as a source of irrigation water for this and other agricultural properties. The Mokelumne River is located approximately a mile to the north. This property is not within the 100 year flood plain of the river.

Except for agricultural properties served by irrigation canals, the source of water in the Lodi area is from groundwater pumped to the surface. There are existing wells on the site which are currently being used for agricultural and domestic water supplies.

The proposed project includes a 9.2 acre recreational lake. The lake will also serve as a temporary storm drainage holding facility until the City can construct a permanent basin in the area. The source of water for the lake will be the existing agricultural well and water from the W.I.D. canal. The developer has an agreement with the W.I.D. to use district water during any period that the W.I.D. has surplus water available. The agricultural well will serve as a backup source of water for the lake.

The 9.2 acre lake will contain approximately 46-55 acre feet of water, based on an average depth of 5-6 feet. It is estimated that an additional 15-20 acre feet will be required to replace water loss to evaporation.

The City Water Department reports that the average daily water consumption per capita in Lodi is 270 gallons per day. This figure includes commercial and unmetered industrial uses as well as residential uses.

The following water consumption chart breaks down the various water uses by acre feet/acre year for different development zones.

Single family residence	3.1 acre feet/acre/year
Multiple family residence	2.4 acre feet/acre/year
Commercial residence	2.3 acre feet/acre/year
Office/Professional	1.4 acre feet/acre/year

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

Use	<u>No. of Acres</u>	<u>No. of Acre Ft./ Acre/Year</u>	<u>Total No. of Acre feet/Year</u>
Single-family	53.86	3.1	167.0
Multi-family	20.30	2.4	48.7
Commercial	3.0	2.3	6.9
			<u>222.6</u>

The combined residential and commercial acreages will use approximately 222.6 acre feet per year. Adding the 15-20 acre feet of water needed to replenish the lake annually, the total annual water use for the project will be approximately 238-243 acre feet.

Using figures provided by the San Joaquin County Farm Advisor for agricultural water use, we can make some water use comparisons. The average vineyard requires approximately 35 inches of water annually. Natural rainfall provides approximately 9 inches of the annual demand. The remaining 26 inches is supplied by irrigation. Converted to acre feet, each acre of vineyard will use approximately 2.2 acre feet of water per year in addition to rainfall.

The 88 acres of the project x 2.2 acre feet = approximately 194 acre feet of water required by the agricultural operation annually. This is close to the 238-243 acre feet required annually by the proposed development.

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 inch layer of light, grayish brown, soft friable sandy loam which has a distinct grayish cast when thoroughly dry. The material grades downward into a subsoil of slightly darker and richer brown soil.

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

The soil is also rated 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.

The 1978 edition of the Uniform Building Code designates Lodi as being in Seismic Zone 3, one that requires the strictest design factors for lateral forces.

The project will contain a man-made lake. The lake will be excavated and the soil used on-site. Soils studies done by J. H. Kleinfelder & Assoc., geologist and soils engineers for Kennedy Ranch, indicate the lake will

not create soil problems if constructed according to sound engineering practices. (J. H. Kleinfelder & Assoc. Soils Report for Kennedy Ranch, 1981). Available at Community Development Department, City of Lodi.

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.

E. BIOTIC CONDITIONS

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

F. ATMOSPHERIC CONDITIONS

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

Climatology also affects the air quality. High summer temperatures accelerate the formation of smog. This, combined with summer high pressures which create low wind speeds and summer temperature inversions 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
Total suspended particulate matter	75 ug/m ³ (AGM)	81 (highest AGM)
Sulfure-dioxide	365 ug/m ³ (24 hr avg) 80 ug/m ³ (annual avg)	no measurement

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

Single-Family Residential:

Based on 9 vehicle trip ends per unit, the 219 units will generate 1971 vehicle trips per day.

Attached Housing Units:

Based on 7 vehicle trip ends per unit, the 304 units will generate 2128 vehicle trips per day.

Neighborhood Commercial:

Based on 300 vehicle trips per acre, the 3 acre site will generate 900 vehicle trips.

Total vehicle trip generation will be 4,999 vehicle trips per weekday generated by the proposed development.

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

	*SO _x	*Particulate Matter	*Lead	*Hydro-Carbons	*CO	*NO _x
San Joaquin County	1.687	3.065	0.209	22.052	221.394	26.851
City of Lodi 9.9% of S.J.C.	.167	.303	.021	2.183	21.918	2.658
Kennedy Ranch 2 cars per house	.011	.020	.001	.143	1.439	.175
Kennedy Ranch 1½ cars/house	.008	.015	.001	.108	1.085	.132

*Figures in Tons/day

Kennedy Ranch would account for less than 1% of the total for San Joaquin County. This is a worst-case situation and the figure for Kennedy Ranch is probably higher than what will actually be generated. (See Appendix I for Sample Work Sheet).

G. NOISE

The primary source of noise in the area of the proposed project will be vehicular traffic on Lower Sacramento Road. Lower Sacramento Road serves as a major north-south collector street connecting the north San Joaquin County area with Lodi and Stockton.

City of Lodi noise contour maps based on 1995 traffic projections show the following:

- 70 decibels to 70' of the roadway
- 65 decibels to 170' of the roadway

Readings are based on Ldn noise criteria.

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

This data indicates that noise levels up to 70' of the roadway are unacceptable and noise levels up to 170' of the roadway are classified as conditionally acceptable:

As currently purposed, a portion of the parcel designated for cluster housing units will fall within the high noise area. The remaining frontage on Lower Sacramento Road is designated for commercial use.

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 until it can be pumped into the W.I.D. Canal or Lodi Lake at controlled rates. The City does not currently have a basin to serve the area of the Kennedy Ranch project.

In order to provide storm drainage for the project, the applicant is proposing to use the recreational lake as a temporary storm drainage basin. The lake on the subject property will pond the storm drainage from the project during periods of peak runoff. As the storm subsides, the runoff from the lake will be pumped into the City's storm drainage system and eventually pumped into the Mokelumne River at Lodi Lake.

In addition to the lake, the project will require the construction of major storm lines connecting the project lake to the City system. The point of connection would be at West Elm Street and Lower Sacramento Road where the City's line currently ends.

The lake will be designed to accommodate the project runoff from a 100 year storm. The design will permit a rise of 2-3 feet in the level of the lake during periods of heavy rainfall.

The lake only provides a temporary solution to the storm drainage. At some future date, a permanent storm drainage basin will be constructed south of the project site. When this is done, the project lake will then serve only a recreational purpose and the storm water from the project will then be stored in the City basin. The developer is providing a 0.9 acre parcel along the south property line to provide frontage for the basin site and to provide a location for a sewage lift station and well site.

B. SANITARY SEWER

The project will be served by the City of Lodi sanitary system. There is currently a 15" line located in Lower Sacramento Road which will service

the property.

C. DOMESTIC WATER

Domestic water will be provided by the City of Lodi. There are existing lines on Lower Sacramento Road which will be extended to serve the project. In addition, the City may request a well site on the project property to serve the area. The well will be built and maintained by the City as a part of the City's water system.

Water for the filling and recharge of the recreational lake will not come from the domestic water system. The developer has an agreement with the W.I.D. Canal to use canal water for this purpose during years that the W.I.D. has surplus water. This private contract may require State approval because of previous water right agreements. There is also a private irrigation well on the property that could be used for this purpose.

D. ELECTRICITY AND NATURAL GAS

Electricity will be provided by the City of Lodi and natural gas will be provided by P.G.&E. Both services can be adequately supplied to the project with normal line extensions.

IV. COMMUNITY SERVICES (also see Atmospheric section)

A. STREETS AND CIRCULATION

The street access to the proposed project will be from Lower Sacramento Road. Until properties to the north or south develop, this will be the only access to the property. The street system will be designed to interconnect with future project to the north and south. When these properties are developed, the north-south streets will connect with Elm Street and Turner Road, providing increased access to the property.

The specific plan for Lower Sacramento Road requires a total right-of-way width of 190 feet. This provides for a main thoroughfare having two travel lanes and one emergency parking lane in each direction and two frontage roads each having two travel lanes and one parking lane. The developer is requesting an amendment of the specific plan to eliminate the frontage road on the west side fronting this proposed development. The developer is proposing to limit driveway access to Lower Sacramento Road on the commercial parcel and recommending no direct access to Lower Sacramento Road from the cluster homes parcels.

The project will have two streets with 60' right-of-way, the east-west street coming off of Lower Sacramento Road, and the north-south street running between the cluster homes and the single-family lots. These will be the collector major traffic carriers in the project.

The remaining streets will be minor residential (50' right-of-way) and standard residential (55' right-of-way) and will carry neighborhood traffic.

B. POLICE AND FIRE PROTECTION

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 property will come from re-ordering of departmental enforcement priorities. 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 building and street layout permit adequate security surveillance by police patrol units.

The nearest fire station to the subject development is the main station at Elm and Church Streets. 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 defray the costs of construction of needed new school facilities, 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 of 1978. The ordinance provided for the City Building Department to collect a "fee" of \$200 per bedroom in new residential developments. Currently, lawsuits are pending regarding the legality of this type of levy. The monies collected under the Lodi ordinance are currently being impounded. The School District may or may not be able to use the impounded funds and may not be able to continue the levy pending the outcome of the litigation.

The developer has a recorded agreement with the LUSD to provide some type of payment to the school district. If Ordinance No. 1149 is declared unconstitutional, the developer has agreed to pay directly to the District a monetary amount equal to the fees established by No. 1149.

The agreement also contains an option for the dedication of a school site instead of the payment of fees. The choice would be at the discretion of the Lodi Unified School District. The option calls for a site not to exceed 8 acres located somewhere within the project. Presumably the site would be located in the area currently designated for cluster homes or commercial development.

It is somewhat problematical whether a school will actually be constructed within the project. The decision will depend on the financial position of the L.U.S.D. and future requirements of the student population. It may be determined that a more suitable location would be on the property to the south, adjacent to the future City storm drainage basin/park. This would provide a buffer between the school and surrounding residential uses and permit a joint use of park open-space areas.

The proposed project will contain approximately 575 residential units. The number of students is estimated as follows:

<u>Housing Type</u>	<u>No. of Units</u>	<u>Child Per Unit</u>	<u>Total</u>
Single Family homes	217	1.0	217
Cluster homes	358	0.7	250
TOTAL CHILDREN			<u>467</u>

The school district allocates children in new developments proportionately among their thirteen grade system.

It can be concluded that the proposed development does not, in itself, warrant construction of a school or schools; however, in combination with existing need and future development in the project area, the need for new schools is inevitable.

D. RECREATION

The proposed project provides a 9.2[±] acre private lake for use by the homeowners. The lake could be used for non-motorized boating and fishing. A one-half acre recreation area has been set aside adjacent to the east end of the lake. The Homeowner's Association will be responsible for the maintenance and regulation of the lake.

Additionally, there will be a permanent storm drainage basin/park immediately south of the project which will be constructed sometime in the future. When constructed this will provide a 20-30[±] acre park and open space area built in conjunction with the basin.

E. SOLID WASTE

Existing collection of residential solid waste within the City of Lodi is on a weekly basis by a franchise collector. At the present time waste is hauled directly to the Harney Lane Disposal site, a Class II-2 landfill, by the collector; however, future plans include a transfer station and expanded resource recovery facilities at the company's headquarters in the eastside industrial area. 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.

During the Fall season, City crews regularly pick up leaves, which are currently being taken to a City site approximately 2½ miles north of the subject area, where they are picked up by a private contractor for composting. Alternative disposal is direct haul to Harney Lane.

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 commercial area (compared to the area developing residentially) is considered insignificant in terms of its impact on the existing and future disposal and collection systems.

The number of units built in the project will be 575. 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.

$$575 \text{ units} \times 39 \text{ pounds/week} = 22,425 \text{ estimated pounds of solid waste per unit per week.}$$

V. SPECIAL DISTRICTS

The proposed project will affect one special district - the Woodbridge Irrigation, which has a canal along the west property line of the project. The W.I.D. will be affected in two ways.

First, the W.I.D. will be providing surplus canal water to fill and maintain the project lake. The developer has an agreement with the W.I.D. to utilize district water during years when the W.I.D. has a surplus of water after all their agricultural commitments have been met. The developer will be assessed some agreed-upon fee for the water. This agreement may require State approval because of existing water right agreements held by the Woodbridge Irrigation District.

Secondly, because the W.I.D. canal is an open ditch, the District is concerned with possible accidents involving their canal. They have requested that the developer be required to construct a 6' chainlink fence along the project boundary adjacent to the canal. The fence would serve as a barrier between the project and the canal. This could be done as part of the requirements of the project approval or as a condition of the subdivision map. This would have to be approved by the City of Lodi.

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, 1/2 mile to the north.

Although there are no recorded archeological surveys of the site, it is doubtful that there are any archeological sites on the property. Known Indian sites in the Lodi area are usually located along the banks of the Mokelumne River, a mile 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 main environmental impact of the proposed project will be the loss of the 88+ acres of prime agricultural land. The project parcel is made up of Hanford Sandy Loam which is rated as a Class I soil for agricultural production. It is a soil type particularly well suited for the production of grapes in the Lodi area.

If the proposed project is approved, the removal of the vineyards and the construction of structures will terminate 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 and herbicides may be restricted by State regulations, particularly next to residential areas. 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 proposed project will increase traffic on Lower Sacramento Road and possibly other streets in the area. Until properties to the north and south are developed, the sole access to the project will be from Lower Sacramento Road. The project is estimated to generate 5,000+ vehicle trips per weekday when fully developed. This would almost double existing traffic volumes on Lower Sacramento Road.

The increase in vehicular traffic will produce additional air pollution in the immediate area of the project. The project-generated pollution will have a localized affect on air quality, but will not significantly affect the overall air quality of San Joaquin County. Based on a worst-situation case, vehicular traffic generated by the development would increase overall air pollutants by 6/10 of 1%.

The project will be located adjacent to Lower Sacramento Road, a high noise traffic route. The project will have residential units that will fall within areas that exceed 60 decibels of noise. The 60 decibel level is generally considered the acceptable level for noise in a residential unit.

The project will generate an estimated 467 additional school-aged children. The addition of these students would adversely affect the LUSD and its ability to provide adequate classroom space. The LUSD has filed a Declaration of Impaction that states that the schools are at maximum capacity and that new students cannot be guaranteed classroom space.

B. MITIGATION MEASURES

If the Kennedy Ranch project is approved and constructed, the 88+ acres of prime agricultural land will be removed from further agricultural use. There is no practical way to mitigate this impact. The property has been within the general plan area for the City of Lodi for many years and has been designated for residential development.

The additional traffic generated by the project can be mitigated by careful design of the project circulation system. Limiting driveway access onto Lower Sacramento Road will reduce traffic hazards and congestion.

The residential parcels should have their street access off of interior streets and not on Lower Sacramento Road.

Additionally, the project street design will be required to provide for adequate future access to properties to the north and south. This will allow for north-south traffic movement and access to Elm Street and Turner Road.

The problem of high noise levels along Lower Sacramento Road and its impact on residential structures can be mitigated in two ways. First, construction of a sound wall along the roadway will partially shield the residential units and reduce the noise levels by approximately 10 dBA. Second, the design and placement of the residential units can further reduce the noise levels. Those structures immediately adjacent to the roadway will require special noise insulation that could include double glazed windows, extra wall insulation, caulking of all pipe and electrical wire holes cut in the walls, etc. Additionally, limiting the first row of houses to single story structures will make the same barrier more effective.

The impact of the additional students on the LUSD has been at least partially mitigated by the signing of an agreement between the developer and the school district. The agreement provides for the payment of an agreed upon amount of money for each residential unit to help pay for additional classroom space.

The fees would be paid directly to the LUSD if the City imposed "bedroom fee" is ruled unconstitutional by the courts. If the "bedroom fee" is ruled constitutional, the developer will pay the "bedroom fee" and will not be required to pay any additional monies. In either case, the LUSD will receive a payment from the development.

Additionally, there is a countywide task force working on the problem of school financing. This task force has begun to generate recommendations for both short- and long-term solutions to the problems faced by LUSD and other school districts in the county.

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.

The other alternative would be a different type of project. This could involve a different combination of land uses, i.e., more single family/less attached housing or more residential/no commercial, etc.

Ultimately, the second 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 for agricultural purposes.

E. CUMULATIVE IMPACTS

A project will have a cumulative impact on the loss of agricultural land. In the past year, a 90+ acre development, Lakeshore Village, was approved and is under development. Additionally, there were various residential, commercial and industrial projects that removed perhaps another 200+ acres of agricultural land in the past several years. It is expected that additional requests for development projects will be made in the current year and in the future.

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

The other significant cumulative impact is the impact on the LUSD. LUSD estimates place the number of new students generated by developments in Lodi and North Stockton at 5,000 students in the next few years. These students place a strain on the District's ability to provide classroom space, particularly in light of the fiscal problems facing schools.

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

F. GROWTH-INDUCING IMPACTS

The project will have a growth inducing impact. The project will be the first residential development on the west side of Lower Sacramento Road and north of Lodi Avenue. This area is currently all in agriculture except for an office complex at the northwest corner of Turner and Lower Sacramento Roads. This project will open this area to development and may affect adjacent agricultural parcels, making development of these parcels more likely.

The installation of various public utilities, particularly storm drainage, will encourage development of the area. If the concept of the private lake/storm drainage basin proves successful, it is likely that other developments in the area will consider the same approach. This would open the entire area up for development.

It must be noted, however, that the area is within the planning area of the City and has been designated for low density residential development for many years. The entire area east of the project property is completely developed.

G. ENERGY CONSERVATION

Structures in the project will be constructed to meet State of California Energy Standards. The standards include such things as window area, insulation, energy efficient appliances, etc.

A majority of the lots in the project have a north-south orientation. This orientation provides the best adaptability for both passive and active solar design. The developer could also offer various solar design packages as part of the construction of the homes.

If the commercial site is approved, the availability of a neighborhood shopping area will reduce vehicular trips. If the area provides some convenience services, residents in the project can walk or bike to do some of their shopping instead of traveling to more distant commercial areas.

PERSONS OR AGENCIES PROVIDING INFORMATION

Ronald Thomas - R. Thomas Development Co., Inc.

Lodi Unified School District

Woodbridge Irrigation District - Mabel Hall

Local Agency Formation Commission - Gerald Scott, Executive Director

Baumbach & Piazza, Civil Engineers, Lodi

East Bay Municipal Utility District

J. H. Kleinfelder & Assoc., Geotechnical Consultants
& Engineering Laboratory

State of California Water Quality Control Board, Sacramento

LIST OF RESOURCE PUBLICATIONS

Residential Growth Statistics - City of Lodi, 1981.

Planning Level Subsurface Investigation - Lodi-Tamba Development,
Moore & Taber - Consulting Engineers & Geologist, 1979.

Lakeshore Village Final EIR, City of Lodi, 1980.

City of Lodi General Plan - City of Lodi

San Joaquin County General Plan to 1995 - Noise Element.

Transportation & Engineers Handbook - Institute for Traffic
Engineers, 1976.

San Joaquin County General Plan - Conservation Element.

Procedure for Basis for Estimating On-Road Motor Vehicle Emissions -
State of California Air Resources Board, January 1981.

Soils Investigation Proposed 10-acre lake Kennedy Tract 1732. J. H.
Kleinfelder & Assoc., Geotechnical Consultants, 1981.

COMMENTS

WOODBIDGE IRRIGATION DISTRICT

OFFICE AT WOODBRIDGE, CALIFORNIA

DIRECTORS

FRANK GOLDMAN
President

S. C. WORTLEY
Vice-Pres.

JOE COSTAMAGNA
Director

MABLE HALL
Secretary of the Board

JAMES C. HANSON
Engineer



JONES, LANE, WEAVER
& WEBSTER
Attorneys

OFFICERS

MRS. MABLE HALL
Treasurer

MRS. MABLE HALL
Administrative Officer

THESEBANKS
Superintendent

18777 N. LOWER SACRAMENTO ROAD • TELEPHONE LODI (209) 369-8808

LODI, CALIFORNIA 95240

April 23, 1981

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

Attention: Mr. David Morimoto

In re: EIR-81-1
Project Title: Kennedy Ranch

Dear Mr. Morimoto:

We have received your Notice Of Preparation, which concerns the proposed development by applicant Ron Thomas of the 88-acre Kennedy Ranch. It is noted that the westerly line of the proposed subdivision borders Woodbridge Irrigation District's canal. This particular canal is the main canal carrying all of the water that is diverted throughout the area south of Turner Road. The canal proper is approximately 50-feet in width and carries water at a depth of more than 6-feet. (These are the dimensions of the stream of water).

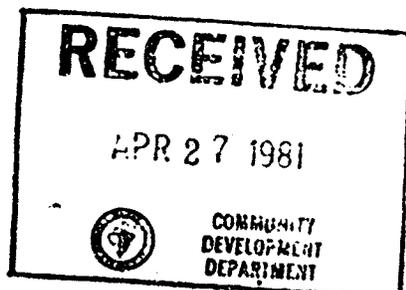
The placing of a high density subdivision immediately adjacent to the canal creates a highly undesirable situation. By means of this letter the Board of Directors of this District are expressing opposition to the formation of the subdivision as delineated on the tentative map.

In the event that the subdivision is, in fact, made, then we would respectfully request that your department insist, as a condition thereto, that an impenetrable barrier be provided by the subdivider along his property line separating the subdivision from the Woodbridge Irrigation District right of way. We would suggest that the minimum means of accomplishing this result would be by the use of a 6-foot cyclone fence set in concrete, and without gates or other openings leading to the canal.

Very truly yours,

WOODBIDGE IRRIGATION DISTRICT

Mable Hall
Mable Hall
Secretary of the Board



WOODBIDGE

RURAL FIRE PROTECTION DISTRICT
400 EAST AUGUSTA STREET
TELEPHONE (209) 369-1945

LEONARD N. ORTIZ
Fire Chief

HENRY J. WRIGHT
Assistant Chief

POST OFFICE BOX 186
WOODBIDGE, CALIF. 95258

April 27, 1981

City of Lodi
Mr. David Morimoto
221 West Pine Street
Lodi, California 95240

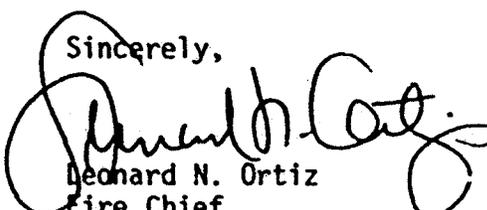
Dear Mr. Morimoto:

The proposed annexation of the Kennedy Ranch does not conform to the Lodi General Plan.

The Woodbridge Fire Department hates to see any loss of agricultural land to residential development. It is felt there are enough projects pending without the premature annexation of this agricultural land.

The loss of tax revenue to the County and this Fire District will be noted.

Sincerely,



Leonard N. Ortiz
Fire Chief

LNO:sb

cc: LAFCO
Files

Memorandum

To : Mr. James Burns
Projects Coordinator
The Resources Agency
Resources Building, 13th Floor
1416 - 9th Street
Sacramento, CA 95814

Date : JUNE 8 1984
In Reply Refer
to: 334:TMc
(916) 920-6319

From : STATE WATER RESOURCES CONTROL BOARD
DIVISION OF WATER RIGHTS

Subject: SCH 81061163, Draft Environmental Impact Report, City of Lodi, Proposed
Kennedy Ranch Development in San Joaquin County

Introduction

The project consists of the residential and commercial development of an 88-acre site in western Lodi. The project will contain 217 single-family lots, approximately 358 cluster homes and a 3-acre commercial site. The project will also contain a 30-37 acre-foot recreational lake with an approximate surface area of 9.2 acres. Project proponent intends to fill and maintain the lake's water level from an existing agricultural well and water from Woodbridge Irrigation District (WID).

Comments

1. (Page 2) "The developer has an agreement with the W.I.D. to use district water during any period that W.I.D has surplus water available."

W.I.D. has two water right permits 3890 and 6931 (Applications 5807 and 10240 respectively) which cover the place of use; however, the permits do not allow for recreational use of the water. If the project proponent intends to use water from WID to maintain the reservoir for recreational purpose, WID must petition the State Water Resources Control Board to add recreational use to their permits. The project proponent is advised to have WID contact the Division of Water Rights, 77 Cadillac Drive, Sacramento, CA 95925 concerning this matter.

2. (Page 7) "Domestic water will be provided by the City of Lodi." From where does the City of Lodi obtain its water and under what rights does the City procure the water.

Ming-shyong Yang

Ming-shyong Yang, Chief
Environmental Unit

cc: Woodbridge Irrigation District
6 Eldorado South, Suite 304
Stockton, CA 95202

CITY OF LODI

POLICE DEPARTMENT
230 WEST ELM STREET
LODI, CALIFORNIA 95240
(209) 368-0616



HENRY A. GLAVES
City Manager

MARC YATES
Chief of Police

July 10, 1981

To: David Morimoto - Assistant Planner
From: Joy A. Holm - Administrative Assistant
Subject: Police Review of Kennedy Ranch, Filley Ranch EIR's

The following comments are submitted for your consideration:

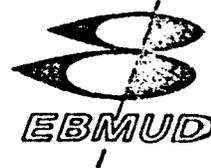
Both developments are proposing private recreational lakes for residential use. This type of recreational area is not only an attraction to outsiders who invade the area without permission, it is also a potential problem area by the misuse or disagreement of use by those living in the area. These problems are usually very time consuming and difficult to either control the offenders or satisfy the complaining parties. Outsiders can be discouraged by controlled access points however the problems created by those living in the area cannot be controlled by a design change. Both lakes should be limited to the use of non-motorized boats.

Over 7,500 vehicle trips will be generated by the combined projects. Traffic flow will be doubled on Lower Sacramento Road. The increase in traffic flow particularly at the Kennedy Ranch locations will require some type of traffic control device. Lower Sacramento Road is especially hazardous during the foggy weather.

The Woodbridge Irrigation Canal fronts both projects. We have experienced problems with the canal in other areas of the city. These include, but are not limited to, motorcycle traffic, discharging of firearms, thefts from yards, malicious mischief and burglaries. Due to the inaccessibility, it is difficult to patrol the area. Some thefts and burglaries could be discouraged by seven foot fences bordering the canal. All posts and railings should be on the inside yard fence.


Joy A. Holm
Admin. Assistant

JAH:jkm



EAST BAY MUNICIPAL UTILITY DISTRICT

LEGAL DEPARTMENT
CHUCK MULLER
General Counsel
PAULAE MALCOM
Assistant Secretary

FRANK E. HOWARD
Senior Attorney
ROBERT P. MADDOX
Senior Attorney
ROBERT C. HILWICK
Attorney
NANCIE D. MCGANN
Attorney

July 13, 1981

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

Attention: Mr. David Morimoto

Re: Comments on Draft EIR 81-1 and 81-2

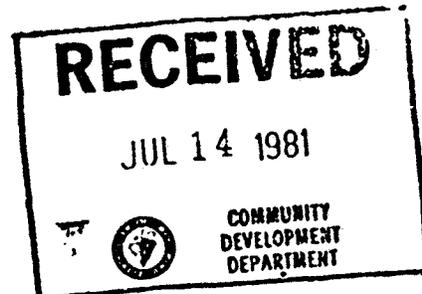
Gentlemen:

This District recently received copies of Draft EIRs 81-1 (Kennedy Ranch) and 81-2 (Filley Ranch), each of which concerns a proposed project that has a recreational lake which may be filled with water supplied by the Woodbridge Irrigation District. There is a potential question about this use of water under WID's water rights. We have discussed this matter with a representative of WID who will forward copies of the agreements between WID and the various developers to this District for review.

Thank you for the opportunity to comment on the two EIRs.

Very truly yours,

JBR:RBM:jem



BOARD OF DIRECTORS: JON O. REYNOLDS, President WALTER R. McLEAN, Vice President
HELEN BURKE JACK HILL KENNETH KOIFMAN KENNETH H. SIMMONS SANFORD M. SKAGGS

MEMORANDUM, City of Lodi, Public Works Department

TO: Community Development Director
FROM: Public Works Director
DATE: July 17, 1981
SUBJECT: Environmental Impact Report for Kennedy Ranch (EIR 81-1)

This office has reviewed the draft EIR for the Kennedy Ranch Development. Along with the minor notations made on the attached copy, we are recommending that the following comments also be considered:

1. STREET AND CIRCULATION

- ° On page 7, the second paragraph under Street and Circulation should be reworded as follows:

"The specific plan for Lower Sacramento Road requires a total right-of-way width of 190 feet. This provides for a main thoroughfare having two travel lanes and one emergency parking lane in each direction and two frontage roads each having two travel lanes and one parking lane. The developer is requesting an amendment of the specific plan to eliminate the frontage road on the west side fronting this proposed development. The developer is proposing to limit driveway access to Lower Sacramento Road on the commercial parcel and recommending no direct access to Lower Sacramento Road from the cluster homes parcels."
- ° The specific plan provides for no direct access to Lower Sacramento Road other than at major streets and access points approved on the specific plan. It is, therefore, recommended that no driveways be allowed onto Lower Sacramento Road.
- ° This proposed development will generate approximately 5,000 trips a day which will double the traffic on Lower Sacramento Road. This additional traffic will load Lower Sacramento Road to near its present capacity of 10,000 vehicles per day.
- ° The Lower Sacramento Road specific plan shows a continuous median in the thoroughfare with access onto Lower Sacramento Road at three specific points on the east side (Oxford Way, Elm Street, and Tejon Drive) and three specific points on the west side, one of which is Elm Street. Neither the specific plan nor the EIR addresses the opening in the future median for this proposed development. It is felt that the intent of the specific plan is similar to that on South Hutchins between Kettleman Lane and Harney Lane where median openings are kept to a minimum. Elm Street will have a median opening and will be the major access in this area between Turner Road and Lodi Avenue. The proposed access into this development is only 700 feet north of Elm Street and should not be given access through the median when it is constructed.

Community Development Director

July 17, 1981

Page 2

- The Lower Sacramento Road specific plan shows one access point on the west side as the Elm Street extension. On the west side between Elm Street and Turner Road, another access point is shown to be a minimum of 800 feet south of Tejon Drive and a minimum of 800 feet north of Elm Street. The proposed access to this subdivision off of Lower Sacramento Road is located only 700 feet north of Elm Street and does not conform to the specific plan. The other access point on the west side is shown to be 600± south of Oxford.
- The traffic volumes from this development and the future development of the parcel south of this development, will warrant a traffic signal at the intersection of Lower Sacramento Road and Elm Street. It is reasonable to collect from the developer, as a minimum, one-half the cost of the westerly leg of the future Elm Street signal or one-eighth of the total signal cost at the Elm Street intersection. One-eighth would also be collected with the development of the parcel to the south.
- It is not recommended that the specific plan be amended until it is determined that high density residential and commercial uses will be allowed on the west side of Lower Sacramento Road. The use will determine whether or not reverse frontage lots with fencing will be constructed or landscaped frontage without vehicular access. The visual impact to the existing residential area on the east side should be considered. If the frontage road is eliminated, does the City want our typical reverse frontage fenced corridor?
- It is recommended that Elm Street, west of Lower Sacramento Road, be constructed as the major access way into the Kennedy Ranch Development. This land should be acquired (by condemnation if necessary) and annexed to the City of Lodi. This right-of-way could be acquired by the City in conjunction with the purchase of the E Basin site. It is recommended that this Basin site be tied down with respect to exact location and the City immediately purchase or obtain an agreement to purchase this property. Construction of Elm Street as the entrance would eliminate the need for temporary storm and sanitary sewer lines and easement on the south line of the project. These lines could then be appropriately placed in Elm Street and would not have to be relocated or abandoned in the future. Constructing Elm Street as the entrance would sever a 2.1 acre parcel between the north side of Elm Street and the south property line of the proposed project. This small parcel would be unsuitable for farming and could be either developed by the landowner, sold to the developer of the proposed Kennedy Ranch Development, or held for future development.
- The City may want to participate in a portion of the construction of Elm Street and obtain reimbursement from the landowner to the south at such time as the southerly parcel develops.

- Under present policy, the City is responsible for the construction of the thoroughfare median, paving, and curb and gutter. Funds for this work (approximately 1/4 mile) are not budgeted in the 1981-82 fiscal year and are unlikely to be available in the near future due to the overall shortage of street funds. If the frontage road concept is eliminated, the developer's responsibility for construction of the Lower Sacramento Road frontage road would also be eliminated. The Planning Commission and Council should consider requiring the developer to pay for the maximum responsibility on a reverse frontage arterial street which would include fencing, curb, gutter, sidewalk, and 32 feet of paving. This would be similar to the requirement of the reverse frontage properties on South Ham Lane.

2. UTILITIES

Storm Drainage

- It is recommended that the E Drainage Basin location be tied down exactly and a purchase and/or lease back arrangement be made immediately with the property owner. As part of this purchase, it is recommended, as described under the above heading of Streets and Circulation, that the required right-of-way for the Elm Street extension also be acquired.
- The proposed development of the Kennedy Ranch Project is out of phase with respect to the City's overall Master Storm Drainage Plan. The developers are proposing an interim drainage solution by the construction of a recreational lake for storage and the required Master Plan storm drain lines. It is proposed that construction of Master Plan storm drain lines, normally a City responsibility, will be paid for by the developer and credited against their Master Storm Drain Acreage fees. Similar to the Grupe's Lakeshore Development, the City would not be spending any of their existing master drainage funds towards the new development.
- It should be pointed out, however, that this type of development is breaking down the original concept of funding the City's Master Storm Drain System. The original concept was that the City would develop master drainage (i.e., storm drainage basins, major drainage lines 30" and larger, pumping stations, etc.) for an area "A" and that the drainage fees collected from area "A" would be used for overall master drainage improvements and/or opening up a new area "B." The new area "B" would be determined by the City Council and would only be made available at such time as area "A" was near completion. What is happening now is that small portions of areas "C," "D" and "E" are being developed independently and the fees collected in these areas are being spent for the master drainage lines needed for their development. Therefore, there is little or no development, or fees collected, in area "A" and there are little or no fees from areas "C," "D," and "E" going into the Master Drain fund for overall master drainage improvements or

expanding and improving service to the easterly industrial area (i.e., upgrading Shady Acres pump station, expansion of existing C Drainage Basin, etc.).

Sanitary Sewer

- The 15" sanitary sewer in Lower Sacramento Road is not adequate to handle the total area it is intended to serve based on the proposed increased development densities and the City's existing design criteria.
- A sewer lift station will be required to serve the westerly two-thirds of this project. This lift station should be constructed large enough to also serve the westerly portions of the Towne parcel to the north and the Batch parcel to the south. This will require the establishment of a reimbursement area similar to the one developed as part of Industrial Light Subdivision for the northeast industrial sanitary sewer lift station. It is recommended that the required lift station be constructed by the developers of the Kennedy Ranch and they receive appropriate reimbursements as the parcels to the north and south develop.

Water

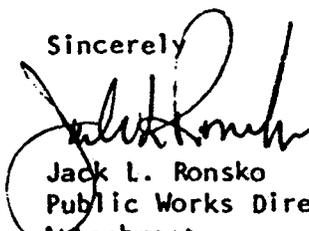
- It appears that a minimum of two water crossings of Lower Sacramento Road will have to be made in order to provide for adequate domestic use and fire flows. Engineering hydraulic calculations will have to be submitted with the proposed water system plan to insure adequate pressures. The water well which will be constructed in this area cannot be considered for five to six years due to overall City priorities and available funds.

3. MISCELLANEOUS

- Possible use of the 8.2 acre parcel by the Lodi Unified School District is not referred to in the E.I.R. (i.e., traffic, street circulation and access, safety, noise, proximity to City's ultimate drainage basin, etc.).
- A soils report should be prepared prior to the design and construction of the lake.

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

Sincerely


Jack L. Ronsko
Public Works Director

Attachment
cc: City Manager

Thomas Development Inc.
Baumbach & Piazza Civil Engineers

JLR/eeh



State of California

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

EDMUND G. BROWN JR.
GOVERNOR

July 24, 1981.

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

SUBJECT: SCH# 81061163 KENNEDY RANCH EIR 81-1

Dear Mr. Morimoto:

State agencies have commented on your draft environmental impact report (see attached). If you would like to discuss their concerns and recommendations, please contact the staff from the appropriate agencies.

When preparing the final EIR, you must include all comments and responses (CEQA Guidelines, Section 15146). The certified EIR must be considered in the decision-making process for the project. In addition, we urge you to respond directly to the agencies' comments by writing to them, including the State Clearinghouse number on all correspondence.

Section 15002(f) of the CEQA Guidelines requires that a governmental agency take certain actions if an EIR shows substantial adverse environmental impacts could result from a project. These actions include changing the project, imposing conditions on the project, adopting plans or ordinances to avoid the problem, selecting an alternative to the project, or disapproving the project. In the event that the project is approved without adequate mitigation of significant effects, the lead agency must make written findings for each significant effect (Section 15088). A statement of overriding considerations is necessary for each significant adverse impact which remains unmitigated (Section 15089).

If the project requires discretionary approval from any state agency, the Notice of Determination must be filed with the Secretary for Resources, as well as with the County Clerk.

Please contact Sonia Binnendyk at (916) 445-0613 if you have any questions.

Sincerely,


Stephen V. Williamson
State Clearinghouse

cc: Ken Fellows, DWR

