CARNEGIE FORUM 305 WEST PINE STREET LODI, CALIFORNIA	**AGENDA** **LODI** **PLANNING COMMISSION**	REGULAR SESSION WEDNESDAY, SEPTEMBER 10, 2008 @ 7:00 PM

For information regarding this agenda please contact:
Kari Chadwick @ (209) 333-6711
Community Development Secretary

NOTE: All staff reports or other written documentation relating to each item of business referred to on the agenda are on file in the Office of the Community Development Department, located at 221 W. Pine Street, Lodi, and are available for public inspection. If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof. To make a request for disability-related modification or accommodation contact the Community Development Department as soon as possible and at least 24 hours prior to the meeting date.

1. ROLL CALL
2. MINUTES – "August 27, 2008"
3. PUBLIC HEARINGS
   a. Request for a Use Permit to allow conversion of two existing duplexes into residential condominiums located at 1273 Vienna Drive and 1248 Salzburg Lane; and
   b. Request for a Tentative Parcel Map to divide two duplexes into four residential condominiums at 1273 Vienna Drive and 1248 Salzburg Lane. (Applicant: Baumbach and Piazza, Inc. on behalf of Fred Baker. File # 08-P-01).

NOTE: The above items are quasi-judicial hearings and require disclosure of ex parte communications as set forth in Resolution No. 2006-31

   c. Request for Planning Commission approval of a Tentative Parcel Map to divide one parcel into three lots at 426 North Loma Drive. (Applicant: Crystal Kirst, File # 08-P-02).

NOTE: The above item is a quasi-judicial hearing and requires disclosure of ex parte communications as set forth in Resolution No. 2006-31

   d. Continued from the August 27th meeting - Consider recommending approval of a General Plan Amendment to the City Council for Reynolds Ranch; and
   e. Continued from the August 27th meeting - Consider approval of a Tentative Map for Reynolds Ranch. (Applicant: San Joaquin Valley Land Co.; File #s: 08-GPA-01 & 08-P-03) CEQA Status: Addendum to FEIR 06-01 Resolution #s: P.C. 08-23 & 24

NOTE: The above items are quasi-judicial hearings and require disclosure of ex parte communications as set forth in Resolution No. 2006-31

4. PLANNING MATTERS/FOLLOW-UP ITEMS
5. ANNOUNCEMENTS AND CORRESPONDENCE
6. ACTIONS OF THE CITY COUNCIL
   a. Summary Memo Attached.

7. GENERAL PLAN UPDATE/DEVELOPMENT CODE UPDATE
8. ACTIONS OF THE SITE PLAN AND ARCHITECTURAL REVIEW COMMITTEE
9. ART IN PUBLIC PLACES
10. COMMENTS BY THE PUBLIC
11. COMMENTS BY THE PLANNING COMMISSIONERS & STAFF
12. ADJOURNMENT

Pursuant to Section 54954.2(a) of the Government Code of the State of California, this agenda was posted at least 72 hours in advance of the scheduled meeting at a public place freely accessible to the public 24 hours a day.

***NOTICE: Pursuant to Government Code §54954.3(a), public comments may be directed to the legislative body concerning any item contained on the agenda for this meeting before* (in the case of a Closed Session item) *or during consideration of the item.*

Right of Appeal:

If you disagree with the decision of the commission, you have a right of appeal. Only persons who participated in the review process by submitting written or oral testimony, or by attending the public hearing, may appeal.

Pursuant to Lodi Municipal Code Section 17.72.110, actions of the Planning Commission may be appealed to the City Council by filing, within ten (10) business days, a written appeal with the City Clerk and payment of $300.00 appeal fee. The appeal shall be processed in accordance with Chapter 17.88, Appeals, of the Lodi Municipal Code. Contact: City Clerk, City Hall 2nd Floor, 221 West Pine Street, Lodi, California 95240 – Phone: (209) 333-6702.

Minutes to be added to the Packet on Monday, September 8th.

LODI PLANNING COMMISSION
REGULAR COMMISSION MEETING
CARNEGIE FORUM, 305 WEST PINE STREET
WEDNESDAY, AUGUST 27, 2008

1. CALL TO ORDER / ROLL CALL

The Regular Planning Commission meeting of August 27, 2008, was called to order by Chair Kiser at 7:00 p.m.

Present: Planning Commissioners – Cummins, Hennecke, Kirsten, Mattheis, Olson, and Chair Kiser

Absent: Planning Commissioners – Heinitz

Also Present: Planning Manager Peter Pirnejad, Deputy City Attorney Janice Magdich, Senior Planner David Morimoto, Assistant Planner Immanuel Bereket, and Administrative Secretary Kari Chadwick

2. MINUTES

"June 25, 2008"

MOTION / VOTE:
The Planning Commission, on motion of Vice Chair Cummins, Olson second, approved the Minutes of June 25, 2008 with additional language added to page three, forth bullet point as noted below by Commissioner Mattheis:

Added Verbiage – Chair Mattheis would like to get away from using, front, side, and back yard designations in flag lot situations thus looking at the intent of adjacencies in existing conditions.

Commissioners Kirsten abstained because he was not in attendance at the subject meeting.

"July 9, 2008"

MOTION / VOTE:
The Planning Commission, on motion of Commissioner Mattheis, Hennecke second, approved the Minutes of July 9, 2008 with additional language added to page three under item number 7 as noted below by Commissioner Mattheis:

Commissioner Mattheis would like the discussion regarding why the Heritage Tree Ordinance was rejected by the City Council during the preliminary discussions with them added to the minutes.

Commissioners Cummins and Kirsten abstained because they were not in attendance at the subject meeting.

"August 13, 2008"

MOTION / VOTE:

The Planning Commission, on motion of Commissioner Mattheis, Kiser second, approved the Minutes of August 13, 2008 with additional language added to page 3, 6th paragraph of item 3c as noted below by Commissioner Mattheis:

A Land Use designation in the document should be reconsidered because of the conflict with the General Plan and he suggests that it be changed.

Commissioner Hennecke and Olson abstained because they were not in attendance at the subject meeting.

3. PUBLIC HEARINGS

a) Notice thereof having been published according to law, an affidavit of which publication is on file in the Community Development Department, Chair Kiser called for the public hearing to consider the

request for a Use Permit to allow Live Entertainment and Dancing at La Luna Restaurant located at 910 South Cherokee Lane.

Planning Manager Pirnejad made a brief introduction pointing out the letters received, which are provided on the blue sheets.

Chair Kiser asked if these activities are already going on. Planning Manager Pirnejad stated that based on the letters received the activities are currently happening, but suggested that the applicant may be the best person to answer the question.

Assistant Planner Bereket gave a brief PowerPoint presentation based on the staff report.

Commissioner Olson asked for clarification of whether or not there has been dance classes and dancing already taking place with no complaints. Assistant Planner Bereket stated there have not been any complaints to date. Planning Manager Pirnejad stated that the public hearing notice has generated some complaints.

Hearing Opened to the Public

- Noe Luna, applicant, came forward to answer questions. Mr. Luna stated that he is concerned about the surrounding neighbors and will do all he can to not disturb them.
- Chair Kiser asked if there has been dancing and live music taking place. Mr. Luna stated that there has been Salsa Classes and he has rented the area for private parties. He also added that he has altered the position of the speakers and posted the doors to help keep the noise from getting outside.
- Commissioner Kirsten asked if there was a fence separating Mr. Luna's property from the property to the south and east. Mr. Luna stated that there are fences.
- Commissioner Kirsten asked if Mr. Luna has received any complaints from the residences on Lloyd Street or from the Police Department. Mr. Luna stated that there was one incident involving the Police, but it involved someone unassociated with the business loitering around the area.
- Chair Kiser asked if there is a regular security company patrolling the area or is it regular employees. Mr. Luna stated that it is regular employees that have had security background.
- Commissioner Olson asked if the conditions of this permit would alter Mr. Luna's restaurant hours. Mr. Luna stated that the restaurant closes at 8:30pm, but the dancing lasts until 1:30am.
- Chair Kiser asked if Mr. Luna is trying to turn this into a nightclub. Mr. Luna stated that is not the intension.
- Debra Cass, Lodi, came forward to ask if this was going to happen every Friday and Saturday. Mr. Luna answered from the audience and out of range of the microphone by stating that it will occur every Friday and Saturday.

Public Portion of Hearing Closed

- Commissioner Olson asked if it is staff's recommendation to give this a 6 month permit then bring it back to the Commission. Planning Manager Pirnejad stated that that is what Staff is recommending.
- Commissioner Kirsten stated that he is in favor of the application with the conditions in the resolution.
- Chair Kiser asked about updating the fire suppression system. Planning Manager Pirnejad stated that that would have to be done as part of any tenant improvement. Commissioner Mattheis stated that there is language in the staff report regarding the fire suppression system being required by December or the use permit will be revoked.

- Commissioner Cummins stated his support of the application.

MOTION / VOTE:

The Planning Commission, on motion of Commissioner Kirsten, Olson second, approved the request of the Planning Commission for a Use Permit to allow Live Entertainment and Dancing at La Luna Restaurant located at 910 South Cherokee Lane subject to the conditions in Resolution P.C. 08-22. The motion carried by the following vote:

Ayes: Commissioners – Cummins, Hennecke, Kirsten, Mattheis, Olson, and Chair Kiser
Noes: Commissioners – None
Absent: Commissioners – Heinitz

b) Notice thereof having been published according to law, an affidavit of which publication is on file in the Community Development Department, Chair Kiser called for the public hearing to consider the recommendation for a General Plan Amendment to the City Council for Reynolds Ranch.

Planning Manager Pirnejad gave a brief PowerPoint presentation based on the staff report.

Commissioner Mattheis stated that this amendment is a huge, significant change to the type, character, and quality of what was approved. He would like staff to elaborate more on why this change is necessary. Planning Manager Pirnejad stated that he will give a summary, but would like the applicant to expand on the answer when the public hearing is opened. The expansion of the road to line up with Melby increased the retail area to the east of Reynolds Ranch Park Way (RRPW). Mattheis asked why couldn't there be housing in between RRPW and the existing retail area. Pirnejad stated that the road alignment drove the decision to expand the retail. Commissioner Mattheis stated that the project has gone from a neighborhood community to a large retail area. He is also surprised that staff feels this is a good plan for the growth of the City and a better plan than the original. Pirnejad stated that the job balance, higher density, and walk ability are all make this a responsible plan.

Commissioner Mattheis pointed out that there are a lot of missing words and phrases in the document which makes it illegible. He asked about the General Plan Amendment on page 12 section 7, point A; there is a statement that the plan is inconsistent with the general plan, but consistent with the General Plan vision and then referenced the General Plan Vision as being something for future development. Pirnejad stated that the proposed plan is inconsistent with the approved General Plan because it requires a General Plan Amendment to be consistent. The Planned Residential (PR) zoning which is defined as neighborhood related uses, and the amendment consists of all neighborhood related uses, makes it consistent with the vision of the approved General Plan. The land uses need to be amended.

Commissioner Mattheis asked for clarification on the parking. He does not think that the 2288 sf of parking is correct. Pirnejad stated originally the parking should have been 4 spaces per 1000 sf of retail space now we know that there will be more than that. Mattheis stated that the retail is being doubled and feels this document is not taking that into consideration. On page 48 the Traffic study and Noise Study are mentioned as being done and they are not a part of this staff report, why? Pirnejad stated that the traffic study is a technical document and is available upon request and will wait until the Public Hearing is opened to the public so that the Traffic expert can answer further questions. Mattheis asked about the noise? Pirnejad stated that the increase in traffic will not increase the noise that was already mitigated in the original EIR.

Chair Kiser asked about eliminating the school. Planning Manager Pirnejad stated that because of the primary type of housing being senior housing the school district felt a school would be better served elsewhere. Kiser asked about the Fire House that was planned for the area. Pirnejad stated that it is still there.

Commissioner Olson stated that the document does not answer all of her questions because of the "Technical Difficulties". She also stated her bias to the project as an Economic Developer with the

increase in jobs. She would like to have more information. Pirnejad stated that there are different levels of the types of establishments going into the project. There will be large retail, Jr. Majors, smaller retail, and in the center of the project to break up the mass of parking lot there will be an oasis of eatery style retail. Olson would like to know more about the open spaces/transition space from one designation to another. Pirnejad stated that the proposed land use map breaks down the different areas and pointed them out on the powerpoint map. Olson asked it the plan reduces the park area to 2 acres from 5.3 acres. Pirnejad stated that the park acreage in the plan has been reduced, but will defer to the applicant for specifics.

Chair Kiser asked if the project is increasing the retail and decreasing the residential. Pirnejad stated that the retail is increasing and the residential is staying the same just with a higher density.

Hearing Opened to the Public

- Dale Gillespie, applicant, came forward to answer questions.

Commissioner Kirsten disclosed that he had a meeting with Mr. Gillespie and Mr. Robertson prior to the meeting.

- Mr. Gillespie stated that the parking ratio figures seem to be misstated in the document. The site plan that is currently being put together will show 4 parking spaces per 1000 sf of retail space. The school district removed the requirement of the site based on the type of housing proposed. The configuration and types of parks will be different. The land use map doesn't represent them all. There will be two or three anchor type establishments employing 150 +/- benefited positions and 25 +/- non-benefited part-time positions each, the Jr./major type (Best Buy) can typically employee 75 people with maybe 30 to 40 of those being benefited. Roughly 500 jobs along with the numerous part-time positions will be created at full build out. Mr. Gillespie added that there is no surprise that the housing market is not in the best of shape prompting the increase in retail. The proximity to HWY 99 is a big draw for the retail market. The future for housing is showing that there will be a great demand in senior housing. There will be a large graduated care facility/Campus with open space areas.
- Chair Kiser asked if the seniors will be able to purchase these homes. Mr. Gillespie stated that this will be predominately owner occupied. The greater care unit will not be owner occupied. There has been some casual discussion with the LOEL Center. There will be approximately 350 patio homes & 300 – 400 graduating care units.
- Commissioner Kirsten asked about the different phases. Mr. Gillespie stated that the Blue Shield building and the infrastructure is all a part of the first phase. Phase two will consist of the core retail area and phase three will be everything else.
- Commissioner Kirsten asked how many employees Blue Shield will have when it is open. Mr. Gillespie stated that there will be 1000 to 1100 employees with a max of 1600 at the time of full build out. The core retail will bring in 500 jobs with approximately 350-ish benefited positions.
- Commissioner Kirsten asked how the area around Grant Line Road in Elk Grove is being mothballed and there is such great demand here in this project. Mr. Gillespie stated that the Grant Line area was expecting to have a great deal of residential surrounding it, but that has not developed. This project is a tiny fraction in size of that project.
- Commissioner Kirsten asked about the housing market for seniors being better than that of family housing. Mr. Gillespie stated that at this time it is better, but it is still based on the idea of the seniors being able to sell if necessary their current home.
- Commissioner Kirsten asked about the park land differences. Mr. Gillespie stated that initially 5.3 acres were planned, but he can't at this time give a definitive answer as to how many acres there will be when the project is finished.
- Commissioner Olson asked about any inclusions or income restrictions on the senior housing. Mr. Gillespie stated that that has not been determined at this time. The patio

housing being affordable has not been determined. There is a requirement in the State Bond financing that requires that 20% of the project be affordable housing.

- Commissioner Mattheis stated his understanding of creating a development in response to market flow. Mattheis asked about the proposed land plan. The dead end culd-e-sacs don't seem residentially friendly. Mr. Gillespie stated that the roads are set up to be more pedestrian friendly. He used the proposed land use map to show how the flow of the configuration is geared to be pedestrian friendly.
- Commissioner Hennecke asked about the finish of the housing element portion and construction to start on the housing units. Mr. Gillespie stated that he was not certain. The retail portion of the project should be built out by mid-year 2010.
- Vice Chair Cummins stated his favor for the addition of the senior housing and the hotel close by to that area. He also asked if there will need to be any improvement needed to the Harney Lane and HWY 99 interchange. Mr. Gillespie stated that there will need to be improvements made. The interchange improvements are currently second on the measure K list for the improvements needed. The funding should come through some time in 2011 and the construction should be complete in 2015.
- Chair Kiser asked about the effect on the downtown. Mr. Gillespie stated that because there isn't any BigBox stores planned for this area the effects on downtown are not significant. There is a per square foot of retail space impact fee assessed at the time of building permit issuance that will be used to help with the vitality of the downtown area.
- Commissioner Mattheis asked if there was a market analysis done regarding the impact of the additional retail on the Downtown. Pirnejad stated that the analysis was done in the initial study phase of the project which determined that the analysis done as part of the original EIR was adequate. Mattheis stated that in his opinion the smaller retail establishments would have more of an impact on the downtown. Mr. Gillespie stated that the stress in the market has been on the smaller retail areas. Mattheis asked about the build out of the retail. Mr. Gillespie stated that the core stores by August 2009 and the surrounding area by March of 2010 which will consist of 510,000 sf of retail.
- Commissioner Cummins asked who the major anchors are. Mr. Gillespie stated that he is not at liberty to say until formal documents have been signed.
- Commissioner Hennecke asked about any concerns that the retail market will follow the residential. Mr. Gillespie stated that yes it is a concern, but that is part of the risk of doing business.
- Grant Johnson, Traffic Engineer for the Project, came forward to answer questions. Mr. Johnson stated that the team working on this project built a traffic model to see if it would work and after working within that model found that the mitigations fit within the standards set in the 2006 Final EIR for the project. No additional mitigations are necessary.
- Commissioner Kirsten asked about the specific table that dictates requirements for traffic. Mr. Johnson stated that everything used to be done off of spreadsheets but with modern technology it has become easier to determine the flow of the traffic. The information regarding the traffic gets plugged in and the program simulates the flow of traffic, so you get to see where you may have traffic backing up allowing alterations to be made. Kirsten asked if it takes into account peak use times. Mr. Johnson stated that yes it does. The simulation is based on the busiest time of day which is the PM peak hour.
- Kirsten asked if there is a requirement to look out 20 years down the road. Mr. Johnson stated that the 20 year window is the industry practice.
- Commissioner Mattheis stated that without the traffic study in front of the Commissioners it makes it a little difficult to follow the conclusions. How many lanes will be on Harney Lane at build out? Mr. Johnson stated that there will be four lanes with left and right turn only lanes at major intersections. Mattheis asked if the original project was over-sized. Johnson stated that the original project was based on a category of LOSC which was an over mitigation for the proposed project.

- Commissioner Mattheis asked how many lanes Harney Lane will need to be from the time of the retail build-out to when the construction on the interchange at 99 will be complete. Mr. Johnson stated that there will be four lanes, two lanes for each direction. There will be a signal placed at Cherokee Lane with right and left turn lanes allowing for the current overpass to accommodate the traffic. Mattheis stated that that was hard to believe with the amount of increase in the traffic.

- Melissa & Charles Katzakian, owners of the home on the frontage road, came forward to oppose the new proposed plan. The new plan is not what she and her husband had wanted. The property is now going to be surrounded by large retail buildings. The roadway access is going to be taken away when the frontage road is diverted on to Reynolds Ranch Parkway. This will eliminate access onto their property from the frontage road and require them to use the new retail parking lot for access.

- Commissioner Kirsten asked if Mrs. Katzakian's concerns are based on the increase in retail or decrease in the residential. Mrs. Katzakian stated that her concern is based on the extra retail and the additional pollution and noise that will accompany it. Mr. Katzakian stated that the traffic will be doubled and that will impact how they get in an out of their property, kids to school, etc.

- Commissioner Kirsten asked how the Katzakians came to realize they would have to use a parking lot to access their property. Mrs. Katzakian has a piece of paper that she will be presenting at a meeting next week that shows the access. She added that she wanted Blue Shield and the retail to come to the area, but with all the changes it puts a pit in her stomach. Kirsten asked how big their parcel is. The parcel is 1.1 acres.

- Commissioner Mattheis asked for the original Land Use Plan to be put up on the PowerPoint screen and asked Mrs. Katzakian to explain the concerns in the differences. Mrs. Katzakian with the help of the land use map explained her concerns regarding the differences.

- Commissioner Mattheis asked what the original conditions were in the agreement with the developer. Mr. & Mrs. Katzakian stated that the original agreement gave them a private roadway to their property from the frontage road/Parkway connection. It was going to be nicely landscaped with the possibility of a fountain just to the west of the entrance. Mattheis stated that he did not realize that there was a historical home in that area because it is colored red like the retail. Mrs. Katzakian stated that the property is called the Skinner Ranch and the original plan showed that the developer was going to possibly re-using it. Mattheis asked when the Katzakians were told of the change. They stated that they were informed of the change in May of this year.

- Dale Gillespie came forward to address the issues with the Ranch. Mr. Gillespie stated that there was an offer to purchase the property that was not accepted.

- Chair Kiser asked Mr. Gillespie to show how he plans to work with the Katzakians to provide them with access. Mr. Gillespie showed with the assistance of the proposed land use PowerPoint slide what the intentions are for supplying them with access to their property, but pointed out that CalTrans has required a large easement into the current frontage road area to accommodate the expansion of Hwy 99. A secondary access to the property will be added to accommodate the Fire Department's conditions.

- Commissioner Mattheis asked if the area south of the Ranch is still going to be landscaped. Mr. Gillespie stated that it is anticipated that there will be a monument sign and landscaping and possibly a water feature in the corner where the frontage road meets up with the new Parkway, but a formal plan has not been mocked up yet. Mattheis would like to see more sensitivity shown to the Ranch property in how it is integrated into the overall "Campus". Mr. Gillespie stated that it would be better for it to be integrated into the overall plan, but that hinges on who is in control of the property and what agreements can be made.

- Mr. & Mrs. Katzakian came forward to state that there was an offer for the Ranch property, but that it was only a 24hr offer.

Chair Kiser called for a five minute adjournment (9:32pm).

Chair Kiser called the meeting back to order (9:41pm).

- William Griffitts, property owner on Stockton Street, came forward to oppose the new project plan. Mr. Griffitts read the letter (attached to these minutes) aloud he and other residences signed and submitted for this hearing.
- Commissioner Olson asked what the residences wanted the Commission to consider. Mr. Griffitts stated that the original plan gave the residences along Stockton Street a buffer to the retail that was planned to the east of their homes.
- Commissioner Hennecke asked how large the property is that Mr. Griffitts owns. Mr. Griffitts stated that he sits on .43 acres and his home is 2450 sf.
- Domenico Della Maggiora, resident on Stockton Street, came forward to state that if the sewer and water are being brought to the properties he is in favor of the plan even though he signed the letter submitted by Mr. Griffitts. He is in support of the new jobs being brought into the area.
- Seng Heuansavath, resident on Stockton Street, came forward to oppose the new plan. He stated that he came to Lodi to live because of the draw that Lodi has. He did not object to the original plan because of the buffer of residential surrounding his property. The new plan puts a big masonry wall in the resident's front yard in the form of a large retail building and then possibly in the back yard as a large fence surrounding that residential neighborhood.
- Commissioner Mattheis asked about the discussions between Mr. Heuansavath and the developer. Mr. Heuansavath stated that the notice that went out for this meeting was the first he has heard of this new change, but it was the newspaper article that brought the major changes to light.
- Commissioner Kirsten stated that it's the responsibility of the Commission to consider the concerns of what is right for Lodi and still have to weigh the concerns of the individual. Mr. Heuansavath stated that this is an emotional issue for him and his family. He would like to work with the developer to make this work for both sides.
- Chair Kiser asked if Mr. Heuansavath was satisfied with the plan prior to the changes. Mr. Heuansavath stated as much as he could be.
- Commissioner Cummins asked how long Mr. Heuansavath lived on this property. Mr. Heuansavath stated that he and his family have lived there since 2004. Cummins then asked if he had looked at the General Plan to see that there was going to be development in his area. Mr. Heuansavath stated that he knew that there was going to be development all around his property, he just feels that presented with this plan at that time he would have had a different feeling about the area.
- Commissioner Kirsten asked if the developer offered what was on the assessor's role. Mr. Heuansavath stated that he was offered the appraisal amount.
- Pirnejad stated that the decision on the proposed General Plan Amendment should be based on the relationship of the Amendment to the General Plan and the rules of CEQA.
- Stacy Allen, resident, came forward to state her approval of the project.
- Cliff Deby, Lodi, came forward to ask how Harney lane is going to handle the additional traffic. Grant Johnson stated that enlarging Harney Lane to four lanes will accommodate the level of traffic that this project will generate
- Debra Cass, Lodi, came forward to object to the traffic conclusions. She does not feel that the conclusions are accurate.

Public Portion of Hearing Closed

- Commissioner Olson stated that she is familiar with reading EIRs and traffic studies and she is not getting all the answers to all of the questions from the documents presented.

- Commissioner Mattheis stated that he also feels left out of the loop without having the traffic study having been made available. He also disagrees with Mr. Pirnejad in regards to what the Commission's purview is. His concerns are with: The direction that this plan is taking the project, the concentration of senior housing, the decrease in parks – seniors need parks also, traffic Impacts. He felt this was not good land use planning. In regards to the existing historical residence there should be more attempts to positively integrate it into the plan. The Harney Lane overpass will not be able to handle the additional traffic as is and it isn't scheduled to be updated for five to ten years. He doesn't see why the property on the east side of Stockton Street couldn't be residential.
- Chair Kiser stated his concerns regarding the differences in the proposed project verses the original plan. He would like to see the traffic study. He does not like the idea of the Ranch being land locked. The reduction in park area has him very concerned and can not support the project at this time.
- Commissioner Kirsten stated that we need to acknowledge that this new plan is market driven. When looking at the plan the increase in jobs and senior housing is a positive factor. He is a little concerned with the loss of the park area, and would like to see more of the plan to see how they are going to make up for that. Overall he is in support of the project.
- Vice Chair Cummins stated that he likes the new proposed plan. The bottom of the housing market has dropped out and the need for the senior housing is great for this area and having it in an isolated area is a definite plus. He is in favor of the project.
- Commissioner Hennecke stated that there are too many changes to support the plan at this time. There are plenty of positive elements in this plan but there needs to be some tweaking done before he can support it.
- Commissioner Olson stated that if the traffic study had been made available she could be supporting this project tonight, but without it she can not support it at this time.
- Planning Manager Pirnejad stated that the traffic study is available to anyone that would like to view it. Mr. Johnson, the Traffic Engineer, was brought here tonight to address the traffic issues and answer all your questions. The level of detail regarding the project for the General Plan Amendment (GPA) is not to consider the Ranch or the added retail or increase in senior housing that should be done at the SPARC level.
- Chair Kiser stated his concern with the why the project is growing. Planning Manager Pirnejad read the statute for CEQA requirements regarding the GPA.
- Commissioner Mattheis stated that the time to determine whether or not the merits of the project are consistent with the General Plan is now and doubling the size of the retail is not consistent with the current General Plan or we wouldn't need an amendment. The Commission is not here just to "rubber stamp" everything that staff brings before us.

Public Portion of Hearing Re-Opened

- Dale Gillespie came forward to state that he would be in favor of continuing the hearing to the next Planning Commission Meeting date.

- Mrs. Katzakian stated that she does not think that the EIR addresses the Ranch as a historical landmark

Public Portion of Hearing closed

MOTION / VOTE:

The Planning Commission, on motion of Commissioner Mattheis, Kirsten second, continued Reynolds Ranch items b & c to the Planning Commission meeting of September 10, 2008. The motion carried by the following vote:

Ayes: Commissioners – Cummins, Hennecke, Kirsten, Mattheis, Olson, and Chair Kiser
Noes: Commissioners – None
Absent: Commissioners – Heinitz

c) Notice thereof having been published according to law, an affidavit of which publication is on file in the Community Development Department, Chair Kiser called for the public hearing to consider the request for approval of a Tentative Map for Reynolds Ranch.

This item was continued along with item 3b in the above Motion/Vote.

4. PLANNING MATTERS/FOLLOW-UP ITEMS

None

5. ANNOUNCEMENTS AND CORRESPONDENCE

None

6. ACTIONS OF THE CITY COUNCIL

Summary memo attached

7. GENERAL PLAN UPDATE/DEVELOPMENT CODE UPDATE

None

8. ACTIONS OF THE SITE PLAN AND ARCHITECTURAL REVIEW COMMITTEE

None

9. UPDATE ON COMMUNITY SEPARATOR/GREENBELT TASK FORCE

None

10. ART IN PUBLIC PLACES

None

11. COMMENTS BY THE PUBLIC

None

12. COMMENTS BY STAFF AND COMMISSIONERS

Commissioner Cummins thank Peter for everything he had done and wished him well in Daly City. Peter responded in kind.

13. ADJOURNMENT

There being no further business to come before the Planning Commission, the meeting was adjourned at 10:41 p.m.

ATTEST:

Planning Commissioner Secretary

Item 3a
& 3b

LODI
PLANNING COMMISSION
Staff Report

MEETING DATE: September 10, 2008

APPLICATION NO: Tentative Parcel Map 08-P-01

REQUEST: Request for a Use Permit to allow conversion of two existing duplexes into residential condominiums located at 1273 Vienna Drive and 1248 Salzburg Lane; and

Request for a Tentative Parcel Map to divide two duplexes into four residential condominiums at 1273 Vienna Drive and 1248 Salzburg Lane. (Applicant: Baumbach and Piazza, Inc. on behalf of Fred Baker. File # 08-P-01).

LOCATION: 1273 Vienna Drive (APN: 027-390-02)
1248 Salzburg Lane (APN: 027-390-03)

APPLICANT: Baumbach and Piazza, Inc., 323 W. Elm Street, Lodi CA, on behalf of Mr. Fred Baker.

PROPERTY OWNER: Dobbins Properties, LLC.
P. O BOX 1510
Lodi, CA 95241-1510

RECOMMENDATION

Staff recommends that the Planning Commission approve the request of Baumbach and Piazza, Inc., on behalf of Mr. Fred Baker, for a Use Permit to allow conversion of existing duplexes into residential condominiums and for a Tentative Parcel Map to divide two duplexes into four residential condominiums, subject to the conditions in the attached resolution.

PROJECT/AREA DESCRIPTION

General Plan Designation: LDR, Low Density Residential.

Zoning Designation: R-2, Single Family Residences.

Property Size: 23,926 square feet

The adjacent zoning and land use are as follows:

North: R-2, Single Family Residence.

South: R-C-P, Residential-Commercial-Office District.

West: R-2, Single Family Residence.

East: R-2, Single Family Residence.

SUMMARY

The project proponent is requesting a Use Permit to allow the conversion of duplexes into condominiums and a Tentative Parcel Map to create residential condominiums. A Conditional Use

Permit is required in order to covert an existing multi-family residence into condominiums. A Use Permit is required in order to permit the City to evaluate the impact of such conversions on the rental housing market, to assure that the units meet minimum housing standards, and provide for procedures for the notification of existing tenants who may need to relocate.

Approval of a tentative subdivision map would allow for the creation of individual residential units. The proposed tentative map would not result in any substantial physical changes to the parcels or the buildings. The condominium conversion process would enable the project proponent to sell each of the four units individually. Staff believes the proposed condominium conversion is appropriate for the neighborhood and that the application meets the requirements for a condominium conversion.

BACKGROUND

The project area is bounded by Tienda Drive to the south, Vienna Drive to the east, Salzburg Lane to the west and single-family residential properties to the north. The project area has a General Plan designation of LDR, Low Density Residential and a zoning designation of R-2, Single Family Residential. The R-2 zone allows two-family dwellings on corner lots provided that such lots measure at least six thousand square feet in area. In this case, the applicant's request is to convert two duplexes into residential condominiums. These two parcels are located at 1273 Vienna Drive and 1248 Salzburg Lane. These parcels are corner lots and measure 11,856 sq. ft. and 12,070 sq. ft., respectively. The subject properties were recently developed with duplexes. The most recent use of the subject properties were as residential rental units. The project proponent indicates the condominiums will not be for sale and that he intends to lease the units. No changes to the structures, infrastructure, or the common areas are proposed.

ANALYSIS

Tentative Parcel Map

The State Subdivision Map Act requires that a tentative parcel map is approved in order to create residential condominiums. The proposed project includes the subdivision of two residential complexes on two separate parcels for condominium purposes. Minor subdivision approval is required for the creation of four or fewer parcels or for the creation of four or fewer condominium units on one parcel. The proposed Tentative Parcel Map will not alter the existing parcel lines. It would, however, create two legal residential units per parcel. The common areas on the map will be maintained by the Homeowner's Association. The properties are subject to the Covenants, Conditions and Restrictions (CC&R's) that govern the Association. These CC&R's, in addition to any additional CC&Rs or Home Owner's Regulations, will be recorded with the Final Map. The Applicant will be required to file a Condominium Plan with the Department of Real Estate. The City of Lodi Public Works Department requires a Final Map be submitted for review and approval to ensure compliance with all Tentative Map conditions.

The Tentative Parcel Map has been reviewed by the Public Works Department and has been found to comply with the provisions of the State Subdivision Map Act and the City's Municipal Code. The Public Works approval has been incorporated into the attached resolutions. The applicant has submitted Covenants, Conditions and Restrictions (CC&Rs). The CC&Rs provide appropriate easement rights for access and facilities serving each parcel, maintenance responsibilities, use of shared facilities, apportionment and payment of costs, insurance, architectural and construction controls, damage and destruction and management of shared private facilities, and other applicable conditions that may arise in the future. Staff also notes that the proposed residential condominium conversion is consistent with the City of Lodi General Plan and Zoning Ordinance. The floor plan configuration, the lot coverage and design of the building will not be affected.

Use Permit

Per the City's Subdivision Ordinance for condominium conversions, the applicant also submitted a Use Permit application to permit the creation of residential condominiums. The City of Lodi established Lodi Municipal Code §15.32.010 to create criteria for conversion to reduce the impact of such conversions on residents in rental housing who may be required to relocate during or after the conversion of duplexes to condominiums. For this reason, the City requires that no residential conversion be permitted unless and until a conditional use permit has been applied for and issued pursuant to and in accordance with the provisions of Lodi Municipal Code and the State Subdivision Map Act.

With respect to conversions and tenant protections a number of other statutes govern these topics. The statutes include California Housing Law, the State Subdivision Map Act, Government-Heath and Safety Codes, and the City's local planning laws. These laws establish the rights and responsibilities of landlords and tenants in most types of rental situations. The City's Zoning Ordinance has provisions to protect rental housing, rental housing tenants, proper notification requirements, first right to purchase, etc. In the past, the City has allowed similar types of conversions.

Lodi Municipal Code §15.32.180 requires the Applicant to submit evidence that tenants have been notified and have acknowledged the Applicant's Intent to File a request for conversion at least 60 days prior to the initial filing of the application for the Use Permit or Parcel Map. The Applicant provided staff with proof that the Intent to file an application was hand delivered to the tenant, or left at or near the door. The Intent to file an application was initiated on May 8, 2008. The Applicant has satisfied the 60 days noticing requirement. The said Lodi Municipal Code also requires that the applicant submit a physical elements report detailing the structural condition of all elements of the property. Given the buildings are relatively new, staff felt this project did not warrant a physical elements report.

The proposed conversion is consistent with the General Plan and Housing Element. The conversion of the apartments to condominiums will help promote ownership opportunities in the City of Lodi for various economic segments of the population. The request to subdivide the buildings into two legal units does not change the previous use of the property. The floor plan configuration, the lot coverage and design of the building will not be affected. The creation of the individual units will allow the owner flexibility. In conclusion, staff believes that the proposed Tentative Parcel Map and the Use Permit request, subject to the conditions in the attached resolution, meet the requirements of the Zoning Ordinance and is consistent with good planning practice and will be compatible with the neighborhood.

ENVIRONMENTAL ASSESSMENTS:

The project is found to be Categorically Exempt according to the California Environmental Quality Act, Article 19, Guidelines §15315, Class 15, "Minor Land Divisions." This exemption is for a project that consists of the division of property in urbanized areas zoned for residential, commercial, or industrial use into four or fewer parcels when the division is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within the previous 2 years, and the parcel does not have an average slope greater than 20 percent. This proposal meets all these conditions and, therefore, qualifies for the Categorical Exemption.

PUBLIC HEARING NOTICE:

Legal Notice for the Parcel Map was published on August 29, 2008. 43 public hearing notices were sent to all property owners of record within a 300-foot radius of the subject property as required by Government Code §65091 (a) 3.

ALTERNATIVE PLANNING COMMISSION ACTIONS:

- Approve the Request with Alternate Conditions
- Deny the Request
- Continue the Request

Respectfully Submitted,

Immanuel Bereket
Assistant Planner

Concur,

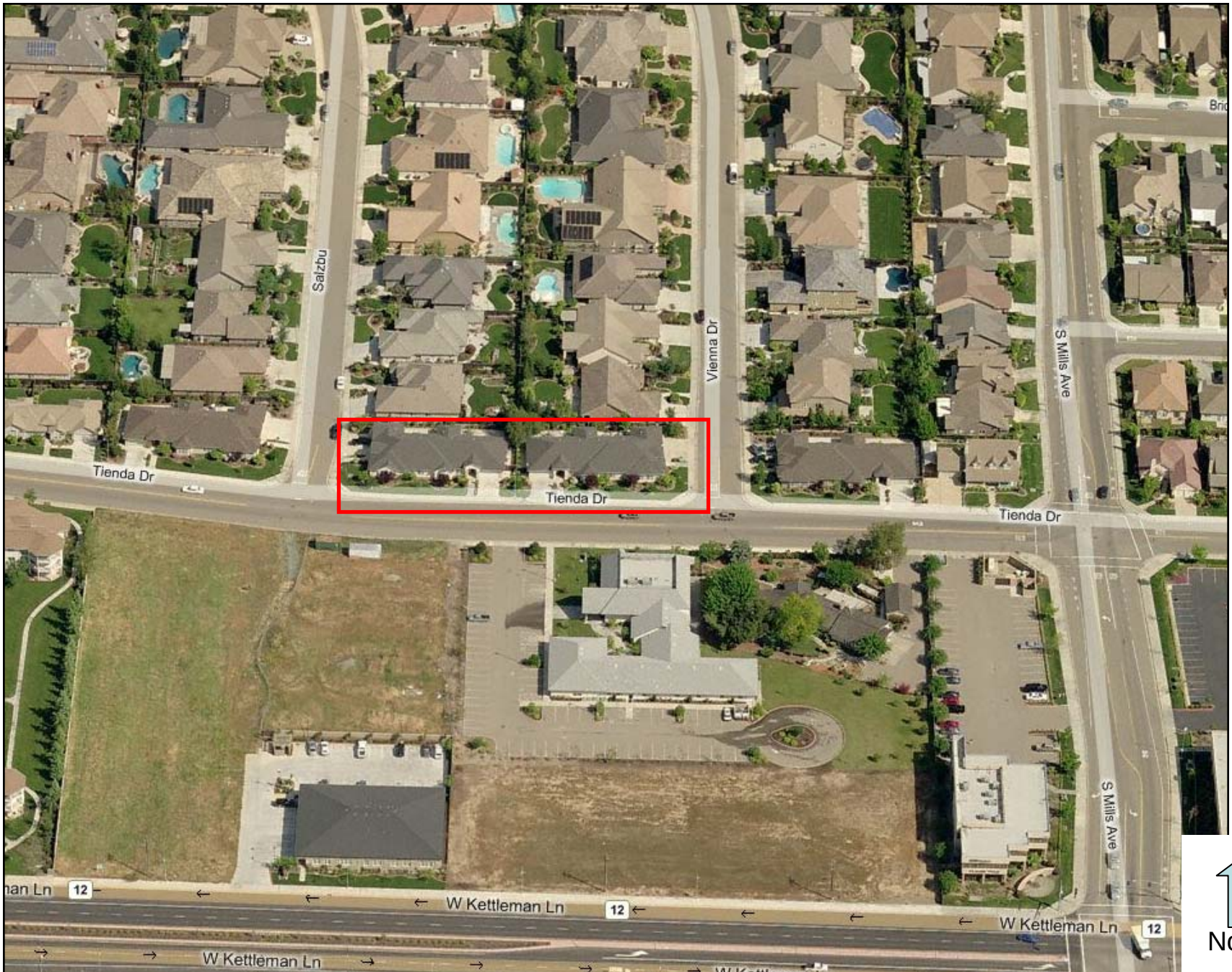
Konradt Bartlam
Interim Community Development Director

ATTACHMENTS:

1. Vicinity Map
2. Aerial Map
3. Tentative Parcel Map
4. Draft Resolutions

Vicinity Map

Aerial Map


Salzbu
Vienna Dr
S Mills Ave
Tienda Dr
Tienda Dr
Tienda Dr
S Mills Ave
W Kettleman Ln
12
W Kettleman Ln
12
W Kettleman Ln
12
W Kettleman Ln
North

BAUMBACH & PIAZZA, INC.
CIVIL ENGINEERS
SURVEYORS
LODI, CALIFORNIA

TENTATIVE PARCEL MAP FOR CONDOMINIUM PURPOSES

LOTS 2 & 3 OF TRACT
NO. 2800, "SUNWEST XIV, UNIT NO. 1"
FILED IN M&P, BOOK 33, PAGE 93,
OF SAN JOAQUIN COUNTY RECORDS
CITY OF LODI, SAN JOAQUIN COUNTY, CALIFORNIA

NOVEMBER, 2007 SCALE: 1"=30'

OWNER:
FRED BAKER
LODI, CALIFORNIA 95240

MAP PREPARED BY:
BAUMBACH AND PIAZZA, INC.
323 WEST ELM STREET
LODI, CALIFORNIA
(209) 368-6618

PROJECT DESCRIPTION:
PARCEL MAP FOR THE PURPOSE OF CONVERTING TWO EXISTING DUPLEXES INTO FOUR RESIDENTIAL CONDOMINIUMS

UTILITIES AND FACILITIES:
WATER-CITY OF LODI; SEWAGE-CITY OF LODI; STORM DRAINAGE-CITY OF LODI; ELECTRICITY-CITY OF LODI; GAS-PG&E; TELEPHONE-SBC

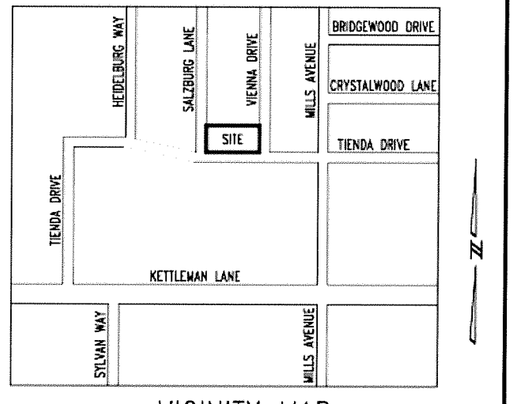
FLOOD INFORMATION:
NOT SUBJECT TO 100 YEAR FLOOD.

ASSESSOR PARCEL NUMBER:
027-390-02 & 027-390-03

SITUS ADDRESS:
1273 VIENNA DRIVE (APN:027-390-02)
2085 TIENDA DRIVE (APN:027-390-03)
LODI, CALIFORNIA 95242

ZONING:
R-2 SINGLE FAMILY RESIDENTIAL

GENERAL PLAN DESIGNATION:
LOW DENSITY RESIDENTIAL



VICINITY MAP
NOT TO SCALE

S:\PROJECTS\2007\07070\dwg\07070-TM.dwg 11/16/07 9:40am LANEU XREFS: 18X26_FM-RS-PM-P.dwg 07070TOPO.dwg HOUSE LAYOUT.dwg

DRAFT

RESOLUTION NO. P.C. 08-25

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LODI APPROVING THE REQUEST OF BAUMBACH AND PIAZZA, INC., ON BEHALF OF FRED BAKER, FOR A USE PERMIT TO ALLOW THE CONVERSION OF TWO DUPLEXES INTO RESIDENTIAL CONDOMINIUM UNITS AT 1273 VIENNA DRIVE AND 1248 SALZBURG LANE. (FILE # 08-P-01 AND 08-U-10)

WHEREAS, the Planning Commission of the City of Lodi has held a duly noticed public hearing, as required by law, on the requested Tentative Parcel Map pursuant to the Lodi Municipal Code Chapter 16.08 and the Subdivision Map Act; and

WHEREAS, the properties are located at 1273 Vienna Drive (APN: 027-390-02) and 1248 Salzburg Lane (APN: 027-390-03); and

WHEREAS, the project proponent is Baumbach and Piazza, Inc., on behalf of Mr. Fred Baker, 323 West Elm Street., Lodi, CA, 95240; and

WHEREAS, the properties are owned by Mr. Fred Baker, P. O. Box 1510, Lodi, CA 95241; and

WHEREAS, the properties are zoned R-2, Single Family Residence and carry a General Plan Designation of LDR, Low Density Residence; and

WHEREAS, all legal prerequisites to the approval of this request have occurred; and

Based upon the evidence in the staff report and project file, the Planning Commission makes the following findings:

1. The project is found to be Categorically Exempt according to the California Environmental Quality Act, Article 19, Guidelines §15315, Class 15, "Minor land division." No significant impacts are anticipated and no mitigation measures have been required.
2. The applicant is requesting approval of a conditional Use Permit to allow the conversion of two existing duplexes into condominium units.
3. The granting of the Conditional Use Permit to allow the conversion of two duplexes into four condominium units and will not adversely affect the Lodi General Plan, since the proposed use does not conflict with the site's land use designation of LDR, Low Density Residential.
4. The Use Permit complies with the requirements of Chapter 15 of the Lodi Municipal Code regulating Housing Conversions.
5. That the site for the proposed Use Permit is adequate in size and is so shaped as to accommodate said use, as well as, all yards, spaces, walls, fences, parking, landscaping, and any other features necessary to adjust said use with the land and uses in the neighborhood and make it compatible thereto.
6. The proposed use is expected to be compatible with the surrounding neighborhood.
7. The size, shape and topography of the site is physically suitable for the proposed residential development in that the site is generally flat with no unusual or extraordinary topographic features.
8. No variance from the Lodi Municipal Code is approved by this action.

NOW, THEREFORE, BE IT DETERMINED AND RESOLVED by the Planning Commission of the City of Lodi that Use Permit 08-U-10 is hereby approved, subject to the following conditions:

1. The project proponent owner will defend, indemnify, and hold the City, its agents, officers, and employees harmless of any claim, action, or proceeding to attack, set aside, void, or annul this Parcel Map, so long as the City promptly notifies the developer of any claim, action, or proceedings, and the City cooperates fully in defense of the action or proceedings.

2. The Conditional Use Permit shall not be effective for any purpose until the owner of the property involved (or his duly authorized representative) has filed at the office of the Community Development Department their affidavit stating they are aware of, and agrees to all conditions of this Conditional Use Permit as set forth below. Additionally, no permits shall be issued until the owner of the property involved (or a duly authorized representative) pays all costs associated with the processing of this application pursuant to City policies.
3. The costs and expenses of any enforcement activities, including, but not limited to attorney's fees, caused by the applicant's violation of any condition imposed by this approval or any provision of the City of Lodi Municipal Code shall be paid by the applicant.
4. This Conditional Use Permit shall comply with Tentative Parcel Map reviewed and approved by the Planning Commission as part of this project.
5. This Conditional Use Permit shall comply with the development standards of R-2, Single Family Residence Zone and all applicable provisions of the City of Lodi Municipal Code.
6. Any proposed change to the approved tentative parcel map shall be reviewed by the Planning, Public Works and Fire Departments, and a written authorization of the Community Development Director shall be obtained prior to implementation.
7. A declaration of Covenants, Conditions, and Restrictions (CC&R's) shall be prepared by the developer/property owner and submitted to the Community Development Director and the City Attorney. The CC&R's shall be signed and acknowledged by all parties having any record title interest in the property to be developed, and shall make the City a party thereto, and shall be enforceable by the City. The CC&R's shall be reviewed and approved by the City and recorded prior to the recordation of the final tract map. Written proof of recordation with the San Joaquin County Recorder/Registrars Office shall be provided to the Community Development Department.
8. All common areas shall be owned, operated and maintained by the Homeowners' Association.
9. Prior to Map recordation, the applicant shall draft a Prospective Homebuyer's Awareness Package (PHAP), and submit it to the Community Development Department for review and approval. The said package shall include:
    A. A standardized cover sheet as approved by the Community Development Department.
    B. Zoning and General Plan information.
    C. School information.
    D. Special assessment district information.
    E. A copy of the Covenants, Conditions and Restrictions (CC & R's) applicable to the tract.
    F. Any additional information deemed necessary by the Planning Department or the Planning Commission for the full disclosure of pertinent information.

Dated: September 10, 2008.

I hereby certify that Resolution No. 08-25 was passed and adopted by the Planning Commission of the City of Lodi at a regular meeting held on September 10, 2008., by the following vote:

Ayes: Commissioners –

Noes: Commissioners –

Abstain: Commissioners –

ATTEST: _____

Secretary, Planning Commission

RESOLUTION NO. P.C. 08-26

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LODI APPROVING THE REQUEST OF BAUMBACH AND PIAZZA, INC., ON BEHALF OF FRED BAKER, FOR A TENTATIVE PARCEL MAP TO ALLOW THE CREATION OF INDIVIDUAL RESIDENTIAL UNITS AT 1273 VIENNA DRIVE AND 1248 SALZBURG LANE.
(FILE # 08-P-01 AND 08-U-10)

WHEREAS, the Planning Commission of the City of Lodi has heretofore held a duly noticed public hearing, as required by law, on the requested Tentative Parcel Map pursuant to the Lodi Municipal Code Chapter 16.08 and the Subdivision Map Act; and

WHEREAS, the properties are located at 1273 Vienna Drive (APN: 027-390-02) and 1248 Salzburg Lane (APN: 027-390-03); and

WHEREAS, the project proponent is Baumbach and Piazza, Inc., on behalf of Mr. Fred Baker, 323 West Elm Street., Lodi, CA, 95240; and

WHEREAS, the properties are owned by Mr. Fred Baker, P. O. Box 1510, Lodi, CA 95241; and

WHEREAS, the properties are zoned R-2, Single Family Residence and have a General Plan Designation of LDR, Low Density Residence; and

WHEREAS, all legal prerequisites to the approval of this request have occurred; and

Based upon the evidence in the staff report and project file, the Planning Commission makes the following findings:

1. The project is found to be Categorically Exempt according to the California Environmental Quality Act, Article 19, Guidelines §15315, Class 15, “Minor land division.” No significant impacts are anticipated and no mitigation measures have been required.
2. The proposed Tentative Parcel Map is consistent with the City’s General Plan and Zoning Ordinance and is conditioned to conform to the standards and improvements mandated by the City of Lodi’s Public Works Department Standards and Specifications.
3. The establishment, maintenance and operation of the use, building, or structure applied for will not under the circumstances of this particular case be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.
4. The size, shape and topography of the site are physically suitable for the proposed conversion in that the site is generally flat with no unusual or extraordinary topographic features.
5. The proposed Tentative Parcel Map does not conflict with easements, acquired by the public at large, for access through or use of property within the proposed map.
6. The proposed Tentative Parcel Map can be served by all public utilities.
7. The Tentative Parcel Map complies with the requirements of Chapter 16.08 of the Lodi Municipal Code regulating Tentative Maps.
8. Each tenant was sent, via certified mail, a written notification of the intention to convert the property wherein they reside into a condominium project.
9. None of the mandatory findings for tentative map denial within the State Subdivision Map Act, § 66474 apply to this proposal.

NOW, THEREFORE, BE IT DETERMINED AND RESOLVED by the Planning Commission of the City of Lodi that Tentative Parcel Map 08-P-01 is hereby approved, subject to the following conditions:

Community Development Department, Planning:

1. The project proponent owner will defend, indemnify, and hold the City, its agents, officers, and employees harmless of any claim, action, or proceeding to attack, set aside, void, or annul this Parcel Map, so long as the City promptly notifies the developer of any claim, action, or proceedings, and the City cooperates fully in defense of the action or proceedings.
2. The Tentative Parcel Map shall expire within 24 months of Planning Commission approval or a time extension must be granted by the Planning Commission. Failure to file a Final Map within these time limits shall nullify the previous approval or conditional approval of the Parcel Map.
3. A preliminary subdivision guarantee shall be submitted to the Community Development Department for review in conjunction with the processing of the final map.
4. Prior to recording the tract map, the project proponent shall submit a map drawn in substantial conformance with the approved tentative map and in compliance with all conditions set forth herein. The map shall be submitted for review and approval by the City in accordance with the Subdivision Map Act and the City's Subdivision Ordinance.
5. All existing and proposed utility, pipeline, open space, or other easements shall be shown on the final/parcel map. If there are building or other restrictions related to the easements, they shall be noted on the final/parcel map. The applicant shall show all access restrictions on the final/parcel map.
6. The project proponent shall form a Home Owners Association and record CC&Rs prior to or concurrently with the Final Map. CC&Rs shall l include, but not be limited to: the conveyance of units; the assignment of parking and storage areas; and an agreement for common area maintenance, together with an estimate of any initial assessment fees anticipated for such maintenance, and an indication of appropriate responsibilities for the maintenance of all utility lines and services for each unit. The CCR's shall be approved as to form by the Community Development Director and recorded in the office of the County Recorder.
7. The Final Map shall be in substantial conformance to the approved Tentative Parcel Map, as conditioned, and that any future development shall be consistent with applicable sections of the Municipal Code.
8. Any building improvements, additions, or exterior remodeling shall be subject to setback, lot coverage, parking and all other zoning code requirements as required by the Lodi Municipal Code.
9. To the extent feasible, the architecture and façade change in the future shall be consistent with the architecture and color pattern of the surrounding neighborhood and shall be reviewed by staff as part of the building permit.

Community Development Department, Building:

10. Prior to filing for Final Map, the project proponent shall submit complete plans showing a sound rated and 1 hour rated fire wall, extending from foundation to the roof sheathing
11. A building permit is required for any plumbing work and the appropriate submittal documents prepared by a registered engineer or licensed architect shall be submitted to the Community Development Department for complete review and approval.

Public Works Department, Engineering:

The following conditions of approval are required for the subject project per City codes and standards, all to be accomplished prior to, or concurrent with, final parcel map filing unless noted otherwise:

12. The existing 1-inch water service shall be modified to provide a dual water service, including the water meter, conforming to Standard 414. This work shall be performed by City crews at the owner’s expense.

13. The project proponent shall submit water fixture unit analysis to verify that the existing 1-inch water service is sufficient to accommodate the dual service.
14. The owner's plumbing contractor shall do all work necessary to plumb the existing residences to the dual water service. A plumbing permit issued by the Building Division shall be required for this work.
15. The owner shall form an owner's association to address the responsibility of the maintenance of the shared services to the subject parcel.
16. The project proponent shall submit final parcel map per City and County requirements including the following:
    a. Preliminary title report.
    b. Standard note regarding requirements to be met at subsequent date.
    c. Parcel map guarantee.
17. The applicant shall make a payment for filing and processing fees and charges for services performed by City forces per the Public Works Fee and Service Charge Schedule.
18. In order to assist the City of Lodi in providing an adequate water supply, the Owner/Developer on behalf of itself, its successors and assigns, shall enter into an agreement with the City that the City of Lodi be appointed as its agent for the exercise of any and all overlying water rights appurtenant to the proposed project, and that the City may charge fees for the delivery of such water in accordance with City rate policies. In addition, the agreement will establish conditions and covenants running with the land for all lots in the subdivision and provide deed provisions to be included in each conveyance.

Electric Utilities Department:

19. The project proponent shall prepare easement documents and shall provide a copy to the Electric Engineering Division of the Lodi Electric Utility Department.
20. A P.U.E. is required for all on-site existing and/or future primary facilities. The applicant shall contact the Electric Utility Department for required P.U.E. locations and Electric Service requirements.
21. The project proponent shall pay for Electric Utility Department charges in accordance with the Electric Department's Rules and Regulations.

Dated: September 10, 2008.

I hereby certify that Resolution No. 08-26 was passed and adopted by the Planning Commission of the City of Lodi at a regular meeting held on September 10, 2008., by the following vote:

Ayes: Commissioners –

Noes: Commissioners –

Abstain: Commissioners –

ATTEST: _____
Secretary, Planning Commission

Item 3c.

CITY OF LODI
PLANNING COMMISSION
Staff Report

MEETING DATE: September 10, 2008

APPLICATION NO: Tentative Parcel Map 08-P-02

REQUEST: Request for Planning Commission approval of a Tentative Parcel Map to divide one parcel into three lots at 426 North Loma Drive. (Applicant: Crystal Kirst, File # 08-P-02).

LOCATION: 426 North Loma Drive (APN: 035-180-21)

APPLICANT: Loma Partners
P. O. Box 1259
Woodbridge, CA 95240

PROPERTY OWNER: The same as above.

RECOMMENDATION

Staff recommends that the Planning Commission approve the request of Ms. Crystal Kirst to divide a parcel into three lots at 426 North Loma Drive, subject to the conditions in the attached resolution.

PROJECT/AREA DESCRIPTION

General Plan Designation: LDR, Low Density Residence

Zoning Designation: R-2, Single Family Residence

Property Size: 13,896 sq, ft,

The adjacent zoning and land use are as follows:

North: R-2, residential single family. On the north the area is primarily developed with single-family dwellings and some multi-family residences scattered throughout the area.

South: R-2, residential single family and R-GA, Residential Garden Apartments. The area is primarily multi-family residences.

West: R-2, primarily single family and scattered duplexes.

East: R-2, primarily single family and scattered duplexes.

SUMMARY

The proposed tentative parcel map is located at 426 North Loma Drive, at the southeast corner of Loma Drive and Robert Street. The existing parcel measures 192' x 72' and contains approximately 13,896 sq. ft. in area. The project proponent is proposing to subdivide the parcel into three lots. Parcel 1 will measure 4,500 square feet in area and will front on Loma Drive. Parcels 2 and 3 are flag lots. Parcel 2 will measure 4,600 square feet in area. Parcel 3 will measure 4,745 sq. ft in area. The property is currently a vacant lot. Previously there was an older single-family residence on the property. The R-2 zone in which the subject parcel is located in requires a minimum lot size of 5,000 sq. ft. The applicant had previously applied for and received an Administrative Deviation to allow reduced lot sizes as provided in the Municipal Code.

BACKGROUND
The neighborhood in which the project site is located is primarily developed with single-family dwellings with a few multi-family residential dwellings scattered through out the area. The multi-family units date back approximately 15 years ago when this area had a multi-family residential zoning. The project site consists of a single parcel located at 426 Loma Drive. The property was previously developed with a single-family residence, a detached garage and a shed. The structures on the parcel have since been removed and the property is currently vacant. The surrounding uses are consistent with the single family residences proposed by the applicant. The applicant would like to divide the property into three separate parcels for future development. If approved, the parcel division will allow the properties to be developed with detached single family units.

ANALYSIS
The project proponent, Ms. Crystal Kirst, is proposing to divide a single parcel into three lots. The parcel measures 13,896 square feet in area. Parcel 1 will measure 4,500 square-feet, Parcel 2 is 4,600 square-feet and Parcel 3 will measure 4,745 square-feet in area. The proposed lots meet the minimum 50 foot width requirement, but are short of the minimum square footage requirement of 5,000 square feet for the R-2 zone. The adjacent properties to the north and south are also zoned R-2.

Because the proposed parcels do not meet the minimum lot size requirement, the applicant had requested a staff level Administrative Deviation to permit reduced lot sizes. Administrative Deviations can be granted to allow a reduction in overall lot size by up to 750 sq. ft (or by a maximum of 15 percent of the required area), which ever is less. The findings that staff made in granting the Administrative Deviation were consistent with those found in Section 17.74.060 of the Municipal Code. They include the following:

1. Granting this deviation is "not be materially detrimental to other properties in the area." It is staff's position that there will be a limited impact, visual or otherwise, to neighboring properties as a result of the reduced lot sizes. The difference will be almost imperceptible.

2. "There are exceptional or extraordinary circumstances applicable to the property." The project site is an underutilized in-fill property. The only way the applicant could achieve the desired design is by reducing the overall lot sizes. In staff's opinion, approval of the administrative deviation to reduce the lot sizes would not substantially alter the appearance of the property. Because this is an in-fill property, the applicant had to work with the constraints of the parcel which made the design of the project more difficult.

3. The "strict application of the regulation" would restrict the applicant from subdividing the site as proposed. The granting of the deviation would not substantially alter the character of the neighborhood where lot sizes vary.

4. "The granting of the deviation was consistent with the general plan." Granting the deviation request would not conflict with the General Plan and is consistent with the General Plan land use description, goals, policies and overall direction. The project is consistent with the General Plans goal of encouraging the use of underutilized in-fill properties to construct affordable housing.

There is an existing 10-foot wide driveway on the northern boundary of the parcel. The tentative parcel map will create a 12-foot wide driveway that will provide access for all three parcels. The 12-foot wide driveway will be designed to include a one-foot strip of land from Parcel 2, a one-foot strip of land from Parcel 3, and a 10-foot wide access easement on Parcel 1. Together they will add up to the required 12-foot driveway. All three parcels will share the proposed private driveway and will be responsible for its repair and maintenance. This proposed driveway meets the Fire Department's minimum access requirements. Staff will require that no parking be permitted on the driveway at any time. The private easement deeds will have to be recorded concurrently with the Final Parcel Map. Copies of the private easement deeds will have to be provided to the Public Works Department.

The applicant has submitted a conceptual site design for each parcel. The conceptual site design shows a detached single family home, a two-car garage and a guest parking space for each parcel. Notwithstanding that the Tentative Parcel Map is being endorsed by staff, each plan does not meet setback requirements; the site design appears to provides inadequate on-site vehicular turn around for the two rear (flag) lots; and the proposed homes appear to exceed the 45 percent lot coverage regulation (LMC 17.90.090). The Tentative Parcel Map has been reviewed by various City departments. The Public Works Department requires project design and construction shall be in compliance with the Stormwater Development Standards adopted by the City Council on August 6, 2008. All comments received from the various City departments are included in the attached resolution.

Staff has concluded that the approval of the Tentative Parcel Map will is be consistent with the City's General Plan policy of further developing in-fill sites to provide potential affordable housing. However, the proposed site design and development may not function properly. As noted above, the proposed site design and development has challenges that the developer must consider. The Tentative Parcel Map, however, meets the City's requirements and staff recommends that the Planning Commission approve the applicant's request for Tentative Parcel Map. The site design and development will be subject to all applicable development standards and regulations. The building permit review process will ensure that future development of the parcels meet City standards and requirements and do not adversely impact the abutting residences.

ENVIRONMENTAL ASSESSMENTS:
The project is found to be Categorically Exempt according to the California Environmental Quality Act, Article 19 §15315, Class 15, "Minor Land Divisions." This exemption is for a project that consists of the division of property in urbanized areas zoned for residential, commercial, or industrial use into four or fewer parcels when the division is in conformance with the General Plan and Zoning, no variances or exceptions are required, all services and access to the proposed parcels to local standards are available. Staff believes that the proposed project meets these requirements and is, therefore, exempt from further review under CEQA. No significant impacts are anticipated and no mitigation measures have been required.

PUBLIC HEARING NOTICE:
Legal Notice for the Use Permit was published on August 28, 2008 and 66 public hearing notices were sent to all property owners of record within a 300-foot radius of the subject property as required by California State Law §65091 (a) 3.

ALTERNATIVE PLANNING COMMISSION ACTIONS:

- Approve the Request with Alternate Conditions
- Deny the Request
- Continue the Request

Respectfully Submitted,

Immanuel Bereket
Assistant Planner

Concur,

Konradt Bartlam
Interim Community Development Director

ATTACHMENTS:

1. Vicinity Map
2. Aerial Map
3. Tentative Parcel Map
4. Conceptual Site Design
5. Draft Resolution

Vicinity Map

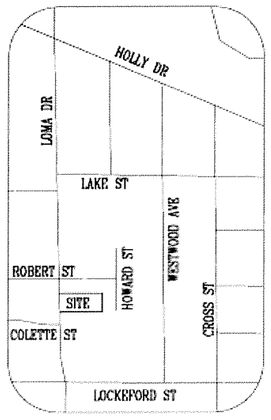
Aerial Map


Howard St
Howard St
Robert St
N Loma Dr
N Loma Dr
N Loma Dr
STOP
Robert St
Colette St
North

TENTATIVE MAP
PARCEL MAP

LOT 22 OF LOMA COUT
MAPS AND PLATS BOOK 16, PAGE 101
OF SAN JOAQUIN COUNTY RECORDS
BEING A PORTION OF SECTION 2, T.3 N., R.6 E., M.D.B.& M.
CITY OF LODI, SAN JOAQUIN COUNTY, CALIFORNIA

JUNE, 2008 SCALE: 1"=20'



VICINITY MAP
NO SCALE

PROJECT DESCRIPTION:
CREATE THREE (3) PARCEL FROM ONE (1) EXISTING LOT.

UTILITIES AND FACILITIES:
WATER-CITY OF LODI; SEWAGE-CITY OF LODI; STORM DRAINAGE-CITY OF LODI; ELECTRICITY-CITY OF LODI; GAS-PG&E; TELEPHONE-SBC

FLOOD INFORMATION:
NOT SUBJECT TO 100 YEAR FLOOD.

ASSESSOR PARCEL NUMBER:
035-180-22

SITUS ADDRESS:
426 LOMA DRIVE
LODI, CALIFORNIA 95240

ZONING:
R-2

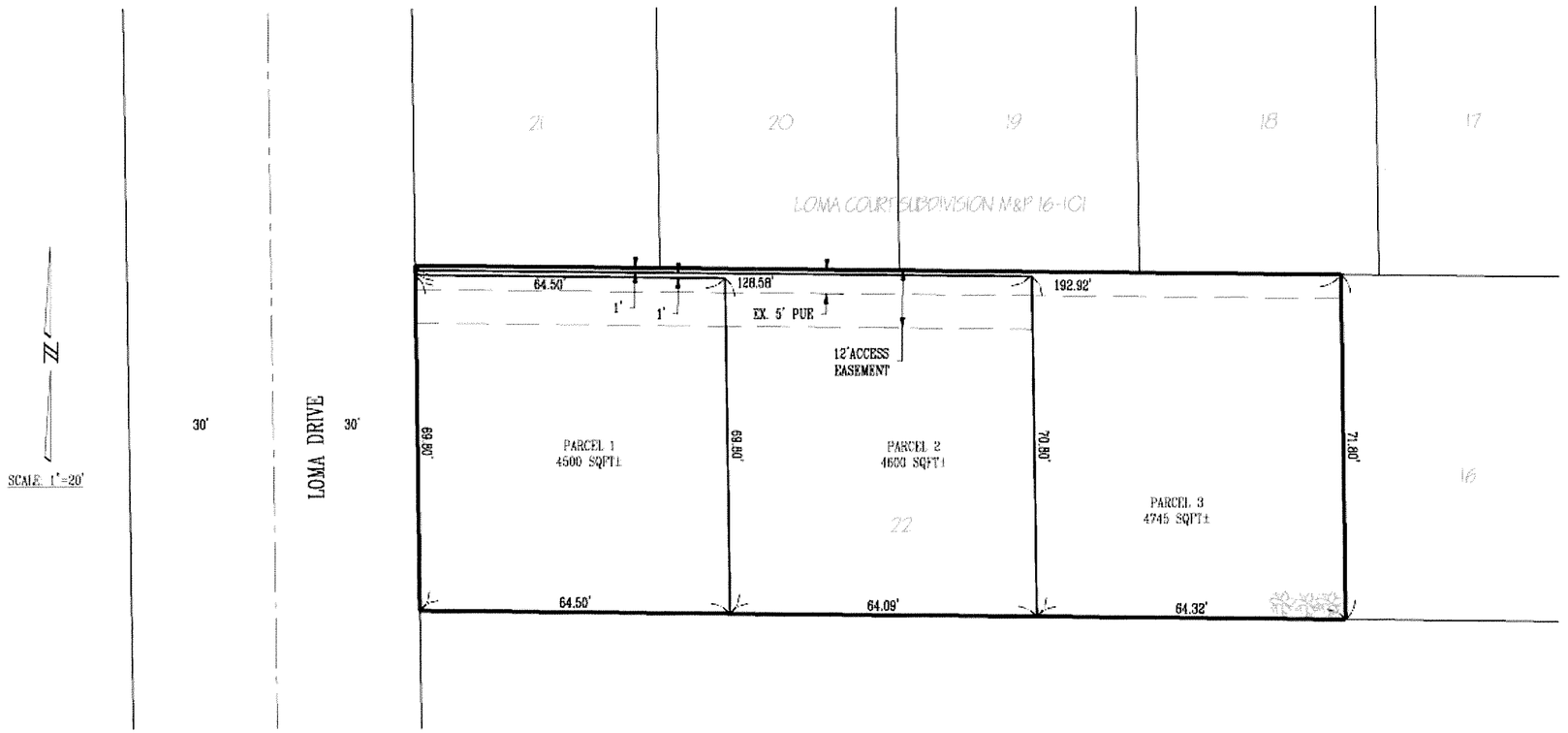
GENERAL PLAN DESIGNATION:
LOW DENSITY RESIDENTIAL

I AM THE OWNER OF RECORD AND CONSENT TO THE FILING OF THIS TENTATIVE MAP.

LOMA PARTNERS _____ DATE _____

OWNER:
LOMA PARTNERS
P.O. BOX 1259
WOODBRIDGE, CALIFORNIA 95258

MAP PREPARED BY:
BAUMBACH AND PIAZZA, INC.
323 WEST ELM STREET
LODI, CALIFORNIA
(209) 368-6618



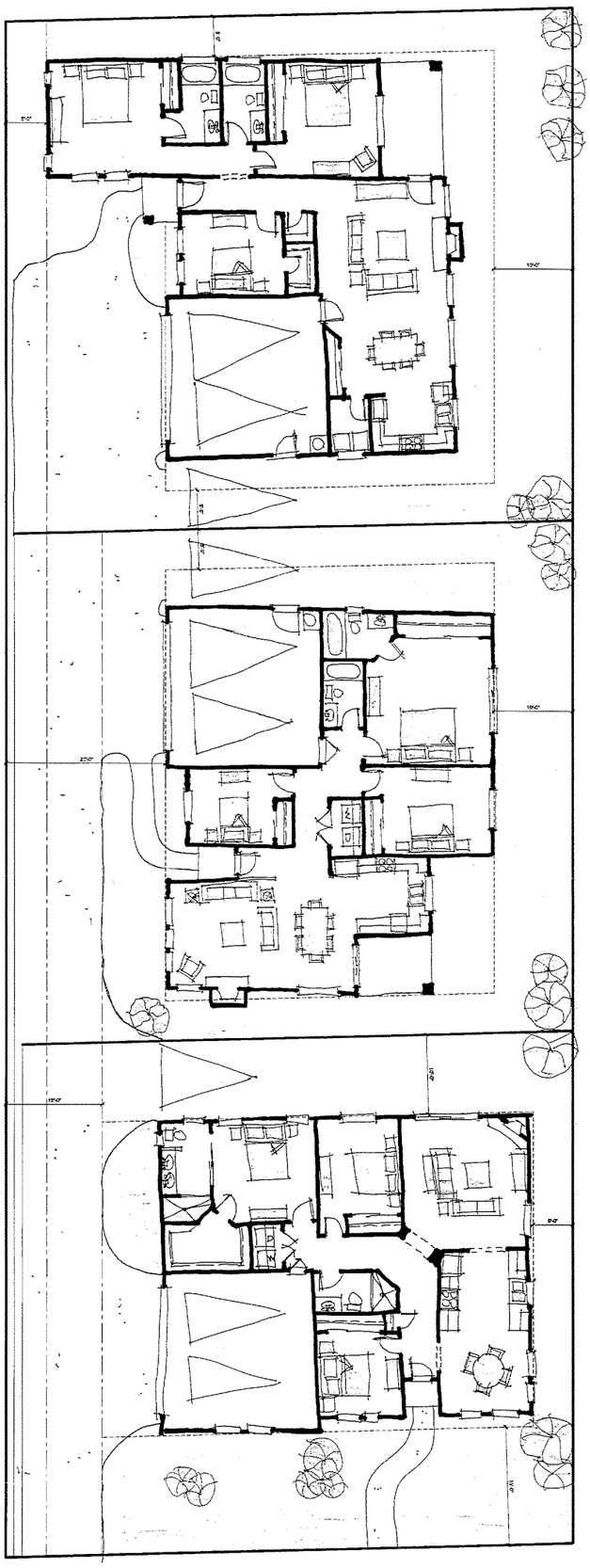
SHEET 1 OF 1
JOB NO. 08028
FILE NO. ------

TENTATIVE MAP
PARCEL MAP

PREPARED IN THE OFFICE OF:
BAUMBACH & PIAZZA, INC.
CIVIL ENGINEERS • SURVEYORS
323 W. Elm St.
Lodi, CA 95240
www.bpengineers.net
209.368.6618

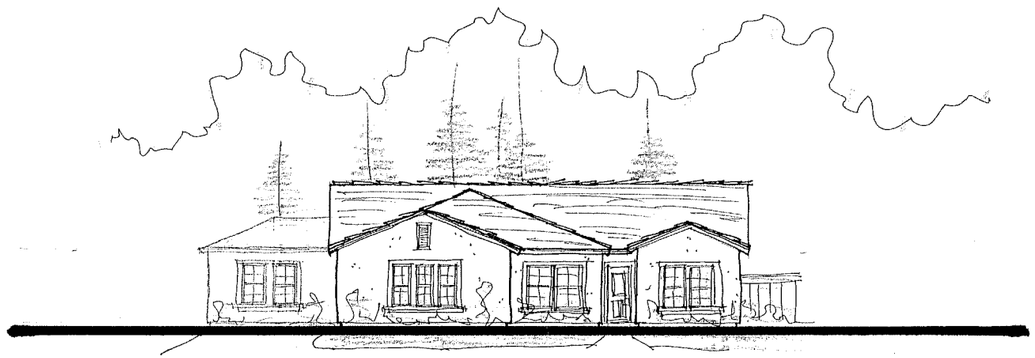
DESIGN J.C.E. DRAWN BY: L.A.N.
APPROVED BY: _____
RCE: _____ EXP. DATE: _____
RCE _____

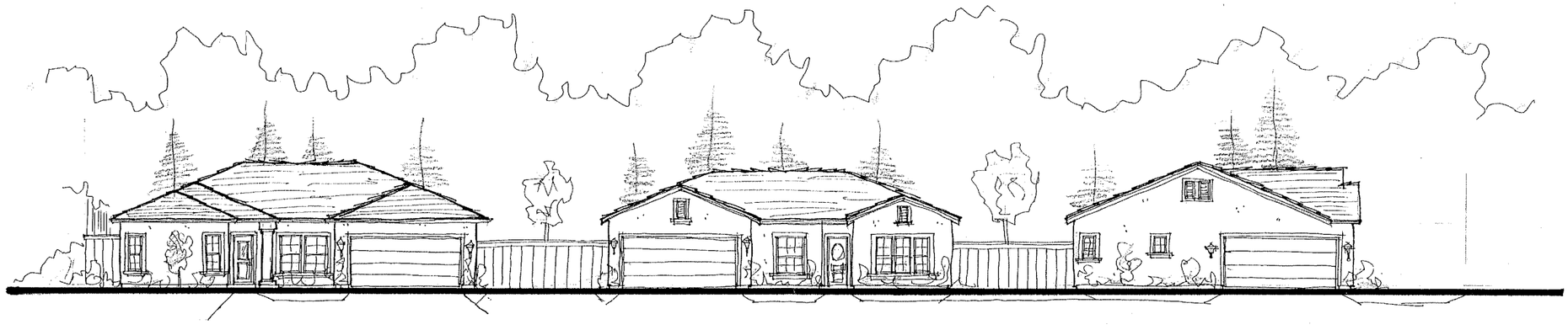
S:\Projects\2008\08028\dwg\08028_TM.dwg 07/24/08 3:55pm JEJSON XREFS: 08011_BP_1.dwg 08028_HC.dwg 18028_BP.dwg



426 N. LOMA DRIVE

DESIGNED FOR
TOKAY DEVELOPMENT, INC.
BY JFH DESIGN





RESOLUTION NO. P.C. 08-27

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LODI APPROVING THE REQUEST OF CRYSTAL KIRST FOR A TENTATIVE PARCEL MAP TO DIVIDE ONE PARCEL INTO THREE AT 426 NORTH LOMA DRIVE.

(FILE # 08-P-02)

WHEREAS, the Planning Commission of the City of Lodi has heretofore held a duly noticed public hearing, as required by law, on the requested Tentative Parcel Map pursuant to the Lodi Municipal Code Chapter 16.08 and the Subdivision Map Act; and

WHEREAS, the property is located at 426 North Loma Drive (APN: 035-180-21); and

WHEREAS, the project proponent is Crystal Kirst, P. O. Box 1259, Woodbridge, CA, 95258; and

WHEREAS, the property owner is Loma Partners P. O. Box 1259, Woodbridge, CA, 95258; and; and

WHEREAS, the property is zoned R-2, Residential District- one family, and has a General Plan land use designation of LDR, low density residential; and

WHEREAS, all legal prerequisites to the approval of this request have occurred; and

Based upon the evidence in the staff report and project file, the Planning Commission makes the following findings:

1. The project is found to be Categorically Exempt according to the California Environmental Quality Act, Article 19 §15332, Class 32, "In-Fill Development Projects." No significant impacts are anticipated and no mitigation measures have been required
2. The proposed Tentative Parcel Map is consistent with the City's General Plan and is conditioned to conform to the standards and improvements mandated by the City of Lodi's Public Works Department Standards and Specifications; and Zoning Ordinance.
3. The size, shape and topography of the site are physically suitable for the proposed residential development in that the site is generally flat with no unusual or extraordinary topographic features.
4. The site is suitable for the proposed density of 3 single family lots.
5. The proposed Tentative Parcel Map does not conflict with easements, acquired by the public at large, for access through or use of property within the proposed map.
6. The proposed Tentative Parcel Map can be served by all public utilities.
7. The Tentative Parcel Map complies with the requirements of Chapter 16.08 of the Lodi Municipal Code regulating Tentative Maps.
8. None of the mandatory findings for tentative map denial within the State Subdivision Map Act, § 66474 apply to this proposal.

NOW, THEREFORE, BE IT DETERMINED AND RESOLVED by the Planning Commission of the City of Lodi that Tentative Parcel Map Number: 08-P-02 is hereby approved, subject to the following conditions, which are required for the subject project per City codes and standards unless noted otherwise:

Community Development Department, Planning:

1. The developer will defend and indemnify, and hold the City, its agents, officers, and employees harmless of any claim, action, or proceeding to attack, set aside, void, or annul this permit, so long as the City promptly notifies the developer of any claim, action, or proceedings, and the City cooperates fully in defense or the action or proceedings.
2. The Tentative Parcel Map shall expire within 24 months of Planning Commission approval or a time extension must be granted by the Planning Commission.

3. The Final Map shall be in substantial conformance to the approved Tentative Parcel Map, as conditioned, and that any future development shall be consistent with applicable sections of the Municipal Code.
4. Any buildings constructed on the new parcels shall be subject to setback, lot coverage, parking and all other zoning code requirements, except maximum lot size may be reduced by up to 500 sq. ft. per parcel.
5. To the extent feasible, the architecture of future houses to be built on the parcels shall be compatible with the architecture and color pattern of the surrounding neighborhood and shall be reviewed by staff as part of the building permit.
6. Prior to placement of any fencing, a fencing plan shall be submitted for review and approval by the Planning Department. Fencing shall not be oriented in a manner to block the shared driveway.
7. The applicant shall submit a landscaping and irrigation system plan to the Community Development Department for review and approval.
8. The applicant must provide two covered parking space for each lot. These covered parking spaces must obtain a building permit. The design of the covered parking spaces must coordinate with the dwellings and should be offset from the front elevation.
9. Applicable agreements and/or deed restrictions for access, use and maintenance of shared, private facilities shall be subject to Community Development Department approval. Specifically,
    a. The applicant shall provide a copy of the recorded access easement for the shared driveway to serve all 3 parcels.
10. All fees and charges due related to application process shall be paid to the City of Lodi prior to approval of Final Map.
11. Exterior building mounted light fixtures shall ensure that light does not spill onto adjacent properties.
12. At the owner's expense, the owner shall post a sign at each end of the shared access easement reading: **"***FIRE* LANE - NO PARKING AT ANY TIME - VIOLATORS SUBJECT TO TOW AT OWNER'S EXPENSE. Lodi City Code Section 15.40.100c; CVC Section 22500(1), Lodi Police Department, 333-6727."
13. At the owner's expense, the owner of the premises shall paint the curbs red and/or paint the edges of the driveway red to a width of four inches, upon which is closely marked the words "Fire Lane" in white letters four inches in height and have a three-fourths-inch stroke, at intervals of not less than fifty feet.
14. No fence shall be installed on the north side of the shared 14' driveway access not to extend further south than the dwellings.

Community Development Department, Building:

15. A building permit shall be required for any new construction and the appropriate submittal documents prepared by a registered engineer or licensed architect shall be submitted to the Community Development Department for complete review and approval.
16. Prior to any building activity on any parcel, the property owner shall submit plans for review and approval and obtain any necessary Building Department Permits.
17. The existing homes and sheds, if removed, shall be demolished under the terms of demolition permits to be issued by the City of Lodi Building Division.

Public Works Department, Engineering:

18. The applicant shall provide separate water and wastewater services for each parcel.
    a) Our field review indicates that the existing parcel is served by one 1-inch water service from the 6-inch water main in Loma Drive.

i) The existing water service may be used to serve Parcel 1. The existing service shall be upgraded to include a meter box and water meter.
ii) New water services conforming to City standards shall be provided from the 6-inch water main in Loma Drive to serve Parcels 2 and 3.
iii) New water service taps shall be provided by City crews at the owner's expense. The owner's contractor shall expose the water main in Loma Drive for City crews and shall complete all other work required to extend the new service laterals to the parcels, including installation of water meters. Water meters shall be purchased from the City.

b) The existing parcel is served by one 4-inch wastewater service from the 10-inch wastewater pipeline in Loma Drive.
i) The existing wastewater service shall be upgraded to include a clean out conforming to Standard Plan 201 and may be used to serve Parcel 1.
ii) New wastewater services shall be provided for Parcels 2 and 3 from the existing manhole in Loma Driveby the Owner's contractor.

c) An encroachment permit issued by the Public Works Department and plumbing permit issued by the City of Lodi Building Division are required for the above water and wastewater work.

19. Dedication of private easements as listed below. The private easements shall be shown on the map. The private easement deeds shall be recorded concurrently with the final parcel map. Copies of the private easement deeds shall be provided to the Public Works Department.
    a. Common access easement along the north 12 feet of Parcels 1 and 2.
    b. Private utility easement coincident with the above mentioned 12-foot wide common access easement across Parcels 1 and 2, to allow the extension of water and wastewater service laterals to serve Parcels 2 and 3. Services shall have a minimum horizontal separation of 3 feet.
20. Dedication of public utility easements as required by the various utility companies and the City of Lodi.
21. All project design and construction shall be in compliance with the Americans with Disabilities Act (ADA). City of Lodi Standard Plans are in the process of being revised and it should not be assumed that current standard plans are fully ADA compliant. Project compliance with ADA standards is the developer's responsibility.
22. Project design and construction shall be in compliance with the Stormwater Development Standards adopted by the City Council on August 6, 2008. In addition, State-mandated construction site inspections to assure compliance with the City of Lodi Storm Discharge Permit are required. The fee for the inspections is the responsibility of the developer and must be paid prior to permit issuance or commencement of construction operations, whichever occurs first.
23. Submit final map per City and County requirements including the following:
    a. Preliminary title report.
    b. Standard note regarding requirements to be met at subsequent date.
    c. Final Map Guarantee
24. Payment of the following:
    a. Filing and processing fees and charges for services performed by City forces per the Public Works Fee and Service Charge Schedule.
    b. Development Impact Mitigation Fees per the Public Works Fee and Service Charge Schedule at the time of building permit issuance for Parcels 2 and 3.
    c. Wastewater Capacity Impact Fee at the time of building permit issuance for Parcels 2 and 3.
    d. County Facilities Fees at the time of building permit issuance for Parcels 2 and 3.
    e. Regional Transportation Impact Fee (RTIF) at the time of building permit issuance for Parcels 2 and 3.

The above fees are subject to periodic adjustment as provided by the implementing ordinance/resolution. The fee charged will be that in effect at the time of collection indicated above.

25. In order to assist the City of Lodi in providing an adequate water supply, the Owner/Developer on behalf of itself, its successors and assigns, shall enter into an agreement with the City that the City of Lodi be appointed as its agent for the exercise of any and all overlying water rights appurtenant to the proposed project, and that the City may charge fees for the delivery of such water in accordance with City rate policies. In addition, the agreement shall assign all appropriative or prescriptive rights to the City. The agreement will establish conditions and covenants running with the land for all lots in the subdivision and provide deed provisions to be. included in each conveyance.
26. The City of Lodi is a participant in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). An application for evaluation of the project site with respect to SJMSCP requirements shall be submitted to the San Joaquin Council of Governments (SJCOG) prior to commencement of any clearing, grading or construction activities on the project site.

Fire Department

27. Fire Lanes shall be identified and marked per Lodi Municipal Code Sec 15.40.100 in locations determined by the Fire Marshall. Plans with marked fire lanes shall be returned to planning and copy kept at the Fire Prevention office.
28. Residential buildings on Parcel 2 & 3 will require fire sprinklers meeting NFPA 13D requirements as an alternate means/trade off for limited fire access and lack of a turnaround.
29. Fire sprinkler plans shall be submitted to the Fire Department and underground fire service shall be submitted to the Public Works Department.

Electric Utilities Department:

30. Public Utility Easement shall be required for all on-site existing and/or future primary facilities/parcel.
31. Electric service shall be underground and will originate from an existing overhead pole line as per the City of Lodi Electric Utilities Department.
32. Required PUE per EUD standard 9090105
33. Provision of all necessary Public Utility Easements, payment of Electric Utility Department charges, and installation of necessary equipment/infrastructure to provide electrical service to the properties in accordance with the Electric Department's rules and regulations.
34. The Developer to pay for Electric Utility Department changes in accordance with the Electric Department's Rules.

Dated: September 10, 2008.

I hereby certify that Resolution No. 08-27 was passed and adopted by the Planning Commission of the City of Lodi at a regular meeting held on September 10, 2008, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ATTEST:_____
Secretary, Planning Commission

Item 3d
& 3e

CITY OF LODI
PLANNING COMMISSION
Staff Report

MEETING DATE: September 10, 2008

APPLICATION NO: 08-GP-01 and 08-P-03

REQUEST: Consider the request of Dale Gillespie on behalf of San Joaquin Valley Land Company LLC, to 1) recommend that the City Council amend to the Land Use Map of the General Plan for the Reynolds Ranch development and 2) approve a Tentative Map for a 225 acre mixed use project located on the south side of Harney Lane between State Route 99 and the Union Pacific Railroad (UPRR) track.

LOCATION: Southwest corner of East Harney Lane and State Route 99

APPLICANT: Dale Gillespie on behalf of San Joaquin Valley Land Company LLC, 1420 S. Mills Ave., Suite K, Lodi, CA 95242

PROPERTY OWNERS: Robert & Carolyn Reynolds; Skinner Ranch Holdings LP; South River Ranch LLC; San Joaquin Valley Land Co.; Maria Pelletti, Diane Tsutsumi, etal; Shirley Ann Helm etal; and Lodi Moose Lodge 634.

RECOMMENDATION:

Staff recommends that the Planning Commission 1) Approve a Tentative Map; and 2) Recommend that the City Council amend to the Land Use Map of the General Plan for the Reynolds Ranch development, a 225 acre mixed use project located on the south side of Harney Lane between State Route 99 and the Union Pacific Railroad (UPRR) track.

PROJECT/AREA DESCRIPTION:

General Plan Designation: O –Office; NCC- Neighborhood Community Commercial; PR-Planned Residential; DBP- Drainage Basin Park; and PQP-Public/Quasi Public.

Zoning Designation: Planned Development (39), PD No.39.

Property Size: 225.9 acres

The adjacent General Plan designations:

North: LDR, Low density residential; MDR, Medium density residential; NCC, Neighborhood/community commercial and HI, heavy industrial.

South: PRR, Planned residential reserve.

West: PRR, Planned residential reserve.

East: (across Hwy. 99) San Joaquin County designation of GA, General Agriculture.

The adjacent land uses are as follows:

North: Residential, commercial and industrial uses.

South: Rural residential and agricultural uses.

West: Rail road tracks, rural residential and agricultural uses.

East: State Highway 99, and east of that Agricultural, residential and cemetery uses.

SUMMARY:

This item was continued from the Planning Commission's August 27th meeting. At that time, the Commission received a staff report and took public testimony concerning the requests. The issues that were outlined by the Commission for follow up by staff included: the traffic analysis for the amended plan, impacts on existing residences along Stockton Street and the home on the Frontage Road, and finally concerns about the mix of uses presented.

The applicant received initial approval for the Reynolds Ranch mixed-use project in 2006. The project contained commercial, office and residential uses. Since that date, portions of the project site have begun to develop, including the 20.5 acre Blue Shield office project in the S.E. corner of the project area, as well as some of the street and infrastructure improvements. The applicants are requesting a General Plan Amendment to permit a modification of their original land use development plan. The proposed amendment will increase the commercial acreage by 37.7 acres, reduce the residential acreage by 18.8 acres and eliminate the original 14 acre K-12 school site. The overall design of the development will remain similar to the original plan however the commercial portion of the project will expand further to the west, replacing some of the residential acreage of the previous plan. The applicant is also requesting approval of a Tentative Parcel Map that will subdivide the commercial areas into separate parcels and reflect some of the changes resulting from the General Plan Amendment.

BACKGROUND:

The Reynolds Ranch project was originally approved by the City of Lodi in 2006. An Environmental Impact Report was approved; the properties were annexed to the City; General Plan and Zoning approvals were granted; and a Development Agreement was signed. Subsequently, some work has begun on the project. A portion of the project's street and infrastructure work is currently underway, and the Blue Shield office complex, a major component of the development, is currently under construction. Prior to moving forward on the remainder of the project, the applicant is requesting an amendment to the land use portion of the General Plan to reflect changes in the development plan. Most notably, applicant is requesting an expansion of the commercial acreage to accommodate additional commercial uses and proportionately reduce the residential acreage.

ANALYSIS:

Reynolds Ranch is a mixed use project that will have retail commercial, office, hotel, mini-storage and residential uses, along with parks and other public facilities. The original development plan called for the following land uses and acreages:

2006 Project Land Uses

Retail/Commercial	40.5 acres	High density senior residential	3 acres
Office	20.1 acres	High density residential	9.1 acres
Mini storage	5.3 acres	Medium density residential	63.9 acres
Public/Quasi-public	1 acre	Low density residential	20.6 acres
School	14 acres		
Park/Open space	12.3 acres		
Basin	8 acres		

2008 Modified Project Land Uses

Retail/Commercial	78.2 acres	Senior housing	48.5 acres*
Office	20.5 acres	High density residential	9.2 acres
Mini-storage	5.0 acres	Medium density residential	10.1 acres
Public/Quasi-public	1 acre	Low density residential	10.0 acres
Park/Open space	12.3 acres		
Basin	9.0 acres		

*Includes a minimum 2.0 acre Park within the Senior Housing area.

The major change between the 2006 Land Use Plan and the proposed 2008 Land Use Plan are in the proportion of commercial and residential land uses. The 2008 Plan will increase the size of the commercial acreage from 40.5 acres to 78.2 acres. The square footage of potential commercial buildings will increase from approximately 350,000 square feet to 750,000 square feet. The additional commercial acreage will push the commercial area to the west of the Reynolds Ranch Parkway/A Street, the main north/south street. The residential acreage will decrease as a result of the increased commercial. The residential use has also changed to an age restricted senior housing product which subsequently eliminated the need for the school site.

The 2006 Plan had 96.6 acres of residential uses with approximately 1,084 units. The 2008 Plan proposes 77.8 acres of residential uses with approximately 1,084 units. The reason the number of housing units remains the same while the acreage decreases is because the number of low and medium density residential units decreases substantially. The low density residential decreases from 20.6 acres to 10 acres while the medium density residential decreases from 63.9 acres to 10.1 acres. Conversely, the number of acres of senior housing/assisted senior housing increases from 3 acres to 48.5 acres. The density of the senior housing units will be higher than the medium and low density residential acreage that it replaces. The senior housing will have higher density because some of the units will be either group housing or attached units, and some units will be multi-story buildings. The end result is more residential units on fewer acres.

The addendum to the FEIR, which is attached to this report, was prepared by the firm Design Community & Environment. The main focus of the analysis was on the changes to the traffic section of the environmental document. Prism Engineering prepared the traffic study which is also attached. While the analysis concludes that there will be more traffic overall as a result of the amendment, this additional traffic does not rise to the level of significance that requires any additional mitigation. The factors that contribute to this finding include the differences in peak hour volume, trip distribution and excess capacity which existed as a result of the prior FEIR mitigation measures. A summary of the traffic study and comparison between the FEIR traffic analysis and the Prism study follows.

Daily vs. Peak Hour Comparisons

The Daily trip generation numbers are not used in the analysis of intersections. Daily trip generation is an interesting side-note, but is not relevant to the specific analysis completed for the FEIR or the PRISM Study. Daily numbers do not take into consideration reductions for say, "PASS-BY" traffic nor time of day, so discussion of the Daily numbers is usually not applicable when there is a discussion of the impacts. It is the pm peak hour that is the analysis time period for both the FEIR and PRISM Study. The daily numbers have no direct correlation to traffic impact, so it is important to note that only the analysis time period numbers (pm peak) should be compared between the FEIR and the PRISM Study. During the pm peak hour, there were 4747 trips generated in the most recent study (Prism) vs. 2270 trips generated in the FEIR without any reductions for the pass-by traffic. Although the raw trip generation calculation is more than double the volume compared to the FEIR, there are certain adjustments that take place to bring the raw trip generation calculation into reality. In the real world, trips in a project may already be on the road, and merely stop over on the way home or to some other destination. Depending on the size of a project, some of these trips may never leave the site to impact external roadways. In the table that follows, a comparison is made of those pm peak hour numbers used for the FEIR and PRISM analysis condition (after pass-by reductions):

PM PEAK HOUR TRIP GENERATION COMPARISON

	PM INBOUND trips	PM OUTBOUND trips	TOTAL
FEIR	1005	1067	2072
PRISM STUDY	1417	1579	2996
NET INCREASE (45% overall)	**412**	**512**	**924**

Source: Table 1 page 17 from PRISM Report, and Table 3.10.6 Page 3.10-26 of FEIR
Note: Numbers are reduced to account for pass-by traffic assumptions.

The new analysis numbers calculate to be 45% higher than the FEIR. In the new project, the RETAIL directly took the place of some RESIDENTIAL / SCHOOL uses that were present in the FEIR analysis. There are less homes in the new plan (729 vs. 1084), and also more RETIREMENT homes than before, resulting in lower trips for residential, and a shift of trips (212 less residential/school trips with the reductions, see below).

RESIDENTIAL and COMMERCIAL TRIP GENERATION SHIFTS

	RESIDENTIAL/SCHOOL PM TRIPS		
FEIR	1084 DU and 1000 Students @ 560 trips	1118 (one trip rate used)	1678
PRISM STUDY	729 DU @ 348 trips	2328 (higher trip rates used)	2676
NET INCREASE	**-212**	**1210**	**998**

Source: Table 1 page 17 from PRISM Report, and Table 3.10.6 Page 3.10-26 of FEIR
**reduced for pass-by trips (15% for FEIR, and 34%+ for PRISM study)*

In addition, the FEIR did not take into consideration "pass-by" traffic reductions set by ITE at 34% lower traffic for retail/commercial types of uses, but used instead a conservative 15% value for this (probably because no specific land uses were being considered, and an overly

conservative estimate was made). This conservative assumption in the FEIR built in excess capacity for the project impacts. According to ITE for a project with commercial retail, 34% of the commercial traffic is already on the roadways because drivers pass by various stores on the way home from work, etc. This is especially true for fast food restaurant trip generation which is set at 50% pass-by reduction. However, the FEIR used a blanket 15% value for ALL 350,000 sq ft of potential uses within the commercial retail designation, for both pm and am peak hours. However, this 15% value cannot be correlated with any specific ITE number to verify. As a result, the FEIR was conservatively high on its commercial trip generation calculation: 19% higher (34% - 15% used = 19%). One other reason the FEIR commercial trip generation calculation was different is because it used the same trip generation rate of 3.75 trips/KSF for the 350,000 SF retail. The PRISM Study used this rate as well for most uses, but several land uses were calculated with much higher trip rates, i.e. fast food @ 34.64 trips/KSF and supermarket @ 10.45 trips/KSF, etc. For this reason, a more realistic assumption for pass-by was used in the analysis.

PM Peak Hour Trip Distribution of Office Traffic

A comparison of the pm peak hour trip distribution of the office project traffic was made. The FEIR assumed that only 30% of the Blue Shield traffic went south on SR 99. The PRISM Study, however, used 55% because the Blue Shield tenant communicated specific information that 60% of their employees live to the south of the City of Lodi. The PRISM Study assigned 55% of the Blue Shield pm peak traffic south on the frontage road to the Armstrong interchange since it was a significantly shorter path, and there were no left turns or signal delays along the way in getting to SR 99 south. As a result, the PRISM Study assigned 25% more of the Blue Shield traffic to the south on the frontage road, and that was 25% less traffic assigned northerly to Harney Lane.

Summary

- The FEIR assigned 25% more of the Blue Shield traffic to Harney Lane to the north on SR 99 and 25% less south on SR 99 than did the PRISM Study.
- The PRISM Study assigned more Blue Shield traffic south on the frontage road to SR 99
- The FEIR used lower “Pass-By” percentages than did the PRISM Study (15% compared to 34%+) which over-estimated impacts, and is why additional mitigation was built-in to the analysis.
- Although there is more commercial in the current project, there is less residential.
- The FEIR had 355 more residential dwelling units than the current plan has less.
- The PRISM study reports 212 less pm residential trips
- The PRISM Study pm peak hour trip generation totals are 45% higher than the FEIR

As a check, volumes in the FEIR for Cumulative 2030 + project conditions were compared with the PRISM Study (Figure 3.10.17 compared to Figure 19). An intersection to the west of the project intersections, Harney at Hutchins, had 310 more pm peak trips than the FEIR for the Year 2030 cumulative plus project scenario. Harney at the E. Frontage Road had 272 more pm peak trips than the FEIR for the same scenario. Stockton Street north of Harney had 119 more trips assigned to it than the FEIR for the same scenario. This adds up to 701 trips of the additional 998 trips, so we can see that although travel patterns shifted from the FEIR to the PRISM Study, most of these additional trips were assigned to Harney Lane, and they could still fit within the LOS C threshold. The additional traffic can be accounted for as additional trips heading south on the frontage road from Blue Shield, etc., and any internal traffic that takes place between residential and commercial uses (residents of the project will shop at the local stores and restaurants, etc.).

The additional current project traffic volumes external to the project site represented only a 12% increase in overall traffic at the E. Frontage/Harney intersection, and a 7% increase in overall traffic at the Harney/Hutchins intersection. The raw intersection volume increases in the immediate vicinity external to the project site do not reflect the same ratio increase to trip generation for the current project compared to the FEIR. This is primarily because the volume of the project is small compared to the cumulative volume of traffic projected in the City.

With regard to the impact of the amendments on the existing residential properties along Stockton Street, the Commission will note a slight change in the plan that reflects a single family residential designation for the strip on the east side of the road. This is being proposed in order to lesson the impact of the additional retail development on these residences and to create a more cohesive entry into this portion of the project. With this change, staff believes that the amendments will have negligible impacts as the plan is now consistent with the previously approved document. The issues raised about the existing residence on the Frontage Road were focused on access to the parcel. After consideration of the existing conditions, it has become clear to the City that there is no reason to change their access to the existing street. An exhibit included in this report reflects this condition. As shown, the Frontage Road will intersect with Reynolds Ranch Parkway at the median break which will provide full turning movements. There are no other changes proposed with this amendment that are different than the approved project.

As the Commission has read and heard during the public hearing, the impetus for the changes are both the state of the economy and the current market conditions. Little needs to be said about the economy. This is the fact of life for the real estate development industry. The good news is that while the general economy is down, there is currently strong interest on the part of the retail sector in this site. The applicant is attempting to take advantage of this opportunity which the City feels is very positive from both a revenue standpoint and the additional goods and services that will be made available to residents which are now in other cities and outlying areas. We believe that it is good planning to be able to provide the variety of retail outlets that folks in Lodi are now traveling elsewhere to access. The final issue that should be clarified is the amount of Park acreage proposed. The revised plan shows less acreage than the original approval. The applicant's intent is not to decrease the park amount, but at this time, the exact location of all the Park space is not known. It is intended that a 2.0 acre Park be located adjacent to the High density residential development and that the balance of the Park acreage be located within the senior housing area with the exact location to be determined upon actual project design and review.

<u>General Plan and Zoning changes</u>

The General Plan Amendment request is to amend the current General Plan Land Use Map to reflect the proposed changes in acreage for the commercial and residential areas as follows:

1) Change 35.6 acres of PR, Planned Residential land to NCC, Neighborhood Community Commercial.
2) Change the 12 acre K-12 school site from PQP, Public Quasi-Public to PR, Planned Residential.

The proposed changes in the General Plan Land Use Map will not require any change in the zoning designation for the project. The entire project is zoned PD, Planned Development. Under the PD zoning, all types of land uses are permitted as long as they are approved by the City as part of a development plan. Despite the need for a General Plan Amendment, the project will be consistent with the overall vision of the General Plan, which identifies the project

site as an area for future development.

ENVIRONMENTAL ASSESSMENTS:

In 2006, the Lodi City Council certified a Final Environmental Impact Report (FEIR) for the mixed use residential, commercial, and office project known as Reynolds Ranch. The project consisted of a combination of uses including residential, retail, office, senior high density, public use and office space.

Completion of an Initial Study for the amendments has led to the conclusion that the modifications would not result in new potentially significant impacts beyond those already identified in the 2006 certified FEIR. As a result, an Addendum to the existing EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) Section 15162.

PUBLIC HEARING NOTICE:

Legal Notice for the Use Permit was published on August 16, 2008. A total of 96 public hearing notices were sent to all property owners of record within a 300-foot radius of the subject property as required by California State Law §65091 (a) 3.

ALTERNATIVE PLANNING COMMISSION ACTIONS:

- Approve the Request with Alternate Conditions
- Deny the Request
- Continue the Request

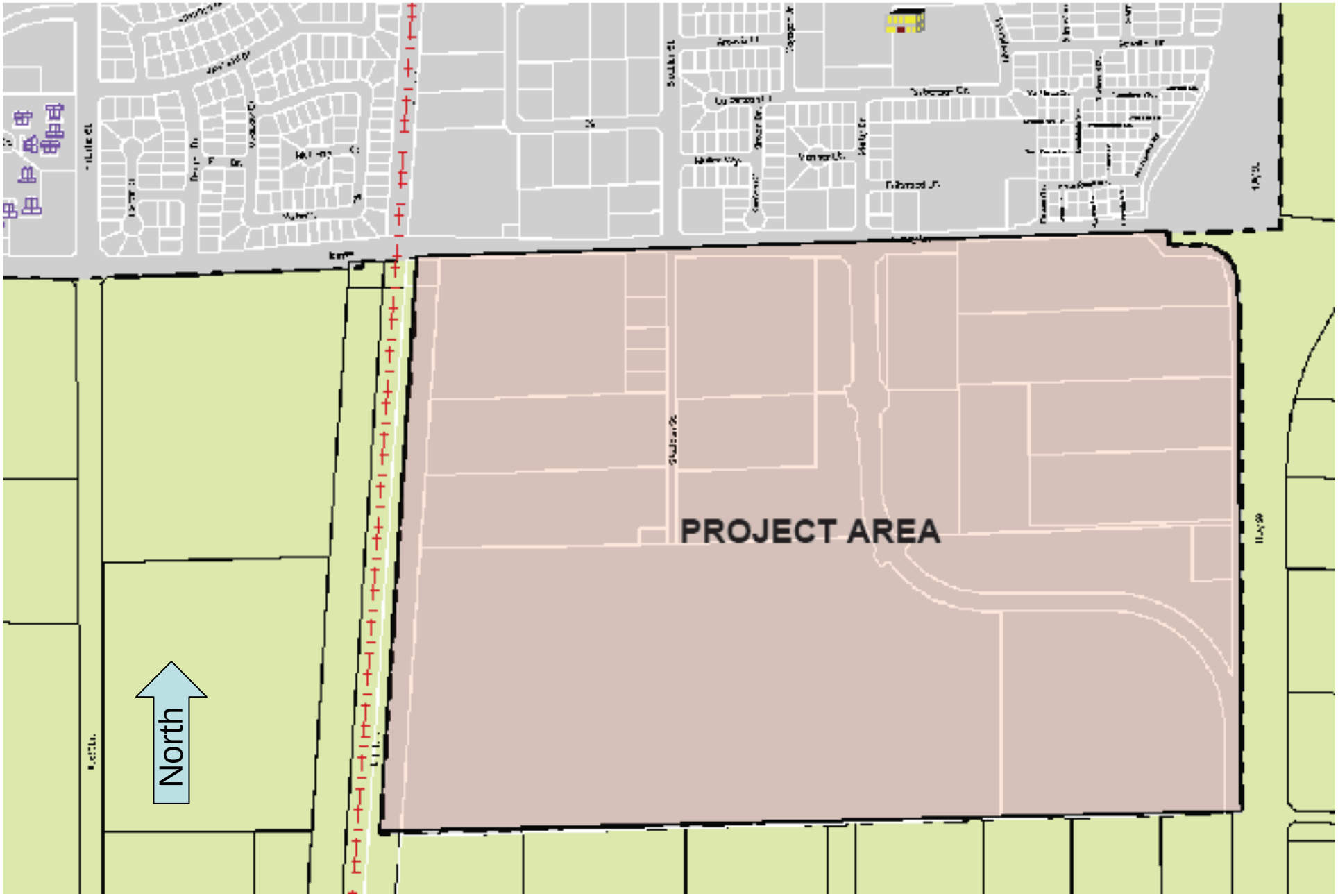
Respectfully Submitted,

Konradt Bartlam
Interim Community Development Director

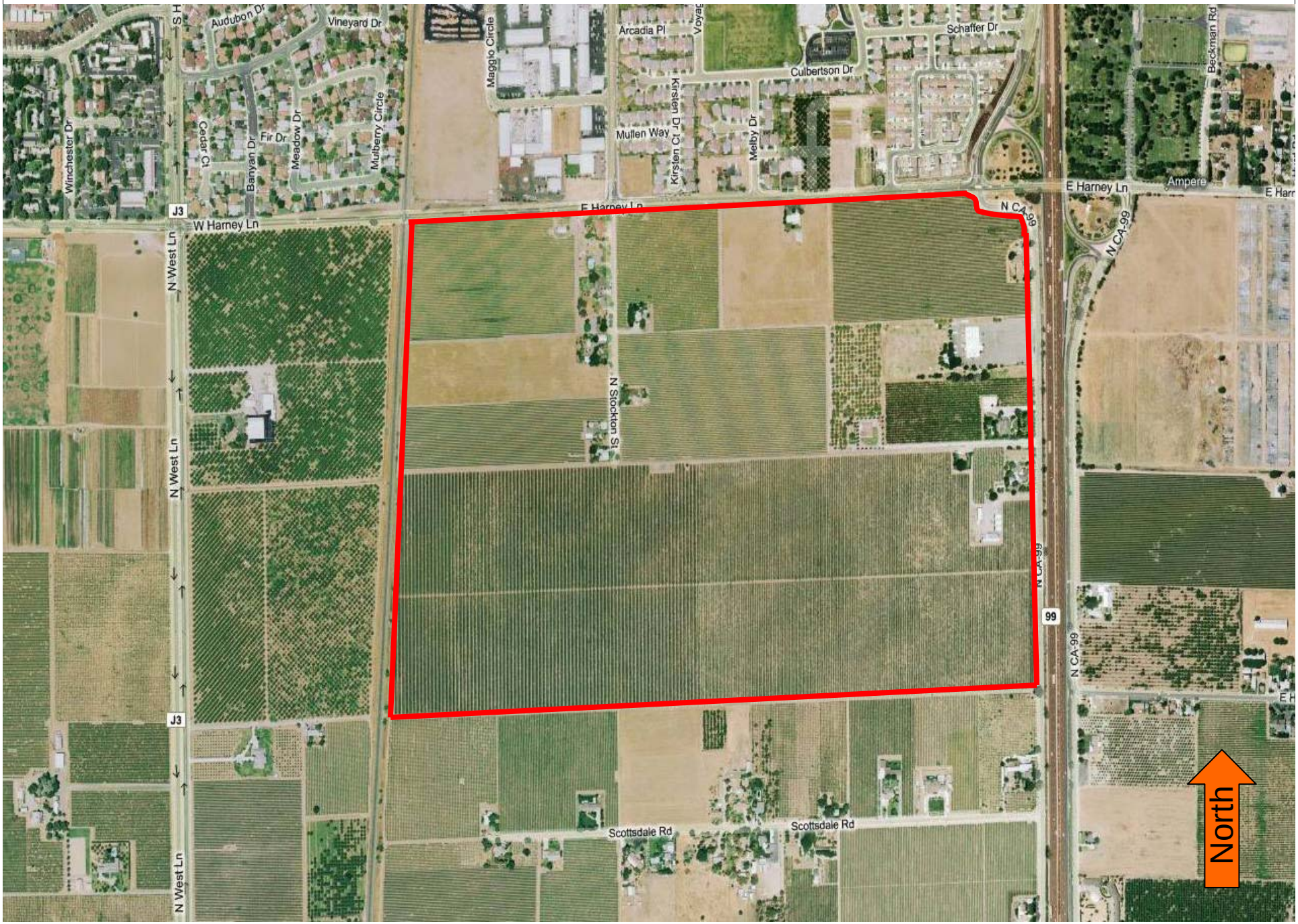
ATTACHMENTS:

1. Vicinity Location
2. Aerial Photo
3. Traffic Impact & Planning Study
4. Draft Resolutions

VICINITY MAP



Aerial View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Winchester Dr
Cedar Ct
Banyan Dr
Fir Dr
Meadow Dr
Mulberry Circle
Mullen Way
Kirsten Dr
Melby Dr
E Harney Ln
Ampere
J3
W Harney Ln
N West Ln
N Stockton St
N CA-99
99
Scottsdale Rd
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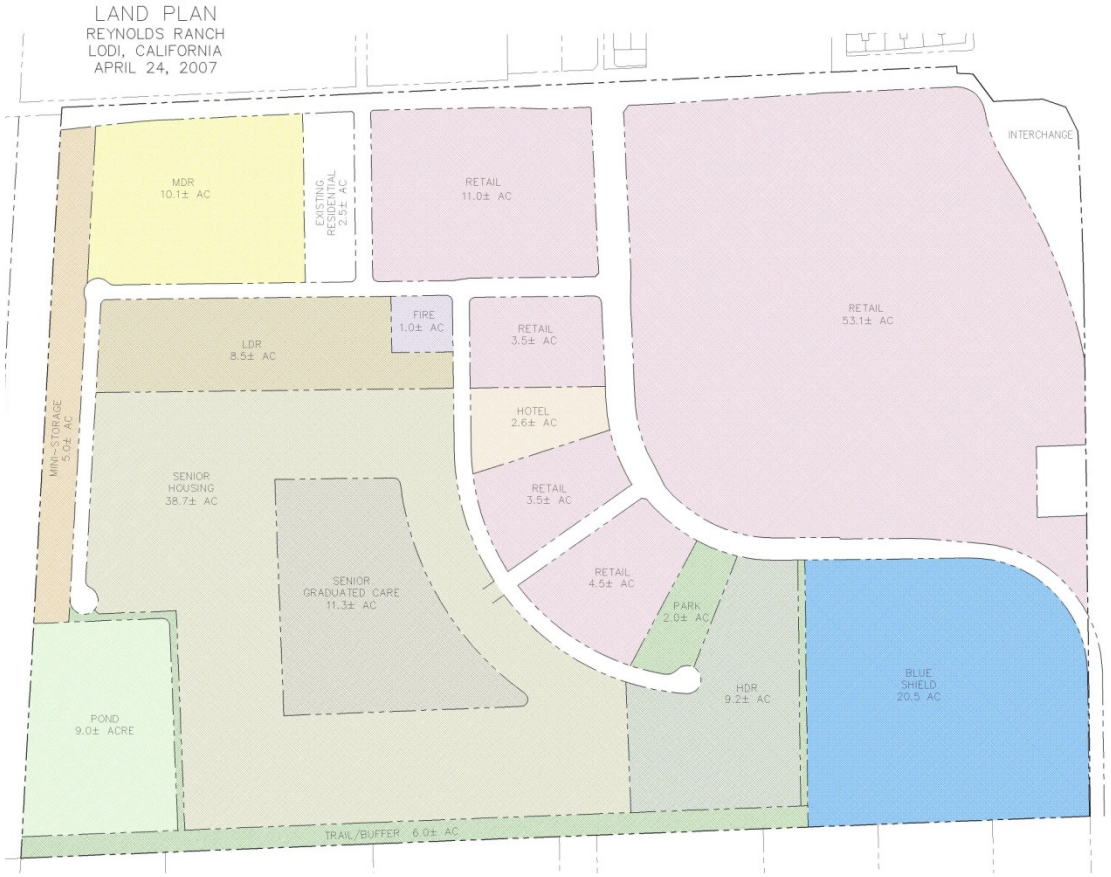

REYNOLDS RANCH FINAL REPORT
Traffic Impact and Planning Study

Prepared for San Joaquin Valley Land Company
by PRISM Engineering, Grant P. Johnson, PTOE, PE

Professional Traffic Operations Engineer
(P.T.O.E.) in USA
Certificate No. PTOE0063

Professional Engineer in California
Traffic Engineer (T.E.)
Certificate No. TR001453

September 4, 2008

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Executive Summary

Purpose of Study and Criteria for Mitigation

The scope and purpose of this traffic study is to examine the impacts from the proposed Reynolds Ranch project and provide recommended mitigations for intersections where the level of service of the intersection was adversely affected by the project. In the case where background traffic from expected growth (not the project) or cumulative growth causes unacceptable levels of service (LOS E or worse conditions), these are reported directly in this report for reference. There were 28 intersections studied in this report, similar to the intersections studied previously as a part of the Reynolds Ranch EIR. Many of these intersections, especially along Kettleman Lane, experience no significant impact from the project although they may be significantly impacted by background or cumulative traffic.

The Reynolds Ranch project was studied in this report to examine the associated traffic impacts, first to its internal roadway system (Road A), and second to the surrounding street network comprised of Harney Lane, Kettleman Lane, and the north/south streets that connect them within the City of Lodi. This report summarizes what is needed to achieve satisfactory levels of service (LOS C or better conditions) at each of the 28 study intersections and the road segments that connect them. The existing and future Year 2030 ultimate intersection configurations are detailed in Figures 6 and 7, respectively. Figure 7 for the ultimate mitigations was duplicated as Figure ES.1 in this section for convenience. LOS C was possible utilizing the intersection improvements detailed in Figure ES.1. Figure ES.1 shows the existing lane configurations at each of the study intersections in black color, and the future additional lane(s) or modification(s) in red. Figure ES.2 shows the locations of each intersection on a vicinity map.

One of the main purposes of the study was to determine what mitigations would be needed to achieve satisfactory levels of service on opening day of the project (year 2008), and in the long-term future for cumulative conditions (year 2030). Many of the intersections along Kettleman Lane (SR 12) are already built out and cannot be further expanded without widening of Kettleman Lane to a six lane facility. The work effort involved to address future cumulative needs for Kettleman Lane is beyond the scope of this traffic study.

Existing Conditions
For existing conditions, the study intersections are LOS E or better conditions for the pm peak hour, and LOS D or better for the am peak hour. Three intersections were at unsatisfactory levels of service. Tables 2 and 3 in the Analysis section of the report identify these intersections and detail the level of service results for the unmitigated condition for the am and pm peak hour, respectively. Each table reports the level of service at each intersection for six different scenarios. These scenarios include existing, existing plus project, Year 2008, Year 2008 plus project, Year 2030, and Year 2030 plus project.

Existing Plus Project Scenario
The Reynolds Ranch project impacts caused several intersections to enter a failure mode. These are detailed in Tables 2 and 3 later in this report. LOS C is the City's threshold of tolerable congestion, and LOS D is the threshold of tolerable congestion for a Caltrans facility (including Kettleman Lane). If a City intersection enters into LOS D conditions (with the exception of Kettleman Lane), this is unacceptable and requires mitigation. It should be noted that in the analysis, there were several intersections that were already at LOS D or LOS E conditions, and the project itself did not cause these to be deficient, but rather contributed to an already deficient condition. In addition to these, the project would cause eight more intersections to become unacceptable with LOS D or worse conditions.

Year 2008 Conditions Scenario
This scenario represents the future point in time at which the project might be fully developed. The background traffic projections without the project were obtained from The Reynolds Ranch Final EIR, and the assumptions for that approved document are contained in the FEIR. In general, these projections include background growth, and a combination of several approved projects that are expected to develop in the near future. These volumes were used to calculate levels of service for this Year 2008 scenario using HCM 2000 methodology for average vehicle delay. The results show that for the condition without the project, there were five intersections that would be at unsatisfactory LOS D or worse conditions without the project (two of which were already deficient for existing Year 2006 conditions).

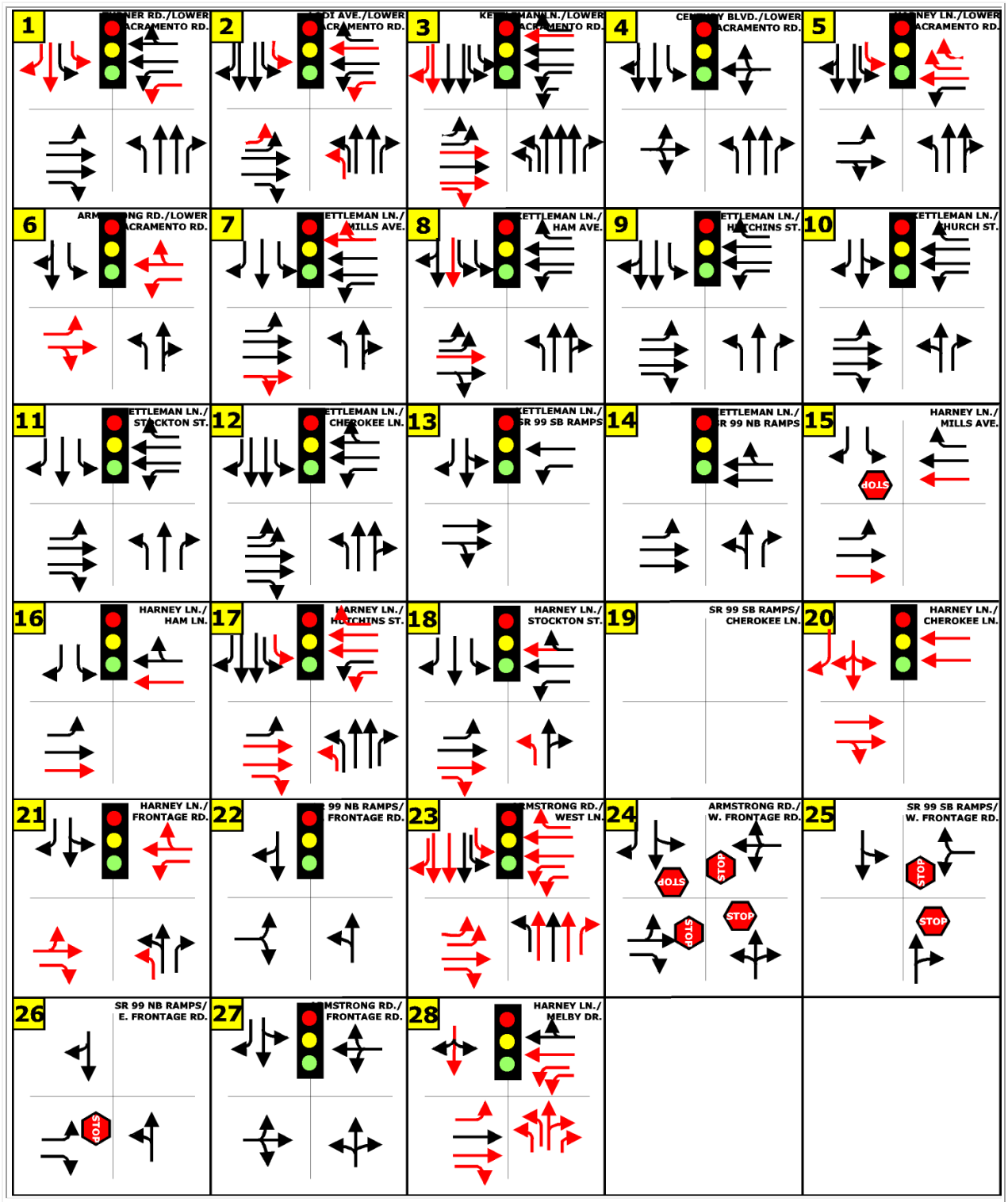

Figure ES.1 2030 Lane Configurations

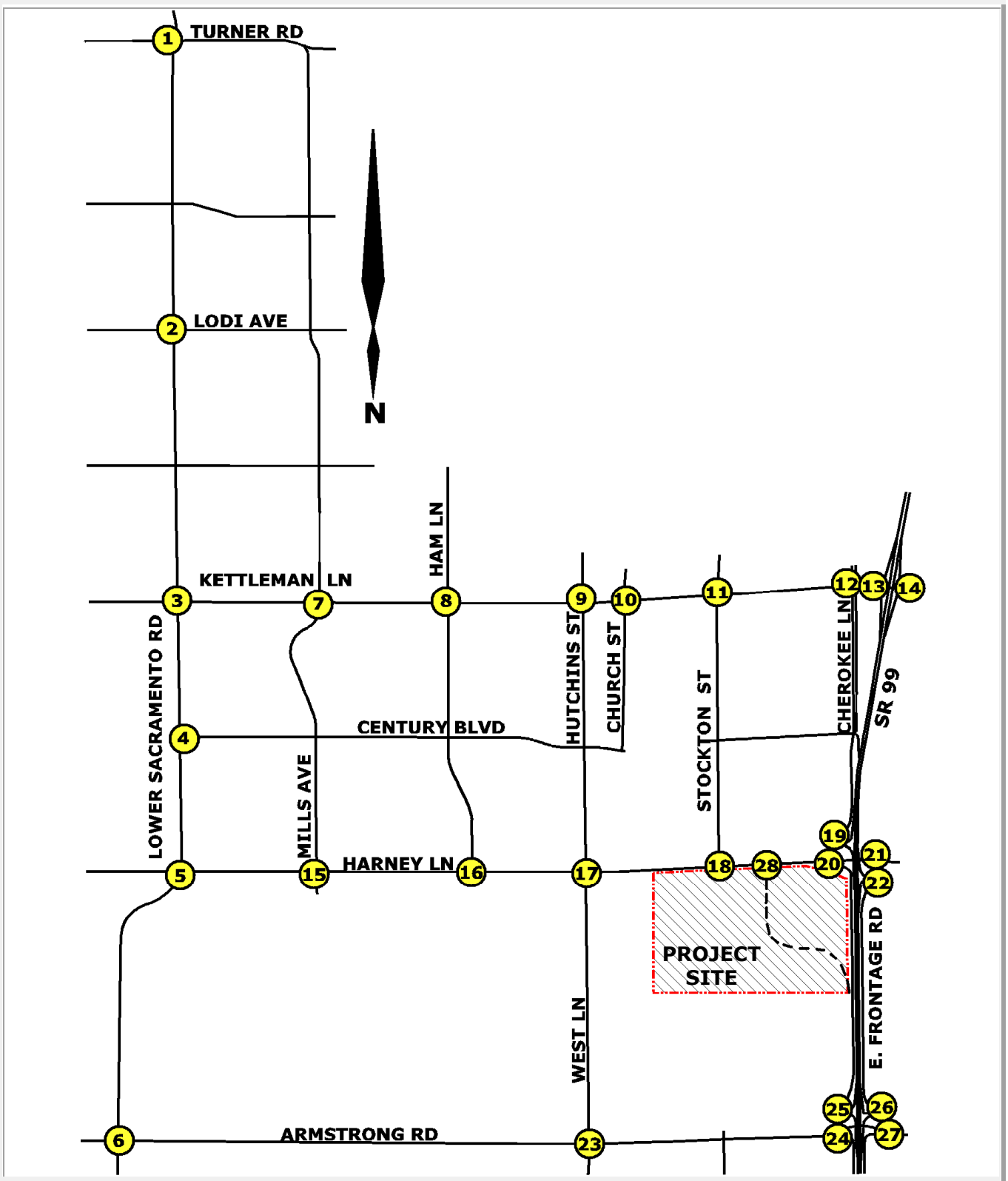

Figure ES.2 Vicinity Map and Intersection Number Locations

Year 2008 plus Project Conditions

In the "opening year" of the project, there are eight intersections that experience an unsatisfactory change in level of service (i.e. go from LOS D to LOS E, or LOS B to LOS D, etc.) as a direct result of the project. There are 5 intersections that were already unsatisfactory even without project traffic. Some of these did not change when the project traffic was considered. As a result, no mitigations are recommended for intersections where the level of service did not change to a worse level of service rating (insignificant change).

There are a total of 8 intersections at LOS E or worse conditions once the project traffic is added to the street network. Mitigations for this traffic scenario are provided only for the intersections that experience an unsatisfactory change in level of service rank with the increase in project traffic. These are detailed in Table ES.1.

Table ES.1 reports the level of service capacity analysis results using the HCM 2000 methodology. It reports the Year 2008 results, the Year 2008 plus project results, and the Year 2008 plus project mitigated results. When the intersections are mitigated according to the improvements noted for each mitigated intersection (see footnotes for details), LOS C or better conditions are the result.

Harney Lane will need to be widened in the vicinity of the project to a four lane facility from the Cherokee Lane intersection on the east, to the Stockton Street intersection on the west. In addition, some widening at the Hutchins Street intersection will be needed to accommodate additional approach lanes on Harney Lane.

Table ES.1
Capacity Analysis Summary Mitigated Year 2008 Scenario

LOS Summary for the PM Peak Hour		2008 PM Without Project		2008 PM Plus Project		2008 PM Plus Project, Mitigated		Mitigation
ID	Intersection	Delay	LOS	Delay	LOS	Delay	LOS	
1	Turner Rd. & Lower Sacramento Rd.	23.6	C	24.5	C			
2	Lodi Ave. & Lower Sacramento Rd.	26.5	C	26.5	C			
3	Kettleman Ln. & Lower Sacramento Rd.	51.4	D	36.8	D			
4	Century Blvd. & Lower Sacramento Rd.	16.8	B	19.9	B			
5	Harney Ln. & Lower Sacramento Rd.	12.7	B	21.0	C			
6	Armstrong Rd. & Lower Sacramento Rd.	14.1	B	14.1	B			
7	Mills Ave. & Kettleman Ln.	37.9	D	37.9	D			
8	Ham Ln. & Kettleman Ln.	41.1	D	41.5	D			
9	Hutchins St. & Kettleman Ln.	42.4	D	46.3	D			
10	Church St. & Kettleman Ln.	63.5	E	63.4	E			
11	Stockton St. & Kettleman Ln.	40.1	D	39.7	D			
12	Cherokee Ln. & Kettleman Ln.	35.7	D	37.4	D			
13	Southbound SR 99 Ramps & Kettleman Ln.	41.9	D	43.9	D			
14	Northbound SR 99 Ramps & Kettleman Ln.	15.8	B	15.9	B			
15	Mills Ave. & Harney Ln.	14.6	B	71.2	F	8.1	A	**1**
16	Ham Ln. & Harney Ln.	7.4	A	60.7	F	22.9	C	**2**
17	Hutchins St. & Harney Ln.	36.4	D	77.7	E	34.6	C	**3**
18	Stockton St. & Harney Ln.	18.4	B	33.1	C			
19	Southbound SR 99 Ramps & Cherokee Ln.	4.4	A	4.3	A			
20	Cherokee Ln. & Harney Ln.	91.0	F	300+	F	33.7	C	**4**
21	E. Frontage Rd. & Harney Ln.	81.9	F	300+	F	27.4	C	**5**
22	Northbound SR 99 Ramps & E. Frontage Rd.	9.7	A	66.3	D	11.3	B	**6**
23	West Ln. & Armstrong Rd.	57.7	E	71.8	E			
24	Cherokee Ln. & Armstrong Rd.	9.5	A	12.0	B			
25	Southbound SR 99 Ramps & W. Frontage Rd	5.6	A	128.6	F	71%	C	**7**
26	Northbound SR 99 Ramps & E. Frontage Rd.	7.9	A	8.0	A			
27	E. Frontage Rd. & Armstrong Rd.	7.6	A	7.4	A			
28	Road "A" & Harney Ln.	1.2	A	300+	F	34.6	C	**8**

1	signal, no widening
2	signal, no widening
3	additional thru lane on Harney
4	signal, left turn pockets
5	signal, right turn pockets EB and NB
6	signal, no widening
7	add NB Stop Sign, ICU=71%, capacity at LOS C
8	signal, additional thru lanes on Harney

Note: Mitigations are provided only for the eight intersections that experience an unsatisfactory change in level of service with the addition of project traffic. Intersection 22 has average LOS D condition, but the offramp is LOS F and needs mitigation with a signal.

Year 2030 Conditions

This future year scenario volumes used in this study were obtained from the Reynolds Ranch FEIR and validated with City of Lodi "buildout" projections from the City's previous model. Most of the study intersections could be mitigated to LOS C or better conditions, however, some intersections could not be mitigated better than LOS D or even LOS E in some cases due to roadway constraints, with or without the project. The following exceptions to mitigating to LOS C were noted in this study's analysis:

Table ES.2
Capacity Analysis Summary Mitigated Year 2030 Scenario
Intersections that could not be mitigated to LOS C

LOS Summary for the PM Peak Hour		2030 PM Without Project		2030 PM Plus Project	
ID	Intersection	Delay	LOS	Delay	LOS
4	Century Blvd. & Lower Sacramento Rd.	38.9	D	45.0	D
7	Mills Ave. & Kettleman Ln.	36.0	D	36.0	D
8	Ham Ln. & Kettleman Ln.	60.7	E	62.3	E
9	Hutchins St. & Kettleman Ln.	60.1	E	68.2	E
10	Church St. & Kettleman Ln.	181.1	F	182.4	F
11	Stockton St. & Kettleman Ln.	51.9	D	53.4	D
12	Cherokee Ln. & Kettleman Ln.	46.9	D	47.8	D
13	Southbound SR 99 Ramps & Kettleman Ln.	55*	E	57.1	E
	**All critical movements are LOS E/F, left turn pocket overflows*				

Source: PRISM Engineering analysis results using HCM 2000

The analysis methodology for this future year scenario was to mitigate to LOS C conditions for City facilities and LOS D for State facilities, where possible. Table ES.2 shows eight study intersections on City of Lodi surface streets that could not be mitigated to LOS C or better conditions. The reason that mitigation to LOS C/D or better conditions was not possible was due to roadway and right-of-way constraints that made adding lanes not possible without major corridor reconstruction of Kettleman Lane (such as widening Kettleman Lane to a six lane divided arterial facility). Currently Kettleman Lane has two through lanes in each direction, but enough curb-to-curb width to accommodate three through lanes in each direction if only one left turn pocket is needed at intersections (typically, a dual left turn lane is standard for roadways of this size), and if parking and bike lanes are

eliminated. This is not an easy transition given the needs of diverse transportation options in Lodi.

Internal Road Sizing (Road A)

A new road will be built to serve the various land uses within the project site area. Road A will connect with Harney Lane at the existing Melby Drive intersection, and continue south and easterly until it connects with the existing Frontage Road on the west side of the SR 99 freeway. The ultimate sizing of Road A was determined from a combination of traffic operations microsimulation analyses for the pm peak hour traffic (to help determine left turn pocket lengths, right turn pocket needs, intersection signalization needs, etc.), and the use of City of Lodi *daily volume criteria* for road segments along Road A. Table ES.3 reports the through lane needs for Road A for the buildout of the project based on the City's daily volume criteria.

Table ES.3
Road A Sizing Needs for Buildout of Project

ROAD A SEGMENT	PM Peak hour NB Volume	PM Peak Hour SB Volume	PM Peak Hour Total Volume	Daily Volume (10.2xPM)	Number of THRU Lanes Needed
Harney to C Street	1,012	1,281	2,293	23,290	4
C Street to Main Street	577	820	1,397	14,189	2
Main St to Blue Shield North Access	276	571	847	8,603	2
Blue Shield North Access to the south	181	537	718	7,293	2
NOTES:					
Daily Trip Generation weighted on Road A Near Harney			50,536		
subtract 60% of Blue Shield daily trips, since they won't impact Road A north of Blue Shield					48,220
Daily Factor from PM Peak Hour Trip Gen		10.2			
Commercial daily trip generation on Road A north of C Street was NOT reduced					
even though 34% was assigned south on Frontage Road to Armstrong, and 5% remains internal					

SUMMARY OF COMPARISON OF FEIR TRAFFIC IMPACTS TO THIS STUDY

- The FEIR assigned 25% more of the Blue Shield traffic to Harney Lane to the north on SR 99 and 25% less south on SR 99 than did this report.
- This report assigned more Blue Shield traffic south on the frontage road to SR 99
- The FEIR used lower "Pass-By" percentages than did this report (15% compared to 34%+) which over-estimated impacts.
- Although there is more commercial in the current project, there is less residential.
- The FEIR had 355 more residential dwelling units than the current plan has less.
- This report reports 212 less pm residential/school trips
- This report's pm peak hour trip generation totals are 45% higher than the FEIR

As a check, peak hour volumes in the FEIR for Cumulative 2030 + project conditions were compared with this report (Figure 3.10.17 compared to Figure 19). An intersection to the west of the project intersections, Harney at Hutchins, had 310 more pm peak trips than the FEIR for the Year 2030 cumulative plus project scenario. Harney at the E. Frontage Road had 272 more pm peak trips than the FEIR for the same scenario. Stockton Street north of Harney had 119 more trips assigned to it than the FEIR for the same scenario. This adds up to 701 trips of the additional 998 trips, so we can see that although travel patterns shifted from the FEIR to this report, most of these additional trips were assigned to Harney Lane, and they could still fit within the LOS C threshold. The additional traffic can be accounted for additional trips going south on the frontage road from Blue Shield, etc., and any internal traffic that takes place between residential and commercial uses (residents of the project will shop at the local stores and restaurants, etc.).

The additional proposed project peak hour traffic external to the project site represented only a 12% increase in overall traffic at the E. Frontage/Harney intersection, and a 7% increase in overall traffic at the Harney/Hutchins intersection. At other intersection locations surrounding the project, similar minor increases in peak hour traffic are predicted. This is a result of the project peak hour traffic spreading out around the project via multiple roadways surrounding the project.

Introduction and Project Description

The primary purpose of this report was to:

1. Generate traffic projections for the project and add these to background traffic and future growth;
2. Calculate levels of service for study intersections for the peak hour conditions, and;
3. Determine the road sizing and intersection mitigations needed to achieve LOS C or better conditions based on peak hour intersection operations.

The process was highly interactive, with traffic playing a significant role with the civil engineering design team in determining the roadway structure and access configuration for the project site. This report documents the final result of the interactive process. Figure 1 is a vicinity map showing the location of the project site and the intersections studied in this report. Figure 2 shows the project site map with generalized land use and roadways.

The Reynolds Ranch project is different than what was assumed for the project in the Reynolds Ranch Final EIR. There is no school. It has more commercial uses, less residential impacts, however, the Blue Shield office component of the project remains the same. Even the assumptions for trip distribution for Blue Shield have been updated with detailed information about where Blue Shield employees live relative to the City of Lodi. It is known that 60% of Blue Shield employees live south of the City of Lodi and this fact was utilized to refine the trip distribution component for the Blue Shield office traffic.

The project essentially has three elements: commercial, residential, and office. These three land use categories are treated separately for trip distribution in this study, so that traffic is assigned in a manner that is consistent with the land uses, and to take advantage of the generally known locations of existing Blue Shield employees who will move into this new facility along Road A.

The land use totals for the project are defined in detail in Table 1 in the next section of this report, but in summary includes 225.9 acres of land including:

- 2.6 ac of hotel use
- 20.5 ac of office use
- 75.6 ac of retail use
- 8.0 ac of park and trails buffer
- 9.0 ac of pond
- 1.0 ac of public use
- 5.0 ac of mini storage
- 11.3 ac of senior care
- 38.7 ac of senior housing
- 9.2 ac high density residential
- 2.5 ac existing residential
- 10.1 ac med density residential
- 8.5 ac of low density residential

Table 1 breaks these various uses down into square footages, number of pumps, rooms, employees, etc., and calculates the trip generation for each pad, and applies a "pass-by" reduction for appropriate commercial retail land uses (retail that will have partial direct access to Harney Lane).

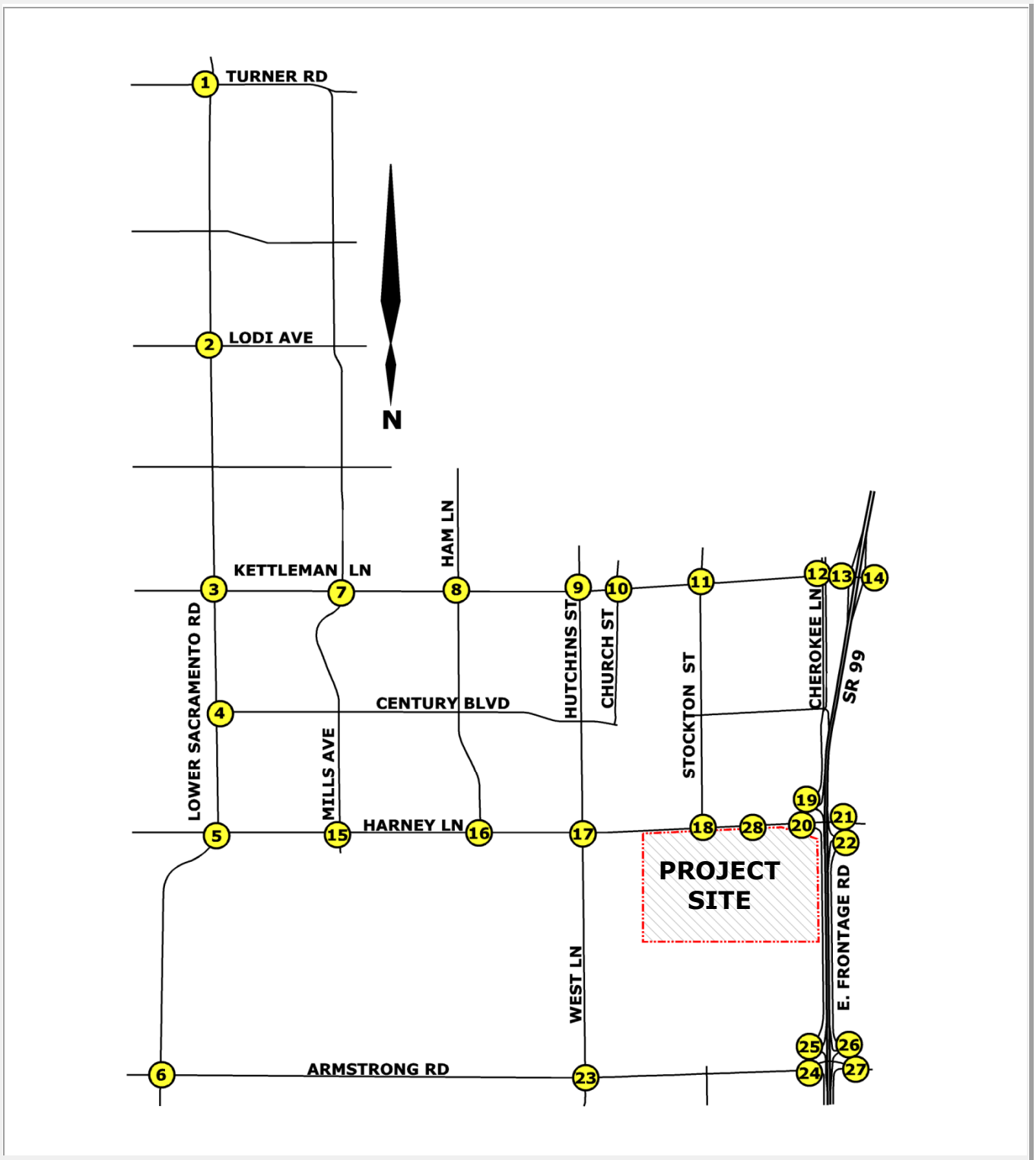

Figure 1 Vicinity Map and Intersection Numbers

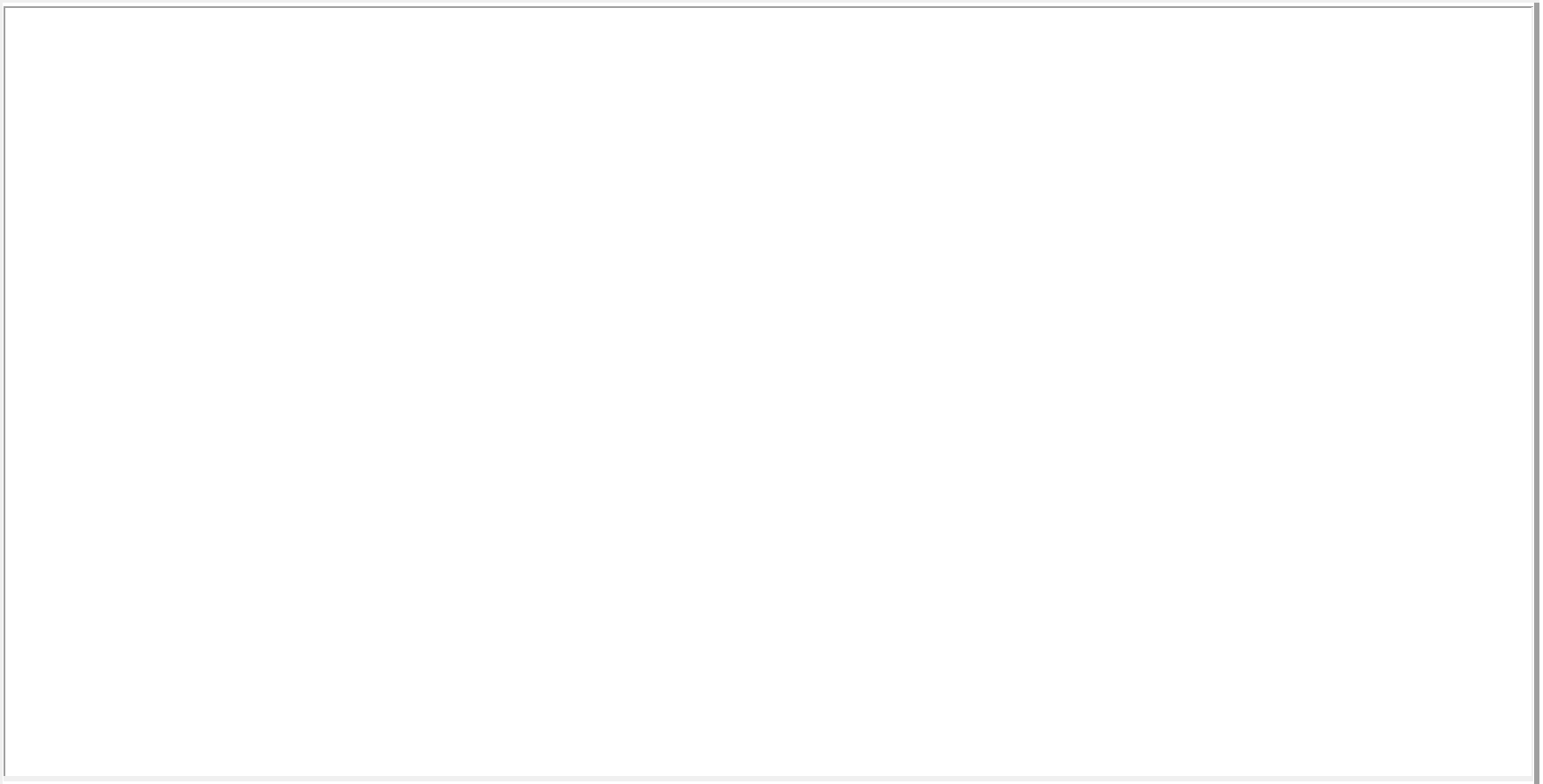

Figure 2 Project Site

Trip Generation and Distribution

The trip generation totals for this project were developed using standard ITE Trip Generation rates for shopping center land uses. The Institute of Transportation Engineers (ITE) Trip Generation Manual, 7th Edition contains data which defines the expected average peak hour vehicle activity for the types of land use being proposed in this project.

Table 1 documents the trip generation rates used for the various traffic assignment scenarios. The trip generation for various portions of the project were reduced for pass-by traffic where appropriate, and in accordance with ITE guidelines. Pass-by traffic is where drivers take advantage of visiting a store when they are already on the road, and their relative impact to the traffic volumes on the road is therefore reduced. In addition, some drivers take advantage of the proximity of other stores, and visit more than one store in a shopping center.

Trip Distribution

The pm peak hour of adjacent street traffic is typically a one hour time period sometime between 4 pm and 6 pm on a weekday (i.e 4:30 to 5:30). The am peak hour is generally between 6:00 am and 8:00 am on a weekday. The peak hour trip rates listed in the table represent the amount of traffic that is expected to take place in and out of the project site during the adjacent street peak hour time period. Pass-by percentages along with diverted link methodology[1] were implemented where appropriate, and reduced trip generation totals are shown in the right-most columns for inbound and outbound traffic. Care was taken not to reduce the actual traffic impacts improperly on Road A with pass-by traffic factors, because there will be no reductions of project traffic on Road A as these are diverted link trips.

The project's traffic was distributed separately for three various land use components of the calculated trip generation to better reflect the unique trip distribution patterns of residential, commercial, and office uses. Figure 3 shows the trip distribution of the Residential land uses in the project. Figure 4 illustrates the trip distribution for the Commercial land use component, and Figure 5 for the Blue Shield Office land use. The Blue Shield trip distribution factors are based on Blue Shield employee living locations.

[1] Diverted link traffic are vehicles that are diverted from say, Harney Lane, and turn onto Road A through its intersection with Harney Lane to get to one of the project stores, as opposed to entering the shopping center from a driveway connected directly to Harney Lane.

Table 1 Trip Generation Summary for Project with Pass-By Reductions

Land Use	Designation	ITE Code	Independent Variable		Daily Rate	Daily Trips	PM Peak Hour Rate	PM Peak Hour Trips	PM Pass-By %	PM Reduced Trips	PM Entering %	PM Exiting %	PM Entering Trips	PM Exiting Trips
Supermarket	shopping, groceries	850	92,800	ft^2	102.24	9,488	10.45	970	36%	621	51%	49%	317	304
Shopping Center	Shops	820	16,000	ft^2	42.94	687	3.75	60	34%	40	48%	52%	19	21
Shopping Center	Walgreens	820	13,200	ft^2	42.94	567	3.75	50	34%	33	48%	52%	16	17
Gas Station	Gas Station	944	10	pumps	168.56	1,686	13.86	139	42%	80	50%	50%	40	40
Shopping Center	home improvement	820	111,371	ft^2	42.94	4,782	3.75	418	34%	276	48%	52%	132	143
Shopping Center	Garden Center	820	26,568	ft^2	42.94	1,141	3.75	100	34%	66	48%	52%	32	34
Shopping Center	Office Depot	820	18,000	ft^2	42.94	773	3.75	68	34%	45	48%	52%	21	23
Shopping Center	Beverages & More	820	10,000	ft^2	42.94	429	3.75	38	34%	25	48%	52%	12	13
Shopping Center	Shops	820	7,000	ft^2	42.94	301	3.75	26	34%	17	48%	52%	8	9
Shopping Center	Chili's	820	5,000	ft^2	42.94	215	3.75	19	34%	12	48%	52%	6	6
Shopping Center	Sleep Train / Pacific Dental	820	5,000	ft^2	42.94	215	3.75	19	34%	12	48%	52%	6	6
Shopping Center	Pad	820	7,500	ft^2	42.94	322	3.75	28	34%	19	48%	52%	9	10
Fast Food W Drive Through	McDonalds	934	4,000	ft^2	496.12	1,984	34.64	139	50%	69	52%	48%	36	33
Fast Food W Drive Through	Taco Bell	934	3,000	ft^2	496.12	1,488	34.64	104	50%	52	52%	48%	27	25
Hotel	Hotel	310	104	rooms	8.17	850	0.59	61	0%	61	53%	47%	33	29
Shopping Center	Street Front Shops	820	9,700	ft^2	42.94	417	3.75	36	34%	24	48%	52%	12	12
Shopping Center	Street Front Shops	820	9,700	ft^2	42.94	417	3.75	36	34%	24	48%	52%	12	12
Shopping Center	Street Front Shops	820	9,700	ft^2	42.94	417	3.75	36	34%	24	48%	52%	12	12
Shopping Center	Street Front Shops	820	9,700	ft^2	42.94	417	3.75	36	34%	24	48%	52%	12	12
Shopping Center	Wholesale shopping	820	150,505	ft^2	42.94	6,463	3.75	564	34%	372	48%	52%	179	194
Shopping Center	Kohls/Best Buy	820	88,000	ft^2	42.94	3,779	3.75	330	34%	218	48%	52%	105	113
Shopping Center	Michaels	820	20,000	ft^2	42.94	859	3.75	75	34%	50	48%	52%	24	26
Shopping Center	Shops	820	15,000	ft^2	42.94	644	3.75	56	34%	37	48%	52%	18	19
Shopping Center	Shops	820	13,000	ft^2	42.94	558	3.75	49	34%	32	48%	52%	15	17
Shopping Center	Petco	820	15,000	ft^2	42.94	644	3.75	56	34%	37	48%	52%	18	19
Shopping Center	Pier One	820	8,000	ft^2	42.94	344	3.75	30	34%	20	48%	52%	10	10
Shopping Center	Shops	820	7,500	ft^2	42.94	322	3.75	28	34%	19	48%	52%	9	10
Shopping Center	Applebee's	820	8,000	ft^2	42.94	344	3.75	30	34%	20	48%	52%	10	10
Single Tenant Office	Blue Shield	715	1,600	emp.	3.62	5,792	0.5	800	N/A	320	15%	85%	48	272
Low Density Residential		210	70	D.U.	9.57	670	1.01	71	N/A	71	63%	37%	45	26
Medium Density Residential		230	159	D.U.	6.72	1,068	0.52	83	N/A	83	67%	33%	56	27
High Density Residential		221	200	D.U.	6.72	1,344	0.58	116	N/A	116	65%	35%	75	41
Senior Housing		251	300	D.U.	3.71	1,113	0.26	78	N/A	78	61%	39%	48	30
Total					Daily:	50,536	Pm Peak	4,747		2,996			1417	1579

Source: PRISM Engineering, City of Lodi, and ITE

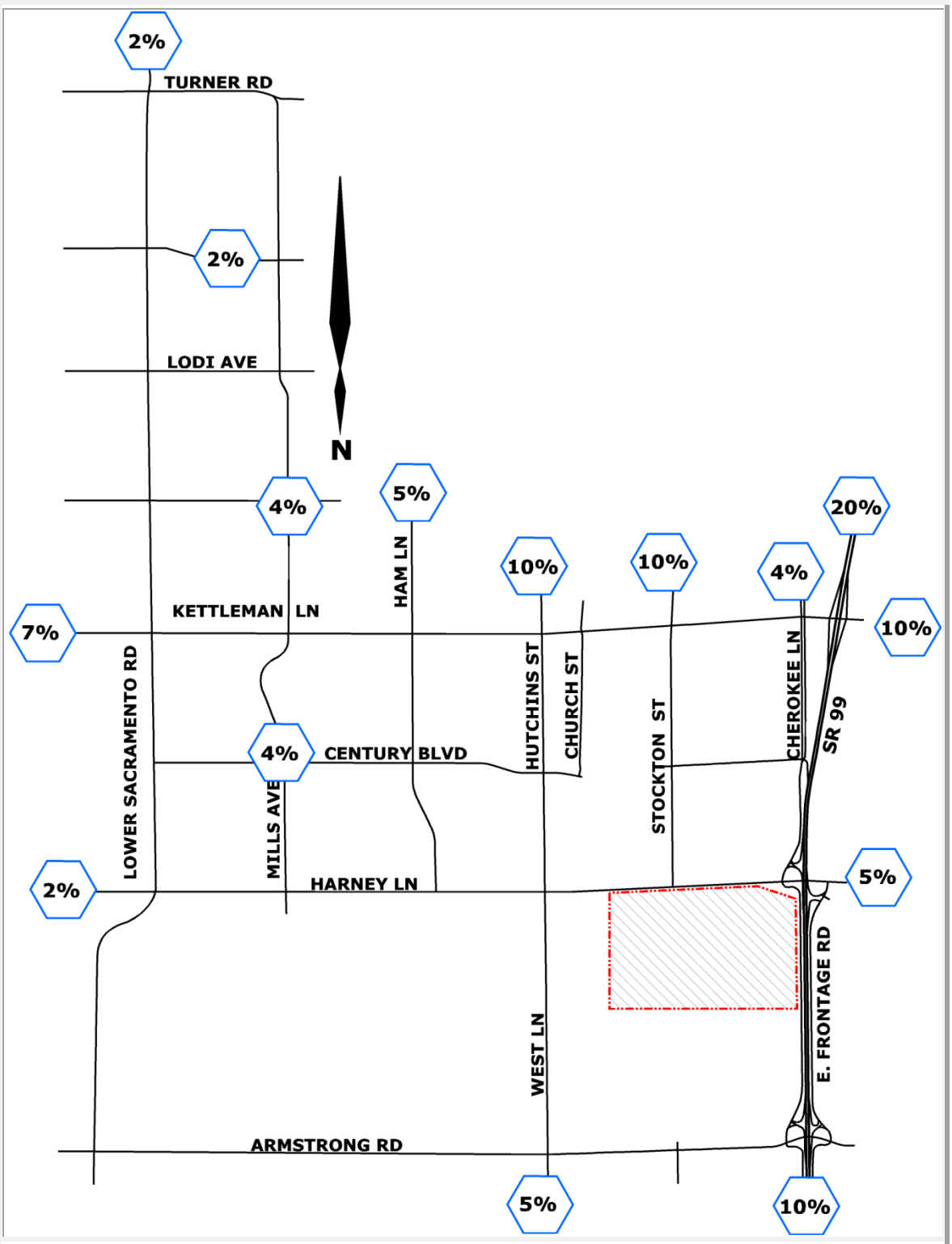

Figure 3 Trip Distribution, Residential Land Use Component

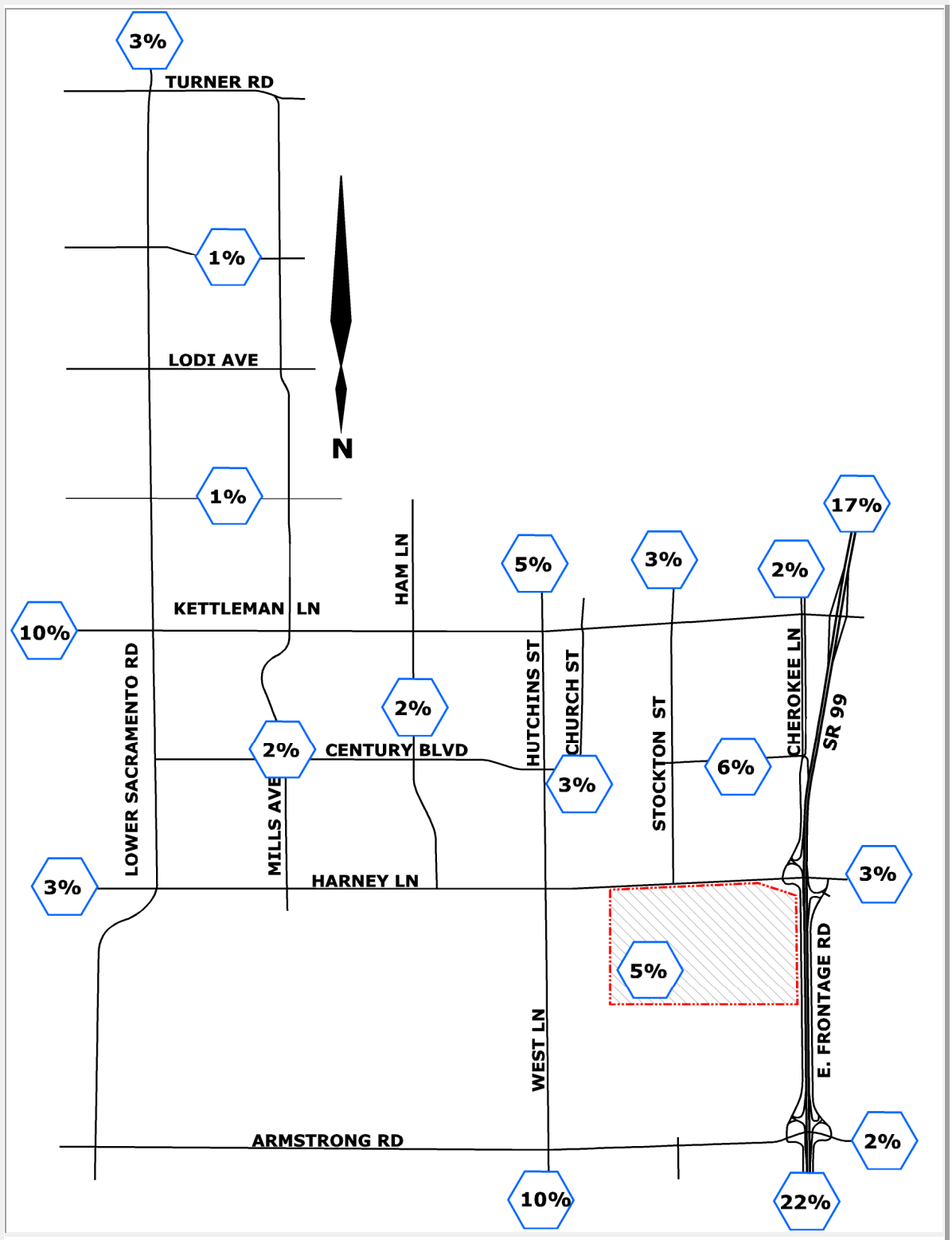

Figure 4 Trip Distribution, Commercial Land Use Component

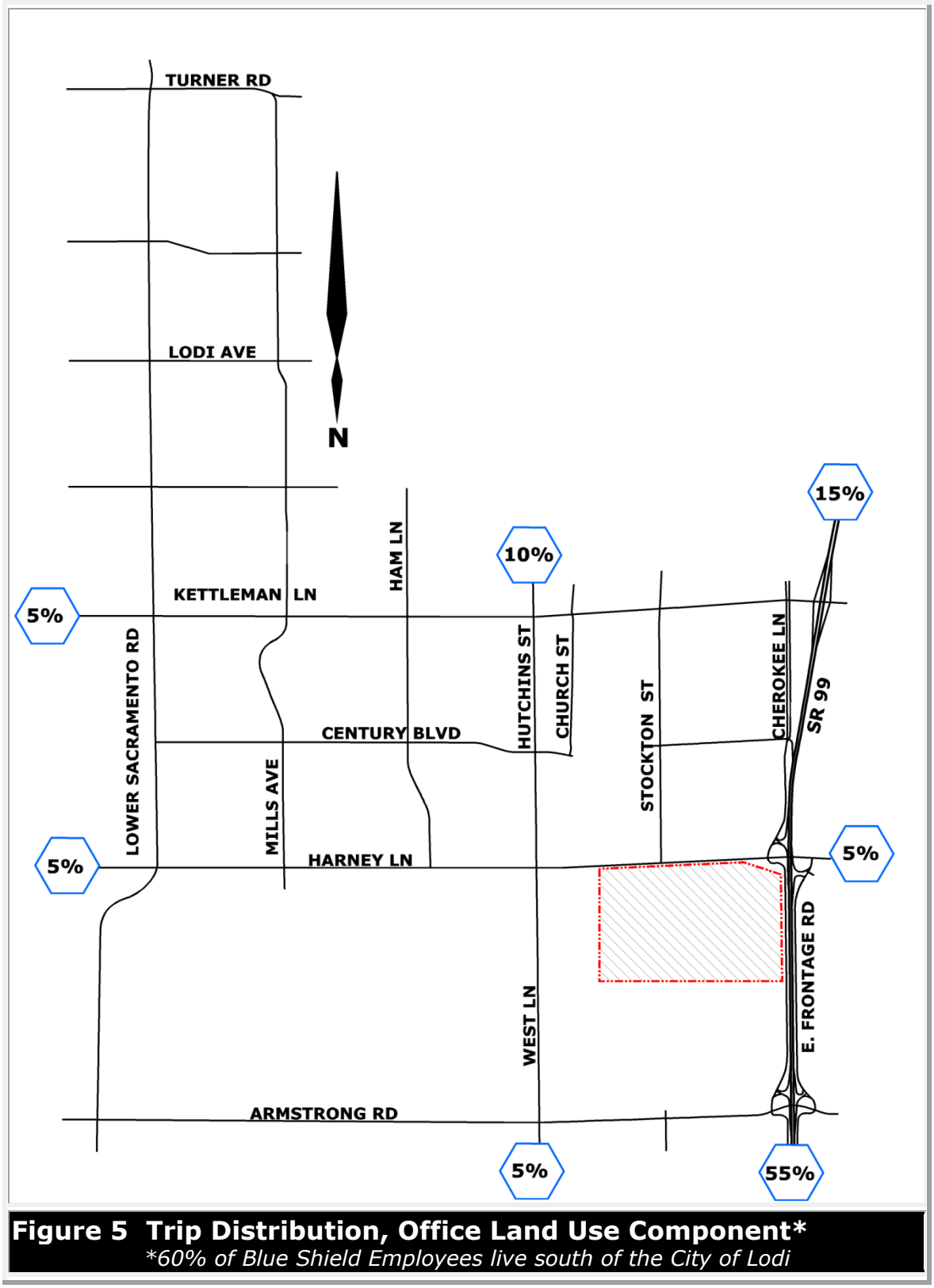

Figure 5 Trip Distribution, Office Land Use Component*
**60% of Blue Shield Employees live south of the City of Lodi*

COMPARISON OF FEIR TRAFFIC TO THIS STUDY

Even though the daily numbers of the project are 79% higher than studied in the FEIR (50536 compared to 28300), the pm peak hour trips are only 45% higher. Traffic impacts are not measured in software analysis programs on a daily basis, but on a peak hour basis, the analysis hour. There are several items to consider when comparing the FEIR results with the results set forth in this study. They are set forth in the paragraphs that follow:

DAILY VS PEAK HOUR COMPARISONS

The Daily trip generation numbers are not used in the analysis of intersections. Daily trip generation is an interesting side-note, but is not relevant to the specific analysis completed for the FEIR or this report. Daily numbers do not take into consideration reductions for say, "PASS-BY" traffic, so discussion of the Daily numbers is usually not applicable when there is a discussion of the *impacts.* The peak hour is the analysis time period for both the FEIR and this report. The daily numbers have no direct correlation to traffic impact, so it is important to note that only the analysis time period numbers are used to compare the FEIR and this report.

During the pm peak hour, there were 4747 trips generated for the project in this study vs 2270 trips generated in the FEIR without any reductions for the pass-by traffic. There are certain adjustments that take place to bring the raw trip generation calculation into reality. In the real world, trips to a project may already be on the road, and merely stop over on the way home or to some other destination. Depending on the size of a project, some of these trips stay within the project area providing minimal impact to external roadways.

In the table that follows, a comparison is made of those pm peak hour numbers used for the FEIR and PRISM analysis condition (after pass-by reductions):

PM PEAK HOUR TRIP GENERATION COMPARISON

	PM INBOUND trips	PM OUTBOUND trips	**TOTAL**
FEIR	1005	1067	**2072**
PRISM STUDY	1417	1579	**2996**
NET INCREASE (45% overall)	**412**	**512**	**924**

Source: Table 1 page 17 from PRISM Report, and Table 3.10.6 Page 3.10-26 of FEIR
Note: (numbers are reduced to account for pass-by traffic assumptions)

The new analysis numbers calculate to be 45% higher than the FEIR.

In the new project, the RETAIL directly took the place of some RESIDENTIAL / SCHOOL uses that were present in the FEIR analysis. There are less homes in the new plan (729 vs 1084), and also more RETIREMENT homes than before, resulting in lower trips for residential, and a shift of trips (212 less residential/school trips with the reductions, see below).

RESIDENTIAL and COMMERCIAL TRIP GENERATION SHIFTS

	RESIDENTIAL/SCHOOL PM TRIPS	COMMERCIAL PM TRIPS*	TOTAL TRIPS
FEIR	1084 DU and 1000 Students @ 560 trips	1118 (one trip rate used)	1678
PRISM STUDY	729 DU @ 348 trips	2328 (higher trip rates used)	2676
NET INCREASE	**-212**	**1210**	**998**

Source: Table 1 page 17 from PRISM Report, and Table 3.10.6 Page 3.10-26 of FEIR
**reduced for pass-by trips (15% for FEIR, and 34%+ for PRISM study)*

In addition, the FEIR did not take into consideration "pass-by" traffic reductions set by ITE at 34% lower traffic for retail/commercial types of uses, but used a 15% value for this (probably because no specific land uses were being considered, and an overly conservative estimate was made). This assumption for pass-by in the FEIR built in some reserve capacity for the project impacts given the mitigations that were recommended in the FEIR.

According to ITE for a project with commercial retail, 34% of the commercial traffic is already on the roadways because drivers pass by various stores on the way home from work, etc. This is especially true for fast food restaurant trip generation which is set at 50% pass-by reduction. However, the FEIR used a blanket 15% value for ALL 350,000 sq ft of potential uses within the commercial retail designation for pm peak hour. As a result, the FEIR was conservatively high on its commercial trip generation calculation. One other reason the FEIR commercial trip generation calculation was different is because it used the same trip generation rate of 3.75 trips/KSF for the 350,000 SF retail. This report used this rate as well for most uses, but several land uses were calculated with much higher trip rates, i.e. fast food @ 34.64 trips/KSF and supermarket @ 10.45 trips/KSF, etc. For this reason, a more realistic assumption for pass-by was used in the analysis.

PM PEAK HOUR TRIP DISTRIBUTION of OFFICE TRAFFIC

A comparison of the pm peak hour trip distribution of the office project traffic was made. The FEIR assumed that only 30% of the Blue Shield traffic went south on SR 99. This report, however, used 55% *because* the Blue Shield tenant communicated specific information that 60% of their employees live to the south of the City of Lodi. This report assigned 55% of the Blue Shield pm peak traffic south on the frontage road to the Armstrong interchange since it was a significantly shorter path, and there were no left turns or signal delays along the way in getting to SR 99 south. As a result, this report assigned 25% more of the Blue Shield traffic to the south on the frontage road, and that was 25% less traffic to assigned northerly to Harney Lane.

ANALYSIS

PRISM Engineering obtained all existing and future traffic turning movement data for the "No Project" conditions from the Reynolds Ranch Project Final EIR, dated August 2006. In addition, the City of Lodi provided an am and a pm peak hour traffic count for the intersection of Harney Lane and Melby Drive (where Road A will intersect Harney Lane). Twenty-eight (28) intersections were studied similar to those included in the FEIR, but with more detail along the roadways that will directly serve the project land uses, namely, Harney Lane and Road A.

The am and pm peak hour projected traffic from the project was assigned onto the surrounding street system for the Year 2006, 2008, and 2030 scenarios using the trip distribution assumptions outlined in Figures 3 through 5. The following scenarios were studied:

TIME PERIOD	SCENARIOS	FIGURES
Year 2006 AM Peak Hour	W/Project, WO/Project	Figures 8 and 9
Year 2006 PM Peak Hour	W/Project, WO/Project	Figures 10 and 11
Year 2008 AM Peak Hour	W/Project, WO/Project	Figures 12 and 13
Year 2008 PM Peak Hour	W/Project, WO/Project	Figures 14 and 15
Year 2030 AM Peak Hour	W/Project, WO/Project	Figures 16 and 17
Year 2030 PM Peak Hour	W/Project, WO/Project	Figures 18 and 19
Year 2030 AM Peak Hour	Project Only	Figure 20
Year 2030 PM Peak Hour	Project Only	Figure 21

Figure 6 shows the current lane geometry for each of the study intersections. Figure 7 shows the assumed lane geometry for the Year 2030 conditions to meet LOS C standards of service. In some cases, LOS C was not possible, and this is detailed in the capacity analysis summary contained in Tables 2 and 3 for the am and pm peak hours, respectively.

Figures 8 through 19 have been prepared to illustrate the intersection turning movement volumes at each study intersection corresponding to the scenarios listed above. These are the traffic volumes that were entered into the SynchroPro software program, to calculate levels of service for each intersection using the HCM 2000 methodology. The intersection numbers shown in each figure correspond directly to the location of the intersection numbers shown in Figure 1, the Vicinity Map.

The "Plus Project" traffic volumes shown in each of these figures were derived from combining the trip generation shown in Table 1 with the no project traffic volumes gleaned from the Reynolds Ranch FEIR. Figures 8

through 19 show the volumes with appropriate pass-by reductions for the shopping center traffic, with diverted link traffic added back in for Road A traffic.

Figures 20 and 21 show the specific "project" traffic volumes for the am and pm peak hour, respectively. The capacity analysis and methodology is explained in the section following Figures 6-22, and is based on HCM 2000 and micro-simulation analysis procedures.

The future traffic volumes were developed as stated previously, from taking volumes from the Reynolds Ranch FEIR "without project" scenarios, and using these as a base upon which to add project traffic. The project traffic in this report exceeds that assumed in the FEIR. The FEIR had 28,300 daily trips and 2,072 pm peak hour trips. This report's project has 50,536 daily trips and 2,996 pm peak hour trips assigned to the roadways after pass-by reductions. This analysis' level of detail far exceeds that contained in the FEIR. For example, the trip generation rate used for commercial in the FEIR was only one rate, 3.75 trips per thousand square feet. This report utilized a variety of trip generation rates for retail commercial land uses, and also pass-by percentages to further adjust trip generation details. Rates were used for fast food (53.11/KSF), gas station, supermarket (10.45/KSF), hotel, in addition to the generic rate for "shopping center" (which was only 3.75 trips/KSF). The end result generated a significantly higher trip generation for the project than was utilized in the FEIR analysis, making this report a significantly more conservative analysis. In addition, the FEIR assumed a 10% internal capture rate, and this study only assumed 5% internal capture rate, meaning, that more of the project's traffic was assigned to the external street network outside Reynolds Ranch.

The plus project traffic volumes along Harney Lane for the future conditions as studied in this report, resulted in an approximately 4% growth rate per year, which is higher than projected in previous studies. In a compilation of city-wide growth rates prepared previously by Fehr and Peers (shown in Exhibit 1), it was reported that the "General Average Annual Growth Rate" for Harney Lane was 3.67% from the time of the oldest count available to the most current count. This yields the worst possible growth rate because it does not take into consideration fluctuating growth rates at different points in time along a multi-decade process. For example, an area might have already "built out" along a certain roadway, and if it is assumed that the same growth will continue to take place in the future, this would not be a reasonable assumption. The city-wide growth rate was calculated to be 2.30% growth per year. This report shows that a 4% growth rate took place along Harney Lane over the Year 2006 volumes.

EXHIBIT 1

Lodi, CA Average Annual Growth Rate Calculation [1]

Street [2, 3]	Average Annual Growth Rate		
	General [4]	Cumulative [5]	Difference
Ham Lane	1.03%	0.65%	0.38%
Harney Lane	3.67%	2.70%	0.97%
Lodi Avenue	0.65%	1.86%	-1.21%
Lower Sacramento Road	1.41%	1.40%	0.01%
Turner Road	4.05%	4.18%	-0.13%
Kettleman Lane [6]	2.34%	3.37%	-1.03%
Total Area Average Growth Rate	**2.30%**	**2.45%**	**-0.14%**

Source: City of Lodi, CA and Caltrans.

Notes:

1 Growth rate calculations do not take into consideration different months during the year when count data was collected.

2 Only streets/locations were considered viable sites where two-way counts collected on a Tuesday, Wednesday, or Thursday for multiple years from the last 20 years were available.

3 Historical roadway volumes provided by the City of Lodi, CA, with supplemental data provided for 2003.

4 The General Average Annual Growth Rate was calculated by comparing volumes from the oldest and most recent years available.

5 The Cumulative Average Annual Growth Rate was compiled by calculating growth rates from volumes between each set of years available and then averaging those growth rates.

6 Supplemental roadway volumes provided by the City of Lodi, CA for 1994 and 1998 along State Highway 12/Kettleman Lane. Additional roadway volume data for State Highway 12/Kettleman Lane for 1992 and 2004 obtained from the Caltrans website.

INTERNAL CIRCULATION ANALYSIS

The project is served by Road A connecting on the north to Harney Lane, and on the south to the existing Frontage Road on the west side of SR 99 (see Figure 2). There are roadway connections along both sides of Road A which lead into the project areas and then connect to parking lots after that. C Street is the first intersection along Road A south of Harney Lane, which will need to be a fully signalized intersection. The next intersection to the south is Main Street, will also need to be a signalized intersection. After this, driveways are stop sign controlled. LOS C or better conditions prevailed along Road A for all scenarios.

Micro-simulation traffic operations analysis was used to examine traffic flows in and out of each of the project areas serving the various building pads. Each area was modeled and no adverse traffic queues were observed,

indicating that the project sites had adequate access and proper design to allow the free flow of traffic inbound and outbound. The micro simulation tools available in traffic engineering allow the viewing of simulated traffic flows for a specific set of lane configurations and traffic projections. For example, if traffic for a left turn pocket backs up into the main through lanes because it is too short, then it is possible to change the land configuration to say, a dual left turn pocket, and then rerun the simulation. Usually such a change will allow more traffic to get through, improve the traffic flows, and clear up the problem. PRISM Engineering utilized this methodology to determine the best lane configurations for each intersection approach in the study area, in an iterative process that also considered right-of-way constraints, adjacent intersection proximity, and traffic volumes.

The project has direct driveway access to and from Harney Lane via a right-in / right-out access, both on the west side of Road A and the east side of Road A. These access points help traffic flows and circulation significantly, and help keep some of the project traffic from unnecessarily congesting Road A traffic operations. This is especially true for that section of Road A between Harney Lane and C Street. Since the traffic generators being served by these two access points are large trip generators, this additional access point to Harney Lane is very helpful, and is good site design.

SR 99 Freeway Merge Analysis

Traffic projections for the SR 99 freeway were taken directly from Caltrans Traffic Count Data website (http://traffic-counts.dot.ca.gov) for the Year 1992 (oldest counts available), and the Year 2005 (most recent counts available). These counts were used to determine the growth rate for the 13 year period, and apply this growth rate to get to the Year 2007, 2008 and 2030 future conditions. The growth rates used for freeway traffic volumes were calculated by determining the compounded growth rate and applying this rate to Year 2005 volumes to calculate each projected volume. Exhibit 2 summarizes how these growth rates were determined.

Exhibit 2
Freeway Volumes and Growth Rates

							Back Peak Hr	Peak Mo	AADT
1992	10	99	SJ		29	SOUTH LODI; CHEROKEE LANE	4450	53000	48000
2005	10	99	SJ		29	SOUTH LODI; CHEROKEE LANE	6400	77000	74000
13 years						Growth	1950	24000	26000
						% increase	0.438	0.453	0.542
						compounded growth rate	**0.028**	**0.029**	**0.034**
PROJECTED with GROWTH RATE:									
2007	10	99	SJ		29	SOUTH LODI; CHEROKEE LANE	6768	81554	79096
2008	10	99	SJ		29	SOUTH LODI; CHEROKEE LANE	6960	83931	81774
2030	10	99	SJ		29	SOUTH LODI; CHEROKEE LANE	12873	157922	170119

Source: PRISM Engineering and Caltrans Traffic Data Site

There are typically two methodologies used in traffic studies to determine growth in traffic. The first and more conservative approach is to use a simple growth rate for a road segment based on historical growth patterns. The second is to use a traffic model (which is also based on historical growth patterns in land use and population growth). PRISM Engineering used the first method in this report, and produced a more conservative result. For example, using the historical growth rate for SR 99 in the vicinity of the project it was determined that the year 2030 traffic volume for the SR 99 freeway would have a peak month of 157,922 AADT (annual average daily traffic in vehicles per day), or about double the existing traffic volume from the year 2005 (it is typical that traffic would double in a 20 year time frame). However, the San Joaquin County Council of Governments Year 2030 volume projection for the same location is 102,300 vehicles per day. With the Reynolds Ranch volume of 5,400 ADT, this increases to about

108,000 ADT. Even with this lower projection of SR 99 daily traffic from the San Joaquin County COG model, LOS F conditions are still projected for the freeway weave in this area, as they are currently at LOS E now with only 79,096 AADT for the Year 2007 condition. The only thing that can improve levels of service in this area are either more lanes on the freeway or elimination of weaving conflicts (ramp closures) or both.

The existing and future freeway volume projections for Year 2007, 2008, and 2030 are shown in Exhibit 2. PRISM Engineering used the Peak Hour projections for the freeway analyses in the HCM (HCS) software. It was also assumed that there was a 60/40 split on freeway volumes to obtain the highest directional flow rate.

The following volumes and lane assumptions were used for the SR 99 freeway volumes in the highest peak hour direction:

- Year 2005: 3,840 vph in three lanes
- Year 2007: 4,061 vph in three lanes
- Year 2008: 4,176 vph in three lanes
- Year 2030: 7,724 vph in four lanes

The worst-case Reynolds Ranch Project traffic entering the SR 99 freeway at the Harney Lane northbound ramps was 249 vph. This project traffic was added to the cumulative traffic volumes for the ramp, and the total volume of traffic getting onto the SR 99 freeway (northbound) from the frontage road hook ramps just south of Harney Lane was projected to be 338 vph.

The majority of traffic at the Harney Lane freeway ramps is getting off of the freeway during the critical pm peak hour. Merging the 338 vph with the mainline freeway volumes shown above yields LOS F conditions in each scenario. However, because the existing level of service for the freeway weave on SR 99 from Harney Lane to the Cherokee Lane offramp (overcrossing) is currently at LOS E, the project is not the reason for the unacceptable traffic conditions. It is an existing problem caused primarily by the close proximity of the Harney Lane northbound onramp and the Cherokee Lane offramp (over-crossing).

The following results are true for this weave section *without* the project traffic added in:

- Year 2007: 4,061 vph in three lanes, LOS E
- Year 2008: 4,176 vph in three lanes, LOS E
- Year 2030: 7,724 vph in four lanes, LOS F

When the project traffic is added in to the Year 2008 and Year 2030 traffic projections for the freeway, it further aggravates the existing problem, and the weaving section (outside right-most lane) will be at LOS F conditions in any scenario, using the HCM 2000 methodology (see appendix).

Possible mitigations to the freeway would need to be determined in future studies including a Project Study Report for freeway and interchange improvements on Harney Lane.

The existing cemetery on the east side of the freeway and north of Harney Lane poses expansion constraints for SR 99 (ie constructing an auxiliary lane or a fifth lane). There are many other conceptual options that could be considered, but it is more appropriately the subject of a future detailed Project Study Report to look more closely at several alternatives for mitigation, considering the physical constraints and field conditions associated with validating mitigation concepts.

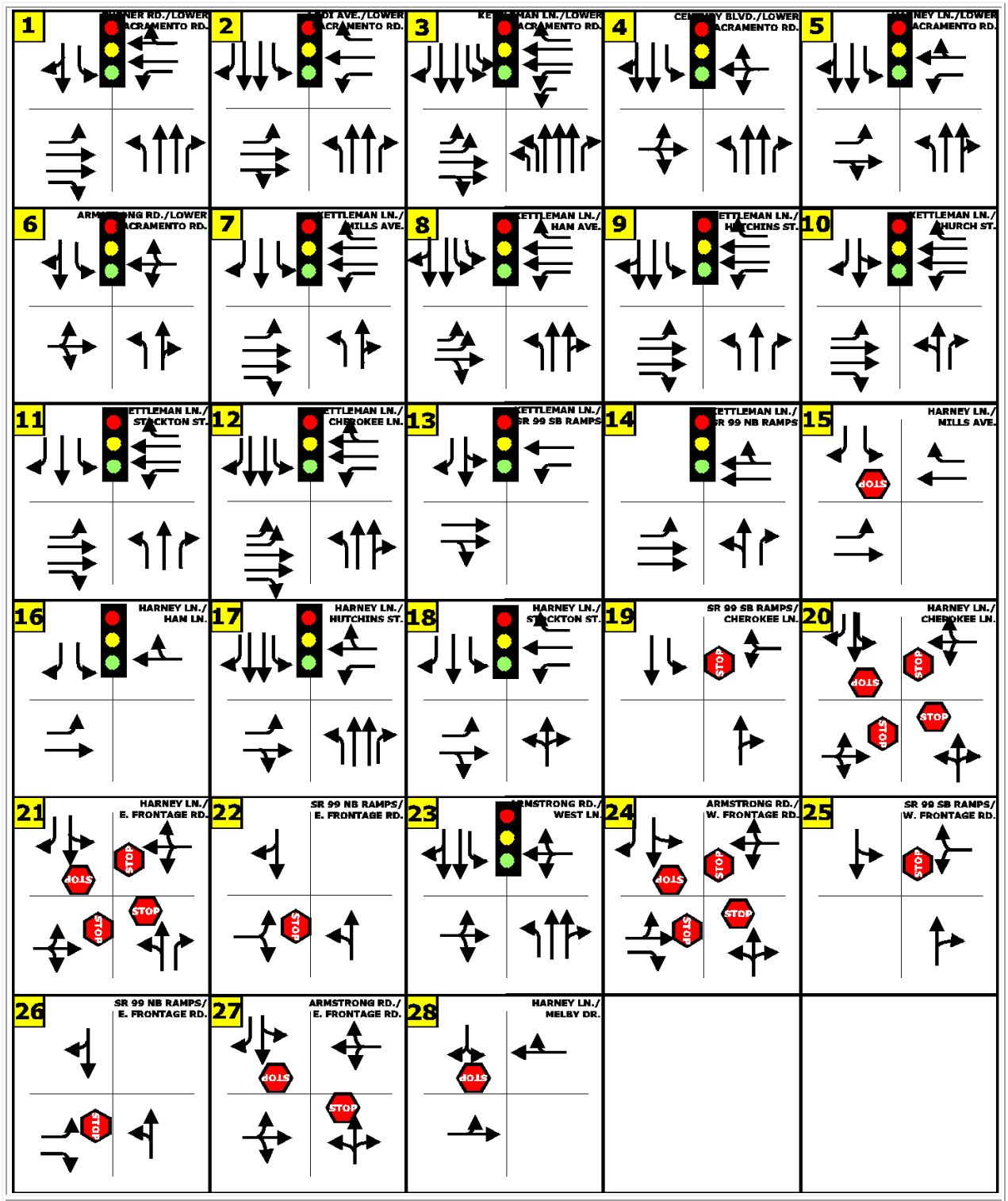

Figure 6 Existing Lane Configurations

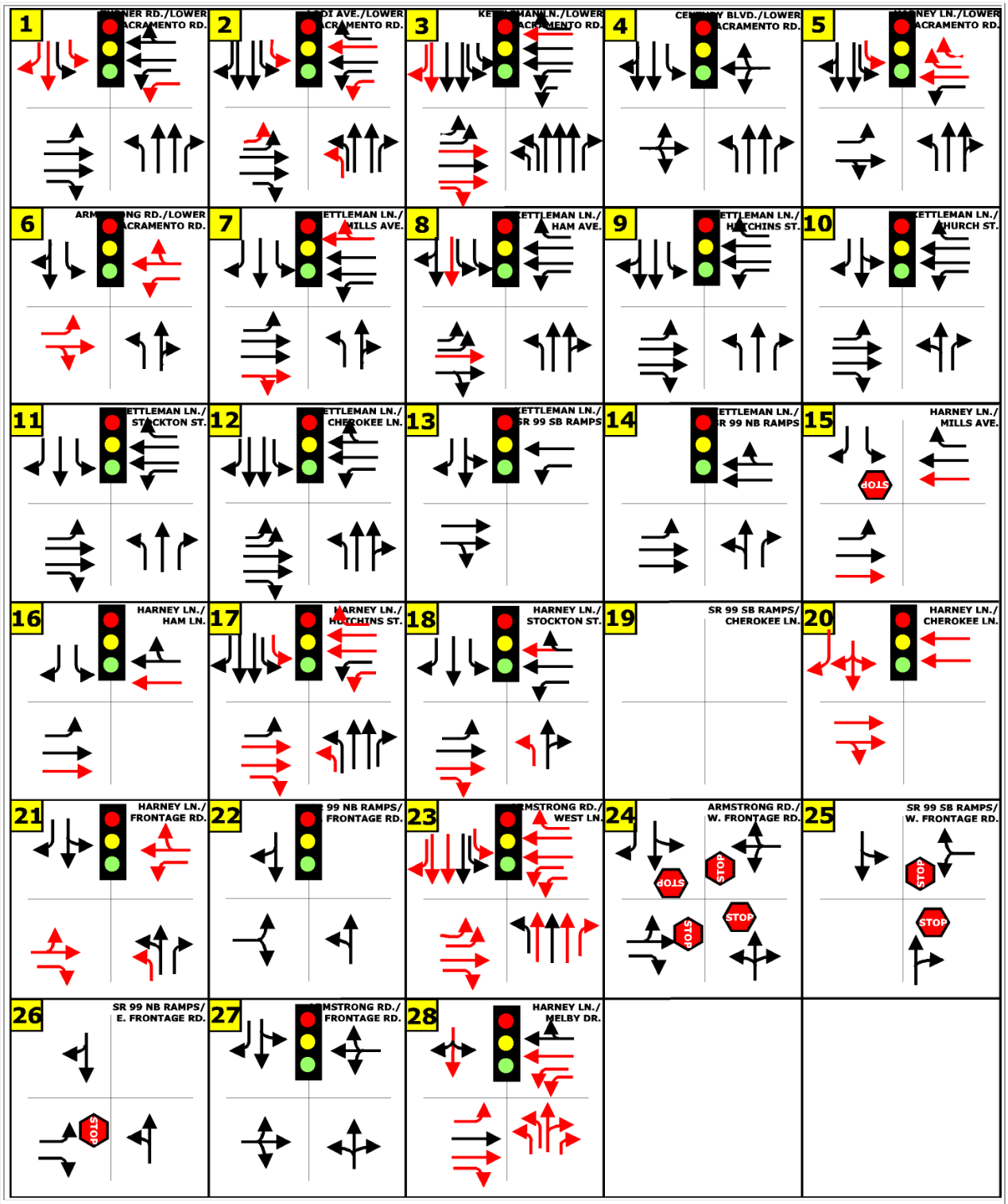

Figure 7 2030 Lane Configurations, Study Area

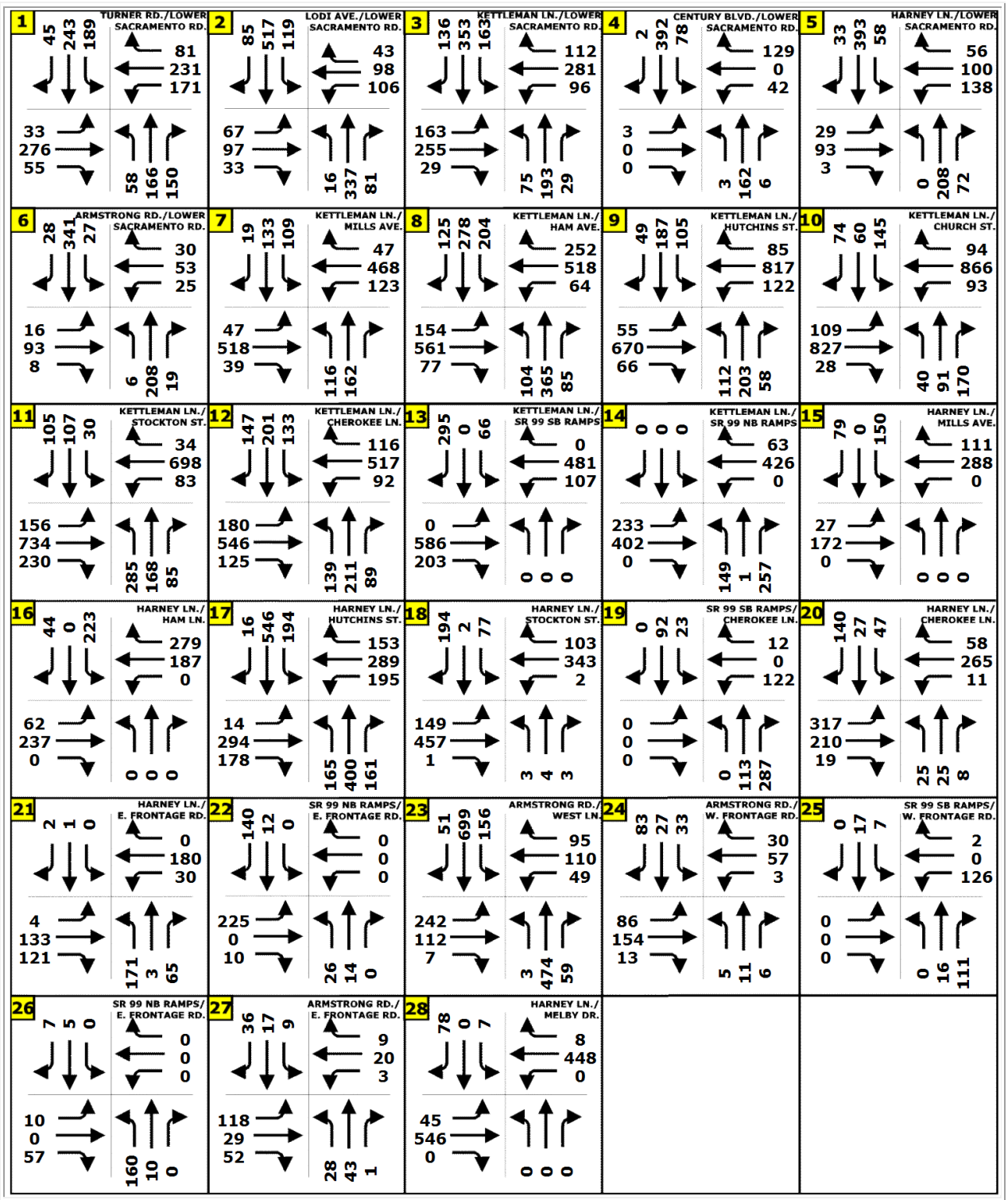

Figure 8 2006 AM Peak Hour Turning Movements

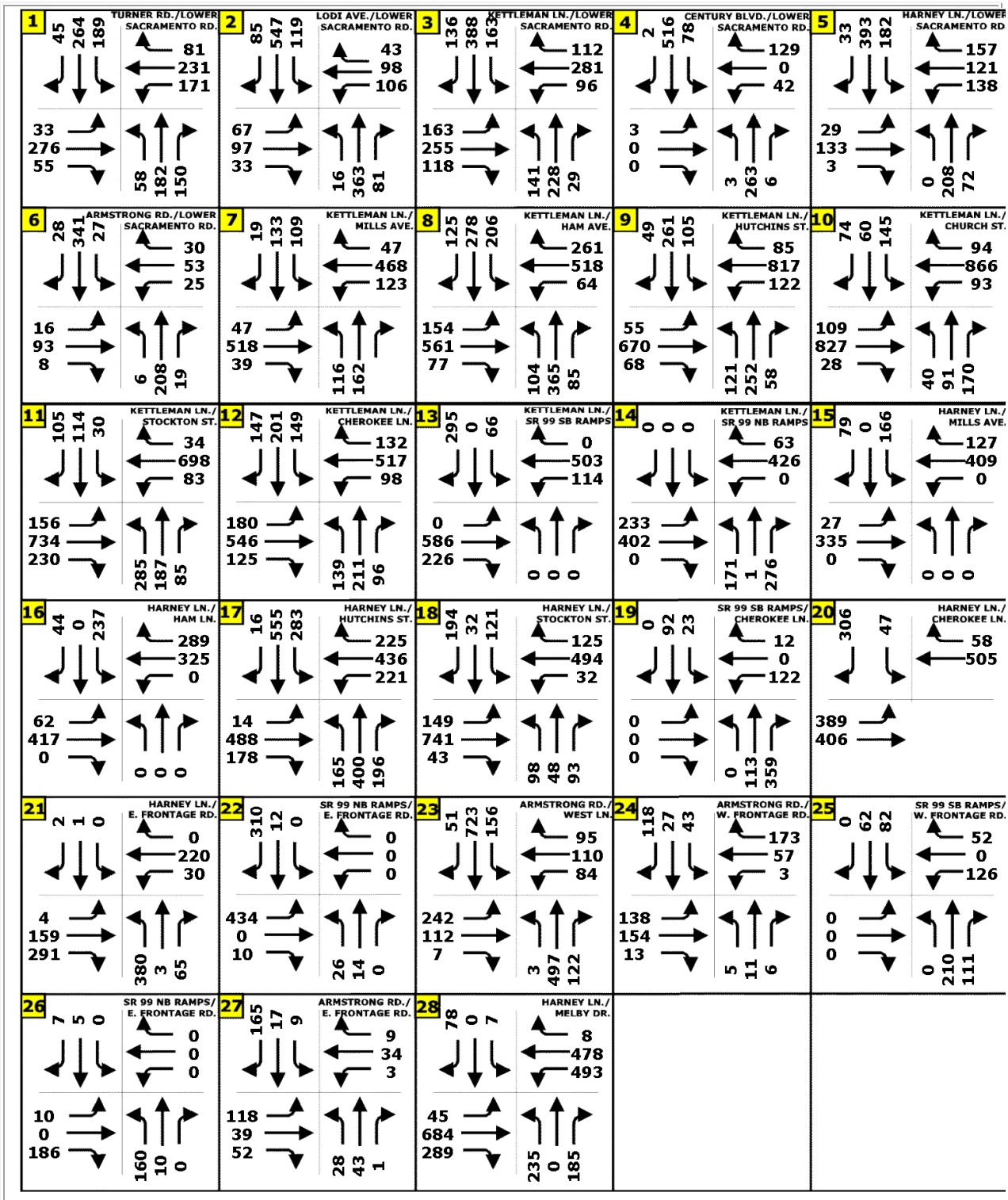

Figure 9 2006 AM Peak Hour Plus Project Turning Movements

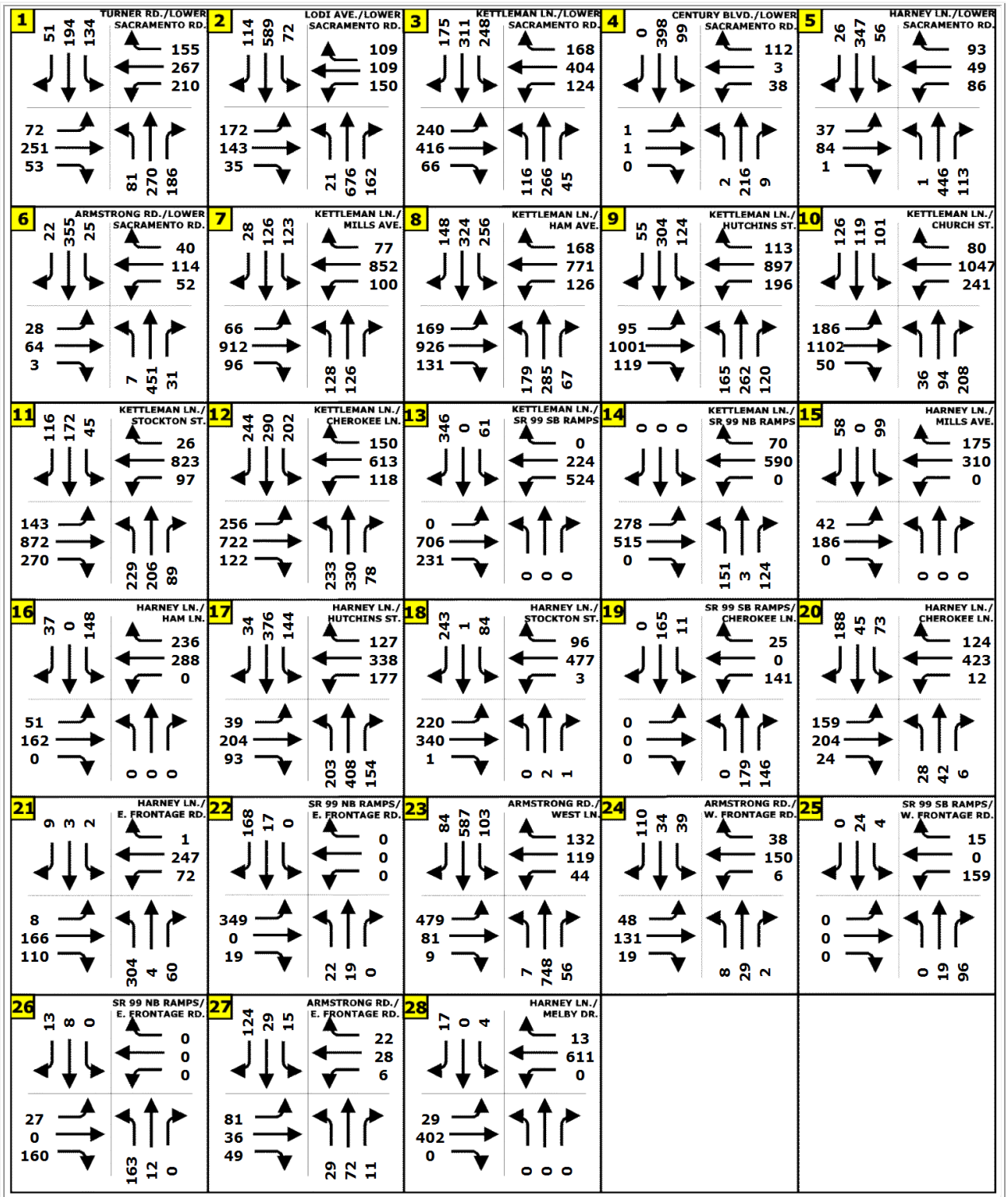

Figure 10 2006 PM Peak Hour Turning Movements

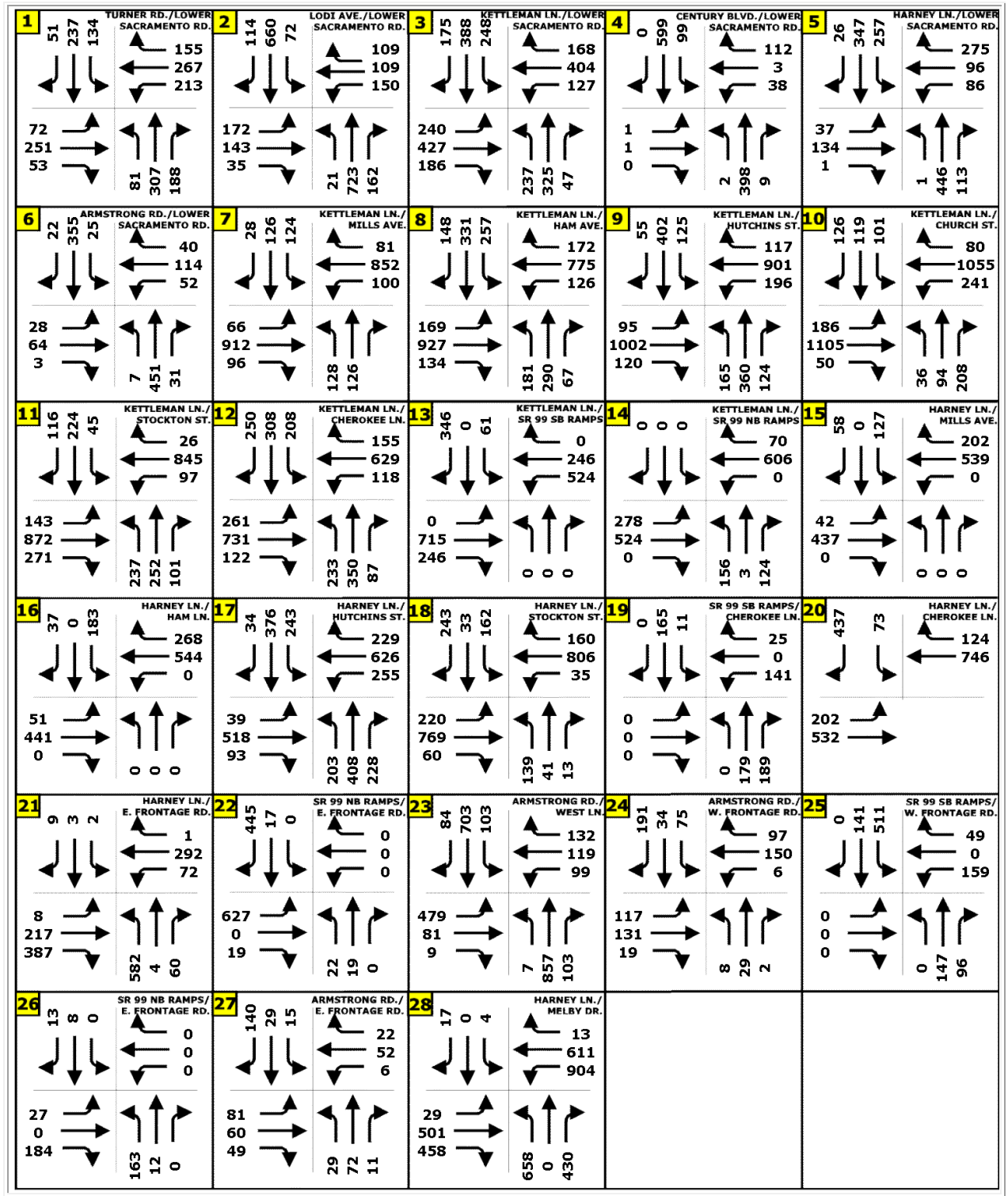

Figure 11 2006 PM Peak Hour Plus Project Turning Movements

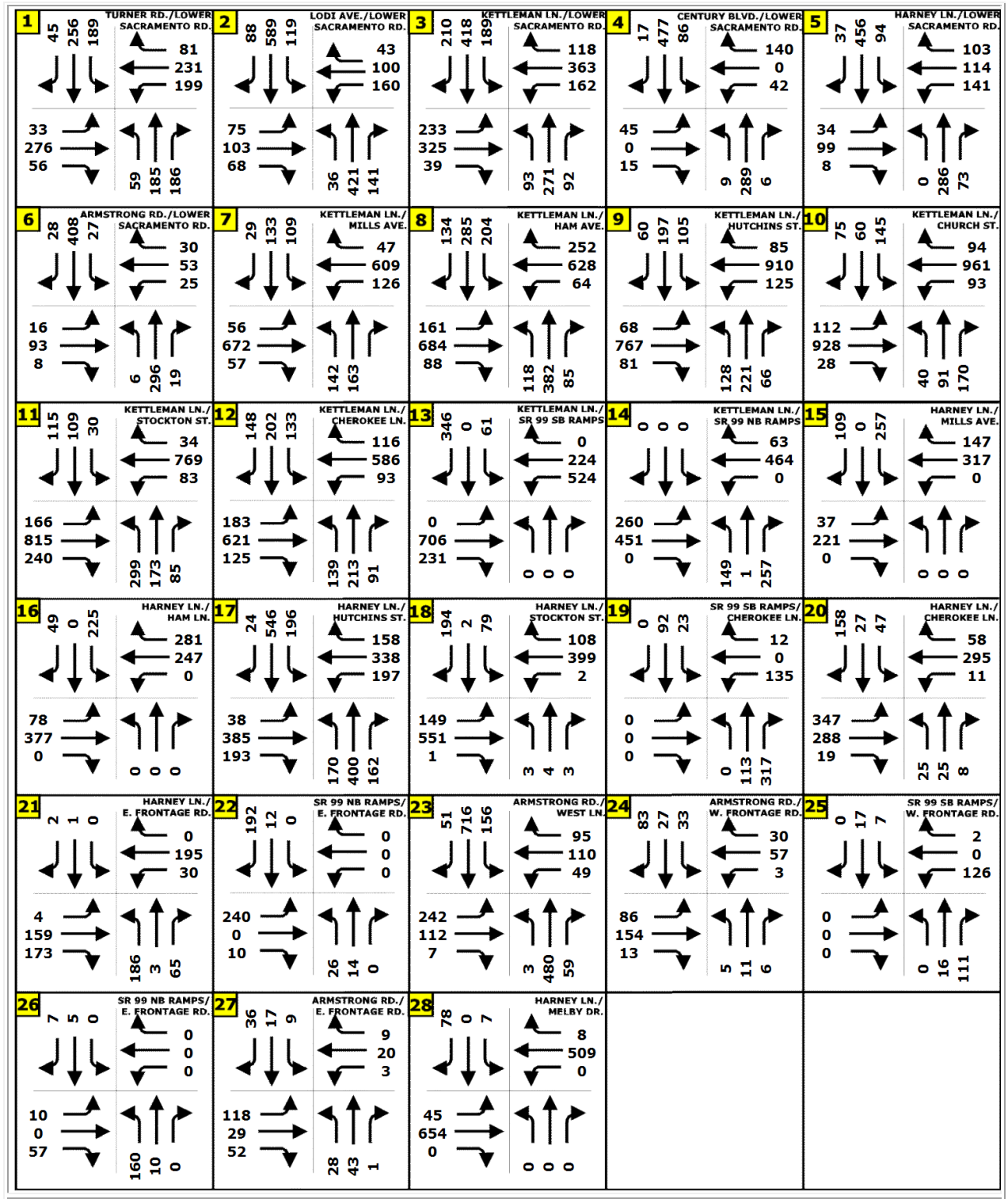

Figure 12 2008 AM Peak Hour Turning Movements

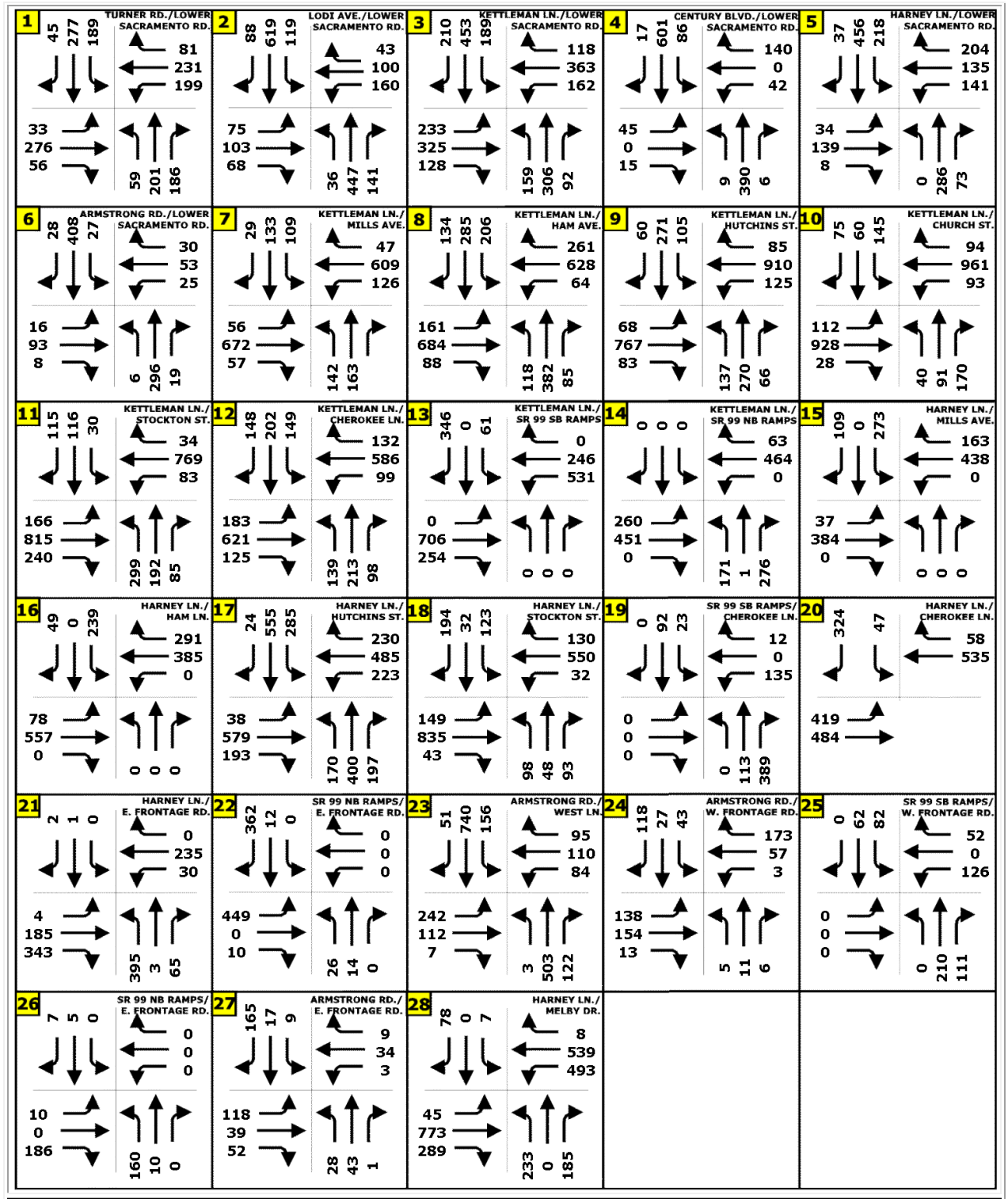

Figure 13 2008 AM Peak Hour Plus Project Turning Movements

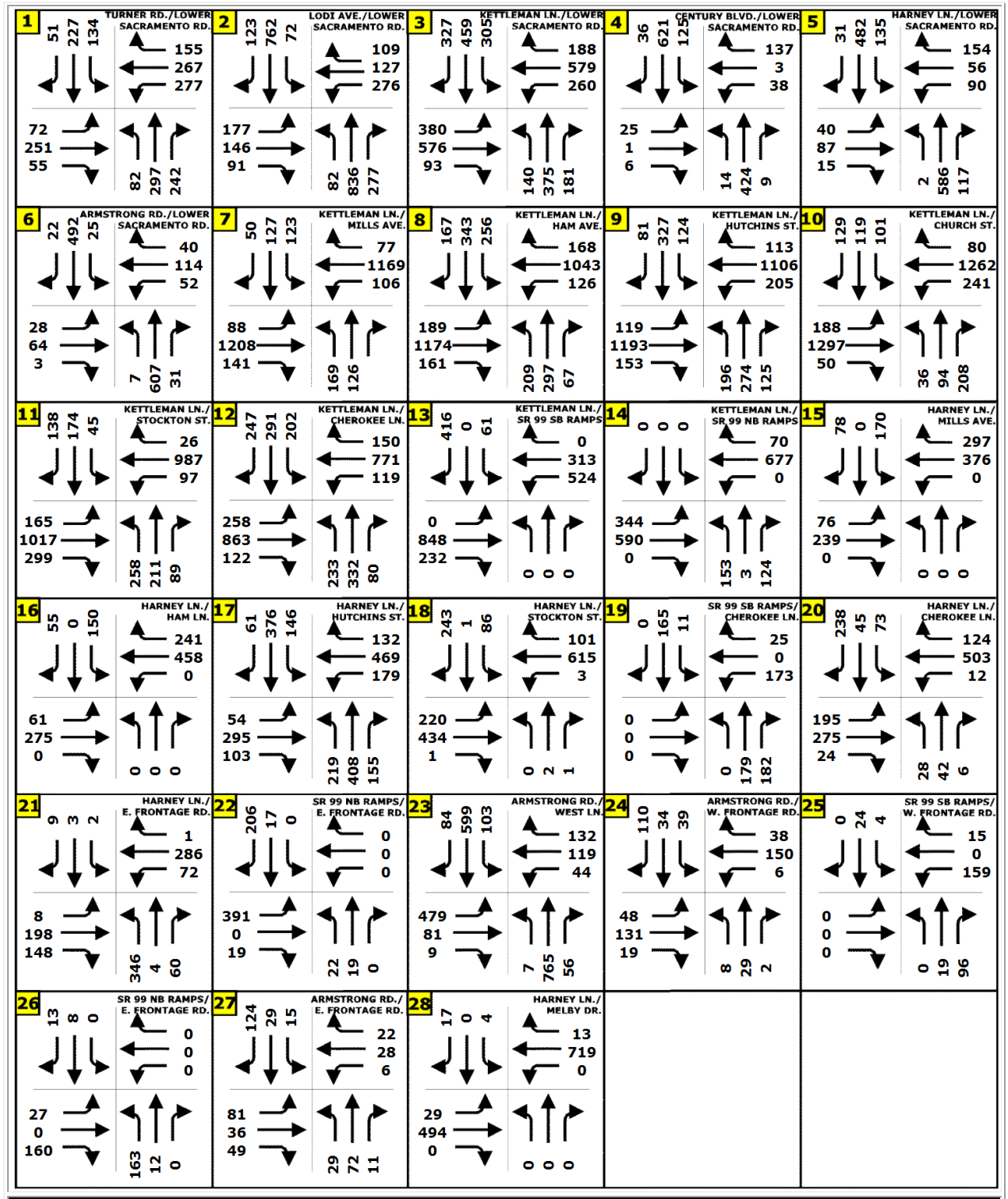

Figure 14 2008 PM Peak Hour Turning Movements

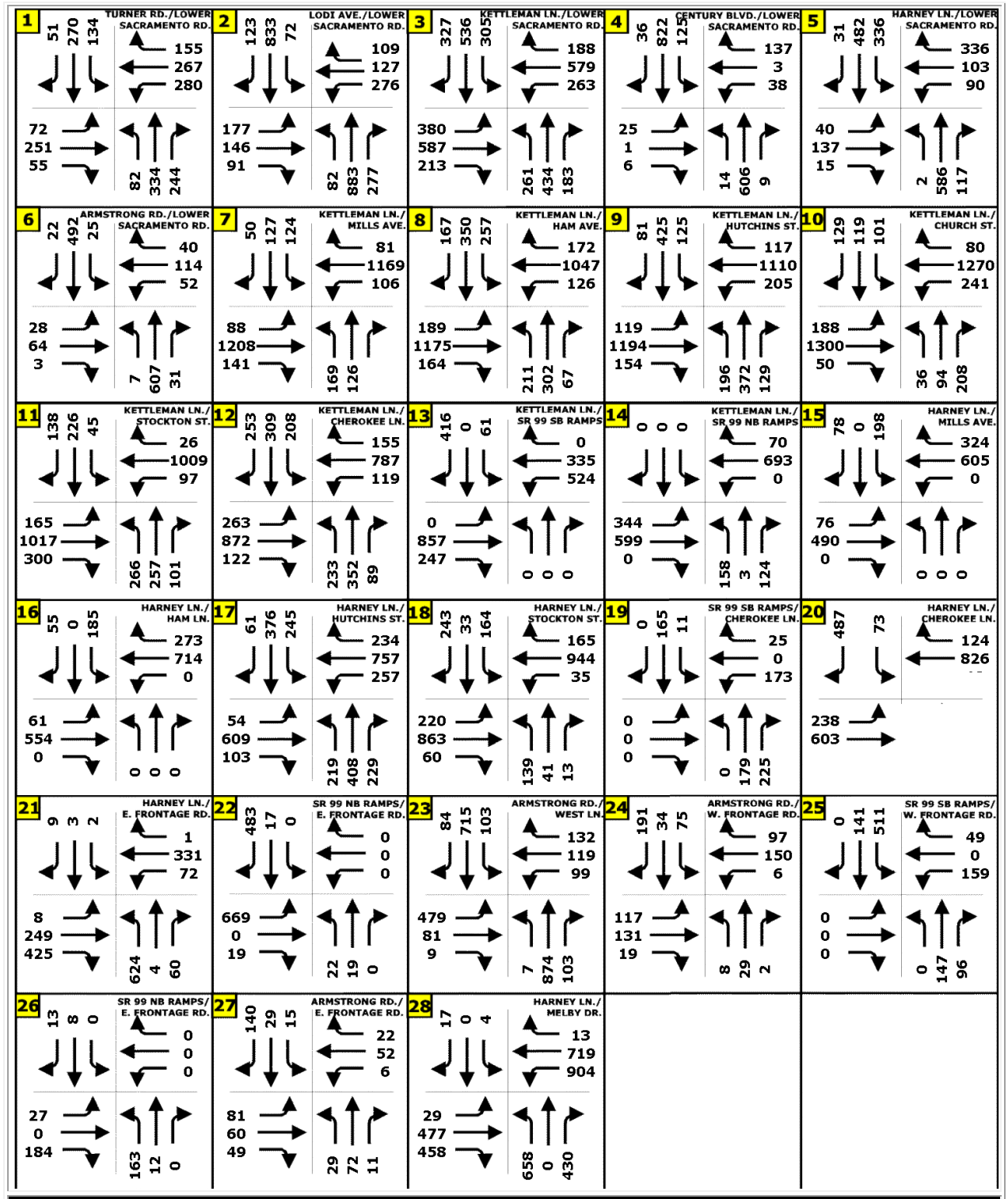

Figure 15 2008 PM Peak Hour Plus Project Turning Movements

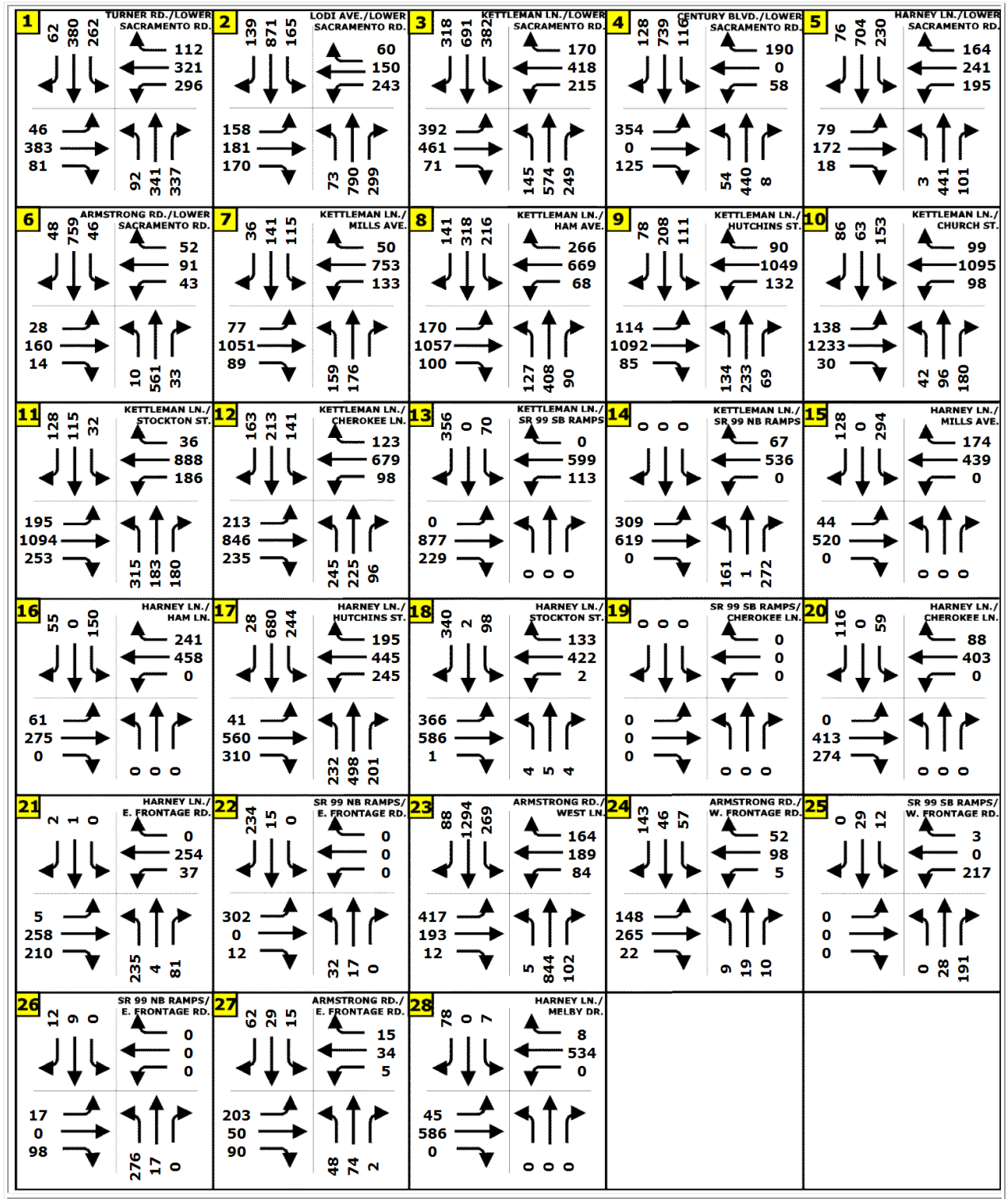

Figure 16 2030 AM Peak Hour Turning Movements

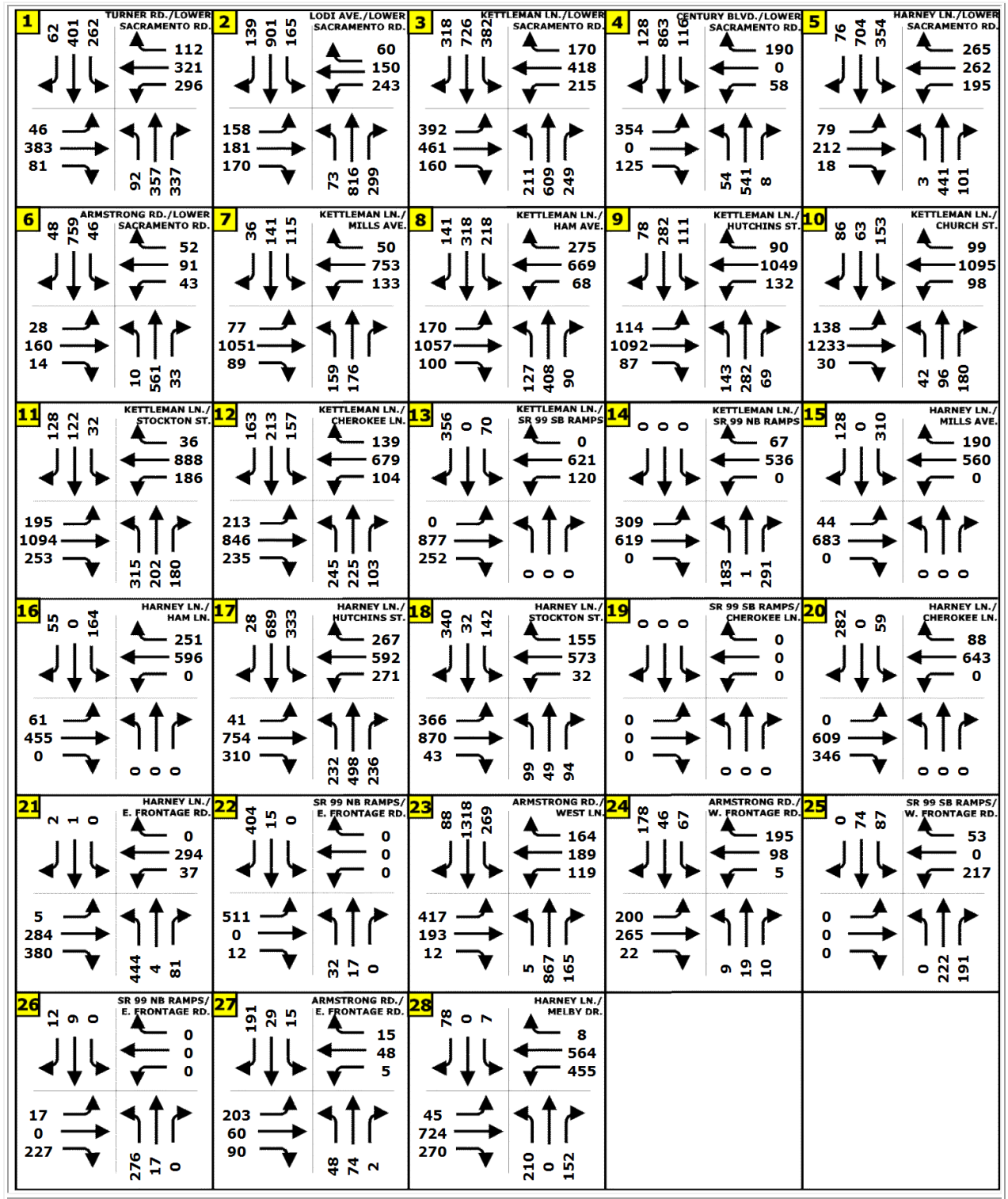

Figure 17 2030 AM Peak Hour Plus Project Turning Movements

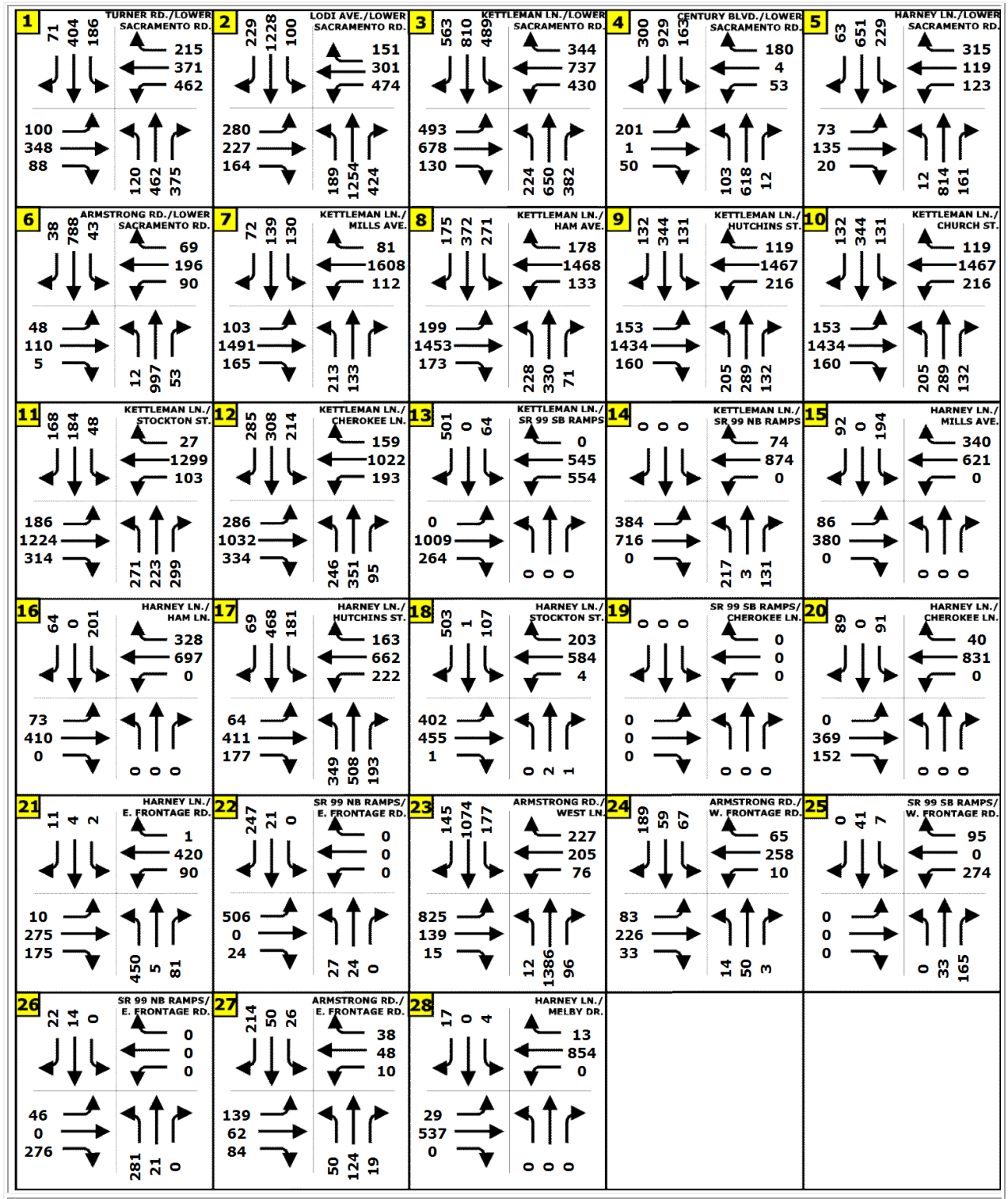

Figure 18 2030 PM Peak Hour Turning Movements

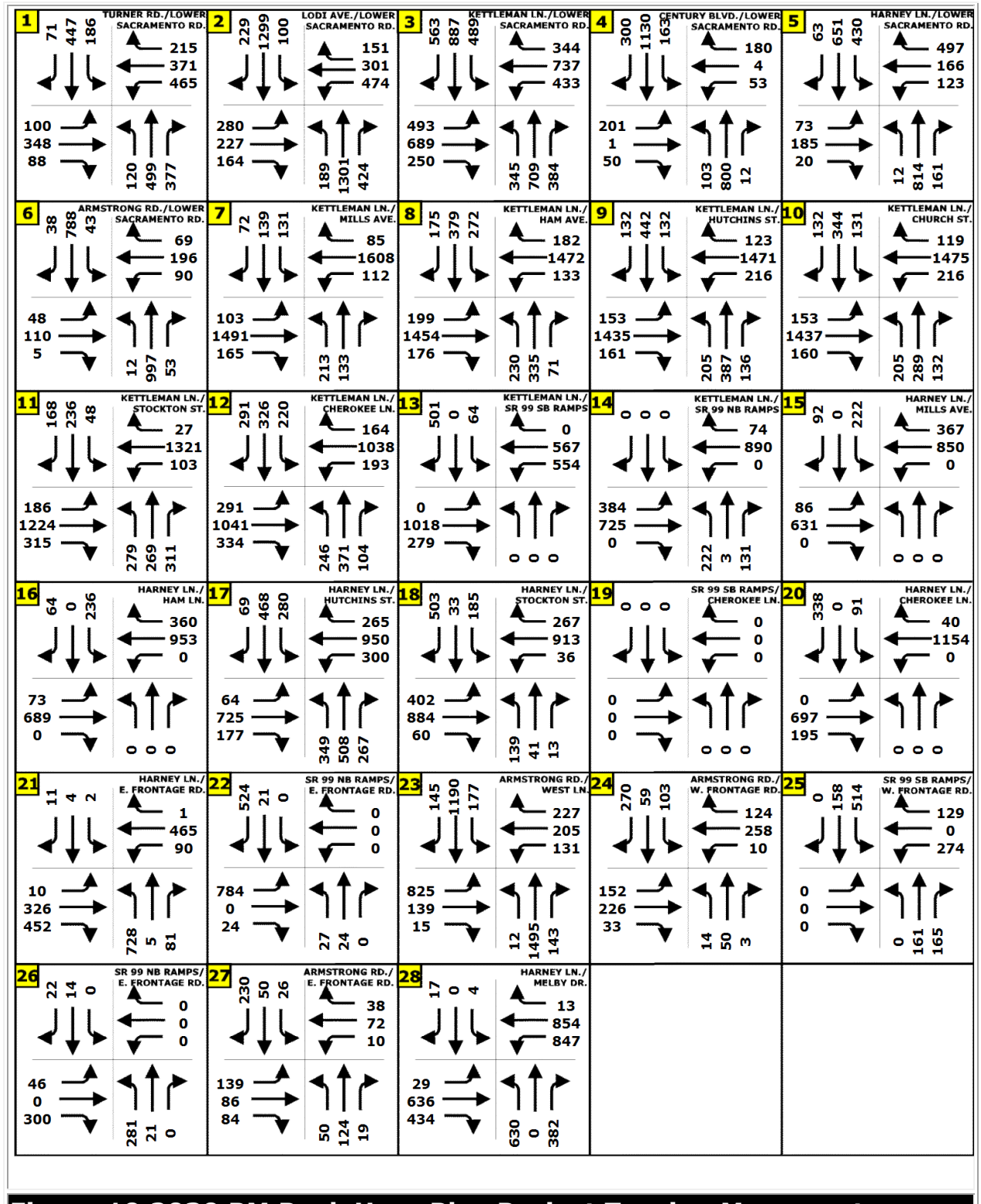

Figure 19 2030 PM Peak Hour Plus Project Turning Movements

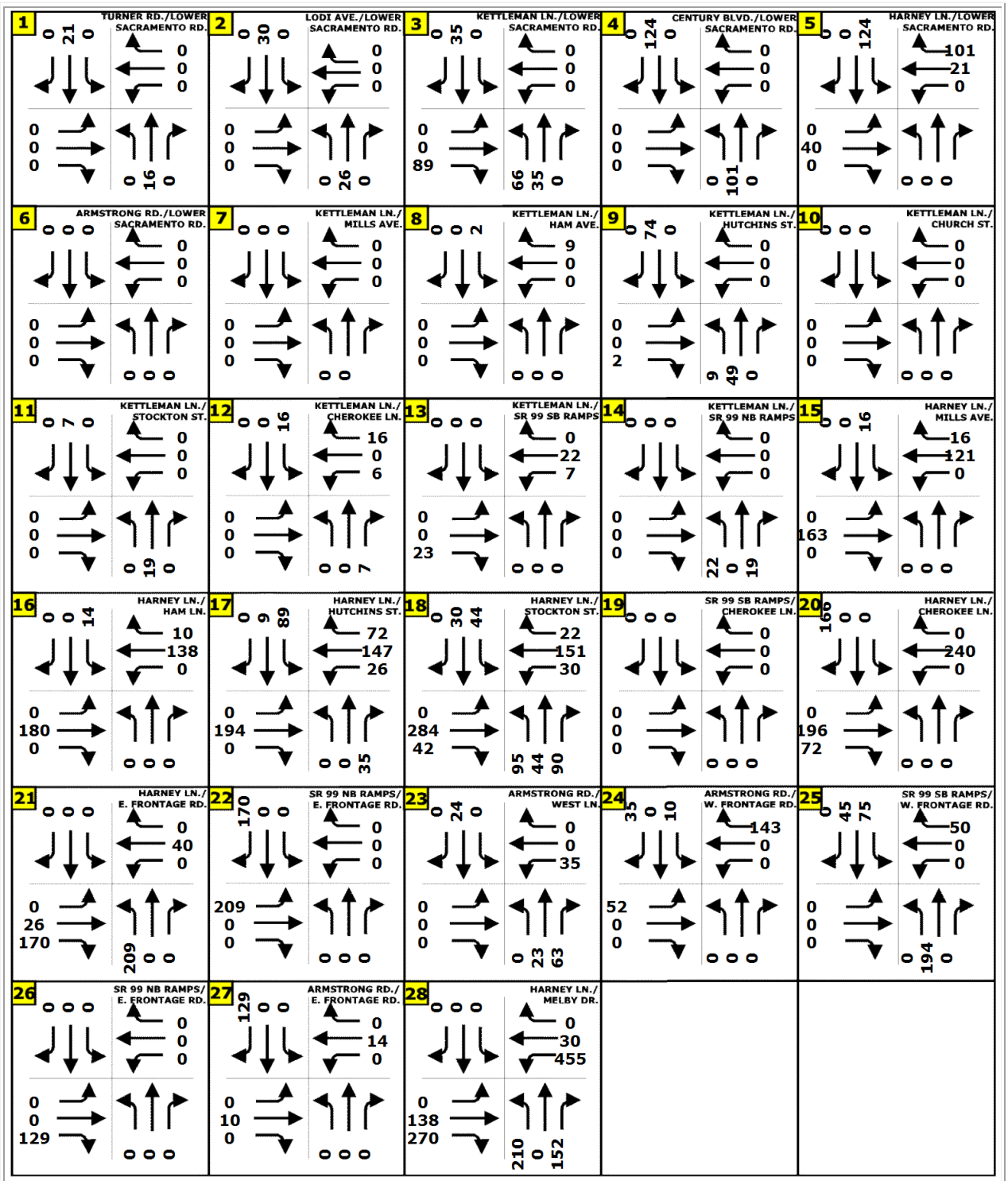

Figure 20 AM Peak Hour Project Turning Movements

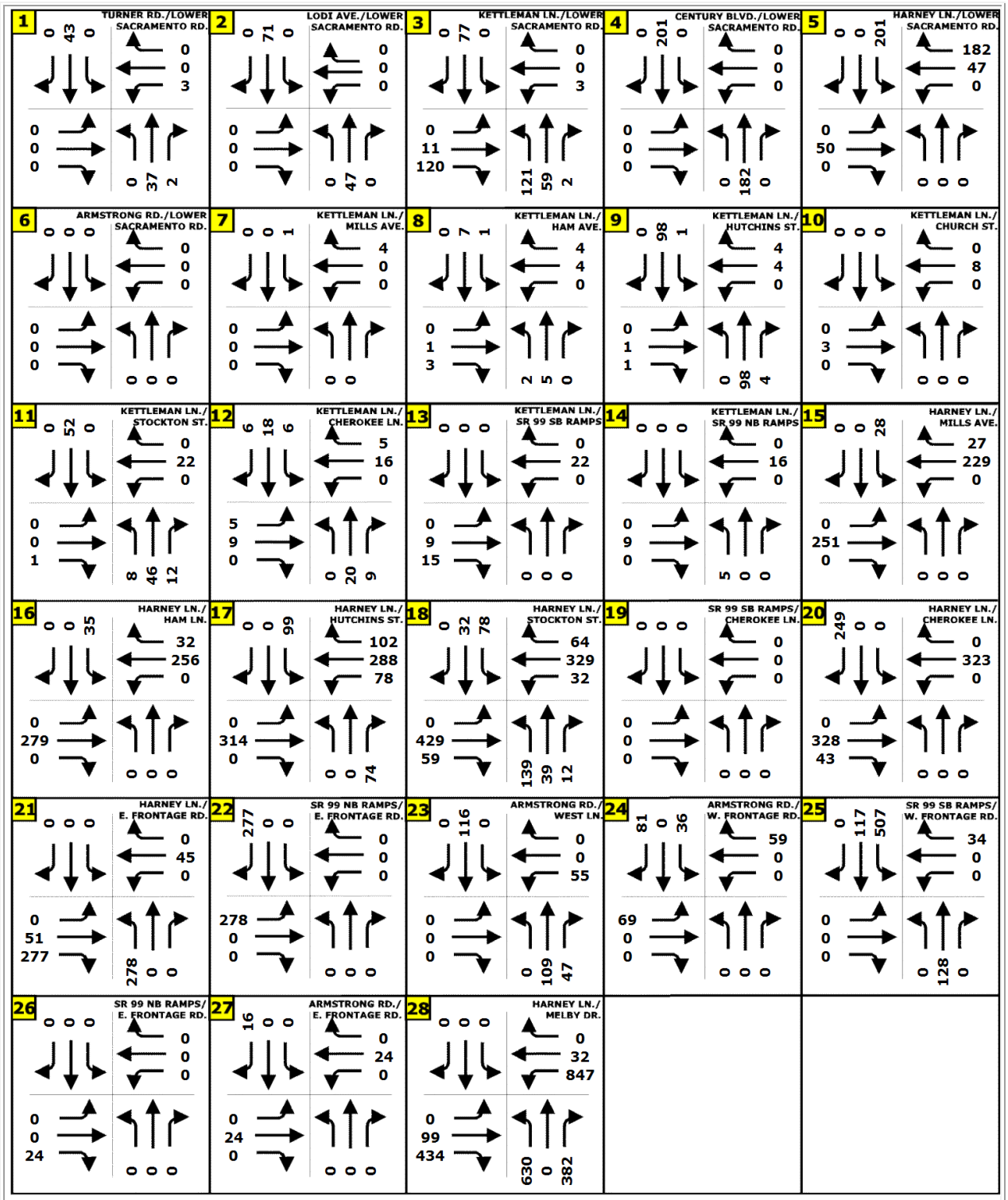

Figure 21 PM Peak Hour Project Turning Movements

METHODOLOGY

All capacity calculations were conducted using the industry standard Highway Capacity Manual (HCM) 2000 methodologies. The HCM analysis methodology calculates a "level of service" ranking (from A through F) for a signalized or unsignalized intersection based on the average amount of delay that is expected for each motorist at an intersection during the peak hour time period. The HCM definition for level of service is limited to average delay, and has no application to other factors such as sight distance, horizontal or vertical curvature, pavement condition, etc.

In every case, the analyses were enhanced with SimTraffic, a more sophisticated micro-simulation software program built in to the SynchroPro software program. This micro-simulation tool aids in determining vehicle queue lengths used to estimate left turn pocket length needs, the adequacy of intersection operations, congestion, etc.

All locations in the vicinity of the project, and along the Harney Lane corridor were mitigated to LOS C or better conditions as per the City's LOS standard in the General Plan. Locations along a Caltrans facility (such as Kettleman Lane (SR 12)) were mitigated to an LOS D standard as needed and if the project also caused the need for mitigation. The Reynolds Ranch FEIR transportation section has been included as an appendix for this report (Appendix C). The detailed SynchroPro HCM 2000 capacity analysis sheets can be found in Appendix B of this report.

A summary of the LOS conditions for the various scenarios is given in the specific scenario tables that follow.

All intersection levels of service are measured in terms of average overall intersection delay, and the corresponding level of service ranking is given as follows:

For **Signalized** intersections the following average delays apply:	For **Unsignalized** intersections the following average delays apply:
LOS A < 10 seconds *LOS B >10 seconds and <20 seconds* *LOS C >20 seconds and <35 seconds* *LOS D >35 seconds and <55 seconds* *LOS E >55 seconds and <80 seconds* *LOS F >81 seconds*	*LOS A < 10 seconds* *LOS B >10 seconds and <15 seconds* *LOS C >16 seconds and <25 seconds* *LOS D >26 seconds and <35 seconds* *LOS E >36 seconds and <50 seconds* *LOS F >51 seconds*

What this means is that if the average delay at a signalized intersection is more than 81 seconds, then LOS F conditions exist. At a stop sign controlled

intersection this threshold is lowered to 51 seconds. The HCM methodology can also report side street or approach level of service, but the method becomes unstable when volumes approach capacity. For this reason, some of the values shown in Table 2 and Table 3 may show an LOS F condition, because the HCM 2000 methodology for intersections with the side street controlled by a stop sign exponentially reports unfavorable levels of service once capacity is reached (i.e. at Cherokee at Harney). Once a signal is installed the level of service improves dramatically to an acceptable condition. A condition of approval for the project will be to install new traffic signals along Harney Lane at the Reynolds Ranch Parkway, Cherokee Lane, and at the E. Frontage Road, fully mitigating the project impacts with some minor widening.

Table 2
Level of Service Summary
for the AM Peak Hour

LOS Summary for the AM Peak Hour		2006 AM Without Project		2006 AM Plus Project		2008 AM Without Project		2008 AM Plus Project		2030 AM Without Project		2030 AM Plus Project	
ID	Intersection	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Turner Rd. & Lower Sacramento Rd.	22.7	C	24.2	C	23.3	C	25.9	C	22.6	C	23.2	C
2	Lodi Ave. & Lower Sacramento Rd.	26.7	C	26.1	C	25.5	C	25.2	C	18.6	B	20.3	C
3	Kettleman Ln. & Lower Sacramento Rd.	23.4	C	23.4	C	26	C	26.2	C	25.5	C	25.7	C
4	Century Blvd. & Lower Sacramento Rd.	15.3	B	15.7	B	16.1	B	16.8	B	54.6	D	60.2	E
5	Harney Ln. & Lower Sacramento Rd.	12.1	B	14.4	B	12.2	B	14.9	B	23.3	C	27.9	C
6	Armstrong Rd. & Lower Sacramento Rd.	16.7	B	16.7	B	15.3	B	15.3	B	15.9	B	15.9	B
7	Mills Ave. & Kettleman Ln.	29.1	C	29.1	C	31.9	C	31.9	C	30.8	C	30.8	C
8	Ham Ln. & Kettleman Ln.	25.5	C	25.1	C	26	C	26	C	30.2	C	30.2	C
9	Hutchins St. & Kettleman Ln.	34.6	C	30.5	C	33.1	C	33.6	C	35.3	D	35.1	D
10	Church St. & Kettleman Ln.	31.5	C	31.5	C	36.1	D	36.1	D	22.2	C	22.2	C
11	Stockton St. & Kettleman Ln.	36.5	D	36.4	D	39.1	D	38.9	D	55.1	D/E	54.9	D/E
12	Cherokee Ln. & Kettleman Ln.	29.7	C	28.6	D	27.6	C	26.7	C	34	C	33.6	C
13	Southbound SR 99 Ramps & Kettleman Ln.	15.6	B	15.9	B	36.1	D	37.3	D	20.9	C	20.4	C
14	Northbound SR 99 Ramps & Kettleman Ln.	10.3	B	10.3	B	11.1	B	11.1	B	13.3	B	13.4	B
15	Mills Ave. & Harney Ln.	10.6	B	17.5	B	14.3	A	31.3	D	7.1	A	7.6	A
16	Ham Ln. & Harney Ln.	8.3	A	29.1	D	18.7	C	62.3	B	10.4	B	10.3	B
17	Hutchins St. & Harney Ln.	37.1	D	58.8	E	43.8	D	71.1	E	23.2	C	26.5	C
18	Stockton St. & Harney Ln.	12.9	B	22.4	C	14	B	23.9	C	17	B	18.8	B
19	Southbound SR 99 Ramps & Cherokee Ln.	3	A	2.8	A	3.2	A	3	A	N/A	N/A	N/A	N/A
20	Cherokee Ln. & Harney Ln.	28.1	D	187.4	F	59.4	F	251.6	F	9.5	A	10.5	B
21	E. Frontage Rd. & Harney Ln.	5.6	A	48.5	E	6.1	A	78	F	11.4	B	13	B
22	Northbound SR 99 Ramps & E. Frontage Rd.	6.7	A	11.0	B	6.5	A	12	B	7	A	8.9	A
23	West Ln. & Armstrong Rd.	26	C	26.6	C	25.9	C	26.6	C	21.4	C	20.9	C
24	Cherokee Ln. & Armstrong Rd.	9.2	A	11.3	B	9.2	A	11.3	A	15.8	C	26	D
25	Southbound SR 99 Ramps & W. Frontage Rd	4.7	A	5.5	A	4.7	A	5.5	A	5.5	A	9.4	A
26	Northbound SR 99 Ramps & E. Frontage Rd.	7.3	A	8.0	A	7.3	A	8	A	7.7	A	8.2	A
27	E. Frontage Rd. & Armstrong Rd.	6.9	A	7.5	A	6.9	A	7.5	A	10.4	B	11.5	B
28	Road "A" & Harney Ln.	1.8	A	300+	F	2	A	300+	F	16.1	B	25.3	C

Table 3
Level of Service Summary
for the PM Peak Hour

LOS Summary for the PM Peak Hour		2006 PM Without Project		2006 PM Plus Project		2008 PM Without Project		2008 PM Plus Project		2030 PM Without Project		2030 PM Plus Project	
ID	Intersection	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Turner Rd. & Lower Sacramento Rd.	22.5	C	23.1	C	23.6	C	24.5	C	25.9	C	28.0	C
2	Lodi Ave. & Lower Sacramento Rd.	22.1	C	21.9	C	26.5	C	26.5	C	31.2	C	32.7	C
3	Kettleman Ln. & Lower Sacramento Rd.	26.9	C	28.5	C	51.4	D	36.8	D	34.2	C	31.8	C
4	Century Blvd. & Lower Sacramento Rd.	15.1	B	16.1	B	16.8	B	19.9	B	38.9	D	45.0	D
5	Harney Ln. & Lower Sacramento Rd.	11.7	B	16.9	B	12.7	B	21.0	C	25.3	C	30.2	C
6	Armstrong Rd. & Lower Sacramento Rd.	12.8	B	12.8	B	14.1	B	14.1	B	29.1	C	29.1	C
7	Mills Ave. & Kettleman Ln.	31.4	C	31.5	C	37.9	D	37.9	D	36.0	D	36.0	D
8	Ham Ln. & Kettleman Ln.	34.2	C	34.4	C	41.1	D	41.5	D	60.7	E	62.3	E
9	Hutchins St. & Kettleman Ln.	34.7	C	37.7	D	42.4	D	46.3	D	60.1	E	68.2	E
10	Church St. & Kettleman Ln.	52.9	D	53.4	D	63.5	E	63.4	E	181.1	F	182.4	F
11	Stockton St. & Kettleman Ln.	34.6	C	35.3	D	40.1	D	39.7	D	51.9	D	53.4	D
12	Cherokee Ln. & Kettleman Ln.	33.6	C	34.3	C	35.7	D	37.4	D	46.9	D	47.8	D
13	Southbound SR 99 Ramps & Kettleman Ln.	36.1	D	36.9	D	41.9	D	43.9	D	55*	E	57.1	E
14	Northbound SR 99 Ramps & Kettleman Ln.	13.2	B	13.5	B	15.8	B	15.9	B	27.5	C	29.7	C
15	Mills Ave. & Harney Ln.	10.3	B	34.8	D	14.6	B	71.2	F	6.3	A	7.0	A
16	Ham Ln. & Harney Ln.	4.5	A	26.0	D	7.4	A	60.7	F	12.7	B	14.6	B
17	Hutchins St. & Harney Ln.	28.6	C	60.8	E	36.4	D	77.7	E	24.9	C	27.3	C
18	Stockton St. & Harney Ln.	14.8	B	26.9	C	18.4	B	33.1	C	20.3	C	26.8	C
19	Southbound SR 99 Ramps & Cherokee Ln.	3.7	A	3.6	A	4.4	A	4.3	A	N/A	N/A	N/A	N/A
20	Cherokee Ln. & Harney Ln.	40.5	E	300+	F	91.0	F	300+	F	10.2	B	11.8	B
21	E. Frontage Rd. & Harney Ln.	31.2	D	300+	F	81.9	F	300+	F	14.5	B	18.4	B
22	Northbound SR 99 Ramps & E. Frontage Rd.	8.9	A	45.9	E	9.7	A	66.3	D	8.4	A	14.0	B
23	West Ln. & Armstrong Rd.	56.9	E	70.5	E	57.7	E	71.8	E	32.4	C	34.3	C
24	Cherokee Ln. & Armstrong Rd.	9.5	A	12.0	B	9.5	A	12.0	B	16.4	C	29.5	D
25	Southbound SR 99 Ramps & W. Frontage Rd	5.6	A	128.6	F	5.6	A	ICU	C	11.0	B	ICU	D
26	Northbound SR 99 Ramps & E. Frontage Rd.	7.9	A	8.0	A	7.9	A	8.0	A	8.7	A	8.8	A
27	E. Frontage Rd. & Armstrong Rd.	7.6	A	7.4	A	7.6	A	7.4	A	11.2	B	12.1	B
28	Road "A" & Harney Ln.	0.7	A	300+	F	1.2	A	300+	F	15.7	B	33.6	C

**All critical movements are LOS E/F, left turn pocket overflows*

APPENDIX A

AM and PM peak hour Freeway Weave Analysis

Freeway Analysis NB segment, PM Peak Hour.

HCS2000: Freeway Weaving Release 4.1d

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Operational Analysis

Analyst:	grant johnson, pe, ptoe
Agency/Co.:	PRISM Engineering
Date Performed:	5/1/2007
Analysis Time Period:	PM Peak
Freeway/Dir of Travel:	NB
Weaving Location:	Cherokee to Cherokee Offramp
Jurisdiction:	Lodi
Analysis Year:	2007
Description:	Plus Project

Inputs

Freeway free-flow speed, SFF	55	mph
Weaving number of lanes, N	3	
Weaving segment length, L	1400	ft
Terrain type	Level	
Grade		%
Length		mi
Weaving type	A	
Volume ratio, VR	0.15	
Weaving ratio, R	0.23	

Conversion to pc/h Under Base Conditions

	Non-Weaving V A-C	Non-Weaving V B-D	Weaving V A-D	Weaving V B-C	
Volume, V	4061	0	550	168	veh/h
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	
Peak 15-min volume, v15	1128	0	153	47	v
Trucks and buses	13	10	10	10	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	0.939	0.952	0.952	0.952	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	4805	0	641	196	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving

a (Exhibit 24-6)	0.15	0.00
b (Exhibit 24-6)	2.20	4.00
c (Exhibit 24-6)	0.97	1.30
d (Exhibit 24-6)	0.80	0.75
Weaving intensity factor, Wi	0.93	0.48
Weaving and non-weaving speeds, Si	38.34	45.40
Number of lanes required for unconstrained operation, Nw (Exhibit 24-7)		0.82
Maximum number of lanes, Nw (max) (Exhibit 24-7)		1.40
Type of operation is		Unconstrained

_____Weaving Segment Speed, Density, Level of Service and Capacity_____

Weaving segment speed, S	44.20	mph
Weaving segment density, D	42.55	pc/mi/ln
Level of service, LOS	E	
Capacity of base condition, cb	5687	pc/h
Capacity as a 15-minute flow rate, c	5340	pc/h
Capacity as a full-hour volume, ch	4806	pc/h

_____Limitations on Weaving Segments_____

	Analyzed	If Max Exceeded Maximum	See Note Note
Weaving flow rate, Vw	837	2800	a
Average flow rate (pcphpl)	1880	2250	b
Volume ratio, VR	0.15	0.45	c
Weaving ratio, R	0.23	N/A	d
Weaving length (ft)	1400	2500	e

Notes:

a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
b. Capacity constrained by basic freeway capacity.
c. Capacity occurs under constrained operating conditions.
d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
h. Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
i. Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

HCS2000: Freeway Weaving Release 4.1d

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Operational Analysis

Analyst:	grant johnson, pe, ptoe
Agency/Co.:	PRISM Engineering
Date Performed:	5/1/2007
Analysis Time Period:	PM Peak
Freeway/Dir of Travel:	NB
Weaving Location:	Cherokee to Cherokee Offramp
Jurisdiction:	Lodi
Analysis Year:	2008
Description:	Plus Project

Inputs

Freeway free-flow speed, SFF	55	mph
Weaving number of lanes, N	3	
Weaving segment length, L	1400	ft
Terrain type	Level	
Grade		%
Length		mi
Weaving type	A	
Volume ratio, VR	0.20	
Weaving ratio, R	0.47	

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		
	V A-C	V B-D	V A-D	V B-C	
Volume, V	4176	0	550	487	veh/h
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	
Peak 15-min volume, v15	1160	0	153	135	v
Trucks and buses	13	10	10	10	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	0.939	0.952	0.952	0.952	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	4941	0	641	568	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.15	0.00
b (Exhibit 24-6)	2.20	4.00
c (Exhibit 24-6)	0.97	1.30

d (Exhibit 24-6)	0.80	0.75
Weaving intensity factor, Wi	1.10	0.63
Weaving and non-weaving speeds, Si	36.39	42.55
Number of lanes required for unconstrained operation, Nw (Exhibit 24-7)		0.99
Maximum number of lanes, Nw (max) (Exhibit 24-7)		1.40
Type of operation is		Unconstrained

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	41.18	mph
Weaving segment density, D	49.78	pc/mi/ln
Level of service, LOS	F	
Capacity of base condition, cb	5496	pc/h
Capacity as a 15-minute flow rate, c	5161	pc/h
Capacity as a full-hour volume, ch	4645	pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded Maximum	See Note Note
Weaving flow rate, Vw	1209	2800	a
Average flow rate (pcphpl)	2050	2250	b
Volume ratio, VR	0.20	0.45	c
Weaving ratio, R	0.47	N/A	d
Weaving length (ft)	1400	2500	e

Notes:

a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
b. Capacity constrained by basic freeway capacity.
c. Capacity occurs under constrained operating conditions.
d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
h. Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
i. Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

HCS2000: Freeway Weaving Release 4.1d

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Operational Analysis

Analyst:	grant johnson, pe, ptoe
Agency/Co.:	PRISM Engineering
Date Performed:	5/1/2007
Analysis Time Period:	PM Peak
Freeway/Dir of Travel:	NB
Weaving Location:	Cherokee to Cherokee Offramp
Jurisdiction:	Lodi
Analysis Year:	2030
Description:	Plus Project

Inputs

Freeway free-flow speed, SFF	55	mph
Weaving number of lanes, N	3	
Weaving segment length, L	1400	ft
Terrain type	Level	
Grade		%
Length		mi
Weaving type	A	
Volume ratio, VR	0.10	
Weaving ratio, R	0.38	

Conversion to pc/h Under Base Conditions

	Non-Weaving V A-C	Non-Weaving V B-D	Weaving V A-D	Weaving V B-C	
Volume, V	7724	0	550	338	veh/h
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	
Peak 15-min volume, v15	2146	0	153	94	v
Trucks and buses	13	10	10	10	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	0.939	0.952	0.952	0.952	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	9140	0	641	394	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.15	0.00
b (Exhibit 24-6)	2.20	4.00
c (Exhibit 24-6)	0.97	1.30
d (Exhibit 24-6)	0.80	0.75

Weaving intensity factor, Wi	1.50	0.88
Weaving and non-weaving speeds, Si	33.00	38.99
Number of lanes required for unconstrained operation, Nw (Exhibit 24-7)		0.71
Maximum number of lanes, Nw (max) (Exhibit 24-7)		1.40
Type of operation is		Unconstrained

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	38.28	mph
Weaving segment density, D	88.59	pc/mi/ln
Level of service, LOS	F	
Capacity of base condition, cb	5871	pc/h
Capacity as a 15-minute flow rate, c	5513	pc/h
Capacity as a full-hour volume, ch	4962	pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded Maximum	See Note Note
Weaving flow rate, Vw	1035	2800	a
Average flow rate (pcphpl)	3391	2250	b
Volume ratio, VR	0.10	0.45	c
Weaving ratio, R	0.38	N/A	d
Weaving length (ft)	1400	2500	e

Notes:

a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
b. Capacity constrained by basic freeway capacity.
c. Capacity occurs under constrained operating conditions.
d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
h. Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
i. Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

APPENDIX B

LOS Capacity Calculation Worksheets

APPENDIX C

Reynolds Ranch Final EIR Transportation Section

Reynolds Ranch FEIR (Transportation Section)

APPENDIX D

Historical Growth Rates

RESOLUTION NO. P.C. 08-23

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LODI RECOMMENDING APPROVAL OF THE GENERAL PLAN AMENDMENT FOR THE REYNOLDS RANCH PROJECT (File No. 08-GPA-01)

WHEREAS, the Planning Commission of the City of Lodi has heretofore held a duly noticed public hearing, as required by law, on the requested General Plan Amendment in accordance with the Government Code; and

WHEREAS, the project proponent is Dale Gillespie on behalf of the San Joaquin Valley Land Company LLC, 1420 S. Mills Ave., Suite K, Lodi, CA 95242; and

WHEREAS, the properties are located at the Southwest corner of East Harney Lane and State Route 99; and

WHEREAS, the properties have a General Plan land use designation of Planned Residential, Neighborhood Community Commercial, Office, Drainage Basin Park, and Public Quasi Public; and

WHEREAS, the proposed General Plan designation is Neighborhood Community Commercial, Office, Drainage Basin Park, and Public Quasi Public; and

WHEREAS, the Community Development Department prepared an Environmental Impact Report (EIR), consistent with the California Environmental Quality Act (CEQA); and

WHEREAS, the EIR was published, posted and circulated between June 9, 2006 and July 24, 2006 for a 45-day public review period; and

WHEREAS, the Final EIR, including comments and responses to comments, was certified by the City Council on August 30, 2006; and

WHEREAS, consistent with CEQA, an initial study was conducted to analyze potential impacts associated with proposed changes to the project, which initial study demonstrated that none of the circumstances articulated in CEQA Guidelines section 15162 requiring preparation of a subsequent EIR were present; and

WHEREAS, pursuant to CEQA Guidelines sections 15162 and 15164 an addendum to the previously certified EIR was prepared, which includes and incorporates the initial study analyzing the proposed project changes, and is attached to this Resolution as Exhibit A and incorporated herein ("Addendum"); and

WHEREAS, all legal prerequisites to the approval of this request have occurred.

NOW, THEREFORE, BE IT FOUND, as follows, by the Planning Commission of the City of Lodi, based on the entirety of the record before it, which includes without limitation, the City of Lodi General Plan, the City of Lodi Municipal Code, the previously certified EIR, the Addendum to the EIR and the initial study for the project changes, included and incorporated into the Addendum:

1. The Planning Commission has considered the previously certified EIR and the addendum and finds that changes to the project, which redistribute land uses on the site, do not require major revisions to the previously certified EIR or preparation of a subsequent EIR for the following reasons:

(a) Proposed project changes will not result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts. As described in the Addendum, which incorporates the initial study for the modified project, the modified project is still a mixed-use development, similar to the type of project considered in the previously certified EIR. While specific land uses have been adjusted and redistributed, mitigation identified in the previously certified EIR will apply to the project changes, such that these changes will not create any new or substantially more severe significant environmental impacts.

(b) There are no changes in circumstances under which the project will be undertaken that will result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts. Though the project has been modified, the circumstances under which the project will be undertaken have not changed, therefore, there are no new or substantially more severe significant impacts that will result from any change in circumstances.

(c) The City is not aware of any new information of substantial importance that shows that the project will have any significant impacts not discussed in the previously certified EIR, or that significant impacts previously examined will be substantially more severe than shown in the previous EIR, or that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, or that mitigation measures or alternatives that are considerably different from those analyzed in the previously certified EIR would substantially reduce one or more significant effects on the environment.

(d) Accordingly, no subsequent EIR is required for approval of this project, and pursuant to CEQA Guidelines section 15164, an addendum is appropriate for approval of the project.

2. The Planning Commission has considered the proposed General Plan Amendment and finds the proposed Amendment appropriate for the following reasons:

(a) Approval of the General Plan Amendment is consistent with the general goals, policies and standards of the City of Lodi's General Plan, because the General Plan contemplates future development of the project site.

(b) Approval of the General Plan Amendment to designate the project site a combination of Neighborhood Community Commercial, Office, Drainage Basin Park, and Public Quasi Public would not conflict with other existing plans or policies of the General Plan and serves sound planning practice (Exhibit B). For example, the proposed amendments are consistent with the General Plan's Land Use Element, in that the Amendments facilitate managed growth and support development of commercial and office uses (Land Use Goals A, E, F). The proposed Amendments are also consistent with the General Plan's Housing Element, in that they would facilitate development of a range of housing types and densities (Housing Goal A), including senior-citizen housing (Housing Policies A.11, A.16). The proposed Amendments are also consistent with the General Plan's Parks, Recreation, and Open Space Element, in that the Amendments provide for park space and trails (Parks Goal A).

(c) The project site is physically suitable for the proposed General Plan designations, in that the site is generally flat and is not within an identified natural hazard area.

(d) Approval of the General Plan Amendment will not be materially detrimental to other properties or land uses in the area, will not cause an unnecessary hardship or

practical difficulty, will not be detrimental to the health, morals, comfort or welfare of persons residing or working in the project area or to property or improvements in the project area, and is not contrary to the general public welfare.

NOW, THEREFORE, BE IT DETERMINED AND RESOLVED, that the City of Lodi Planning Commission hereby recommends that the City of Lodi City Council approve the proposed General Plan Amendment.

Dated: September 10, 2008

I hereby certify that Resolution No. P.C. 08-23 was passed and adopted by the Planning Commission of the City of Lodi at a regular meeting held on September 10, 2008, by the following vote:

AYES:	Commissioners:
NOES:	Commissioners:
ABSENT:	Commissioners:
ABSTAIN:	Commissioners:

ATTEST: _____
Secretary, Planning Commission

EXHIBIT A

REYNOLDS RANCH EIR ADDENDUM

Submitted to

City of Lodi | August 19, 2008

DESIGN, COMMUNITY & ENVIRONMENT

REYNOLDS RANCH EIR ADDENDUM

Submitted to

City of Lodi, August 19, 2008

DESIGN, COMMUNITY & ENVIRONMENT

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in association with
Illingworth & Rodkin

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I INTRODUCTION

A. Background

In 2006, the Lodi City Council certified an Environmental Impact Report (EIR) for a 220-acre mixed use residential, commercial, and office project known as Reynolds Ranch (hereafter, "the Project"). The project consisted of a combination of uses including residential, retail, office, senior care, public use and office space. Detailed information on each use is provided in section D of this chapter.

This chapter describes the purpose and content of this report and gives a description of the Project. This chapter also compares the original Project, as analyzed in the 2006 EIR, and the proposed modifications that are now under review. Proposed modifications include conversion of residential uses to senior and senior assisted living uses and consequently, omission of the park and school, a general reconfiguration of housing units and a change in street configuration; these changes will be addressed in detail later in this document.

Completion of the Initial Study checklist in Chapter III of this document has led to the conclusion that the modifications would not result in new potentially significant impacts beyond those already identified in the 2006 Certified EIR. As a result, an Addendum to the existing EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) Section 15162, described below.

B. Introduction

The primary purpose of this report is to conduct an Initial Study of the proposed modifications to the Project to determine whether an EIR Addendum or Supplemental EIR should be prepared. Chapter I presents an introduction and description of the modified Project in relation to the original project. Chapter II presents a summary table of the environmental impacts and related mitigation measures, which references all Project-specific impacts from Table 2-1 of the EIR. In Chapter II, the summary table is followed by a brief summary of the analysis conducted previously in the 2006 EIR. Chapter III pre-

sents the Initial Study checklist analysis of environmental impacts associated with modifications to the Project. Because the Initial Study focuses solely on impacts associated with the modified Project, any impacts associated exclusively with the Reynolds Ranch EIR have been removed from the summary table included in Chapter 2 of this report.

The most applicable CEQA Guideline regarding analysis of the modified project and the appropriate level of review is from Section 15162, which provides:

a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:[1]

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

In connection with the significant impacts previously identified in the EIR, a supplemental EIR is not required unless there is substantial evidence to support a determination that the Project changes will require major revisions to the EIR based on a substantial increase in the severity of these impacts. Under CEQA, substantial evidence includes facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts. Unless the facts support a conclusion that the Project changes would substantially increase the severity of the previously-identified significant and unavoidable impacts in a way that requires major revisions to the EIR, a supplemental or subsequent EIR is not required.

[1] The California Environmental Quality Act, Title 14 California Code of Regulations. Chapter 3 Guidelines for the Implementation of the California Environmental Quality Act.

Furthermore, Section 15164 of the 2007 CEQA Guidelines states that a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 of the Guidelines calling for preparation of a subsequent EIR have occurred. A review of the provisions set forth in Section 15162 and 15163 confirm that none of the conditions apply that would trigger the need for a subsequent EIR or a supplement to an EIR. The Lead or Responsible Agency may choose to prepare a supplement to an EIR rather than a subsequent EIR any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation. Additionally, the supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised. As previously stated and as determined through the analysis provided in Chapter III of this Addendum, the proposed modifications do not constitute substantial changes or involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

C. Project Location

The Project is located in the City of Lodi, California, which is approximately 15 miles north of Stockton and 35 miles south of Sacramento. Lodi, the northernmost city in San Joaquin County, lies between the Sierra Nevada Mountain range to the east and the San Francisco Bay to the west.

1. Regional and Local Location

Figure 1-1 shows the Project's location in a regional context. The project site is bordered by Harney Lane to the north, Highway 99 to the east, Union Pacific Railroad tracks to the west, and Scottsdale Road to the south. The project area in relationship to the City of Lodi is displayed in Figure 1-2.

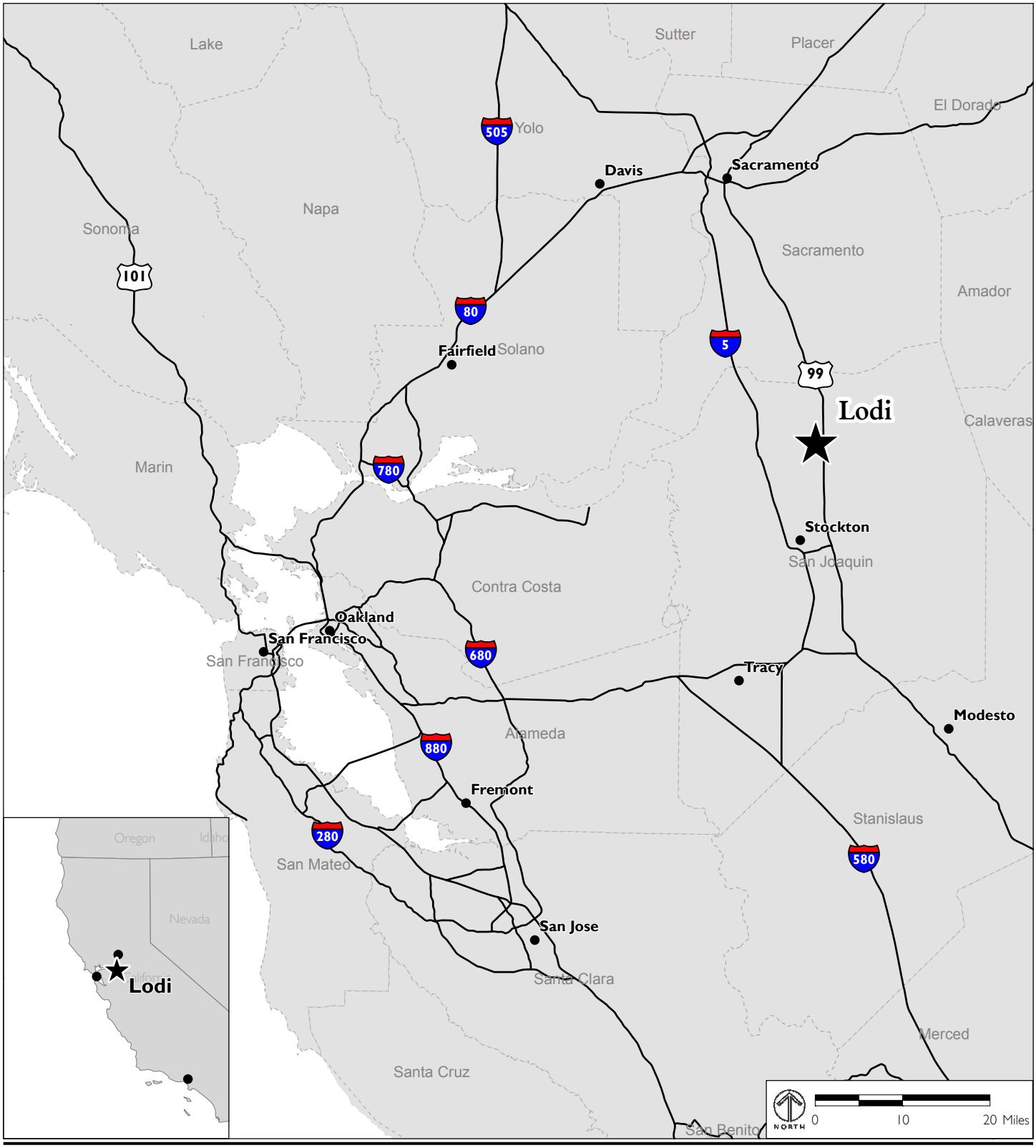


FIGURE 1-1

REGIONAL LOCATION MAP, CITY OF LODI

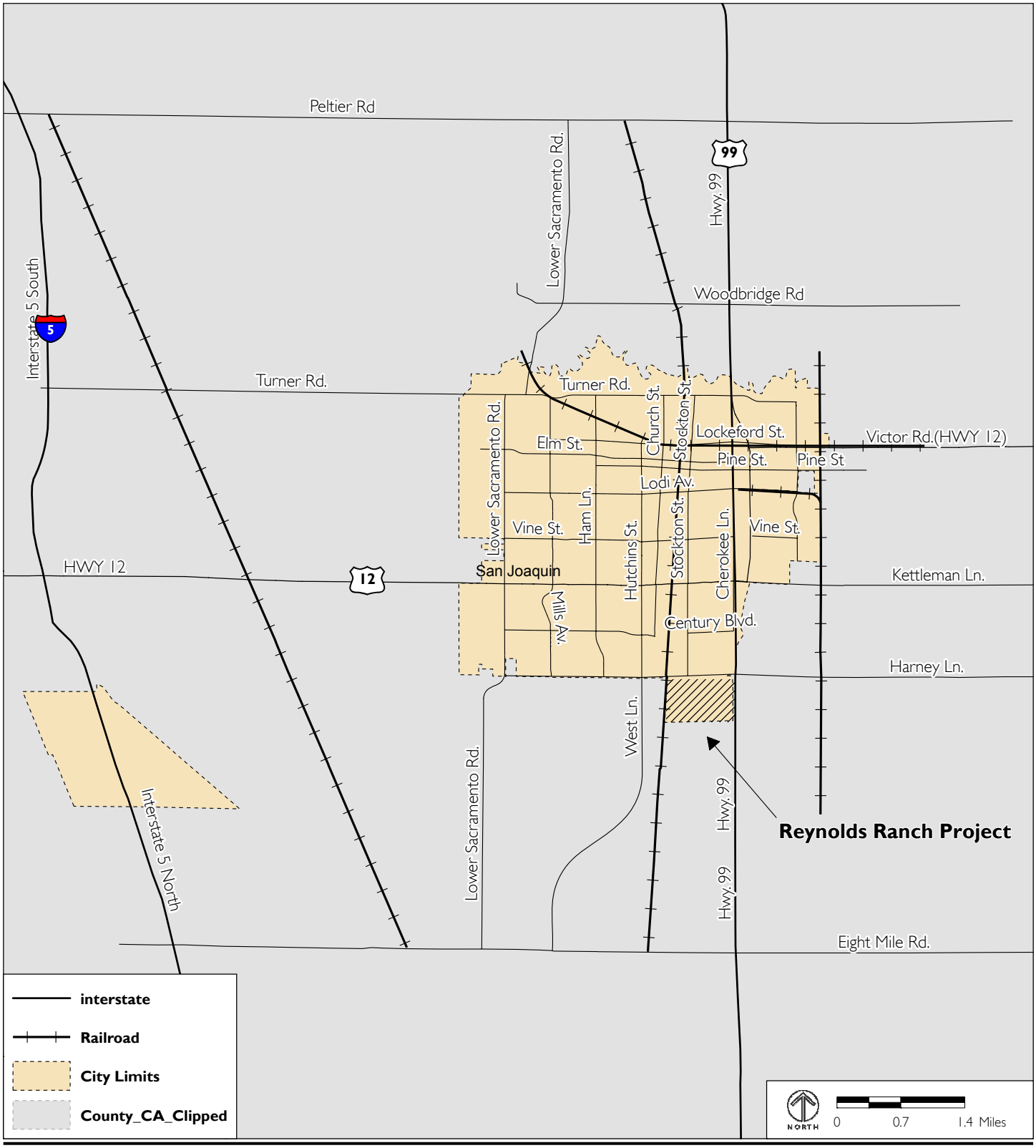


FIGURE 1-2

LOCAL LOCATION MAP, CITY OF LODI

2. Surrounding Development

Directly to the north of the project, Harney Lane is presently developed with single family residential uses and one industrial use. There is limited residential with heavy agricultural uses to the east and south of the project site. The project site has direct freeway access to State Route 99 along Harney Lane.

D. Project Description

The Project would consist of 22 parcels totaling 225.9 acres. Proposed uses would include senior care, senior housing, high density residential, medium density residential, low density residential, existing residential, office, public, a hotel, park and trails, pond, mini storage, and retail uses. The original site plan, as analyzed in the 2006 EIR, is shown in Figure 1-3. The modified site plan is illustrated in Figure 1-4. In this section, each of the original Project components is described, followed by a description of the Project proponents' proposed modifications.

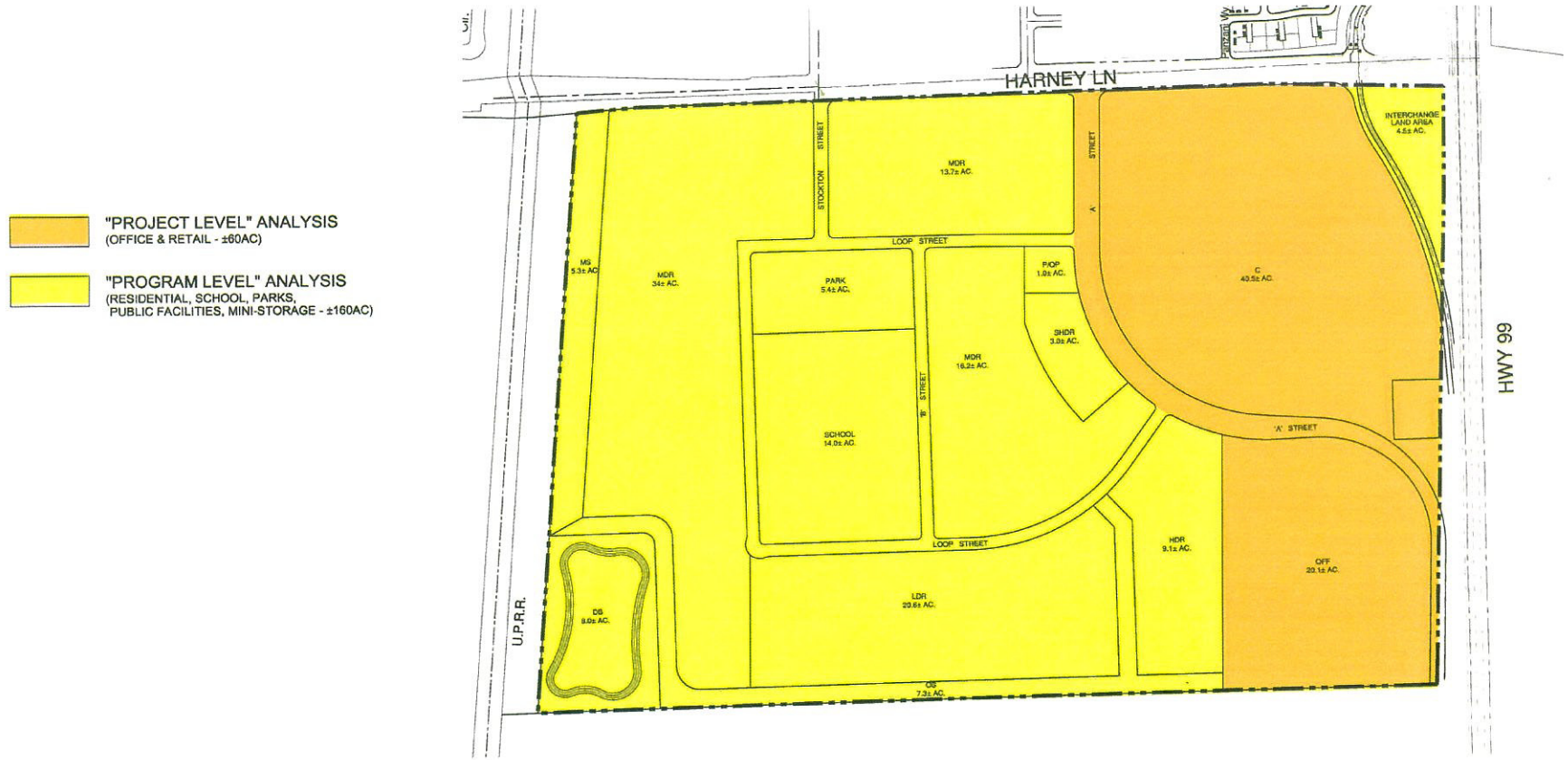
The major components of the modified Project include residential uses, commercial uses, a hotel and parking. The acreages associated with the original site plan are provided in Table 1-1. Acreages associated with the modified project are provided in Table 1-2.

Residential Uses

This section compares the original project's residential components with the proposed modification. As shown in Table 1-3, the original project proposed 1,084 residential units in over 102.9 acres. Under the modified project, total number of residential units will remain at 1,084. As shown in Table 1-3, the makeup of residential units will change slightly from the original project and the total residential area would be reduced to 77.8 acres.

2. Commercial Uses

This section compares the original project's commercial components with the proposed modifications now under consideration.



Source: Willdan, Reynolds Ranch Final Environmental Impact Report. 2006, page 2.0-8.

FIGURE 1-3

PREVIOUS SITE PLAN

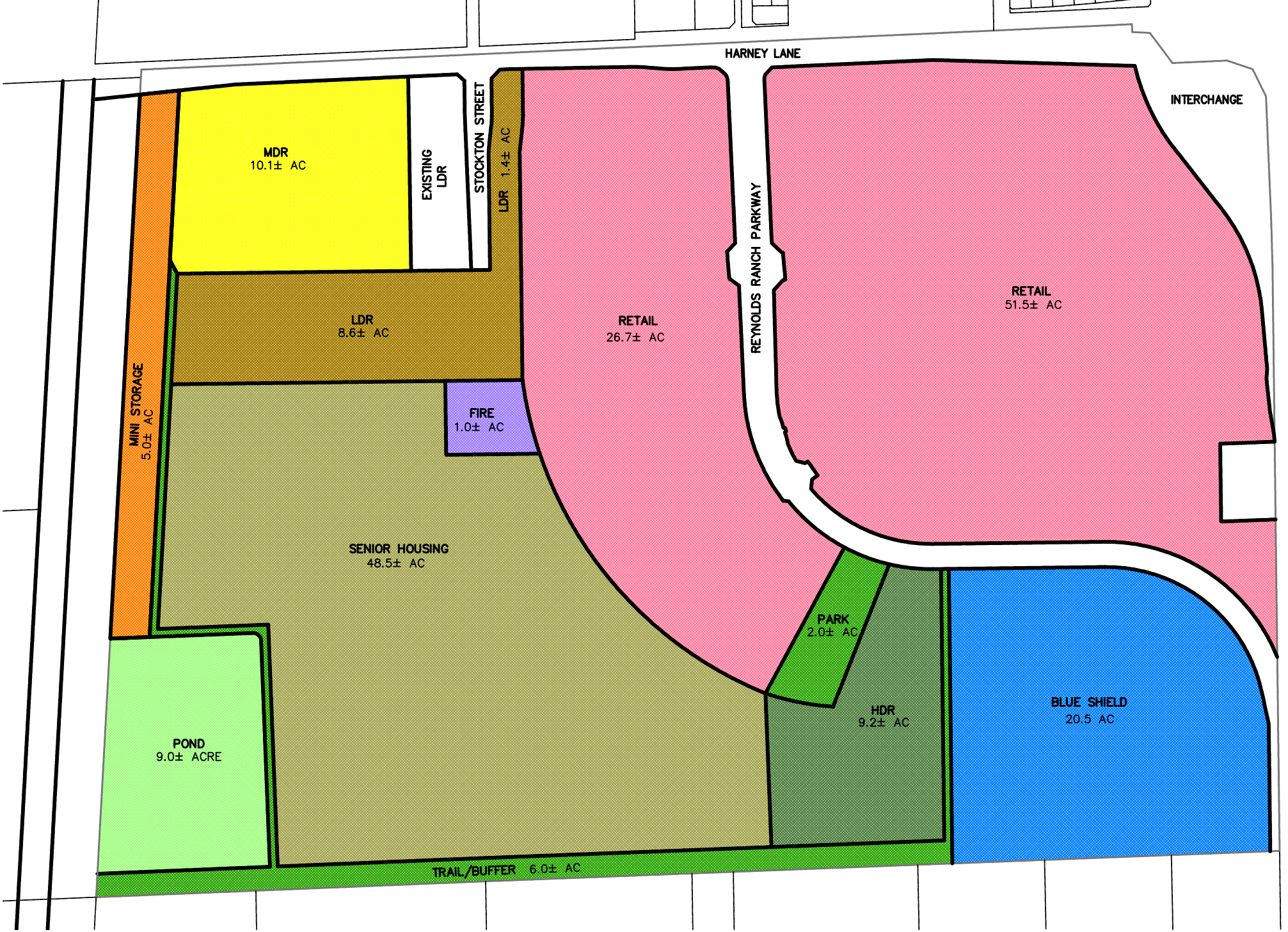

HARNEY LANE
INTERCHANGE
MDR
10.1± AC
EXISTING
LDR
STOCKTON STREET
LDR 1.4± AC
REYNOLDS RANCH PARKWAY
RETAIL
51.5± AC
LDR
8.6± AC
RETAIL
26.7± AC
MINI STORAGE
5.0± AC
FIRE
1.0± AC
SENIOR HOUSING
48.5± AC
PARK
2.0± AC
HDR
9.2± AC
BLUE SHIELD
20.5 AC
POND
9.0± ACRE
TRAIL/BUFFER 6.0± AC

TABLE 1-1 2006 PROJECT LAND USES

Use	Size	Use	Size
Retail/ Commercial	40.5 acres	High Density Senior Residential	3 acres
Office	20.1 acres	High Density Residential	9.1 acres
Mini Storage	5.3 acres	Medium Density Residential	63.9 acres
Public/ Quasi Public	1 acre	Low Density Residential	20.6 acres
School	14 acres	Interchange/Ramp	4.5
Park, Open Space	12.7 acres	Internal Streets	17.3
Detention Basin	8 acres	**TOTAL**	**220 acres**

Source: Willdan, Reynolds Ranch Project EIR, August 2006, page 2.0-19.

TABLE 1-2 2008 MODIFIED PROJECT LAND USES

Use	Size	Use	Size
Retail	78.2 acres		
Office	20.5 acres	Senior Housing	48.5 acres
Public/Quasi Public	1.0 acres	High Density Residential	9.2 acres
Mini Storage	5 acres	Existing Residential	2.5 acres
Park, Open Space	12.3 acres	Medium Density Residential	10.1 acres
		Low Density Residential	10.0 acres
Detention Basin	9 acres	Interchange	------
Streets	-------	**TOTAL**	**206 acres**

Note: The total above does not include internal street acreage or highway interchange acreage.
The Senior Housing area will include a minimum of 2.0 acres Park.
Source: Dale N. Gillespie, RPM Company. Personal email communication with Peter Pirnejad, City of Lodi. June 3, 2008.

TABLE 1-3 **CHANGE IN RESIDENTIAL LAND USE**

Designation	2006 EIR Size	2006 Density	Modified Size	Modified Density	Change
High Density Residential	9.1 acres	22 du/acre 200 units	9.2 acres	22 du/acre 202	+.1 acre +2 units
Medium Density Residential	63.9 acres	10.3 du/acre, 631 SF Homes	10.1 acres	7 du/acre 71 SF homes	- 53.8 acres - 560 SF homes
Low Density Residential	20.6 acres	5 du/acre 103 units	8.5 acres	5 du/acre 43 units	- 12.1 acres - 60 units
High Density Senior Housing	3 acres	50 du/acre 150 units	N/A	N/A	N/A
Senior Housing with Medical Care	N/A	N/A	11.3 acres	N/A	N/A
Age-Restricted Senior Residential	N/A	N/A	38.7 acres	N/A	N/A

Note: Data that is N/A is unavailable because it was not provided during the synthesis of this report or because the uses were not a part of the 2006 project. These housing designations found in the modified project but not the 2006 project are Age Restricted Residential Housing : duet-style residences for individuals who are 62 years and older, but do not desire an assisted living arrangement or require nursing treatment., and Senior Housing/ Medical Care, which includes both assisted living and skilled nursing treatment for individuals 62 years and older.
Source: Dale N. Gillespie, RPM Company. Personal email communication with Peter Pirnejad, City of Lodi. June 3, 2008.

a. Original Project

The original proposed project consisted of 350,000 square feet of retail that was contained in the northeast corner of the site plan.

b. Proposed Modifications

750,000 square feet of retail are designated by the modified plan. Additionally, in the modified plan, retail would expand west of 'A' Street. A gas sta-

tion and two fast-food restaurants with drive-thru windows are included in the modified projects.

3. Hotels

Whereas the previous concept did not include a hotel use, the proposed plan does. The proposed hotel would cover a 2.6-acre portion of the site. The hotel would provide 104 rooms.

4. Parking

a. Original Project

The original parking ratio was anticipated to be consistent with the Municipal Code at a ratio of 1 space per 250 square feet of building area.

b. Proposed Modification

The proposed parking ration will be in the order of magnitude of 1 space per 227 square feet of building area.[2]

5. Vehicular and Pedestrian Circulation

a. Original Project

The original project consisted of a proposed "Loop Street", which would be internal to the site and would give access to the existing Stockton Street and the proposed "A Street". Proposed "B Street", a through street, would bisect "Loop Street". "A Street" would give access to both Harney Lane and Highway 99. This street configuration is shown in Figure 1-3.

b. Proposed Modification

Under the modified project, the internal circulation plan will include "Loop Street"; "C Street", and "Main Street" would be added, and would connect "A Street" to "B Street." "B Street." would be a cul-de-sac. This street configuration is shown in Figure 1-4.

---

[2] Peter Pirnejad, City of Lodi Co-Interim Community Development Director, email communication with Ted Heyd, DC&E. August 5, 2008.

6. Development Agreement Amendment

Though it has not been finalized at this time, it has been concluded that the Development Agreement will not change the project description. Additionally, the Development Agreement will be consistent with both the EIR and the EIR Addendum. City staff and the applicant have indicated that they anticipate no material changes to the Development Agreement beyond extension of payment time frames to accommodate the current housing cycle.[4]

7. General Plan

While the proposed project is inconsistent with the land use designations, it is consistent with the overall General Plan vision.

a. Existing General Plan

The existing City of Lodi General Plan land use designation for the entire project site, which lies within the City's Sphere of Influence, is Planned Residential Reserve. San Joaquin County's General Plan designation for the Project Site is Agricultural.

b. General Plan Amendments

Like the original project, the modified project would also require a General Plan Amendment. The proposed new land uses are Low Density Residential, Medium Density Residential, High Density Residential, Senior High Density Residential, Senior Graduated Care, Mini Storage, Public, Office and Retail; these uses will be contained under the following zoning designations: Neighborhood Commercial, Office and Planned Residential. Despite the need for a General Plan Amendment, the project would be consistent with the overall vision of the General Plan, which identifies the project site as an area for future development.

[4] Peter Pirnejad, City of Lodi Co-Interim Community Development Director, email communication with Ted Heyd, DC&E. August 12, 2008.

8. Park and Buffers

a. Original Project

The original project includes a 5.3-acre neighborhood park.

b. Proposed Modifications

Under the modified plan, the park is reduced to 2.0 acres. This change does not require the construction of additional parkland in the City of Lodi because the City currently has 5.5 acres of parkland for every 1,000 residents, satisfying its goal of 2.5 acres of parkland for every 1,000 residents.[5] Moreover, the conversion of residential to senior and senior assisted living uses under the modified project reduces the need for and expected use of the neighborhood parks.

9. Tentative Map and Development Plan

The applicant has submitted the tentative map to the City for review. The map is consistent with the modified site plan, as shown in Figure 1-4. The related development plan would comply with the applicable provision of the 2006 FEIR and this FEIR Addendum.

10. Wastewater Master Plan

Existing wastewater facilities on the project site are made up of rural septic systems. The Reynolds Ranch wastewater collection system is planned to connect to the South Wastewater Trunk Line when future area development gives way to the completion of the trunk line. In the interim, Reynolds Ranch will connect to the Century Boulevard trunk line, which may not have the capacity to handle the peak flow of Reynolds Ranch at built out. A detailed study will need to be conducted prior to completion of the Project. Wastewater flow will be calculated using the 1991 City of Lodi Design Standards and pipes will be sized for peak flow conditions set forth by the Wastewater Peaking Factor chart contained in the City's Design Standards.

[5] Morimoto, David. Senior Planner, City of Lodi. Personal email communication with Leslie Wilson, Design, Community and Environment, July 14, 2008.

11. Storm Drain Master Plan

A May 2008 study addressed the master storm drain pipe and facilities for Reynolds Ranch. The storm drain master facility includes Collection System A, Collection B and a detention basin with no planned park uses. Reynolds Ranch is the first development project that will connect to the South Regional Storm Drain Facilities, and a retention basin will be used until its capacity becomes inadequate to serve the project site. All storm drain pipes should be designed for peak flow and should have a 1-foot freeboard between the top of curb and the hydraulic grade line.

II REPORT SUMMARY

This chapter is a summary of the findings from the Reynolds Ranch Project EIR. The summary table from the 2006 certified EIR is included as a reference for the Initial Study Checklist in Chapter 3 of this report, since many of the impacts and mitigation measures from the EIR will pertain to the proposed modifications to the Project.

A. Significant Impacts

Under CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance.

The project, as analyzed in the 2006 EIR, had the potential to generate environmental impacts in a number of areas that may be significant:

- Air Quality
- Biological Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Public Services
- Traffic and Circulation
- Utilities and Service Systems

B. Unavoidable Significant Impacts

As determined in the 2006 EIR, Impact 3.1.1 (B), the original project would result in a *significant and unavoidable* impact related to operational emissions of ozone precursors.

Chapter 3, Project Analysis, evaluates the modified Project to determine if any changes to the previous determination would occur.

C. Summary Table

Table 2-1 below is a summary of all project-specific impacts and related mitigation measures as found in the Reynolds Ranch EIR. Only those impacts and mitigation measures which pertain to the modified Project are included here for reference.

The table is arranged in four columns 1) environmental impacts; 2) significance prior to mitigation; 3) mitigation measures; and 4) significance after mitigation. A series of mitigation measures is noted where more than one mitigation may be required to achieve a less-than-significant impact.

D. Conclusion

In Table 2-1 of this report, two changes have occurred to impacts and related mitigation measures from the previous analysis conducted in the Project EIR. Changes are shown in ~~strike through mode~~ and have been made due to the removal of the school from the project plans.

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
BIOLOGICAL RESOURCES			
Impact 2.1: (Wildlife Movement, Migration, and Nursery Sites) The proposed project would not affect the regional movement of wildlife, wildlife migration patterns, or nursery sites.	Significant	None required	
Impact 2.2: (Habitat Conservation Planning) The proposed project is located within the area covered by the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMHCP) for development.	Significant	**Mitigation 2.2** Conservation and Open Space Plan (SJMHCP). This includes payment of Open Space Conversion fees in accordance with the fee schedule in-place at the time construction commences and implementation of the Plan's "Measures to Minimize Impacts" pursuant to Section 5.2 of the SJMHCP.	Less than significant
Impact 2.3(a): (Special-Status Species – Swainson's Hawk) The proposed project has a low potential to impact the Swainson's hawk by eliminating marginal foraging habitat and marginal nesting habitat.	Significant	**Mitigation 2.3** Clearing, grubbing, and/or removal of vegetation shall not occur during the bird-nesting season (from February 1 - September 31) unless a biologist with qualifications that meet the satisfaction of the City of Lodi conducts a preconstruction survey for nesting special-status birds including Swainson's hawk, western burrowing owl, white-tailed kite, California horned lark, and loggerhead shrike. If discovered, all active nests shall be avoided and provided with a buffer zone of 300 feet (500 feet for all raptor nests) or a buffer zone that otherwise meets the satisfaction of the California Department of Fish and Game. Once buffer zones are established, work shall not commence/resume within the buffer until the biologist confirms that all fledglings have left the nest. In addition to the preconstruction survey, the biologist shall conduct weekly nesting surveys of the construction site during the clearing, grubbing, and/or removal of vegetation phase, and any discovered ac-	Less than significant

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
		tive nest of a special-status bird shall be afforded the protection identified above. Clearing, grubbing, and/or removal of vegetation conducted outside the bird-nesting season (from October 1 - January 31) will not require nesting birds surveys. Mitigation Measure 2.2	
Impact 2.3(b) Special-Status Species –Western Burrowing Owl) The proposed project would eliminate marginal habitat for the western burrowing owl, including agricultural land with ground squirrel burrows that could provide nesting opportunities for the western burrowing owl. Construction of the proposed project also has the potential to impact individual burrowing owls, if any are present onsite during the time of construction.	Significant	Mitigation Measure 2.1 Mitigation Measure2.2	Less than significant
Impact 2.3(c): (Special-Status Species – White-Tailed Kite) The proposed project has the potential to eliminate potential nesting and foraging habitat for the white-tailed kite. Additionally, construction of the proposed project has the potential to impact individual white-tailed kites or their nests if any are present onsite during the time of construction.	Significant	Mitigation Measure 2.1 Mitigation Measure2.2	Less than significant

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Impact 2.3(d): (Special-Status Species – California Horned Lark) The proposed project has the potential to eliminate potential foraging and nesting habitat for the California horned lark from the site. Additionally, construction of the proposed project has the potential to impact individual California horned larks or their nests if any are present onsite during the time of construction.	Significant	Mitigation Measure 2.1 Mitigation Measure2.2	Less than significant
Impact 3.2.3(e): (Special-Status Species – Loggerhead Shrike) The proposed project has the potential to eliminate suitable nesting and foraging habitat for the loggerhead shrike, and construction of the proposed project has the potential to impact individual loggerhead shrikes or their nests if any are present onsite during the time of construction.	Significant	Mitigation Measure 2.1 Mitigation Measure2.2	Less than significant
Impact 3.2.3(f): (Special-Status Species – Rufous Hummingbird) The proposed project has the potential to temporarily reduce the foraging habitat for the Rufous hummingbird onsite.	Significant	None required	Less than significant
Impact 2.3(g): (Special-Status Species – Bats) The proposed project has the potential to reduce the roosting and foraging habitat onsite for the pallid bat and the greater western mastiff bat.	Significant	Mitigation Measure 2.2	Less than significant

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Impact 2.4: The project site contains one tree that is protected under San Joaquin County's tree protection ordinance. This tree is a valley oak that would be classified as a "Heritage Oak Tree" by the County's ordinance. Development of the project site has the potential to either remove this tree or damage this tree during construction.	Significant	**Mitigation Measure 2.3** Regardless of whether the project develops in a manner that is subject to the San Joaquin County tree protection ordinance (San Joaquin County Code Division 15, Natural Resources Regulations; Chapter 9-1505, Trees), the proposed project shall comply with the ordinance's "Replacement" requirements (Section 9-1505.4) and "Development Constraints" (Section 9-1505.5).	Less than significant
CULTURAL RESOURCES			
Impact 3.1: (Historic Resources): The proposed project would adaptively reuse the Morse-Skinner Ranch House and water tower, a significant historic resource listed on the National Register of Historic Places (NRHP) and eligible for listing on the California Register of Historical Resources (CRHR). The proposed Development Plan and subsequent development of the balance of the 220-acre project site could result in the demolition of a Moose Lodge facility, 12 residences, and ancillary structures. None of these structures are known or expected to be historically significant per Section 15064.5 of the State CEQA Guidelines. However, none of these structures have been evaluated by an architectural historian for historic significance. As such, it cannot be precluded that	Significant	**Mitigation Measure 3.1:** The Morse-Skinner Ranch House and water tank, including the one acre parcel on which it is situated, is listed on the NRHP and it is therefore a historical resource eligible for the CRHR. Any adaptive reuse of the Morse-Skinner Ranch property shall comply with standards set forth by the Secretary of the Interior. **Mitigation Measure 3.2:** The residences, barn, and Moose Lodge that are situated within the 60 acres included in the Development Plan shall be evaluated for the CRHR. Some of these resources, such as the Moose Lodge, were clearly constructed within the last 50 years and are unlikely to be eligible for the CRHR. However, some of the residences may be more than 50 years old and their architectural significance shall be evaluated by a qualified architectural historian. This process includes the recording of the buildings and structures on Department of Parks and Recreation Historic Structures Forms (DPR 523). Any structures that are found to be ineligible for the CRHR warrant no further consideration. If any of those structures are determined to be CRHR eligible, the California Office of Historic Preservation (OHP) shall be con-	Less than significant

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
the removal, alteration, or demolition of these structures would not result in significant impacts on historical resources.		sulted to determine the significance of the discovery, and any resources that are CRHR eligible shall be treated in accordance with the Secretary of Interior Standards. **Mitigation Measure 3.3:** The CRHR eligibility of existing buildings and structures within the 160-acre Concept Plan shall be determined. This will require the services of a qualified architectural historian. This process includes the recording of the buildings and structures on Department of Parks and Recreation Historic Structures Forms (DPR 523). Any structures that are found to be ineligible for the CRHR warrant no further consideration. If any of those structures are determined to be CRHR eligible, the California Office of Historic Preservation (OHP) shall be consulted to determine the significance of the discovery, and any resources that are CRHR eligible shall be treated in accordance with the Secretary of Interior Standards.	
Impact 3.2: (Archaeological Resources) Although not anticipated, grading and construction activities onsite could encounter previously undiscovered archaeological resources.	Significant	**Mitigation Measure 3.4:** The Yokuts who inhabited the project area prehistorically left no apparent archaeological remains on the ground surface within the Study Area. Previous studies in the Central Valley have shown that archaeological sites are sometimes buried (Moratto 1984). If buried Native American archaeological resources are discovered during the project activities, work shall stop immediately in the vicinity of the discovery, until a qualified archaeologist that meets the satisfaction of the City of Lodi determines the significance of the discovery and develops plans to preserve the significance of any discovered CRHR eligible resources. Such archaeological resource preservation plans shall be implemented to the satisfaction of the City of Lodi.	Less than significant

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Impact 3.3: (Paleontological and Unique Geologic Features) Although not anticipated, grading and construction activities could encounter previously undiscovered paleontological resources.	Significant	**Mitigation Measure 3.5:** Should paleontological resources be encountered during construction excavation, the project proponent shall halt excavation in the vicinity of the discovery and contact a qualified vertebrate paleontologist to evaluate the significance of the find and make recommendations for collection and preservation of discovered paleontological resources in a written report to the City of Lodi. Said recommendations shall be implemented to the satisfaction of the City of Lodi.	Less than significant
Impact 3.4: (Disturbance of Human Remains) The project site is not known or expected to contain human remains and, as such, the proposed project is not expected to disturb human remains. In the unlikely event that human remains are discovered onsite, existing regulations ensure such remains are handled appropriately.	Significant	No mitigation measures required. Public Health and Safety Code Section 5097.98, as described in the discussion of Impact 3.3.4 on page 3.3-13, further reduces the potential for impacts to human remains.	Less than significant
TRAFFIC AND TRANSPORTATION			
Impact 10.1: The project will require roadway improvements as part project development for an internal roadway network as well as address impacts resulting from increased travel demand on surrounding streets. As a result, identified transportation improvements are needed to mitigate the potential project traffic impacts upon project buildout.	Significant	**Mitigation Measure 10.1:** Prior to approval of the first tract or parcel map with the Reynolds Ranch Project, a roadway improvement plan for "A," "B," and "Loop" Streets including a detail plan for an off-street multi-use trail to be utilized within the internal network of trails and pedestrian access within the project shall be required for review and approval by the City's Public Works Department.	Less than significant

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Impact 10.2: A development of this size and scope will likely be developed over a period of time and in a phased manner. To accommodate a phased development, necessary roadway improvements shall be provided to support the pace of development. A comprehensive and coordinated approach will also be needed to address concurrent development in surrounding areas adjacent to the project.	Significant	**Mitigation Measure 10.2:** Prior to approval of the first tract or parcel map for Reynolds Ranch Project, the Public Works Department shall review and approve a roadway phasing and improvement plan to ensure that timing of new roadway construction and improvements will be provided as necessary to serve and support new development for "Year 2008 Pre-Project Plus Phase I Project Conditions." The phasing plan shall also note completion and timing of roadway improvements by other adjacent development to coincide with proposed improvements on the same facilities by the proposed project.	Less than significant
Impact 10.3: Because the project has not identified a specific development plan (layout) for the residential, school, mini-storage and public use facilities, an evaluation of the internal roadway network by a qualified Traffic Engineer shall be necessary once a development plan can be defined to ensure that any potential access or circulation conflicts can be addressed and minimized.	Significant	**Mitigation Measure 10.3:** As part of the subdivision review process, a roadway improvement plan shall include, but not be limited to providing, the following items: 1) identify all entry/access points for all future development within the project area to ensure proper intersection control and signage, 2) show adequate sight distance in consideration of grading and landscaping at all intersections and drive entries, and 3) identify all bikeways, off-street multi-use trails and sidewalks within the project area. Submittal of the above information is intended to address any potential for vehicle and pedestrian conflicts in the development of the project roadway planand ensure safe and adequate access for all residents and businesses within the project site.	Less than significant
Impact 10.4: Construction traffic will occur over time during project development. Because of existing and future residential land uses located near or adjacent to the development during construction, operation of such heavy equipment vehicles need to be considered.	Significant	**Mitigation Measure 10.4:** Proponents of development onsite shall submit a construction Traffic Control Plan to the Public Works Department for review and approval prior to commencing construction on the project and any related off-site improvements.	Less than significant

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Impact 10.5: The project serving a largely future residential population will require critical fire and police services. Emergency vehicle access is considered a vital function as part of ny future roadway network to accommodate safe and efficient access for both future residents and critical emergency services.	Significant	**Mitigation Measure 10.5:** The design of the internal circulation system and vehicular access will be subject to review and approval by the City of Lodi's Police and Fire Departments prior to issuance any building permits for the project.	Less than significant
Impact 10.6: Future land uses for the project will be required to provide adequate off-street parking facilities. Available on-street parking on future roadways may be limited or, otherwise, prohibited.	Significant	**Mitigation Measure 10.6:** Prior to map approval and issuance of building permits, ensure that adequate parking demand is satisfied for all proposed uses (i.e. parks, commercial and residential development, etc.) in accordance to the City of Lodi Zoning Ordinance.	Less than significant
UTILITIES AND SERVICE SYSTEMS			
Impact 11.1: (Increase in the Demand forEnergy) The proposed project would increase energy demand; however, the Lodi Electric Utility has sufficient capacity available to accommodate the increased demand, provided the applicant pays the fair cost of expanding the electrical infrastructure to meet the need of the City's electrical system.	Significant	None required	Less than significant
Impact 11.2: (Increase in the Demand for Natural Gas) The proposed project would increase the demand for natural gas; however, PG&E has sufficient capacity available to accommodate the increased demand.	Significant	None required	Less than significant

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Impact 11.3: (Wastewater Treatment Requirements) The proposed project would generate wastewater; however, the wastewater generated by the project would not exceed the wastewater treatment capacity of the existing treatment facilities.	Significant	None required.	Less than significant
Impact 11.4: (Increase in the Demand for Water Service) The proposed project would increase water demand. The increased demand could be accommodated by a water supply system that includes two new groundwater wells.	Significant	**Mitigation Measure 11.1:** To the satisfaction of the City of Lodi Public Works Department, a new well shall be added in the project to support water needs for the project area and shall be included in the first phase of development. The triangular area by the Morse-Skinner Ranch House is a recommended area, although other sites may prove acceptable. A higher fire flow can be maintained by placing the well in the east portion of the project where office and retail fire flows will be higher. **Mitigation Measure 11.2:** To the satisfaction of the City of Lodi Public Works Department, a second well shall be constructed as part of the second phase of development as demands indicate the need. Alternatively, since the project only necessitates a portion of a second well, the well could be constructed offsite and the development pay its fair share of the second well. **Mitigation Measure 11.3:** Prior to improvement plan approval, a looped water pipeline plan will be developed for the project that will City system and a phasing plan for pipe installation. This plan shall be reviewed and approved by the City Engineer. **Mitigation Measure 11.4:** To the satisfaction of the City of Lodi Public Works Department, the development shall be assessed its fair share	Less than significant

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
		of the cost of developing additional water sources, including but not limited to participation in acquiring additional water rights, development and construction of surface water treatment or recharge the groundwater system, construction of water transmission facilities, and other related water infrastructure. **Mitigation Measure 11.5:** To the satisfaction of the City of Lodi Public Works Department, as part of the design process, a detailed water master plan shall be developed to identify facilities, phasing and other facilities needed to insure that the water system for the project meets the requirements of the City water system. **Mitigation Measure 11.6:** To the satisfaction of the City of Lodi Public Works Department, the project proponents shall participate in a financing mechanism to fund the required water infrastructure to serve the demands of the project. Funding of water infrastructure in accordance with Conditions of Approval for the project shall satisfy this mitigation measure. Potential project impacts would be lessened through the project's Infrastructure Master Plan.	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Impact 11.5: (Increase in the Demand for Wastewater Service) The proposed project would increase the demand for wastewater service. The increased demand could be accommodated by an onsite sewer system and improvements to wastewater infrastructure in the project vicinity.	Significant	**Mitigation Measure 11.7:** To the satisfaction of the City of Lodi Public Works Department, a detailed engineering analysis for the development of a collection system that will serve the project area shall be prepared. Said analysis shall include sizing of the pipe network, sizing of the pump station modifications, and establishing timing for the pump station modifications. **Mitigation Measure 11.8:** To reflect the investment that has been made by existing development and other potential developers, a financing mechanism shall be developed and implemented to the satisfaction of the City of Lodi to fund the modification of the pump station and the station outfall force mains. Funding of the pump station in accordance with Conditions of Approval for the project shall satisfy this mitigation measure. **Mitigation Measure 11.9:** To the satisfaction of the City of Lodi Public Works Department, and as part of the design process, a detailed sewer master plan shall be developed to identify facilities, phasing and other facilities needed to insure that the wastewater system meets the requirements of the City sewer system. Public Works Department, the project proponents shall participate in a financing mechanism to fund the required sewer infrastructure to serve the demands of the project. Funding of sewer infrastructure in accordance with Conditions of Approval for the project shall satisfy this mitigation measure. Potential project impacts would be lessened through the project's Infrastructure Master Plan.	Less than significant

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
PUBIC SERVICES			
Impact 9.1: (Schools) The project would add to the city's growing population; however, the impact to schools would be less than significant.	Significant	No mitigation measures required.	Less than significant
Impact 9.2: (Police Service) The project involves the development of an office building, retail commercial center, a mini-storage facility, residential structures, ~~a school~~, and parkland and, as a result, would increase the structures and population served by the Lodi Police Department.	Significant	No mitigation measures required.	Less than significant
Impact 9.3: (Fire Service) The project involves the development of an office building, retail commercial center, a mini-storage facility, residential structures, ~~a school~~, and parkland and, as a result, would increase the structures and population served by the Lodi Fire Department.	Significant	**Mitigation Measure 9.1:** A fire station is proposed to be constructed as part of the proposed project and will be constructed during Phase II development of the site. This impact would be lessened through the project's design, which includes a designated fire station site that is the subject of Mitigation Measure 9.1.	Less than significant

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
LAND USE			
Impact 7.1: The proposed project could result in a land use conflict with surrounding land uses.	Significant	**Mitigation Measure 7.1:** The notifications shall disclose that the residence is located in an agricultural area subject to ground and aerial applications of chemical and early morning or nighttime farm operations which may create noise, dust, etcetera. The language and format of such notification shall be reviewed and approved by the City Community Development Department prior to recordation of final maps. Each disclosure statement shall be acknowledged with the signature of each prospective owner. Additionally, each prospective owner shall also be notified of the City of Lodi and the County of San Joaquin Right-to-Farm Ordinance. b. The conditions of approval for tentative maps shall include requirements ensuring the approval of a suitable design and the installation of a landscaped open space buffer area, fences, and/or walls around the perimeter of the project site affected by the potential conflicts in land use to minimize conflicts between project residents, non-residential uses, and adjacent agricultural uses prior to occupancy of adjacent houses c. Prior to recordation of the final maps for homes adjacent to existing agricultural operations, the applicant shall submit a detailed wall and fencing plan for review and approval by the Community Development Department.	Less than significant

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Impact 7.2: The proposed project would result in the conversion of approximately 200 acres of Prime Farmland to non-agricultural uses.	Significant	**Mitigation Measure 7.2:** Prior to issuance of a building permit, the applicant shall pay an Agricultural Land Mitigation fee to the City of Lodi. Said fee is to be determined by the pending adoption of an ordinance of the City establishing a fee mitigation program to offset the loss of agricultural land to future development. In the event said ordinance is not effective at the time building permits are requested, the applicant shall pay a fee to the Central Valley Land Trust (Central Valley Program) or other equivalent entity to offset the loss of the Prime Farmland. The City Council, acting within its legislative capacity and as a matter of policy, shall determine the sufficiency of fees paid to mitigate the loss of Prime Farmland. The loss of Prime Farmland caused by the project is mitigated through implementation of Mitigation Measure 7.2. The inclusion of Parcel 058-110-41 on the project site in an active Williamson Act Contract was formally protested by the City with the County Board of Supervisors (Resolution 4449 adopted December 21, 1977). Additionally, the San Joaquin Local Agency Formation Commission adopted a formal resolution upholding the City's protest of the conservation contract because the parcel is located within one mile of the City limits.	Less than significant

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
HAZARDS AND HAZARDOUS MATERIALS			
Impact 5.1: (On-site Hazardous Materials) The Phase I Environmental Site Assessment determined that site conditions at certain locations on the project site constitute potentially significant impacts or potential impediments to future development of the project site and, therefore, require mitigation.	Significant	**Mitigation Measure 5.1:** The City of Lodi shall not issue permits for construction activities on the project site unless the portion of the site involved in the requested permit has been deemed clear of recognized environmental conditions in writing by a California State registered Environmental Assessor with HAZWOPER 40-hour OSHA certification. Portions of the site require further hazardous material investigations to make a determination of the presence of recognized environmental conditions. Such investigations shall be conducted in accordance with the most recent American Society for Testing and arterials (ASTM) standards, such as the ASTM's "Standard Guide or Environmental Site Assessments: Phase I [or II] Environmental Site Assessment Process". In total, the updated hazardous material investigations of the site shall minimally evaluate the areas previously unaccessible to hazardous material investigators, the southern-most barn on the eastern portion of APN 058-110-41, the contents of the vault in the shed on the southern portion of APN 058-110-04, the junction of the "water" basin and its previous discharges must be determined, the exact location of the 10 inch Kinder Morgan refined product pipeline, the areas adjacent to the Union Pacific Railroad right-of-way, and the onsite residential structures and buildings which were previously inaccessible.	Less than significant

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
		Mitigation Measure 5.2: A Phase II Environmental Site Assessment (ESA) shall be completed prior to the approval of individual development plans within the project area. Said Phase II ESA report shall include subsurface investigations and recommended requirements shall apply: remedial actions, if required, at specific locations as recommended in the Phase I Environmental Site Assessment prepared by Kleinfelder, nc., or any subsequent updated report. The following additional requirements shall apply: a. Soil sampling and analysis for pesticides shall only be conducted in those areas of the site that are still agricultural; and b. If levels of organochloride pesticides are found to be in excess of applicable residential or commercial Preliminary Remediation Goals/ Maximum Contaminant Limits (PRGs/MCLs) then an evaluation shall be required to determine the depth and extent of these elevated concentrations. **Mitigation Measure 3.5.3:** If subsurface structures are encountered during site development or excavation onsite, care should be exercised in determining whether or not the subsurface structures contain asbestos. If they contain asbestos, it shall be removed, handled, transported, and disposed of in accordance with local, state, and federal laws and regulations. **Mitigation Measure 3.5.4:** The wells onsite should not be used as a water supply for any of the proposed land uses unless the water from said wells is tested and found to meet state and federal drinking water standards as confirmed by the City's water department.	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
		Mitigation Measure 3.5.5: An asbestos and lead paint assessment shall be conducted for structures constructed prior to 1980, if they are to be renovated or demolished prior to future development on the project site. The following requirements apply: a. A Certified Cal-OSHA Asbestos Consultant shall conduct said surveys. If asbestos is detected, all removal shall be completed by a licensed asbestos abatement contractor; and b. Any lead paint that is detected and which is in poor condition shall be removed prior to building demolition. **Mitigation Measure 3.5.6:** All locations of underground storage tanks (USTs) on the project site, where past releases are known or are suspected, shall be subject to further investigation and analysis to confirm or deny evidence of past releases (See Mitigation Measure 3.5.3). Said investigations shall be conducted in accordance with Environmental Protection Agency (EPA) and per Leaking Underground Storage Tank (LUST) guidelines. **Mitigation Measure 3.5.7:** Septic systems which are associated with existing residences shall be removed and/or abandoned in accordance with local, state, and federal regulations. Soil samples shall be collected in the vicinity of said septic systems and leach lines to determine the potential for hazardous materials discharged from the septic systems. Any removal of septic systems shall be performed with oversight provided by the San Joaquin County Environmental Health Department. **Mitigation Measure 3.5.8:** Miscellaneous debris located throughout the project site, and described in the Phase I ESA, shall be removed prior to development activities. Any petroleum products and/or hazardous ma-	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
		terials encountered should be disposed of or recycled in accordance with local, state, and federal regulations. **Mitigation Measure 5.9:** Various sized buckets and drums containing petroleum products were noted at several locations on the project site in the Phase I ESA. All such drums and buckets shall be removed from the project site in accordance with local, state, and federal regulations. In addition, soil sampling shall be conducted at those bucket and drum locations where staining was noted (See Mitigation Measure 3.5.3). **Mitigation Measure 5.10:** The vault located in the storage shed along the southern portion of APN 058-110-04 shall be investigated and its nature determined prior to development activity occurring on the project site. **Mitigation Measure5.11:** Limited soils samples shall be taken along the project site boundary adjacent to the Union Pacific Railroad right-of-way to determine the presence and levels of metals or hazardous materials associated with the railroad right-of-way.	
HYDROLOGY, DRAINAGE AND WATER QUALITY			
Impact 6.1: (Risk of Flooding as a Result of the Failure of a Levee or Dam): Failure of water supply and/or flood control facilities along the Mokelumne River, including Pardee Dam, Camanche Dam, and the Camanche Dikes, could cause inundation of the project site.	Significant	**Mitigation Measure 6.1:** None required. Potential project impacts would be lessened by the existing Emergency Action Plan that would be initiated by the East Bay Municipal Utility District.	Less than significant

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Impact 6.2: (Stormwater Drainage System Capacity and Polluted Runoff): The proposed project would replace the existing informal and/or non-existent drainage system onsite with an engineered drainage system. With the proper design the proposed drainage system will have adequate stormwater capacity and would not be a substantial source of polluted runoff.	Significant	**Mitigation Measure 3.6.1:** To the satisfaction of the City of Lodi Public Works Department, a detailed engineering analysis for the development of a stormwater collection system that will serve the project and potential future development between Reynolds Ranch and the Woodbridge Irrigation District (WID) canal shall be prepared. Said analysis shall include sizing of the pipe network and sizing of the detention basins and pump station discharging to the WID canal. **Mitigation Measure 3.6.2:** To the satisfaction of the City of Lodi Public Works Department, the proposed pump station shall include provisions for managing the discharge flow rate to serve the needs of the City and to satisfy the terms of the discharge agreement. **Mitigation Measure 3.6.3:** To the satisfaction of the City of Lodi Public Works Department, all drainage facilities shall be constructed in conformance with the standards and specifications of the City of Lodi. **Mitigation Measure 3.6.4:** To the satisfaction of the City of Lodi Public Works Department, the detention basin shall include a low flow facility to enhance water quality and to help manage nuisance flows. Other water quality control features shall be incorporated into the project design to improve water quality of the storm discharge to the satisfaction of the City of Lodi Public Works Department. **Mitigation Measure 3.6.5:** To the satisfaction of the City of Lodi Public Works Department, as part of the design process, a detailed drainage master plan shall be developed to identify collection and storage facilities, phasing and other appurtenances needed to insure that the system meets the requirements of the City drainage system.	Less than significant

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
		Mitigation Measure 6.6: To the satisfaction of the City of Lodi Public Works Department, the project proponents shall participate in a financing mechanism to fund the required drainage infrastructure to serve the demands of the project. Funding of drainage infrastructure in accordance with Conditions of Approval for the project shall satisfy this mitigation measure.	
Impact 6.3: (Water Quality Standards or Waste Discharge Requirements): The proposed project has the potential to generate water pollutants from construction and from typical urban land uses. Complying with existing requirements ensures the project would not affect the beneficial uses of any receiving waters.	Significant	None required. Potential project impacts would be lessened through the required compliance with the National Pollutant Discharge Elimination System.	Less than significant
Impact 6.4: (Alteration of the Existing Drainage Pattern of the Site or Area, Including through the Alteration of the Course of a Stream or River, in a Manner, Which Would Result in Substantial Erosion or Siltation On or Offsite) The proposed project would alter the site's drainage pattern. However, the proposed drainage of the site would not induce erosion or siltation.	Significant	None required. Potential project impacts would be lessened through the project's Infrastructure Master Plan.	Less than significant

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Impact 6.5: (Alteration of the Existing Drainage Pattern of the Site or Area, Including through the Alteration of the Course of a Stream or River, or Substantially Increase the Rate or Amount of Surface Runoff in a Manner Which Would Result in Flooding On or Off-Site) The proposed project would alter the site's drainage pattern. However, with the proper design of the proposed drainage system, the proposed drainage pattern change would not result in flooding on or offsite.	Significant	**Mitigation Measures 6.1 – 6.6**	Less than significant
Impact 6.6: (Groundwater) The proposed project would increase the amount of impermeable surfaces onsite and, as a result, reduce the site's groundwater recharge potential. In addition, the proposed project would increase the use of groundwater as a water source and contribute to the existing overdraft of the groundwater basin.	Significant	Potential project impacts would be lessened through project design features and the City's water supply strategy.	Less than significant
NOISE			
Impact 8.1: Construction of the proposed project would temporarily generate noise above levels existing without the project.	Significant	**Mitigation Measure 8.1:** All construction shall require a permit and shall be limited to the hours of 7 a.m. to 10 p.m. Staging areas shall be located away from existing residences, and all equipment shall use properly operating mufflers.	Less than significant

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Impact 8.2: Increased traffic would generate noise levels above levels existing without the project.	Significant	**Mitigation Measure 8.3:** Habitable second-story residential space, located within 245 feet of the Harney Lane centerline, must have upgraded structural protection including dual-paned windows and supplemental ventilation (air conditioning) to allow for window closure, in compliance with the City of Lodi Compatibility Standards. **Mitigation Measure 7.4:** Outdoor recreational space within 145 feet of the Harney Lane centerline must be shielded by solid perimeter walls of 6-7 feet in height or landscape berming, or any combination of the two to achieve the desired noise attenuation. **Mitigation Measure 8.5:** New residential development both north and south of Harney Lane shall require installation of 6-7 foot high sound walls or landscape berming, or any combination of the two to achieve the desired noise attenuation. Current and future homes located across Harney Lane will be masked from noise associated with major retail uses by the already elevated ambient background freeway noise and by setback distances of approximately 300 feet.	Less than significant
Impact 8.3: Location of residential uses in proximity to noise sources can result in exposure to noise levels in excess of standards.	Significant	**Mitigation Measures 8.3 – 8.8.** Potential project impacts would be lessened through project design features, including buffering of sensitive land uses from nearby noise sources.	Less than significant

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Impact 8.4: The proposed project would place sensitive receptors in the vicinity of train noise.	Significant	**Mitigation Measure 8.6:** Homes situated adjacent to the train tracks require either a setback distance of 430 feet or a 6 foot sound wall, landscape berming, or any combination of the two to mitigate train noise to 65 dB at the residential exterior and ground floor interior. This attenuation may be achieved by the design of the mini-storage facility. An interior noise analysis should be submitted in conjunction with building plan check, to verify that structural noise reduction will be achieved in a livable upstairs space, at the perimeter tier of homes by the specified structural components (windows, walls, doors, roof/ceiling assembly) shown on building plans. Disclosure of the presence of the tracks should be included in all real estate transfer documents to anyone buying or leasing a property within 500 feet of the train tracks. Potential project impacts would also be lessened through project design features, including buffering of sensitive land uses from the UPRR.	Less than significant
Impact 8.5: Detention basin pump noise could result in permanent increases in ambient noise levels above levels existing without the project.	Significant	**Mitigation Measure 8.7:** A detention basin pump system will be required to empty the detention basin. The planned proximity of homes to the basin would likely require substantial shielding if such pumps were to operate at night. To the satisfaction of the City of Lodi, noise levels at residences in proximity to any required basin pump system shall be attenuated to meet the City's noise standards. Said attenuation can be achieved through enclosing the pump system or using upgraded sound rating building materials in nearby residences.	Less than significant

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Impact 8.6: Agricultural noise resulting from existing on-going agricultural operations in the vicinity of the project site could impact sensitive receptors onsite.	Significant	**Mitigation Measure 8.8:** Noisiest agricultural activities will have substantial setback from onsite residences, particularly as the site is progressively developed. Buyer notification of the presence of possible agricultural activity noise shall be made as part of any property transfer documents. Potential project impacts would be lessened through project design features, including buffering of sensitive land uses from nearby agricultural uses.	Less than significant
~~Impact 8.7: (Location of School Uses in Proximity to Noise Sources) The proposed project includes the placement of an elementary school, a sensitive noise receptor.~~	~~less than significant~~	~~No mitigation measures required. This impact would be lessened through project design features, including the proposed location of the school site in the center of the project site away from SR 99 and the UPRR.~~	
Impact 8.8: Potential to temporarily generate vibration and ground borne noise during construction.	Significant	No mitigation measures required.	Less than significant
Impact 8.9: Operation of the project will result in new noise sources.	Significant	No mitigation measures required. This impact would be lessened through project design features, including the placement of sensitive receptors removed from noise-generating land uses.	Less than significant

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AIR QUALITY			
Impact 1.1 (A): (Construction Generated Air Pollutants) Construction of the proposed project would generate air pollutants, including equipment exhaust and fugitive dust.	Significant	**Mitigation Measure 1.1**: In addition to implementing the "Dust Control Measures for Construction" required by San Joaquin Valley Air Pollution Control District (SJVAPCD), construction onsite shall implement the "Enhanced and Additional Control Measures for Construction Emissions of PM-10" identified in Table 6-3 of the SJVAPCD's *Guide for Assessing and Mitigating Air Quality Impacts*. The measures identified in Table 6-3 are as follows: ♦ Limit traffic speeds on unpaved roads to 15 mph; ♦ Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent; ♦ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site; ♦ Install wind breaks at windward side(s) of construction areas; ♦ Suspend excavation and grading activity when winds exceed 20 mph; and ♦ Limit area subject to excavation, grading, and other construction activity at any one time. This impact would also be lessened through project design features and compliance with SJVAPD Regulation VIII.	Less than significant

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Impact 1.1 (B): (Operational Emissions of Ozone Precursors) Operation of the proposed project would generate NOx and ROG, which are ozone precursors, in excess of the SJVAPCD's yearly emission significance thresholds.	Significant	This impact would be lessened through project design features and compliance with SJVAPD Rule 9510.	Less than significant
Impact 1.1 (C): (Operational Emissions of Particulate Matter) Operation of the proposed project would generate particulate matter.	Significant	This impact would be lessened through project design features and compliance with SJVAPD Rule 9510.	Less than significant
Impact 1.1 (D): (Operational Emissions of Carbon Monoxide) Operation of the proposed project would generate carbon monoxide (CO).	Significant	This impact would be lessened through project design features.	Less than significant
Impact 1.2: (Contribution to Cumulative Criteria Air Pollutants) The project would emit ozone precursors (NOx and ROG) at levels that are significant as cumulatively considerable net increases of non-attainment criteria pollutants for the San Joaquin Valley Air Basin.	Significant	This impact would be lessened through project design features and compliance with SJVAPD Rule 9510.	Less than significant
Impact 1.3: (Exposure of Sensitive Receptors to Air Pollution) The proposed project would generate air pollutants that could affect sensitive receptors and the project involves siting sensitive receptors in the vicinity of air pollution generators.	Significant	This impact would be lessened through project design features, compliance with SJVAPD Regulation VIII and Rule 9510, and incorporation of Mitigation Measure 1.1.	Less than significant

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Impact 1.4: (Objectionable Odors) The proposed land uses could be exposed to occasional odors emitted by surrounding agricultural operations.	Significant	This impact would be lessened through project design features. No further mitigation measures are required.	Less than significant

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

III INITIAL STUDY

This chapter provides an evaluation of potential environmental impacts resulting from modifications to the Reynolds Ranch Project and summarizes whether or not the mitigation measures shown in Table 2-1 would reduce those potential environmental impacts to less-than significant.

A. Analysis

The following analysis uses the California Environmental Quality Act (CEQA) Initial Study Checklist. The conclusions in the checklist are based, in part, on a review of the information presented in Table 2-1, to identify impacts associated with the modified project.

Environmental Topic	Potentially Significant Impact	Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Land Use and Planning Would the project:				
a. Physically divide an established community?			X	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?			X	

Findings and Conclusion. There would be less than significant impacts in regard to land use from the modifications to the Project.

a. The modified project would remain as a mixed-use development project. As identified in Impact 3.3.1 in the 2006 EIR, the project could result in the demolition of 12 residences, a Moose Lodge Facility and ancillary

structures.[1] The modified project would not result in a greater impact than that already identified in the 2006 EIR and would be reduced to a less-than-significant level through mitigation. Therefore, a *less-than-significant* impact would occur.

b. Though the project would require a General Plan amendment, it is consistent with many principles of the existing General Plan that promote walkability between uses, a jobs to housing ratio, and a varied housing stock to meet the needs of a diverse population.

As stated in the 2006 EIR, one parcel located on the project site is active under the Williamson Act Contract, however the project modifications do not result in any greater impact than already identified in the 2006 EIR. Conversion of the land to urban uses would not result in a policy conflict with the San Joaquin County General Plan land use designation, however, because the entire project site has been annexed to the City of Lodi, the parcel previously affected by the Williamson Act was removed from the Act.[2] As regulated by Mitigation Measure 3.7.2 of the 2006 EIR, the project is subject to a fee for the conversion of agricultural land and mitigation set forth by the 2006 EIR is adequate to reduce project modifications to a *less than significant* impact.

c. As stated in the 2006 EIR, the project site is within an open space preserve area identified in the San Joaquin Multi Species Habitat Conservation and Open Space Plan.[3] There are no other habitat conservation or natural community conservation plans that apply to the project site. Mitigation Measures set forth by the 2006 EIR are adequate to reduce potential impacts of the modified project to less-than-significant levels. Therefore, a *less-than-significant impact* would result from modifications.

2. Mineral Resources

Per Section 1.0 of the 2006 EIR, "there are no known mineral resources of value or any locally important mineral resource recovery sites within the project area". Therefore, this topic was previously scoped out of the EIR study.[4] Modifications to the Project will have *no impact* on mineral resources.

[1] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.3-10.

[2] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.7-20.

[3] Willdan, Reynolds Ranch Project EIR, August, 2006, page ES-7.

[4] Willdan, Reynolds Ranch Project EIR, August, 2006, page 1.0-5.

Environmental Topic	Significant Impact	Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3. Transportation/Traffic				
Would the project:				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e. Result in inadequate emergency access?				X
f. Result in inadequate parking capacity ?				X
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	

Findings and Conclusion. Modifications to the Project result in the following impacts in regards to traffic and transportation.

a. Per Mitigation Measure 3.10.2 of the 2006 EIR: prior to approval of the first tract or parcel map for the Reynolds Ranch Project, the Public Works Department will review and approve the roadway phasing and improvement plan to ensure that new roadway improvements will adequately support new development.[5] The phasing plan shall also note the timing of roadway improvements by other adjacent development so

[5] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.10-55.

that these coincide with proposed improvements on the same roadway facilities for the proposed project.[6] Because the area streets will not exceed carrying capacity, impacts regarding traffic are *less than significant*.

b. Per Section 3.10.1 of the 2006 EIR, the City's accepted Level of Service LOS on local streets and intersection is a LOS C. However, LOS D is an acceptable condition for state route facilities. Project modifications would result in an increase of 22,236 daily trips (from 28,300 to 50,536) and 945 peak hour trips (from 2,072 to 2,996) to and from the project site. Assuming the proposed mitigations in the 2006 FEIR are implemented for the 2030 condition, the project traffic would not reduce the LOS levels at any intersections or on any roads below the LOS for the 2030 condition without the project. Therefore, the project modifications would have a *less-than-significant* impact in relation to the LOS thresholds.

c. The modified project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in air traffic patterns. There are no aviational uses on the project site and the modified project would not affect an airport or private airstrip. Therefore, *no impact* would occur.

d. All roadways and intersections either within the development or interfacing with existing, surrounding roads would comply with applicable design standards in accordance with City code. Compliance would be ensured through the Public Works Department's review of the project circulation plan. Although the built project would likely be in close proximity to agricultural uses, the project modifications would not create a conflict between vehicles entering and exiting the site and the continued operation of farm equipment. Therefore *no impact* would occur.

e. As required by Mitigation Measure 3.10.5 of the 2006 EIR, the design of the internal circulation system and vehicular access would be subject to review and approval by the City of Lodi's Police and Fire Department prior to issuance of any building permits for the project.[9] This review and approval would ensure that adequate access to and from all portions of the site exists for emergency service responders under the modified project. Therefore, *no impact* would occur.

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[6] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.10-57.

[9] Willdan, Reynolds Ranch Project EIR, August, 2006, page ES-24.

f. As required by Mitigation Measure 3.10.6 of the 2006 EIR, adequate parking demand must be satisfied for all proposed uses (i.e. parks, commercial and residential development, etc.) prior to the issuance of construction permits.[10] Furthermore, under the modified project, the number of spaces proposed would exceed the City's parking requirement. Therefore, *no impact* would occur.

g. Bike lanes, pedestrian facilities, and five bus stops within the site are planned under the modified project. Furthermore, as required by Mitigation Measure 3.10.3 of the 2006 EIR, the project's roadway improvement plan is required to identify all bikeways, off-street multi-use trails and sidewalks within the project area.[11] Submittal of the above information is intended to address any potential for conflicts between vehicles, pedestrians, and cyclists and thereby ensure safe and adequate access. Therefore, Mitigation Measure 3.10.3, already set forth in the 2006 EIR, is adequate to reduce the potential impacts associated with the modified project to a *less-than-significant* level.

4. Aesthetics

As stated in Section 1.0 of the 2006 EIR, Aesthetics was scoped out of detailed review because the original project did not constitute a specific plan development, but rather a combination of uses that would be fully defined through a phased development plan.[12] The EIR determined that project aesthetics would be evaluated through a future entitlement and environmental review process. This holds true for the modified project as well. The final combination of land uses is not known at this point in the review process. Furthermore, project design details that would allow for a complete evaluation of potential aesthetic impacts do not yet exist. As a result, aesthetics would occur under a future CEQA review.

5. Population and Housing

Though the proposed project will generate population and housing, the focus of the 2006 EIR was the retail and office components contained in Phase I of the development process. Housing and population will be studied in detail in a future environmental assessment.[13] The estimated population growth associated with the project is accounted for in the growth projections set forth in the City of Lodi 1991 General Plan as well as the preliminary projections for the General Plan Update, which is currently underway.[14]

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[10] Willdan, Reynolds Ranch Project EIR, August, 2006, page ES-24.

[10] Willdan, Reynolds Ranch Project EIR, August, 2006, page ES-23.

[12] Willdan, Reynolds Ranch Project EIR, August, 2006, page 1.0-4

[13] Willdan, Reynolds Ranch Project EIR, August, 2006, page 1.0-4.

[14] Peter Pirnejad, City of Lodi Co-Interim Community Development Director, personal communication, August 5, 2008.

The modified project would result in the displacement of some single-family residential homes on Stockton Street. These home owners will be fully compensated by the applicant for the fair market value of their homes, based on an estimate provided by a third party appraiser.[15] The acquisition of homes would be executed through a process mutually agreed to by the applicant and the home owners. Eminent domain would not be exercised.

Environmental Topic	Significant Impact	Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
6. Air Quality				
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		
d. Expose sensitive receptors to substantial pollutant concentrations?				X
e. Create objectionable odors affecting a substantial number of people?				X

Findings and Conclusions

a. The modified project uses would require a General Plan Amendment. The existing land use designation is Planned Residential. The proposed new land uses are Low Density Residential, Medium Density Residential, High Density Residential, Senior High Density Residential, Senior Graduated Care, Mini Storage, Public, Office and Retail; these uses will be contained under the following zoning designations: Neighborhood Commercial, Office and Planned Residential. Despite the need for a General Plan amendment, the project would be consistent with the overall vision of the General Plan, which identifies the project site as an area

[15] Dale Gillespie, RPM Company, communication with Peter Pirnejad, City of Lodi Co-Interim Community Development Director, August 14, 2008.

for future development. Even with conversion of hosing to commercial uses, the project would not be inconsistent with the General Plan because the General Plan identifies residential and residential supporting uses as appropriate for this area.

Project consistency with the Air Quality Management Plan is determined on the basis of whether its projected growth is within the City of Lodi's most current growth projections, which are, in turn, factored into the AQMP. The anticipated population growth for this project is within the regional population forecasts, because the projections are within the Housing Element growth cap, adopted in 2004 as part of the General Plan. Therefore, the modified project is not expected to conflict with the projections used to develop the air quality management plan (AQMP). This would be a *less than significant* impact.

b. The modified project would increase the generation of short-term air pollutants from construction activities and long-term air pollutants from vehicle emissions. Impact 3.1.1 (A) in the 2006 EIR identified impacts that are less than significant, with mitigation, in regards to construction emissions. While the proposed changes to the project will construct different types of units, the finding in the original EIR will remain the same assuming all proposed mitigation measures are in place.[16]

Impact 3.1.1 (B) in the 2006 EIR identified potentially significant operational emissions of ozone precursors. These impacts were found to be significant and unavoidable after all available mitigation measures were in place. With the proposed changes to the project, trip generation will increase 78.6% in relation to estimated trip volumes under the previous project concept. This could increase the production of NO_x and ROG beyond the levels listed in the 2006 EIR. With all available mitigation measures stated in the current EIR[17] the impact will remain significant and unavoidable.

Impact 3.1.1 (C) in the 2006 EIR identified impacts that are less than significant, with mitigation, in regards to operational emissions of particular matter. Using the same mitigation measures outlined in the EIR[18], while the emissions will be increased over the levels in the EIR, the impact should be *less than significant*.
Impact 3.1.1 (D) in the 2006 EIR identified impacts that are less than significant in regards to operational emissions of carbon monoxide. While the tons per year of emissions would be higher than outlined in the

[16] Willdan, Reynolds Ranch Project EIR, August 2006, page 3.1 - 12

[17] Willdan, Reynolds Ranch Project EIR, August 2006, page 3.1 - 14

[18] Willdan, Reynolds Ranch Project EIR, August 2006, page 3.1 - 16

EIR[19], the levels in the CO "hotspot" analysis should not change. This is because when a hotspot analysis is conducted, the worst-case scenario is analyzed and this assumes highest volume for the peak hour at the worst time of day with the worst-case meteorological conditions. The finding in the current EIR will remain the same. A *less-than-significant* impact would occur.

c. Per San Joaquin Valley Air Pollution Control District (SJVAPCD) Regulation VIII, Rule 9510, the modified project would not cause new significant impacts to the existing air quality standards. Impact 3.1.2 in the 2006 EIR identified potentially significant cumulative impacts of criteria pollutants. These impacts were found to be *significant and unavoidable* after all available mitigation measures were in place. This finding will be the same with the modified project.

d. Residents of the proposed senior housing project would potentially be exposed to substantial pollutant concentrations. However, Impact 3.1.3 in the 2006 EIR identified impacts that are *less than significant*, with mitigation, in regards to exposure of sensitive receptors to air pollution. There will be no change in this finding with the modified project. A *less than significant* impact would occur.

e. The proposed uses under the modified project include residential, office and commercial (retail). None of the proposed uses are known to generate offensive odors that could adversely affect a substantial number of people on-site or in the near vicinity. The gas station is most likely to generate objectionable odors but those would likely be localized and intermittent in nature. Impact 3.1.4 in the 2006 EIR identified impacts that are less than significant in regards to objectionable odors. There will be no change in this finding with the modified project. As a result, a *less-than-significant* impact would occur.

[19] Willdan, Reynolds Ranch Project EIR, August 2006, page 3.1 - 16

Environmental Topic	Significant Impact	Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
7. Noise				
Would the project:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Findings and Conclusions:

a. Impact 3.8.2 of in the 2006 EIR identifies a noise and land use compatibility impact for residential and outdoor recreational space within 145 feet of the Harney Lane centerline. The modified plan reduces the amount of residential uses on Harney Lane to the area between the proposed mini-storage site to the UPRR tracks. Retail development (which is considered to be less noise-sensitive) would replace the residential development in this area. The modified project would not result in any new impacts beyond those already identified above. A noise and land use compatibility threshold of a community noise exposure level (CNEL) of 65 decibels (dB) or less was established for this project in the 2006 EIR. Mitigation Measures

3.8.3, 3.8.4, and 3.8.5 would be adequate to address the traffic noise impacts from Harney Lane with respect to the 65 dB CNEL threshold, to *a less than significant* level.

Impact 3.8.4 identified a potentially significant noise and land use compatibility impact upon proposed residential development resulting from noise along the UPRR railroad line. The relationship of residential land uses to the railroad tracks in the current plan is basically the same as the plan analyzed in the 2006 EIR. The new plan substitutes low-density residential and senior housing for medium-density residential. This change in land use does not change the conclusions because the City of Lodi noise and land use compatibility guidelines are the same for each of these residential densities and housing types. Mitigation Measure 3.8.6, as set forth in the 2006 EIR, would be adequate to mitigate the impact of train noise with respect to the established 65 dB CNEL threshold. A *less than significant* impact would occur.

Impact 3.8.5 in the 2006 EIR addressed the potential effects of noise from the detention basin pump upon proposed residential development. Mitigation Measure 3.8.7, as set forth in the 2006 EIR, would be adequate to address potential impacts resulting from the detention basin pump system. Impact 3.8.6 in the 2006 EIR identified the potential impact of ongoing agricultural noise upon future residents within the Specific Plan. The relationship of the proposed residential uses to the site boundaries has not changed. Mitigation Measure 3.8.8, as set forth in the 2006 EIR, would be adequate to address potential impacts resulting from agricultural operation noise. Project modifications would not result in noise levels that are above the accepted noise standards for this project. Therefore, a *less than significant* impact would occur.

b. Per Impact 3.8.8, in the 2006 EIR, project construction could temporarily cause groundborne vibration and noise, however, levels are not expected to be excessive because the project would not involve large scale demolition and excavation.[20] This conclusion applies to the modified project as well. Should groundborne vibration and noise occur, the intensity and frequency would not be such that off-site receptors would be adversely affected. Under the modified plan, no residential development would be proposed within the 200-foot screening level setback distance to control ground borne vibration resulting from heavy rail trains. The modified project would not result in any new impacts, and this impact would remain *less than significant*.

c. Impact 3.8.9 and Section 3.8.6 Cumulative Impacts in the 2006 EIR discuss the potential impact of project-generated traffic on noise levels in the surrounding areas. The modified project traffic report was reviewed

[20] Willdan, Reynolds Ranch Project EIR, August 2006, page 3.8-17.

to determine how changes in project traffic may affect traffic noise increases along the street network.[21] The analysis focused on Harney Lane where project traffic would potentially have the greatest impact offsite. The modified project would not result in any new impacts along the offsite street network beyond those already identified in the 2006 EIR.

The modified project shows existing residential located along Stockton Street south of Harney Lane to remain. The land use plan analyzed in the 2006 EIR noise study showed new medium-density residential along both sides of Stockton Street south of Harney Lane. Because the existing residential would remain under the modified project, and was not identified as remaining under the original project, there was no analysis of increased noise levels at these existing Stockton Street residences in the 2006 EIR. The connection of Stockton Street to the project's internal street network would occur when the residential development moves forward. Until that time, Stockton Street would remain a cul-de-sac.[22] Currently, the noise environment at these existing residences results primarily from traffic on Harney Lane for those residences located within about 200 feet of the centerline. Noise is also generated from railroad train operations on the Union Pacific Railroad tracks. The existing CNEL along Harney Lane is approximately 68-69 dBA. The existing CNEL resulting from railroad train operations is calculated to be about 57 dBA CNEL. This establishes the residual background noise level at these residences. Traffic projections from the 2008 traffic report were used to estimate noise levels along Stockton Street in the future. The data indicate that the CNEL along Stockton Street would be approximately 56 dBA CNEL at full buildout of the project site. The medium-density residential component proposed west of the existing residential development would provide attenuation of railroad train noise, which would benefit the existing homes. The Stockton Street traffic noise would be substantially above the existing traffic noise for residences to the south along Stockton Street not near Harney Lane. The overall noise levels from current railroad operations would not change substantially. However, the character of the noise environment would change because it would be dominated by local traffic as compared to distant traffic and distant railroad trains. An increase in retail uses will contribute to an increase in ambient noise levels. However, because retail uses were already planned for in this development project, the modifications cause a *less-than-significant* impact to the permanent ambient noise levels.

d. In the 2006 EIR, Impact 3.8.1 states that the construction of the proposed project would temporarily generate noise above levels existing without the project. As required under mitigation measures 3.8.1 and 3.8.2,

[21] Reynolds Ranch Draft Report, Traffic Impact and Planning Study, PRISM Engineering, March 21, 2008.

[22] Personal conversation with Peter Pirnejad, City of Lodi Planning, August 2008.

construction would require a permit and would be limited to the hours of 7:00 a.m. and 10:00 p.m. for any heavy equipment anticipated within 500 feet of any residence. Staging areas are to be located away from existing residences and all equipment shall use properly operating mufflers.[23] Additionally, all stationary construction equipment must be placed in a way so that emitted noise is directed away from sensitive receptors nearest the project site.[24] Temporary noise impacts would not substantially worsen under the modified project and existing mitigation measures would be adequate to reduce potential impacts to a *less-than-significant* level.

e. Because this project is not located in an airport land use plan, *no impact* would occur.[25]

f. As stated in the 2006 EIR, the closest airport to the project site is the Lodi Airpark, which is approximately 3 miles to the southwest of the site. Because this project is not located near a private air strip, *no impact* would occur.[26]

Environmental Topic	Significant Impact	Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
8. Biological Resources				
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X

[23] Willdan, Reynolds Ranch Project EIR, August 2006, page ES-19.

[24] Willdan, Reynolds Ranch Project EIR, August 2006, page ES-20.

[25] Willdan, Reynolds Ranch Project EIR, August 2006, page 3.5-5.

[26] Willdan, Reynolds Ranch Project EIR, August 2006, page 3.8-8.

Environmental Topic	Significant Impact	Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

Findings and conclusions:

a. Impacts 3.2.3(a) – 3.2.3(g) in the 2006 EIR identify potentially significant effects of the original project on special status species.[27] The modified project would not result in any new impacts beyond those already identified above. Mitigation measures 3.2.1 and 3.2.2, as set forth in the 2006 EIR, would be adequate to address potential impacts to special status species under the modified project. As a result, a *less-than-significant* impact would occur.

b. The project site does not contain a riparian corridor or other sensitive natural community.[29] Therefore, the modified project would have *no impact* on such resources.

[27] Willdan, Reynolds Ranch Project EIR, August 2006, page ES-8.

[29] Willdan, Reynolds Ranch Project EIR, August 2006, page 3.2-17.

c. The project site does not contain any wetlands.[30] Therefore, the project and its modifications would result in *no impact* on such resources.

d. Due to the absence of water bodies on the project site, the modified project would not affect the movement of any native resident or migratory fish species. Per Impact 3.2.1 of the 2006 EIR, the project would have a less-than-significant impact on wildlife migratory patterns.[31] There are no changes under the modified project that would affect this conclusion. As a result, a *less-than-significant* impact would also occur under the modified project.

e. Per Mitigation Measure 3.2.3, should project modifications affect or necessitate the removal of the Heritage Oak tree on-site, a Review Authority- approved application is required, per San Joaquin County Code Division 15 Chapter 9-1505. The modified project would not result in the removal of the one Oak tree in the southwestern corner of the site.[32] *No impact* would occur in that the modified project would not conflict with the tree preservation ordinance or any other policies to protect biological resources.

f. As required by the San Joaquin County Multi-species Habitat Conservation and Open Space Plan (SJMHCP) and stated by Mitigation Measure 3.2.2 in the 2006 EIR, development of this site includes the payment of Open Space Conversion fees in accordance with the fee schedule in-place at the time construction commences and implementation of the Plan's "Measures to Minimize Impacts", pursuant to Section 5.2 of the SJMHCP.[33] Through payment of the Open Space Conversion fee, the modified project would have a *less-than-significant* impact.

[30] Willdan, Reynolds Ranch Project EIR, August 2006, page 3.2-17.

[31] Willdan, Reynolds Ranch Project EIR, August 2006, page 3.2-18.

[32] Peter Pirnejad, City of Lodi, email correspondence, August 7, 2008.

[33] Willdan, Reynolds Ranch Project EIR, August 2006, page ES-8.

[35] Willdan, Reynolds Ranch Project EIR, August 2006, page 3.3-10.

Environmental Topic	Significant Impact	Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
9. Cultural Resources				
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			X	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d. Disturb any human remains, including those interred outside of formal cemeteries?			X	

Findings and Conclusions:

a. Impact 3.3.1 of the 2006 EIR identifies potentially significant impacts on resources of historical significance.[35] These potential impacts are addressed and mitigated to a less-than-significant level through the requirements set forth in Mitigation Measures 3.3.1 - 3.3.3. The modified project would not result in any new, potentially significant impacts beyond those already identified. Accordingly, the specified Mitigation Measures would be adequate to reduce potential impacts under the modified project to a *less-than-significant* level.

b. Impact 3.3.2 of the 2006 EIRidentifies potential significant impacts on archeological resources of historical significance. These potential significant impacts are addressed and mitigated to a less-than-significant level through the requirements set forth in Mitigation Measure 3.3.4.[36] The modified project would not result in any new, potentially significant impacts beyond those already identified. Accordingly, the specified Mitigation Measures would be adequate to reduce potential impacts under the modified project to a *less-than-significant* level.

[36] Willdan, Reynolds Ranch Project EIR, August 2006, page 3.3-2.

c. The site does not contain unique geologic features and no paleotologic resources have been discovered on-site.[37] The modified project would not result in any new, potentially significant impacts beyond those already identified by Impact 3.3.3 the 2006 EIR. Mitigation Measure 3.3.5, set forth in the 2006 EIR would be adequate to reduce potential impacts under the modified project to a *less-than-significant* level.

d. Impact 3.3.4 of the 2006 EIR identifies potentially significant impacts on human remains. These potentially significant impacts would be addressed through requirements of Public Health and Safety Code Section 50.9798.[38] The modified project would not result in any new, potentially significant impacts beyond those already identified in the 2006 EIR. Thus, the project modifications would result in a *less-than-significant* impact.

10. Geology and Soils

Based on the Initial Study completed for this project in 2006, potential impacts to Geology and Soils were scoped out from detailed review in the 2006 EIR analysis. As stated in Section 1.0 of the EIR, the (original) project did not include pursuit of approvals for site specific development, and evaluation of potential impacts under CEQA would occur when detailed project information became available, including the exact location and nature of new land uses.[39] This applies to the modified project as well. Although there have been changes to the previously proposed site plan, the level of project detail is still such that an evaluation of potential impacts will be appropriate at a subsequent phase of the entitlement process.

Environmental Topic	Significant Impact	Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
11. Hazards and Hazardous Materials				
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	

[37] Willdan, Reynolds Ranch Project EIR, August 2006, page 3.3-12 and 3.3.13.

[38] Willdan, Reynolds Ranch Project EIR, August 2006, page 3.3-16.

[39] Willdan, Reynolds Ranch Project EIR, August 2006, page 1.0-5.

Environmental Topic	Significant Impact	Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

Findings and Conclusions:

a. Whereas the previous project concept did not include a gas station on-site, the modified project does. The construction and operation of a new gas station under the modified Project creates a potentially significant

hazard due to the routine transport and use of fuel and other automotive products. However, the transport of fuel to the station and subsequent storage within underground tanks would be subject to existing hazardous materials regulations. The use of automotive products, such as engine oil and window cleaner do not represent a significant hazard due to the volumes of these substances that would be utilized on-site. Localized spill of these materials may occur, but the volumes would not be such that a significant hazard exists. No hazardous materials would be disposed of on on-site. For the reasons stated above, a *less-than-significant* impact would occur under the modified project.

b. The transportation of fuel and subsequent storage under the modified project will be subject to existing hazardous materials regulations. Additionally, a fire station will be constructed on-site in Phase II of the project and will provide emergency assistance in the event of a spill. If necessary, a hazardous materials response team could respond to a call on-site. Thus, the impact involving the potential release of hazardous materials into the environment would be *less than significant*.

c. The nearest existing school to the project site is Montessori Villa Preschool, serving 30-60 children between the ages of two and six.[40] Montessori Villa is located on 2525 S. Stockton, immediately bordering the project site. Lois E. Borchardt Elementary school is .3 miles from the project site and serves approximately 795 children in grades K-6.[41] The impact of hazardous materials on school children would be *less than significant* because operation of the gas station and transportation of fuel to it would be subject to existing hazardous materials regulations. Furthermore, the gas station would be contained to the center of the project site so that it is set away from the school and its receptors.[42]

d. As stated in Impact 3.5.1 of the 2006 EIR, there are sites within the project area that contained hazardous materials and required mitigation.[43] Mitigation Measure 3.5.1- 3.5.11, which are set forth in the 2006 EIR, would be adequate to address potential impacts to hazardous materials on-site under the modified project. As a result, a *less-than-significant* impact would occur.

[40] Doe, Krista. Montessori Villa School. Personal communication with Leslie Wilson, DC&E. June 23, 2008.

[41] Gibbons, Tina. Lodi Unified School District. Personal communication with Leslie Wilson, DC&E. June 23, 2008.

[42] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.1-19.

[43] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.5-9.

e. The project is approximately 3.1 miles away from the Lodi airpark. It is not located in an airport land use plan and none of the area airports cause a safety hazard to the project site.[44] Therefore, the modified project would have *no impact* on air safety.

f. The project site is not located near a private airstrip.[45] The safety of people residing or working on the project site under the modified project would not be affected by air traffic. *No impact* would occur.

g. As required by Mitigation Measure 3.10.5 in the 2006 EIR, the design of the internal circulation system and vehicular access would be subject to review and approval by the City of Lodi's Police and Fire Department prior to issuance of any building permits for the project.[46] This review and approval would ensure that adequate access to and from all portions of the site would exist for emergency service responders. Therefore, *no impact* to emergency response or evacuation would occur under the modified project.

h. The threat of wildland fires at the project site is considered very low because of its agricultural setting. The 2006 EIR found a less than significant project impact regarding the risk of wildland fires.[47] Because project modifications would not introduce new risks or increase existing hazards related to potential wildland fires, a *less-than-significant* impact would occur.

Environmental Topic	Significant Impact	Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
12. Hydrology and Water Quality				
Would the project:				
a. Violate any water quality standards or waste discharge requirements?			X	

[44] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.5-5.

[45] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.8-8.

[46] Willdan, Reynolds Ranch Project EIR, August, 2006, page ES-24.

[47] Willdan, Reynolds Ranch Project EIR, August, 2006, page 4.0-11.

Environmental Topic	Significant Impact	Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f. Otherwise substantially degrade water quality?			X	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X

Environmental Topic	Significant Impact	Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
j. Inundation by seiche, tsunami, or mudflow?				X

Findings and Conclusion. Modifications to the project would result in a *less-than-significant* impact on hydrology and water quality.

a. As identified in Impact 3.6.3 of the 2006 EIR, the project has the potential to generate nonpoint-source water pollutants typical to urban land uses. The potential pollution would be mitigated through compliance with Section 402 of the Clean Water Act and the National Pollutant Discharge Elimination System (NPDES). In order to meet applicable requirements, the City of Lodi has implemented a stormwater management plan to address post-construction impacts.[48]

   There is also the risk of water contamination associated with the construction of the project. These risks include exposed soils and the potential spillage of construction fuels or equipment. Under NPDES requirements, the contractor would be required to develop and implement a stormwater pollution plan (SWPP) that will include Best Management Practices (BMPs) to minimize potential impacts to water quality during construction. Because these requirements would apply to the modified project, a *less-than-significant* impact would occur.

b. As identified by Impact 3.6.6 of the 2006 EIR, the project involves the conversion of approximately of 220 acres of largely permeable farmland to impermeable surfaces. [50] Modifications to the project would not cause a substantial increase in the project's impermeable surface area. The construction of a water retention basin on-site will allow for stormwater percolation to occur. Mitigation Measures 3.6.1- 3.6.6, identified in the 2006 EIR, address that stormwater drainage and collection will be constructed or improved to the City

[48] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.6-14.

[50] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.6-13.

[52] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.6-14.

standards. These measures will be adequate to reduce the potential impacts under the modified project to *a less-than-significant* impact.

c. The modified project would not alter the course of a stream or river. As addressed by Impact 3.6.4 of the 2006 EIR, the increase in permeable surfaces on the project site will change the drainage pattern in the area. However, the changes would not result in substantial erosion or siltation on- or off-site. Potential impacts under the modified project would be reduced to a *less-than-significant* level through improvements identified in the Infrastructure Master Plan, which includes the construction of a drainage basin on-site.[52] Stormwater generated on-site will be collected in the basin before it is transferred into the Water Irrigation District canal.

d. The modified project would not alter the course of a stream or river. As addressed by Impact 3.6.5 of the 2006 EIR, the increase in permeable surfaces on the project site will change the drainage pattern in the area and increase the volume and velocity of stormwater runoff from the site.[54] Mitigation Measures 3.6.1 – 3.6.6 in the 2006 EIR would reduce potential impacts to a less-than-significant level. Under the modified project, the same mitigation measures would reduce the potential for on- or off-site flooding to a less-than-significant level. this is considered a *less than significant* due to improvements that will be made through the Infrastructure Master Plan. These improvements include the construction of a drainage basin on-site.

e. While the project and its modifications would contribute to runoff, the requirements set forth in Mitigation Measures 3.6.1-3.6.6 in the 2006 EIR,[55] would reduce impacts to a less-than-significant level. These same mitigation measures would apply to the modified project and also reduce potential runoff impacts to a *less-than-significant* level.

f. The project modifications would not otherwise degrade water quality beyond the potential impacts discussed in responses a) and c). Therefore, the modified project would result in a *less-than-significant* impact.

g. The project site is not in a 100-year flood hazard zone.[56] Therefore, the project and its modifications would have *no impact*.

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[54] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.6-15.

[55] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.6-13.

[56] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.6-11.

h. Because the project site is not located in a 100-year flood hazard zone, proposed structures would not impede or redirect flood flows.[58] Therefore, *no impacts* would occur.

i. As stated by Impact 3.6.9 of the 2006 EIR, there is risk of inundation due to dam failure. The existing Emergency Action Plan that would be initiated by the East Bay Municipal Utility District would lessen potential risks under the modified project in the event of a dam break along the Lower Mokelumne River.[60] Therefore, a *less-than-significant* impact would occur.

j. Because the project is not located near a large body of water, there will be *no impact* from seiche. Similarly, there would be no impact associated with a potential tsunami or mudflow due to the distance from the Pacific Ocean and the relatively flat topography of the project site. Therefore, *no impact* would occur.

Environmental Topic	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
13. Public Services and Recreation				
Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Findings and Conclusions:

[58] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.6-11.

[60] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.6-20.

a. **Fire:** As identified by Mitigation Measure 3.9.1 in the 2006 EIR, a fire station would be constructed on-site in Phase II of the development.[61] The station and department staff operating from it would be adequate to meet the service needs of the modified project. Because the station would be built on-site under the modified project, its construction would not result in any new, significant impacts beyond those already identified in the 2006 EIR. As a result, a *less-than-significant impact* would occur.

Police: The Lodi Police Department will provide service to the project. As stated in the 2006 EIR, the demand for increased policing will be offset by the increase in tax base from the proposed retail and residential uses.[63] This would also apply to the modified project. In addition, the project will involve the formation of a Community Service District (CSD), the proceeds from which will be used to help finance additional police services, if necessary. Therefore, a *less-than-significant* impact would occur.

It may be that new police stations or expansions of existing stations are required in the future to adequately serve the project, in combination with other projects. If and when the City initiates plans for a new or expanded facility, an environmental evaluation would be conducted to address potential impacts.

Schools: As stated in Impact 3.9.2 of the 2006 EIR, the original project had the potential to cause overcrowding at existing schools within the vicinity of the project.[65] Under the modified project, the potential for overcrowding still exists, however due the conversion of residential uses to senior and senior assisted living uses under the modified project, it is not expected that as many families with school-age children will be living on-site. Accordingly, it is expected that there would be a reduced demand on school capacity as a result of the modified project. It it is anticipated that when the project is at or near buildout, the necessary financing will be available from the collection of developer fees to pay for any necessary expansions of existing schools or construction of new schools to accommodate students generated by the new development. As a result, a *less-than-significant* impact would occur.

[61] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.9-5.

[63] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.9-4.

[65] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.9-2.

The potential impacts associated with construction of a new school or expansion of existing schools at a future phase of development would be analyzed under a separate CEQA analysis, when plans are set forth by the school district.

Parks: Modifications to the original project do not create the need for additional parkland. Under the modified project, 2 acres of parkland would be created within the project site. Creation of this parkland and construction of related improvements would not result in any potential impacts to the environment beyond those already discussed in the 2006 EIR and this Addendum. Although the original 5.4 acres[66] of neighborhood parkland would be reduced to 2 acres[67] under the modified plan, these modifications would not create the need for additional facilities on or off-site. The City currently has 5.5 acres of parkland for every 1,000 residents, satisfying its goal of 2.5 acres of parkland for every 1,000 residents.[68] Furthermore, it is expected that many of the future residents of the project currently reside within or near the City of Lodi and already use its parks and recreational facilities. Therefore, project residents are not expected to represent an entirely new (park) user population and it is not expected that all residents would regularly use the City's park and recreational facilities. Lastly, due to the conversion of residential uses to senior and senior assisted living under the modified project, it is expected that there would be a reduced demand for parkland both on and off-site. The expected decrease in the number of families with children and adolescents would more than likely translate to reduced demand for park facilities, especially those containing features such as ball fields and playgrounds. As a result, a *less-than-significant* impact on parks would occur.

b. The project includes the construction of a two-acre park on the project site. Construction of the park will not have an adverse physical effect on the environment beyond the effects already considered in this 2006 EIR and this EIR Addendum. Therefore, a *less-than-significant* impact would occur.

[66] Willdan, Reynolds Ranch Project EIR, August, 2006, page 2.0-19.

[67] Phillippi Engineering, Reynolds Ranch Land Plan, March 17, 2007.

[68] Morimoto, David. Senior Planner, City of Lodi. Personal email communication with Leslie Wilson, DC&E, July 14, 2008.

Environmental Topic	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
14. Utilities and Infrastructure				
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
d. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
e. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
f. Comply with federal, state, and local statutes and regulations related to solid waste?				X

Findings and Conclusions.

a. Though the modified project would generate increased demand for wastewater treatment, the demand from the project modifications will be adequately met by the improvements identified in the 2008 Waste Water Master Plan. The project modifications would slightly increase the wet weather flow from 2.4 cubic feet per second (cfs)[69] to 2.5 cfs[70]; this is not considered a substantial wastewater increase and would not exceed the existing or proposed wastewater processing capabilities. Therefore, the modified project would not exceed wastewater treatment requirements, and the modified project would have *less-than-significant* impacts.

[69] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.11-11.

[70] City of Lodi, Reynolds Ranch Wastewater Master Plan, May, 29, 2008, page 11.

b. As stated in Impact 3.11.5 in the 2006 EIR, the project would increase the demand for sanitary wastewater service. Mitigation Measures 3.11.7 - 3.11.10 set forth by the 2006 EIR, would require the construction of new wastewater facilities.[71] These improvements would take place either within the project site or areas that have previously been disturbed through the installation of infrastructure or building construction. As a result, construction of new wastewater facilities under the modified plan would cause *less than significant* environmental effects.

c. Water supply demand would increase as a result of the modified project. The demand under the original project was 501 acre fee per year (AFY) and would increase to 540 AFY under the modified project, which represent a change of less than 10 percent. The City Public Works Director reviewed the increased water demand levels associate with the modified project and concluded that it was not necessary to update the Water Supply Assessment completed for the original project and presented in Appendix I of the 2006 EIR.[72] Furthermore, Public Works determined that the increase in water supply demand does not warrant any additional mitigation that has not already been considered in the 2006 EIR. Accordingly, the Mitigation Measures 3.11.1 – 3.11.6, set forth from the 2006 EIR, are adequate to reduce impacts related to water supply to a *less tan significant* level.

d. See b) above.

e. As stated in the 2006 EIR, solid waste from the project would be transported to the North County Recycling Center and Landfill. The landfill is projected to be open until 2035. It was determined in the 2006 EIR that the facility had adequate capacity to accommodate solid waste generated under the original project. Although the modified project would likely generate an increased amount of waste due to the proposed increase in retail uses, the North County landfill would still have adequate capacity to accommodate the project's disposal needs.[74] Therefore, a *less-than-significant* impact would occur.

f. As stated on page 3.11-10 of the 2006 EIR,[75] the original project would have complied with applicable solid waste regulations. Although the modified project would alter land uses on the site, compliance with Fed-

[71] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.11-13.

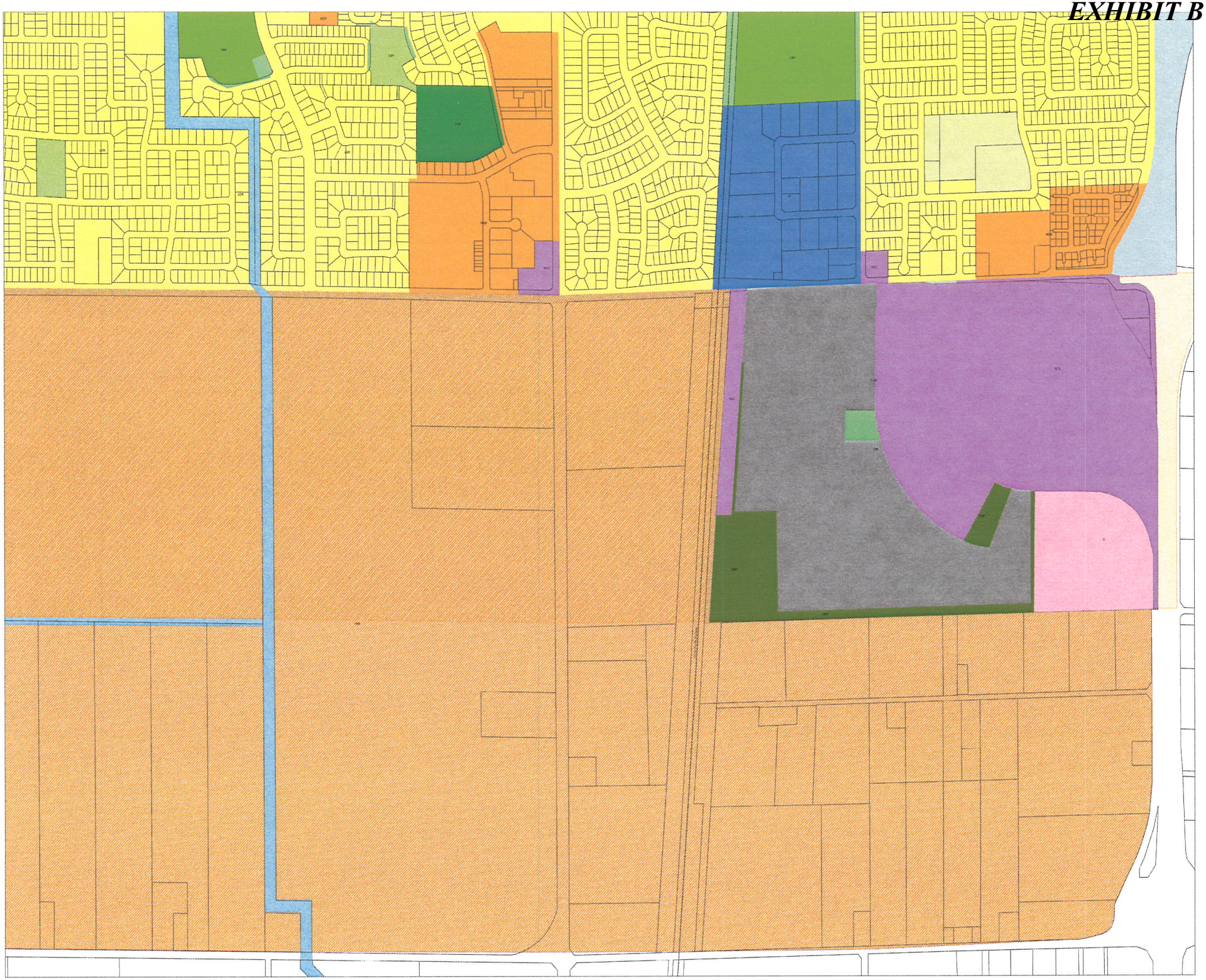
[72] Sandelin, Wally, Director of Public Works, City of Lodi. Correspondence with Peter Pirnejad, Co-Interim Community Development Director, City of Lodi, June 24, 2008.

[74] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.11-10.

[75] Willdan, Reynolds Ranch Project EIR, August, 2006, page 3.11-10.

eral, State and local statutes related to solid waste would be upheld under the modified project. Because the modified project includes a gas station, conformance with applicable regulations related to the transport, storage, and disposal of hazardous materials and waste would be followed. Therefore, *no impact* would occur related to the modified project's compliance with federal, State and local solid waste regulations statutes.

EXHIBIT B



RESOLUTION NO. P.C. 08-24

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LODI APPROVING A TENTATIVE MAP FOR THE REYNOLDS RANCH PROJECT (File No.08-P-03)

WHEREAS, the Planning Commission of the City of Lodi has heretofore held a duly noticed public hearing, as required by law, on the requested General Plan Amendment in accordance with the Government Code; and

WHEREAS, the project proponent is Dale Gillespie on behalf of the San Joaquin Valley Land Company LLC, 1420 S. Mills Ave., Suite K, Lodi, CA 95242; and

WHEREAS, the properties are located at the Southwest corner of East Harney Lane and State Route 99; and

WHEREAS, the properties have a General Plan land use designation of Planned Residential, Neighborhood Community Commercial, Office, Drainage Basin Park, and Public Quasi Public; and

WHEREAS, a General Plan Amendment is proposed that would change the properties' designation to include Neighborhood Community Commercial, Office, Drainage Basin Park, and Public Quasi Public; and

WHEREAS, the Community Development Department prepared an Environmental Impact Report (EIR), consistent with the California Environmental Quality Act (CEQA); and

WHEREAS, the EIR was published, posted and circulated between June 9, 2006 and July 24, 2006, 2006 for a 45-day public review period; and

WHEREAS, the Final EIR, including comments and responses to comments, was certified by the City Council on August 30, 2006; and

WHEREAS, consistent with CEQA, an initial study was conducted to analyze potential impacts associated with proposed changes to the project, which initial study demonstrated that none of the circumstances articulated in CEQA Guidelines section 15162 requiring preparation of a subsequent EIR were present; and

WHEREAS, pursuant to CEQA Guidelines sections 15162 and 15164 an addendum to the previously certified EIR was prepared, which includes and incorporates the initial study analyzing the proposed project changes, and is attached to this Resolution as Exhibit A and incorporated herein ("Addendum"); and

WHEREAS, all legal prerequisites to the approval of this request have occurred.

NOW, THEREFORE, BE IT FOUND, as follows, by the Planning Commission of the City of Lodi, based on the entirety of the record before it, which includes without limitation, the City of Lodi General Plan, the City of Lodi Municipal Code, the previously certified EIR, the Addendum to the EIR and the initial study for the project changes, included and incorporated into the Addendum:

1. The Planning Commission has considered the previously certified EIR and the Addendum and finds that changes to the project, which adjust and redistribute land uses on the site, do not require major revisions to the previously certified EIR or preparation of a subsequent EIR for the following reasons:

   (a) Proposed project changes will not result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts. As described in the Addendum, which incorporates the initial study for the modified project, the modified

project is still a mixed-use development, similar to the type of project considered in the previously certified EIR. While specific land uses have been adjusted and redistributed, mitigation identified in the previously certified EIR will apply to the project changes, such that these changes will not create any new or substantially more severe significant environmental impacts.

(b) There are no changes in circumstances under which the project will be undertaken that will result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts. Though the project has been modified, the circumstances under which the project will be undertaken have not changed, therefore, there are no new or substantially more severe significant impacts that will result from any change in circumstances.

(c) The City is not aware of any new information of substantial importance that shows that the project will have any significant impacts not discussed in the previously certified EIR, or that significant impacts previously examined will be substantially more severe than shown in the previous EIR, or that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, or that mitigation measures or alternatives that are considerably different from those analyzed in the previously certified EIR would substantially reduce one or more significant effects on the environment.

(d) Accordingly, no subsequent EIR is required for approval of this project, and pursuant to CEQA Guidelines section 15164, an addendum is appropriate for approval of the project.

2. The Planning Commission has considered the proposed Tentative Map and finds as follows:

(a) The proposed Tentative Map (Exhibit B) is consistent with the City's General Plan, as proposed for amendment, and is conditioned to conform to the standards and improvements mandated by the City of Lodi's Public Works Department Standards and Specifications, and Zoning Ordinance. Land uses proposed for the subdivided parcels comply with the proposed General Plan Amendment. Through the conditions of approval set forth by the City in this resolution, the project will comply with the City's development standards and Municipal Code provisions.

(b) The size, shape and topography of the site are physically suitable for the proposed residential development, in that the site is generally flat with no unusual or extraordinary topographic features.

(c) The proposed Tentative Map does not conflict with easements, acquired by the public at large, for access through or use of property within the proposed map.

(d) The proposed Tentative Map can be served by all public utilities.

(e) The Tentative Map complies with the requirements of Chapter 16.08 of the Lodi Municipal Code regulating Tentative Maps.

(f) None of the mandatory findings for tentative map denial within the State Subdivision Map Act, § 66474 apply to this proposal.

NOW, THEREFORE, BE IT FOUND, DETERMINED AND RESOLVED by the Planning Commission of the City of Lodi, that subject to the City Council's approval of the proposed General Plan Amendment, Tentative Map Number 08-P-03 is hereby approved, subject to the following conditions:

Community Development Department, Planning:

1. The developer will defend, indemnify, and hold the City, its agents, officers, and employees harmless of any claim, action, or proceeding to attack, set aside, void, or annul this Tentative Map, so long as the City promptly notifies the developer of any claim, action, or proceedings, and the City cooperates fully in defense of the action or proceedings.
2. The Tentative Map shall expire within 24 months of Planning Commission approval or a time extension must be granted by the Planning Commission.
3. The Final Map shall be in substantial conformance to the approved Tentative Map, as conditioned, and that any future development shall be consistent with applicable sections of the Municipal Code.
4. Any building improvements, additions, or exterior remodeling shall be subject to setback, lot coverage, parking and all other zoning code requirements as required by the Lodi Municipal Code or approved Development Plan.
5. The project is still subject to review by the Site Plan and Architectural Review Committee.
6. Applicable agreements, easements and/or deed restrictions for access, use and maintenance of shared, private facilities shall be subject to Community Development Department approval.
7. Unless expressly changed by the terms of this resolution, the project shall continue to be subject to all conditions, exactions, terms, and entitlements previously imposed and generally including but not limited to; City Council Resolution 2006-162, 2006-163, 2006-164, Ordinance 1784 and 1785.

Community Development Department, Building:

8. A building permit is required for any plumbing work and the appropriate submittal documents prepared by a registered engineer or licensed architect shall be submitted to the Community Development Department for complete review and approval.

Public Works Department:

9. The City limits line and Caltrans right-of-way need to be clearly delineated on the map.
10. Parcels 18, 19 and 20 should be shown as a “Designated Remainder”. The centerline of Reynolds Ranch Parkway shall be the easterly boundary of the Designated Remainder.
11. Dedication of street right-of-way as shown on the tentative map with the following changes/additions:
    a. The street rights-of-way, with the exception of Parcel 16, should not be shown as separate parcels on the map.
    b. The Reynolds Ranch Parkway and a portion of the Harney Lane right-of-way dedications shown as Parcel 17 on the tentative map have already been dedicated as street easements by separate deeds. Show the existing right-of-way dedications on the map.
    c. The undedicated portion of the Harney Lane right-of-way east of Reynolds Ranch Parkway (Parcel 15 and portion of Parcel 17) should be shown as street right-of-way dedications on the map.
12. Dedication of public utility easements as required by the various utility companies and the City of Lodi. The public utility easement along the Harney Lane frontage of Parcels 1 and 14 and adjacent to the west boundary of Parcel 16 needs to be 12 feet in width.
13. All property dedicated to the City of Lodi shall be free and clear of all liens and encumbrances and without cost to the City of Lodi and free and clear of environmental hazards, hazardous materials or hazardous waste. Developer shall prepare and submit a hazardous materials

report and shall indemnify the City against any and all hazardous materials and/or ground water contamination for Parcel 16.

14. Submit final map per City and County requirements including the following:
    a. Preliminary title report.
    b. Waiver of access rights to the street listed below:
        i. Harney Lane, except at driveway locations approved by the City.
    c. Standard note regarding requirements to be met at subsequent date.
    d. Final Map Guarantee.
15. Payment of the following:
    a. Filing and processing fees and charges for services performed by City forces per the Public Works Fee and Service Charge Schedule.
16. The above fees are subject to periodic adjustment as provided by the implementing ordinance/resolution. The fee charged will be that in effect at the time of collection indicated above.
17. In order to assist the City of Lodi in providing an adequate water supply, the Owner/Developer on behalf of itself, its successors and assigns, shall enter into an agreement with the City that the City of Lodi be appointed as its agent for the exercise of any and all overlying water rights appurtenant to the proposed parcels within the boundaries of the parcel map, and that the City may charge fees for the delivery of such water in accordance with City rate policies. In Addition, the agreement shall assign all appropriative or prescriptive rights to the City. The agreement will establish conditions and covenants running with the land for all lots within the boundaries of the parcel map and provide deed provisions to be included in each conveyance.

Dated: September 10, 2008

I hereby certify that Resolution No. P.C. 08-24 was passed and adopted by the Planning Commission of the City of Lodi at a regular meeting held on September 10, 2008, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ABSTAIN: Commissioners:

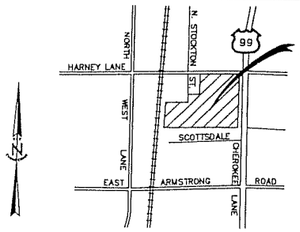
ATTEST: _____

Secretary, Planning Commission

Exhibit A

See Exhibit A of Resolution P.C. 08-23

EXHIBIT B



Vicinity Map
N.T.S.

Owner of Record/Developer:
San Joaquin Valley Land Company, LLC
Skinner Ranch Holdings, LP,
Reynolds Ranch Partners,
and South River Ranch, LLC
c/o RPM Company
1420 South Mills Ave., Suite 'K'
Lodi, CA 95242
Attn: Dale Gillespie
(209) 333-3400

Engineer/Applicant:
RSC Engineering, Inc.
2250 Douglas Blvd., Suite 150
Roseville, CA 95661
Attn: Rick Chavez
(916) 788-2884

Topographic Survey provided by Phillippi Engineering, dated 03/12/08.

Proposed General Plan Designation and Zone:
HDR-High Density Residential, SHDR-High Density Residential, LDR-low Density Residential, MDR-Medium Density Residential Residential, DB-Detention Basin, S-School and PD-Planned Development

Existing General Plan Designation and Zone:
NCC-Neighborhood Community Commercial, PR-Planned Residential, O-Office and PD-Planned Development

APN & Existing Net/Gross AC:

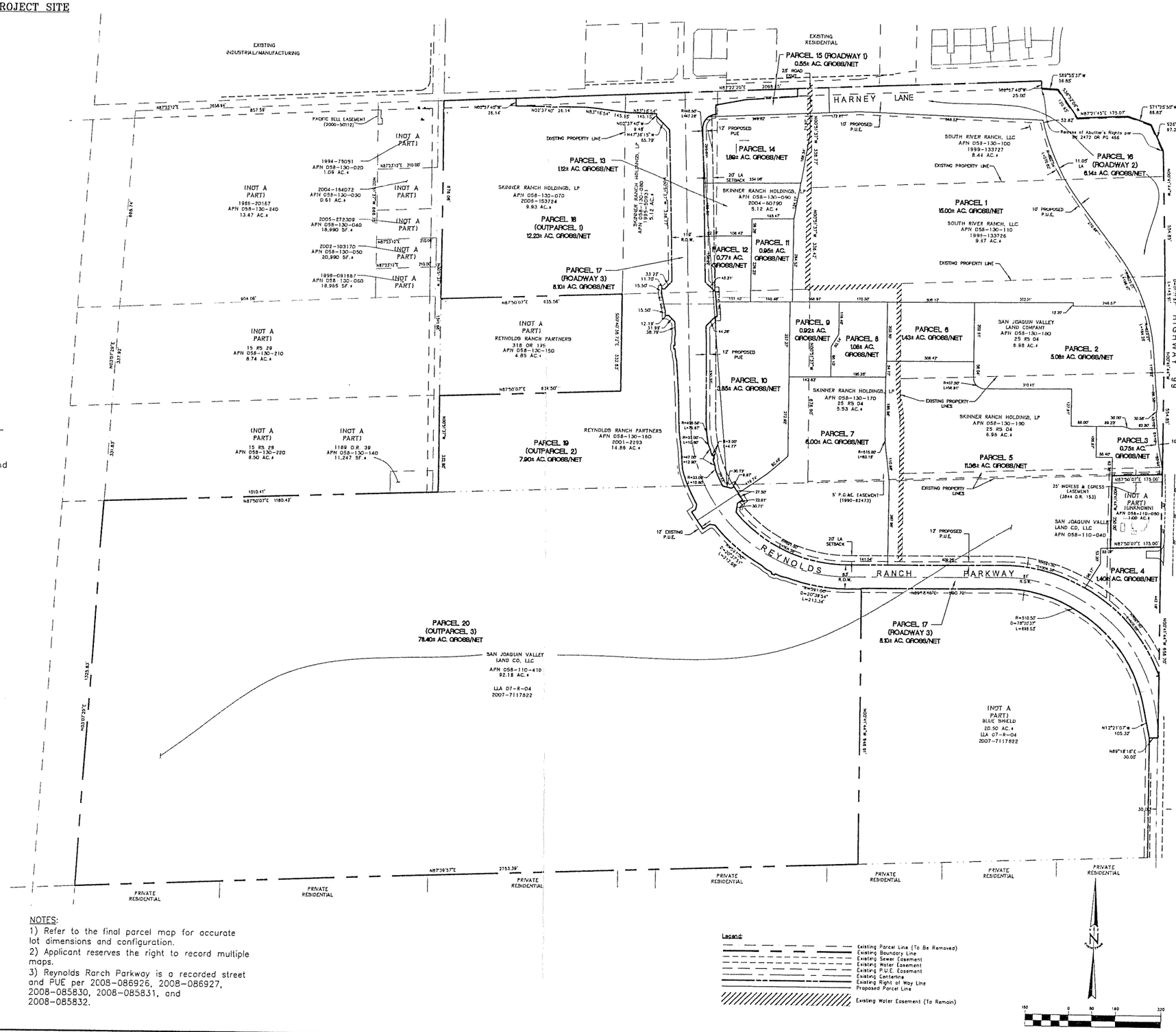
APN 058-130-070	9.93± AC.
APN 058-130-080	5.12± AC.
APN 058-130-090	5.12± AC.
APN 058-130-100	8.44± AC.
APN 058-130-110	9.67± AC.
APN 058-130-160	14.86± AC.
APN 058-130-170	5.53± AC.
APN 058-130-180	6.98± AC.
APN 058-130-190	6.98± AC.
APN 058-110-040 & APN 058-110-410	92.18± AC.
Total:	164.81± AC.

Proposed Net/Gross AC:

Parcel 1:	15.00± AC.
Parcel 2:	5.08± AC.
Parcel 3:	0.75± AC.
Parcel 4:	1.40± AC.
Parcel 5:	11.36± AC.
Parcel 6:	1.43± AC.
Parcel 7:	5.89± AC.
Parcel 8:	1.08± AC.
Parcel 9:	0.92± AC.
Parcel 10:	3.85± AC.
Parcel 11:	0.95± AC.
Parcel 12:	0.77± AC.
Parcel 13:	1.12± AC.
Parcel 14:	1.89± AC.
Parcel 15 (Roadway 1):	0.55± AC.
Parcel 16 (Roadway 2):	6.14± AC.
Parcel 17 (Roadway 3):	8.10± AC.
Parcel 18 (Outparcel 1):	12.23± AC.
Parcel 19 (Outparcel 2):	7.90± AC.
Parcel 20 (Outparcel 3):	78.40± AC.
Total:	164.58± AC.

Utilities:
Sewer – City of Lodi Public Works
Water – City of Lodi Public Works
Drainage – City of Lodi Public Works
Electricity – City of Lodi Electric Utility District
Gas – PG&E
Telephone – AT&T
Fire – City of Lodi Fire Department

NOTES:
1) Refer to the final parcel map for accurate lot dimensions and configuration.
2) Applicant reserves the right to record multiple maps.
3) Reynolds Ranch Parkway is a recorded street and PUE per 2008-086926, 2008-086927, 2008-085830, 2008-085831, and 2008-085832.



PCI / SAN JOAQUIN VALLEY LAND COMPANY

NO.	DESCRIPTION	BY	DATE
		CITY APPROVED	

REGISTERED PROFESSIONAL ENGINEER RICHARD S. CRAVEN No.29033 Mar. 31, 2009 CIVIL STATE OF CALIFORNIA

RSC ENGINEERING
2250 Douglas Blvd. Suite 150
Roseville, CA 95661
Ph:916.788.2884 Fax:916.788.4408

PROJECT NO. 059-001
DRAWN BY: C. VARGAS
CHECKED BY: T. WILSON
DESIGNED BY: RSC Eng

TENTATIVE PARCEL MAP REYNOLDS RANCH PHASE II

HARNEY LANE & HIGHWAY 99
LODI, CA

SHEET TITLE
TM-OV

SHEET NO.
1 OF 1

DATE: 08/08/08

Item 6a.

MEMORANDUM, City of Lodi, Community Development Department

To: City of Lodi Planning Commissioners

From: Peter Pirnejad, Planning Manager

Date: Planning Commission Meeting of 9/10/08

Subject: Past meetings of the City Council and other meetings pertinent to the Planning Commission

In an effort to inform the Planning Commissioners of past meetings of the Council and other pertinent items staff has prepared the following list of titles.

If you have any questions, please feel free to contact the Planning Department or visit the City of Lodi website at: http://www.lodi.gov/city-council/AgendaPage.html to view Staff Reports and Minutes from the corresponding meeting date.

Date	Meeting	Title
September 3, 2008	REGULAR	Adopt Resolution Awarding Construction Contract for Finance Department Relocation Project to Sequoia Pacific Builders, Inc., of Roseville ($598,160) and Appropriating $100,000 in Additional Funds (Total Project $750,000).
		Continue the Public Hearing to September 17, 2008 to consider a General Plan Amendment for Reynolds Ranch.
		Conduct a Public Hearing to consider uses of the 2008 Mid-Year Allocation of Community Development Block Grant (CDBG) Program Funds and the reallocation of available funds from previous program years.
		Public Hearing to Consider Resolution Setting Fee for Storm Drainage Development Standard Plans Compliance Inspection for Post Construction Best Management Practices as Required in the Standards.
		Receive Recommended Design Guidelines for Transit Oriented Development for Downtown area and Adopt Resolution Approving Subject Document.
		Ordinance No. 1817 Entitled, “An Ordinance of the City Council of the City of Lodi Amending Lodi Municipal Code Title 17 – Zoning – by Repealing and Reenacting Chapter 17.81 Relating to Site Plan and Architectural Approval”.