



**Annex R (Recovery)**  
**Appendix 1 (Hazard Mitigation)**  
**Attachment 2 (Participating Jurisdictions)**  
**Enclosure 1 (City of Lodi)**

1.2.3 Multi-Jurisdictional Plan Adoption Supporting Documentation

1.3.1 Multi-Jurisdictional Planning Participation

2.2 Local Capabilities Assessment

2.2.1 Resources Available to Mitigate

Provides a description of the human and technical resources available to engage in mitigation planning process and to develop a local mitigation plan.

Current resources include fire department personnel and limited GIS technology within the City of Lodi capability. Emergency management is provided through the fire department.

2.2.2 Financial and Funding Resources to Mitigate

Listing of financial and funding resources to affect or promote mitigation within jurisdiction.

Funding resources that affect mitigation are provided through the general fund. The City of Lodi fund emergency management activities through the fire department.

2.2.3 Local Ordinances that Affect or Promote Mitigation

Lists local ordinances that affect or promote disaster mitigation project and programs.

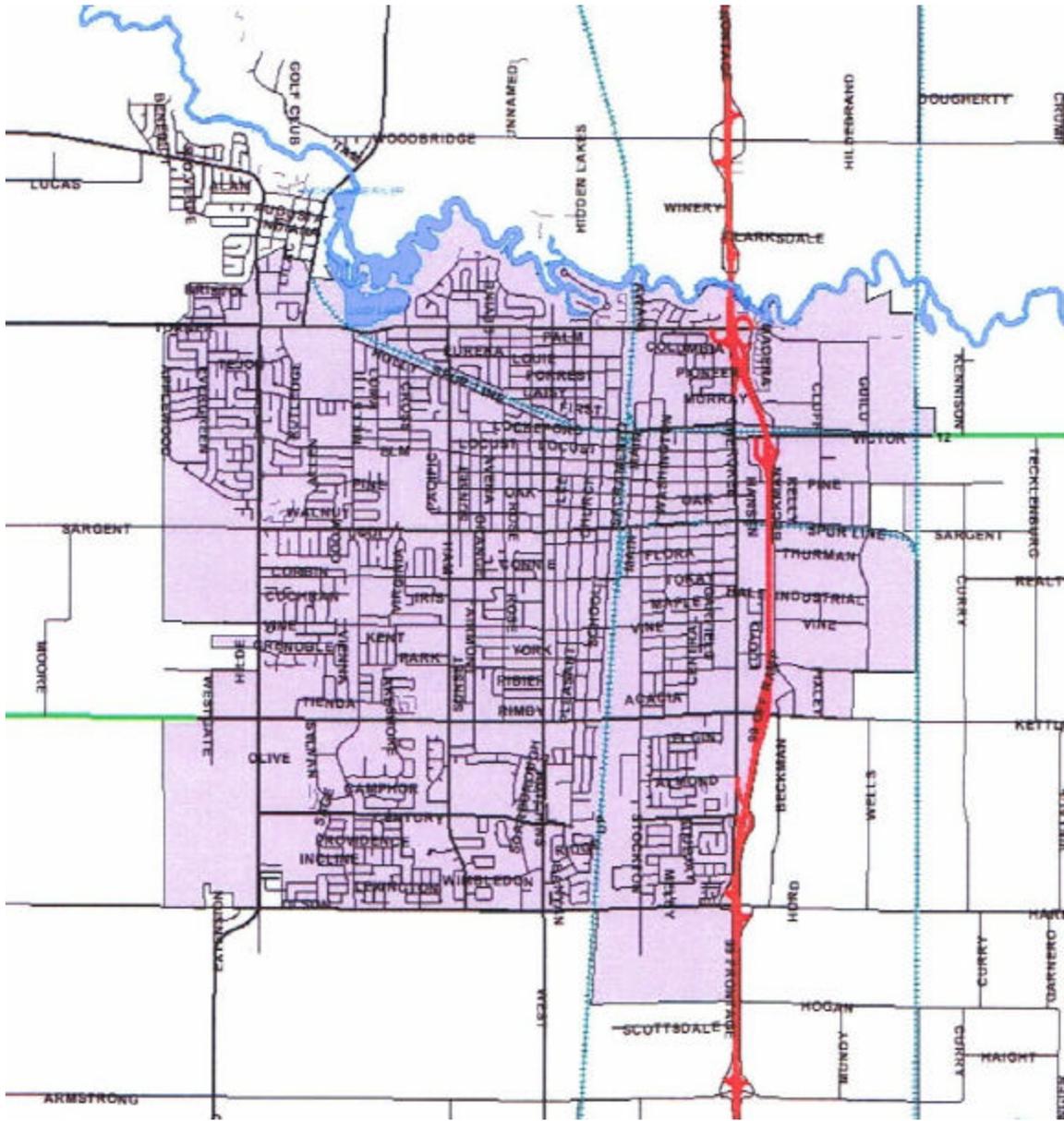
2.2.4 Current Mitigation Projects and Programs

Includes a description of in-progress, ongoing, or completed mitigation projects, and programs.

See 4.4.1

### 3.7.1 Risk Assessment for Each Participating Jurisdiction

The hazards are additional descriptions beyond the County of San Joaquin local government assessment. If the County assessment fulfills a jurisdictional hazard, then additional information is not needed.



#### 4.4 Mitigation Strategy

Participating jurisdictions shall review the LHMP and decide if the entries fulfill their needs. If the LHMP does not satisfy their needs, additional information should be developed and submitted for entry into LHMP.

##### 4.4.1 Action Item(s)

Each jurisdiction shall include in their enclosure at least one mitigation action item.

The City of Lodi Fire Department and Police Department is actively participating in the County sponsored Flood Hazard Mitigation mapping program. These maps will be made available to incident commanders for evacuation assistance.

In addition, the City of Lodi will be building a new fire station in the Southeast corner of the city in 2009. The fire station will provide coverage to the southeast portion of the city including newly annexed areas.

**E-11**

CITY COUNCIL

BOB JOHNSON, Mayor  
JOANNE MOUNCE,  
Mayor Pro Tempore  
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**CITY OF LODI**

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Ron Baldwin  
San Joaquin County OES  
222 E. Weber Ave, Room 610  
Stockton, CA 95202

re: Participation in San Joaquin County's Multi-Jurisdictional Local Hazard Mitigation Plan

Dear Mr. Baldwin,

At this time the City of Lodi intends to participate as a local jurisdiction in San Joaquin County's Multi-Jurisdictional Local Hazard Mitigation Plan. In January 2008, the City will consider formal adoption of the plan and promptly notify you of the outcome of that consideration.

The City has provided mitigation actions and other requested information to your office by e-mail for inclusion in the City's participating jurisdiction Enclosure.

Sincerely yours,

  
Michael Pretz  
City of Lodi Fire Chief

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2.2.3 Local Ordinances that Affect or Promote Mitigation

Lists local ordinances that affect or promote disaster mitigation projects and programs.

- City of Lodi General Plan

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<sup>1</sup> References: Lodi General Plan Update, **Working** Paper No. 1, July 2007  
Lodi Municipal Services Review, October 2007

The City of Lodi has begun a comprehensive update of its General Plan. The General Plan is the City's long-range document addressing future development within the community. The current General Plan was adopted in 1991 as a document of objectives and recommended policies, which have governed all development for the past 15 years.

- Environmental Impact Report  
Conducted parallel to the General Plan update will be an Environmental Impact Report (EIR). The EIR assess the impacts of the General plan so that mitigation can be built into it. The result is a self-mitigating Plan.
- Lodi 2003-2009 Housing Element (2004)  
The Housing Element of the General Plan was updated in 2004.
- Parks, Recreation, and Open Space Plan (1994)  
This plan was adopted in 1994. It studies the existing parks and recreation facilities, operations, and services and provides recommendations including those for improvements, management, and maintenance.
- Westside Facilities Master Plan (1991)  
This plan is intended to identify and plan for the schools, parks and open space, circulation, and storm drainage improvements to support 390 acres of existing and planned growth.
- Central City Revitalization Program (1994)  
The purpose of this plan is to ensure the dramatic economic and physical improvement of the historic central area of Lodi by instigating a revitalization effort.
- Downtown Development Standards and Guidelines (1997)  
Following the Central City Revitalization Program, this set of guidelines was created to ensure that high quality design was maintained for all new construction and rehabilitation projects in the downtown district. It augments the requirements of the City's Zoning Code.
- Eastside Mobility and Access Plan (2006)  
In 2004, the California Department of Transportation awarded the City with a grant to fund this plan. The purpose is to provide improvements to Lodi's Eastside neighborhood.
- Schools Facilities Master Plan (2006)  
This recently updated plan by the Lodi Unified School District (LUSD) provides a foundation for improvement and expansion of school facilities.
- City of Lodi Stormwater Management Program (2003)

In 2003, the City of Lodi established a Stormwater Management Program (SMP) to protect the quality of water in Lodi Lake, the Mokelumne River, and the Woodbridge Irrigation Canal and meet requirements set forth by the Federal Water Pollution Control Act and the National Pollutant Discharge Elimination System.

- Title 24 of the California Electrical Code  
Title 24 of the California Electrical Code provides energy conservation standards for residential and commercial construction. The City enforces these standards through the local building permit process.

#### 2.2.4 Current Mitigation Projects and Programs

Includes a description of in-progress, ongoing, or completed mitigation projects, and programs.

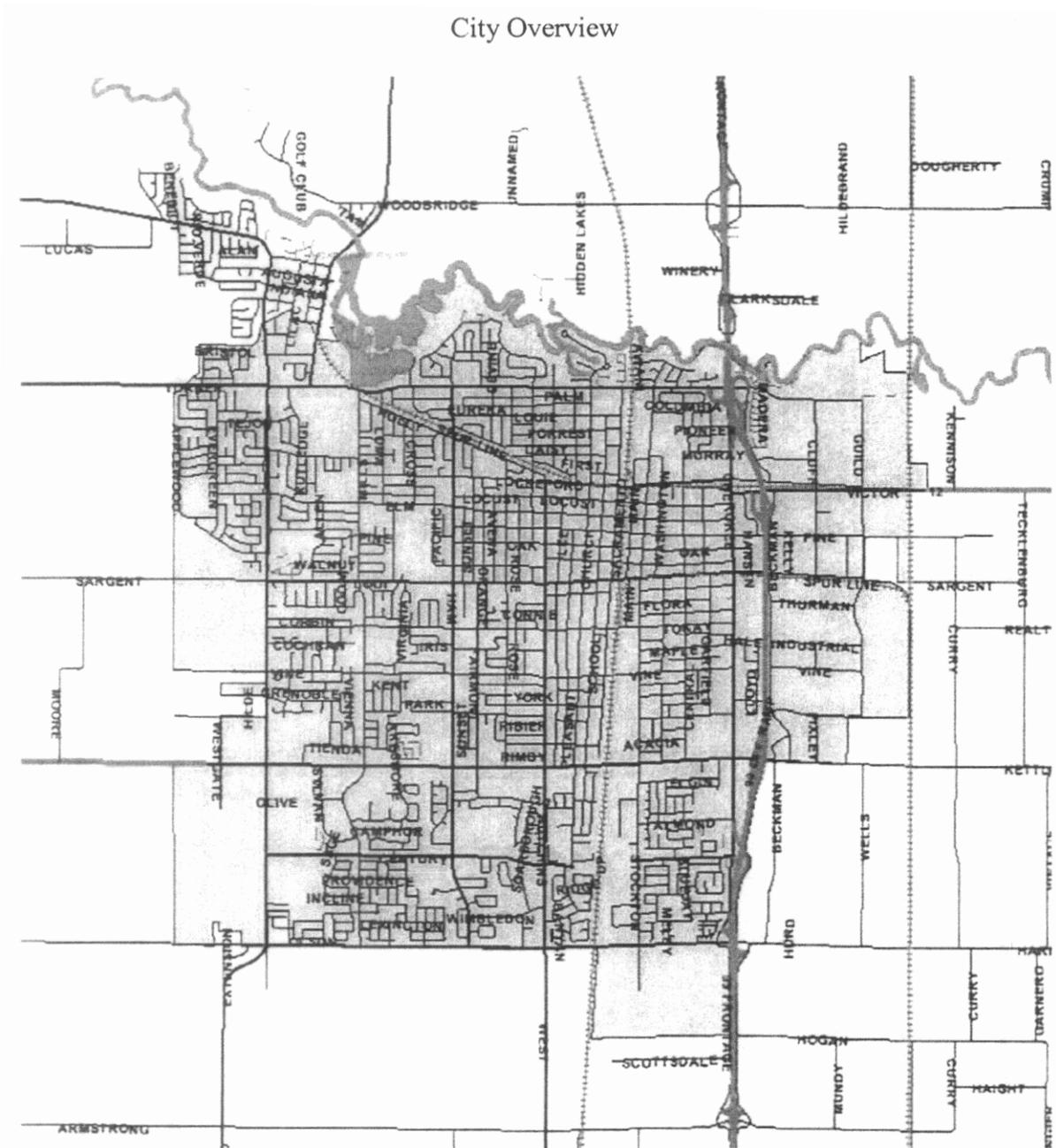
- The Health and Safety Element of the City’s 1991 General Plan includes policies to ensure that adequate fire personnel related facilities are funded and provided to meet future growth. Additional policies are intended to reduce the risk of fire by promoting installation of automatic sprinklers in new developments, requiring new development to comply with minimum fire flow rates, and promoting the installation of built-in fire protection equipment in all new development.
- The General Plan provides policies to prevent crime and to ensure the adequate provision of police services. These policies require the City to promote installation of security equipment in new development, encourage developers to incorporate crime preventing site design and structural features into new developments, and provide adequate review to ensure that crime prevention is considered in new development.
- The City of Lodi adopted a UWMP in 2005 according to the Urban Water Management Planning Act (AB 797). The UWMP is intended to ensure efficient use of available water, evaluate the existing water system and supply reliability, and provide water shortage contingency plans.
- Lodi is voluntarily taking measures to reduce their contribution to regional groundwater overdrafting. In 2003, the City contracted with the Woodbridge Irrigation District (WID) to provide 6,000 AFY of untreated surface water from the Mokelumne River for forty years. Under this agreement, the City can bank up to 18,000 acre feet (three years supply) of water.
- 2- to 3- inch distribution mains in the City’s piping system for water are currently being updated.

- The recent energy crisis in California led the Lodi Electric Utility to implement the following measures to promote energy conservation:
  - Residential Energy Efficient Appliance Rebate Program
  - Residential Air Duct Testing
  - Energy Audit Program
  - Lodi Solar Rooftops Pilot Project (which provides rebates for the installment of photovoltaic/solar panels on residential properties within the City of Lodi)

3.7.1 Risk Assessment for Each Participating Jurisdiction

The hazards are additional descriptions beyond the County of San Joaquin local government assessment. If the County assessment fulfills a jurisdictional hazard, then additional information is not needed.

The City of Lodi has not identified any hazards additional to those described in the County’s risk assessment section of this document.



*Regional Location*

Located along the Mokelumne River abutting the Sacramento Delta, Lodi is situated in the San Joaquin Valley between Stockton, six miles to the south, and Sacramento, 35 miles to the north, and adjacent to U.S. Highway 99. The City is located on the main line of the Southern Pacific Railroad and is within five miles of Interstate 5 via State Highway 12.

Lodi’s incorporated limits (exclusive of the wastewater treatment facility located several miles to the west) encompass an area of about 12 square miles. The city is largely flat, distinguished by Lodi Lake and the Mokelumne River that form the northern edge of the City limits.

*Lana’ Use and Historical Setting*

Economic and population trends underlie the potential for growth of the City of Lodi. However, the importance of Lodi’s wine and agricultural industries must also be realized by protecting its fertile farmlands. Lodi’s current land uses are arranged in an overall pattern defined by Lodi’s historic growth. Like many early farming communities, the city first developed along the Oakland-Sacramento Central Pacific Railroad when the Town of Mokelumne, as the city was originally called, was founded in 1869.

Lodi is a compact city with an area of 13.74 square miles (12.04 square miles of urban land and 1.70 square miles at White Slough). It is the densest city in San Joaquin County. Lodi’s Sphere of Influence (SOI) is larger, encompassing a total of 16.6 square miles.

Major land uses (excluding streets and other rights of way) in Lodi’s City limits, excluding White Slough, are:

Residential	46.9%
Industrial	12.6%
Public and quasi-public (including schools)	8.7%
Agriculture & wineries	7.7%
Commercial & retail uses	6.7%
Vacant land	6.7%

*Agriculture*

Agriculture has always been a major economic force and part of the physical landscape in Lodi. The city has traditionally maintained a compact form, keeping agricultural uses outside its urban core and City limits. Today, Lodi wines and grapes are still the pride of the region, but most agriculture activity takes place outside the City limits.

Agricultural activities play an important role in the City’s economic, cultural, and environmental identity. Grapes, processed foods, nuts, fruit, and milk are all

commodities of the Lodi area, with both national and international markets. Wine growers in the Lodi area alone produce an annual crop with an estimated worth of more than \$350 million. In addition to the direct contributions of agriculture, there are secondary economic resources. These include the food processing industry, winemaking, and tourism.

#### *Biological Resources and Environmental Setting*

The City of Lodi's Planning Area includes a variety of biological communities that provide habitat for both rare and common wildlife and plant species. Characteristic vegetation communities in the region include agricultural habitats and annual grassland. Freshwater emergent wetland, lacustrine water, and valley foothill riparian habitats are also located within the Planning Area, but account for a very small portion – each less than one percent – of the total Planning Area.

#### *White Slough*

The White Slough area encompasses a total of about 1,040 acres of land along I-5. The water pollution control facility encompasses roughly 158.4 acres of land. Adjacent to it, the City owns and leases out nearly 900 acres to local farmers for the cultivation and harvesting of feed and fodder crops not intended for human consumption.

#### *Topography*

The Lodi area is a low-lying, gently sloping former floodplain of the Mokelumne River that lies within six miles of the San Francisco Bay-San Joaquin River Delta (Delta). The Mokelumne River originates in the Sierra Nevada Mountains to the east of the Central Valley and passes through the northeastern portion of the Planning Area. Elevations of the Planning Area range from about 50 feet above sea level along the river bank in the northeastern portion to about 25 feet in the southwest corner. The average slope is about 0.1-0.2 percent, with west-southwest aspect toward the Delta sloughs.

#### *Transportation*

Lodi is positioned in the northern part of San Joaquin County and served by several modes of transportation including highway, transit, bicycle, pedestrian, and rail. The City is located at the confluence of several of Northern California's important inter-regional transportation facilities, including State Route 99 (SR-99), State Route 12 (SR-12), and the transcontinental railroad system (provided by Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe (BNSF)). The safe and efficient transport of people and goods across this multi-modal system is crucial to the social and economic well being of the City – both now and in the future.

There are two airports located in the Lodi area, Kingdon Airpark and Lodi Airport. The Kingdon Airpark is located about three miles southwest of the City. This airpark is privately owned and can accommodate small twin-engine airplanes and other small general aviation aircraft. Its primary use is for agricultural activities. The Lodi Airport is located three miles south of the City. It is owned by an agricultural service firm and accommodates only small light aircraft. While it is open to the public, it provides no services except to its owner's aircraft.

### *Development and Population Growth*

Lodi is the fourth largest city in San Joaquin County, with a population of 63,395. [California Department of Finance, E-1 City/County Population Estimates, 2007.1 Between 1990 and 2000, the City of Lodi's population increased by 10.3 percent to 57,935. Demographic shifts experienced during this same time period include an increase in percentage of children and 35 – 54 year olds, and an increase in family size and non-family households, and a 76 percent increase in residents of Hispanic/Latino origin.

Lodi's population is projected to increase by 13.4% between 2005 and 2015 to a population of 69,055. By 2030, Lodi's population is projected to reach 81,717. San Joaquin Council of Governments (SJCOG) projects that the other cities in the County will continue to grow at a faster rate than the Lodi.

While Lodi's growth rate has been lower than other cities in the county, development pressures can be felt both from within and outside the city limits. Forthcoming projects, such as the new Wal-Mart Super Center, Reynolds Ranch/Blue Shield of California Call Center, and the Southwest Gateway and Westside Developments are only the beginning of Lodi's new additions. The spill over expansion effect of nearby cities, such as Stockton, has also put growth pressures on Lodi.

### *Water transmission and distribution*

The City's sole source of water is groundwater, it does not currently operate any facilities for surface water diversion or treatment. The City currently operates 26 wells with a combined capacity of 50.7 million gallons per day. Municipal wells generally pump water from 100-500 feet below the surface, and are all equipped to provide emergency chlorination. In addition, several wells are equipped with granular activated carbon for removal of dibromochloropropane (DBCP). The City has 1.1 million gallons of water storage capacity, provided by a 100,000 gallon elevated storage tank located on North Main Street and a one million gallon storage facility and pumping station located on Highway 99 and Thomson Road.

### *Electrical Utility*

Electrical services are provided to residential, commercial and industrial customers in the City of Lodi by the Lodi Electrical Utility. The utility is owned and operated by the City, and is budgeted with 47 staff for 2007-8. Lodi Electric Utility is a member of the Northern California Power Agency (NPCA), a Joint Action Agency that enables the Utility to purchase and supply electricity at cost.

#### 4.4 Mitigation Strategy

Participating jurisdictions shall review the LHMP and decide if the entries fulfill their needs. If the LHMP does not satisfy their needs, additional information should be developed and submitted for entry into LHMP.

##### 4.4.1 Action Item(s)

Each jurisdiction shall include in their enclosure at least one mitigation action item.

- The City of Lodi Fire Department and Police Department are actively participating in the County sponsored Flood Contingency Planning Mapping Project and Evacuation Planning Mapping Project as described in Section 4.2.1.1 (Office of Emergency Services) of the County Plan. These maps will be made available to incident commanders for flood fighting and evacuation assistance.
- The City of Lodi will be building a new fire station in the Southeast corner of the city in 2009. The fire station will provide coverage to the southeast portion of the city including newly annexed areas.
- The City's current schedule anticipates construction of the infrastructure needed to utilize Mokelumne River water to begin in 2010-2011. The actual construction timeline will depend on funding sources.
- The City is in the process of developing a Recycled Water Master Plan (RWMP) to increase recycled water use.
- The City has incorporated management measures to help maintain high groundwater quality, including: cleanup work that is underway and planned to expand in 2007/08 for PCE (Tetrachloroethylene) and TCE (Trichloroethylene), as these chemical have been detected in wells in north and central Lodi; weekly monitoring for bacterial water quality; periodic chlorination to prevent bacterial contamination; and well monitoring for the gasoline additive MTBE (Methyl-Tert-Butyl-Ether).
- Proposed development of recent and approved project areas will necessitate expansion and improvements to the existing Stormwater system. These improvements include:
  - Proposed development of the Westside and SW Gateway project areas could include underground conveyances to on-site detention basins which would connect to the City's existing system. The basins would drain to a central pump station that would deliver water to the Century Boulevard outfall line.

Attachment 2 – Participating Jurisdictions  
Enclosure 1 – City of Lodi

- o Construction of a new 49 acre multi-purpose community park and storm drainage detention basin facility just east of the SW Gateway project area, as approved by the City. The facility, known as De Benedetti Park, includes a detention basin (G Basin) that will serve an 878 acre watershed east of Lower Sacramento Road.

RESOLUTION NO. 2008-14

A RESOLUTION OF THE LODI CITY COUNCIL  
ADOPTING THE SAN JOAQUIN COUNTY  
HAZARD MITIGATION PLAN

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WHEREAS, the Disaster Mitigation Act of 2000 (P.L. 106-390) was enacted by Congress on October 30,2000; and

WHEREAS, final rules were published by the Federal Emergency Management Agency in March 2004; and

WHEREAS, San Joaquin County has requested the City of Lodi join in multi-jurisdiction hazard planning; and

WHEREAS, the San Joaquin County Hazard Mitigation Plan fulfils the requirements of both State and Federal agencies; and

WHEREAS, the Lodi Hazard Mitigation Plan uses information provided by the Lodi Municipal Services Review.

NOW, THEREFORE, BE IT RESOLVED that the Lodi City Council does hereby adopt the San Joaquin County Hazard Mitigation Plan.

Date: February 6, 2008

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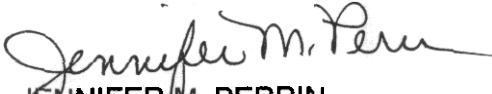
I hereby certify that Resolution No. 2008-14 was passed and adopted by the Lodi City Council in a regular meeting held February 6, 2008, by the following vote:

AYES: COUNCIL MEMBERS – Hansen, Hitchcock, Johnson, Katzakian,  
and Mayor Mounce

NOES: COUNCIL MEMBERS – None

ABSENT: COUNCIL MEMBERS – None

ABSTAIN: COUNCIL MEMBERS – None

  
JENNIFER M. PERRIN  
Deputy City Clerk