

## **C. LOCKEFORD**

### **1. Background**

Lockeford is an unincorporated community located 17 miles northeast of Stockton. State Route 12/88 traverses the community and provides access from nearby Lodi and Stockton to the recreational areas of the Sierras. The Southern Pacific Railroad (SPRR) runs east-west through the community and the Mokelumne River forms its northern border.

The name "Lockeford" was derived from a ford in the Mokelumne River located on the ranch belonging to Dr. Dean J. Locke, who settled the area in 1851. In 1860, John A. Clapp used the name for his hotel, and within a few years the town was laid out on the Locke Ranch and officially named "Lockeford." The post office was established in 1861 with Luther Locke, father of the town's founder, as the first postmaster.

The community's founders envisioned Lockeford as the base of navigation on the Mokelumne River. The community was home to the Mokelumne Steam Navigation Company, formed in 1862. By 1865, however, the coming of the SPRR thwarted efforts to develop a competitive steam shipping industry. The community prospered as an agricultural processing center, with dairy and beef cattle, hogs, and produce raised on the rich bottomlands of the Mokelumne River. Recent agricultural trends have been toward development of permanent irrigated pastures of Ladino clover, and alfalfa and rye grass.

The community was first served by the San Joaquin Sierra Nevada railroad in 1882. The railroad brought business and commerce to the town, including a creamery, a wagon manufacturer, and retail stores. Growth was slow but steady through the first part of the 20th century, and has increased during the 1970s and 1980s. Lockeford has become a stopping point for tourists en route to the Sierra. The community's proximity to Stockton has fueled residential growth, with a number of single family home subdivisions constructed during the last decade.

There are several historic resources in Lockeford. The original post office, known as the "White House" or "Locke House and Barn" is listed on the National Register of Historic Places. Locke's Ford on Locust Street is a California Historic Landmark. Other resources regarded as State Points of Historic Interest include: Locke's Meat Market, on State Route 12/88; the Old Lockeford School, on Jack Tone Road; and Harmony Grove Church and Cemetery, on Locke Road.

### **2. Land Use Profile**

Lockeford had a 1990 population of about 2,300 and covered approximately 400 acres. About 3/4 of the homes in the community have been built during the last decade. Figure VI.C-1 illustrates and Table VI.C-1 presents the existing land uses for the community.

Despite Lockeford's recent growth, the community retains much of its original character. The community center encompasses about 100 acres along both sides of State Route 12/88, extending five blocks from east to west and one block back from either side of the highway. The area contains older single family homes on small lots and many historic commercial and public buildings. The downtown area, with its narrow buildings and pedestrian scale, is reminiscent of the gold rush towns of the Sierra foothills. Several of the buildings in this area have been restored; others are vacant.

Development was contained within the town's original boundaries for many years, but has recently extended well beyond the central area. Residential growth has been to the south and southeast, although a new subdivision is developing in the northeast portion of the community. Industrial growth

has occurred to the southwest of the community, primarily between Brandt Road and the railroad tracks. Commercial growth, historically focused in the community center, has recently shifted south along the state highway. A community shopping center has been constructed a half-mile south at Jack Tone Road, and the grocery and pharmacy downtown have relocated there. Some of the downtown buildings could potentially be re-used as specialty shops.

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**Table VI.C-1: Lockeford Existing Land Use Profile (Gross Acres) Year 1987**

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
<b>RESIDENTIAL</b>	<b>235</b>	<b>20.8</b>
<b>COMMERCIAL</b>	<b>20</b>	<b>1.7</b>
<b>INDUSTRIAL</b>	<b>102</b>	<b>8.9</b>
<b>PUBLIC/INSTITUTIONAL</b>	<b>5</b>	<b>0.4</b>
<b>PERMANENT OPEN SPACE</b>	<b>6</b>	<b>0.5</b>
<b>AGRICULTURE/VACANT/CONSERV.</b>	<b><u>774</u></b>	<b><u>67.7</u></b>
<b>TOTAL</b>	<b>1,142</b>	<b>100.0</b>

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See Introduction (Chapter I) for assumptions.

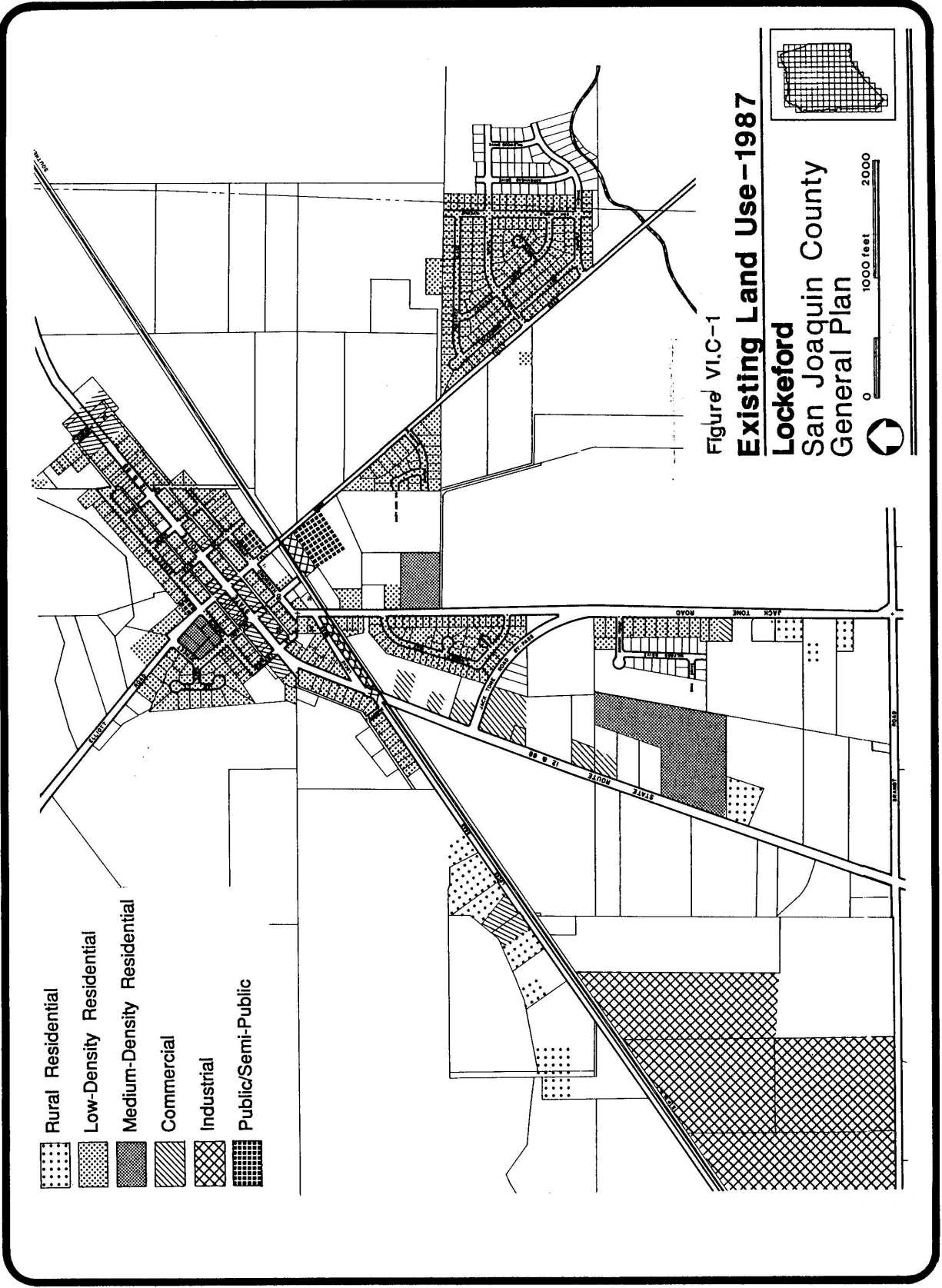
The majority of the developed land in Lockeford is devoted to residential use. Single-family homes are the predominant housing type, with some multiple units. Several mobile home parks are located in the community including two large facilities containing about 140 dwellings located in the southern part of the community. Several of the newer subdivisions have given the town a more spread-out character and have created the potential for infill development.

Industrial uses comprise more than a quarter of the developed land. Most of the community's industries are agriculturally-related. However, one of the largest industries is a steel building manufacturer, producing structures for agricultural, industrial, commercial, and institutional use. The plant consists of 140,000 square feet of buildings on 24 acres.

Lockeford's commercial land serves the immediate needs of residents and surrounding agricultural areas, as well as motorists using State Route 12/88. Commercial uses include a number of antique stores and other establishments that have capitalized on the town's historic architecture.

Historic Harmony Grove Church, on a one-acre site at Locke and Brandt Roads, is owned and operated by San Joaquin County. Elsewhere in the planning area, public land totals 5 acres, including the Lockeford Elementary School on Tully Road.

State Route 12/88 traffic volumes have and will continue to increase during the planning period. Traffic projections call for through-traffic and additional community traffic to continue to increase and burden the State Route 12/88 system. Even with no increase in community traffic, State Route 12/88 will be at gridlock by 2010. Given the existing development along the Old Town portion of the highway, additional improvements to relieve the congestion are not possible. A Lockeford State Route 12/88 bypass needs to be built to accommodate growth in Lockeford and to handle the increase in through-traffic.



### 3. Planning Factors

**Physical Setting.** The bluffs of the Mokelumne River have formed a natural edge along the community's north side for many years. In addition to their scenic value, the bluffs separate Lockeford from the river's flood plain. The flood plain itself is agricultural and contains riparian vegetation and wildlife along the river. Bear Creek, which runs parallel to the river about two miles south, also is bordered by riparian vegetation. Soils surrounding the community are primarily Class I and II and are intensively used for field and orchard crops. The community also contains significant oak groves, located on the eastern and southern edges of the community. Residents have expressed a desire to protect these areas from urban development.

Manmade factors will affect the location of growth in Lockeford as well. The railroad and state highway are major noise sources. Industrial development southwest of the community makes this area less desirable for residential growth.

**Public Services.** Public services in Lockeford are summarized in Table VI.C-2. The community consolidated independent sewer and water districts several years ago and now has a locally-elected community service district board. A brief description of each service category is presented below.

Water Supply and Distribution. The Lockeford Community Services District (LCSD) supplies water to the community. The LCSD is undertaking a 5-to-7 year improvement project to replace sub-standard water distribution lines in the central business district. These lines range from 2" to 8", with some of the smaller lines considered inadequate for fire protection. Additional wells will be required as new subdivisions are developed. This should not constrain growth in the community, as water quality is considered good and groundwater is readily available.

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**Table VI.C-2: Community of Lockeford Public Services**

<u>Function</u>	<u>Service Provider</u>
<b>Water</b>	<b>Lockeford Community Services District</b>
<b>Wastewater</b>	<b>Lockeford Community Services District</b>
<b>Storm Drainage</b>	<b>Lambert Village Maintenance District CSA #45 , Lockeford Bluffs Bear Creek Terrace Maintenance District</b>
<b>Police</b>	<b>San Joaquin County Sheriff's Department, CHP</b>
<b>Fire</b>	<b>Mokelumne Rural Fire District</b>
<b>Schools</b>	<b>Lodi Unified School District</b>

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Wastewater Collection and Treatment. The LCSD provides sewage treatment to Lockeford, but is near its design capacity of 210,000 gallons per day. An additional holding pond has been constructed at the treatment site, which is located two miles southeast of the community center on Tully and Brandt Roads. The ponds have expanded the plant's capacity up to about 800 connections, adequate to serve Lockeford's immediate needs but inadequate for the town's projected growth. A longer-term solution to sewage disposal is needed.

Industrial development southwest of town is served by independent wastewater disposal systems. Connecting these establishments and future industries to the town's plant would require further expansion of the plant.

Storm Drainage. Lockeford's drainage system consists of county-maintained underground pipes to on-site ponds and to the Mokelumne River and Bear Creek. Terminal drainage systems have been constructed for the Bear Creek Terrace and Locke Haven Subdivisions. A third terminal drainage system, serving development along Jack Tone Road, is being constructed by the County. Terminal drainage systems are required for all new subdivisions.

Police and Fire. Law enforcement protection is provided by the San Joaquin County Sheriff's Department. Fire protection services are provided by the Mokelumne Rural Fire District located in Victor, four miles to the west. The District has one paid fire chief, two paid fire fighters and several volunteers.

Schools. Lockeford is within the Lodi Unified School District (LUSD). Children attend Lockeford Elementary School just south of downtown Lockeford. Older children attend Lodi High School. The LUSD is overcrowded at the high school level. Lockeford is large enough to support a branch library but has no permanent facility at this time. The town is currently serviced by the bookmobile on a bi-weekly basis.

Recreation. Lockeford has no community park facilities. The school playfields are available for use by town residents, and there are regional recreation areas close-by. Given the amount of growth that has recently occurred in Lockeford and the amount that is likely in the near future, a town park is needed. Local residents have expressed interest in establishing a park at the oak grove south of the elementary school.

Circulation. State Route 12/88 is the primary element of Lockeford's circulation system. In addition to carrying local traffic, the road is the town's primary link to Stockton and Lodi and is also a major regional access route to the Sierra. Consequently, the two-lane highway is jammed with traffic on weekends. With the highway functioning both as Lockeford's "Main Street" and as a major through-route, the town has become a bottleneck. Construction of a State Route 12/88 bypass around the community needs to be given serious consideration if Lockeford is to grow.

Elliott, Tully, and Jack Tone Roads serve as collector streets, converging near the town center. A network of local streets feed into these roads or directly into the state highway.

#### **4. 2010 Land Use Map**

##### **Assumptions**

1. All future development will be coordinated with the Lockeford Community Services District.
2. The Lockeford Community Services District will have the ability to provide required services for the growth planned.
3. Lockeford will remain an "urban center," providing commercial services for residents, surrounding agricultural areas, and motorists traveling on State Route 12/88.
4. The General Plan roadway level of service standards can be met in Lockeford, and the Lockeford State Route 12/88 Bypass will be constructed.

**Community Plan 2010 Map.** The future land use plan for Lockeford (available separately) is a large oversized map which accompanies this document. Table VI.C-3 presents the proposed acreage in each land use category. The map considers the local planning factors, assumptions, and local community development policies as well as county-wide policies contained in Volume 1 of the General Plan 2010. All development must be consistent with the Community Plan for Lockeford as well as with the county-wide General Plan, including the Community Plans.

Lockeford is expected to remain an urban center over the next 20 years. More growth is shown on the Lockeford Community Plan than can be built and still meet the Transportation policies of the Countywide Plan. These policies limit the amount of traffic that may burden the road network. In the designation of land, the plan reflects existing trends and conditions. The Community's Plan Assumption assumes that roadway improvements will be completed to allow the planned growth. Residential growth is directed to the south of the community center and industrial growth is directed southwest. Some expansion of the commercial area along State Route 12/88 is also envisioned.

**Table VI.C-3: Lockeford Proposed Land Use Plan (Gross Acres)**

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
<b>RESIDENTIAL</b>	<b>607</b>	<b>53.2</b>	<b>233</b>	<b>374</b>
• Very Low	37	3.2	11	26
• Low	506	44.3	194	312
• Medium	64	5.6	28	36
<b>COMMERCIAL</b>	<b>126</b>	<b>11.0</b>	<b>19</b>	<b>107</b>
• Community	40	3.5	17	23
• General	43	3.8	2	41
• Office	38	3.3	0	38
• Neighborhood	5	0.4	0	5
<b>INDUSTRIAL</b>	<b>334</b>	<b>29.2</b>	<b>106</b>	<b>228</b>
• General	142	12.4	102	40
• Limited	192	16.8	4	188
<b>PUBLIC</b>	<b>51</b>	<b>4.5</b>	<b>4</b>	<b>47</b>
• Schools	17	1.5	4	13
• Other	34	3.0	0	34
<b>OPEN SPACE</b>	<b>24</b>	<b>2.1</b>	<b>6</b>	<b>18</b>
• Parks	19	1.7	1	18
• Resource Conservation	0	0.0	0	0
• Other	<u>5</u>	<u>0.4</u>	<u>5</u>	<u>0</u>
<b>TOTAL</b>	<b>1,142</b>	<b>100.0</b>	<b>368</b>	<b>774</b>

Acres Already Developed are 1987 Figures.  
See Introduction (Chapter I) for assumptions.

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**Table VI.C-4: Buildout Potential for Lockeford**

	<b>1990 Existing Dwellings</b>	<b>2010<sup>1</sup> Dwellings</b>	<b>Buildout Total Dwellings</b>
<b>RESIDENTIAL</b>	<b>848</b>	<b>1,500</b>	<b>2,100</b>
	<b><u>1990</u></b>	<b><u>2010</u></b>	<b><u>Buildout</u></b>
<b>POPULATION</b>	<b>2,300</b>	<b>4,400</b>	<b>6,100</b>

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See Introduction (Chapter I) for assumptions.

<sup>1</sup>Low Density Residential is Assumes 4.0 dwelling units per acre rather than 4.5 (Lockeford only)

Table VI.C-4 indicates the potential buildout under the future land use plan. The figures imply a possible buildout population of about 6,100.

#### **General Plan Policies Specific to Lockeford**

1. No significant expansion of the growth area for the Lockeford community shall occur until solutions to the congestion on State Route 12/88 have been developed and implemented.
2. Minimum parcel size in the Residential-Low Density designation in Lockeford shall be 8,000 square feet.
3. All new development in the Lockeford area shall be coordinated with the Lockeford Community Services District.
4. The Lockeford Community Services District shall be encouraged to operate and maintain community services in Lockeford.
5. Community water and sewer services should be provided to "infill" land inside the LCSD before service is extended to property outside its current boundaries. Annexation of areas designated for industrial use outside the district boundaries should be encouraged.
6. The oak grove south of the Lockeford Elementary School shall be protected.
7. Structures located on the bluff of the Mokelumne River shall be set back at least 50 feet from the edge of the bluff.
8. A community fire station should be constructed.

### **General Plan Implementation Specific to Lockeford**

1. An archaeology study and report shall be required for all discretionary applications along the Mokelumne River bluff and within 100 feet of the centerline of Bear Creek to protect any stone age artifacts remaining there. (Planning)
2. The feasibility of a State Route 12/88 bypass around Lockeford should continue to be actively explored. As an interim solution to congestion, better traffic control measures (turning lanes, stop signs, etc.) should be utilized within Lockeford. If a bypass is built, a re-evaluation of the town's land use plan should be conducted. (Public Works, Planning)

### **D. BALANCE OF THE PLANNING AREA**

Outside of the two designated communities in the planning area, land is planned for limited and general agriculture and for resource conservation. The area contains sand and gravel aggregate extraction sites and a number of regional parks along the Mokelumne River and on the shores of Camanche Reservoir, as well as sand and gravel aggregate extraction sites. These areas, as well as the riparian areas along Dry Creek, Bear Creek, and the Mokelumne River, and the oak groves south of Brandt Road, have been designated for Resource Conservation while all other areas have been designated for agriculture. The Lockeford Area is anticipated to remain a highly productive farming area through the year 2010 and should be safeguarded from rural residential development pressures.