

SPECIAL CITY COUNCIL MEETING

OCTOBER 8, 1986

7:30 P.M.

PUBLIC HEARINGS

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

- 1) To consider the Planning Commission's recommendation that the City Council certify, as adequate, the Final Environmental Impact Report (EIR 86-1) for Johnson Ranch #2, a proposed 30.6 acre, 145 single-family lot project located south of the City limits near the future extension of Century Boulevard and west of Cherokee Lane.
- 2) To consider the Planning Commission's recommendation to prezone Johnson Ranch #2, a 30.6 acre, 145 single-family lot project located south of the City limits near the future extension of Century Boulevard and west of Cherokee Lane to R-2, Single-Family Residential.

The matter was introduced by City Manager Peterson. Detailed information regarding the matter and diagrams of the subject area were presented by Community Development Director Schroeder.

A presentation regarding the Final Environmental Impact Report (EIR 86-1) for Johnson Ranch #2 and mitigations were reviewed by Junior Planner Erin Corey.

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

JOHNSON RANCH II

The following person spoke on behalf of the matter:

ORD. NO. 1391
INTRODUCED

- a) Russ Munson
1530 Edgewood Drive
Lodi, CA

Speaking in opposition and asking a number of questions regarding the subject matter was:

- a) Janet Pruss
2421 Diablo Drive

2) ENVIRONMENTAL IMPACT

Urbanization of the subject parcel will affect adjacent agricultural parcels. (pp. 2-3)

Finding

While some modification of current farming practices may be required, those modifications will not prevent the continued agricultural use of the adjacent parcels. The use of agricultural chemicals can continue although in some cases alternative methods of application or types of chemicals may be required. There will be a 20' buffer required along the south and west sides of the project. This will provide a separation between the parcels, and reduce problems of agriculturally related noise, dust and chemical spraying.

3) ENVIRONMENTAL IMPACT

The project will generate approximately 1450 vehicle trips per day when fully developed. (pp. 3-5)

resulting from the proposed project.

TOWNE RANCH

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cc-53a

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

- 1) To consider the Final Environmental Impact Report (EIR 86-2) for Towne Ranch, a proposed 78.3 acre residential subdivision, located on the south side of West Turner Road and west of Lower Sacramento Road.
- 2) To consider the request of the property owner to prezone Towne Ranch, a 78.3 acre residential subdivision, located on the south side of West Turner Road and west of Lower Sacramento Road to P-D, Planned Development, to accommodate single and multiple-family residential uses.

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

A presentation regarding the Final Environmental Impact Report (EIR 86-2) for Towne Ranch Subdivision and mitigations were reviewed by Junior Planner Erin Corey.

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

The following person spoke on behalf of the matter:

1. Glen Baumbach (representing the Towne family)
Baumbach and Piazza
323 West Elm Street
Lodi, CA

Speaking in opposition was Walter Pruss, 2421 Diablo Court, Lodi, who also posed a number of questions regarding the matter to the Council.

There being no other persons wishing to speak on the matter, Mayor Reid closed the Public Hearing.

Following discussion, on motion of Council Member Pinkerton, Hinchman second, Council, by unanimous vote, certified the subject Environmental Impact Report as adequate.

On motion of Mayor Pro Tempore Olson, Hinchman second, Council by unanimous vote, established the following findings of approval for Towne Ranch Subdivision:

A. 1) ENVIRONMENTAL IMPACT

The project will result in the loss of 78.3 acres of prime agricultural soil if the project is approved. This loss cannot be mitigated. (pp. 3-4)

Finding

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

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

Overriding Considerations

The area in question was designated for residential development for many years prior to Measure A. The area has been undergoing urbanization for the past several years, and there is residential development adjacent to the proposed project.

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

2) ENVIRONMENTAL IMPACT

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

Finding

While some modification of current farming practices may be required, those modifications will not prevent the continued agricultural use of the adjacent parcels. The use of agricultural chemicals can continue although in some cases alternative methods of application or types of chemicals may be required. There is an 80' right of way on Turner Road which will serve as a buffer between the agricultural use on the north and the project site. A nursery and the Woodbridge Irrigation District serves as a buffer on the west between the project and agricultural use.

3) ENVIRONMENTAL IMPACT

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

Finding

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

4) ENVIRONMENTAL IMPACT

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

Finding

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

5) ENVIRONMENTAL IMPACT

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

Finding

The project along Lower Sacramento Road will not be subject to CNELs exceeding 60 dB. The multiple-family units along Lower Sacramento Road and Turner Road could be subject to

Title 25 of the California Administrative Code if they are placed on the site within noise contours exceeding 60 dB. Depending on the ultimate site plan (presently there is no site plan for the multiple-family units), a noise analysis may be required and mitigation measures such as limiting number and size of windows and bedrooms facing Lower Sacramento Road could be required. The same would be required of the multiple family units along Turner Road.

6) ENVIRONMENTAL IMPACT

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

Finding

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

B. ALTERNATIVES TO THE PROJECT

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

Alternative 1

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

Finding

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

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

Alternative 2

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

Finding

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

Alternative 3

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

Finding

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

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

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

C. GROWTH-INDUCING IMPACT

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

Finding

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

Further, on motion of Council Member Pinkerton, Olson second, Council introduced Ordinance No. 1392 rezoning Towne Ranch, a 78.3 acre residential subdivision, located on the south side of West Turner Road and west of Lower Sacramento Road to P-D, Planned Development District, to accommodate single and multiple-family residential uses.

The motion carried by unanimous vote.