

**PUBLIC HEARING
RE CHURCH STREET
IMPROVEMENTS,
LOCKEFORD TO
TURNER ROAD**

Notice thereof having been published in accordance with law and affidavit of publication being on file in the office of the City Clerk, Mayor McCarty called for the Public Hearing to receive comments on the proposed Negative Declaration and Project Alternates Regarding Church Street Improvements, Lockeford to Turner Road.

The matter was introduced by Associate Civil Engineer Richard Prima. The following information regarding the proposed Church Street Reconstruction, including diagrams of the subject area was presented to Council.

CHURCH STREET RECONSTRUCTION

Environmental Assessment

PROJECT DESCRIPTION

The project, known as the Church Street Reconstruction, is located on the section of North Church Street between Turner Road and Lockeford Street. The purpose of the project is to improve traffic

Continued May 6, 1981

safety and flow by widening and reconstructing the street. As a part of the project, storm drainage facilities will be upgraded, fire hydrants and utility power lines will be relocated as necessary and curb, gutters and sidewalks will be relocated and reconstructed entirely or in part.

Church Street is a major north-south arterial in the City of Lodi. It is one of the few continuous north-south streets from Turner Road on the north to Century Boulevard on the south. The pavement, curb and gutter in the project area are in very poor condition and require a high level of maintenance. The flow of traffic is impeded by the narrow travel lanes.

Currently, the street in the project area has a curb-to-curb width that varies from 40 to 56 feet with two travel lanes and on-street parking on both sides of the street. Along much of the street there currently are planter strips with a width of 2 to 4 feet. These planters contain trees and shrubs of varying sizes.

The proposed project would retain the existing 60 foot wide right-of-way. No additional property would be required. The paved street would be widened to provide a 48-foot curb-to-curb distance. This would allow two 14-foot travel lanes and 10-foot parking lanes on both sides of the street. This would be achieved by eliminating the planter strips and relocating the existing curb, gutter and sidewalks. This width is recommended in the City's Street Master Plan (Faustman Report).

ENVIRONMENTAL ASSESSMENT

As noted in the Initial Study, potential significant environmental effects were narrowed to four specific areas. Those are air quality, noise, negative aesthetic effect, and change in traffic patterns. Each of these points was examined for this study.

- Traffic Patterns. Current traffic volumes are approximately 4,000 vehicle trips per day. The Faustman Report predicts an increase to 6,780 vehicle trips per day by 1995. The increase is expected to occur whether or not the proposed project is constructed. The street reconstruction should not significantly effect traffic patterns except to make the traffic move more safely and smoothly.

There will be some disruption of normal traffic during construction. Paving will be removed and work will be done on curbs and sidewalks, possibly restricting driveway access and on-street parking. There will also be some additional noise and dust from construction activities.

Continued May 6, 1981

These impacts will be temporary in nature. The inconvenience to neighborhood residents can be minimized by coordinating construction activities with affected homeowners and keeping them informed on what is going to take place. The construction area should be sprinkled continually to reduce dust problems. Traffic barriers and directional signs should be clearly posted.

- Air Quality. Although there may be some increase in traffic volume, it is not expected that this will increase vehicle related air pollution. Air quality is a regional phenomenon which is not significantly affected by a slight traffic increase at a single location. In general, the overall vehicle related air quality for the Lodi region will probably improve as a greater percentage of motor vehicles are equipped with emission control devices.
- Noise. Ambient noise levels are usually a function of traffic noise. Based on field measurements and calculations made in August, 1979, the average Leq noise level at 47 feet from the center line of the street is 56 to 57 decibels. With the increase in traffic volume the predicted Leq ambient noise level measurement will be 58-59 decibels. This is still within the acceptable noise range for residential exteriors.

The change in exterior noise levels due to traffic would result regardless of whether or not the project was constructed. The traffic increase will occur largely because of the new construction currently underway along Turner Road. The proposed street improvement could help the noise problem to some degree by improving the flow of traffic along Church Street. Smoothly flowing traffic produces a lower level of noise than traffic that must constantly change speeds.

- Aesthetics. The proposed project would require the removal of the existing planter strips along both sides of the street. These planters currently contain approximately 22 trees of varying sizes. These trees would be removed or relocated. This would effect the appearance of the street.

The removal of the street trees can be partially mitigated by replacing the existing trees with new trees once the project is completed. Since there would no longer be a planter strip, the trees could be placed in the front yards of the houses if this was requested by the residents. The City could assist the residents with the selection and planting of the trees.

Continued May 6, 1981.

FINDING

It is the finding of the City of Lodi that the Church Street Reconstruction will not have significant environmental effects that cannot be mitigated. The City is therefore filing a Mitigated Negative Declaration on the project.

The following alternates were detailed by Mr. Prima in his presentation:

Alternate A - Widening on both sides with a curb- to-curb width of 48 feet - Estimated cost - \$400,000.

Alternate B - Widening on east side only with a curb-to-curb width of 44 feet. Estimated cost - \$330,000.

Alternate C - Widening on west side only with a curb-to-curb width of 44 feet - Estimated cost - \$370,000.

Alternate D - No widening - curb-to-curb width remains at 40 feet - Estimated Cost - \$270,000

In general, construction on all alternates includes curb, gutter and sidewalk replacement, street reconstruction and some utility relocation.

The following persons spoke in favor of the proposed reconstruction:

- a) David Fyffe, 604 N. Church Street, Lodi
- b) George Robles, 604 N. Church Street, Lodi
- c) Otto Krueger, 632 N. Church Street, Lodi
- d) Charles Lambert, 426 N. Church Street
- e) Paul Mesko, 417 N. Church Street, Lodi

The following persons spoke in opposition of the proposed reconstruction:

- a) Roland Newton, 621 N. Grant, property owner - 513 N. Church Street, Lodi

Also addressing the Council on the matter was Fred Bunnell, 722 N. Church Street, Lodi.

There being no other persons in the audience wishing to speak on the matter, the public portion of the hearing was closed.

Council discussion followed with questions being directed to Staff and to persons in the audience who had given testimony.

On motion of Councilman Katnich, Murphy second, Council certified the Negative Declaration on the Church Street Reconstruction Project - (Lockeford Street to Turner Road).

CITY COUNCIL MEETING

May 6, 1981

408

Continued May 6, 1981

Councilman Katnich then moved that Council authorize proceeding with Alternate A - widening on both sides with a curb-to-curb width of 48 feet - estimated cost of \$400,000. The motion was seconded by Mayor McCarty, but failed to pass by the following vote:

Ayes: Councilmen - Katnich

Noes: Councilmen - Murphy, Pinkerton, and McCarty

Absent: Councilmen - Hughes

Additional discussion followed with Councilman Pinkerton moving that Council authorize proceeding with Alternate B - Widening on east side only with a curb-to-curb width of 44 feet - estimated cost - \$330,000. The motion was seconded by Mayor McCarty after Councilman Murphy rescinded his second of the motion, but failed to pass by the following vote:

Ayes: Councilmen - Pinkerton

Noes: Councilmen - Katnich, Murphy, McCarty

Absent: Councilmen - Hughes

Additional discussion followed with questions being directed to Staff. Councilman Katnich then moved that Council authorize proceeding with Alternate A - widening on both sides with a curb-to-curb width of 48 feet - estimated cost - \$400,000. The motion was seconded by Mayor Pro Tempore Murphy and carried by unanimous vote of all the members of the Council present.

6

NOTICE OF PUBLIC HEARING BY THE CITY COUNCIL OF
THE CITY OF LODI TO RECEIVE COMMENTS ON THE
PROPOSED NEGATIVE DECLARATION AND PROJECT
ALTERNATES REGARDING CHURCH STREET IMPROVEMENTS,
LOCKEFORD TO TURNER

Notice is hereby given that on Wednesday, May 6, 1981 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 receive comments on the proposed Negative Declaration and project alternates.

The City of Lodi 1980/81 Capital Improvement Program includes the reconstruction of Church Street from Lockeford Street to Turner Road. In preparation for this project, the Public Works Department has prepared an Initial Study and is proposing to prepare a Negative Declaration. The street will be improved within the existing right-of-way.

Information regarding this matter may be obtained by contacting the Public Works Department of the City of Lodi at 221 W. Pine Street, Lodi (telephone 334-5634).

All interested persons are invited to present their views. 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: April 1, 1981

By Order of the Lodi City Council

Alice M. Reimche
ALICE M. REIMCHE
City Clerk

NOTICE OF NEGATIVE DECLARATION FOR
CHURCH STREET RECONSTRUCTION PROJECT

Notice is hereby given that the Public Works Department City of Lodi, has filed a Negative Declaration for the Church Street Reconstruction project; a proposal to widen the street and reconstruct the existing pavement on Church Street between Turner Road and Lockeford Street.

Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comments of the above report. Written statements may be filed with the Community Development Director at any time prior to April 27, 1981. A City Council public hearing will be held on this matter May 6, 1981 in the Lodi City Council Chambers.

By Order of the City of Lodi

JAMES B. SCHROEDER, Director

Community Development Department

Dated: April 15, 1981

NEGATIVE DECLARATION

Notice is hereby given that the City of Lodi Planning Department has determined that the following proposal will have no "Significant Impact on the Environment". Supporting documentation is available in the form of a "Preliminary Environmental Assessment" and is available for public review in the Planning Department Office, City Hall Building, 221 W. Pine Street. Anyone wishing to appeal the issuance of this Declaration to the Planning Commission may do so no later than the date indicated as "Last date to Appeal".

Date 4/14/81 Project Title: CHURCH STREET RECONSTRUCTION
ND-81-6

Responsible Agency: Lodi Planning Dept. Contact Person: DAVID MORIMOTO

NAME OF PERSON, FIRM, OR AGENCY UNDERTAKING PROJECT:

CITY OF LODI PUBLIC WORKS DEPARTMENT

Address: 221 WEST PINE STREET City: LODI County: SAN JOAQUIN

Area Code: 209 Phone: 334-5634

PROJECT DESCRIPTION OF NATURE, PURPOSE, AND LOCATION

The City of Lodi is proposing to widen the street and reconstruct the existing

pavement on Church Street between Turner Road and Lockeford Street. No

additional right of way will be required. Portions of curb, gutter and sidewalk

will be replaced and storm drain lines will be upgraded. The project will

improve traffic flow and safety on this section of Church Street.

Project Location City
LODI

Project Location County
SAN JOAQUIN COUNTY

Last Date to Appeal:
4/27/81

Address Where Preliminary Environment
Assessment is Available:

LODI CITY PLANNING DEPT.
221 W. Pine St., Lodi, CA 95240
Phone: (209) 334-5634

Environmental Assessment

INITIAL STUDY

1. PROJECT TITLE CHURCH STREET RECONSTRUCTION
2. LOCATION LOCKEFORD STREET TO TURNER ROAD
3. PROJECT DESCRIPTION In order to improve traffic flow and safety on this section of Church Street, it is proposed that the street be widened along with the reconstruction of the existing pavement. Storm drain facilities will be upgraded, fire hydrants, power line poles relocated. Also, portions of curb, gutter and sidewalk may be replaced.
4. General Plan Designation (A) Existing (city), (B) Proposed Adjacent property is designated commercial and residential.
5. Site description and surrounding land use Most of the adjacent properties have residential use, both single-family and apartments. There are a few commercial uses scattered along this section of Church Street.
6. Zoning (A) Existing, (B) Proposed C-2, general commercial, R-HD, residential high density, R-MD, residential medium density and P-D, planned development.

Will the Project Have a Significant Effect Through Any of the Following Impacts?

	<u>Yes</u>	<u>No</u>	<u>Maybe</u>
7. a. Substantial alteration of natural topography, soil or subsoil features.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially degrade surface or groundwater quality..	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially deplete surface or groundwater resources.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially interfere with groundwater flow or recharge.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Cause a significant affect related to flood, erosion or siltation.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Substantial interference with the habitat of any species of fish, wildlife or plant.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Violate ambient air quality standards or create substantial air emissions or objectionable odors.....	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Substantially increase ambient noise or glare level for adjoining areas.....	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Substantial reduction of existing cropland.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Expose individuals or property to geologic, public health, traffic, flood, seismic or other hazards.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Yes No Maybe

- k. Have a substantial, demonstrable, negative aesthetic effect..... Yes No Maybe
- l. Result in the disruption or alteration of an archeological, historical or paleontological site.... Yes No Maybe
- m. Cause or allow substantial increase in consumption in any natural resources..... Yes No Maybe
- n. Results in the use or waste of substantial amounts of fuel or energy..... Yes No Maybe
- o. Necessitate major extensions of water, sewer, storm drain, electrical lines or public roads... Yes No Maybe
- p. Substantially increase demand for or utilization of public services such as schools or fire or police protection..... Yes No Maybe
- q. Substantially change transportation patterns related to existing traffic load, street capacity, parking availability or traffic safety..... Yes No Maybe
- r. Induce substantial growth, concentration or displacement of population..... Yes No Maybe
- s. Result in an alteration or conflict with existing or planned land uses..... Yes No Maybe
- t. Conflict with adopted plans, goals or policies of the City of Lodi..... Yes No Maybe

Adverse impacts of project and their magnitude: 1) Loss of street trees in existing planter strips. 2) Temporary inconvenience during construction, i.e. dust, traffic detours, trenches and torn up pavement, etc.

Mitigation Measures to Reduce Adverse Impacts Identified by Initial Study: 1) Loss of street trees can be mitigated by tree planting program on private property.
2) Effects of construction can be mitigated by property planning and monitoring of construction activities and good communications with neighborhood residents.

RECOMMENDATION

Negative Declaration EIR Conditional Negative Declaration

JAMES B. SCHROEDER
 Environmental Review Officer
 By David Morimoto Date 3-1-81

CHURCH STREET RECONSTRUCTION

Environmental Assessment

PROJECT DESCRIPTION

The project, known as the Church Street Reconstruction, is located on the section of North Church Street between Turner Road and Lockeford Street. The purpose of the project is to improve traffic safety and flow by widening and reconstructing the street. As a part of the project, storm drainage facilities will be upgraded, fire hydrants and utility power lines will be relocated as necessary and curb, gutters and sidewalks will be relocated and reconstructed entirely or in part.

Church Street is a major north-south arterial in the City of Lodi. It is one of the few continuous north-south streets from Turner Road on the north to Century Boulevard on the south. The pavement, curb and gutter in the project area are in very poor condition and requires a high level of maintenance. The flow of traffic is impeded by the narrow travel lanes.

Currently, the street in the project area has a curb-to-curb width that varies from 40 to 56 feet with two travel lanes and on-street parking on both sides of the street. Along much of the street there currently are planter strips with a width of 2 to 4 feet. These planters contain trees and shrubs of varying sizes.

The proposed project would retain the existing 60 foot wide right-of-way. No additional property would be required. The paved street would be widened to provide a 48-foot curb-to-curb distance. This would allow two 14-foot travel lanes and 10-foot parking lanes on both sides of the street. This would be achieved by eliminating the planter strips and relocating the existing curb, gutter and sidewalks. This width is recommended in the City's Street Master Plan (Faustman Report).

ENVIRONMENTAL ASSESSMENT

As noted in the Initial Study, potential significant environmental effects were narrowed to four specific areas. Those are air quality, noise, negative aesthetic effect, and change in traffic patterns. Each of these points were examined for this study.

- Traffic Patterns. Current traffic volumes are approximately 4,000 vehicle trips per day. The Faustman Report predicts an increase to 6,780 vehicle trips per day by 1995. The increase is expected to occur whether or not the proposed project is constructed. The street reconstruction should not significantly affect traffic patterns except to make the traffic move more safely and smoothly.

There will be some disruption of normal traffic during construction. Paving will be removed and work will be done on curbs and sidewalks, possibly restricting driveway access and on-street parking. There will also be some additional noise and dust from construction activities.

These impacts will be temporary in nature. The inconvenience to neighborhood residents can be minimized by coordinating construction activities with affected homeowners and keeping them informed on what is going to take place. The construction area should be sprinkled continually to reduce dust problems. Traffic barriers and directional signs should be clearly posted.

- Air Quality. Although there may be some increase in traffic volume, it is not expected that this will increase vehicle related air pollution. Air quality is a regional phenomenon which is not significantly affected by a slight traffic increase at a single location. In general, the overall vehicle related air quality for the Lodi region will probably improve as a greater percentage of motor vehicles are equipped with emission control devices.
- Noise. Ambient noise levels are usually a function of traffic noise. Based on field measurements and calculations made in August, 1979, the average Leq noise level at 47 feet from the center line of the street is 56 to 57 decibels. With the increase in traffic volume the predicted Leq ambient noise level measurement will be 58-59 decibels. This is still within the acceptable noise range for residential exteriors.

The change in exterior noise levels due to traffic would result regardless of whether or not the project was constructed. The traffic increase will occur largely because of the new construction currently underway along Turner Road. The proposed street improvement could help the noise problem to some degree by improving the flow of traffic along Church Street. Smoothly flowing traffic produces a lower level of noise than traffic that must constantly change speeds.

- Aesthetics. The proposed project would require the removal of the existing planter strips along both sides of the street. These planters currently contain approximately 22 trees of varying sizes. These trees would be removed or relocated. This would effect the appearance of the street.

The removal of the street trees can be partially mitigated by replacing the existing trees with new trees once the project is completed. Since there would no longer be a planter strip, the trees could be placed in the front yards of the houses if this was requested by the residents. The City could assist the residents with the selection and planting of the trees.

FINDING

It is the finding of the City of Lodi that the Church Street Reconstruction will not have significant environmental effects that cannot be mitigated. The City is therefore filing a Mitigated Negative Declaration on the project.