

0045a
45a

PUBLIC HEARINGS

Notice thereof having been published in accordance with law and affidavit of publication being on file in the office of the City Clerk, Mayor Olson called for the Public Hearing to consider:

Proposed City's Street Standards Revisions

ORDINANCE AMENDING CITY'S STREET STANDARDS REVISIONS

The matter was introduced by Public Works Director Ronsko. Mr. Ronsko presented diagrams and responded to questions as were posed by the Council.

Following an inquiry by Council Member Pinkerton, Staff assured the Council that the Ham Lane Residences would not be bound by this decision.

There were no persons in the audience wishing to speak on this matter, and the public portion of the hearing was closed.

ORD. NO. 1309 INTRODUCED

Council Member Pinkerton then moved for introduction of Ordinance No. 1309 approving the proposed City's Street Standard Revisions hereinafter set forth. The motion was seconded by Council Member Reid, and carried by the following vote:

Ayes: Council Members - Reid, Murphy, Pinkerton, Snider, & Olson (Mayor)

Noes: Council Members - None

Absent: Council Members - None

PROPOSED STREET STANDARDS REVISIONS

STREET	EXISTING		PROPOSED	
	Curb-curb (c-c) distance	R/W	Curb-curb	R/W
Minor Res.	36'	50'	34'	50'
Str. Res.	40'	55'	39'	55'
Minor Collec.	44'	60'	44'	60'
Major Collec.	48'	64'	48'	64'
Industrial	48'	60'	46'	60'
Arterial	64'	80'	64'	80'

Note: Stockton allows a combination of 34' and 36' c-c streets in R-1 subdivisions with various criteria. Their standard residential street is 40' c-c. They have no 44' or 48' collector; they go right to 64' c-c. Their industrial street is 44' c-c.

**NOTICE OF PUBLIC HEARING BY THE CITY COUNCIL
OF THE CITY OF LODI TO CONSIDER PROPOSED CITY'S
STREET STANDARDS REVISIONS**

NOTICE IS HEREBY GIVEN that on Wednesday, March 21, 1984, at the hour of 8:00 p.m. or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing in the Council Chambers, City Hall, 221 West Pine Street, Lodi, California, to consider the proposed City's Street Standard Revisions hereinafter set forth.

PROPOSED STREET STANDARDS REVISIONS

<u>STREET</u>	<u>EXISTING</u>		<u>PROPOSED</u>	
	<u>Curb-curb (c-c) distance</u>	<u>R/W</u>	<u>Curb-curb</u>	<u>R/W</u>
Minor Residential	36'	50'	34'	50'
Str. Residential	40'	55'	39	55'
Minor Collector	44'	60'	44'	60'
Major Collector	48'	64'	48'	64'
Industrial	48'	60'	46'	60'
Arterial	64'	80'	64'	80'

Note: Stockton allows a combination of 34' and 36' c-c streets in R-1 subdivisions with various criteria. Their standard residential street is 40' c-c. They have no 44' or 48' collector; they go right to 64' c-c. Their industrial street is 44' c-c.

Information regarding this item may be obtained in the Public Works Department at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views either for or against the above proposal. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

Dated: March 7, 1984

By Order of the City Council

Alice M. Reimche
City Clerk

MEMORANDUM, City of Lodi, Public Works Department

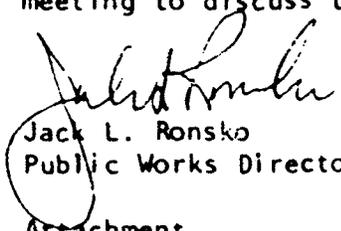
TO: Community Development Director
FROM: Public Works Director
DATE: February 7, 1984
SUBJECT: Street Standards Revisions

This department is preparing to recommend to the City Council that some minor changes be made in the City's Street Design Standards. These changes will result in a standard distance (2.5') between the back of the sidewalk and the right-of-way line. Presently this distance varies from 0.5' in industrial streets to 2.5' in arterial streets. It is felt that these changes should first be reviewed by the Planning Commission.

This change will make subdivision design and construction simpler and has been informally requested by local engineers. The existing and proposed Standards are shown on Exhibit A. In the cases of the Minor Residential, Standard Residential and Industrial Streets, the curb-to-curb width is slightly reduced. It is felt in these cases the reduction will not adversely affect vehicular travel and will certainly result in lower development costs.

Two additional changes are included in Exhibit A. These are the addition of a Major Collector and reduction of Industrial Sidewalk to 4 feet. Both changes have been previously utilized by Council action in specific circumstances and it is felt they should be made a Standard.

Public Works staff will be in attendance at the next Planning Commission meeting to discuss these changes.


Jack L. Ronsko
Public Works Director

Attachment

JLR/RCP/eeh

EXHIBIT A

PROPOSED STREET STANDARDS REVISIONS

<u>STREET</u>	E X I S T I N G		P R O P O S E D	
	<u>Curb-curb (c-c) distance</u>	<u>R/W</u>	<u>Curb-curb</u>	<u>R/W</u>
Minor Residential	36'	50'	34'	50'
Std. Residential	40'	55'	39'	55'
Minor Collector	44'	60'	44'	60'
Major Collector	48'	64'	48'	64'
Industrial	48'	60'	46'	60'
Arterial	64'	80'	64'	80'

Note: Stockton allows a combination of 34' and 36' c-c streets in R-1 subdivisions with various criteria. Their standard residential street is 40' c-c. They have no 44' or 48' collector; they go right to 64' c-c. Their industrial street is 44' c-c.

MINUTES
PLANNING COMMISSION

MONDAY

FEBRUARY 13, 1984

7:30 P.M.

The Planning Commission of the City of Lodi met and called to order by Chairman Joanne Hoffman at 7:30 p.m.

COMMISSIONERS PRESENT: Fred Baker; Susan Hitchcock-Akin; Michael Lapenta; Harry Marzolf; Roger Stafford; and Chairman Joanne Hoffman.

ROLL CALL

COMMISSIONERS ABSENT: Lee Ekstrom.

OTHERS PRESENT: Richard Prima, Associate Civil Engineer; and David Morimoto, Assistant Planner.

TENTATIVE MAPS

Mr. Ken H. Glantz, of Glantz, Diemler, Dorman, Consulting Engineers, requested the approval of the Tentative Sub-division Map of The Meadows Unit No. 1. A 7.04 acre tract, containing 12 duplex and 10 fourplex lots along the extension of South Mills Avenue between the Lakeshore Village Sub-division and Century Boulevard in an area zoned P-D (24), Planned Development District No. 24. The project is a portion of The Meadows Planned Development. This development was previously called Lobaugh Meadows.

TENTATIVE SUB. MAP
THE MEADOWS
(K. GLANTZ)
7.04 ACRE
S. MILLS & LAKE-
SHORE VILLAGE
P-D (24)

Staff introduced the matter and made the following comments: First, in response to a question about Century Boulevard, it was indicated that Century Boulevard would not be immediately constructed as a part of this first unit. There were several reasons for this including the fact that half of the right of way for Century Boulevard was outside of the City Limits and it was not normal City policy to construct streets outside of the City limits. Also, because the lots on Century Boulevard were all backup lots; none of these lots would require the construction of Century Boulevard to provide access to those lots. Finally, there was no immediate plans to construct the Century Boulevard bridge crossing over the Woodbridge Irrigation Canal; therefore, the road would not serve any immediate purpose since it would have no connections to the east or west.

2. There was a question concerning the storm drainage for this project. Staff explained that the project was located in the G-Storm Drainage Basin area which includes the area from Vine Street to the north, Harney Lane to the South, the Woodbridge Irrigation Canal to the east, and Lower Sacramento Road to the west. It is the intent of the City to construct a storm drainage basin to serve this entire area. The basin will be located at a

site currently owned by the City located at the southeast corner of Century Boulevard and Lower Sacramento Road. At present the City's Master Storm Drainage funds are being used on other projects within the City, and, therefore, the City has no funds to construct this basin. In order to provide storm drainage for The Meadows project, the applicant has agreed to construct, on a temporary basis, a portion of the basin large enough to serve his project. The basin will be constructed on the City's property, however, it will only be designed to serve The Meadows project. In the future, if more development is approved for the G-Basin area, the City will construct the permanent basin facility.

The following persons were present and spoke in favor of approving the Tentative Map:

1. Ken Glantz, of Glantz, Diemler, Dorman, Consulting Engineers, 1150 West Robinhood Drive, Suite 1C, Stockton, California.

Mr. Glantz stated that he represented a group of local individuals that were developing The Meadows Subdivision. As a first step they were requesting approval of the 22 lot subdivision known as "The Meadows Unit No. 1". This unit would contain 12 duplex lots and 10 fourplex lots to be located along both sides of Mills Avenue. The lots would be sold to local builders who would construct the duplex and fourplex units.

In response to inquiries from the Planning Commission Mr. Glantz made the following statements:

1. It was probable that most of the units would become rental units, although they could become condominiums if the future owners decided to go through the condominium approval process.
2. Concerning driveways, the developer felt that the best solution would be to have joint driveways between pairs of lots; however, at this point he did not know whether the developers would require this of future builders.
3. The parking could be either in the rear of the buildings or along the street. If they were located along the street the parking would be landscaped and bermed to screen them from the street.

Mr. Glantz further indicated that the owners were interested in developing an attractive project since they also own land to the east and west which would be developed in the future.

Also present to speak on the matter was James Gerard of Gerard and Gerard Real Estate. Mr. Gerard indicated that his firm had been selected to market the lots for this project. He indicated that there was strong demand in Lodi for lots in which to construct two, three and four unit dwellings. He noted that while the lots

were not yet for sale his office had already received a number of inquiries from local builders interested in purchasing the lots. He noted that with the rising price of single-family homes many people were interested in living in duplex and fourplex units. He also stated that he was impressed with the developers of this project and was confident that the project would be an attractive addition to the City of Lodi.

After further discussion, it was moved by Commissioner Stafford and seconded by Commissioner Lapenta, and unanimously passed that the Planning Commission approve the Tentative Subdivision Map of The Meadows Unit No. 1, with the following conditions:

1. That the developer install all on and off-site utilities and street improvements;
2. That the engineered improvement plans be prepared for all public improvements prior to final map filing;
3. That the public utility easements, as required by the various public utility companies and the City of Lodi, be dedicated;
4. That the developer pay all appropriate fees in effect at the time of the map filing, or issuance of building permit and enter into all applicable agreements;
5. That existing wells and septic tanks be abandoned in conformance with City requirements;
6. That the street right-of-way be dedicated;
7. That vehicular access to Century Boulevard be denied to lots 11 and 12;
8. That necessary facilities be provided for terminal storm drainage in accordance with the Master Storm Drainage program, and to the approval of the Public Works Director;

PLANNING MATTERS

The next item was a proposed change to the City Street Design Standards. Rich Prima, Associate Engineer of the Public Works Department, was present to introduce this matter.

PROPOSED CITY
STREET DESIGN
STANDARDS

Mr. Prima explained that the Public Works Department was proposing to change the City Street Design Standards. The change was to create a standard distance of 2½ feet between the back of sidewalk and the right-of-way line. Presently this distance varies from 1/2 of one foot in industrial streets, to 2½ feet in arterial residential streets. This change will make subdivision design and construction simpler by creating a uniform standard in all streets.

Following some discussion by the Planning Commission, it was

moved by Commission Baker and seconded by Commissioner Marzolf and unanimously passed that the Planning Commission recommend to the Lodi City Council that they approve the proposed change to the City Street Design Standards.

The next item for review was a discussion of the proposed revision to the City's Planning Fee Schedule. Assistant Planner Morimoto introduced this matter to the Planning Commission. He explained that the Planning Fees had not been revised since 1973. Since then the passage of Proposition 13 and the general inflation had resulted in the present fees being far less than the actual cost to the City of processing the various planning matters. There was some general discussion about the various fee items.

PROPOSED
REVISION TO
CITY'S PLANNING
FEE SCHEDULE
(DISCUSSION)

Mr. Morimoto then recommended that the Planning Commission hold off any formal discussion on this matter until Community Development Director James Schroeder were present at the meeting. Mr. Schroeder was the author of the Fee Schedule, and would be better able to answer questions regarding the contents.

Chairman Hoffman agreed to hold off any formal discussion until some later meeting.

ANNOUNCEMENTS AND CORRESPONDENCE

Assistant Planner Morimoto reminded the Commissioners of an upcoming Stanislaus County Planning Commissioner's Workshop scheduled for February 25, 1984. The Workshop to be held in the Riverbank Community Center, in Riverbank. The Workshop is an annual event put on by the various Planning Departments in the Stanislaus County. The Planning Commissioners in the City of Lodi have been invited to attend and were requested to contact Barbara Baber, Planning Department Secretary by February 17 if they wish to attend.

STANISLAUS COUNTY
PLANNING COMMISSIONER'S
WORKSHOP

The final item was a discussion of the Measure A, Greenbelt Initiative. It was suggested that this item be postponed until James Schroeder, Community Development Director, and Ron Stein, City Attorney, were present to discuss this item with the Commission.

MEASURE A -
GREENBELT INITIATIVE
DISCUSSION POSTPONED.

There being no further business, Chairwoman Joanne Hoffman adjourned the meeting at 8:50 p.m.

ADJOURNMENT

Attest

DAVID MORIMOTO
Acting Secretary