

CITY COUNCIL MEETING

June 3, 1981

MEDIAN CUT FOR  
GOLDEN CORRAL/  
RICHARD SANBORN  
APPROVED  
WITH CONDITIONS

RES. NO. 81-66

Agenda item "p" - "Median Cut for Golden Corral - request by Dick Sanborn" was introduced by Staff. Background information regarding the request as well as diagrams of the subject area were presented for Council's perusal.

Mr. Sanborn was in the audience and addressed the Council regarding his request. A lengthy discussion followed with questions being directed to Staff and to Mr. Sanborn. On motion of Councilman Pinkerton, Murphy second, Council adopted Resolution No. 81-66 establishing new access rights to a parcel of land located at 1190 South Cherokee Lane, Lodi, with the following conditions:

- 1) that Resolution No. 80-150 is hereby rescinded;
- 2) that the design of the median is subject to approval of the Public Works Director
- 3) that all costs related to the median opening to be borne by the parties above listed;
- 4) that this Resolution is adopted on the express condition that property owners of record shall be fully responsible for the cost of installing street

improvements to comply with the Cherokee Lane Beautification Plan as prepared by Paul Tritenbach, Landscape Architect, dated November 8, 1966. Said beautification plans required the installation of an automatic sprinkler system, the planting and maintenance of turf, and the planting and future care of 10 Zelkova trees.

- 6) that the cost of all of the improvements herein required, including curb, gutter, sidewalk, street paving, and the installation of the aforesaid landscaping, shall be at the cost and expense of owner in fee of adjacent parcels.

The motion carried by the following vote:

Ayes: Councilmen - Hughes, Murphy, Pinkerton,  
and McCarty

Noes: Councilmen - Katnich



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

## COUNCIL COMMUNICATION

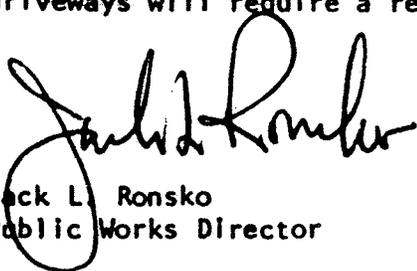
**TO:** City Council  
**FROM:** City Manager  
**DATE:** May 29, 1981  
**SUBJECT:** Request by Richard E. Sanborn for Median Opening on Cherokee Lane

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**RECOMMENDED ACTION:** That the City Council review the request for an opening in the Cherokee Lane Median and take the appropriate action.

**BACKGROUND INFORMATION:** Mr. Sanborn has resubmitted his request for a median opening (see letter attached). This item was on the Council agenda in December of last year, but was removed at the request of Mr. Sanborn. A copy of our Council Communication of that date is attached for your information.

Please note that the driveway request has been modified from one 30-foot and one 35-foot driveway to one 40-foot driveway. If granted, this change in driveways will require a resolution.



Jack L. Ronsko  
Public Works Director

Attachment

**APPROVED:**

HENRY A. GLAVES, City Manager

**FILE NO.**



## SANBORN CHEVROLET, INC.

1210 South Cherokee Lane / LODI, CALIFORNIA 95240 / (209) 334-5000

May 27, 1981

Mr. Jack Ronsko  
Lodi City Council  
221 W. Pine Street  
Lodi, Ca., 95240

Dear Mr. Ronsko:

This is a formal request to appear before the Lodi City Council for a median opening on Cherokee Lane opposite a 40' driveway to serve Sanborn Chevrolet, Golden Corral Restaurant and open land to be developed at a future date. This median opening is to be paid for by the users. The opening is to be engineered by Baumbach and Piazza and will meet City engineering requirements.

As per our conversation, I have contacted Golden Corral Restaurants, Inc. and have received their approval to remove their proposed driveway just north of the proposed joint driveway. As I have indicated in my past correspondence to your office and council, this opening is of great importance to their development; but, because of no time frame for the median opening and my development of a driveway, the proposed driveway in their plan was necessary.

We are also requesting a variance in the City Code to allow a 40' driveway from the standard multi-use 35' driveway. There are truck deliveries that will be made to both businesses. Sanborn Chevrolet presently has truck and trailer rigs entering a 30' driveway and running over the lawn area to complete their turns. The 40' driveway is necessary to allow for the proper turning area for truck traffic and allow other vehicles to exit safely.

My following comment is not at this time a request to appear before City Council, but I feel it is a matter that needs to be discussed. The subject is the oleanders in the center divider. I understand there has been a request by other businesses for the removal or trimming to about 2½ feet. I feel not only would the removal or trimming would help the visibility to my business; but also for safety, freeway atmosphere, and would enhance the looks to our City's entrance. If trimming were to come about, Sanborn Chevrolet would be willing to participate with the City in their maintenance.

Thank you for your time.

**RECEIVED**

MAY 28 1981

Sincerely yours,

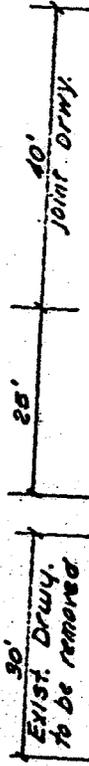


R. E. Sanborn

**CITY OF LODI**  
PUBLIC WORKS DEPARTMENT

LANE

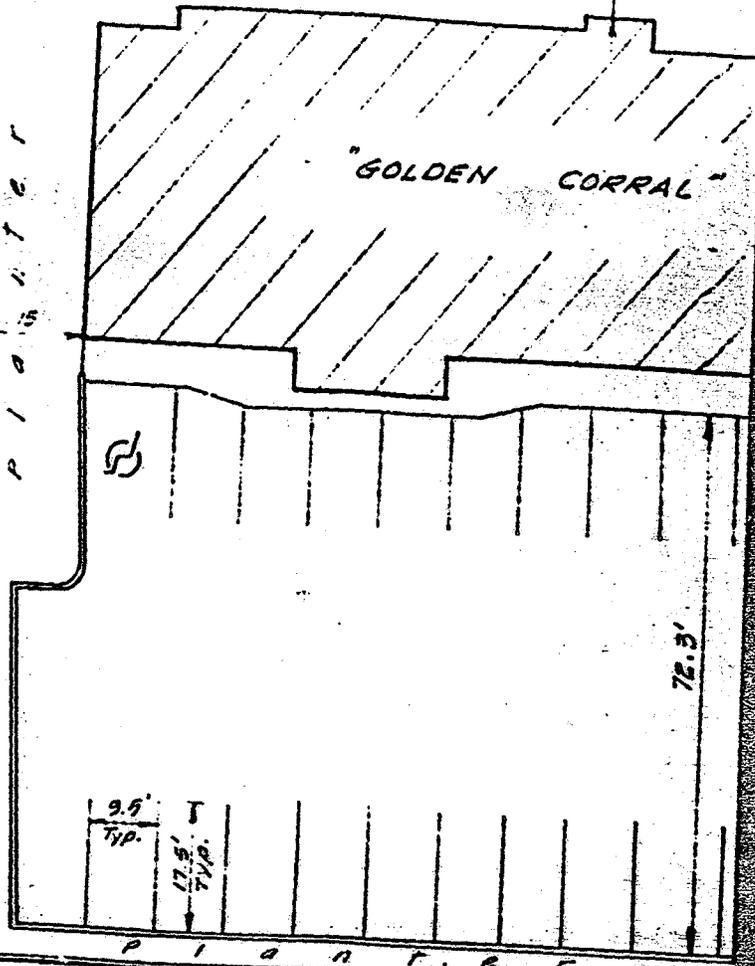
CHEROKEE



L A N E

135'

P I A N T E R



P I A N T E R

FUTURE PROPOSED P/L

EXISTING P/L

SANBORN CHEVROLET





# CITY OF LODI

## COUNCIL COMMUNICATION

**TO:** City Council  
**FROM:** City Manager  
**DATE:** December 31, 1980  
**SUBJECT:** Request by Richard E. Sanborn for Median Opening on Cherokee Lane

**RECOMMENDED ACTION:** That the City Council deny the request for an opening in the Cherokee Lane median.

**BACKGROUND INFORMATION:** This item has been before the City Council on two previous occasions - (1) April 6, 1977, and (2) April 20, 1977. A copy of the minutes of these two meetings together with the Council Communication dated April 4, 1977 are attached. Sanborn's latest request, dated December 11, 1980 is also attached.

At the Council meeting of April 20, 1977, the development plans of the Sanborn parcel, north of the existing dealership, were presented to the Council (see Exhibit #1). This proposal included a new public street, located on the north line of the existing Sanborn Chevrolet dealership property, tying into Cherokee Lane and serving four separate parcels. The previous Sanborn request was for a median opening to serve the public street. The City Council tentatively approved the median opening based on the plan presented, and asked that Mr. Sanborn present the Council with a firm proposal of what costs he would assume in exchange for Council approval.

The attached Exhibit #2 show the current proposed development of Mr. Sanborn. It should be noted that there are no public streets and it is not similar to their proposal of April 1977. The requested median opening will serve a private driveway that provides primary access to one parcel and secondary access to two other parcels.

Exhibit #3 shows the existing median in Cherokee Lane and the existing openings from Highway 99 to Dolores Street. It should be noted that all of the existing openings, with one exception, provide for access to public streets intersecting with Cherokee Lane. The exception is a mid-block opening south of Kettleman Lane (opposite Ben's Electric). This opening was existing at the time Cherokee Lane was relinquished by the state and has not been changed. Exhibit #3 shows that most businesses in this area do not have direct access from both sides of Cherokee Lane.

**APPROVED:**

HENRY A. GLAVES, City Manager

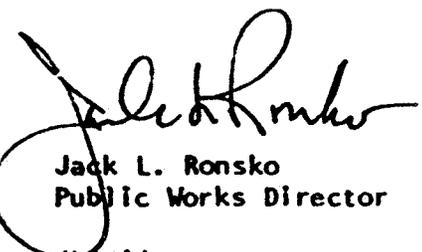
**FILE NO.**

The City's Street Master Plan calls for a continuous center median with an opening at most cross streets. The purpose of this median is threefold:

1. To handle the anticipated future traffic on Cherokee Lane;
2. To reduce turning movement conflicts and accidents; and
3. To improve the aesthetics of this major entrance to the City of Lodi.

The recommended denial is based on the following:

1. The median opening is not for the purpose of providing access to a public street;
2. The City's adopted Street Master Plan shows Cherokee Lane as having four travel lanes and a 22' continuous median for the purpose of handling the future estimated traffic volume of 20,000 cars a day (existing traffic volume is 12,000). Attached as Exhibit #4 are the excerpts from the Street Master Plan;
3. The City's Cherokee Lane Beautification Plan shows a continuous median through the subject area;
4. Since there are many other commercial developments along Cherokee Lane that desire the same type of access through the median, this approval would be a bad precedent if it is the Council's desire to limit cross traffic in conformance with the adopted Street Master Plan; and
5. The location of existing approved driveways will increase the probability of vehicular conflict in the area of the proposed opening.

  
Jack L. Ronsko  
Public Works Director

JLR:jd

Attach.