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530

**CITY COUNCIL MEETING
SEPTEMBER 19, 1984**

17254

**PLANNING
COMMISSION**

City Manager Glaves gave the following report of the Planning Commission meeting of September 10, 1984.

**ITEMS OF
INTEREST**

The Planning Commission -

1. Recommended that the Batch Final Environment Impact Report be certified as adequate environmental documentation. This report covers the 100 acre Batch parcel bounded by Lodi Park West Subdivision on the north; Lower Sacramento Road on the east; and the Woodbridge Irrigation District Canal on the south and west, and the 20 acre Mills property at the northeast corner of Lower Sacramento Road and West Lodi Avenue.
2. Recommended that the Batch parcel be rezoned to P-D (26), Planned Development District No. 26 with the single-family portion conforming to the City's R-2, Single-Family Residential District and the multiple family portions conforming to the City's R-GA, Garden Apartment Residential restrictions with a limitation of 15 units per acre.

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

3. Recommend that the Mills parcel be rezoned U-H, Unclassified Holding until a development plan can be approved by the Planning Commission and City Council

**VARIOUS ITEMS
SET FOR PUBLIC
HEARINGS**

On motion of Council Member Reid, Hinchman second, items 1, 2, and 3 heretofore set forth were set for public hearing on Wednesday, October 3, 1984 at 7:30 p.m.

MEMORANDUM, City of Lodi, Community Development Department

TO: CITY CLERK

FROM: COMMUNITY DEVELOPMENT DIRECTOR

DATE: SEPTEMBER 11, 1984

SUBJECT: PLANNING COMMISSION ACTIONS - September 10, 1984

FOR ACTION OF THE CITY COUNCIL

1. Recommended that the Batch Final Environmental Impact Report be certified as adequate environmental documentation. This report covers the 100 acre Batch parcel bounded by Lodi Park West Subdivision on the north; Lower Sacramento Road on the east; and the Woodbridge Irrigation District Canal on the south and west, and the 20 acre Mills property at the northeast corner of Lower Sacramento Road and West Lodi Avenue.
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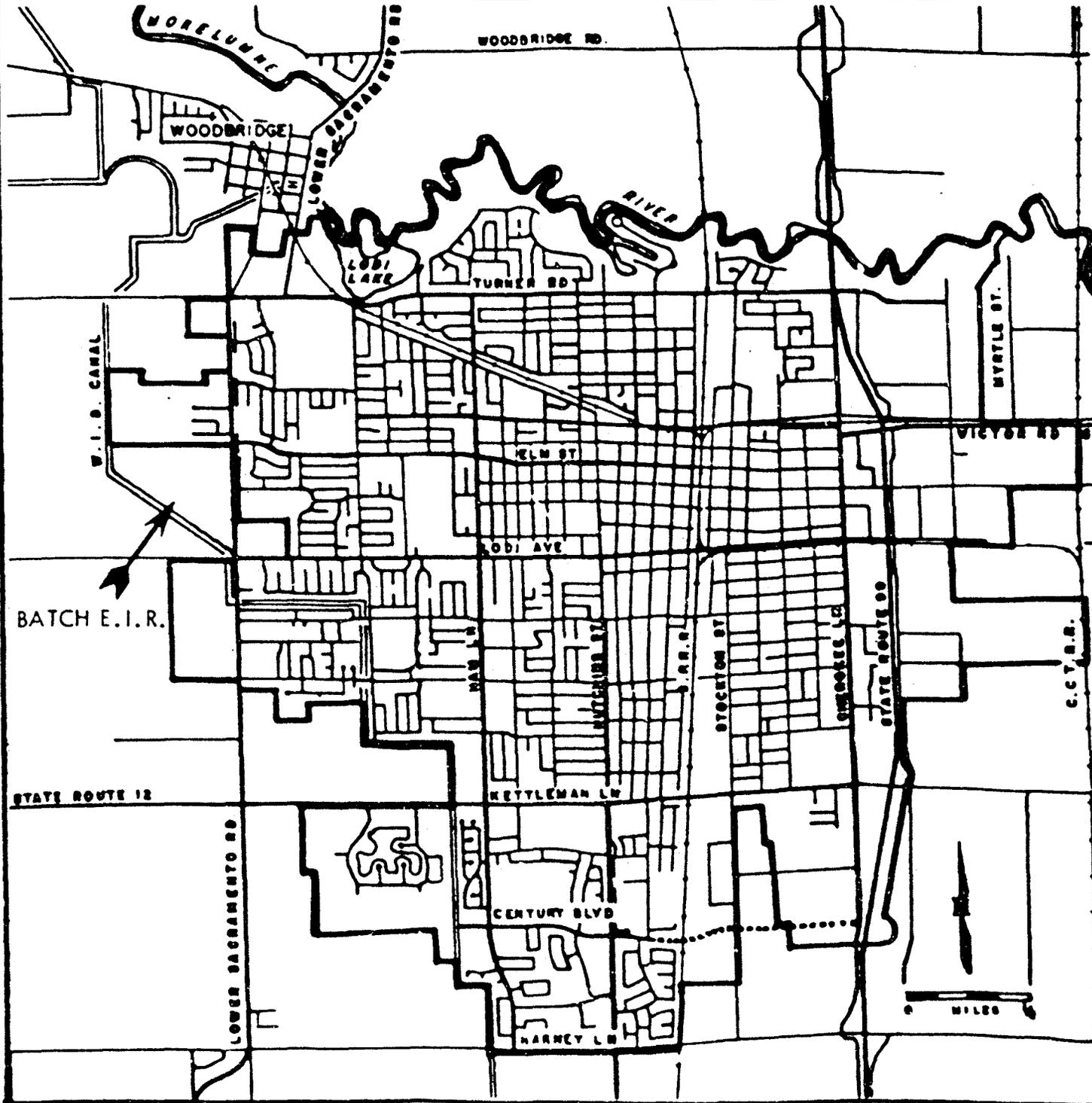
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3. Recommend that the Mills parcel be rezoned U-H, Unclassified Holding until a development plan can be approved by the Planning Commission and City Council

Attachments

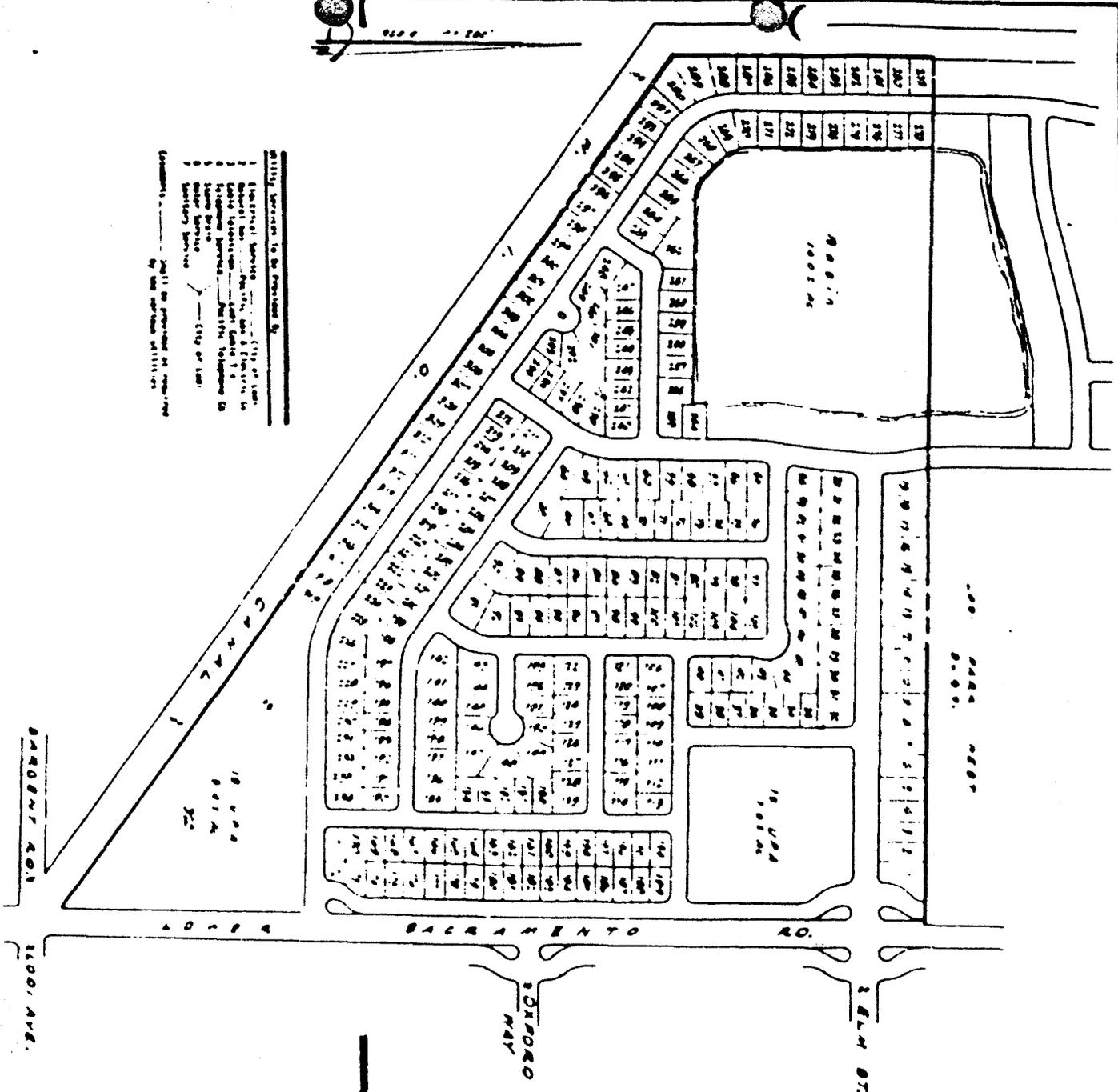
BATCH

E.I.R. 84-1

VICINITY MAP



- Billings Services to be provided by:
1. Electrical Service - City of Los Angeles
 2. Gas Service - City of Los Angeles
 3. Water Service - City of Los Angeles
 4. Sewer Service - City of Los Angeles
 5. Telephone Service - City of Los Angeles
 6. Cable Service - City of Los Angeles
 7. Fire Service - City of Los Angeles
 8. Police Service - City of Los Angeles
 9. Public Works - City of Los Angeles
 10. Other Services - City of Los Angeles
- Billings to be provided by separate bills by the various utilities.



Street (Lot) No.	Area	Area	Area
10,000 sq ft	10,000 sq ft	10,000 sq ft	10,000 sq ft
10,000 sq ft	10,000 sq ft	10,000 sq ft	10,000 sq ft
10,000 sq ft	10,000 sq ft	10,000 sq ft	10,000 sq ft
10,000 sq ft	10,000 sq ft	10,000 sq ft	10,000 sq ft

Filed as a tentative map _____ 1984

Revised Section - City of Los Angeles

Approved by the City of Los Angeles Planning Commission

File No. _____ 1984

California Planning Commission

Tentative map of Tract No. 10000

Subdivision of San Joaquin County

Being a portion of the unincorporated territory of the County of San Joaquin, California

City of Los Angeles, California

January 1984

Prepared by

BAUMBACH & PIAZZA

1227 S. Lamar Street, Los Angeles, CA 90015

Phone (213) 238-2700

PAID

FEB 6 1984

City of Los Angeles

BATCH

FINAL

84-1

ENVIRONMENTAL IMPACT REPORT

FINAL ENVIRONMENTAL IMPACT REPORT

for

B A T C H

EIR 84-1

APPLICANT

Robert Batch
c/o Paoletti
12373 N. Lower Sacramento Road
Lodi, CA 95240

AGENCY PREPARING EIR

City of Lodi
221 West Pine Street
Lodi, CA 95240

DESCRIPTION OF PROJECT

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

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

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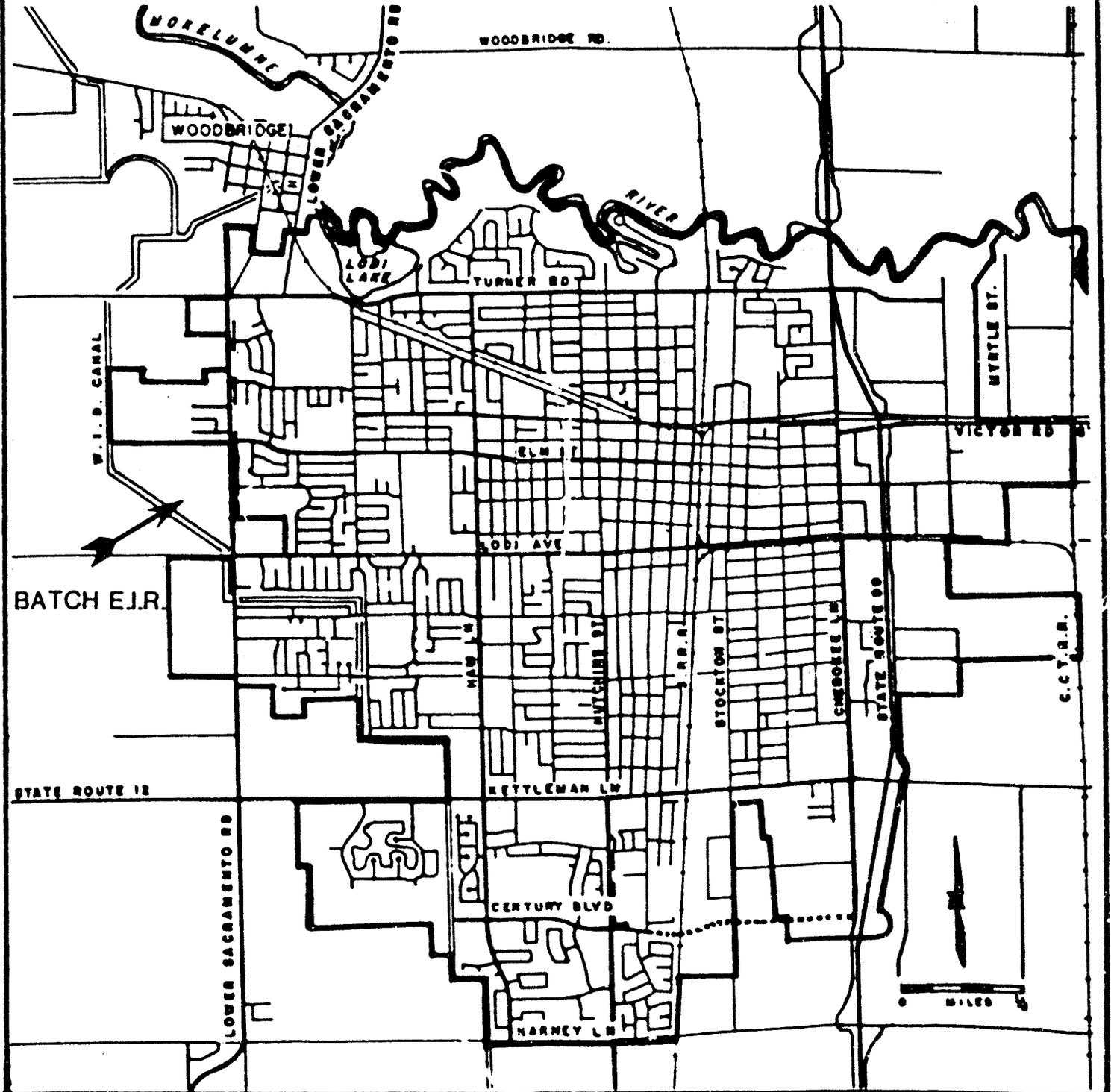
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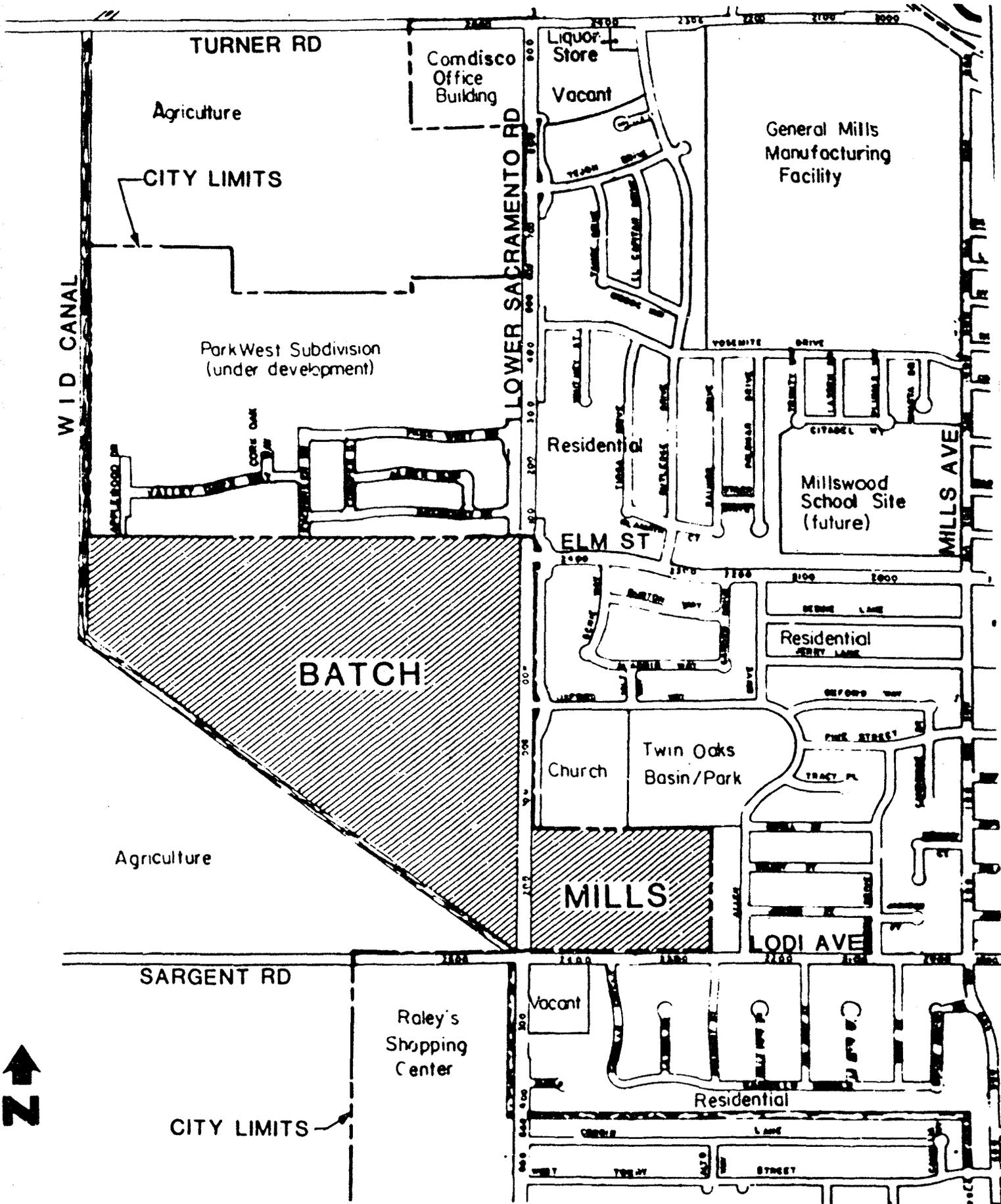
BATCH

E.I.R 84-1

VICINITY MAP



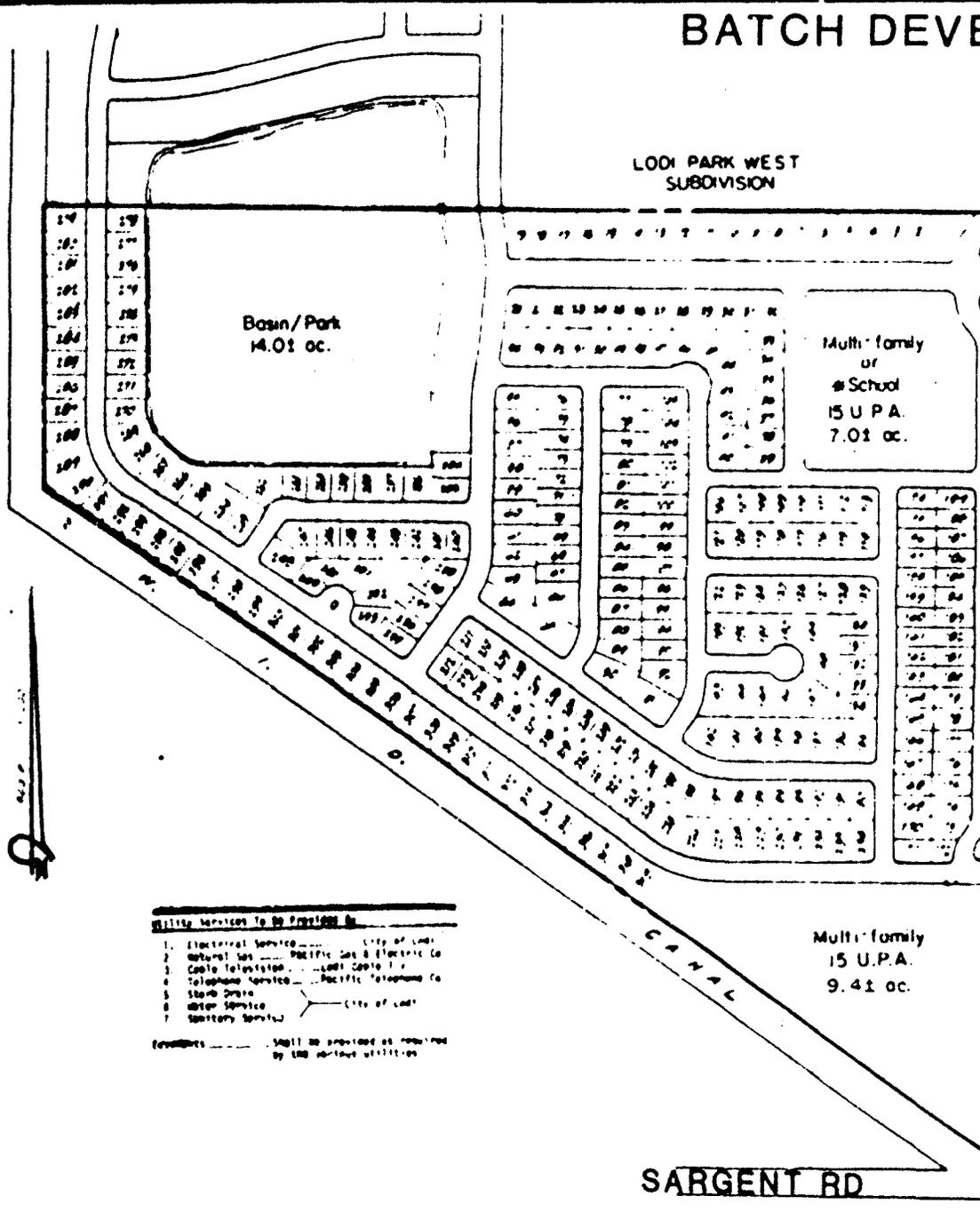
LAND USE MAP



BATCH DEVELOPMENT

	ACRES	UNITS	U.P.A.
SINGLE FAMILY	69.6	325	4.7
CLUSTER HOMES	16.4	246	15
BASIN PARK	14.0		
TOTAL	100.0	571	
NET DENSITY - 5.70 U.P.A.			

POSSIBLE SCHOOL SITE IN PLACE OF MULTI-FAMILY



Utility Services to be Provided by

1. Electrical Service - City of Lodi
2. Natural Gas - Pacific Gas & Electric Co
3. Cable Television - Lodi Cable Tv
4. Telephone Service - Pacific Telephone Co
5. Storm Drain - City of Lodi
6. Water Service - City of Lodi
7. Sanitary Service - City of Lodi

Conditions - Shall be provided as required by the various utilities

LOWER SACRAMENTO RD

SARGENT RD

LODI AVE

FILED AS A TENTATIVE MAP
 JANUARY 1984
 CARRIED BACK TO CITY OF LODI
 APPROVED BY THE CITY OF LODI PLANNING COMMISSION
 THIS DAY OF _____, 1984
 CHAIRMAN PLANNING COMMISSION

TENTATIVE MAP OF TRACT NO. 1004

SUBDIVISIONS OF SAN JUANITO COUNTY
 BEING A PORTION OF THE SOUTHWEST QUARTER OF
 SECTION 1, T. 19 S. R. 9 E., S. 40
 CITY OF LODI, SAN JUANITO COUNTY, CALIFORNIA
 JANUARY 1984 SCALE 1" = 200'

Prepared for
 Robert Bock
 1275 G. Lower Sacramento Rd
 Lodi, Ca 93278
 Prepared by
 Southbuck & Piazza

SOUTHBUCK & PIAZZA
 CIVIL ENGINEERS
 2225 G STREET, LODI, CALIF. 93278

DATE: _____
 PROJECT NO. _____
 SHEET NO. _____

SUMMARY

PROJECT DESCRIPTION

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

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

LOCATION

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

ENVIRONMENTAL IMPACTS

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

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

MITIGATION MEASURES

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

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

Impact on the LUSD - In order to mitigate the impact of additional students on the LUSD, the developer will be required to either pay a school impact fee or enter into a development agreement. The agreement could require a payment of fees or the dedication of a school site.

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

ALTERNATIVES TO THE PROJECT

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

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

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

ALTERNATE 3

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

This alternative would result in the following:

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

ALTERNATIVE 4

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

IRREVERSIBLE AND LONG-TERM IMPACT

the loss of agricultural land is permanent and irreversible once development occurs.

CUMULATIVE IMPACTS

- 1) Loss of agricultural land is cumulative. In the past years, several hundred acres of land have been developed with various residential, commercial and industrial projects. Because the City of Lodi is entirely surrounded by prime agricultural land, all future projects will utilize agricultural land.

- 2) There is a cumulative impact on the LUSD. The LUSD includes much of the northern San Joaquin County, including the City of Lodi and north Stockton. It is estimated that there is the potential for an additional several thousand students in projects currently approved and in some state of development. This includes Lodi, north Stockton and the unincorporated County areas. This would seriously affect the LUSD.

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

GROWTH-INDUCING IMPACT

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

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

I. SITE LOCATION

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

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

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

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

II. PROJECT DESCRIPTION

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

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

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

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

Overall Density = 5.70 UPA

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

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

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

III. GENERAL PLAN AND ZONING

The project properties are not within the City limits and have San Joaquin County general plan and zoning designations. The Batch property has a general plan designation of low density residential (6 u.p.a. maximum) and a zoning of GA-20, general agricultural, 20 acres minimum parcel size. The Batch property currently is under a Williamson Act contract. This contract will be cancelled if the annexation is approved.

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

DESCRIPTION OF ENVIRONMENTAL SETTING

A. TOPOGRAPHY

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

B. WATER RESOURCES

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

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

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

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

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

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

C. SOIL CONDITIONS

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

Agriculturally Hanford sandy loam is one of the best soils. It is used in the 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 for construction purposes. The bearing capacity of the soil is 2,000 lbs. per square foot. It does not have expansive qualities and will support most structural building loads.

D. GEOLOGY

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

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

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

E. BIOTIC CONDITIONS

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

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

F. ATMOSPHERIC CONDITIONS

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

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

Pollutant	Nat. Air Quality Standard	San Joaquin Air Quality
Ozone	0.12 pp. (1 hr.avg)	0.17 ppm
Carbon Monoxide	9.0 ppm (8 hr.avg)	14.4 ppm
Total suspended	75 ug/m ³ (24 hr.avg)	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 Transportation Engineers Trip General Manual.

Single-Family Residential

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

Attached Housing Units

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

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

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

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

G. NOISE

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

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

incorporated into the project design.

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

UTILITIES

A. STORM DRAINAGE

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

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

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

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

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

In order to provide better visual access to the basin/park primarily, for police patrols, additional frontage is needed on the west side of the basin/park. This will require several lots to be eliminated on the west side. These could be replaced by adding lots on the east side of the basin.

B. SANITARY SEWER

The proposed project will be served by the City of Lodi sanitary sewer system. There is an existing 15" line in Lower Sacramento Road that will adequately serve the subject property. The westerly 2/3 of the Batch property will gravity flow to a lift station to be located in the "E" basin. This lift station is being built as a part of the Park West development. The sewage will be lifted at this point and then gravity flow to Lower Sacramento Road.

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

C. DOMESTIC WATER

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

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

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

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

D. OTHER UTILITIES

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

VI. COMMUNITY SERVICES

A. TRAFFIC

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

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

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

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

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

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

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

It is estimated that approximately 5,700 v.t./day of traffic would be generated by the proposed projects. Of this traffic, it is estimated that perhaps 60% of the trips would be to and from Central Lodi, using Elm Street or Lodi Avenue. Another 25% would go south towards Kettleman Lane or Stockton and the remaining 15% would head north towards Turner Road or Woodbridge.

B. POLICE AND FIRE

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

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

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

C. SCHOOLS

The Lodi Unified School District (LUSD) serves the City of Lodi and most of northern San Joaquin County, including portions of North Stockton. The

District has a student population of 17,000 which is estimated to be growing by 4 to 7% per year.

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

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

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

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

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

D. SOLID WASTE

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

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

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

E. RECREATION

The Batch property will contain a basin/park that will provide open space and recreation area for surrounding residents. The basin/park will be turfed. When fully developed the park could contain restrooms, play and picnic equipment, and ball diamonds or playing fields. These facilities are not included in current development plans.

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

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

VII. HISTORIC AND ARCHEOLOGICAL SITE

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

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

The property has been extensively cultivated for many years. There is no record of any items of antiquity 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 will be called in to examine the findings.

VIII. ENVIRONMENTAL ASSESSMENTS

A. ENVIRONMENTAL IMPACTS

Development of the Batch and Mills property will result in the loss of 120± acres of prime agricultural land. The project properties are currently planted in grape vineyards and various row crops. The project soil is made up of Handford sandy loam, the predominate soil type in the

Lodi area. This type of soil is rated as Class I soil for agricultural production and can be planted with a wide variety of crops. Development will result in the removal of existing crop and the development of the site with urban land uses.

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

As for any restriction on the use of pesticides, herbicides or other chemicals, these products are controlled by State and Federal regulations. All restricted chemicals, those with the potential to cause health or environmental problems, require a San Joaquin County Agricultural Department permit for use. The Agricultural Department determines the suitability of the chemical based on the location of the field, the types of crops in and around the field and the land uses in the area.

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

They also stated that in situations where a particular chemical or application method was felt to be unsuitable, there was usually an

acceptable alternative. The presence of homes would not automatically mean that a farmer could not use chemicals. It would only mean that he would have to take particular care in its application, and, in certain cases, might have to use an alternate chemical or method of application.

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

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

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

The additional traffic will result in some degradation in traffic flows in the immediate area of the project properties. Service levels will remain at an acceptable level although drivers will notice some additional traffic congestion and perhaps some reduction in travel speed. The primary source of congestion will be the intersections particularly Lower Sacramento Road and Elm Street, and Lower Sacramento Road and Lodi Avenue.

The Elm Street intersection will change from a T-intersection with a stop sign on Elm Street to a four-way intersection. Stop signs may be required on Lower Sacramento Road. The Lodi Avenue and Lower Sacramento Road intersection will remain largely the same except for some street widening.

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

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

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

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

B. MITIGATION MEASURES

If the Batch & Mills property are annexed and developed the 120± acres of prime agricultural land will be removed from further agricultural use. There is no practical way to mitigate the loss of this land. Once cleared and developed with streets and houses, it is unlikely that the land will ever return to agricultural use. The land has, however, been zoned residential and also been designated for residential use for many years by the Lodi General Plan.

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

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

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

Based on information provided by the San Joaquin County Agricultural Commissioner's Office, the buffering should be adequate to allow the continued economical agricultural use of the adjacent properties. This will require that the farmer use a reasonable amount of care in his

farming operations and conform to all State and Federal regulations. If problems did arise, the City would do whatever possible to resolve any problems.

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

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

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

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

In order to mitigate the impact of the additional students on the LUSD, the developer will be required to make a monetary payment to the LUSD. The payment could be in the form of the school impaction fee which is \$200 a bedroom paid at the time of building permit issuance. The other method would be for the developer to enter into a direct development agreement

with the LUSD to either make payment of development fees or dedicate a school site. The LUSD would make the determination on whether it wanted the money or the land. Both the impaction fees and the development agreement are considered to constitute mitigation for the school impact problem.

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

- Minimize number and size of windows facing Lower Sacramento Road or Lodi Avenue.
- Shield sliding glass doors facing noise sources with solid balcony wall.
- Avoid placing bedrooms facing Lodi Avenue or Lower Sacramento Road.
- Locate parking structures, recreational building or other none habitable buildings to block noise transmission from adjacent streets.
- A special noise analysis may be required if the LUSD chooses to build a school within the project. At the time of construction, the LUSD will be required to comply with State Noise Standards for school construction.

ALTERNATIVES TO THE PROJECT

Alternative 1

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

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

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

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

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

Alternative 2

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

The impacts of this alternative are as follows:

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

Alternative 3

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

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

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

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

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

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

Alternative 4

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

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

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

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

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

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

D. CUMULATIVE IMPACTS

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

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

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

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

E. GROWTH-INDUCING IMPACT

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

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

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

F. ENERGY CONSERVATION

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

COMMENTS

OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814

September 4, 1984

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

Subject: SCH# 34071706, Batch Annexation & General Plan Amendment

Dear Mr. Morimoto:

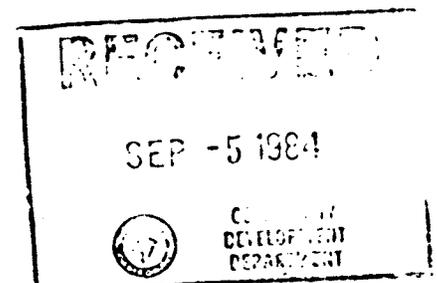
The State Clearinghouse submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is closed and the comments of the individual agency(ies) is(are) attached. If you would like to discuss their concerns and recommendations, please contact the staff from the appropriate agency(ies).

When preparing the final EIR, you must include all comments and responses (CEQA Guidelines, Section 15132). The certified EIR must be considered in the decision-making process for the project. In addition, we urge you to respond directly to the commenting agency(ies) by writing to them, including the State Clearinghouse number on all correspondence.

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 and it must support its actions with a written statement of overriding considerations for each unmitigated significant effect (CEQA Guidelines Section 15091 and 15093).

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 Price Walker at (916) 445-0613 if you have any questions about the environmental review process.

Sincerely,

John B. Ohanian
Chief Deputy Directorcc: Resources Agency
attachment

9/3

Memorandum

To : Terry Roberts
STATE CLEARINGHOUSE
1400 Tenth Street, Room 121

Date : August 23, 1984

Subject: Batch Annexation
and General Plan
Amendment -
SCH #84071706

From : ENVIRONMENTAL HEALTH DIVISION
714 P Street, Room 430
322-2308

RECEIVED
AUG 23 1984
State Clearinghouse

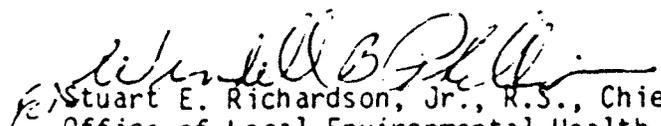
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State Clearinghouse

The Department has reviewed the subject environmental document and offers the following comments.

On-site noise levels from traffic on Lower Sacramento Road range between $L_{dn} = 65$ and 70. These levels are much higher than those considered acceptable ($L_{dn} = 60$) in the City's Noise Element and by the Department for schools and residential developments. In addition, there is an indication (pages 11 and 18) that Lower Sacramento Road will be widened to provide four lanes of traffic, which may bring the noise sources closer to the residential portions of the project and to the proposed school site at Lower Sacramento Road and Elm Street.

It is recommended, therefore, that the proposed acoustical analysis (page v.) should be directed toward reducing outdoor noise levels to $L_{dn} = 60$ or less for both the residential and school sites, rather than the "minor" modifications of the building facades recommended on page 22. Modifications of the second floor facades may be required in addition, but the above recommendation, if complied with, should assure that residents and school children are provided acceptable outdoor living and play areas.

If you have any questions or need further information concerning these comments, please contact Dr. Jerome Lukas of the Noise Control Program, Office of Local Environmental Health Programs, at 2151 Berkeley Way, Room No. 613, Berkeley, CA 94704, 415/540-2665.


Stuart E. Richardson, Jr., R.S., Chief
Office of Local Environmental Health Programs

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

May 23, 1984

Mr. David Morimoto
221 W. Pine Street
Lodi, California 95240

Dear Mr. Morimoto:

As always we hate to see agricultural land developed. However, with the city limits on the north and east sides of the proposed development, continued agricultural operations would be greatly hampered and cause a hardship on both Mr. Batch and surrounding property.

The loss of any tax base will be felt by the fire district.

It is felt for organized growth, the 20 acre parcel should be developed before the 100 acre. Since over 650 units are to be developed in the area, a reassessment of station locations is necessary to assure reponse time will maintain a Class 3 rating for Lodi.

As stated in previous comments, we feel the sphere of influence must prevail. However, we are opposed to the loss of such good soils to development.

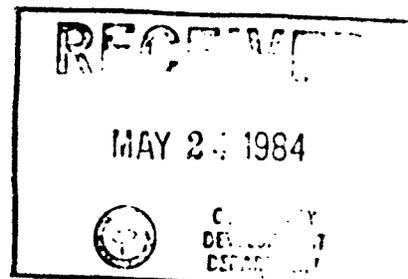
Sincerely,


Henry J. Wright
Assistant Fire Chief

HJW:sb

Enclosure.

cc: Files





**SAN JOAQUIN COUNTY
DEPARTMENT OF PLANNING AND BUILDING INSPECTION**

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

CHET DAVISSON
Director
JERRY HERZICK
Deputy Director
LOU THANAS
Deputy Director

July 26, 1984

City of Lodi
221 West Pine Street
Lodi, CA 95240

Re: EIR 84-1 (BATCH)

Gentlemen:

We have reviewed the above referenced Draft EIR and have no comments.

Thank you for referring this matter to our office.

Very truly yours,

HARRY E. RIDDLE
Senior Planner

HER:bnc

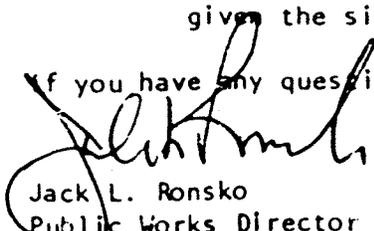
MEMORANDUM, City of Lodi, Public Works Department

TO: Community Development Director
FROM: Public Works Director
DATE: July 30, 1984
SUBJECT: Batch EIR 84-1

This office has reviewed the Draft Batch EIR. We are recommending that the following comments be included or considered in the final EIR:

- iii. Additional basin frontage is needed on the west side of the proposed drainage basin. This will improve the police surveillance of this park site. This could be done by eliminating lots 267 - 271 or 274 - 278. It should be pointed out that two or three additional lots could be added to the east side.
- iv, Section 2, It is felt that this impact will be minimal due to the isolation of this parcel by the WID canal.
- v. Under Section 2 of Mitigation Measures, a solid fence is being recommended. A solid fence normally denotes masonry wall. It is felt that the typical wood fence would be an adequate barrier.
9. Under Storm Drainage, the basin-park is designed to serve the "E" area, not the "H" area.
10. The master drain line to serve the Mills property will be in Lower Sacramento Road. It will not be placed in Lodi Avenue.
10. Under Sanitary Sewer, the westerly 2/3 of the Batch property will gravity flow to a lift station to be located in the "E" basin. This lift station is being built under the Park West development. The sewage will be lifted at this point and then gravity flow to Lower Sacramento Road.
10. Under C - Domestic Water, it is recommended under the second paragraph that the third sentence be eliminated. Presently the City is not planning to put the well site on the Park West property and if it is placed at the basin it will more than likely be in the southeast corner of the basin within the Batch development.
15. Under Recreation, there are presently no plans for restrooms, fields, etc. at this basin-park
17. Again it is felt that the farming problems are overemphasized given the site location and the WID buffer area.

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


Jack L. Ronsko
Public Works Director



EAST BAY MUNICIPAL UTILITY DISTRICT

1000 ADAMS STREET, PO. BOX 1158, Lodi, CA 94601 (415) 835-3000

August 23, 1984

City of Lodi
221 West Pine Street
Lodi, CA 95240

RE: Your EIR 84-1 Batch

Gentlemen:

Thank you for the opportunity to review the EIR for the proposed Batch Subdivision. The Utility District has no specific comments on this project.

Please continue to notify the Utility District of pending environmental documentation on subdivision proposals within your jurisdiction.

Sincerely,

J. V. Fashing
Chairman, Environmental Committee

JVF:WDG:mw

RECEIVED
SEP -4 1984
C
C
C



BOARD OF DIRECTORS: SANFORD M. SKAGGS, President; KENNETH KOFMAN, Vice President
HELEN FORNE, LACKMILL, WALTER H. MULLAN, KENNETH H. SIMMONS, MARY C. WARREN



Lodi Unified School District

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

September 5, 1984

David Morimoto
Assistant Planner
Lodi City Hall
221 West Pine Street
Lodi, California 95240

Re: Batch EIR 84-1

Dear David.

Thank you for referring the aforementioned EIR to Lodi Unified.

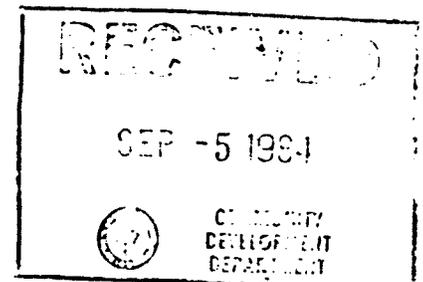
As noted in earlier correspondence and discussed in the EIR, Lodi Unified is interested in the location of an elementary school in the subject area. At this time, we have two general comments relative to the school site.

First, a site near Lower Sacramento Road is acceptable, however, it is most desirable that the site front on no more than two streets.

Second, a time line for construction is not available at this time and there is a possibility that funding may not materialize for a long time. The District must also consider attendance figures at the City's existing schools. The possibility of using the site for something other than a school should be considered in the subject design.

The EIR accurately describes the present Development Fee System and the agreement options available to the Developer. Lodi Unified has discussed an in-lieu Development Fee Agreement with the owner's representatives. It is anticipated that discussions will continue to a mutually agreeable conclusion.

As discussed, new residences will yield additional students, however, there is some space available in certain existing City schools. An overcrowding of existing schools will result in eligibility for construction of a new school (or schools) which will serve the development.

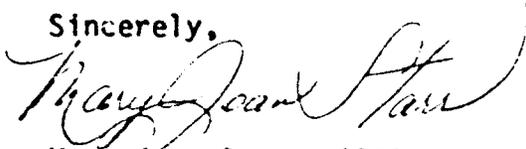


Page 2

Re: Batch EIR 84-1

If we may provide additional information, please do not hesitate to call me.

Sincerely,

A handwritten signature in cursive script that reads "Mary Joan Starr". The signature is written in dark ink and is positioned above the typed name.

Mary Joan Starr, AICP
Facility Planner

cc: Baumbach & Piazza
Ben Schaffer
Robert Batch

MJS:ms

PERSONS CONSULTED AND REFERENCES

AGENCY PREPARING REPORT

City of Lodi Community Development Department
Planner-in-Charge - David Morimoto
Production & Word Processing - Barbara Baber
Graphics - Cindy Lauchland

AGENCIES CONSULTED

LUSD - Mamie Starr, Facilities Planner
Woodbridge Irrigation District - Mabel Hall, Secretary to the Board
Woodbridge Rural Fire District - Henry Wright, Assistant Fire Chief
San Joaquin County Planning Department
San Joaquin County LAFCo - Jerry Scott, Executive Director
Baumbach & Piazza, Civil Engineers

OTHERS CONSULTED

City of Lodi Public Works Department -
Glen Robison, Assistant City Engineer,
Wes Fujitani, Assistant Civil Engineer,
Rich Prima, Supervising Engineer,
Marvin Davis, Traffic Specialist
City of Lodi Police Department
City of Lodi Fire Department
Robert Batch, property owner

REFERENCES

Woodlake North Final EIR - EIP Corp. for City of Lodi
Johnson-Tandy Final EIR - City of Lodi
Institute of Transportation Engineers, Trip Generation
City of Lodi Noise Element.

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

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

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

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

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

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

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

**THE FOLLOWING IS AN ANALYSIS OF
THE PROPOSED INITIATIVE ORDINANCE**

If the proposed initiative is enacted:

(1) The Land Use Element of the City General Plan as adopted October 5, 1955, 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.

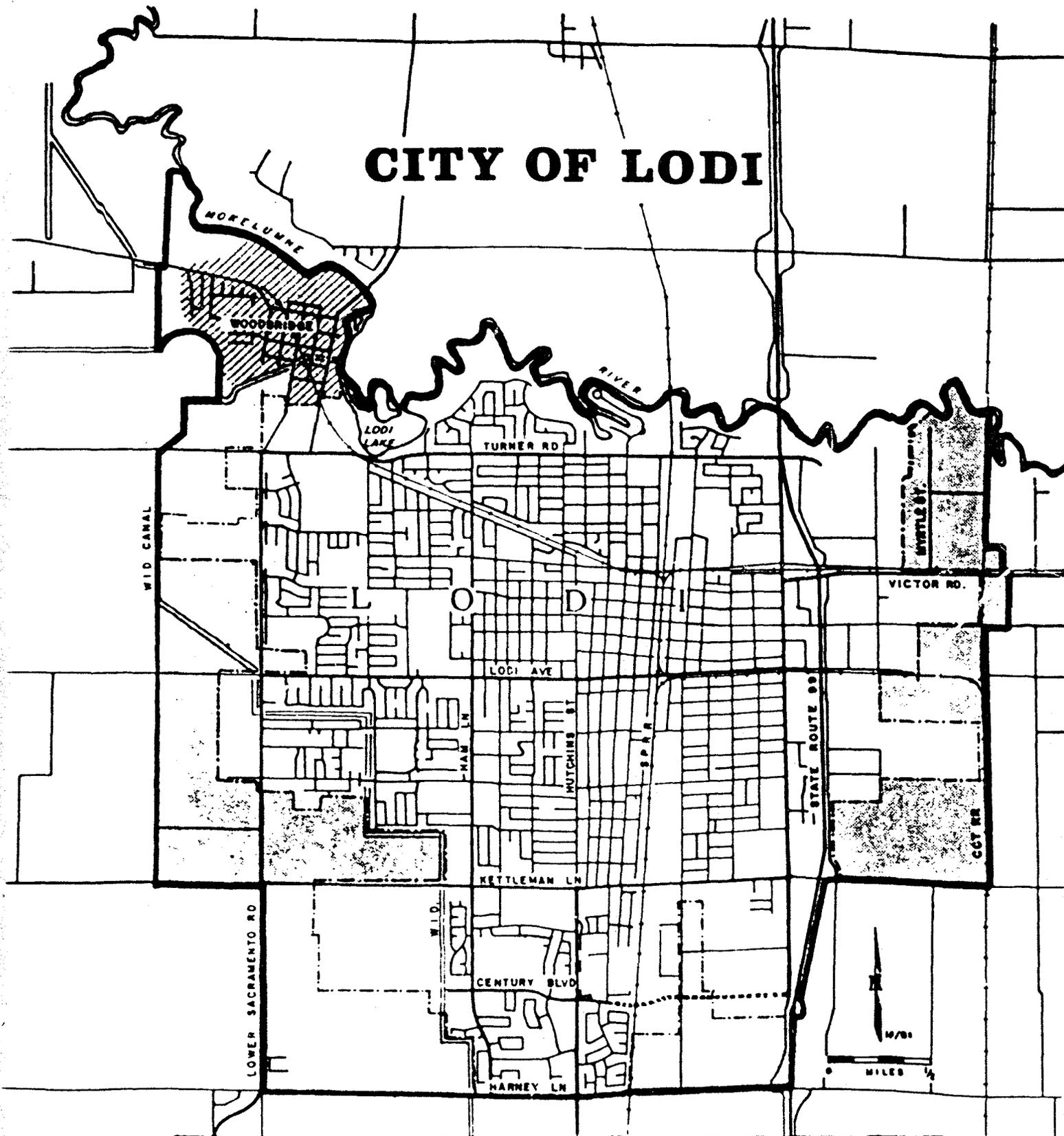
Respectfully submitted,

RONALD M. STEIN
CITY ATTORNEY

A-1

Appendix A

CITY OF LODI



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

city clerk

**TANDY-JOHNSON
RANCH**

FINAL

83-3

ENVIRONMENTAL IMPACT REPORT

FINAL ENVIRONMENTAL IMPACT REPORT

FOR

TANDY-JOHNSON RANCH SUBDIVISION

EIR 83-3

APPLICANT

Ronald B. Thomas
P. O. Box B-28
Lodi, California 95241

DEVELOPER

Johnson Ranch, a partnership
Tandy Ranch, a partnership
c/o Ronald B. Thomas
P. O. Box B-28
Lodi, California 95241

AGENCY PREPARING EIR

City of Lodi
221 West Pine Street
Lodi, California 95240

DESCRIPTION OF ACTION

The project is a 48± acre residential and commercial planned development. There will be 161 single-family lots, 88 condominium units and 6 acres of commercial.

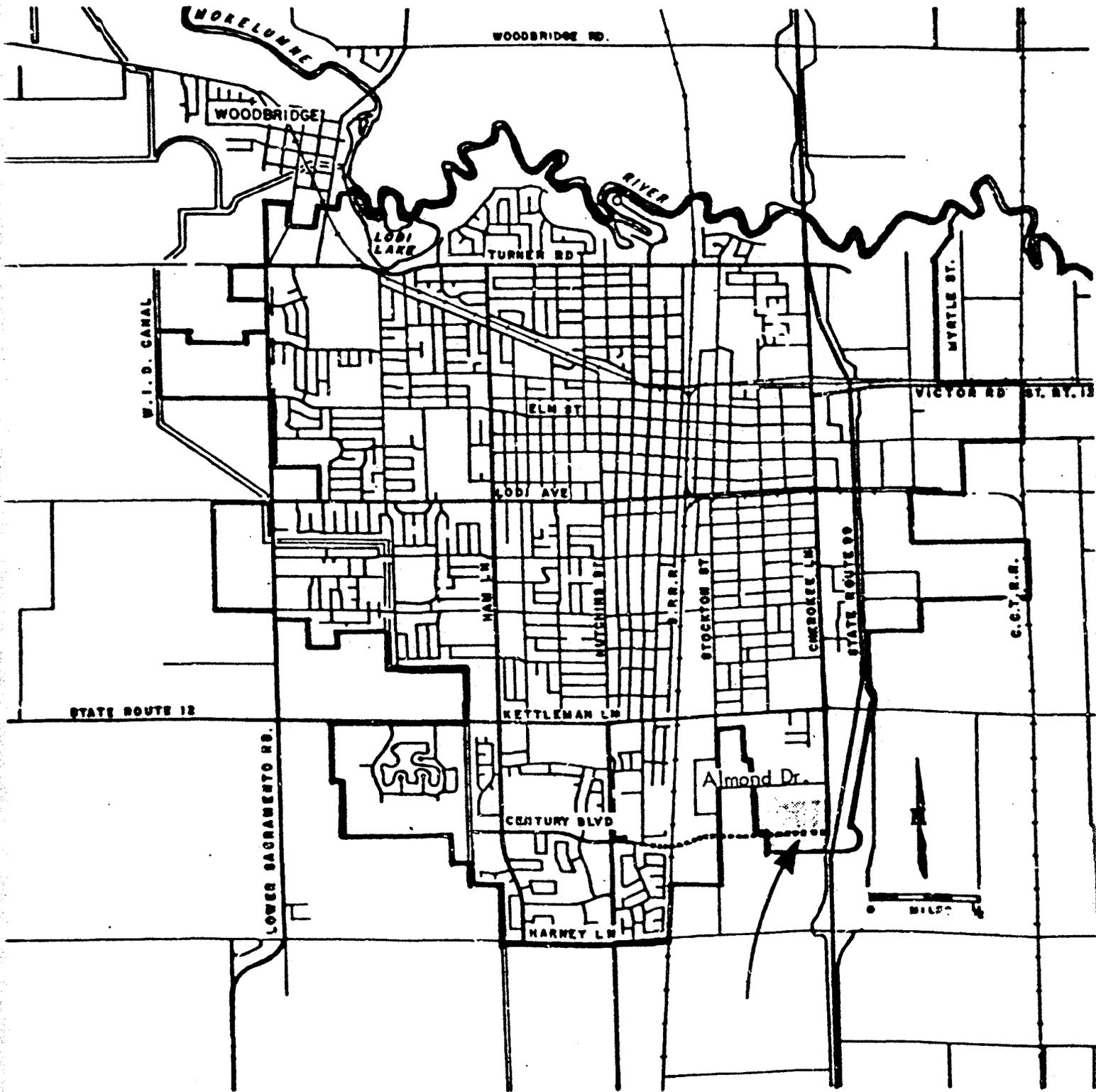
The subject site is currently designated low-density residential in the Lodi General Plan and has a zoning of U-H, Unclassified-Holding. The project will require a rezoning to P-D, Planned Development, a General Plan change, and approval of a specific development plan.

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TANDY-JOHNSON RANCH

Vicinity Map



FILED as a Tentative Map _____ 1982.

APPROVED by the City of Lodi Planning Commission
this _____ day of _____ 1982.

Planning Director - City of Lodi

Chairman - Planning Commission

A L M O N D

D R I V E

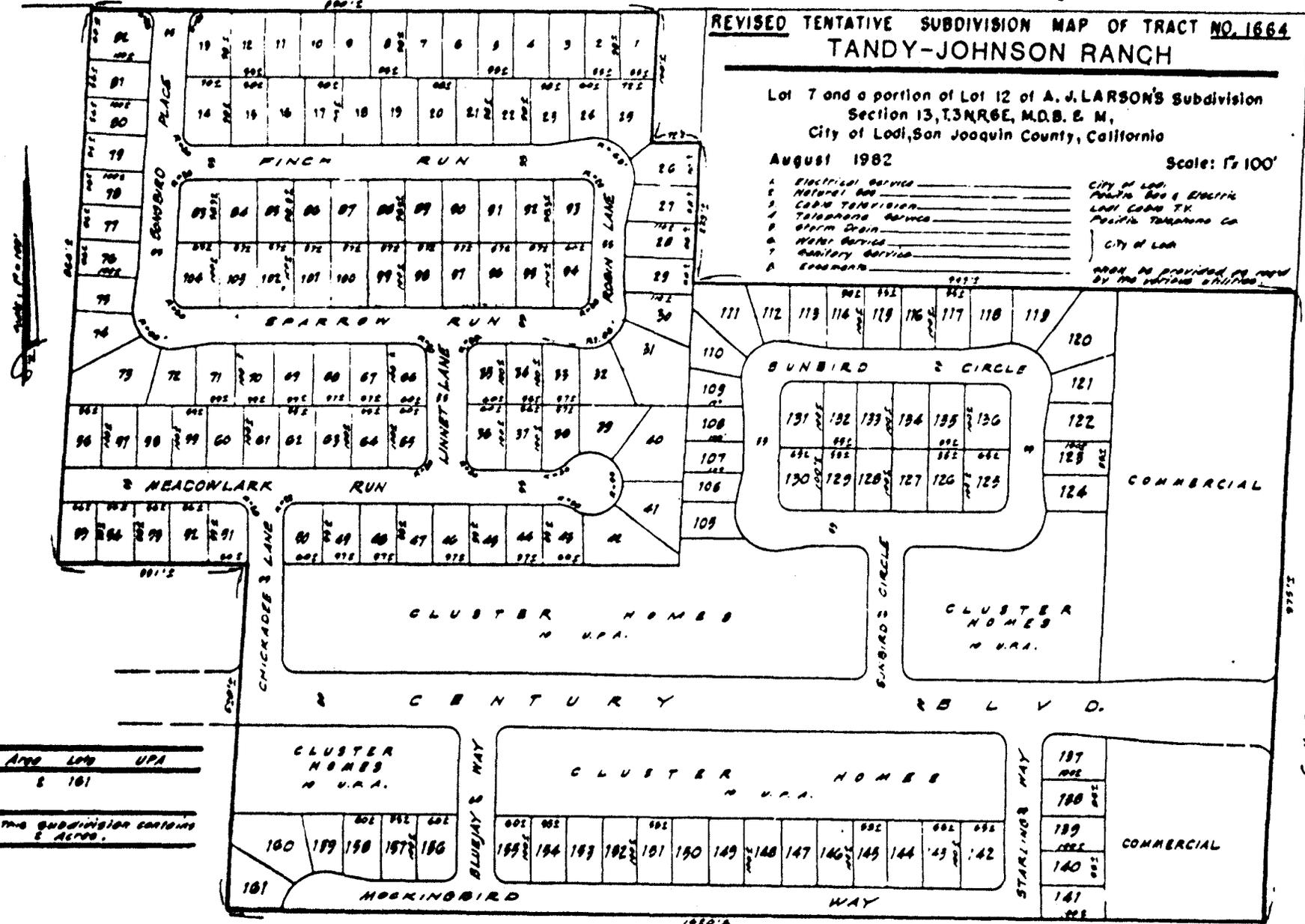
REVISED TENTATIVE SUBDIVISION MAP OF TRACT NO. 1664 TANDY-JOHNSON RANCH

Lot 7 and a portion of Lot 12 of A. J. LARSON'S Subdivision
Section 13, T. 3 N. R. 6 E. M. 4 N.
City of Lodi, San Joaquin County, California

August 1982

Scale: 1" = 100'

- | | | |
|---|--------------------|------------------------|
| 1 | Electrical Service | CITY OF LODI |
| 2 | Natural Gas | PACIFIC GAS & ELECTRIC |
| 3 | Cable Television | LODI CABLE TV |
| 4 | Telephone Service | PACIFIC TELEPHONE CO |
| 5 | Storm Drain | |
| 6 | Water Service | CITY OF LODI |
| 7 | Sanitary Service | |
| 8 | Landmarks | |
- NOT TO BE PROVIDED OR MADE BY THE SURVING ENGINEER



Area Lodi UPA
S 161

This subdivision conforms
to Act 161.

PREPARED BY:
THOMAS DEVELOPMENT

BAUMBACH & PIAZZA
CIVIL ENGINEERS
(SURVEYORS)
2821 W. OAK ST., LODI, CALIF.
95240 PH: 952-344-6200

DATE: _____

APPROVED BY: _____

DATE: _____

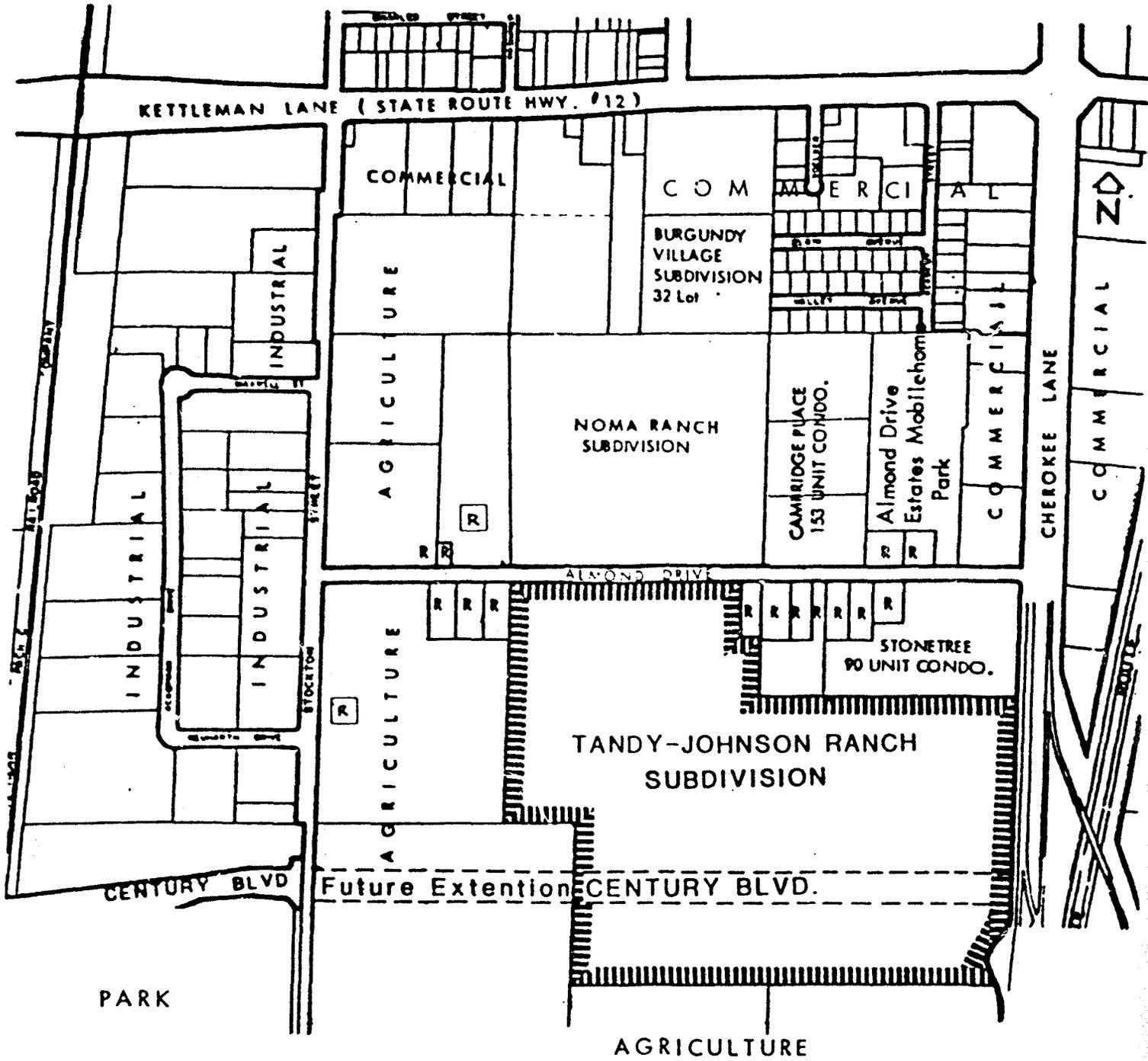
SHEET NO. _____

OF _____

DATE: _____

TANDY-JOHNSON RANCH

Land Use Map



SUMMARY

PROJECT DESCRIPTION

The project is a 48± acre residential and commercial planned development. There will be 161 single-family lots, 88 condominium units and 6 acres of commercial.

The subject site is currently designated low-density residential in the Lodi General Plan and has a zoning of U-H, Unclassified-Holding. The project will require a rezoning to P-D, Planned Development, a General Plan change and approval of a specific development plan.

LOCATION

The project site is located in the southeast section of Lodi. The area is located approximately 1/2 mile south of Kettleman Lane (Highway 12) and west of Cherokee Lane. The area is bound by Almond Drive to the north, Cherokee Lane to the east and the extension of Century Boulevard to the south.

ENVIRONMENTAL IMPACTS

- 1) The loss of 48± acres of prime agricultural soil. The property is made up of Hanford Sandy Loam, a Class I soil well suited for a variety of agricultural uses. Development will mean the end of the agricultural use of the land.
- 2) Urbanization of the subject parcel could affect the agricultural use of adjacent parcels by possibly requiring modification of spraying and cultivation practices. Vandalism, trespassing and homeowners' complaints could increase.
- 3) Traffic will increase by 5,800± vehicle trips per day. Almond Drive would have an additional 1,000 vehicle trips per day, Cherokee Lane an additional 4,000-4,500 vehicle trips per day, and Century Boulevard will have a vehicle trip count of 1,000-1,500 vehicle trips per day. The Century Boulevard/Cherokee Lane intersection will require a redesign of a section of Cherokee Lane.
- 4) The increase in air pollution generated by the project is estimated to be less than 2/10 of 1%. This would not significantly affect the air quality of the area.
- 5) The project will generate an estimated 223 additional school-aged children that will affect the overcrowded LUSD.

MITIGATION MEASURES

- 1) If the Tandy-Johnson Subdivision is approved and developed, the loss of prime agricultural land cannot be mitigated.

- 2) Farmers on adjacent parcels will need to take particular care in the use and application of certain controlled chemicals. Strict conformance with State and Federal regulations will allow the continued use of agricultural chemicals.
- 3) Solid fencing along the entire west and south property line will reduce trespassing and vandalism on adjacent agricultural properties.
- 4) The increased traffic can be handled by the careful design of the project streets adjacent to the property. The Century Boulevard/Cherokee Lane intersection will require a redesign of a section of Cherokee Lane adjacent to the project.

The addition of curbs, gutters and sidewalks on Almond Drive will upgrade the street and improve traffic flow on the street.
- 5) The developer has signed an agreement with the LUSD for payment of development fees. The LUSD has determined that the payment of the fees will mitigate the impact on the LUSD.

ALTERNATIVES TO THE PROJECT

- 1) The "no build" alternative would eliminate the environmental impacts by maintaining the existing agricultural uses. A "no build" alternative would affect the future supply of affordable housing. The proposed project is designed to provide homebuyers with moderately-price housing.
- 2) The second alternative would be an all single-family project. This would eliminate the 88 condominium units and the 6 acres of commercial. This alternative would add approximately 85 single-family lots for a total of 246 single-family lots.

An all single-family subdivision would reduce vehicular traffic generated by the project substantially. The number of vehicle trips would drop from 5,829 to 2,460 vehicle trips per day, a 58% reduction.

On the negative side, an all single-family subdivision would place residential units adjacent to Cherokee Lane, a high noise source. This alternative would also increase the number of school-aged children from 223 to 246 - a 10% increase.

- 3) A third alternative would replace the commercial acreage with condominiums. This would result in an additional 53 condominium units for a total of 141 condominium units and 161 single-family lots.

This alternative would result in less traffic than the original project, 2,529 vehicle trips vs. 5,829 vehicle trips - a 57% reduction. It would also result in additional students, 260 vs. 223 - a 17% increase. It would also place residential units adjacent to Cherokee Lane.

Neither Alternative 2 nor 3 would change the impact of the loss of agricultural land. Additionally, if either Alternative 2 or 3 is approved by the City, a condition of approval should be to require an acoustical analysis by a licensed acoustics engineer.

Alternative 4

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

IRREVERSIBLE AND LONG-TERM IMPACT

The loss of agricultural land is permanent and irreversible once development occurs.

CUMULATIVE IMPACTS

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

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

GROWTH-INDUCING IMPACT

The Tandy-Johnson project will have a limited growth-inducing impact on the area. The surrounding area to the west, south and east are outside of the City limits of Lodi. These properties are covered by the "Greenbelt" Initiative and will require a vote of the electorate before they can be annexed and developed. Any further development in the area will be controlled by this process.

TANDY-JOHNSON RANCH

DRAFT EIR 83-3

PROJECT DESCRIPTION

The applicants are proposing a 48± acre residential and commercial planned development. The project acreage will be developed as follows:

	<u>Acres(gross)</u>	<u>Units</u>
Single-family lots	30	161
Cluster housing	12 (8.8 acres net)	88
	<u>42</u>	<u>249</u>
Commercial	6 (5.3 acres net)	
TOTAL	<u>48</u>	

The single-family lots will be developed to an R-2 standard which requires a minimum lot size of 5,000 square feet. The lots will actually have a minimum lot size of 5,390 square feet and average around 5,600 square feet. There are no plans to construct duplexes on corner lots.

There are 4 parcels that will contain cluster housing. These parcels range in size from 1.1± acre to 3.6± acre. The parcels will be developed with condominiums constructed at a maximum density of 10 units/net acre. The lots, if developed to the maximum density would yield a maximum of approximately 88 units.

The proposed project will also contain 2 commercial parcels. These parcels, which front on Cherokee Lane, are 1.6 and 3.7 acres in size. The parcels will be developed with neighborhood commercial uses.

The proposed project will require the following governmental actions: Certification of an Environmental Impact Report; a General Plan Amendment; a Rezoning; and approval of a subdivision map and specific development plan.

II. SITE LOCATION AND DESCRIPTION

The project site is located in the southeast section of Lodi. The area is located approximately one-half mile south of Kettleman Lane (Highway 12) and west of Cherokee Lane. The area is roughly bounded by Almond Drive to the north, Cherokee Lane to the east and the extension of Century Boulevard to the south. The parcels are designated as San Joaquin County Assessor Parcels 057-160-29, 057-160-27 and 057-380-03. (See Vicinity Map).

The 48± acre parcel is currently planted in agricultural crops. Approximately 32± acres are planted in grape vineyards, 9± acres in a walnut orchard and 4± acres are in field crops. There are also between 1 and 2 acres of land that are unplanted. This is a strip of land on the southern portion of the project site that contains a major City storm drain line. The line was installed several years ago. When the line was installed, the vines and the trees that were located over the route of the line were removed to allow the construction work. The vines and trees have not been replanted. The line is located in the right of way of Century

Boulevard. There is also approximately an acre that is occupied by a residence and other farm structures.

The project is located in an area of the City of Lodi that is in transition from a semi-rural environment to an urban environment. Over the past 20 plus years the area has gradually been developed with various residential, commercial and industrial uses. This trend has accelerated over the past 5 years.

Prior to the 1950's, the area south of Kettleman Lane between Cherokee Lane to the east and the Southern Pacific Railroad to the west was largely agricultural. There was some residential and commercial development along Kettleman Lane (State Highway 12) and Cherokee Lane, which at that time, served as U.S. Highway 99-50.

Beginning in the 1960's, the area south of Kettleman Lane and along Almond Drive began to develop. A 40+ lot subdivision was constructed along Elgin, Valley and Academy Streets. Along Almond Drive, Almond Drive Estates Mobilhome Park, a 68-space mobilehome park was constructed, along with a small golf course at the southwest corner of Almond Drive and Cherokee Lane. There were also 8-10 residential parcels created along Almond Drive.

During the 1970's there was increased commercial development along both Cherokee Lane and Kettleman Lane. In the mid-1970's the area along Stockton Street began to develop with light-industrial uses. Two industrial parks were developed along the west side of Stockton Street between Kettleman Lane and Century Boulevard. These parks have developed with a variety of commercial, industrial and warehouse uses.

In the past three years there have been several residential projects approved or constructed along Almond Drive. Cambridge Place, a 153 unit condominium project, was completed on the north side of Almond Drive. Stonetree Condominiums, a 90-unit project, was recently completed at the southwest corner of Almond Drive and Cherokee Lane. A third project, Burgandy Village, a 32-lot subdivision, has been approved by the City, but has not yet been constructed.

In 1982, 6 residential lots on the south side of Almond Drive were rezoned. The Hausler rezoning changed the zoning on those parcels from R-1, Residential Single-Family, to R-MD, Residential-Medium Density (maximum 40 units/acre). These lots currently contain single family houses and there are no current plans to develop these parcels.

Finally, there is a project that has been recently approved by the City called Noma Ranch. This is a 20 acre residential project located on the north side of Almond Drive midway between Stockton Street and Cherokee Lane. The project is a planned development containing 67 single family lots, 13 duplex lots and 41 condominiums.

III. GENERAL PLAN AND ZONING

The project site currently has a General Plan designation of Low Density Residential. This permits residential development to a maximum of 10 units/acre. The overall residential density of the

project does not exceed 10 units/acre and the residential portions will not require a general plan change. The commercial portion of the project will require an amendment to the General Plan. The General Plan will have to be changed from Low Density Residential to Commercial.

The current zoning on the project property is U-H, Unclassified-Holding. This is a zone used by the City when property is annexed to the City without a specific development request. The proposed project will require a rezoning to P-D, Planned Development. This zoning would permit, with City approval of the specific development plan, both the residential and commercial development.

On August 25, 1981, the voters of the City of Lodi passed an initiative ordinance to limit future expansion of the City. The initiative, known as Measure A, amended the City's General Plan by removing the Planned Urban Growth Area from the Land Use Element of the General Plan. The Urban Growth area now includes only those areas that were within the City Limits at the time of passage of the initiative. The ordinance now requires that any addition to the Urban Growth area, i.e., annexations, requires an amendment to the Land Use Element of the General Plan. These annexation-related amendments to the General Plan require approval by the voters.

IV. DESCRIPTION OF ENVIRONMENTAL SETTING

A. TOPOGRAPHY

The project site and the surrounding area are generally flat with elevations of approximately 45-50 feet above sea level. The land in Lodi slopes gently from the northeast to the southwest at the rate of approximately 5' per mile. It is probably that the land was leveled sometime in the past to facilitate surface irrigation. The parcel contains no natural topographic feature.

B. HYDRAULICS

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

Except for agricultural properties served by the Woodbridge Irrigation District Canal, the majority of properties in the Lodi area, including the City of Lodi, are supplied by water pumped from underground sources. There are existing private agricultural and domestic water wells on the property.

Using figures provided by the San Joaquin County Farm Advisor for agricultural water uses, 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 are supplied by irrigation. Converted to acre feet, each acre of vineyard will use approximately 2.2 acre feet of water per year, excluding rainfall.

The 48 acres of the project x 2.2 acre feet equal approximately 106 acre feet of water required by the agricultural operation annually.

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

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

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

Use	No. Acres	No. Acre Feet/ Acre/Year	Total No/Ac.Ft./ Year
Single Family. Res.	30	3.1	93
Multi-Family Residential	12	2.4	29
Commercial	6	2.3	14
			<hr/> 138

The estimated water usage for the proposed project will be approximately 138 acre feet/year compared to the existing water usage of 106 acre feet/year.

C. SOIL CONDITIONS

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

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

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

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.

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 area.

E. BIOTIC CONDITIONS

The site has been cleared of natural vegetation and replaced with cultivated crops. The property currently contains grape vineyards, walnut trees 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 creates the potential for high smog concentrations. San Joaquin County air quality is not in compliance with National Air Quality Standards.

Pollutant	Nat. Air Quality Standard	San Joaquin Air Quality
Ozone	0.12 pp. (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 Transportation Engineers, Trip Generation 1979.

Single-Family Residential:

Based on 10 vehicle trip ends per unit, the 161 units will generate 1610 vehicle trips per day.

Attached Housing Units:

Based on 5.1 vehicle trip ends per unit, the 88 units will generate 449 vehicle trips per day.

Commercial:

Based on 65 vehicle trip ends per 1,000 square feet of building, the potential 58,000 square feet of building will generate 3,770 vehicle trips per day.

TOTAL VEHICLE TRIP GENERATION WILL BE 5,829 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:

	*SOx	Particulate Matter	Lead	Hydro-Carbons	*CO	*NOx
San Joaquin County	1.51	3.186	.22	21.18	220.74	27.78
City of Lodi 9.9% of S.J.C.	.515	.3186	.022	2.118	22.074	2.778

*Figures in Tons/day

The Tandy-Johnson Subdivision would account for less than two-tenths of 1% of the total for the City of Lodi.

G. NOISE

The primary source of noise in the area of the proposed project will be vehicular traffic from Cherokee Lane and Highway 99. These two

roadways run along the east side of a portion of the project site. According to the Noise Contour Map prepared by the Lodi Planning Department, portions of the project site adjacent to these roadways will fall within noise contours that exceed 65 Ldn. Noise levels in excess of 65 Ldn are considered unacceptable for residential development unless some type of sound reduction measures are taken.

The proposed plan for Tandy-Johnson Ranch has placed commercial lots adjacent to the problem frontage. The depth of the commercial lots, plus the construction of a masonry wall to separate the commercial from the residential lots will be sufficient to protect the planned residences from the high noise levels. The nearest residence will be in excess of 250 feet from the Cherokee Lane roadway.

If for some reason the plan is changed and residential or institutional uses are proposed for the area adjacent to Cherokee Lane, a noise analysis will be required. A noise analysis will determine what type of noise reduction measure will be required.

V. UTILITIES

A. STORM DRAINAGE

The City of Lodi operates a system of interconnecting storm drainage basins to provide temporary storage for peak storm runoff. The runoff is stored until the water can be pumped in the W.I.D. Canal or the Mokelumne River at controlled rates and locations. The subject property is located in the "D" drainage basin area which is served by the Salas basin-park.

Salas basin-park is located at the southwest corner of South Stockton Street and Century Boulevard (future extension). This basin-park was constructed several years ago and serves the "D" drainage basin. This drainage area generally covers the area from Lodi Avenue on the north, Central Avenue, (North of Kettleman Lane and Highway 99 South of Kettleman Lane on the east), Harney Lane on the south, and the SPRR on the west. The basin serves both a storm drainage function and a park function.

The project will be connected to Salas basin by existing major lines in Almond Drive (30"), Century Boulevard (36") and South Stockton Street (60"). These lines and the basin facilities are adequate to provide storm drainage for this property.

B. SANITARY SEWER

The proposed project will be served by the City of Lodi sanitary sewer system. There are existing lines in Almond Drive (8"), and Century Boulevard (24") that can adequately serve the subject property.

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

C. DOMESTIC WATER (Also see Hydraulics section).

Water for the project will be provided by the City of Lodi. There is an existing 8" line on Almond Drive located at the northeast corner of the project. This line will be used to be extended west across the Almond Drive frontage of the property and must continue to the Stockton Street line. This line will be extended to serve the project. The water line will be tied to lines south on Century Boulevard when those lines are installed. A 10" line is planned for Century Boulevard and will be installed when that portion of the project is developed. Some additional looping of water lines may be required to improve water pressure and flows for the entire area.

On Cherokee Lane a 10" to 12" line will be extended by the developer from Almond Drive to Century Boulevard. There may also be a requirement for a City well site to be located on the commercial property that fronts on Cherokee Lane.

Existing agricultural and private domestic wells on the site will be abandoned when the project is developed.

D. OTHER UTILITIES

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

VI. COMMUNITY SERVICES

A. TRAFFIC CIRCULATION

The project will have access to two existing streets, Almond Drive to the north and Cherokee Lane to the east. A third major street, Century Boulevard, will be constructed as a part of the southern portion of the project.

The internal design of the subdivision will also make provisions to tie to properties to the west (Meadowlark Run) and to the south (Mockingbird and Starling Way). These streets will dead-end at project property line until the adjacent properties are developed.

Almond Drive will serve the northern part of the subdivision. Almond Drive is an east-west street running between Stockton Street and Cherokee Lane. The street was originally built to County road standards with a 20' paved roadway, dirt shoulders and no curb, gutters or sidewalk. There have been several developments that have been built since portions of the street were annexed to the City. The street frontage of these projects have been developed to City standards which include a 44' roadway, plus curb, gutter and sidewalk.

In future years, as properties along the entire length of the street are developed, the entire street will have a 60' right of way, a 44' road width and curb, gutters and sidewalk. Currently, to eliminate

patchwork construction resulting from new developments, the City has expended street funds to improve portions of Almond Drive in conjunction with development projects.

If the Tandy-Johnson Ranch Subdivision is developed, along with the Noma Ranch Subdivision across the street, approximately 2/3 of Almond Drive will be built to City street standards.

Currently Almond Drive has relatively low traffic volumes. Most of the traffic is local traffic generated by residents along the street. There is also some through traffic between Stockton Street and Cherokee Lane. Current traffic volumes on Almond Drive are approximately 1200 vehicle trips per weekday. When Noma Ranch Subdivision is completed, it and other projects recently constructed, will double the traffic volume to approximately 2,400 vehicle trips per weekday. If Tandy-Johnson Ranch is approved, approximately 1,000 additional vehicle trips could be added to the total. That would bring the total to approximately 3,400 vehicle trips.

Cherokee Lane runs along the east edge of the subject property. Cherokee Lane is a divided 4-lane thoroughfare that parallels Highway 99. Prior to the construction of the nearby freeway, Cherokee Lane served as Highway 99. Cherokee Lane now serves as a major commercial street in Lodi.

Near the point where Cherokee Lane passed the subject property, there is an interchange system for vehicles entering and exiting Highway 99. Vehicles can enter the southbound lanes of Highway 99 or continue on Cherokee Lane which then becomes the frontage road for the Highway. Near that same location cars exiting from the northbound lanes of Highway 99 come over the freeway and enter Cherokee Lane.

This interchange is located near the point where Century Boulevard is proposed to intersect with Cherokee Lane. Currently, the interchange is not designed to accommodate an intersecting street. Traffic entering from Century Boulevard could only turn right and would have to go south to Harney Lane.

In order to create a safe and efficient intersection at Cherokee and Century, the entire interchange will require redesign. The City of Lodi will work with the California Department of Transportation to redesign the intersection to accommodate the freeway traffic as well as allow both left and right turning movements for cars entering from Century Boulevard. The redesign will need to be done in conjunction with the design of Century Boulevard. The cost of the work will be borne by the developer with some City participation.

Currently, the traffic volume on Cherokee Lane south of Kettleman Lane is 9,000 vehicle trips per day. The project could add 4,000 - 4,500 additional vehicle trips to Cherokee Lane primarily as a result of the commercial acreage. This volume could only be accommodated if the Cherokee Lane/Century Boulevard intersection area is redesigned and upgraded.

Century Boulevard is planned as a major east-west street with an 80' right of way and four travel lanes. Currently only a portion of the street is constructed. This section is between Church Street and the W.I.D. Canal. Plans are for the street to go from the W.I.D. Canal west to Lower Sacramento Road. This will require a bridge over the Canal. East of Church Street the street will cross the S.P.R.R. and go east to Cherokee Lane. This will require either an underpass or overpass to cross the railroad.

As a part of this development a portion of Century Boulevard between the west property line of the project and Cherokee Lane will be constructed. Century Boulevard will provide the access for the southern half of the project including all the cluster housing and some of the commercial. As the property to the west is developed the street will be extended to Stockton Street.

When the Century Boulevard is constructed the intersecting section of Cherokee Lane will need to be reconstructed to accommodate the intersection. When the Tandy-Johnson project is fully developed, Century Boulevard will have a vehicle trip count of between 1,000-1,500 vehicle trips per day.

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 reordering 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 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 move students out of their normal attendance area to accommodate all the students.

The LUSD is attempting to meet the increased enrollment by constructing new school sites and by adding temporary facilities to existing school sites. In order to defray the cost of construction of needed interim school facilities, the City of Lodi passed City Ordinance No. 1149. The ordinance, passed pursuant to Senate Bill

201, was enacted prior to the passage of Proposition 13. The Ordinance provides for the payment of a fee of \$200 per bedroom for every residential unit constructed in a new subdivision. The fee is collected by the City at the time a building permit is issued. The money is then transferred to the LUSD. The money is used specifically to pay for temporary facilities for the impacted school attendance area.

An alternative would be for the developer to enter into a direct agreement with the LUSD. The agreement would be for the direct payment of a monetary amount equal to the fees established by City Ordinance No. 1149. These monies can then be applied towards the construction of permanent facilities, rather than interim facilities, as mandated by the law now in effect regarding impaction fees. The developers of the Tardy-Johnson project have submitted documents to the City showing that they have entered into a contract with the LUSD for the direct payment of these fees.

The proposed project will have 249 residential units. The number of students is estimated as follows:

<u>HOUSING TYPE</u>	<u>NO. OF UNITS</u>	<u>STUDENTS/UNITS</u>	<u>TOTAL</u>
Single-family	161	1	161
Condominiums	88	0.7	<u>62</u>
		Total Students	223

The Project is located in the following attendance areas:

Heritage School	K-6
Senior Elementary	7-8
Tokay High School	9-12

The current enrollment for these schools in the February 1984 school year is:

Heritage School	623
Senior Elementary	931
Tokay High School	2427

The projected capacity for the schools including portable rooms is:

Heritage School	614
Senior El	1032
Tokay High School	2534

Student Transportation: Transportation is provided if students live no less than the following distance from school:

K-1	1.5 miles
7-8	2.5 miles
9-12	3.5 miles

Exceptions to the above may be made at the discretion of the Superintendent of Schools on the basis of pupil safety, pupil hardship, or District convenience.

Distance from Tandy-Johnson Subdivision (approximately)

Heritage School	1.5 - 2.0 miles
Senior Elementary	2.0 - 2.5 miles
Tokay High School	2.0 - 2.5 miles

D. SOLID WASTE

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

The number of units built in the project will be 249. The City's franchise collector estimates that each residential unit in the City of Lodi generates an average of 39 lbs. of solid waste per week.

249 units x 39 lbs/week = 9,711 estimated
lbs of solid
waste per week.

E. RECREATION

The proposed project does not set aside any land for parks or other public recreation. It is possible that some private recreational facilities will be constructed such as a swimming pool, spa, or recreation room for the tenants of the condominiums.

There is a major public recreational facility located approximately 1/2 mile southwest of the project. This is Salas Park, a 21 acre

recreational complex constructed in conjunction with the Salas storm drainage basin. The complex contains lighted ball fields, a concession stand, picnic facilities, and walkways.

Future plans are for a parking lot, restrooms, and children's play equipment. These are all open to the public.

Approximately 1-1/2 mile to the north at Stockton and Poplar Street is another City facility - Blakely Park. This park contains ball fields, a swimming pool, picnic areas and restrooms.

VII. HISTORIC AND ARCHEOLOGICAL SITE

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

Although there are no recorded archeological surveys of the site, it is doubtful that there are any archeological sites on the property. Known Indian sites in the Lodi area are usually located along the banks of the Mokelumne River, several 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 will be called in to examine the findings.

VIII. ENVIRONMENTAL ASSESSMENTS

A. ENVIRONMENTAL IMPACTS

The development of the Tandy-Johnson Subdivision will result in the loss of 48 acres of prime agricultural land. The project property is currently planted in a grape vineyard, walnut orchard and row crops. The project soil is made up of the Hanford Sandy Loam, the predominate soil type in the Lodi area. This type of soil is rated as Class I soil for agricultural production and can be planted with a wide variety of crops. In the Lodi area this soil type is extensively planted in vineyards.

Development of the site with residential uses will terminate further use of the property for agricultural purposes. The existing crops will be removed in phases and the land covered with streets, houses and other urban improvements.

Urbanization of the subject parcel will also affect the agricultural use of adjacent parcels. The presence of a residential development may create modification of normal farming practices on adjacent

agricultural lands. The use of certain controlled pesticides and herbicides may be restricted on areas adjacent to residential developments. Cultivation and harvesting operations may result in complaints from urban residents concerning noise and dust. Agricultural operations adjacent to urbanized areas may also be subject to an increased amount of trespassing and vandalism.

The increased vehicular traffic will produce some additional air pollution in the area of the project. The project generated pollution will have a localized affect of air quality, but will not significantly affect the overall air quality of San Joaquin County.

Based on a worst-case situation, vehicular traffic generated by the development would increase overall air pollutants in the City of Lodi by less than two-tenths of 1 percent.

The proposed project, when fully developed, could generate approximately 5,829 vehicle trips per weekday. These vehicle trips would be added to Almond Drive, Cherokee Lane and Century Boulevard. Of the traffic generated, approximately 20% will use Almond Drive, 25% will use Century Boulevard and 55% will use Cherokee Lane. The majority of the traffic will result from the commercial acreage on Cherokee Lane. Additionally, Cherokee Lane will get approximately 1/2 of the Almond Drive traffic and all of the Century Boulevard traffic. This will change when Century is extended west to Stockton Street, sometime in the future.

Almond Drive currently has a traffic volume of approximately 1,200 vehicle trips per day. If the projects recently completed on Almond Drive are fully occupied, and Noma Ranch is constructed, the traffic volume could double to 2,400 vehicle trips. Tandy-Johnson Ranch could add another 1,000 vehicle trips to Almond Drive, bringing the total to 3,400 vehicle trips per day. Although the traffic would still be within the carrying capacity of Almond Drive, there will be a noticeable increase in traffic to those people currently residing on the street.

Cherokee Lane has a traffic volume of 9,000 vehicle trips per day south of Kettleman Lane. The project could add approximately 4,000-4500 vehicle trips to this figure. The major impact will result from the current design of Cherokee Lane adjacent to the project site. The current street is not designed to accommodate the Century Boulevard intersection. In order for the intersection to be built, the street will have to be redesigned and reconstructed. Work will have to be coordinated with Cal-Trans District 10.

The project will generate an estimated 223 additional school-aged children when fully developed. The addition of these students will affect the LUSD and its ability to provide adequate classroom space. The LUSD has filed a Declaration of Impaction which states that the schools are at maximum capacity and that new schools are at maximum capacity and that new students cannot be guaranteed classroom space.

B. MITIGATION MEASURES

If the Tandy-Johnson Subdivision project is approved and constructed, the 48 acres of prime agricultural land will be removed from further agricultural use. There is no practical way to mitigate the loss of this land. Once cleared and developed with streets and houses, it is unlikely that the land will ever return to agricultural use. The land has, however, been zoned residential and also been designated for residential use for many years by the Lodi General Plan.

Trespassing and vandalism on adjacent agricultural properties can be reduced by constructing a 7' high solid fence along the entire west and south property line. The fence should also be constructed across any street openings that will dead-end or remain undeveloped, such as Meadowlark Run and Century Boulevard. The fence will reduce trespassing and vandalism on the agricultural properties by cutting off easy access from the subdivision. The fence must be maintained by the developer, or the adjacent homeowner as the lots are sold.

As for any restriction on the use of pesticides, herbicides or other chemicals, these products are controlled by State and Federal regulations. All restricted chemicals, those with the potential to cause health or environmental problems, require a San Joaquin County Agricultural Department permit for use. The Agricultural Department determines the suitability of the chemical based on the location of the field, the types of crops in and around the field and the land uses in the area.

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

They also stated that in situations where a particular chemical or application method was felt to be unsuitable, there was usually an acceptable alternative. The presence of homes would not automatically mean that a farmer could not use chemicals. It would only mean that he would have to take particular care in its application, and, in certain cases, might have to use an alternate chemical or method of application. As for complaints about noise or dust from normal farming operations, it is always possible that these problems could arise. If, however, the farmer uses a reasonable amount of care in his operation, it is unlikely that this would be a problem. Farming operations completely surround the City of Lodi and the City has not experienced any particular problem with homeowner complaints regarding farming operations. If any problems did arise, the City would do whatever possible to resolve the problem.

The additional traffic on Almond Drive can be handled by the current street design, although the increase in traffic will be noticeable to current residents on the street. The development of properties adjacent to Almond Drive will greatly improve the street as well as adding traffic. If Noma Ranch and Tandy-Johnson Ranch are both developed, 2/3 of the north side and one-half of the south side of Almond Drive will be developed to City street standards. This will mean two full travel lanes, a parking lane on both sides and curb, gutter and sidewalks. The improvement in the roadway will permit safer traffic movement on the street, improved storm water runoff, and sidewalks for pedestrians.

As traffic increases on Almond Drive, the City will study whether any modifications are necessary at the Almond Dr./Cherokee Lane intersection. If it is determined to be necessary, a left-hand turn pocket on Almond Drive may be considered. Also, some work may be required on Cherokee Lane. This could be done in conjunction with the redesign of the Cherokee/Century intersection.

The Cherokee Lane/Century Boulevard intersection will require major redesign and reconstruction work. Cherokee Lane will need to be redesigned to permit the intersection of Century Boulevard, as well as existing on and off ramps to Highway 99. The new configuration will have to include some way for traffic from Century Boulevard to turn left and go north on Cherokee Lane. Currently this is not possible. The redesign will also have to accommodate safe ingress and egress to the commercial properties on Cherokee Lane.

Prior to any work being done on the Century Boulevard or properties fronting on Cherokee Lane, a satisfactory redesign of Cherokee must be completed. The design must provide safe traffic movement for both passing motorist and those entering or exiting from the project site. The design work must be coordinated with the California Department of Transportation District 10, who must approve any modification to that section of Cherokee Lane.

In order to mitigate the impact of the additional students on the LUSD, the developer has signed an agreement with the LUSD. The agreement states "Whereas, it has been determined that dedication of a school site or payment of development fees are means of alleviating the environmental impact of additional students as a result of new residential units." The agreement further notes that the LUSD has determined that it is in their best interest to receive the development fees instead of requiring dedication of a school site. The LUSD considers the development fees to constitute mitigation of the school impaction.

ALTERNATIVES TO THE PROJECT

Alternative 1

The principle alternative to the proposed project would be to not construct the project. This would maintain the existing agricultural use of the land and eliminate the adverse impacts resulting from the proposed project.

While this alternative would eliminate the environmental impacts, it could have other effects on the City of Lodi. The primary effect would be on the future supply of moderate cost housing.

Currently, there are approximately 424 vacant single family lots in subdivision with final subdivision maps. There are also approximately 596 vacant single family lots in subdivision with only a tentative subdivision map or tentative project approval. Subdivisions with a final map can obtain building permits while those with only a tentative map must still file a final map before any permits can be issued. Finally, there are approximately 80 single family/duplex lots in a subdivision currently being reviewed by the City. This project, Woodlake North, has obtained approvals as of March 1984.

The 424 lots with final subdivision maps represent approximately a 29-month supply of single-family lots based on a 10 year average of 179 single-family homes constructed per year. If the 596 lots in subdivisions with only a tentative map or tentative project approval are added in, the total number of available lots would be 1020 lots. This would represent a 5½ year supply based on a 10 year average.

The number of available lots are somewhat misleading since homebuyers are divided by the price of homes they can afford. If we take the 424 single family lots in subdivisions with a final map (Table 1) and separate them by housing price, we get a different picture. The price of units are estimates since the units are not yet constructed and market and economic conditions may change the price.

The categories we used are as follows:

Over \$120,000	(Category A)
\$85,000 - \$119,999	(Category B)
Less than \$85,000	(Category C)

TABLE 1

LOTS IN SUBDIVISIONS WITH AN APPROVED FINAL SUBDIVISION MAP

<u>Category A</u>	<u>No. Vacant Lots</u>	
Lakeshore Village		
Units 1,2,4,5 & 6	71	
Rivergate-Mokelumne	16	
Sunwest, Unit #3	2	
Aaron Terrace	2	
	<hr/>	
	91	= 22%

<u>Category B</u>	<u>No. Vacant Lots</u>	
Mokelumne Village	76	
Lakeshore Village		
Por Units 2 & 3	12	
Burlington Manor	2	
Homestead Manor	2	
Lodi Parkwest Unit #1(por)	<u>10</u>	
	102	= 24%
<u>Category C</u>		
Turner Road Estates	43	
Beckman Ranch, Unit #5	50	
Lakeshore Village	52	
Por Units 2 & 3		
Lodi Parkwest Unit #1 (por)	46	
Burgundy Village	32	
Pinewood	8	
	<u>231</u>	= 54%
<hr/>		
TOTAL	424	= 100%
<hr/>		

Of the total, 91 (21%) are in category A, 102 (24%) are in Category B and 231 (54%) are in Category C.

If we do the same thing for the subdivisions with only a tentative subdivision or tentative project approval (Table 2) we get the following:

TABLE 2
APPROVED PROJECT WITH ONLY TENTATIVE SUBDIVISION
MAP OR PROJECT APPROVAL

<u>Category: A</u>	<u>No. Vacant Lots</u>	
Lobaugh Meadows (por)	95	
	<u>95</u>	= 16%
<u>Category B</u>		
Lodi Parkwest (por)	289	
Lobaugh Meadows (por)	<u>95</u>	
	384	= 64%

<u>Category C</u>	<u>No. Vacant Lots</u>	
Noma Ranch	71	
Summerfield	<u>46</u>	
	117	= 20%
TOTAL	596	= 100%

Of the 596 total lots in this group, 95 (16%) are in Category A, 384 (64%) are in Category B, and 117 (20%) are in Category C.

PROJECTS UNDER REVIEW BY CITY - NO APPROVAL

	<u>No. Vacant Lots</u>
Woodlake North (Eilers property)	80

If the figures for Table 1 and Table 2 are added together, we get a total of 1020 vacant single-family lots. If the totals are then categorized we get the following:

TABLE 3

<u>Category A</u>	<u>Table 1</u>	<u>Table 2</u>	<u>Total</u>	<u>%</u>
	91	95	186	18%
<u>Category B</u>	102	384	486	48%
<u>Category C</u>	231	117	348	34%
	<u>424</u>	<u>596</u>	<u>1020</u>	<u>100%</u>

Of the combined totals, 186 (18%) are in Category A, 486 (48%) are in Category B and 348 (34%) are in Category C.

As the figures indicate, only 34% of the lots will have housing of less than \$85,000. In Lodi, housing that exceeds \$85,000 in price is beyond the price range of most people. It is only the housing that is less than \$85,000 that would come close to being considered moderate or affordable housing. The subdivisions that contain houses of less than \$85,000 are the most active in terms of building and selling, since they are in demand by the largest number of people. The 348 lots in this category probably constitute about a 2½ - 3 year supply of lots.

The developer of Tandy-Johnson Ranch feels that he can provide single-family housing for less than \$85,000, based on current economic conditions.

He would, therefore, be able to provide affordable housing for future homebuyers. This is particularly important since these units would not come on line until in late 1984 or early 1985, just as many of the other projects in Category C are built out. If Tandy-Johnson Ranch, or similarly price projects are not developed, there will be a shortage of affordable single family housing in the very near future.

The construction of affordable units will result in even more affordable housing becoming available in other parts of the City. Some of the homebuyers will be trading up from less expensive houses in older parts of the City. These older houses represent the only source of detached housing in the less than \$50,000 range.

As for the proposed condominium units, the demand factor may be somewhat less. There are currently over 1,000 unbuilt multiple-family units in subdivisions with either a final or tentative map. Approximately 489 of these units are located in Lobaugh Meadows, although the final number of units in Lobaugh Meadows may be less. The remainder are scattered in a dozen or so projects of various sizes, and range in price from moderate to very expensive. Since this number includes both apartment and condominium units, it is difficult to compare prices. It does appear, however, that when these units are completed, there will be units available at all price ranges.

The 1000+ units represent a 5+ year supply of multiple-family units based on a ten-year average of 180 units per year.

Alternate 2

A second alternative would be an all single-family project. This alternative would eliminate the 88 units of condominiums and the 6 acres of commercial. If these areas were replaced with single-family dwellings, approximately 85 single-family lots could be added to the proposed 161 single-family lots for a total of 246 single-family lots.

An all single-family development would have both positive and negative impacts. The primary positive effect would mean a significant reduction in the amount of traffic generated by the project. The estimated traffic generated for the original project was 5,829 vehicle trips per day of which 3,770 vehicle trips were generated by the commercial acreage, and 449 vehicle trips were generated by the condominiums. An all single-family development with 246 single-family lots would only generate 2,460 vehicle trips, a reduction of 58%. The reduction would be primarily on Cherokee Lane and Century Boulevard.

There would be several negative effects from the change to an all single-family project. First, that type of design would place residential units adjacent to Cherokee Lane. Cherokee Lane is a high-noise street due to the traffic volumes and the proximity to the freeway. While noise levels within the living units could be reduced to acceptable levels with various construction methods, the exterior noise levels would remain high. The exterior noise levels could be reduced by the construction of a sound wall or other type of barrier along Cherokee Lane. The commercial acreage does provide a buffer between the residential uses and Cherokee Lane.

Second, there would be an added impact on the LUSD. The 246 single-family lots could produce 246 students as compared to 223 students in the original project. The additional 23 students will further affect the LUSD. The additional students will be offset by the payment of additional fees to the LUSD by the developer. The fees are based on the number of bedrooms in the new units. Since most single-family homes are three-bedroom units, while most condominiums are two-bedroom, the single-family units will generate more revenue to help offset the increased students.

Alternate 3

The third alternative would be to replace the commercial acreage with condominiums and maintaining the same number of single-family lots. At 10 units per acre this would add 53 additional condominium units - for a total of 141 condominium units and 161 single-family lots.

This alternative would result in less traffic than the original project, 2,529 vehicle trips versus 5,829 vehicle trips, a 57% reduction. This alternative would result in additional students-- 260 versus 223 for the original plan - a 17% increase.

This alternative would place residential units adjacent to Cherokee Lane, a high noise corridor. As previously mentioned, however, noise reduction methods can be used to achieve acceptable noise levels within the living units.

Alternates 2 and 3

Neither alternates 2 nor 3 would change the impact of the loss of agricultural land. Any type of residential or commercial development would eliminate the agricultural use of the land.

If either alternate 2 or 3 is approved by the City, a condition of approval should be to require an acoustical analysis by a licensed acoustical engineer. The engineer would determine the extent of the noise problem adjacent to Cherokee Lane, recommend corrective measures and test to see if the measures result in the required improvements.

Alternate 4

Alternate 4 would be to utilize a vacant "infill" property located somewhere in the City of Lodi as an alternative site for this project. This would eliminate the development of the Tandy-Johnson property and place the project in a location that presumably is already impacted.

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

In recent years, Homestead Manor, Turner Road Estates (formerly Colony Ranch), Rivergate Mokelumne, Sanguinetti Park and Mokelumne Village have

been approved on "infill" properties. These subdivisions are all under construction with various types of development. These developments have utilized all the large vacant properties that existed within the developed parts of Lodi.

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

C. IRREVERSIBLE AND LONG TERM IMPACTS

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

D. CUMULATIVE IMPACTS

The proposed project will have a cumulative impact on the loss of agricultural land in the past several years, Lakeshore Village, a 96± acre development; Lobaugh Meadows, a 92± acre development; and Lodi Park West, an 88± acre development, have been approved. These developments will utilize a total of 276± acres of agricultural land as these projects are constructed. Additionally, if the Noma Ranch project is developed, this will utilize another 20 acres of agricultural land.

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

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

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

E. GROWTH-INDUCING IMPACT

Development of the Tandy-Johnson Ranch project will not have a growth-inducing impact on the City of Lodi. The Tandy-Johnson Ranch property

is the last large piece of residential property with no proposed project in the southeast part of the City. All other residential properties of any size in the area are either developed or have something planned for them. The only other undeveloped properties in the area are Burgundy Village, both which have been approved by the City.

All other properties are outside of the City limits and are covered by the Measure A. This initiative requires an approval of the electorate for any General Plan Amendment/Annexation to the City of Lodi. In November, 1983, Sunwest #4, a residential project went before the voters under this Measure A process. The project was soundly defeated by the voters. If this is any indication of the future, there may be little or no growth within the City limits once existing projects are completed. Since most of the undeveloped land in the area of the proposed project is not in the City limits, the voters will ultimately determine whether any additional growth will occur.

F. ENERGY CONSERVATION

Structures in the project will be constructed to meet State of California Energy Standards. The standard include such things as window area, insulation, energy efficient appliances, etc. Approximately 75% 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.

APPENDIX A

DEVELOPMENT FEE AGREEMENT - LUSD



lodi unified school district

815 W. LOCKEFORD ST Lodi, CA. 95240
(209) 369-7411 - 466-0353

Mr. Ronald B. Thomas
P.O. Box B-28
Lodi, CA 95241

Dear Ron:

SUBJECT: Development Fee Agreements for Johnson Ranch and Tandy Ranch

Enclosed for your information are copies of the above agreements containing the recording data. The originals are on file in the Facilities Planning Office of the Lodi Unified School District.

If you have any questions or need additional copies, please contact this office.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Mary Joan Starr'.

Mary Joan Starr, AICP
Facility Planner

MJS: EH:pc

Enclosures

Return to:
Lodi Unified School District
Facilities Planning
815 W. Lockeford Street
Lodi, CA 95240

1983 DEC -9 PM 4:24

RECORDED AT REQUEST OF

Lodi Unified
FEE... EXEMPT FROM FEE

LUSD
Ut.C 2,0 1983
Facilities Planning

AGREEMENT

This AGREEMENT, made and entered into this 15th day of November, 1983, by and between TANDY RANCH, a general partnership, having its principal place of business in Lodi, California (hereinafter referred to as "DEVELOPER"), and LODI UNIFIED SCHOOL DISTRICT OF SAN JOAQUIN COUNTY, a political subdivision of the State of California (hereinafter referred to as "LODI UNIFIED").

W_I_T_N_E_S_S_E_T_H:

The parties hereto acknowledge and mutually agree that:

1. The purpose of this Agreement is to mitigate the adverse environmental impact upon Lodi Unified caused by developer's hereinafter described residential development.

2. During the period covering approximately two years, Developer plans to construct approximately 104 single family, residential units within the District, governed by Lodi Unified, as part of a project commonly known as "Tandy Ranch," consisting of approximately 18.68 acres, located in the City of Lodi, San Joaquin County, California.

3. Developer has not yet received approval from the City of Lodi for the construction of a residential development project, and, at present, is in the process of preparing a Supplemental Environmental Impact Report, as required by the Third District Court of Appeal and the San Joaquin County Superior Court.

4. Construction of said residential units will cause increased enrollment in the Lodi Unified School District, which could, depending upon future conditions, cause a problem for Lodi Unified in providing adequate facilities for its students.

5. Developer desires to mitigate the impact upon Lodi Unified of the anticipated increase in enrollment.

6. The real property constituting the site upon which the heretofore mentioned project is to be constructed is more particularly described as follows:

All that certain real property situated in the City of Lodi, County of San Joaquin, State of California, described as follows:

A portion of Lots seven (7) and twelve (12) of A. J. LARSON'S SUBDIVISION, being in the Northeast Quarter (NE 1/4) of Section thirteen (13), Township three (3) North, Range six (6) East, Mount Diablo Base and Meridian, and being more particularly described as follows:

COMMENCING at the center of said Section thirteen (13); thence North 0°41'30" West, 886.50 feet to the centerline of Almond Drive; thence along the centerline of Almond Drive, 713.75 feet; thence South 0°34'46" East, 25.03 feet to the South line of Almond Drive and the true point of beginning; thence continue South 0°34'46" East, 352.33 feet; thence North 86°44' East, 102.49 feet; thence North 89°30'41" East, 55.0 feet; thence North 86°44' East, 635.63 feet; thence South 0°40' East, 15.60 feet; thence North 89°20' East, 165.54 feet, to the East line of said Lot seven (7); thence North 0°40'06" West, 175.09 feet; thence South 86°44' West, 74.0 feet; thence North 0°40'06" West, 203.00 feet to the South line of Almond Drive; thence South 86°44' West, 884.34 feet to the true point of beginning.

To be known as Tract No. 1664, JOHNSON-TANDY RANCH, UNIT NO. 1

It is the intention of the parties to the transaction to include on the description of any conveyance or encumbrance of the herein described property the following:

EXCEPTING THEREFROM all oil, gas, minerals and other hydrocarbon substances lying below a depth of 500 feet below the surface of said land without the right of surface entry.

7. Developer shall make such reasonable and appropriate contribution by depositing with Lodi Unified an amount equal to, and in lieu of, any sums prescribed to be deposited for such a residential development by Lodi City Ordinance No. 1149, Chapter 19A of the Lodi City Code, commonly referred to as the "School Facilities Dedication Ordinance." It is understood by the parties hereto that the fee schedule, under the provisions of this Ordinance, is set by the Lodi City Council periodically by resolution. The rate or fees applicable to this Agreement shall be the rate in effect at the time Developer applies to the City of Lodi for a residential building permit.

In the event that said Ordinance is declared unconstitutional by a Court of law having jurisdiction over the City of Lodi, the applicable rate or fee shall be the last rate set by said City Council prior to the effective date of the Court's ruling. Any such declaration of unconstitutionality shall have no force or effect upon Lodi Unified's ability or right to collect the fees set by this Agreement. Said fees shall be due and deposited with Lodi Unified at such time as Developer, or its assignee, shall be in a position to receive from the City of Lodi all residential building permits necessary for the construction of such phase of the development as Developer is then currently planning to develop.

8. Upon receipt of the fees provided for by this Agreement, Lodi Unified shall immediately, and without delay, notify the City of Lodi of its receipt thereof and request that Developer be exempt from any fee imposed upon the same residential units by the City of Lodi, and that Developer be allowed to acquire building permits in the project phase for which full payment has been received. Failure to use all diligence to notify the City of Lodi of the receipt of the fee shall cause this Agreement to terminate and no event shall Lodi Unified receive double payment for any residential unit to be constructed by Developer.

9. It is understood and agreed by the parties hereto that in addition to the mitigation provided by way of Lodi City Ordinance No. 1149, Chapter 19A of the Lodi City Code, Lodi Unified is actively pursuing other methods to alleviate overcrowding. These include, but are not limited to, the following:

(a) Continued collection of bedroom tax revenues from the County of San Joaquin.

(b) The continued collection of bedroom tax revenues from the City of Stockton.

(c) The Leroy F. Green lease purchase program of 1976, funded by Proposition 1 in 1982 by \$500,000,000.00 in school construction bonds, for which Lodi Unified qualifies. This program, together with a chance of increased funding, has led to, or will lead to, the following enrollment mitigation projects:

(1) Construction of handicapped facilities at Washington School, in Lodi.

(2) Construction of a Kindergarten through Sixth Grade facility at Stonewood in North Stockton, scheduled to accommodate 650 A.D.A.

(3) Construction of a Kindergarten through Sixth Grade facility at Claremont in North Stockton, scheduled to accommodate 600 A.D.A.

(4) Addition to the Morada Elementary School, in Stockton, scheduled to accommodate 600 A.D.A.

(5) A middle school facility, located in Wagner Heights, North Stockton, scheduled to accommodate 600 to 700 A.D.A.

(6) Planning and ultimate construction by the District of a third high school site in North Stockton.

(7) Planning and construction of a continuation high school in North Stockton.

(8) Construction of permanent facilities at the Oakwood School in North Stockton.

(9) Planning for an additional elementary school K through 6, located in the vicinity of the Holt Ranch in North Stockton.

(10) The construction of English Oaks Elementary School K-6, to be located in South Lodi, which facility will increase the classroom space sufficient to serve the entire southern portion of Lodi, including the subject development.

10. In the event that during the term of this Agreement, permanent school facilities are constructed with

proceeds from the sale of bonds and/or by levy of a special override tax by Lodi Unified eliminating the student housing shortage caused by Developer's project prior to completion of said project, Developer shall be released from its obligation under this Agreement, and shall be refunded all unappropriated moneys then on dep sit with Lodi Unified.

11. In the event that during the term of this Agreement the City of Lodi, or the Lodi Unified School District Board of Trustees should repeal ordinances or resolutions authorizing exaction of fees or dedication of land as a condition of approving divisions of land, then Developer shall be released from any obligation under this Agreement and shall be refunded all unappropriated moneys then on deposit with Lodi Unified. A reenactment of the necessary ordinances or resolutions shall not reestablish the obligation of Developer.

12. All fees collected from Developer by Lodi Unified under this Agreement shall be used only for the acquisition, construction, expansion, or improvement of permanent and/or interim classroom related school facilities. Any other use of such fees other than for interim or permanent classroom facilities shall be grounds for termination of this Agreement.

13. In the event that the Developer should breach any term of this Agreement, Lodi Unified reserves the right to notify the City of Lodi of said breach and request that the City of Lodi withdraw its approval of Developer's project and refrain from issuing any further approvals until Developer agrees to remedy the breach or otherwise mitigate the impact of its project on Lodi Unified's overcrowded classroom conditions. Lodi Unified's reserved right under this paragraph shall be in addition to, and shall in no way preclude, its right to pursue other lawful remedies for breach of this Agreement.

14. Lodi Unified shall record a copy of this Agreement in the Official Records of San Joaquin County.

15. In the event any portion of this Agreement shall be found, or declared by a Court of competent jurisdiction to be invalid, the remaining terms and conditions hereof not expressly declared invalid shall remain in full force and effect. A legislative or judicial amendment or declaration altering or eliminating the authority conferred upon the City of Lodi by the provisions of Government Code Section 65970, et seq., or otherwise declaring

the School Facilities Dedication Ordinance to be valid shall not affect the rights and obligations created by this Agreement, except as specifically provided hereinbefore.

16. In the event that either party to this Agreement resorts to litigation to enforce the terms and conditions hereof, or to seek declaratory relief, or to collect damages for breach hereof, the prevailing party in such litigation shall be entitled to recover reasonable attorney's fees.

17. All notices and payments to be given or made under this Agreement shall be in writing and shall be delivered either personally or by first-class U.S. mail, postage prepaid to the following persons at the locations specified:

FOR THE DISTRICT:

Facility Planner
Lodi Unified School
District
815 W. Lockeford St.
Lodi, Ca. 95240

FOR THE DEVELOPER:

Tandy Ranch. a Partnership
c/o Ronald B. Thomas
P. O. Box B-28
Lodi, California 95241

18. This Agreement shall be effective the date first above written and shall terminate upon completion of the construction of the final residential unit in the project, unless otherwise agreed by the parties in writing.

19. This Agreement contains each and every term and condition agreed to by the parties and may not be amended except by mutual agreement.

IN WITNESS WHEREOF, the parties hereto have entered into this Agreement the day and year first written above.

DEVELOPER:

TANDY RANCH, a
Partnership,

By Ronald B. Thomas
Ronald B. Thomas,
General Partner

DISTRICT:

LODI UNIFIED SCHOOL DIS-
TRICT OF SAN JOAQUIN
COUNTY, a Political Subdi-
vision of the State of
California

By Herth E. Larson
Herth E. Larson,
Superintendent

Approved as to Form
GERALD A. SHERWIN
County Counsel

Gerald A. Sherwin
Deputy County Counsel

(Individual)

83087973



STATE OF CALIFORNIA }
COUNTY OF San Joaquin } ss.

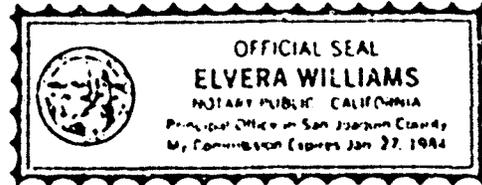
On December 8, 1983 before me, the undersigned, a Notary Public in and for said State, personally appeared Ellerth E. Larson

_____, personally known to me or proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged that he executed the same.

WITNESS my hand and official seal.

Signature *Elvera Williams*

Misc.-B Rev. 12-82 Top



(This area for official notarial seal)

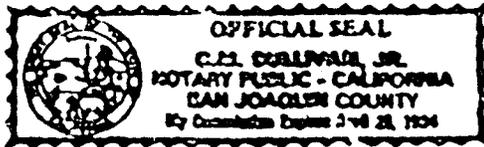
State of CALIFORNIA }
County of SAN JOAQUIN } ss.

On this the 15th day of November 1983, before

C. M. SULLIVAN, JR.

the undersigned Notary Public, personally appeared

RONALD B. THOMAS



personally known to me

proved to me on the basis of satisfactory evidence to be the person(s) who executed the within instrument on behalf of partnership, and acknowledged to me that the partnership executed it.
WITNESS my hand and official seal.

Notary's Signature *C. M. Sullivan, Jr.*
C. M. SULLIVAN, JR.

PARTNERSHIP ACKNOWLEDGMENT FORM 7130 052

NATIONAL NOTARY ASSOCIATION - 23012 Ventura Blvd. - Woodland Hills

COUNTY RECORDER'S OFFICE 83087973

STATE OF CALIFORNIA }
COUNTY OF SAN JOAQUIN }

Stockton, California

Date _____

RECEIPT

Received for Record: Development Fee Agreement--TANDY RANCH

JAMES M. JOHNSTONE

County Recorder

Fees \$ Exempt Paid _____

By _____

An undivided one-half interest in and to all that certain real property situate in the City of Lodi, County of San Joaquin, State of California, described as follows:

PARCEL ONE:

Lot six (6) of A. J. Larson's Subdivision of the Northeast Quarter (NE 1/4) of Section thirteen (13), Township three (3) North, Range six (6) East, Mount Diablo Base and Meridian, according to the Official Map thereof filed for record in Vol. 2 of Maps, page 4, San Joaquin County Records.

PARCEL TWO:

Beginning at the Northeast corner of the Southeast Quarter (SE 1/4) of Section thirteen (13), Township three (3) North, Range six (6) East, Mount Diablo Base and Meridian, and run thence South 87°47' West along North line of said Southeast Quarter (SE 1/4) of Section 13, 1650 feet; thence South 528 feet; thence North 87°47' East, 1650 feet; thence North 528 feet to the point of beginning.

EXCEPT THEREFROM that portion acquired by the State of California by Final Order of Condemnation, a certified copy of which was recorded April 24, 1958 in Book of Official Records, Vol. 2062, page 247, San Joaquin County Records.

EXCEPTING from parcels one and two above that certain tract of land conveyed to the State of California for highway purposes by Deed recorded November 21, 1944 in Book of Official Records, Vol. 907, page 41, San Joaquin County Records.

PARCEL THREE:

A portion of that certain parcel of land labeled Parcel No. 25 as described in Final Order of Condemnation, recorded April 24, 1958 in Book of Records, Vol.

2062, page 247, San Joaquin County Records, situated in the Southeast Quarter (SE 1/4) of Section thirteen (13), Township three (3) North, Range six (6) East, Mount Diablo Base and Meridian, said portion described as follows:

Beginning at the Southwest corner of said parcel; thence along the Southerly line of said parcel North $36^{\circ}27'00''$ East, 63.81 feet; thence from a tangent that bears North $9^{\circ}35'16''$ East, along a curve concave to the East, having a radius of 828 feet, through a central angle of $0^{\circ}53'29''$, an arc distance of 12.88 feet; thence North $10^{\circ}06'58''$ East, 141.03 feet to the Westerly boundary of said parcel; thence along said Westerly boundary the following three courses; from a tangent that bears South $20^{\circ}44'16''$ West, along a curve concave to the Northwest having a radius of 116 feet; through a central angle of $24^{\circ}15'44''$, an arc distance of 49.12 feet; South $47^{\circ}01'45''$ West, 56.47 feet; and from a tangent that bears South $45^{\circ}00'00''$ West along a curve concave to the Southeast, having a radius of 84 feet, through a central angle of $56^{\circ}24'59''$, an arc distance of 82.71 feet to the point of beginning.

7. Developer shall make such reasonable and appropriate contribution by depositing with Lodi Unified an amount equal to, and in lieu of, any sums prescribed to be deposited for such a residential development by Lodi City Ordinance No. 1149, Chapter 19A of the Lodi City Code, commonly referred to as the "School Facilities Dedication Ordinance." It is understood by the parties hereto that the fee schedule, under the provisions of this Ordinance, is set by the Lodi City Council periodically by resolution. The rate or fees applicable to this Agreement shall be the rate in effect at the time Developer applies to the City of Lodi for a residential building permit.

In the event that said Ordinance is declared unconstitutional by a Court of law having jurisdiction over the City of Lodi, the applicable rate or fee shall be the last rate set by said City Council prior to the effective date of the Court's ruling. Any such declaration of

unconstitutionality shall have no force or effect upon Lodi Unified's ability or right to collect the fees set by this Agreement. Said fees shall be due and deposited with Lodi Unified at such time as Developer, or its assignee, shall be in a position to receive from the City of Lodi all residential building permits necessary for the construction of such phase of the development as Developer is then currently planning to develop.

8. Upon receipt of the fees provided for by this Agreement, Lodi Unified shall immediately, and without delay, notify the City of Lodi of its receipt thereof and request that Developer be exempt from any fee imposed upon the same residential units by the City of Lodi, and that Developer be allowed to acquire building permits in the project phase for which full payment has been received. Failure to use all diligence to notify the City of Lodi of the receipt of the fee shall cause this Agreement to terminate and in no event shall Lodi Unified receive double payment for any residential unit to be constructed by Developer.

9. It is understood and agreed by the parties hereto that in addition to the mitigation provided by way of Lodi City Ordinance No. 1149, Chapter 19A of the Lodi City Code, Lodi Unified is actively pursuing other methods to alleviate overcrowding. These include, but are not limited to, the following:

(a) Continued collection of bedroom tax revenues from the County of San Joaquin.

(b) The continued collection of bedroom tax revenues from the City of Stockton.

(c) The Leroy F. Green lease purchase program of 1976, funded by Proposition 1 in 1982 by \$500,000,000.00 in school construction bonds, for which Lodi Unified qualifies. This program, together with a chance of increased funding, has led to, or will lead to, the following enrollment mitigation projects:

(1) Construction of handicapped facilities at Washington School, in Lodi.

(2) Construction of a Kindergarten through Sixth Grade facility at Stonewood in North Stockton, scheduled to accommodate 650 A.D.A.

(3) Construction of a Kindergarten through

Sixth Grade facility at Claremont in North Stockton, scheduled to accommodate 600 A.D.A.

(4) Addition to the Morada Elementary School, in Stockton, scheduled to accommodate 600 A.D.A.

(5) A middle school facility, located in Wagner Heights, North Stockton, scheduled to accommodate 600 to 700 A.D.A.

(6) Planning and ultimate construction by the District of a third high school site in North Stockton.

(7) Planning and construction of a continuation high school in North Stockton.

(8) Construction of permanent facilities at the Oakwood School in North Stockton.

(9) Planning for an additional elementary school K through 6, located in the vicinity of the Holt Ranch in North Stockton.

(10) The construction of English Oaks Elementary School K-6, to be located in South Lodi, which facility will increase the classroom space sufficient to serve the entire southern portion of Lodi, including the subject development.

10. In the event that during the term of this Agreement, permanent school facilities are constructed with proceeds from the sale of bonds and/or by levy of a special override tax by Lodi Unified eliminating the student housing shortage caused by Developer's project prior to completion of said project, Developer shall be released from its obligation under this Agreement, and shall be refunded all unappropriated moneys then on deposit with Lodi Unified.

11. In the event that during the term of this Agreement the City of Lodi, or the Lodi Unified School District Board of Trustees should repeal ordinances or resolutions authorizing exaction of fees or dedication of land as a condition of approving divisions of land, then Developer shall be released from any obligation under this Agreement and shall be refunded all unappropriated moneys then on deposit with Lodi Unified. A reenactment of the necessary ordinances or resolutions shall not reestablish the obligation of Developer.

12. All fees collected from Developer by Lodi Unified under this Agreement shall be used only for the acquisition, construction, expansion, or improvement of permanent and/or interim classroom related school facilities. Any other use of such fees other than for interim or permanent classroom facilities shall be grounds for termination of this Agreement.

13. In the event that the Developer should breach any term of this Agreement, Lodi Unified reserves the right to notify the City of Lodi of said breach and request that the City of Lodi withdraw its approval of Developer's project and refrain from issuing any further approvals until Developer agrees to remedy the breach or otherwise mitigate the impact of its project on Lodi Unified's overcrowded classroom conditions. Lodi Unified's reserved right under this paragraph shall be in addition to, and shall in no way preclude, its right to pursue other lawful remedies for breach of this Agreement.

14. Lodi Unified shall record a copy of this Agreement in the Official Records of San Joaquin County.

15. In the event any portion of this Agreement shall be found, or declared by a Court of competent jurisdiction to be invalid, the remaining terms and conditions hereof not expressly declared invalid shall remain in full force and effect. A legislative or judicial amendment or declaration altering or eliminating the authority conferred upon the City of Lodi by the provisions of Government Code Section 65970, et seq., or otherwise declaring the School Facilities Dedication Ordinance to be valid shall not affect the rights and obligations created by this Agreement, except as specifically provided hereinbefore.

16. In the event that either party to this Agreement resorts to litigation to enforce the terms and conditions hereof, or to seek declaratory relief, or to collect damages for breach hereof, the prevailing party in such litigation shall be entitled to recover reasonable attorney's fees.

17. All notices and payments to be given or made under this Agreement shall be in writing and shall be delivered either personally or by first-class U.S. mail, postage prepaid to the following persons at the locations specified:

FOR THE DISTRICT:

Facility Planner
Lodi Unified School District
815 West Lockeford Street
Lodi, California 95240

FOR THE DEVELOPER:

Johnson Ranch, a partnership
c/o Ronald B. Thomas
P. O. Box B-28
Lodi, California 95241

18. This Agreement shall be effective the date first above written and shall terminate upon completion of the construction of the final residential unit in the project, unless otherwise agreed by the parties in writing.

19. This Agreement contains each and every term and condition agreed to by the parties and may not be amended except by mutual agreement.

IN WITNESS WHEREOF, the parties hereto have entered into this Agreement the day and year first written above.

DEVELOPER:

JOHNSON RANCH, a Partnership,

By Ronald B. Thomas
Ronald B. Thomas,
General Partner

DISTRICT:

LODI UNIFIED SCHOOL DISTRICT
OF SAN JOAQUIN COUNTY, a
Political Subdivision of the
State of California

By Ellerth E. Larson
Ellerth E. Larson,
Superintendent

revised as to Form
ALD A. SHERWIN
County Counsel

[Signature]
County Counsel

83087979

(Individual)

STATE OF CALIFORNIA }
COUNTY OF San Joaquin } ss.

↑
STATE HERE
↓

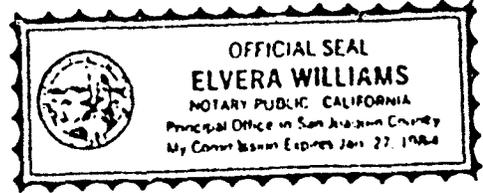
On December 8, 1983 before me, the undersigned, a Notary Public in and for said State, personally appeared Ellerth E. Larson

_____, personally known to me or proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged that he executed the same.

WITNESS my hand and official seal.

Signature *Ellerth E. Larson*

Not. B Rev. 12-82 Top



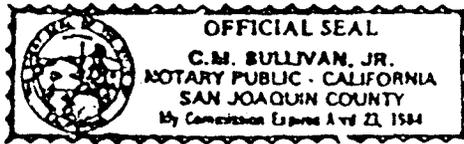
(This area for official notarial seal)

State of CALIFORNIA }
County of SAN JOAQUIN } ss.

On this the 15th day of November, 1983, before

C. M. SULLIVAN, JR.
the undersigned Notary Public, personally appeared

RONALD B. THOMAS



personally known to me
 proved to me on the basis of satisfactory evidence to be the person(s) who executed the within instrument on behalf of partnership, and acknowledged to me that the partnership executed the same.
WITNESS my hand and official seal.

Notary's Signature *C. M. Sullivan, Jr.*
C. M. SULLIVAN, JR.

PARTNERSHIP ACKNOWLEDGMENT FORM 7130 052

NATIONAL NOTARY ASSOCIATION - 23012 Ventura Blvd - Woodland Hills, CA 91364

COUNTY RECORDER'S OFFICE
STATE OF CALIFORNIA
COUNTY OF SAN JOAQUIN }

83087979

RECEIPT

Stockton, California

Date _____

Received for Record. Development Fee Agreement--JOHNSON RANCH

JAMES M. JOHNSTONE

County Recorder

Fees \$ Exempt Paid _____

By _____

APPENDIX B
..
COMMENTS AND RESPONSES
..

RESPONSE TO COMMENTS
OF DRAFT EIR
RECEIVED BY THE CITY OF LODI

COMMENTS OF BARBARA LEA

1) Buffer Between Project and Adjacent Agricultural Areas.

Response: The City will, as a condition of the subdivision map, require a 7 foot solid fence around the entire project. The fence will be constructed and maintained by the developer. Additionally, the City can require a building setback of 20 feet for lots that rear on the agricultural properties. For lots 55, 56, 141 and 161 that side onto the agricultural properties, those lots may have to be widened to accommodate an increase sideyard setback.

2) Century Boulevard/Southern Pacific Railroad Grade Crossing.

Response: The City does not have any immediate plans to construct the Century Boulevard grade crossing and will not until such time in the future when there is sufficient traffic demand. The City has explored the possibility of a grade separation at Pine Street or Lodi Avenue in the downtown area. The major problem would be the number of existing structures and businesses that would be affected. Since both an overpass or underpass would require a large amount of land, numerous existing buildings would be affected. At both Pine Street and Lodi Avenue, the underpass or overpass would have to be much larger than the existing underpass at Turner Road. This is because at Turner Road there is only a single track, while in the downtown area there are double and tripple sets of tracks used for switching operations.

In the case of Century Boulevard, the right-of-way for the underpass has already been acquired, so no homes or other structures would be affected.

3) Projected School Enrollment Capacity.

Response: The following has been added to the text:

The Projected student capacity for the schools including portable rooms is:

Heritage School	614
Senior Elementary	1032
Tokay High School	2534

The current enrollment for these schools in February 1984 is:

Heritage School	623
Senior Elementary	931
Tokay High School	2427

4) Availability of Parks and Recreation Areas.

Response: When Salas Basin/Park is fully developed, the park will have playground equipment and play areas open to the public at all times. Currently the basin portion of the park is turfed, fenced and contains ball diamonds and a concession stand for organized team sports. The next phase will include a parking lot and various street improvements. The final phase will include restrooms, playground equipment and picnic areas. This area will be on the high ground outside of the fenced basin area and will be available at all regular park times. The final phase should be constructed in late 1984 or early 1985.

5) Questions About Possible Noise Problems.

Response: The City's noise projections are based on current noise levels and future estimates for increased traffic levels. In the area of the proposed project, the two problem noise sources are Cherokee Lane/Highway 99 and the Southern Pacific Railroad. The Cherokee Lane/Highway 99 corridor is immediately adjacent to the project site and therefore directly impacts the site.

The S.P.R.R. is also a major noise source. The railroad line is, however, far enough away from the project site so that it does not impact the site. While undoubtedly people in the project may still hear the train, the project will not fall within noise contour levels that exceed 65 Ldn from the railroad track.

Stockton Street or Century Boulevard are not designated as problem noise corridors. This is primarily based on the relatively low traffic volume projected for both these streets.

The level of 60 Ldn is the acceptable level for a residence with no sound reduction measures. The level of 65 Ldn is conditionally acceptable with minor sound reduction measures incorporated. It has been found that new residences constructed in California have sufficient sound reduction measures incorporated into them to reduce interior noise levels by 5 Ldn. This is largely a result of the new energy regulations which require additional insulation, double-paned windows, caulking of windows, electrical outlets, etc. These and other items that are required for energy conservation also have the effect of reducing the interior noise levels of the residence.

6) Questions Vacant Lot Survey.

Response: The list of vacant lots in subdivisions has been updated to include recently approved or submitted subdivisions. The Eilers property has been included, but only as a preliminary project with no approved map.

COMMENTS OF KEIZO OKUHARA

1) Request Construction of Fence Between Project and His Property.

Response: The EIR has as one of its mitigation measures, the construction of a solid 7 foot fence around the entire west and south property line of the project.

COMMENTS OF ED DE BENEDETTI, PARKS AND RECREATION DIRECTOR

1) Feels that there may be a need for a small recreation area(s) for small children within the project.

Response: It has been the City's policy to consolidate the City's recreation facilities in the basin/parks, like Salas Park. This has allowed the City to construct park facilities throughout the City at a minimal cost to the public. Cost for acquisition of the land is paid out of the Master Storm Drainage Funds. The only additional cost for the park facility is the cost for turfing, play equipment, sprinklers, restrooms, etc.

The other economy is maintenance cost. It is less expensive to maintain a single large facility than several smaller, scattered park facilities. The consolidation also allows the city to provide more amenities at each park facility. Things such as restrooms and large pieces of playground equipment would probably not be possible at small, neighborhood tot-lots

The neighborhood facilities do have the advantage of being more convenient to children in the surrounding areas. This may be particularly important to homes with small children, since parents may not want small children to play very far from home. The neighborhood facilities would be within a short walking distance of a larger number of houses.

It would be up to the City Council to determine if they wish to change current City policy and construct more neighborhood park facilities. These smaller parks could be built in addition to the basin/parks or as a partial substitution for the park portion of the basin/parks. Additionally, some determination would need to be made about how the land would be acquired and who would pay for the cost of construction.

COMMENTS OF DEPARTMENT OF TRANSPORTATION

1) State Concerns About the Effect on the Cherokee/Highway 99 Interchange.

Response: As a condition for any project or subdivision map approval, the City will require that a design for the Century Boulevard/ Cherokee Lane intersection be submitted to the Department of Transportation for their approval.

COMMENTS OF REMY & THOMAS, ATTORNEYS

1) Question Concerning the Legality of the Annexation Involving the Johnson-Tandy Property in Relation to Measure A.

Response: It is the opinion of the City Attorney Ronald Stein that the annexation was not affected by the decision of the Third Court of Appeal, and, therefore, the Tandy-Johnson property is within the City Limits and is not affected by Measure A. The City can, therefore, proceed with its review of the EIR, general plan amendment and rezoning.

2) Requests Discussion of the Necessity of Additional Housing in Lodi.

Response: Discussed on pages 16 through 20 of EIR.

3) Requests Discussion on Effect of Development on Agricultural Properties.

Response: Discussed on pages 13 through 15 of the EIR.

Comments on Tandy-Johnson Ranch E.I.R.

- page iv No buffer zone is provided around the project. Roads should be next to vineyard areas with a 7 foot fence.
- page 10 It is poor planning to continue to plan an underpass or an overpass for Century Blvd. when one is greatly needed in the downtown area.
- page 11 Projected school enrollment does not mean much if you don't know the school's capacity.
- page 12 Few children will be able to cross Kettleran Lane by themselves to go to Blakely Park. Salas Park is a locked park, so the play area for condo children will be the vineyards.
- page 12 in the '79 E.I.R. states noise levels of 60 Ldn are maximum acceptable level of noise for a residential structure without taking some type of sound reduction measures. Page 7 in the '84 E.I.R. states the maximum level is 65 Ldn, and only addresses Cherokee Lane and Highway 99. The earlier E.I.R. comments that Stockton and Century Blvd. could exceed the 60 Ldn level.
- page 17 The statement that there is only a 5 year supply of lots is misleading. Only lots with final or tentative approval are counted. Bare land, such as Eihlers 33 acres, without maps is not listed.
- page 18 I favor Alternate Plan 2:
- a. There is more need for single family homes.
 - b. There is an excess of commercial buildings in Lodi already.
 - c. There is an abundance of condo units already planned.
Page 18 states 1,000 unbuilt multiple-family units are on final or tentative maps.
 - d. There would be a reduction of traffic by 58%.

Barbara Lee

February 8, 1984

James B. Schroeder, Director
City of Lodi
Community Development Director
221 West Pine Street
Lodi, CA 95240

Dear Sir:

In regards to the Tandy-Johnson Ranch project, we would like you to take this request into consideration.

Our property is located on the southside of the proposed project. We request that a solid fence be put up between our property and the Tandy-Johnson Ranch.

Your attention to this request would be appreciated.

Yours truly,



Keizo Okuhara
13977 North Cherokee Lane
Lodi, CA 95240

RECEIVED

FEB 10 1984



COMMUNITY
DEVELOPMENT
DEPARTMENT

M E M O R A N D U M

TO: David Morimoto, Community Development
FROM: Ed DeBenedetti, Director, Recreation and Parks
RE: Tandy-Johnson Ranch Environmental Impact Report
DATE: January 18, 1984

I did not spend a tremendous amount of time reading all of the particulars regarding this project. I presume that generally the project would meet with all of the environmental needs that are recommended for today.

I do, however, have one comment and exception and this concerns recreation only. I noted that they have made no provision for recreation space within the proposed development, even though they talked about possibly putting in a pool and/or spa. I have to presume that this area would be populated by families with children of young ages. It would be my suggestion, therefore, that even though Salas Park is fairly close and Blakely Park is in the general vicinity, there is a definite need within this development for one and possibly two tot lots of 1/3 acre or maybe a little less.

Whether they would be City-owned and installed, I don't know; I would assume that possibly if they would make the land available to us, the City might be willing to develop and maintain the tot lots. These areas should be set aside, however, so that children may use play equipment, play some catch or kick some balls without having to go to the City parks some distance away or play in the streets.

I realize that to take 2/3rds of an acre out of this project is quite a bit, but possibly we could design something even smaller which would suffice. I do feel, though, that there is a definite need for a play facility within the subdivision.

ED:jd
Attach.

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 (1976 E. CHARTER WAY)
STOCKTON, CALIFORNIA 95201

October 26, 1983

10-SJ-99
Tandy Ranch Subdivision
NOP - EIRCity of Lodi
Attention Mr. David Morimoto
221 W. Pine Street
Lodi, CA 95240

Dear Mr. Morimoto:

We have reviewed your NOP for the above-noted location and offer the following comments:

The proposal to extend Century Boulevard sometime in the future does point out a potential problem area in regard to traffic moves in the vicinity of Cherokee Lane Frontage Road and the on-ramp to southbound Route 99.

A detailed study for traffic distribution at this location should be included in your E.I.R.

A Caltrans Encroachment Permit will be required for any work within the existing state right of way.

Unless the applicant seeking an encroaching permit properly addresses the impacts that would affect the state highway, his permit will be denied.

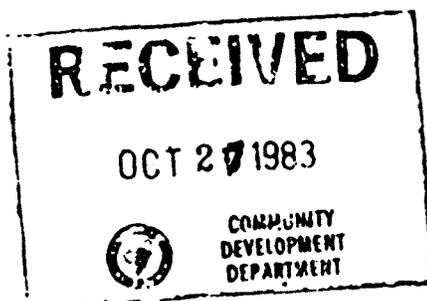
Application for the permit may be obtained at our District Office at 1976 E. Charter Way, P. O. Box 2048, Stockton, CA 95201.

A minimum of 4 to 6 weeks is required to process the application and issue a permit. Complex projects may require a considerably longer time.

Please send a copy of the final report to John Gagliano, Caltrans, District 10 Office, P. O. Box 2048, Stockton, CA 95201.

Very truly yours,

John Gagliano
JOHN GAGLIANO, P.E.
A-95 Coordinator
(209) 948-7875



REMY and THOMAS
ATTORNEYS AT LAW
801 12TH STREET SUITE 900
SACRAMENTO, CALIFORNIA 95814

(916) 443-2745

MICHAEL H. REMY
TINA A. THOMAS

October 28, 1983

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

RE: Notice of Preparation for Tandy Ranch

Dear Mr. Morimoto:

Thank you for the receipt of the Notice of Preparation for the Tandy Ranch. As you are well aware, this office represents Rural Landowners' Association (RLOA). These comments are submitted on behalf of RLOA. We have reviewed the Notice of Preparation for the project described as the Tandy Ranch and have several specific comments.

First, it is our position that the City is in violation of Measure A, requiring a majority vote of the registered voters of the City of Lodi prior to amending the land use element of the general plan and annexing the project. Additionally, the City is in violation of the specific mandates of the Court of Appeal. Since the Court has set aside the decision of the City in approving the annexation, general plan amendment, prezone and tentative subdivision map, the City must essentially start from square one. In accordance with Measure A, the City must make the appropriate findings, then amend the City's general plan by a majority vote of the people voting in a city-wide election. Without a doubt, action counter to the provisions of Measure A invite subsequent litigation.

Second, the EIR must discuss the necessity of housing in the Lodi area. It is our understanding that the majority of housing projects recently built in Southeast Lodi are still unoccupied. Will the City be able to justify the existence of significant impacts with social or economic considerations other than the economic considerations of the developer.

We would also hope that the City would consider the impact of creating inconsistent land uses. This is the precise type of situation that ultimately results in nuisance suits (i.e., use of pesticides adjacent to urban uses).

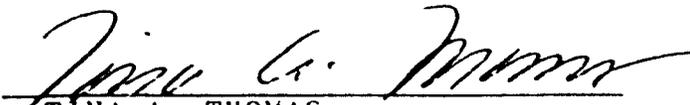
Finally, in the event that the City proceeds with the project without following the voting procedures set forth in Measure A, the City will, at least, be required to prepare the findings which show that "the nonagricultural development ... will not interfere with the continued productive use of agricultural land in the Green Belt." The evidence to support those findings must be contained in the EIR.

Furthermore, we refer you to the published opinion of the Third District Court of Appeal for the need for further discussion in the new EIR.

Thank you for the opportunity to comment.

Very truly yours,
REMY AND THOMAS

BY


TINA A. THOMAS

