



CITY OF LODI COUNCIL COMMUNICATION

TM

AGENDA TITLE: Public Hearing to Consider Adopting Resolution Approving Harney Lane Specific Plan and Certifying Negative Declaration as Adequate Environmental Documentation for the Harney Lane Specific Plan

MEETING DATE: October 5, 2011

PREPARED BY: Public Works Director

RECOMMENDED ACTION: Public hearing to consider adopting resolution approving Harney Lane Specific Plan and certifying Negative Declaration as adequate environmental documentation for the Harney Lane Specific Plan.

BACKGROUND INFORMATION: The 2010 General Plan designates Harney Lane as a four-lane expressway between Lower Sacramento Road and State Route 99. West of Lower Sacramento Road to the city limits, Harney Lane is generally designated to be a four-lane minor arterial. The Specific Plan covers the area from the city limits on the west to South Stockton Street on the east, as presented in Exhibit A. The section of Harney Lane between South Stockton Street and State Route 99 is not included in the Specific Plan because the roadway widening has been completed as part of development in the area.

The section between South Hutchins Street and South Stockton Street will have a number of different geometric alternatives that will be identified and evaluated as part of the design and environmental phase of the Harney Lane Grade Separation Project. The consultant selection process has been completed and the start of work is imminent.

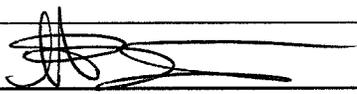
The Harney Lane Specific Plan is a planning tool that will be used to guide the systematic implementation of the adopted General Plan. It effectively establishes a link between implementing policies of the General Plan, individual development proposals, and future City capital improvement projects along the Harney Lane corridor. A copy of the Harney Lane Specific Plan Report and Technical Appendices are available at the Public Works Department for review, and an abridged copy of the report is provided in Exhibit B.

The Harney Lane Specific Plan will accomplish two objectives. The first is to identify the roadway improvements to be constructed along Harney Lane; the second is to establish the required right-of-way to serve anticipated growth and future traffic volume increases along the corridor.

The proposed geometrics reflect the ultimate improvements required to serve the traffic expected to result from development of the General Plan. It is anticipated that a phased-construction approach will be utilized to construct the ultimate improvements. Therefore, interim geometric plans will likely be implemented to deal with constraints represented by cost, relocation of structures, right-of-way acquisition and accident history. As development occurs along the corridor, ultimate improvements will be required in conjunction with that development project.

An important aspect of the design of expressways is the limitation on the number of intersections and other turning movements onto and from the expressway. This Specific Plan assumes that intersections with median openings will be allowed only at Westgate Drive (a future intersection), Lower Sacramento Road,

APPROVED: _____


Konradt Bartlam, City Manager

South Mills Avenue, South Ham Lane, South Hutchins Street, and South Stockton Street. Further discussion of the geometric design and phased improvement of Harney Lane is provided below.

The corridor is divided into four distinct segments for discussion purposes – Segment 1: City limits to Lower Sacramento Road; Segment 2: Lower Sacramento Road to South Mills Avenue; Segment 3: South Mills Avenue to South Hutchins Street; and Segment 4: South Hutchins Street to South Stockton Street. This segmentation is not intended to reflect the phasing of improvements or the sequencing.

Segment 1 – City Limits to Lower Sacramento Road

Harney Lane west of Lower Sacramento Road lies primarily within San Joaquin County and partly within the City. It is anticipated that the County portion of this road segment will eventually be annexed into the City. The area north of Harney Lane in this segment is within the City's sphere of influence. The area south of Harney Lane is not within the City's sphere of influence and no annexation is anticipated.

The houses on the north side are set back a minimum of 27 feet from the existing right-of-way, while the houses on the south are set back 2 to 25 feet from the existing right-of-way. Because of this, two improvement alternatives were developed for this segment. The first is an interim alternative that is not required until the Southwest Gateway project develops, which may be 15 years in the future. Since the houses on the south are closest to the road, the existing south right-of-way line was held, wherever possible, and the improvements were pushed to the north side. To construct the interim improvements, 9 ½ feet of right-of-way would be required on the north side of the street. On the south, the two properties closest to Lower Sacramento Road would be affected. The amount of right-of-way required at these locations varies from 0 to 3 feet. By taking this approach, no housing structures will be impacted.

The ultimate improvement alternative for Segment 1 would closely conform to the City standard section for a secondary arterial which measures 64 feet from curb to curb. These improvements would be required 30 years or more from now. To construct the ultimate improvements, up to 8 feet of additional right-of-way would be required on the north side and up to 13 feet of additional right-of-way would be required on the south side. The houses on the north are still set back far enough that the extra right-of-way will not impact the houses directly but would reduce the size of the front yards by 8 feet. On the south side, 10 properties are affected. Three of the 10 properties would need to be purchased to build the ultimate improvements.

Segment 2 - Lower Sacramento Road to South Mills Avenue

Similar to Segment 1, Harney Lane between Lower Sacramento Road and South Mills Avenue is expected to be widened in phases. Interim improvements will be implemented when the City deems traffic volumes or accident levels have created unsafe conditions. The south side of the roadway consists of rural residential homes built on fairly large lots. The homes are generally set well back from the existing roadway. The interim improvements will widen Harney Lane to allow the traffic to flow safely but minimize the impacts to residences on the south side. The ultimate improvements are not required until the properties on the south side of Harney Lane and easterly of this segment are developed.

Segment 3 – South Mills Avenue to South Hutchins Street

Because there are only three property owners on the south side of Harney Lane, and these properties are likely to develop in the future, there will likely not be an interim improvement alternative. The ultimate alternative will likely be constructed in conjunction with development. The residential homes east of the Woodbridge Irrigation Canal on the north side have driveway access onto Harney Lane. This access will remain and is complemented with on-street parking and a bicycle lane. In this area, a total of 14 feet is provided on the north side of the roadway to accommodate the parking and bicycle lane.

Segment 4 - South Hutchins Street to South Stockton Street

This segment is unique due to the Union Pacific Railroad crossing that exists in the middle, as well as special considerations required to support the existing agricultural/industrial uses at the southeast quadrant of the Harney Lane and South Hutchins Street intersection. The City has plans for a grade separation at the railroad crossing, as presented in the General Plan. Design and environmental review of the alternative grade separation configurations and access considerations will be completed over the next 18 months. Frequent opportunities will be provided for the general public to receive information and to comment on the project as it develops.

Segment 4 improvements along Harney Lane will significantly impact the agricultural operations at the Costa and Tsutsumi properties on the south side. The Tsutsumi operations are limited to a wine grape vineyard and related operations. Future expansion of the Reynolds Ranch Shopping Center eventually will require the expansion of the South Stockton Street intersection, but these improvements will not affect the access conditions at the Tsutsumi property. The Tsutsumi property will only be affected when the grade separation is constructed. Mr. Tsutsumi opposes the proposed specific plan. Mr. Tsutsumi claims the grade separation project would take a significant amount of his property, thereby, making it not economically feasible to continue wine grape vineyard operations.

The Costa property contains a large cherry orchard and cherry packing facility. The operations utilize numerous access locations on Harney Lane and West Lane. During packing season, the facility processes fruit from much of the Central Valley, and trucks are continuously entering and exiting the property. Development of the South Hutchins Annexation project at the southwest corner of Harney Lane and South Hutchins Street will result in the significant expansion of the same intersection. Accommodations for access to the Costa property are provided in the form of a relocated driveway at the corner and, if needed over time, the addition of a new driveway with pull-out lanes opposite the existing Banyan Drive. No other widening along this segment is anticipated prior to construction of the grade separation.

The grade separation will be a City-sponsored project and will be constructed as soon as funding is available. Upon construction of the grade separation, the Costas will lose full access to both driveways on Harney Lane by virtue of the raised median that will be constructed with the grade separation. A new intersection access opposite Banyan Drive will allow right-in and right-out turns only at the Costa property.

City staff met with the Costas on several occasions to discuss the impacts the Harney Lane Specific Plan would have on their operations and access to their property. Specifically, City staff repeatedly represented that the grade separation alternatives presented in the specific plan were a plan in concept only and did not bind future City action nor did it eliminate or lessen any rights held by the Costas to challenge any subsequent action by the City concerning the grade separation project. The Specific Plan addresses the concerns expressed by the Costas.

Public Outreach

Two public meetings were held at Henderson Community Day School. The first public meeting was held on June 8, 2010, to present the preliminary Specific Plan, explain the purpose of a specific plan, request input on the plan and give the attendees an opportunity to individually meet with City staff. A total of 52 people attended the first meeting. A second public meeting was held on January 25, 2011, to present residents with an update addressing the comments from the first public meeting, the follow up individual meetings and staff modifications to the Specific Plan. A total of 53 people attended the second meeting.

As part of the public outreach, the City staff invited all residents within the project area to meet one-on-one with the project team to further explain the Specific Plan and to discuss the impact to their individual properties. Since not all of the citizens could attend the public meetings, two separate letters

went out to all property owners whose properties would be impacted. A total of 55 residents took the opportunity to meet with the project team. The meetings were either held at the property owner's residence or at the Public Works office. The meetings were successful in providing information to the property owners and in resolving most of the property owners' concerns and issues.

Harney Lane Specific Plan Negative Declaration

In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the City, as the lead agency, prepared an Initial Study and Mitigated Negative Declaration (Exhibit C) and published a Notice of Availability (NOA) announcing that the Harney Lane Specific Plan Draft Negative Declaration had been prepared and was available to the public for review. The NOA was submitted to the State Clearinghouse, distributed to local agencies, sent to interested persons, posted with the County Clerk's office, mailed to all property owners of record within a 300-foot radius of the project boundary, posted on the City's website and published in the *Lodi News Sentinel*. The 30-day window for review and comment on the draft Negative Declaration commenced on Tuesday, April 12, 2011, and concluded on Wednesday, May 11, 2011. During the public review period, five comments were received on the proposed Negative Declaration [State Clearing House, California Valley Miwok Tribe, State Department of Transportation (Caltrans) District 10, San Joaquin County Council of Governments (SJCOG), and Union Pacific Railroad (UPRR)].

The letter from the State Clearinghouse notes that the Initial Study and proposed Mitigated Negative Declaration were circulated for a 30-day period review and that only Caltrans District 10 submitted a comment letter. It further notes that the review requirements for draft environmental documents have been fulfilled. The letter from California Valley Miwok Tribe notes change of their mailing address. Their comment is noted and City staff has updated their mailing address. The Caltrans letter indicates that a traffic impact study is required for this project in order to determine the proposed project's near-term and long-term impacts to State facilities. The City feels this issue has already been addressed via a previous Mitigated Negative Declaration (Harney Lane Interim Improvements Project SCH#2010072040) and the General Plan EIR 2010 (SCH#2009022075). The proposed Harney Lane Specific Plan is an integral component of the City's General Plan 2010, which identifies Harney Lane as a four-lane expressway. No physical improvements or construction activities are proposed in conjunction with implementation of the Harney Lane Specific Plan. Subsequent development in the plan area, including all subdivisions, site plan reviews, planned development review, and conditional use permits will be subject to environmental review on a project-by-project basis. SJCOG notes the project limits are within a habitat zone and future developments would be subject to requirements in effect at the time the developments occur. Finally, the UPRR letter notes that a future grade separation at the Harney Lane railroad is needed. The City notes that planning for the grade separation has commenced and it anticipates completing the design and environmental review of the project at some time in the future.

FISCAL IMPACT: Not applicable.

FUNDING AVAILABLE: Not applicable.



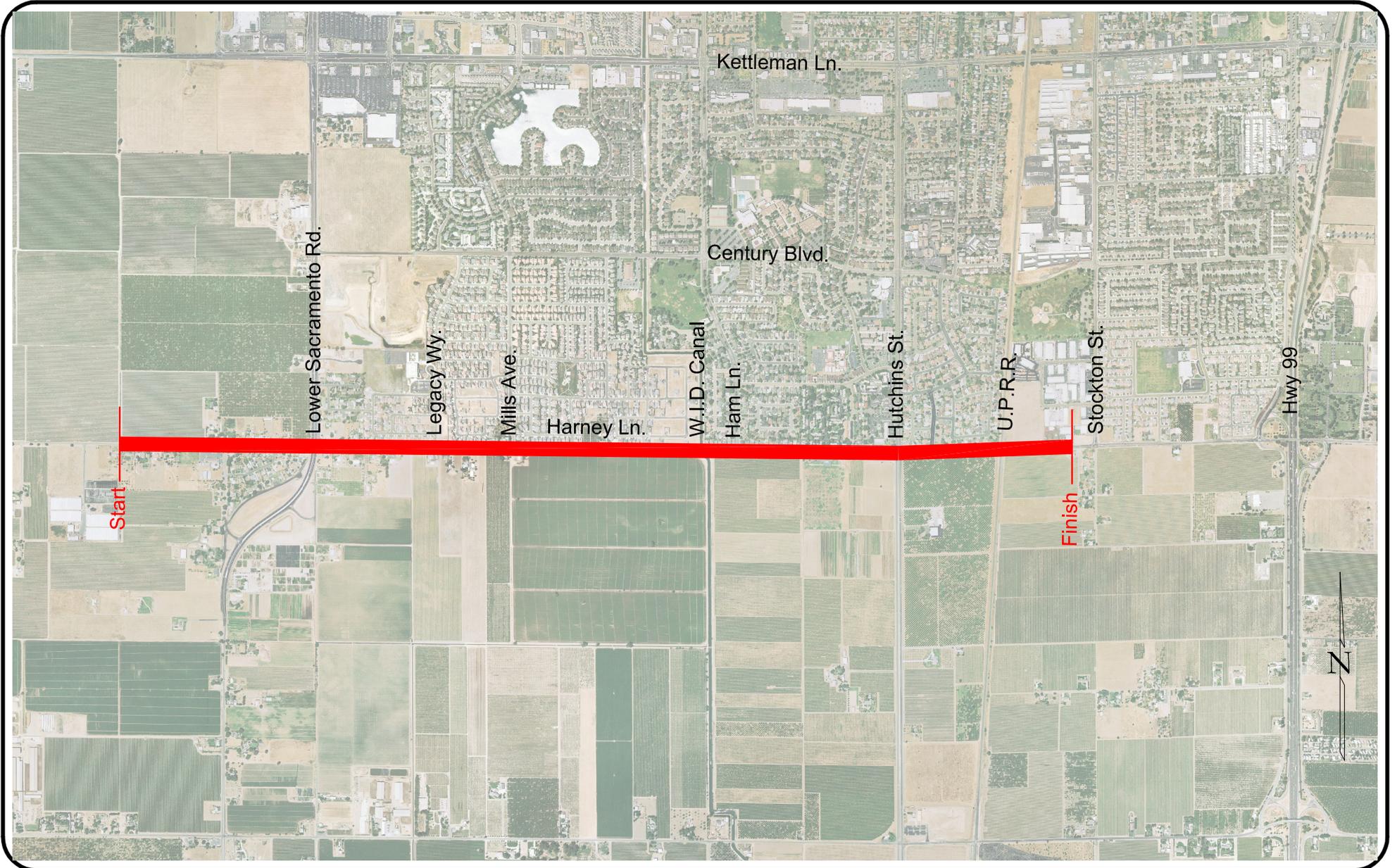
F. Wally Sandelin
Public Works Director



CITY OF LODI

PUBLIC WORKS DEPARTMENT

Exhibit A - Harney Lane
1/2 Mile West of Lower Sacramento Rd to
540 Feet West of Stockton Street



FINAL HARNEY LANE SPECIFIC PLAN



CITY OF LODI



PREPARED BY

MARK THOMAS AND COMPANY, INC.

SEPTEMBER 16, 2011

HARNEY LANE SPECIFIC PLAN



Prepared for the City of Lodi
Department of Public Works
221 West Pine Street
Lodi, CA 95240

September 16, 2011

Prepared by Mark Thomas & Company, Inc.
7300 Folsom Blvd., Ste 203
Sacramento, CA 95826



EXECUTIVE SUMMARY

The Specific Plan has two purposes. One purpose is to complete a public outreach program attempting to reach a consensus regarding the appropriate roadway improvements to be constructed along the Harney Lane corridor. The other purpose is to establish the required right of way to serve anticipated growth and future traffic volume increases along the corridor. The Specific Plan was prepared in accordance with the City framework set out in the General Plan adopted April 7, 2010. Items considered during the preparation of the Specific Plan include future land use, roadway and bicycle network, right of way issues, safety (pedestrian and vehicular), ingress and egress for residents and businesses and environmental issues.

The General Plan designates Harney Lane as a four lane expressway between Lower Sacramento Road and State Route 99. West of Lower Sacramento Road to the city limits, Harney Lane is designated to be a four lane minor arterial. The Specific Plan covers the area from the city limits on the west to South Stockton Street on the east. The section of Harney Lane between South Stockton Street and State Route 99 is not included in the Specific Plan because the roadway widening is currently occurring as part of development in the area. Traffic signals are located at Westgate Drive, Lower Sacramento Road, South Mills Avenue, South Ham Lane, South Hutchins Street/West Lane and South Stockton Street.

A total of 47 properties are affected by the planned widening of Harney Lane. The first of two public meetings was held on June 8, 2010 at the Henderson Community Day School to present the preliminary Specific Plan, explain the purpose of a specific plan, request input on the plan and to give the attendees an opportunity to individually meet with the City staff. A total of 52 people attended the meeting. Following the public meeting, individual meetings were conducted with 55 residents living along Harney Lane. A second public meeting was held on January 25, 2011 at the Henderson Community Day School to present residents with an update covering the comments from the first public meeting, the follow up individual meetings and staff modifications to the Specific Plan. A total of 53 people attended the meeting.

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INTRODUCTION

PURPOSE OF THE SPECIFIC PLAN

The Harney Lane Specific Plan is a planning tool that will be used to guide the systematic implementation of the adopted General Plan. It effectively establishes a link between implementing policies of the General Plan, individual development proposals, and future City capital improvement projects along the Harney Lane corridor.

The Specific Plan has two purposes. One purpose of this Specific Plan is to complete a public outreach program attempting to reach a consensus regarding the appropriate roadway improvements to be constructed along the Harney Lane corridor. The second purpose is to establish the required right of way to serve anticipated growth and future traffic volume increases along the corridor. The Specific Plan was prepared in accordance with the City framework set out in the General Plan adopted April 7, 2010. Items considered during the preparation of the Specific Plan include future land use, roadway and bicycle network, right of way issues, safety (pedestrian and vehicular), ingress and egress for residents and businesses and environmental issues.

These purposes will be achieved by taking into account and respecting property rights, existing farming operations and business operations located along the Harney Lane corridor.

BACKGROUND

The City of Lodi is a town located in the northern portion of San Joaquin County, California with an estimated population of 63,000 residents. Incorporated in 1906, the City has grown from its origin as a stop along the Union Pacific Railroad to a mix of manufacturing, light industrial, commercial, residential and agricultural uses. It is bordered on the north by the Mokelumne River and Central California Traction Railroad on the east. Generally, Harney Lane defines the City limit on the south.

The Cities of Lodi and Stockton are expanding towards each other. Lodi's sphere of influence extends one-half mile south of Harney Lane. As part of the City's General Plan an agricultural cluster study area was created to preserve a rural buffer between the two cities. Urban development will end approximately one half mile south of Harney Lane. A vicinity map of the area is provided in Figure 1.

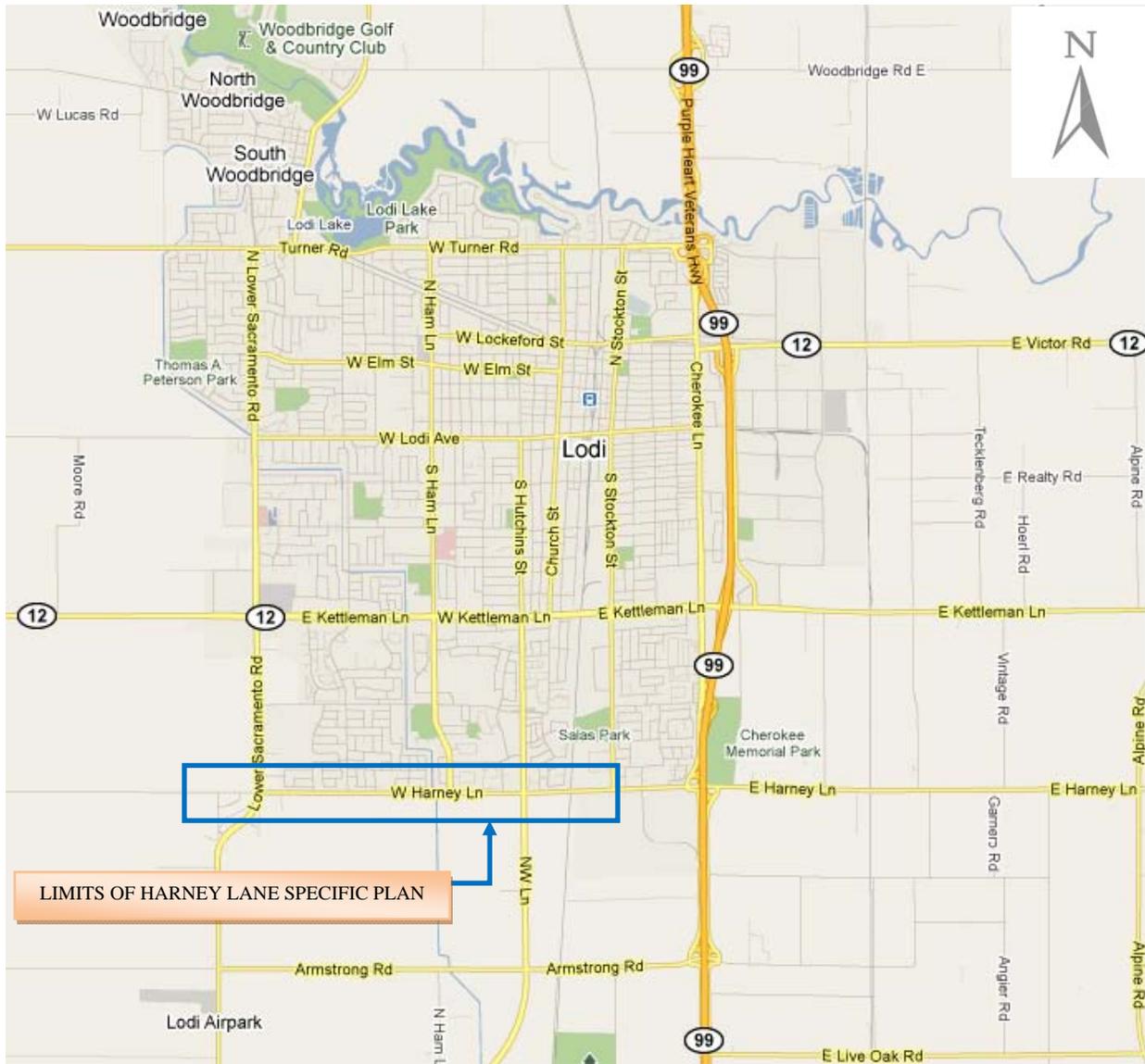


Figure 1 – Vicinity Map

GENERAL PLAN

The General Plan is the City’s vision of how it will look 20 to 30 years in the future. The City of Lodi’s General Plan was adopted by the City Council on April 7, 2010. The General Plan established the mix of land uses along the Harney Lane corridor that will, in large part, be served by the circulation improvements to Harney Lane and the adjoining properties.

Land Use

The City directs future growth and land uses based upon the General Plan. Along Harney Lane, the designated land uses are a mix of low, medium and high density residential, commercial, mixed use, schools and public parks. The land uses along the Harney Lane corridor designated by the General Plan are presented in Figure 2. Section 2.3 of the General Plan also included a discussion of the three phased implementation of the General Plan. The three phases are indicated on the map in Figure 3. Phase 1 includes the development of vacant land within the current city limits and development of the land south of Harney Lane. There is no time frame predicted for when this development would occur.

Roadway Network

As part of the General Plan the City reviews the forecasted traffic volumes based on the anticipated growth of the city. The number of lanes for each of the roads in the network is determined from these forecasts. A minimum peak hour Level of Service (LOS) “E” is permitted throughout the city recognizing that some level of traffic congestion during the peak hour is acceptable and that infrastructure design should be based on the conditions that predominate during most of each day. A LOS of “E” translates to a maximum delay at an intersection (signalized) of 55 to 80 seconds. Other items that influence the size and look of a roadway are the posted speed and the access from side streets. Chapter 5 of the General Plan designates Harney Lane from Lower Sacramento Road to State Route 99 as a four lane expressway and west of Lower Sacramento Road it is designated as a minor arterial transitioning from the four lanes to two lanes to the west.

An expressway is a high speed-high volume road that has a raised median in the middle to separate the opposing traffic (for safety reasons) and limited access to help maintain the speed along the segment. A minor arterial connects a residential area to major arterials and/or expressways. West of the city the area is expected to remain agricultural and Harney Lane connects the agricultural area to the planned roadway network. Figure 4 shows the roadway network presented in the General Plan.

The General Plan establishes the future design of streets in new developments should generally match and extend the grid pattern of existing city streets. This is intended to disperse traffic and provide multiple connections to arterial or expressway streets. An intended benefit of the grid pattern is that citizens will be able to move within a developed area without having to access an arterial or expressway roadway.

Bicycle Network

Bicycle paths are classified as Class 1, 2 and 3. A Class 1 bicycle path is an independent path only used by bicycles and pedestrians. A Class 2 bicycle path is part of the roadway with vehicular traffic using the traveled way while the bicycle path is separately marked on the shoulder of the road. A Class 3 bicycle path is a road where vehicles and bicycles share the traveled way. Harney Lane from the City limit on the west to State Route 99 is designated as a Class 2 bicycle lane. Figure 5 presents the bicycle network from the General Plan.

FIGURE 2-1: LAND USE DIAGRAM

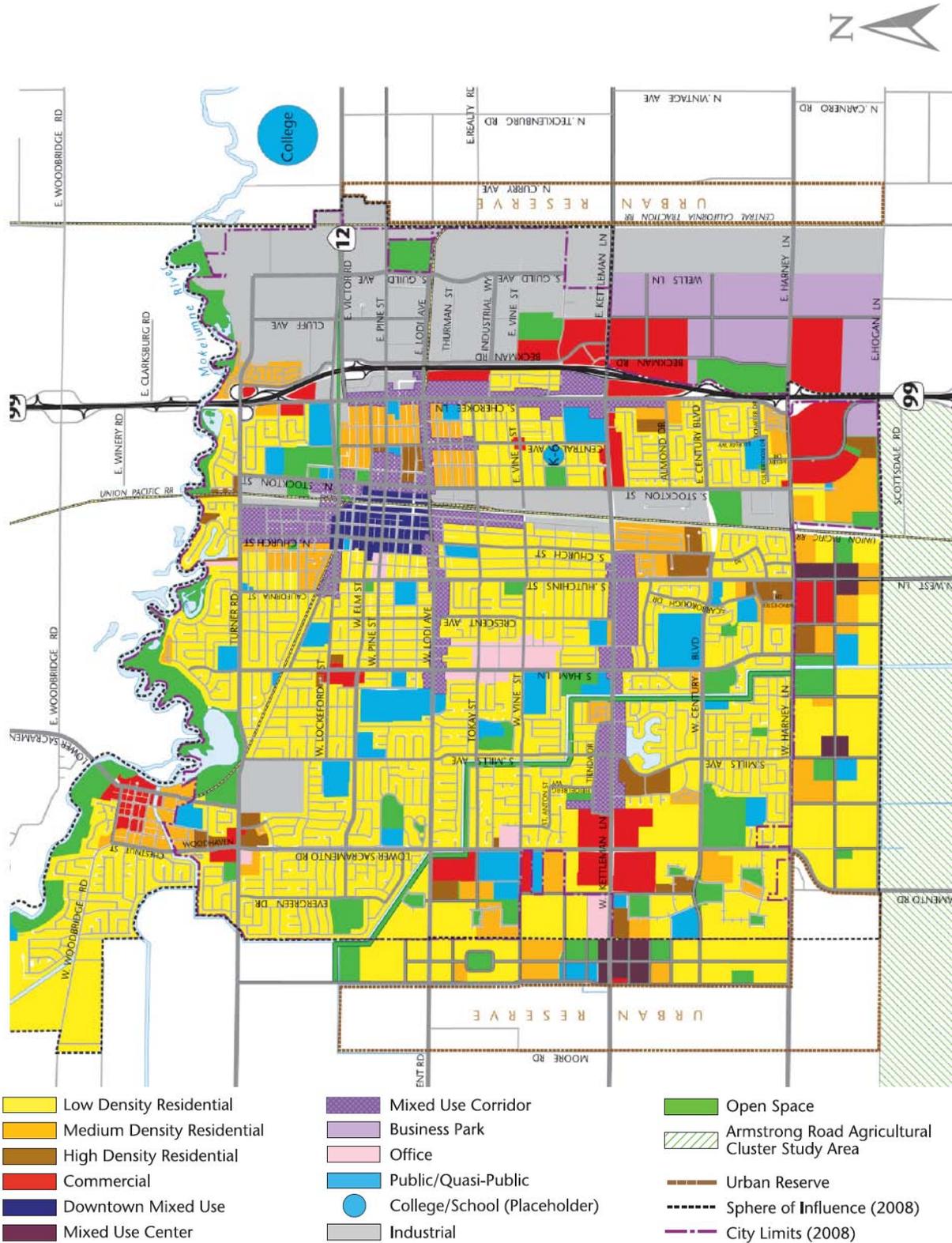
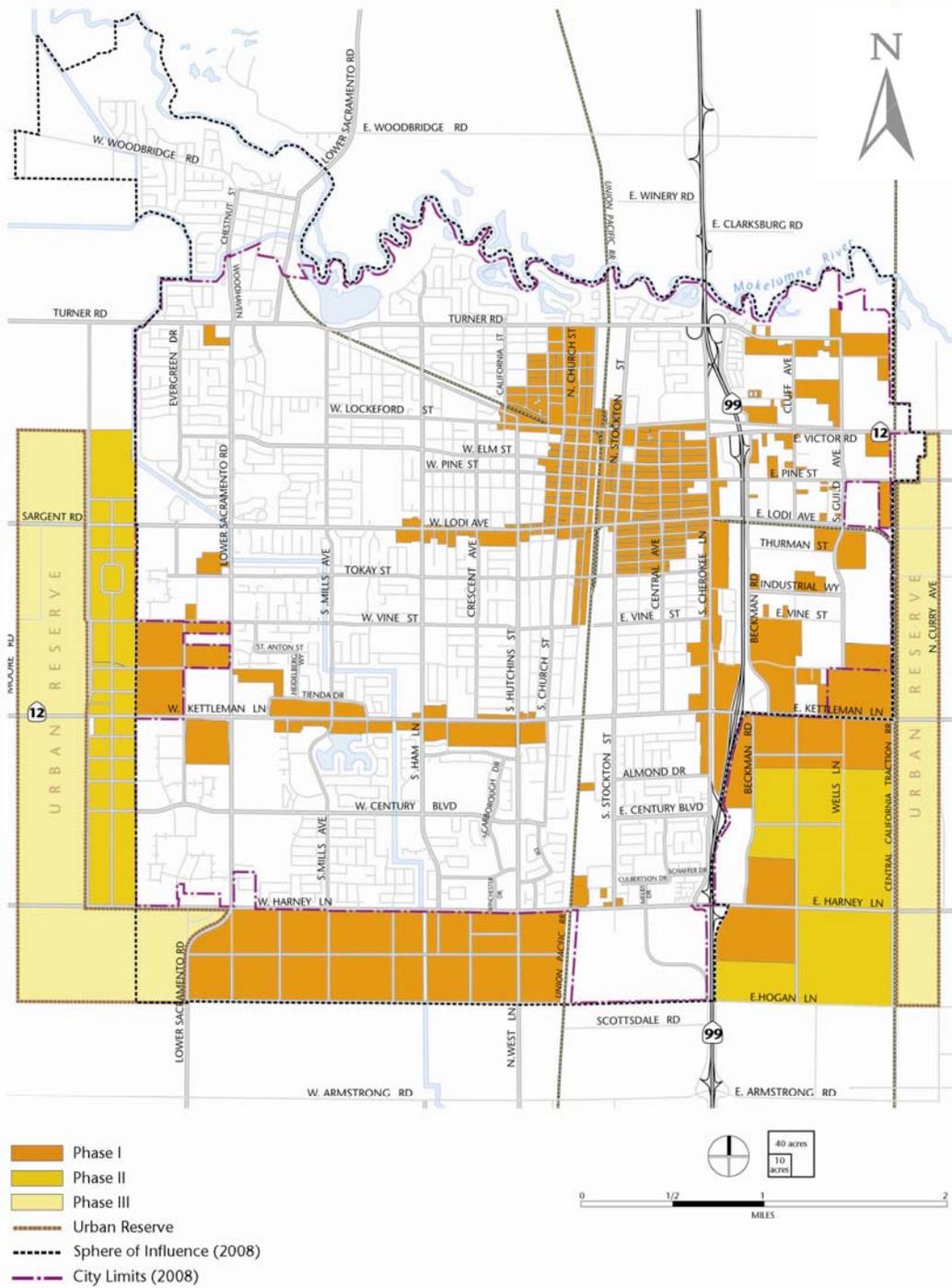


Figure 2 – City of Lodi General Plan Land Use Diagram

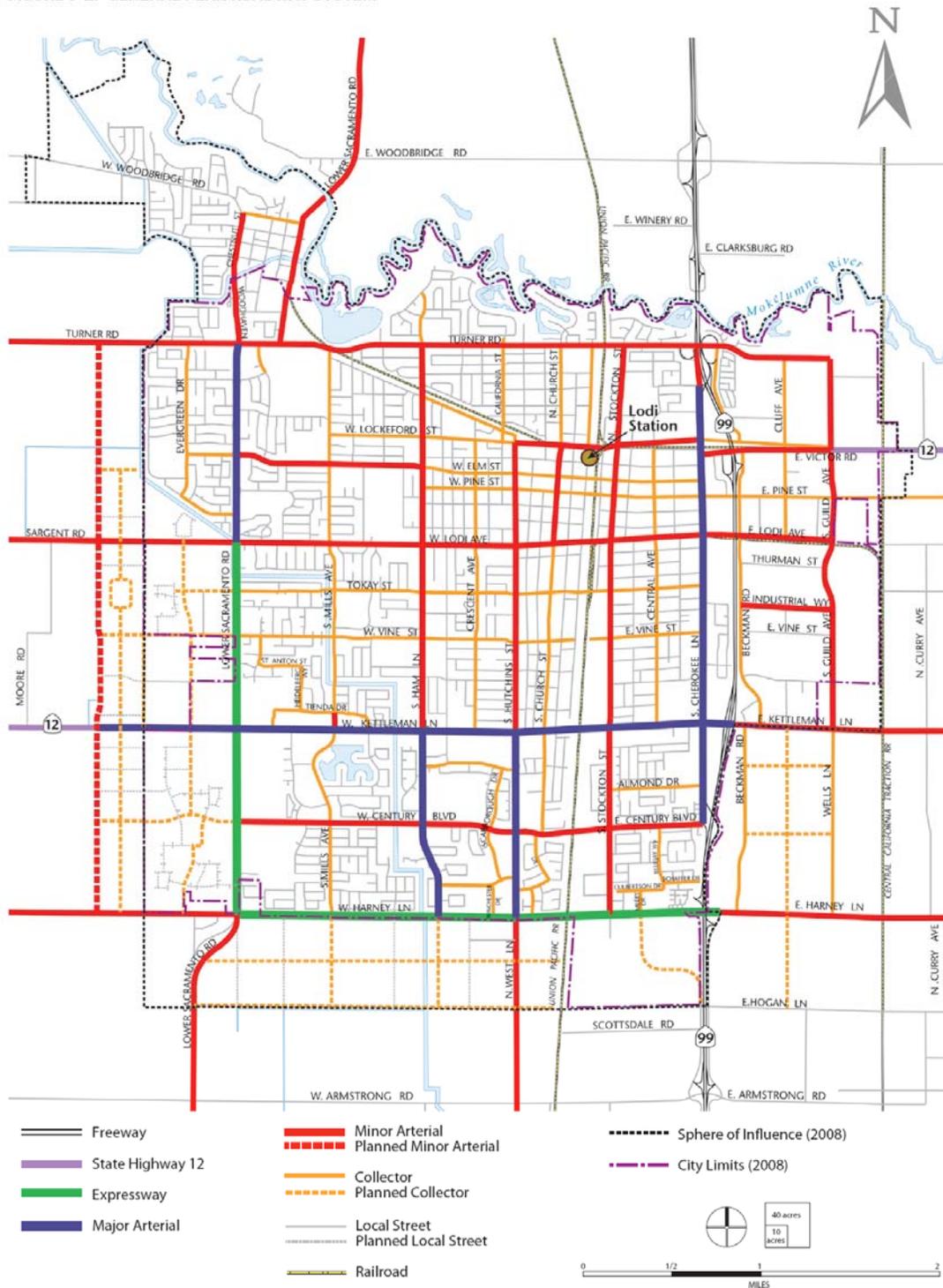
FIGURE 3-1: DEVELOPMENT PHASES



3-6 | LODI GENERAL PLAN

Figure 3 – City of Lodi General Plan Development Phases

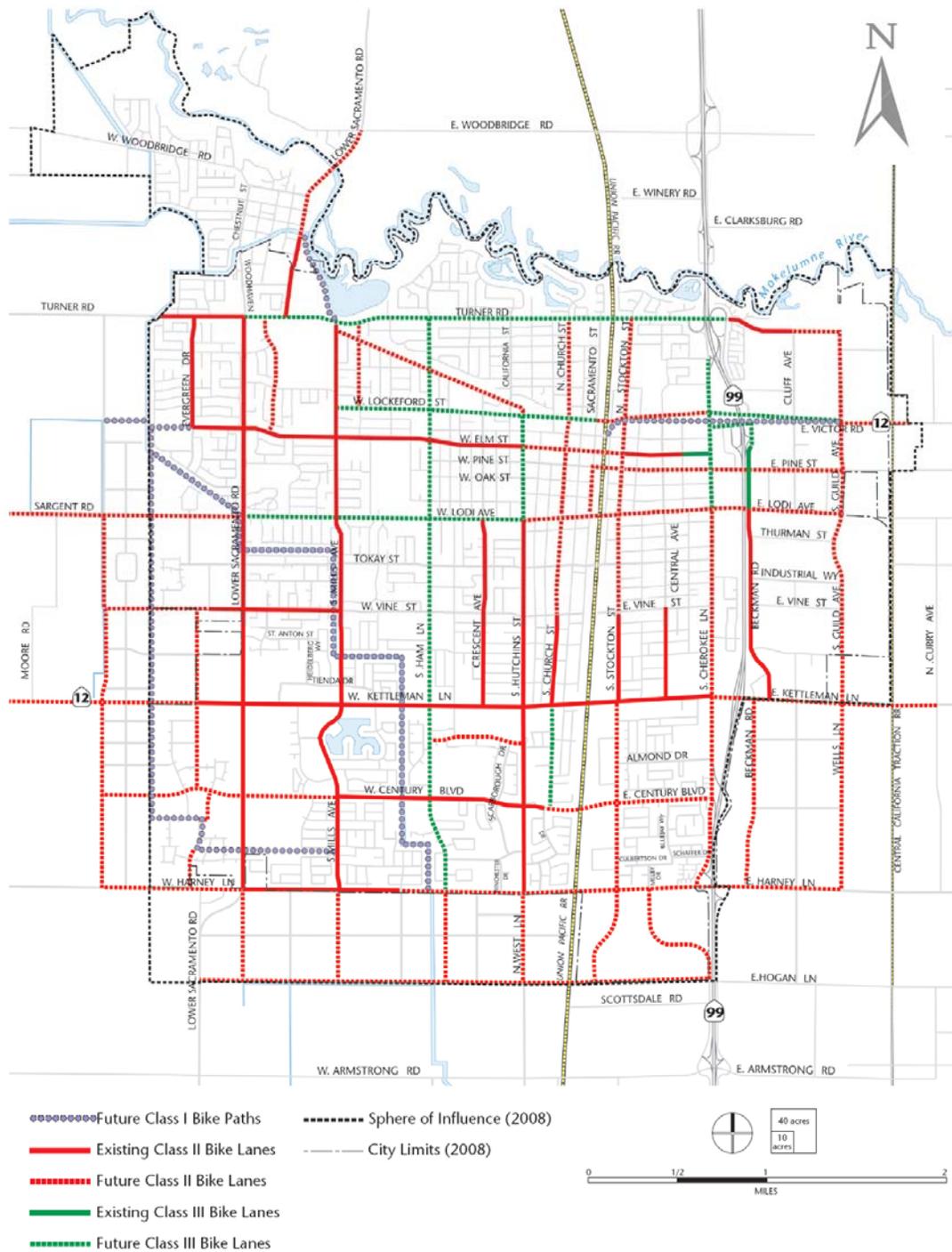
FIGURE 5-2: GENERAL PLAN ROADWAY SYSTEM



5-8 | LODI GENERAL PLAN

Figure 4 – City of Lodi General Plan Roadway Network

FIGURE 5-3: GENERAL PLAN BICYCLE SYSTEM



5-10 | LODI GENERAL PLAN

Figure 5 – City of Lodi General Plan Bicycle Network

HARNEY LANE SPECIFIC PLAN

EXISTING CONDITIONS

Harney Lane is located at the southern edge of the current City limits and the City's development. The City limits run along the south side of the street right of way with San Joaquin County to the south. The City's sphere of influence extends further south to a point halfway between Harney Lane and Armstrong Road.

Harney Lane is a two lane road with a posted speed of 45 mph. The study area includes approximately 2 ½ miles of roadway from the City's western limit to South Stockton Street that is partly within the City and partly within San Joaquin County. Ultimately, most of the roadway is anticipated to be annexed as future development occurs along the corridor.

Development along Harney Lane is a mix of urban residential, rural residential and agriculture. The north side of Harney Lane is primarily single family residential development consisting of new subdivisions with block walls facing Harney Lane. Within the City limits, Harney Lane has been widened to the ultimate width on the north where recent development has occurred. The south side is a mix of agriculture (grapes and cherries) and rural residences. West and east of Lower Sacramento Road single family residences are present on both sides of the road and most are in San Joaquin County. Between South Hutchins Street and South Stockton Street, Harney Lane crosses the main Union Pacific Railroad.

PROPOSED GEOMETRIC DESIGN

Harney Lane is planned to be the primary east-west connector across the portion of the city south of Kettleman Lane. A second east-west connector is Century Boulevard as identified in the General Plan but completion of the crossing over the Union Pacific Railroad will not occur in the near future.

According to the General Plan Harney Lane is classified as a minor arterial west of Lower Sacramento Road and an expressway from Lower Sacramento Road to State Route 99. Lower Sacramento Road is also designated an expressway (the main north-south connector on the west side of the city) connecting Harney Lane to Kettleman Lane. The proposed geometrics for Harney Lane reflect these secondary arterial and expressway designations and are provided in Appendix A.

The proposed geometrics reflect the ultimate improvements needed to serve the traffic expected to result from development of the General Plan. It is anticipated that a phased construction approach will be utilized to construct the ultimate improvements. Therefore,

interim geometric plans will likely be implemented to deal with constraints represented by cost, relocation of structures, right of way acquisition, accident history and maintenance of existing business operations with minimal interference.

In the event a specific development project occurs along the corridor, ultimate improvements will be required to be constructed in conjunction with that project. An example of this is the widening of Harney Lane that is presently under construction at the Reynolds Ranch Shopping Center Project.

Existing traffic signals at Lower Sacramento Road, South Hutchins Street and South Stockton Street will be modified in conjunction with the construction of interim and ultimate improvements at these intersections. In the case of the Lower Sacramento Road intersection, it is likely that two separate intersection improvement and traffic signal modification projects will be required due to right of way constraints.

In the event accident levels increase, it may be necessary to widen portions of Harney Lane to improve safe operations. An example of this would be a new traffic signal at an intersection with lane additions for turn movements and stacking. New traffic signals are planned for the intersections at South Mills Avenue and South Ham Lane. Another example may be widening the segment of the corridor currently within San Joaquin County east of Lower Sacramento Road.

An important aspect of the design of expressways is the limitation on the number of intersections and other turning movement onto and from the expressway. This specific plan assumes that intersections with median openings will be allowed only at Westgate Drive, Lower Sacramento Road, South Mills Avenue, South Ham Lane, South Hutchins Street, and South Stockton Street. Residential intersections without a median opening (right turn in and right turn out only) will be allowed only at Legacy Way, Poppy Drive, Winchester Drive and Banyan Drive on the north side of Harney Lane. An intersection without a median opening (a turn out lane with a right turn in and right turn out only) will be allowed on the south side of Harney Lane (between West Lane/Hutchins and the proposed grade separation) opposite Banyan Drive to accommodate F&L Costa Family property.

Further discussion of the geometric design and phased improvement of Harney Lane is provided below. The corridor is divided into four distinct segments for discussion purposes. They are: Segment 1) City Limits to Lower Sacramento Road, Segment 2) Lower Sacramento Road to South Mills Avenue, Segment 3) South Mills Avenue to South Hutchins Street and Segment 4) South Hutchins Street to South Stockton Street. This segmentation is not intended to reflect the phasing of improvements nor the sequencing.

Segment 1 – City Limits to Lower Sacramento Road

Harney Lane west of Lower Sacramento lies primarily within San Joaquin County and partly within the City. The County portion of this segment is anticipated to be annexed into the City

but probably not in the near future. The north side of Harney Lane in this area is within the City’s sphere of influence but the south side is not and is expected to remain in the County. The area consists of single family residences on both sides of the road along with Henderson Community Day School on the south side. The houses on the north side are set back a minimum 27 feet from the existing right of way while the houses on the south are set back from 2 feet to 25 feet from the existing right of way.

The area is at the southwestern edge of the city limits and future development. Because of this, two improvement alternatives were developed for this segment. The first is an interim alternative with a smaller right of way width of 69.5 feet designated to handle a smaller volume of traffic while minimizing the impacts to the residences on the south side. The interim alternative consists of three lanes. The three lanes include one lane in each direction and a middle two-way left turn lane. The two-way left turn lane improves the safety to the residents turning into their driveways while allowing the traffic to flow. Vehicle parking is provided for on both sides but may need to be restricted at the Lower Sacramento Road intersection. Sidewalk is included on both sides of the street and signal modifications are necessary at Lower Sacramento Road. The sidewalk on the south side would not extend westerly beyond Henderson Community Day School.

Since the houses on the south are closest to the road, the existing south side right of way was held, wherever possible, and the improvements were pushed to the north side. Nine and one half feet of right of way would be needed on the north side of the street. On the south, the two properties closest to Lower Sacramento Road would be affected. The amount of right of way required at these locations varies from zero to three feet. By taking this approach, no housing structures were impacted. The geometric cross section of this alternative is presented in Figure 6 and details of the plan layout and cross sections are provided in Appendix A.

The interim alternative is not expected to be needed until development of the Southwest Gateway project occurs at its southern most limits and new street, Westgate Drive, west of Extension Road, has been constructed. The estimated year of construction for Westgate Drive is 2020. The year of construction of the interim alternative will be determined in the future based upon traffic volumes and operations but likely will not occur prior to 2025.

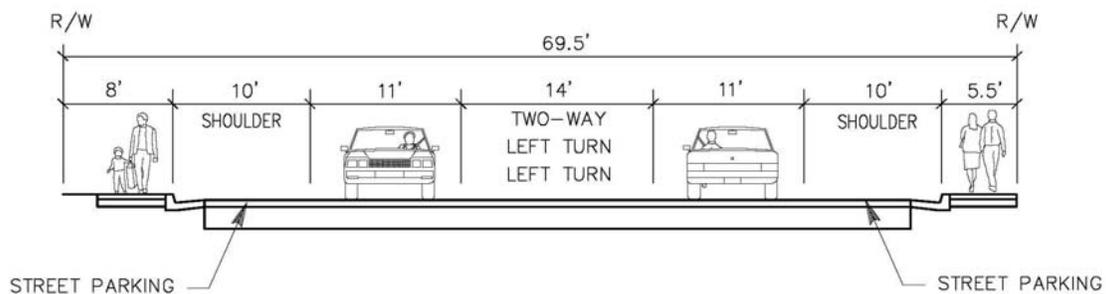


Figure 6 – Segment 1 – Interim Roadway Section with Street Parking (Looking East)

Segment 1 is designated as a minor arterial in the General Plan. The minor arterial designation is described as connecting the regional road network (Lower Sacramento Road and

Harney Lane east of Lower Sacramento Road) with local roads with one typical characteristic being access limitations. The intent of the arterial designation was primarily to allow for greater access controls as future development occurs. Arterials, in the context of the General Plan may be either two or four lanes.

The ultimate improvement alternative for Segment 1 would closely conform to the City standard section for a secondary arterial which measures 64 feet from curb to curb including four travel lanes (48 feet) and two bicycle lanes (16 feet). The ultimate right of way would be 77.5 feet including an eight foot sidewalk and setback on the north side and a five and one-half foot sidewalk on the south side. The two and one-half foot setback on the south side is not provided to limit encroachment of the existing residences on the south side of Harney Lane. The geometric cross section diagram of the secondary arterial is provided in Figure 7 and details of the plan layout and cross sections are provided in Appendix A.

The improvements would need to be installed when traffic from additional development determines that it is necessary. The additional right of way will be obtained from both sides of the street to align it with the Harney Lane improvements east of Lower Sacramento Road. The houses on the north are still set back far enough that the extra right of way will not impact the houses directly but would reduce the size of the front yards by ten feet. On the south, ten properties are affected and three properties would need to be purchased to build the improvements. The three properties belong to the Geist (APN# 058-070-03), Hernandez (APN# 058-070-04), and Williams (APN# 058-070-05) families and are located nearest to Lower Sacramento Road.

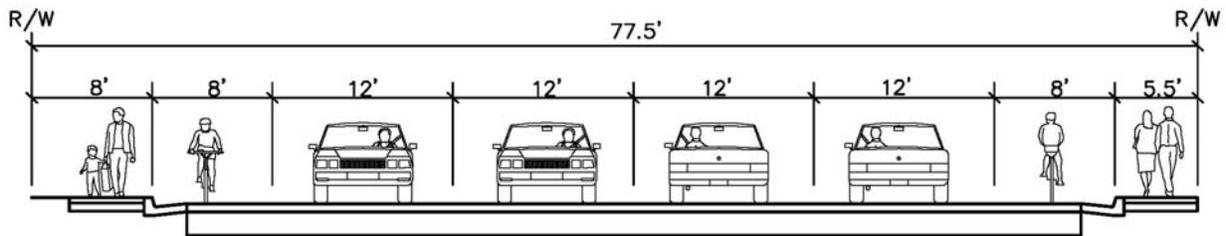


Figure 7 – Segment 1 – Ultimate Roadway Section with Bicycle Lanes (Looking East)

Segment 2 - Lower Sacramento Road to South Mills Avenue

Along this segment, Harney Lane is populated by single family residences along the south side and approximately one-half of the north side. The remainder of this segment on the north side has been developed as the Legacy Estates subdivision. The houses in the Legacy Estates subdivision do not front Harney Lane like the others do.

Similar to Segment 1, Harney Lane between Lower Sacramento Road and South Mills Avenue is expected to be widened in phases. They will again be referred to as interim and ultimate alternatives. Interim improvements will be implemented when the City deems traffic

volumes or accident levels have created unsafe conditions. The cross section dimension for the interim alternatives varies by location along Segment 2. To simplify the discussion, two sub-segments are presented below.

Lower Sacramento Road to Legacy Estates (City Limit)

The existing residences along this sub-segment are located within San Joaquin County and development is not expected to take place nor are the properties anticipated to annex to the City. The interim alternative right of way requirement ranges from 62 feet to 69 feet. The interim improvements will be installed in portions of the segment that are not anticipated to experience development in the near future or ever at all. To reduce impacts to residences resulting from construction of the interim improvements, the widening will be limited to a four foot shoulder with no bike lanes or sidewalks. Between Lower Sacramento Road and Legacy Estates (City Limit) traffic will be separated by a striped median. It is anticipated the need for these interim improvements will be driven by the deterioration to unacceptable levels of the operations at the signalized intersection of Harney Lane and Lower Sacramento Road. These interim improvements add a westbound right turn lane at this intersection. The interim and ultimate alternative geometric designs for this sub-segment are presented in Figure 8 and 10 and Appendix A.

To construct the interim alternative, right of way acquisition is required on both sides of Harney Lane. On the north side, up to seven feet is required at the Schumacher (APN #058-230-10) and Galindo (APN # 058-230-06) properties. On the south side, seven feet is required along the Hayn (APN 058-070-07), Bell (APN 058-070-08), and Goff (APN 058-070-09) properties. At the time of acquisition, the City will need to work with San Joaquin County to determine if the acquisition will include only that needed for the interim alternative or include that needed for the ultimate alternative.

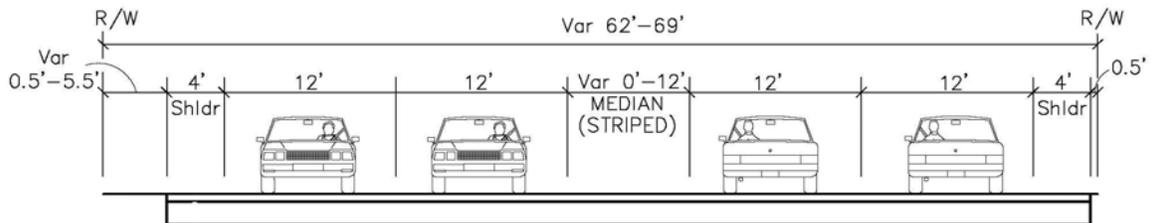


Figure 8 – Segment 2 – Interim Roadway Section – Lower Sacramento Road to Legacy Estates (Looking East)

Legacy Estates (City Limit) to South Mills Avenue

For the most part, the north side of Harney Lane along this sub-segment has been developed as the Legacy Estates subdivision. The south side of the roadway consists of rural residential homes built on fairly large lots. The homes are generally well set back from the existing

roadway. Again, interim and ultimate alternative geometric designs for this sub-segment are presented in Figures 9 and 10 and Appendix A.

The interim alternative includes four travel lanes, center striped turning lane, full shoulder improvements (bike lane, sidewalk and landscaping) on the north side and a four foot shoulder on the south side. Additional right of way acquisition is required on the south side that ranges from seven to twelve and one-half feet. The affected properties include Wright (APN 058-070-12), Velente (APN 058-070-13), S. Everitt (APN 058-070-14), Scholl (APN 058-070-15/16), Tamura (APN 058-090-01), Tanabe (APN 058-090-02), R. Everitt (APN 058-090-03), and Manassero (APN 058-090-04). On the north side, 17 feet of right of way will be required from Lackyard (APN 058-230-21), the property at the northwest corner of the Harney Lane and South Mills Avenue intersection to construct the interim alternative.

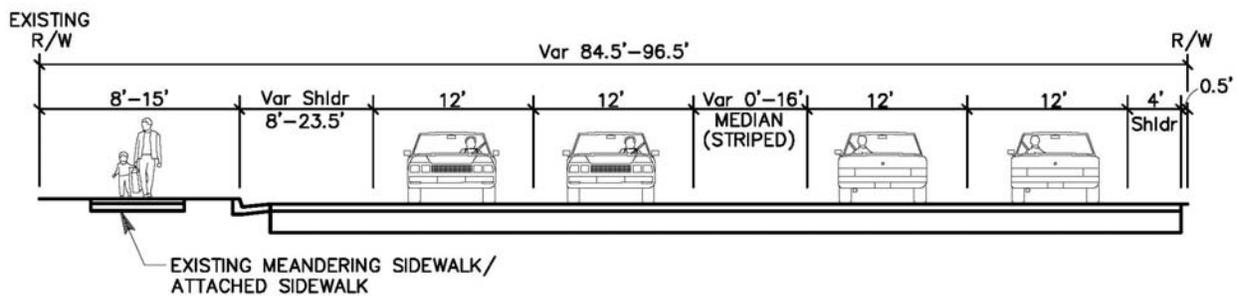


Figure 9 – Segment 2 – Interim Roadway Section – Legacy Estates to South Mills Avenue (Looking East)

For the ultimate alternative the right of way dimension is 110 feet and includes four travel lanes, landscaped median/left turn lane, bike lanes in each direction and fifteen feet behind the curb for five foot sidewalk, landscaping and utilities. Additional right of way acquisition is required on the south side that ranges from 26 to 31 feet. These amounts are inclusive of the right of way required to construct the interim alternative. It is expected that most of the right of way will be acquired through dedication at the time development occurs.

The General Plan includes a future “Local Street” accessing the area south of Harney Lane (See Figure 4). It is located west of Legacy Way. The location of the road shown in the specific plan is approximate. The exact location will be determined by the first property to develop that will be required to dedicate and construct the entire roadway. The road will have a 50 foot right of way, a 34 foot curb to curb dimension and include sidewalks on both sides.

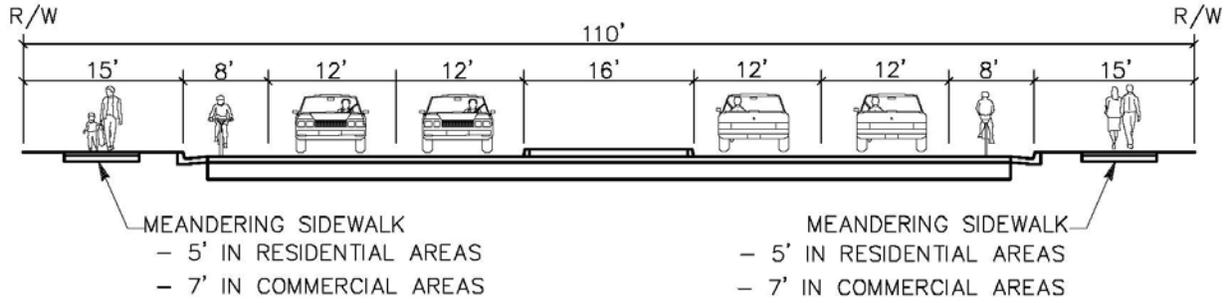


Figure 10 – Segment 2 and 3 – Ultimate Roadway Section with Bicycle Lanes (Looking East)

Segment 3 – South Mills Avenue to South Hutchins Street

Similar to the previous segment, existing single family residential development on the north side sets the right of way limit of the ultimate improvements. Existing land use on the south side is agriculture. Within this area Harney Lane crosses a Woodbridge Irrigation District (WID) canal. The WID canal crossing was constructed several years ago and its design anticipated the widening of Harney Lane such that no changes to the crossing are required.

There is no interim alternative for Harney Lane within this segment. The Harney Lane ultimate cross section for this segment is the same 110 foot section as Segment 2 as presented in Figure 10 except at the WID canal crossing. At this location the meandering sidewalk is replaced by a roadway-contiguous sidewalk. The four lanes of traveled way and the median are maintained.

East of the canal to South Hutchins Street on the north side of Harney Lane are nineteen existing residential properties that have driveway access onto Harney Lane that will continue to be provided for and complimented with on street parking and a bicycle lane. In this area a total of fourteen feet is provided on the north side of the roadway to accommodate the parking and bicycle lane. The cross section for this portion of Segment 3 is provided in Figure 11 and also in Appendix A.

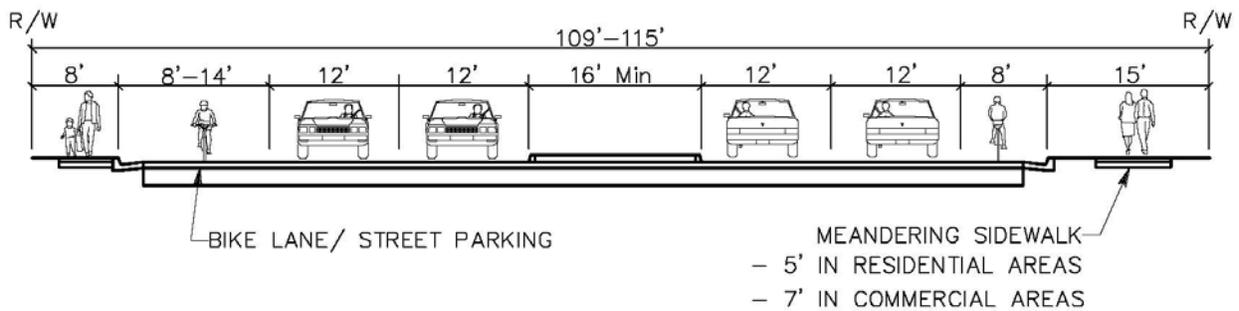


Figure 11 – Segment 3 - Ultimate Roadway with Bicycle Lanes and Street Parking On North (Looking East)

The houses on the north will be impacted by the construction of the ultimate improvements because the landscaped median will restrict the property owners to only turning west from their driveways. In addition, as traffic volumes increase on the roadway, the ability to freely back out of their driveway will be difficult during peak volume periods.

The General Plan includes a future “Local Street” accessing the area south of Harney Lane (See Figure 4). It is located near Poppy Drive. The location of the road shown in the specific plan is approximate. The exact location will be determined by the first property to develop that will be required to dedicate and construct the entire roadway. The road will have a 50 foot right of way, a 34 foot curb to curb dimension and include sidewalks on both sides.

Construction of the ultimate alternative will require acquisition or dedication of fifteen feet of additional right of way in the vicinity of the intersection of Harney Lane and South Hutchins Street. This includes an extra twelve feet of right of way near South Hutchins Street for a future dedicated right turn lane for the eastbound Harney Lane traffic to southbound South Hutchins Street. Along the remainder of this segment, the right of way required to construct the ultimate alternative was dedicated as part of the South Lodi Sanitary Sewer Study and the Harney Lane Lift Station project.

Segment 4 - South Hutchins Street to South Stockton Street

This segment is unique to the others due to the Union Pacific Railroad crossing that occurs in the middle of the segment. Special considerations are required to support the existing agricultural/industrial uses on the south side of Harney Lane and the existing residential uses on the north side of Harney Lane. The improvements anticipated by this Specific Plan are limited to the vicinity of the Hutchins Street and Stockton Street intersections. The grade separation and the right of way required to construct this improvement will be the subject of a future project that will address design alternatives, environmental impacts and implementation.

Information, phasing, and alternatives for the Costa (APN 058-110-47) and Tsutsumi (APN 058-130-24) properties, as affected by the anticipated intersection improvements, and as presented in Appendix B for South Hutchins Street (Intersection 13) and South Stockton Street (Intersection 15) are discussed below.

Union Pacific Railroad Grade Separation

The City has plans for a grade separation at the railroad crossing as presented in the Harney Lane/Union Pacific Railroad Grade Separation Feasibility Study (Mark Thomas and Company, 2010). The feasibility study, dated August 10, 2010, analyzed the benefits and costs of different alternatives. On the north side, the existing residential subdivision has been set back from Harney Lane in anticipation of a grade separation ultimately being constructed. A 30 foot right of way has been secured by the City on the Costa property, however, the grade separation project will require more right of way from the Costa’s property and the Tsutsumi Property.

Right of way requirements for the four grade separation alternatives are the greatest for the two alternatives which include earth embankments in lieu of retaining wall structures. The two embankment alternatives include an overcrossing and an undercrossing of the railroad. The schematic cross sections for each Alternative 1 and 4 from the feasibility study are presented in Figures 12 and 13, respectively. Alternative 1 is an overcrossing structure with side slopes and this alternative requires the greatest area of new right of way. Alternative 4 is an undercrossing with side slopes and requires the second greatest area of new right of way.

An environmental review of the alternative grade separation crossings will be conducted by the City in conjunction with the preliminary engineering design for the project. Once the environmental review and alternative selection has been completed, full design of the grade separation project will commence and final determination of right of way requirements will be made. A copy of the Feasibility Study is included in the Technical Appendix.

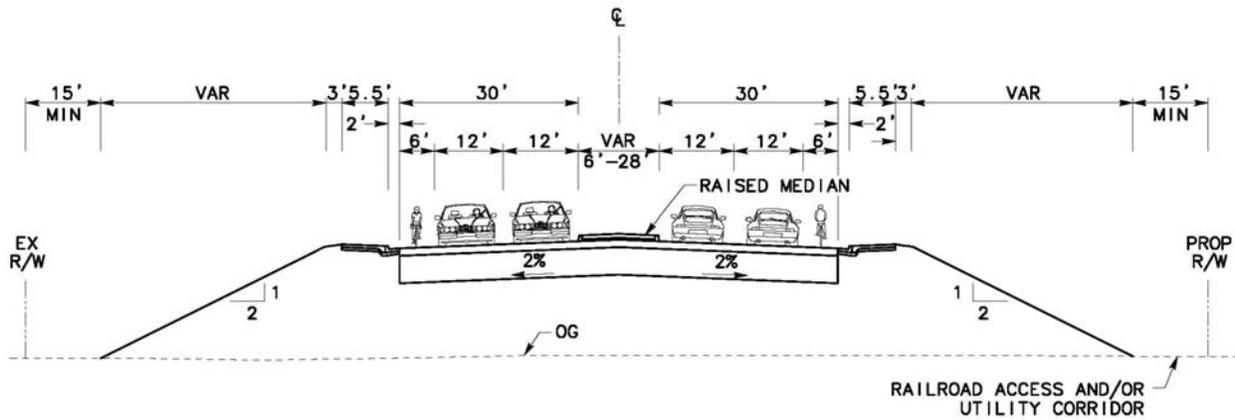


Figure 12 – Alternative 1 – Overhead with Side Slopes (Looking East)

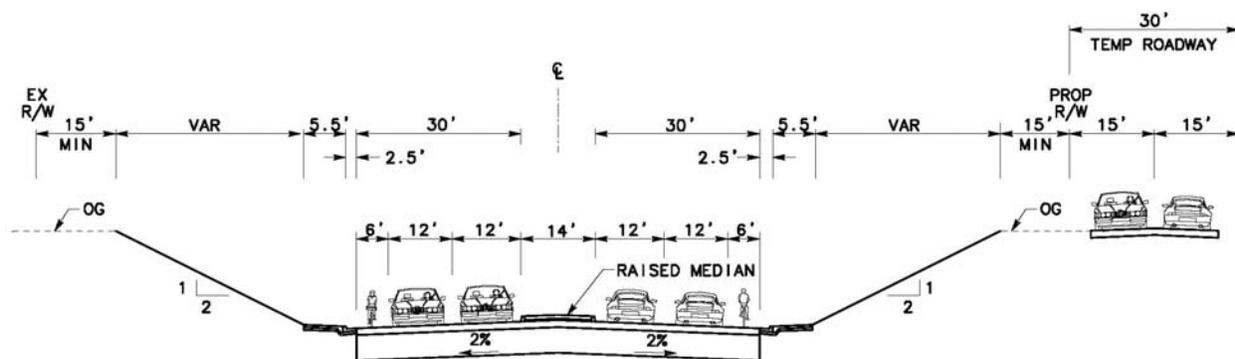


Figure 13 – Alternative 4 – Underpass with Side Slopes (Looking East)

Costa Property

The proposed intersection improvements could potentially interfere substantially with the Costa farming operation and the Costa packing plant. The Costa family has expressed concern about the potential harm of the intersection improvement to the existing Costa farming and business operations. The City has represented to the Costa family that this Specific Plan is a planning tool to establish future right of way requirements and the City commits to work constructively and cooperatively with the Costa Family to limit, to the extent practicable, the interim and permanent interference to the Costa farming and business operation due to the future intersection improvement.

The Costa property is located between South Hutchins Street and the Union Pacific Railroad. The Costa's farm cherries at this location which also serves as the home office and equipment yard for a second orchard and vineyard located on Harney Lane east of State Route 99. In addition the Costa's operate an agricultural packing plant in the center of the property which is accessed from West Lane and Harney Lane. The property has two driveways on Harney Lane and two driveways on West Lane used by employees, harvesting equipment and large trucks. The first driveway nearest Hutchins Street is located just west of the railroad tracks. In order to accommodate the City's plans, the Costa Family is prepared to relinquish this driveway. The second driveway is located just east of South Hutchins Street and is used for access by farming equipment, harvesting and pruning equipment, employees and large trucks. The West Lane driveways will not be affected by the Harney Lane Specific Plan project. The West Lane driveways will be impacted by development at the southwest corner of Harney and West Lane as well as by increased traffic on West Lane.

The Harney Lane and South Hutchins Street intersection is envisioned to be constructed in two phases. Each phase provides the necessary improvements to Harney Lane while limiting the impacts to the Costa property. The first phase is an interim alternative and the second phase is the ultimate widening required to construct the grade separation on Harney Lane along the Costa property. The phasing exhibits are presented in Appendix C.

➤ Phase 1: South Hutchins Street Intersection Improvements.

The first phase widens the South Hutchins Street intersection to accommodate the proposed medical center at the southwest corner of the intersection. The first phase includes widening Harney Lane along a portion of the Costa property to add a second through eastbound and westbound lane and relocation of the easterly driveway and gate to a point approximately 300 feet east of the South Hutchins Street intersection. The median along the Costa property would be striped to allow left turns into their driveway along Harney Lane. The improvements will include the creation of an eastbound pull out lane to facilitate trucks turning into the new driveway. This work will require the removal of cherry trees within the existing right of way and within the

orchard to allow for construction of the new driveway. A diagram of the phase 1 interim intersection improvements is provided in Appendix C.

➤ **Phase 2: Construct the Railroad Grade Separation.**

A grade separation at the Union Pacific Railroad is required to add two additional through lanes to Harney Lane. Unlike the other sections of Harney Lane, the grade separation will not be constructed in association with adjacent development. The grade separation will be a City sponsored project and will be constructed as soon as funding is available.

City staff met with the Costas on several occasions to discuss the impact the Harney Lane Specific Plan would have on their operations and access to their property. Specifically, City staff repeatedly represented that this specific plan was not setting future right of way limits for the grade separation project. A separate project will be brought forward to evaluate alternative designs, access, and operations at adjacent properties, environmental impacts and implementation. However, staff has assured the Costas that, with this phase, the Costa's will not lose access to Harney Lane by virtue of the raised median that will be constructed with the grade separation.

Additional right of way will be needed. The amount will be determined once the preferred design alternative is selected as part of the environmental review of the project. The Costa intersection opposite of Banyan Drive will be restricted to right turn in and right turn out movements.

When the property is developed into something other than the Costas agricultural operation the driveway will be the approximate location for the future road. The roadway will be required to be dedicated at that time. The road will have a 50 foot right of way, a 34 foot curb to curb dimension and include sidewalks on both sides.

The Exhibits in Appendix A and Appendix C present the access accommodations at the Costa property prior to construction of the grade separation (Appendix C) and following construction of the grade separation (Appendix A).

City staff met with the Costas on several occasions to discuss the impacts of the Harney Lane Specific Plan would have on their operations and access to their property. Specifically, City staff repeatedly represented that the grade separation alternatives presented in the specific plan were a plan in concept only and did not bind future City action nor did it eliminate or lessen any rights held by the Costas to challenge any subsequent action by the City concerning the grade separation project. The Costas expressed concerns about the effects the widening of Harney Lane would have on the access to and operations of their business as well as the safety of trucks, vendors and employees under the existing conditions due to increased traffic on Harney Lane. The specific plan addresses the concerns expressed by the Costas.

Tsutsumi Property

Mr. Tsutsumi operates a vineyard located between the Union Pacific Railroad and South Stockton Street. Access to the vineyard is available at two locations on Harney Lane, west of South Stockton Street. A row of houses is situated between the Tsutsumi property and South Stockton Street blocking access to South Stockton Street.

There is no interim alternative for Harney Lane within this area. The ultimate construction of the railroad grade separation will affect the operations at the Tsutsumi property. The grade separation will widen Harney Lane and construct a raised median. The raised median prevents the harvesting equipment from making westbound left turns into the Harney Lane driveway. The harvesting equipment will need to enter the property from the eastbound approach. The driveways on Harney Lane will need to be widened beyond their current width to accommodate the trucks turning in the property. A diagram of the Tsutsumi access configuration is provided in Appendix C.

Mr. Tsutsumi opposes the proposed draft specific plan. Mr. Tsutsumi claims the ultimate build out of the grade separation project would take a significant amount of his real property and require such a substantial realignment wine grape rows and irrigation lines that it would not be economically feasible to continue farming operations.

Intersections - Full and Limited Access

The expressway design for Harney Lane between Lower Sacramento Road and State Route 99 will limit full access intersections by spacing them approximately one half mile apart. The planned full access intersections are Westgate Drive, Lower Sacramento Road, South Mills Avenue, South Ham Lane, South Hutchins Street, South Stockton Street and Reynolds Ranch Parkway/Melby Avenue. The Reynolds Ranch Parkway/Melby Avenue intersection has been constructed as part of the Reynolds Ranch project.

Limited access intersections are those that restrict turning movements to right turns from and right turns onto Harney Lane with a prohibition of left turn movements. Planned limited access intersections include Legacy Way, Crown Place, Poppy Drive, Winchester Drive, Banyan Drive and the four future road intersections on the south side of Harney Lane. A short discussion about the improvements at each full access intersection is given below. A diagram of the geometrics for each intersection is included in Appendix B.

1. **Westgate Drive** – Westgate Drive, the future road across from the Henderson Community Day School, is part of the Southwest Gateway planned development. The road will form a three-legged intersection on Harney Lane from the north and will be striped with crosswalks due to its proximity to the school. When the Southwest Gateway development is constructed the timing of the intersection construction will be determined. It is included in the interim and ultimate proposed geometrics for this segment of Harney Lane. A traffic signal will be installed in the future if required.

2. **Lower Sacramento Road** - Lower Sacramento Road is the main north-south connector between Stockton and Lodi on the west side of Lodi. Between Kettleman Lane and Harney Lane, Lower Sacramento Road is designated an expressway. It is a main part of the city's grid network planned to serve large volumes of traffic moving from Kettleman Lane to the southeast area of Lodi. Harney Lane is part of this connection. To serve the high volume of southbound to eastbound left turn traffic, dual left turn lanes are incorporated into the intersection geometrics. The existing traffic signal at the intersection will need to be modified to accommodate the additional through lanes and left turn lane.
3. **South Mills Avenue** – South Mills Avenue is a collector street that will be extended southward as new development occurs. It will become a full access intersection on Harney Lane. Signals will be installed with the extension of South Mills Avenue. A single left turn lane will be provided for eastbound and westbound traffic on Harney Lane. The intersection is currently signalized and will need to be modified to accommodate the widening.
4. **South Ham Lane** – Similar to South Mills Avenue, South Ham Lane currently tees into Harney Lane and will be extended southward as new development occurs. The General Plan designates South Ham Lane as a major arterial to the north of Harney Lane and a collector road to the south. Signals will be installed with the extension of South Ham Lane and single left turn lanes will be provided for eastbound and westbound Harney Lane traffic.
5. **South Hutchins Street** – Similar to Lower Sacramento Road this is a main connector road between Lodi and Stockton. In the General Plan South Hutchins Street is a major arterial which serves the downtown area of the city. At the intersection it will have dual left turns for the north and southbound traffic. Single left turn lanes are provided for the Harney Lane traffic. Two eastbound and westbound through lane will be provided.

Traffic studies indicate the future requirement for a dedicated right turn lane for the eastbound to southbound turning movement on Harney Lane. In keeping with the General Plan policy to promote pedestrian friendly intersections this dedicated right turn lane is included in the specific plan but is not recommended for construction in the foreseeable future.

Right of way for the additional lanes is required on the south side of Harney Lane as indicated on the diagrams provided in Appendix A. The intersection is currently signalized and will need to be modified to accommodate the widening.

6. **South Stockton Street** – The roadway tees into Harney Lane with a dead end road extending to the south. In the future the dead end road will be widened allowing access to the Reynolds Ranch project in the south area. Similar to South Hutchins Street intersection the eastbound Harney Lane will initially be served by a through lane and a combined through/right turn lane. When South Stockton Street is extended and the traffic

warrants it, the combined through/right turn lane will become a through lane and a dedicated right turn lane will be added. The right of way is reserved with the Specific Plan. The existing signal will need to be modified. The intersection is currently signalized and will be modified to accommodate the widening.

PUBLIC OUTREACH

PUBLIC MEETINGS

Two public meetings were held at Henderson Community Day School. The first public meeting was held on June 8, 2010 to present the preliminary specific plan, explain the purpose of a specific plan, request input on the plan and to give the attendees an opportunity to individually meet with the City staff. A total of 52 people attended the meeting. A second public meeting was held on January 25, 2011 to present residents with an update addressing the comments from the first public meeting, the follow up individual meetings and staff modifications to the specific plan. A total of 53 people attended the second meeting. A full report on each meeting is provided in the Technical Appendix.

The format of the two public meetings was an open house with work stations exhibiting the four segments. A staff member was present to explain the specific plan and to answer questions at each station. A power point presentation was given describing the need for the specific plan, the proposed geometrics, the timing of the implementation and contact information which the residents could use if they had further questions. Questions were received and answers provided as reported in the minutes of the meetings.

ONE ON ONE MEETINGS

As part of the public meeting, the City staff gave the residents an opportunity to meet later for a one on one meeting to explain the specific plan further and discuss the impact to their property. Since not all of the citizens could attend the public meeting two separate letters went out to all the property owners whose properties would be impacted. This outreach provided them additional opportunities to have a one on one meeting with the City staff to discuss the specific plan and their property. A total of 55 residents took this opportunity to meet with the project staff.

The meetings were either held at the property owner's residence or at the Public Works office. Most of the meetings were informational since many of these people were not able to attend the public meeting. Discussion points included:

- **What is the purpose of the Specific Plan?** The Specific Plan acts as a blue print of what Harney Lane will look like based on the policies set forth in the General Plan. City staff will use the specific plan to guide development of properties along Harney Lane to provide for implementation of the Harney Lane expressway.
- **How much right of way will be needed from my property?** An exhibit for each property was created showing the amount of right of way needed. If the property was

located in a segment where an interim condition occurred, a second exhibit was created showing the right of way needed during the interim phase.

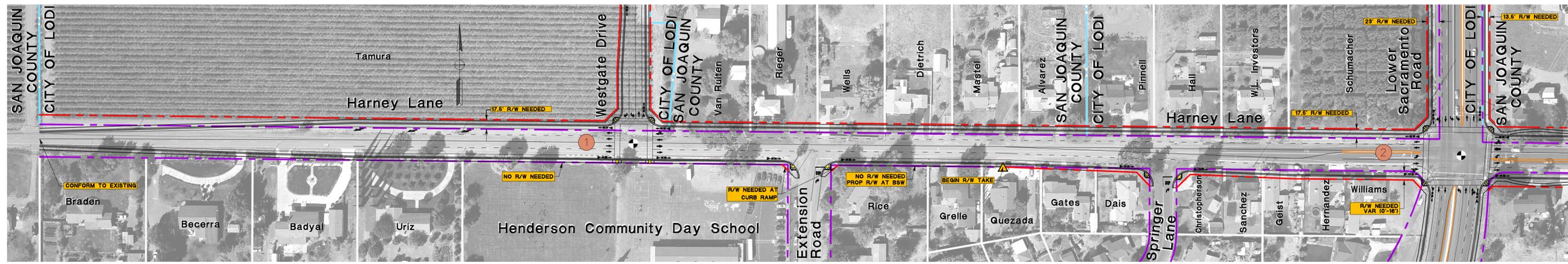
- **When is this development and street widening going to occur?** This was a significant concern and a common question. It was explained that the specific plan was a planning document to be used by the City to direct the individual developers as to what would be expected of them with respect to the widening of Harney Lane. The street widening was not expected to occur in the near future. Much of the widening will occur with development. If widening was required, the City would acquire right of way through a formal acquisition process.
- **How will I get compensated for the right of way taken?** The City will require a development project to dedicate needed right way as part of the project. Acquisition of right of way outside the limits of new development may follow an informal process if initiated by a developer or a formal process if initiated by the City.
- **By acquiring the right of way the house will be closer to the roadway making the property less valuable. Will I be compensated for that?** This is referred to as “severance damages” and would be included in the offer to acquire the property.

There were some questions and concerns that were brought up from the residents that needed follow up on the staff’s part. These concerns were:

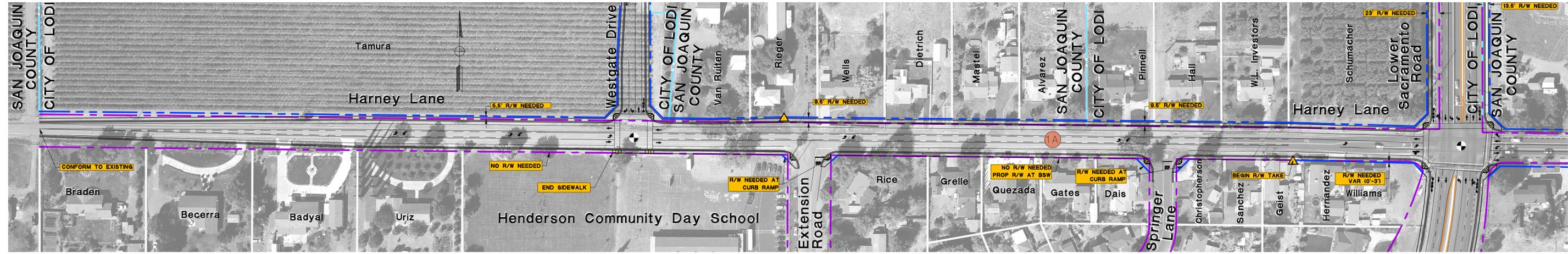
- **For the segment west of Lower Sacramento Road, by acquiring right of way, you are reducing the size of the driveway and front yards; why not include street parking for the residences?** The recommend geometrics include street parking.
- **Why does the median have to be so wide? Less property would need to be taken if you reduced the size of the median.** The median is sixteen feet wide and provides room for the left turn pockets and narrow median at the intersections.

Appendix A
Proposed Geometrics

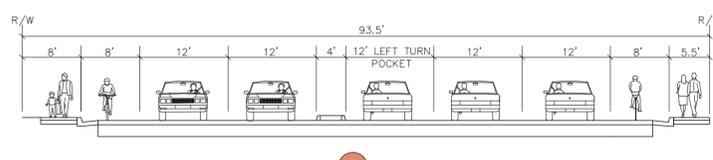
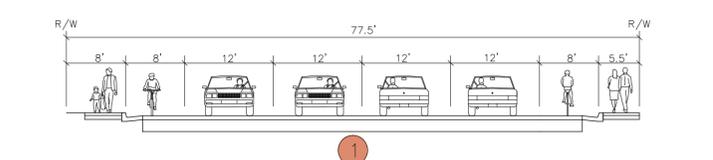
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- EXISTING R/W
 - ULTIMATE PROPOSED R/W
 - INTERIM PROPOSED R/W
 - GRADE SEPARATION PROPOSED R/W (ALTERNATIVE 1)
 - PROPERTY LINE
 - CITY/COUNTY LIMITS
 - SIGNALIZED INTERSECTION
 - TYPICAL CROSS SECTION
 - ANGLE POINT



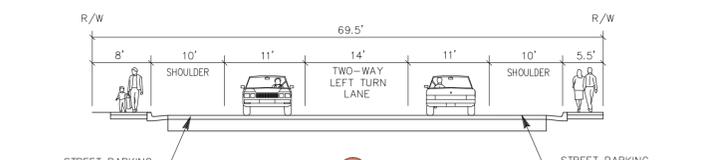
ULTIMATE HARNEY LANE IMPROVEMENTS



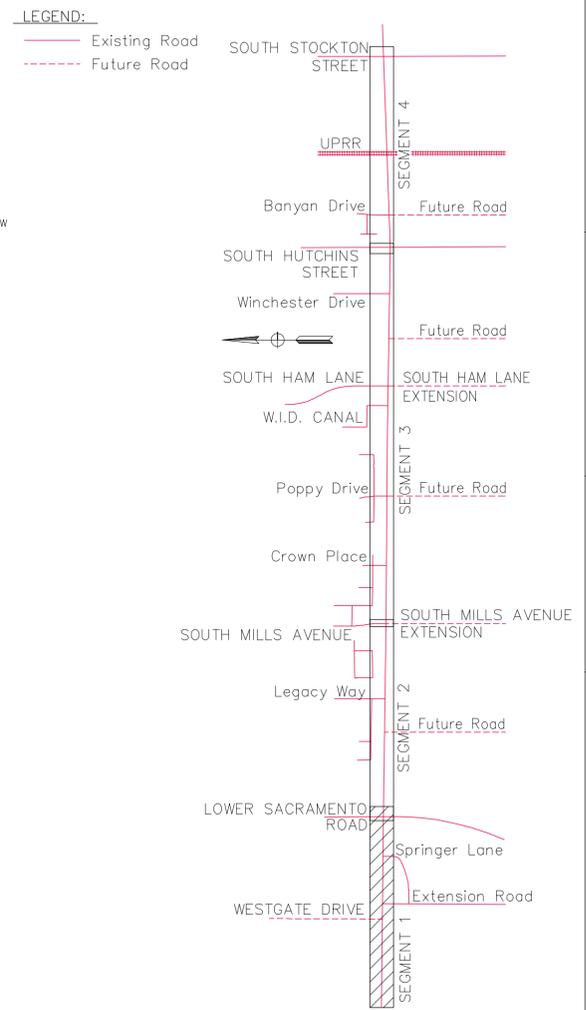
INTERIM HARNEY LANE IMPROVEMENTS



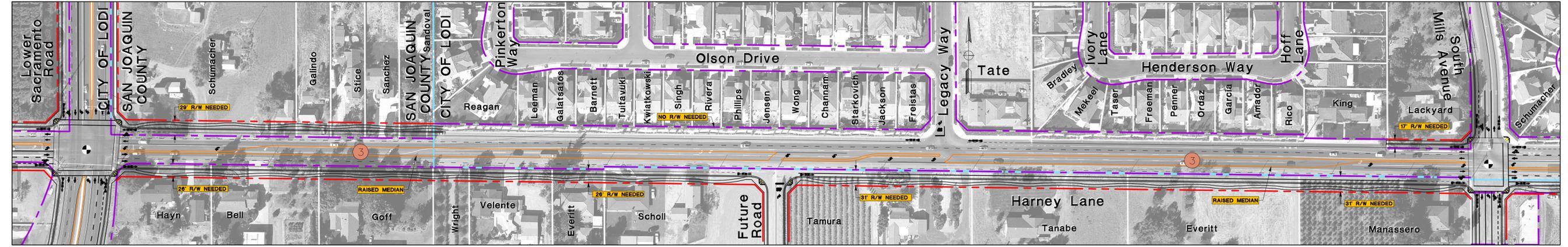
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ULTIMATE IMPROVEMENTS
(LOOKING EAST)**



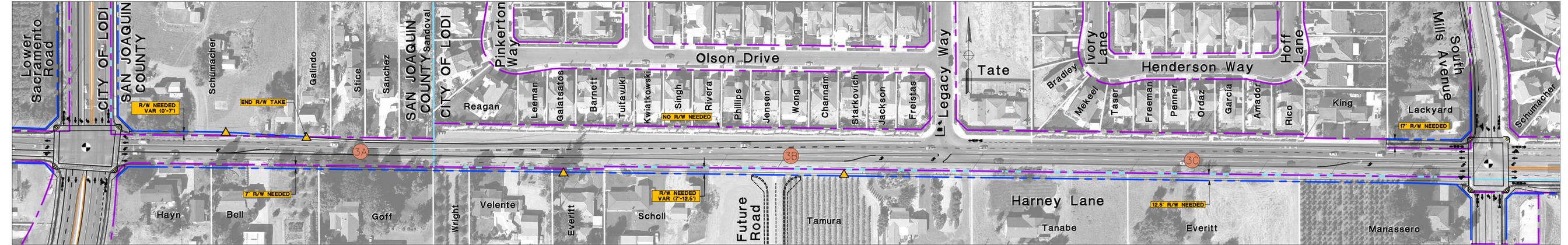
**PROPOSED TYPICAL CROSS SECTIONS
INTERIM IMPROVEMENTS
(LOOKING EAST)**



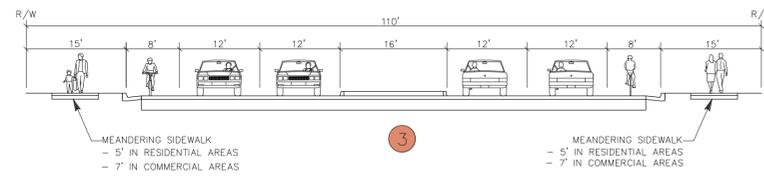
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 - - - ULTIMATE PROPOSED R/W
 - - - INTERIM PROPOSED R/W
 - - - GRADE SEPARATION PROPOSED R/W (ALTERNATIVE 1)
 - PROPERTY LINE
 - - - CITY/COUNTY LIMITS
 - SIGNALIZED INTERSECTION
 - TYPICAL CROSS SECTION
 - ANGLE POINT



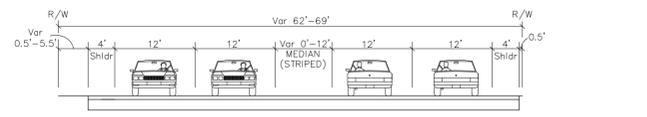
ULTIMATE HARNEY LANE IMPROVEMENTS



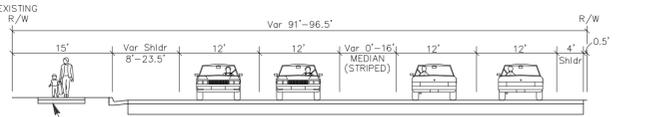
INTERIM HARNEY LANE IMPROVEMENTS



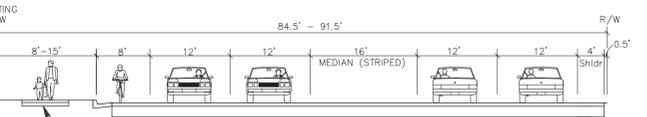
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ULTIMATE IMPROVEMENTS
(LOOKING EAST)**



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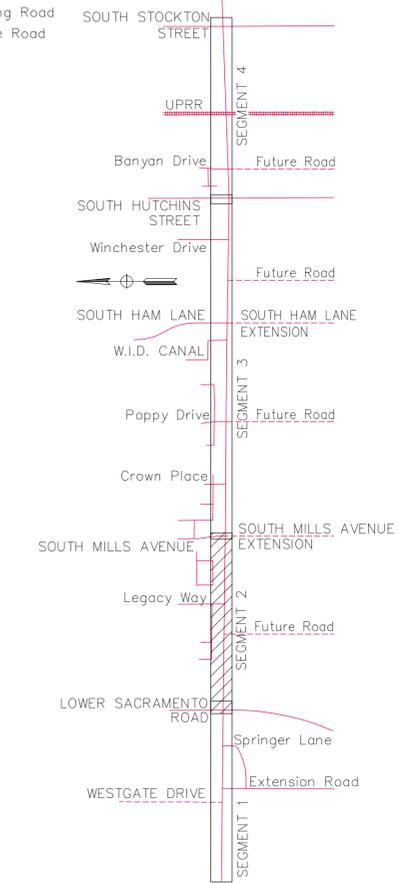
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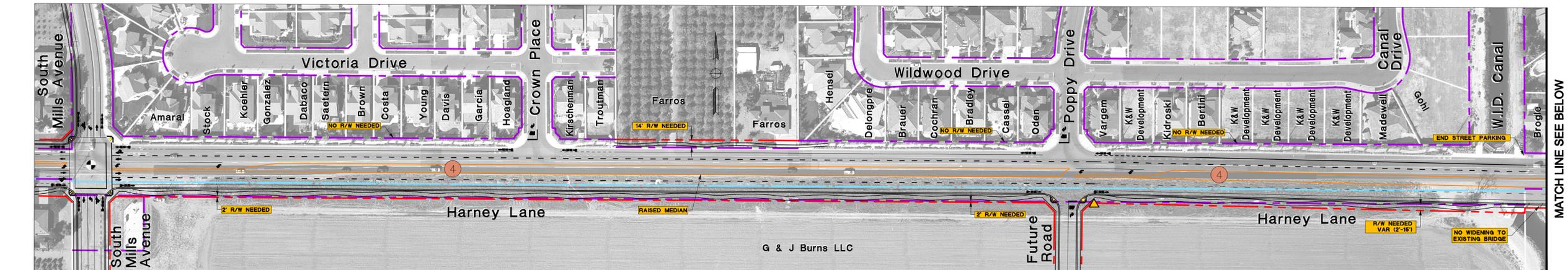
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**PROPOSED TYPICAL CROSS SECTIONS
INTERIM IMPROVEMENTS
(LOOKING EAST)**

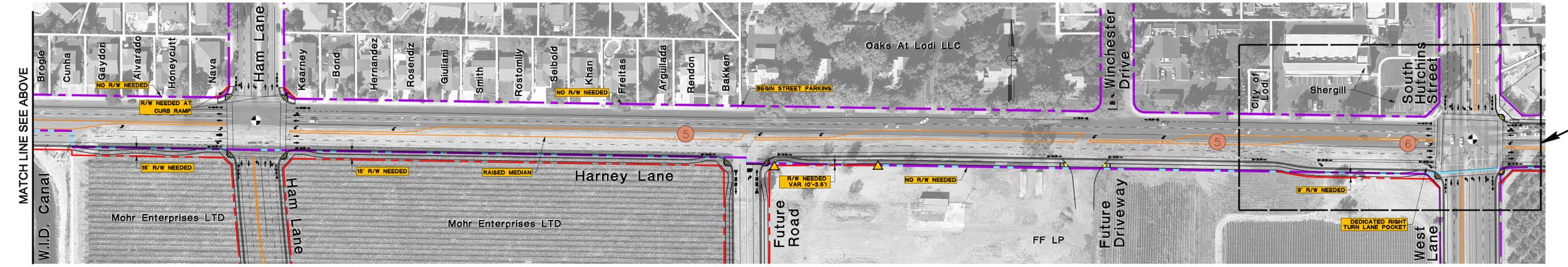
- LEGEND:**
- Existing Road
 - - - Future Road



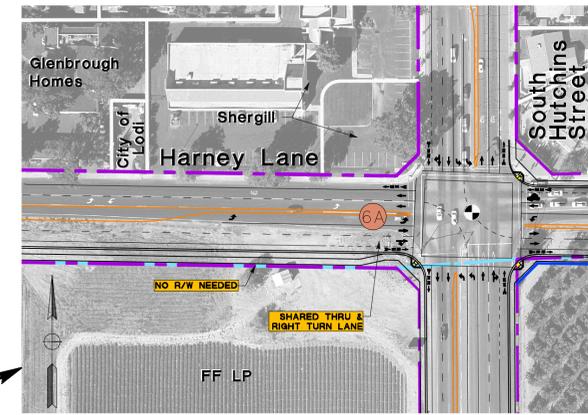
- LEGEND:**
- EXISTING R/W
 - ULTIMATE PROPOSED R/W
 - INTERIM PROPOSED R/W
 - GRADE SEPARATION PROPOSED R/W (ALTERNATIVE 1)
 - PROPERTY LINE
 - CITY/COUNTY LIMITS
 - SIGNALIZED INTERSECTION
 - TYPICAL CROSS SECTION
 - ANGLE POINT



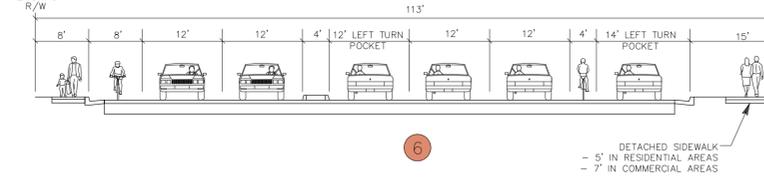
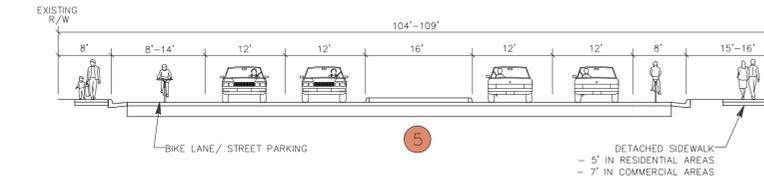
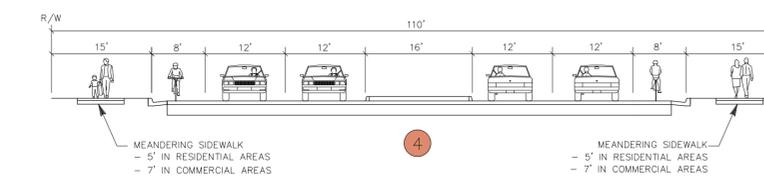
MATCH LINE SEE BELOW



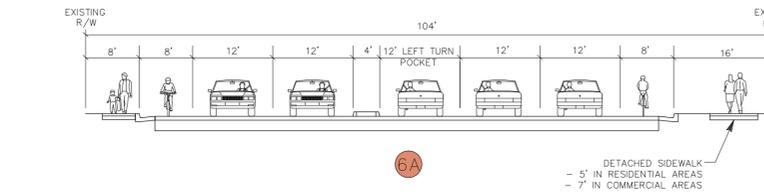
ULTIMATE HARNEY LANE IMPROVEMENTS



**INTERIM HARNEY LANE IMPROVEMENTS
SOUTH HUTCHINS STREET/ HARNEY LANE INTERSECTION**

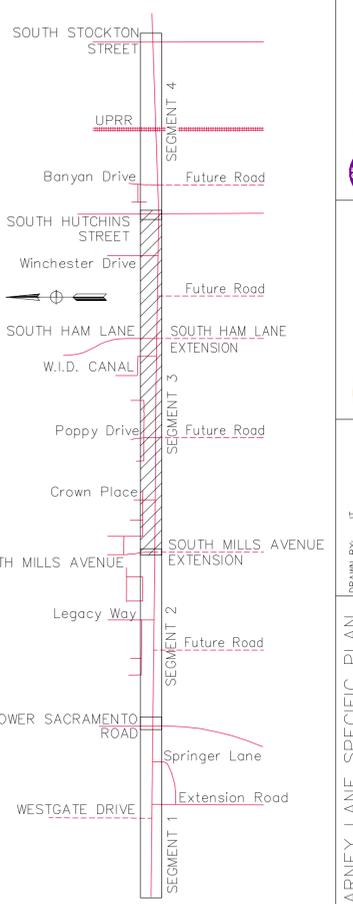


**PROPOSED TYPICAL CROSS SECTIONS
ULTIMATE IMPROVEMENTS
(LOOKING EAST)**



**PROPOSED TYPICAL CROSS SECTIONS
INTERIM IMPROVEMENTS
(LOOKING EAST)**

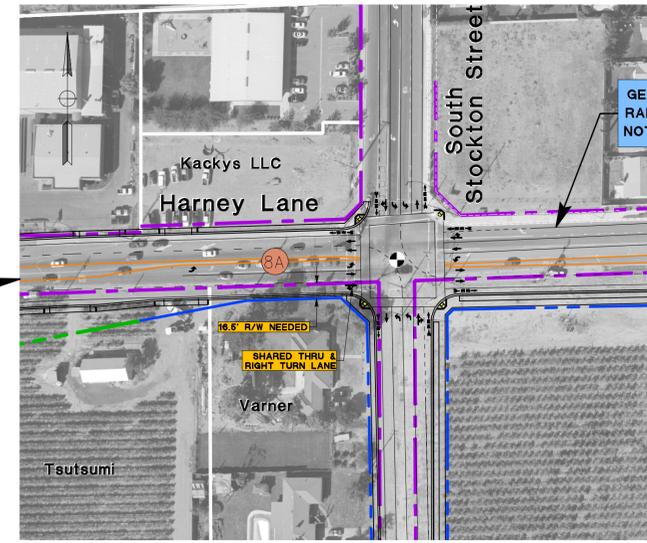
- LEGEND:**
- Existing Road
 - Future Road



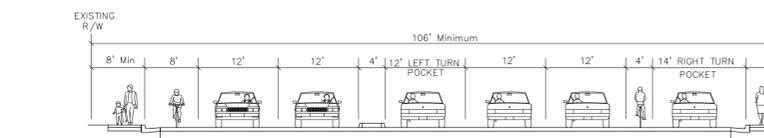
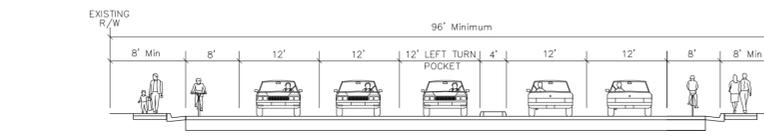
- LEGEND:**
- EXISTING R/W
 - ULTIMATE PROPOSED R/W
 - INTERIM PROPOSED R/W
 - GRADE SEPARATION PROPOSED R/W (ALTERNATIVE 1)
 - PROPERTY LINE
 - CITY/COUNTY LIMITS
 - SIGNALIZED INTERSECTION
 - TYPICAL CROSS SECTION
 - ANGLE POINT



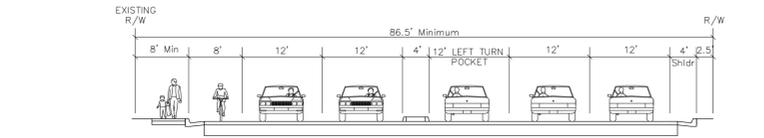
ULTIMATE HARNEY LANE IMPROVEMENTS



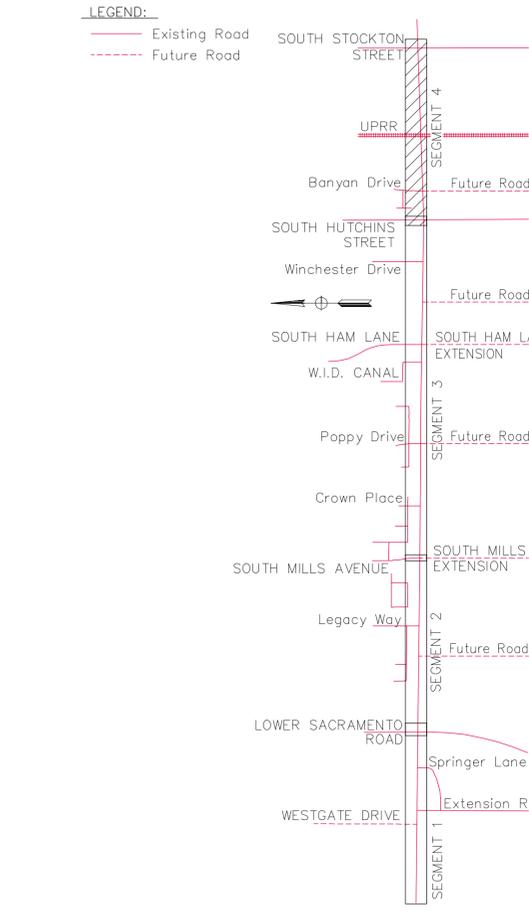
**INTERIM HARNEY LANE IMPROVEMENTS
SOUTH STOCKTON STREET/ HARNEY LANE INTERSECTION**



**PROPOSED TYPICAL CROSS SECTIONS
ULTIMATE IMPROVEMENTS
(LOOKING EAST)**



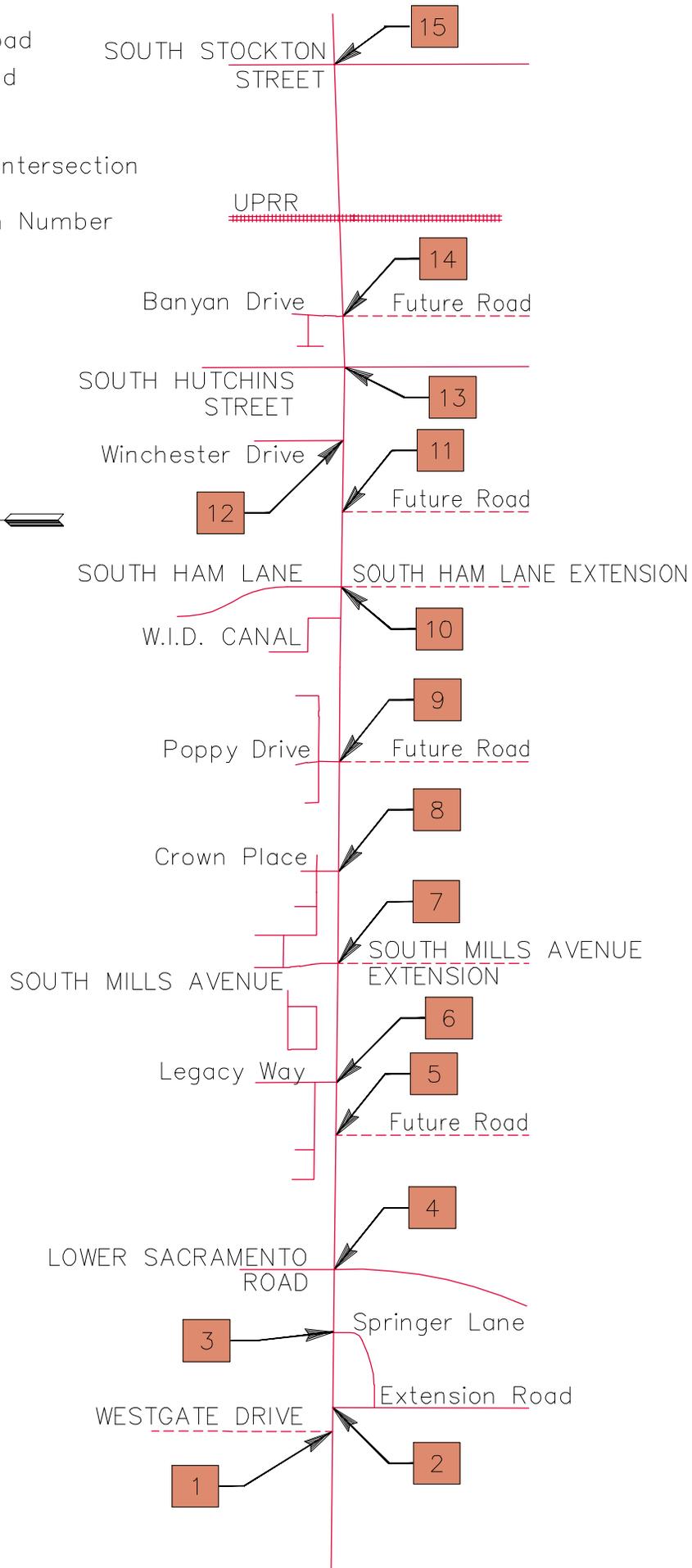
**PROPOSED TYPICAL CROSS SECTIONS
INTERIM IMPROVEMENTS
(LOOKING EAST)**



Appendix B
Intersection Geometrics

LEGEND:

-  Existing Road
-  Future Road
-  R/W LINE
-  Signalized Intersection
-  Intersection Number



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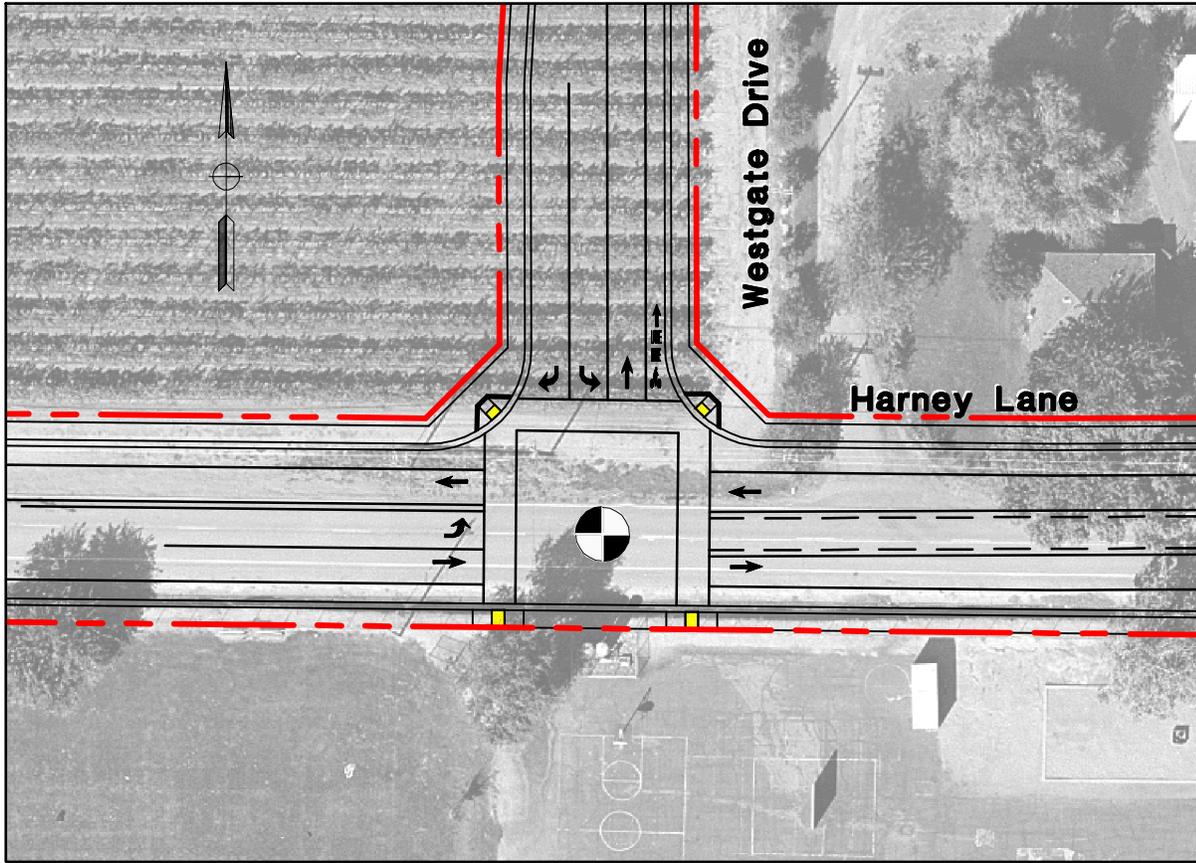


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DRAWN BY: JT
 CHKD BY: KED
 DATE: 4-1-2011
 SCALE: NO SCALE

HARNEY LANE SPECIFIC PLAN
 HARNEY LANE KEY MAP & LEGENDS



INTERIM IMPROVEMENTS



ULTIMATE IMPROVEMENTS

HARNEY LANE SPECIFIC PLAN
 INTERSECTION GEOMETRICS
 HARNEY LANE/ WESTGATE DRIVE

1

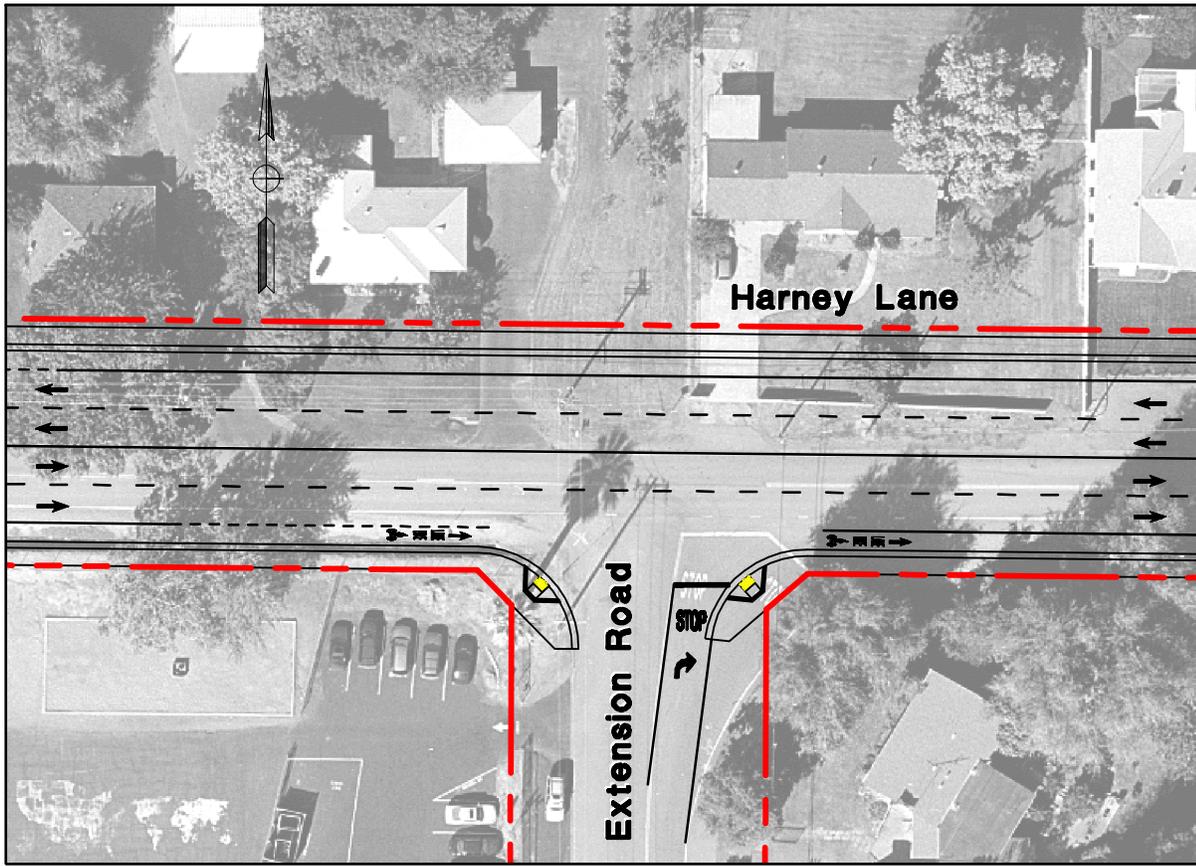
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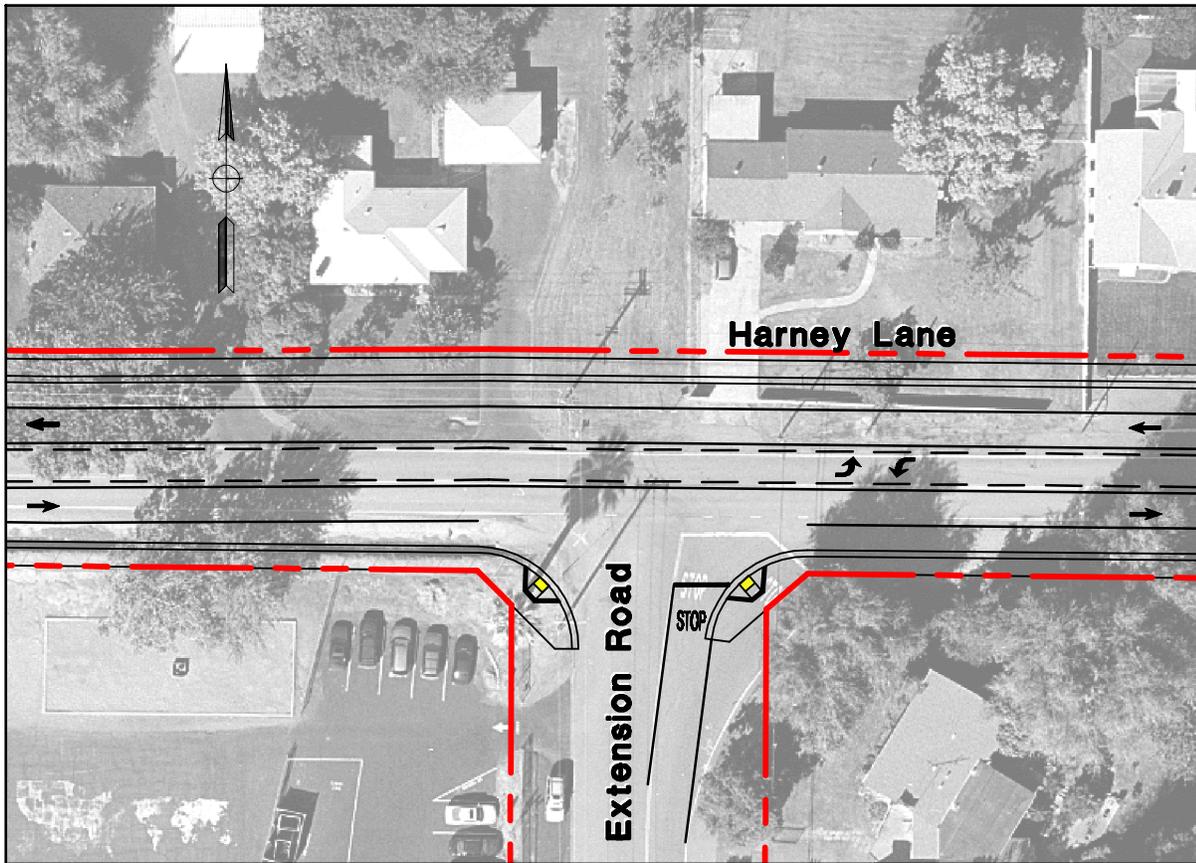
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ULTIMATE IMPROVEMENTS



INTERIM IMPROVEMENTS

HARNEY LANE SPECIFIC PLAN
 INTERSECTION GEOMETRICS
 HARNEY LANE/ EXTENSION ROAD

2

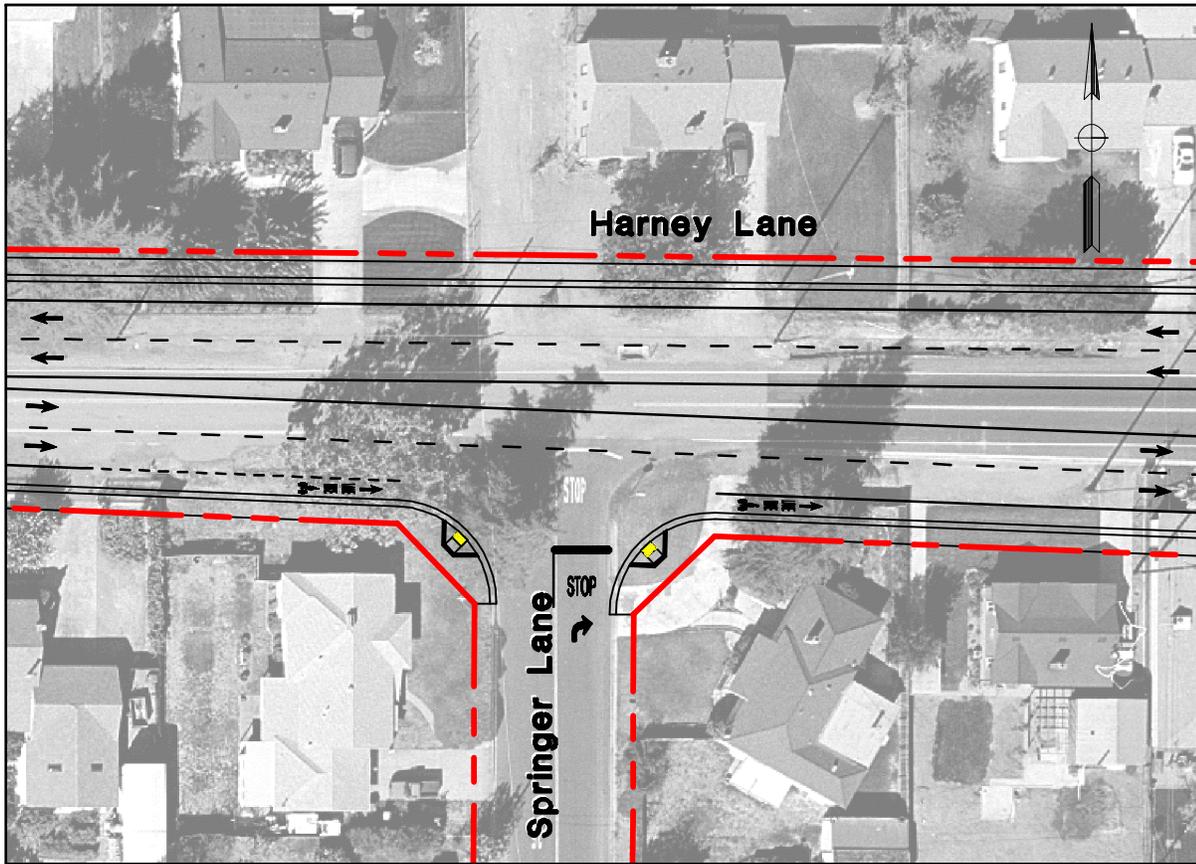
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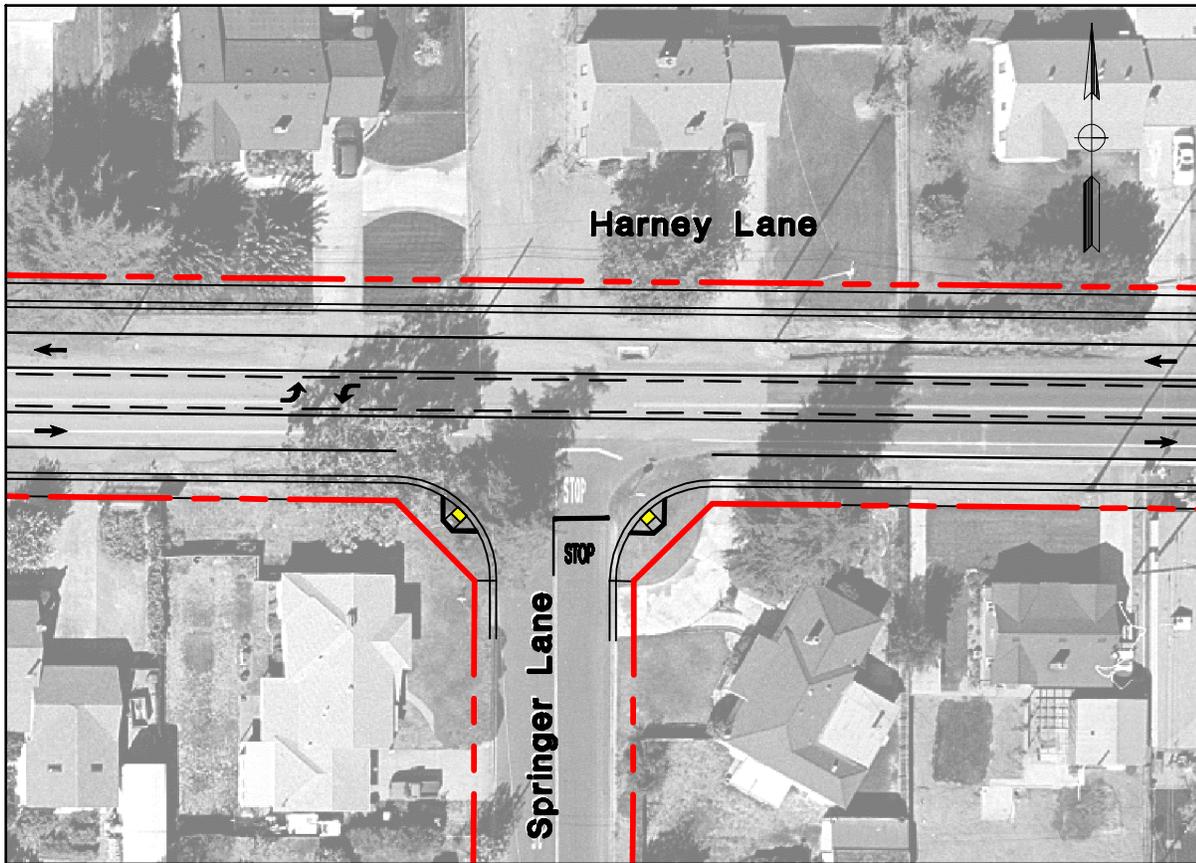
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ULTIMATE IMPROVEMENTS



INTERIM IMPROVEMENTS

3

HARNEY LANE SPECIFIC PLAN
 INTERSECTION GEOMETRICS
 HARNEY LANE / SPRINGER LANE

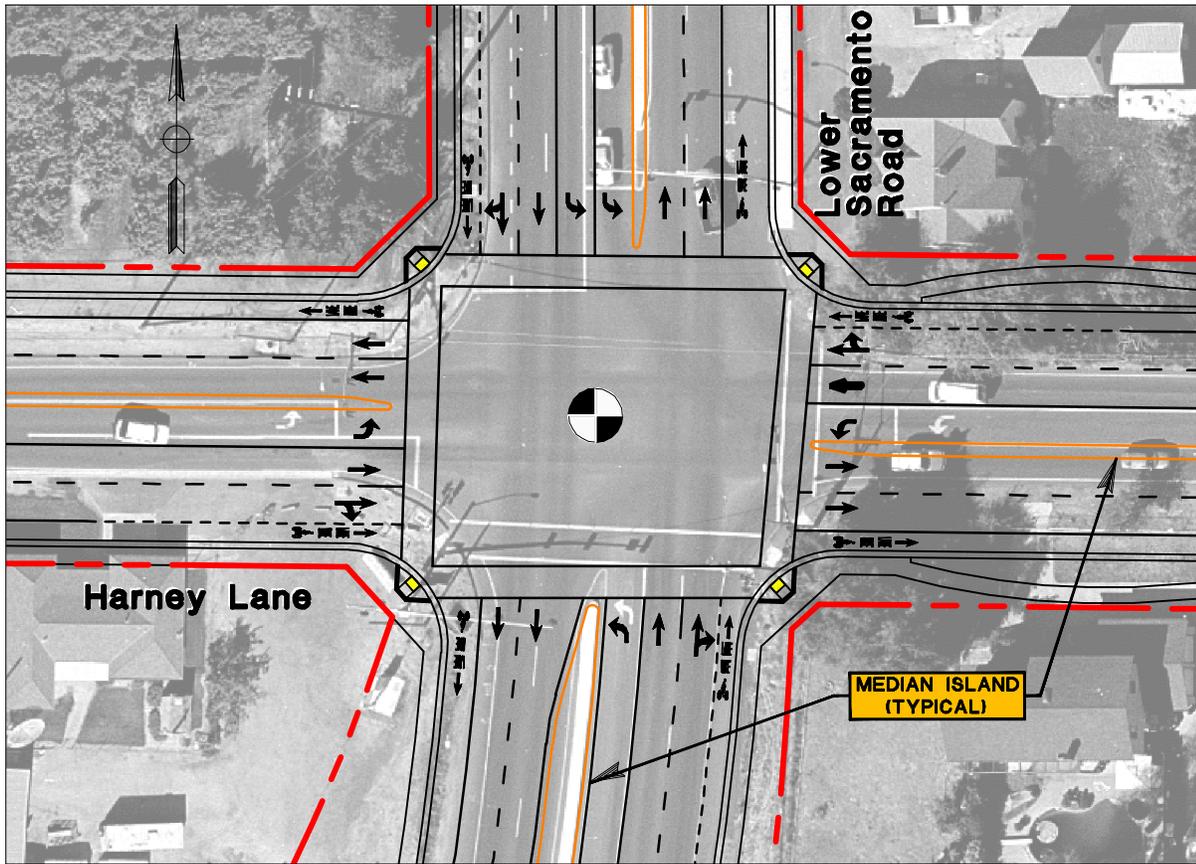
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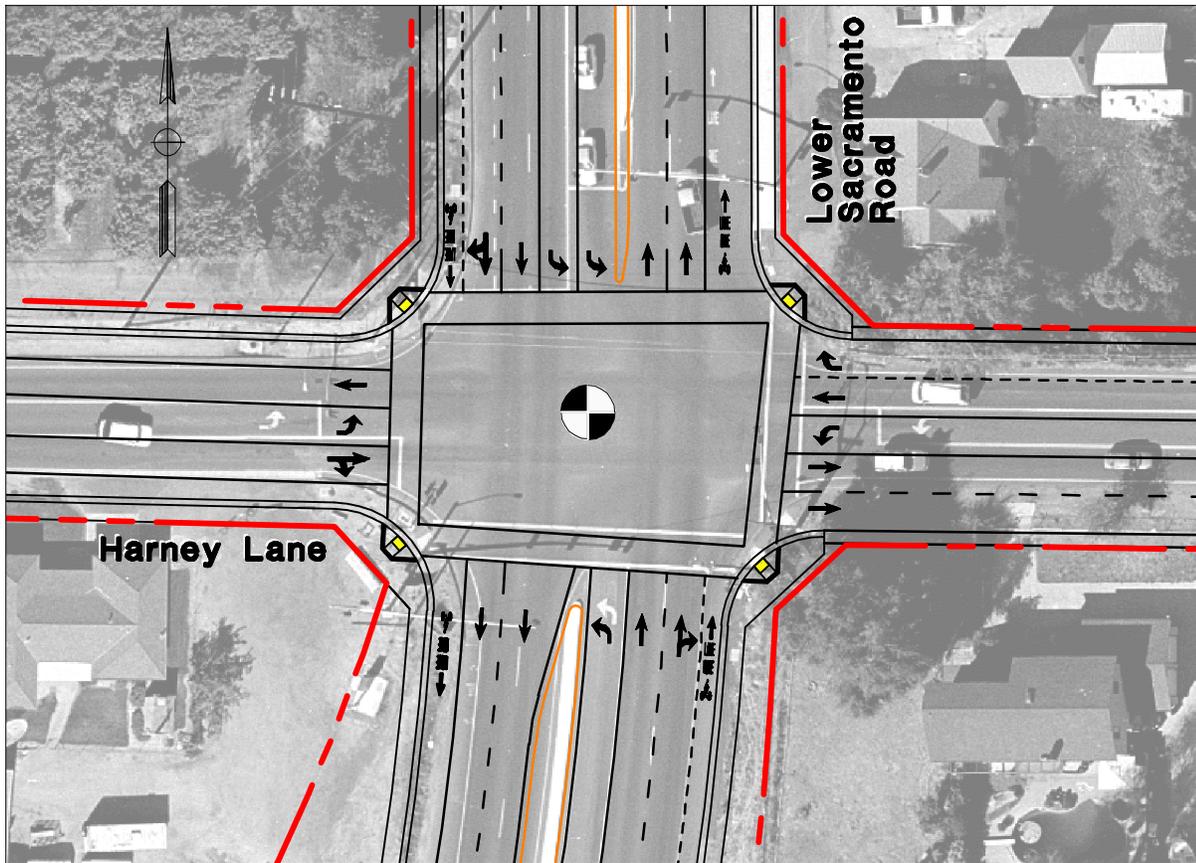
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ULTIMATE IMPROVEMENTS



INTERIM IMPROVEMENTS

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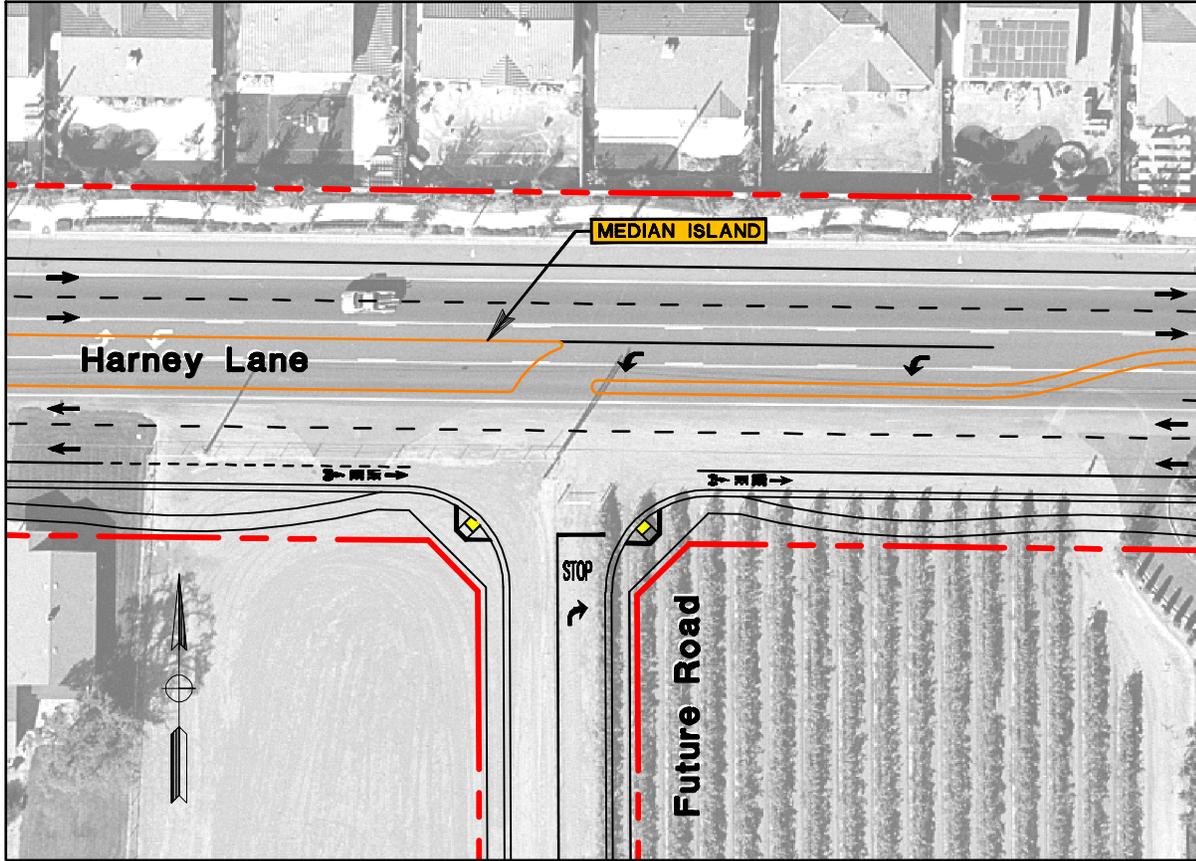


DRAWN BY: JT
 CHKD BY: KED
 DATE: 4-1-2011
 SCALE: 1"=60'

4

HARNEY LANE SPECIFIC PLAN
 INTERSECTION GEOMETRICS

HARNEY LANE/LOWER SACRAMENTO ROAD



ULTIMATE IMPROVEMENTS

HARNEY LANE SPECIFIC PLAN
 INTERSECTION GEOMETRICS
 HARNEY LANE / FUTURE ROAD

5

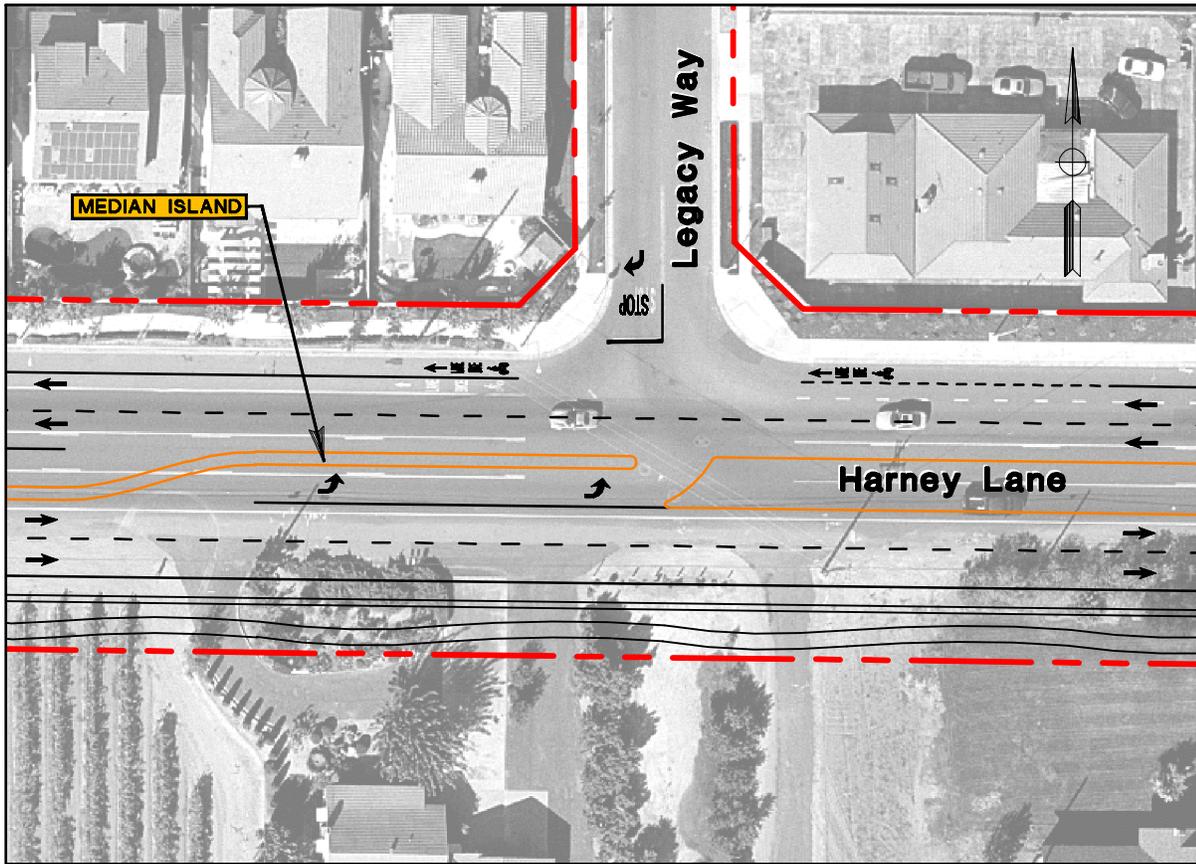
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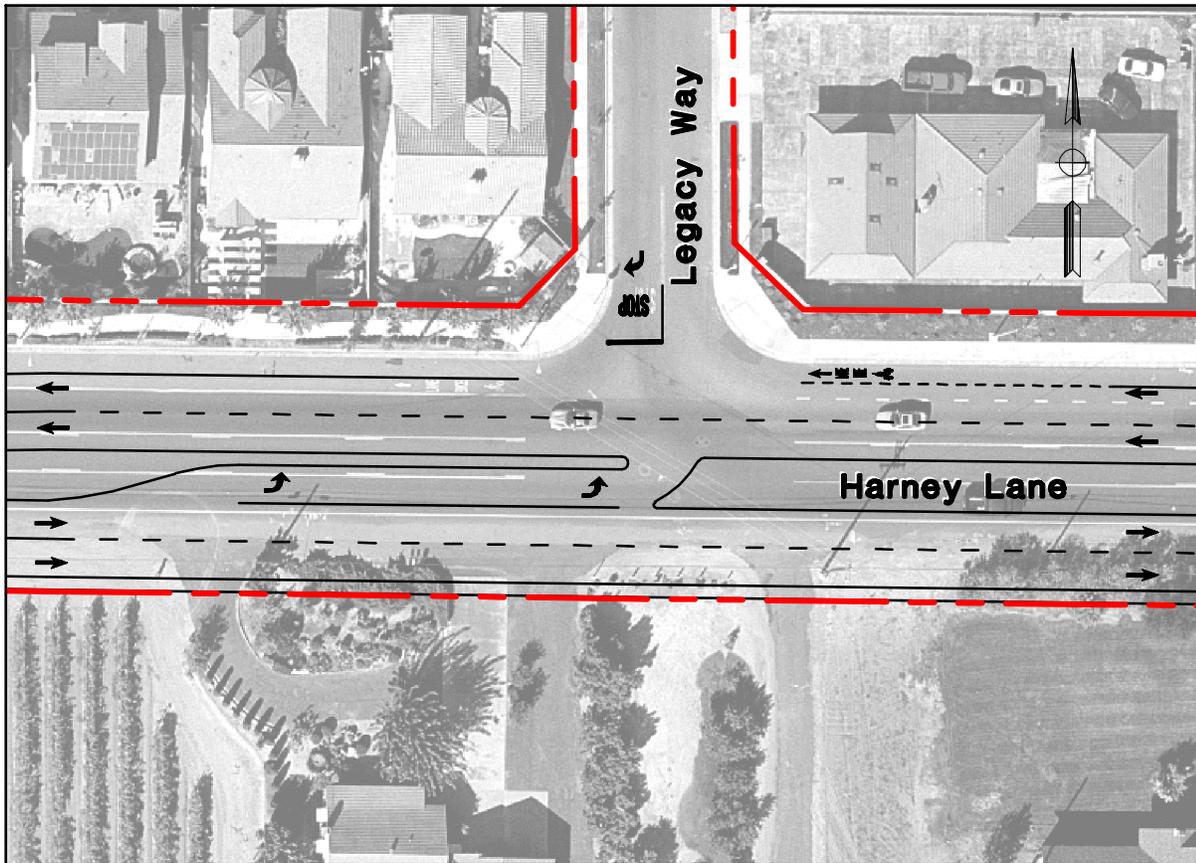
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ULTIMATE IMPROVEMENTS



INTERIM IMPROVEMENTS

6

HARNEY LANE SPECIFIC PLAN
 INTERSECTION GEOMETRICS
 HARNEY LANE/LEGACY WAY

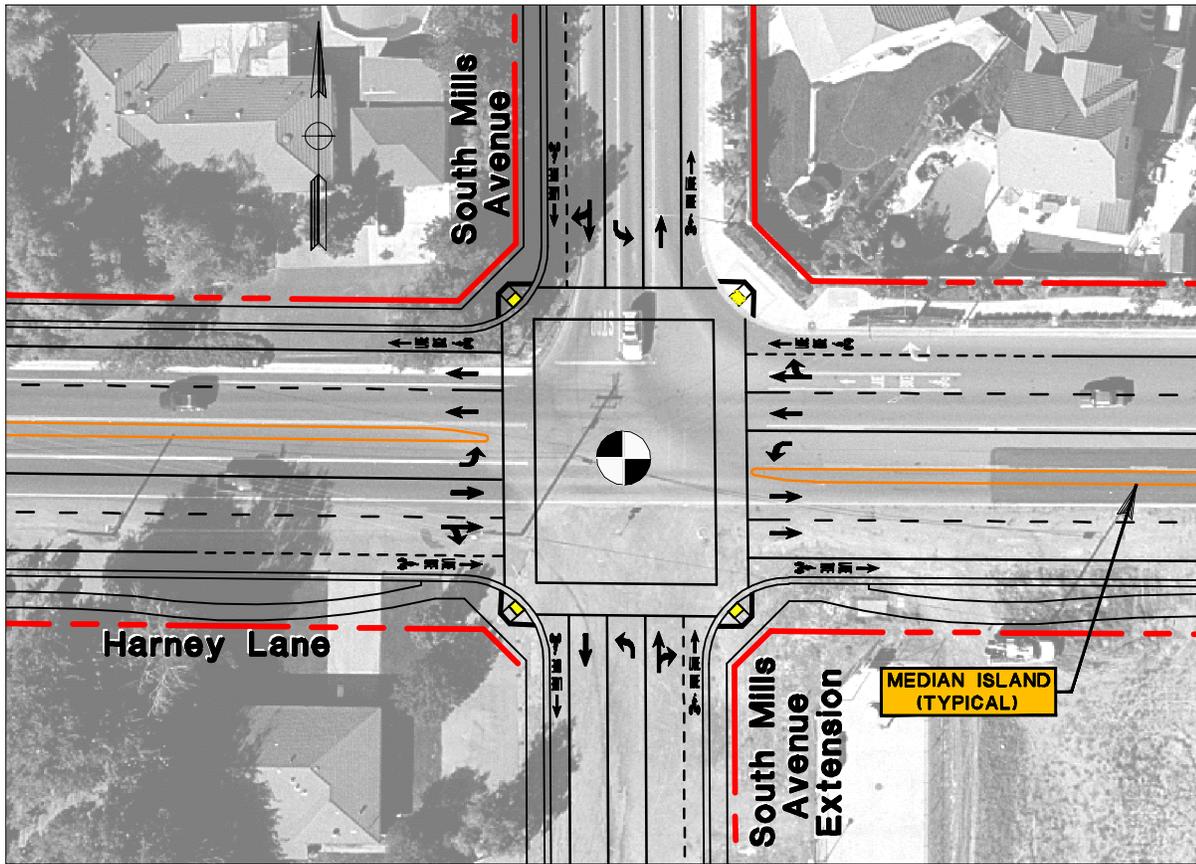
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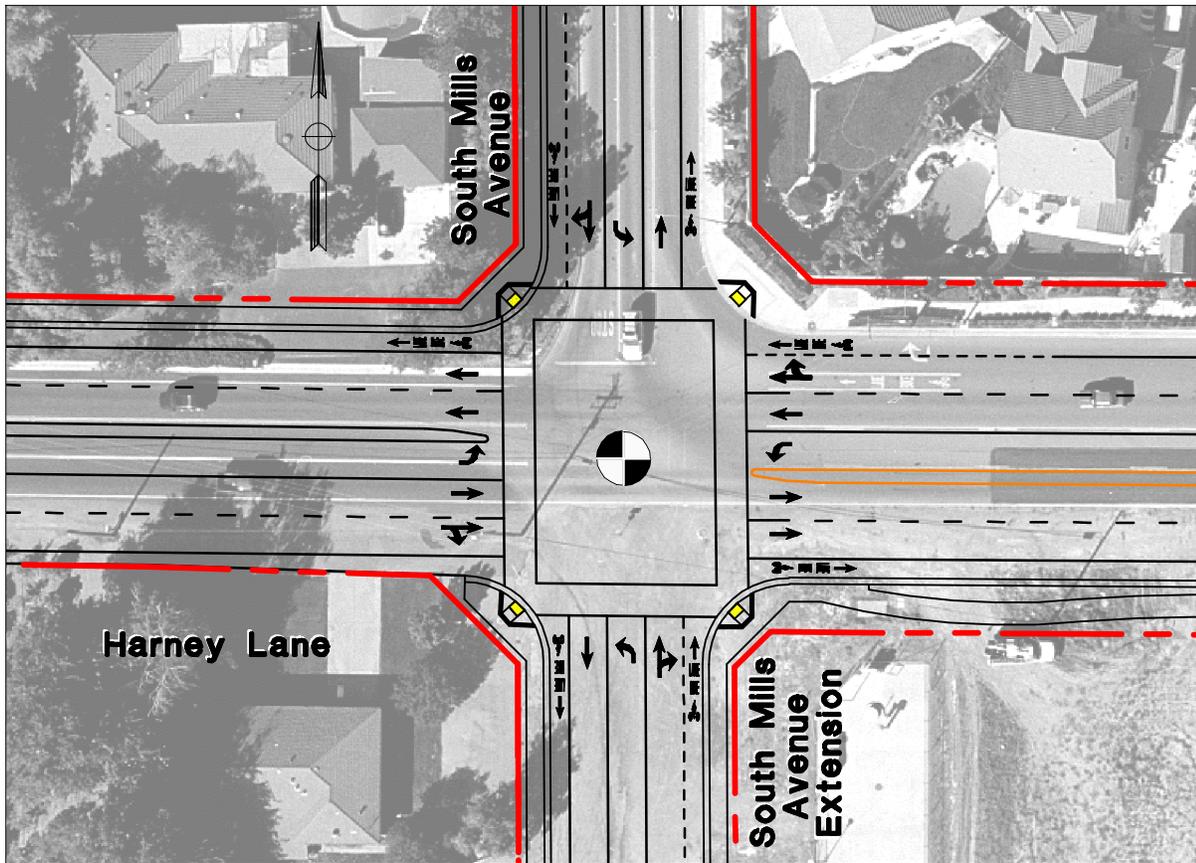
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ULTIMATE IMPROVEMENTS



INTERIM IMPROVEMENTS

7

HARNEY LANE SPECIFIC PLAN
 INTERSECTION GEOMETRICS
 HARNEY LANE/SOUTH MILLS AVENUE

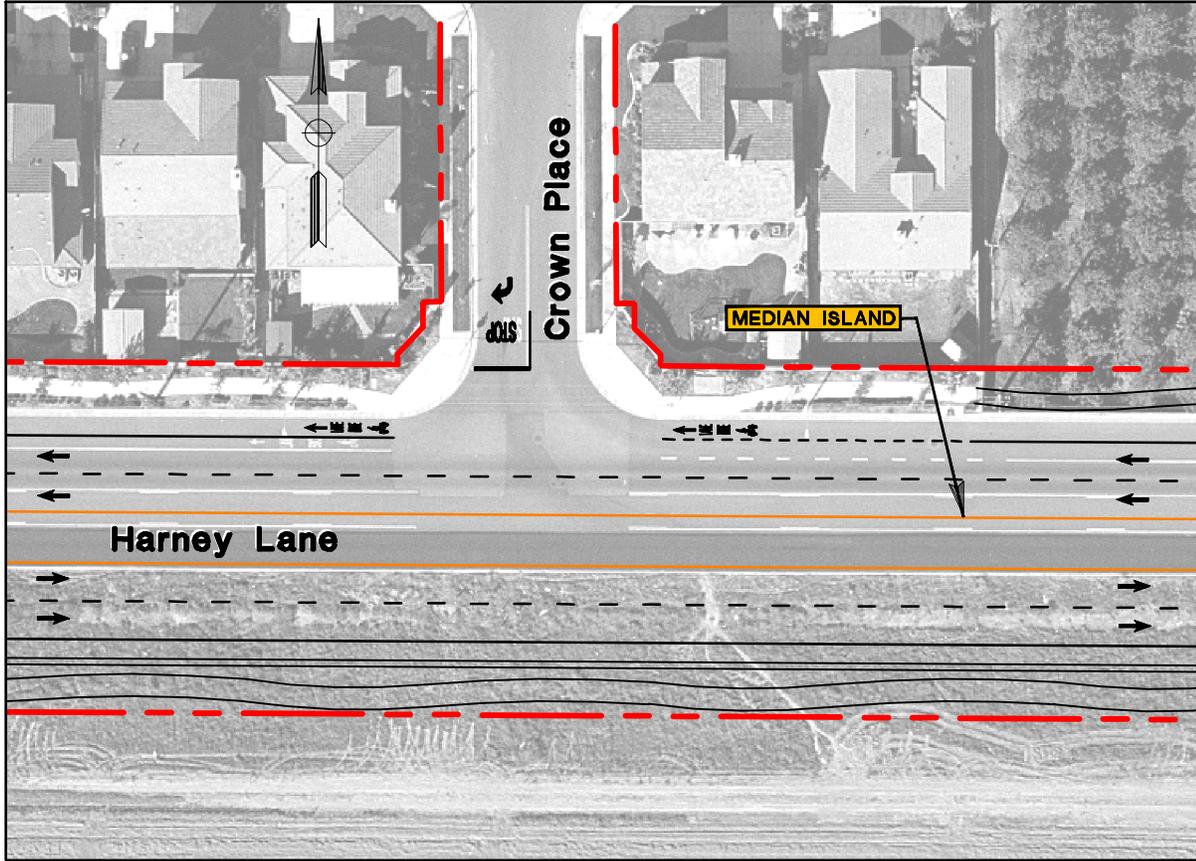
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 CHKD BY: KED
 DATE: 4-1-2011
 SCALE: 1"=60'



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ULTIMATE IMPROVEMENTS

8

HARNEY LANE SPECIFIC PLAN
 INTERSECTION GEOMETRICS
 HARNEY LANE/CROWN PLACE

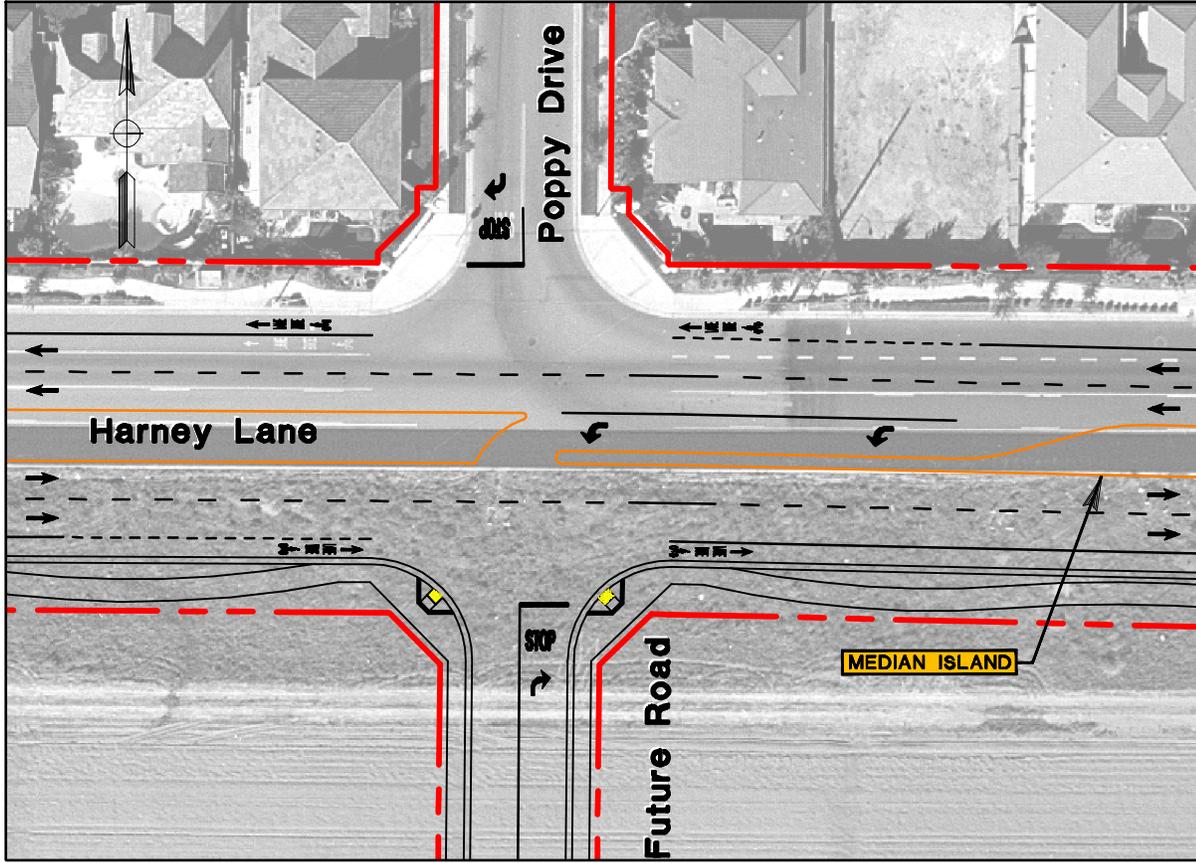
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HARNEY LANE SPECIFIC PLAN
 INTERSECTION GEOMETRICS
 HARNEY LANE/POPPY DRIVE

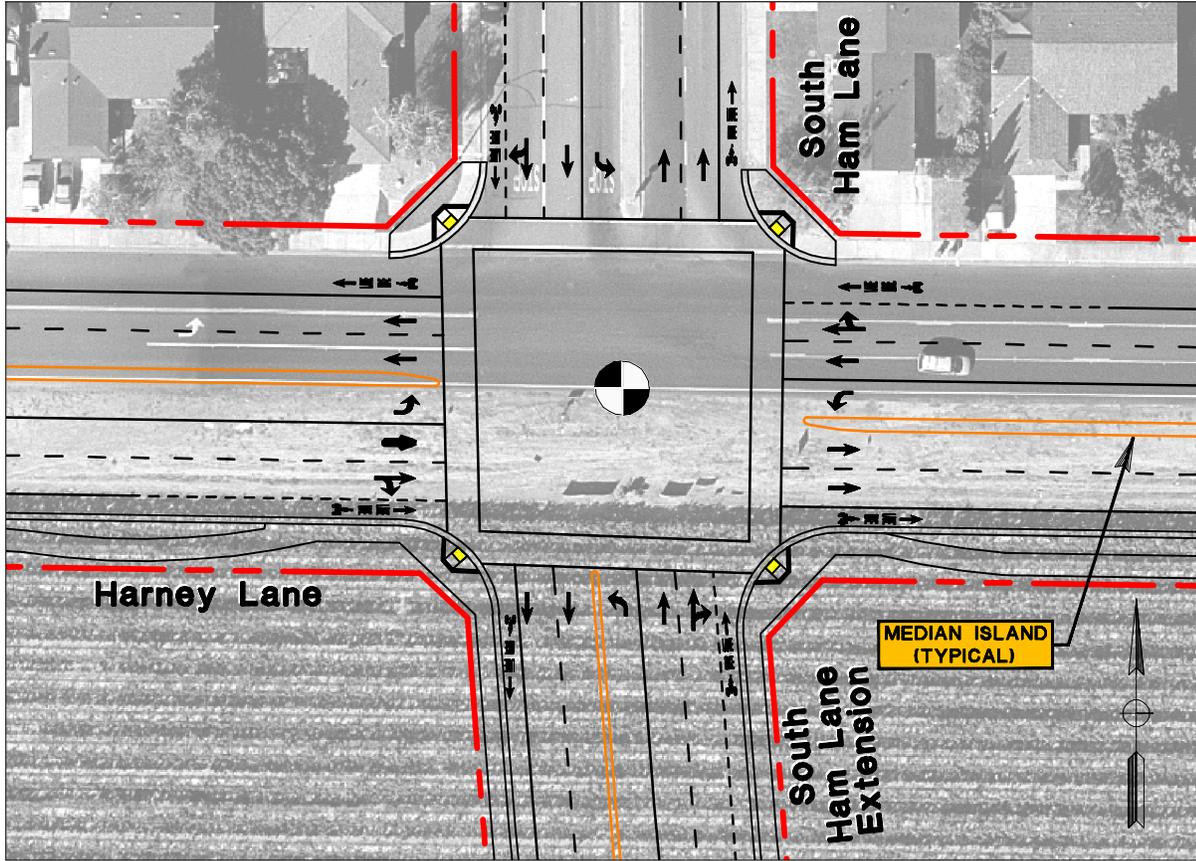
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 DATE: 4-1-2011
 SCALE: 1"=60'



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ULTIMATE IMPROVEMENTS

HARNEY LANE SPECIFIC PLAN
 INTERSECTION GEOMETRICS
 HARNEY LANE/SOUTH HAM LANE

10

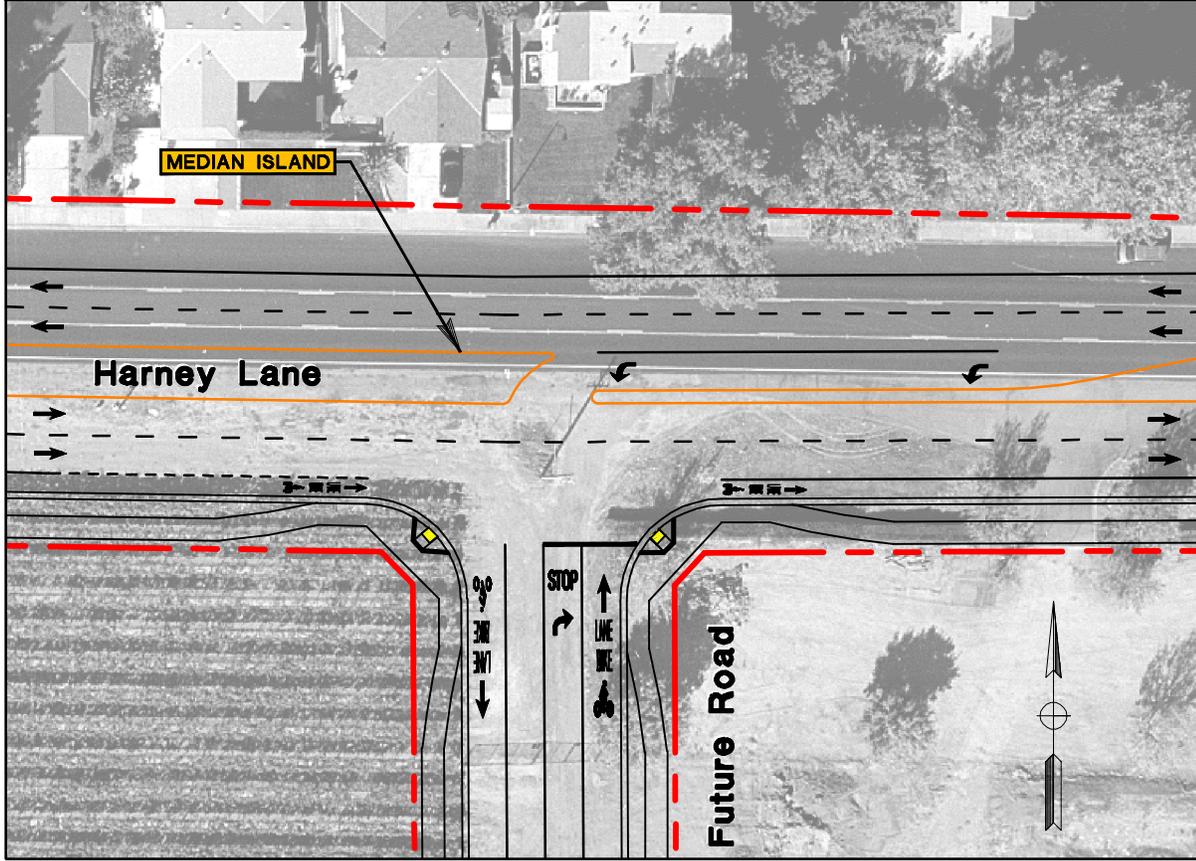
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ULTIMATE IMPROVEMENTS

11

HARNEY LANE SPECIFIC PLAN
 INTERSECTION GEOMETRICS
 HARNEY LANE/FUTURE ROAD

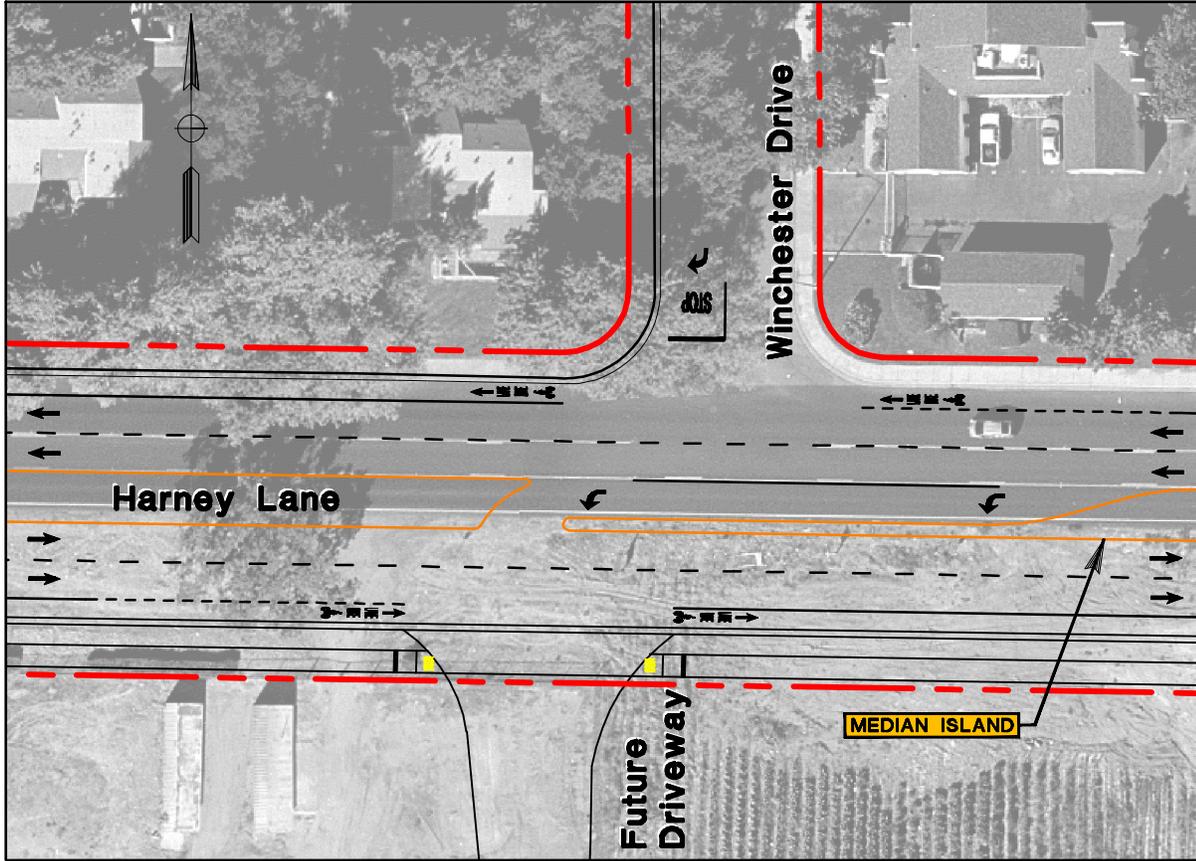
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 DATE: 4-1-2011
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HARNEY LANE SPECIFIC PLAN
 INTERSECTION GEOMETRICS
 HARNEY LANE/WINCHESTER DRIVE

12

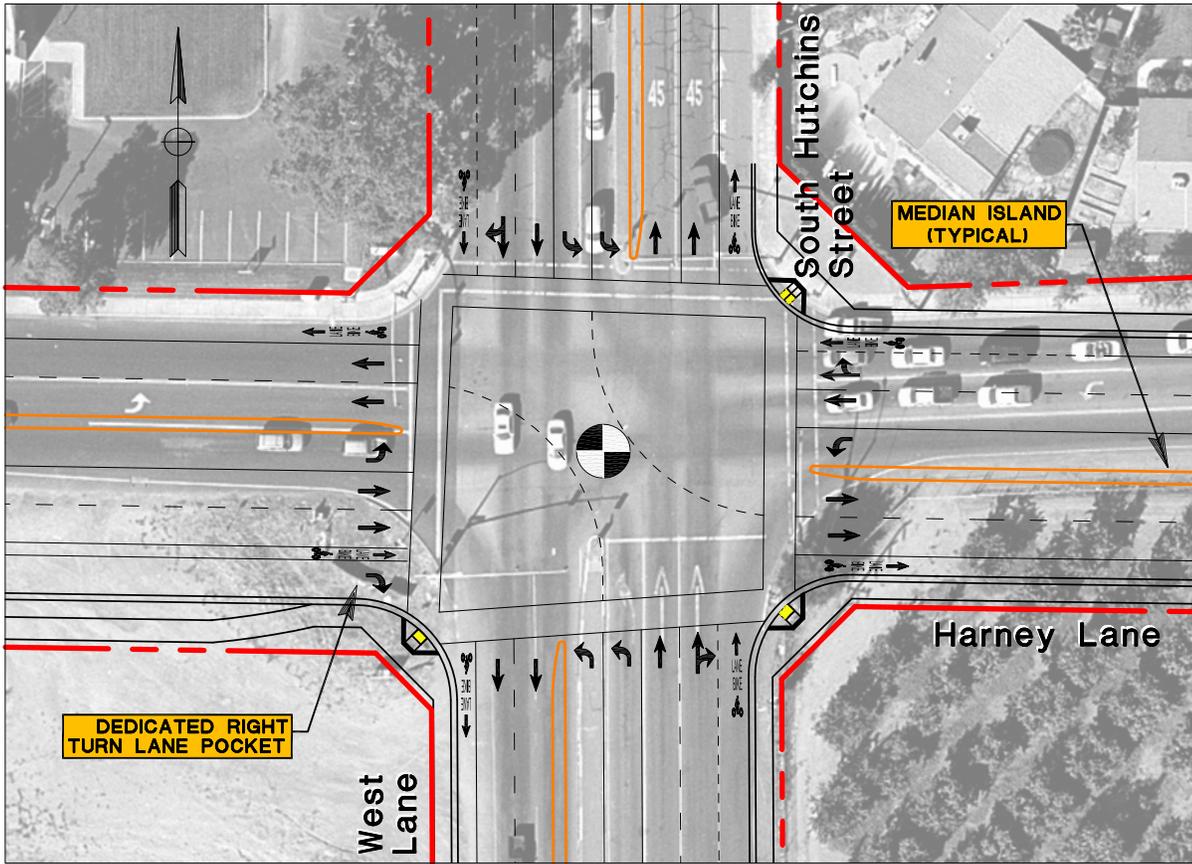
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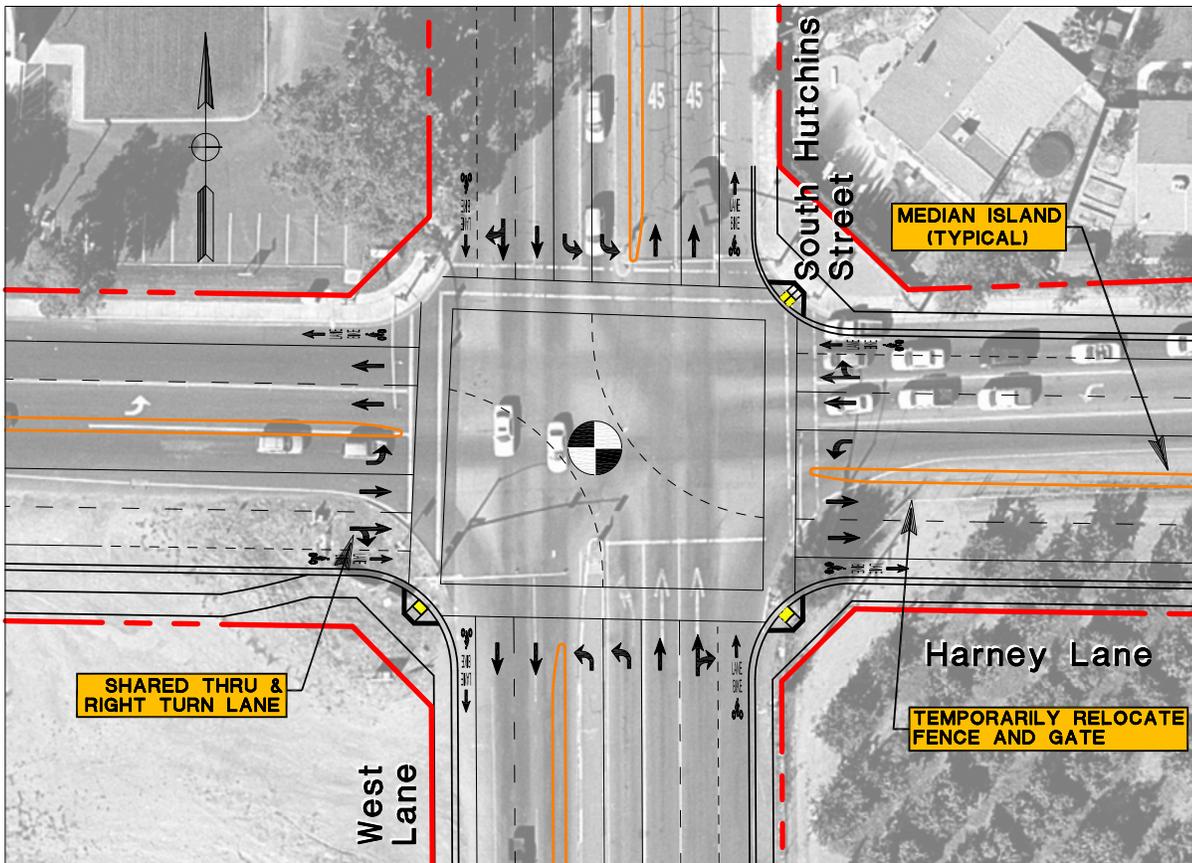
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ULTIMATE IMPROVEMENTS



INTERIM IMPROVEMENTS

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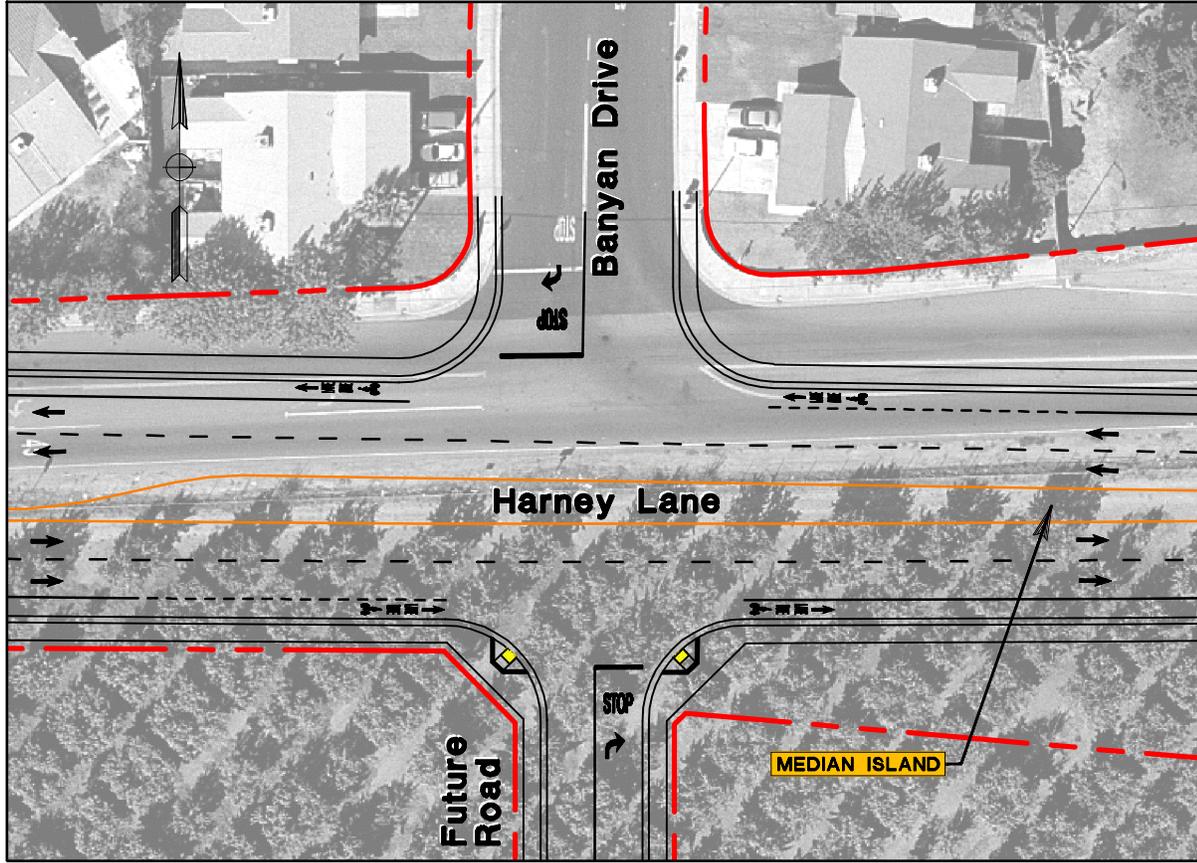
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DRAWN BY: JT
 CHKD BY: KED
 DATE: 4-1-2011
 SCALE: 1"=60'

13

HARNEY LANE SPECIFIC PLAN
 INTERSECTION GEOMETRICS
 HARNEY LANE/SOUTH HUTCHINS STREET



ULTIMATE IMPROVEMENTS

HARNEY LANE SPECIFIC PLAN
 INTERSECTION GEOMETRICS
 HARNEY LANE/BANYAN DRIVE

14

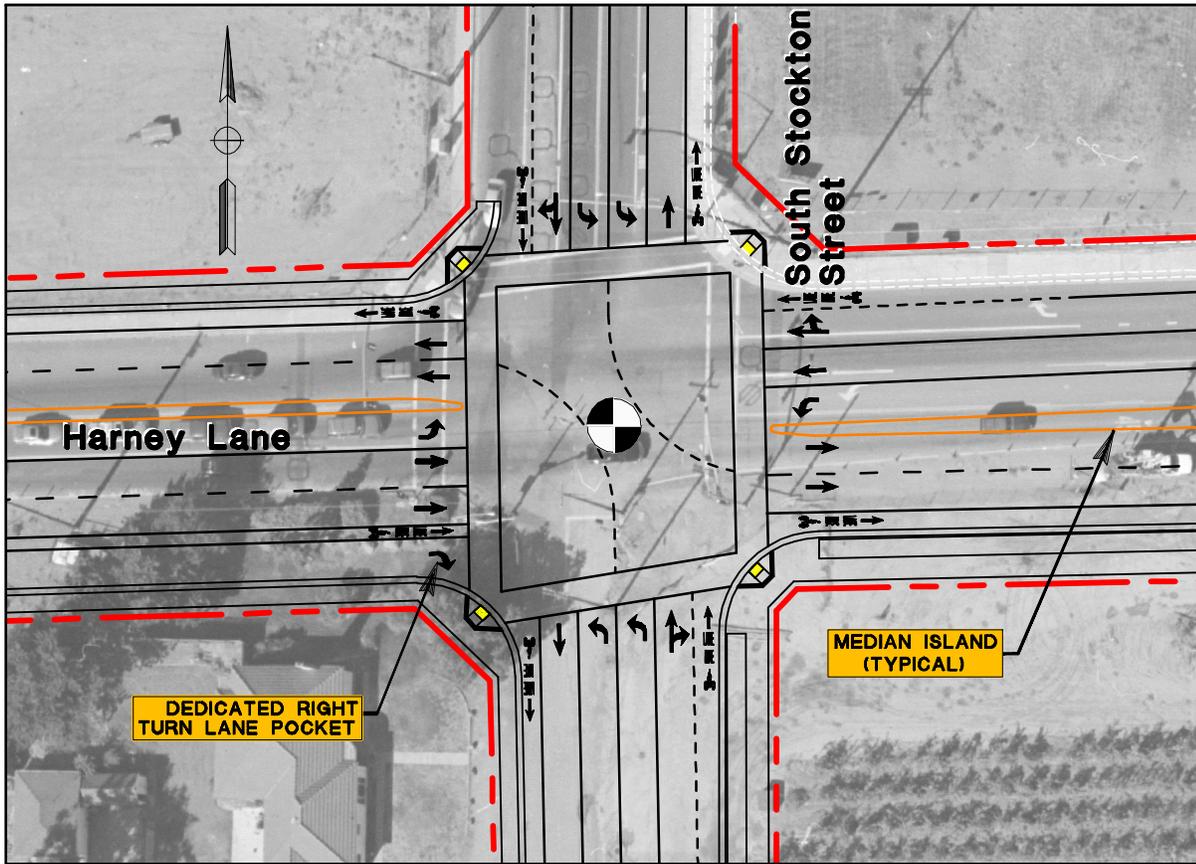
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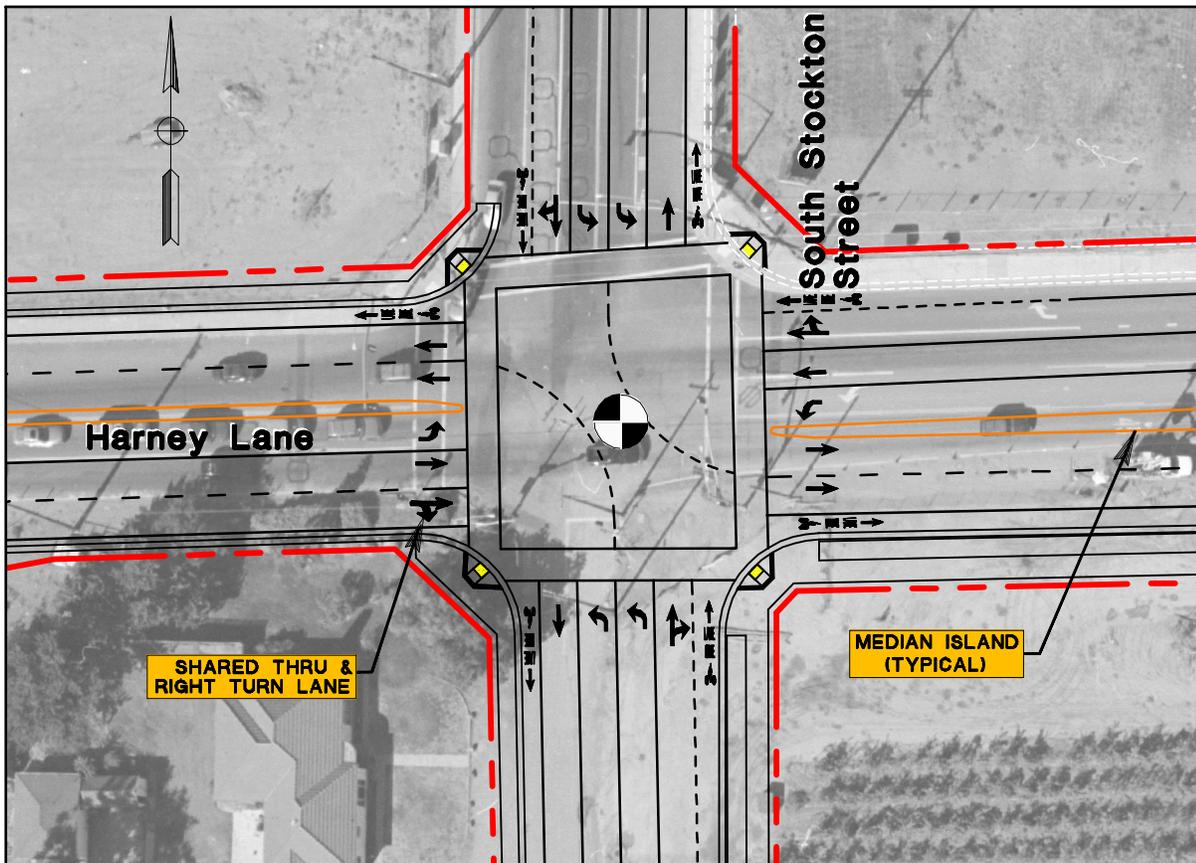
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INTERIM IMPROVEMENTS

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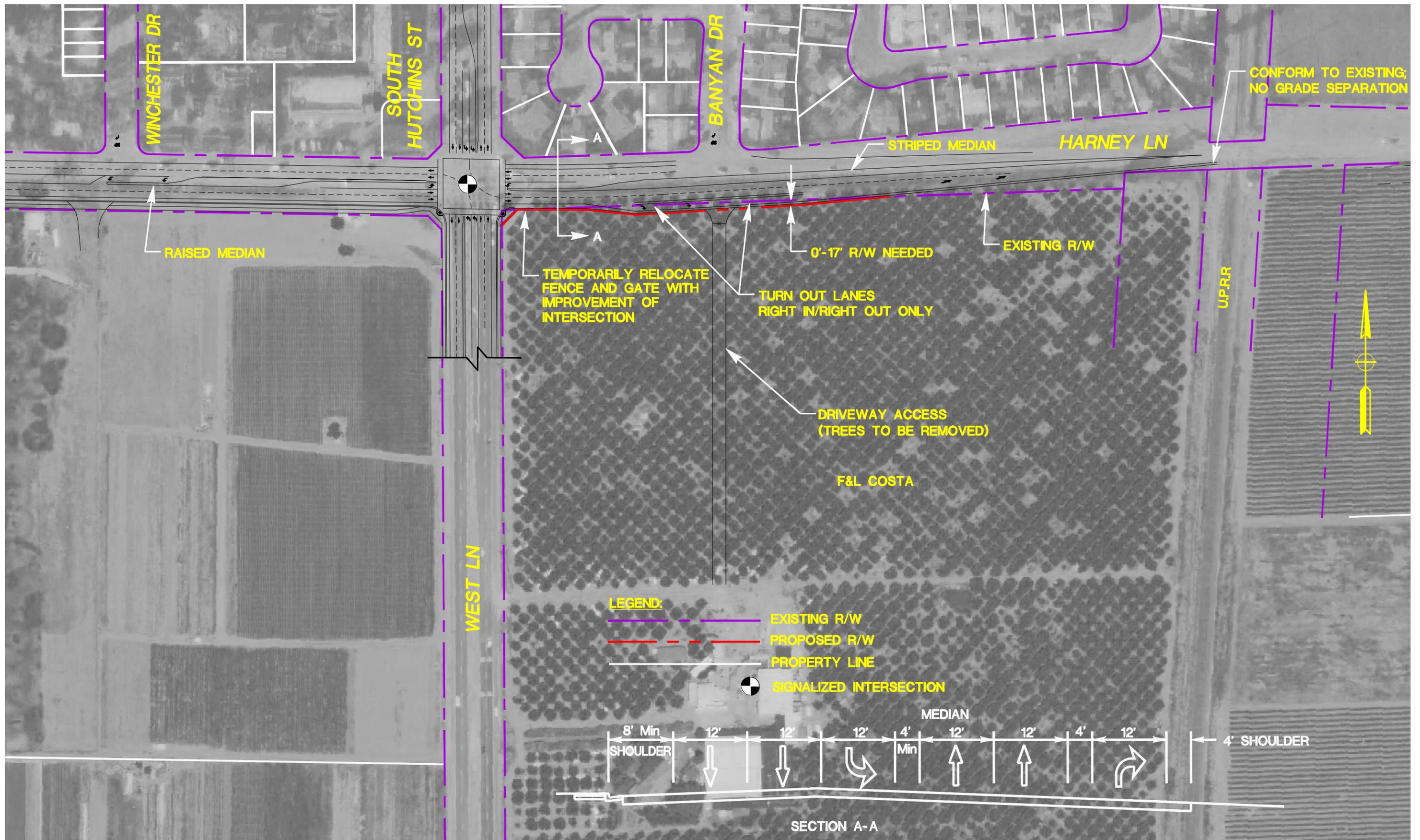


DRAWN BY: JT
 CHKD BY: KED
 DATE: 4-1-2011
 SCALE: 1"=60'

15

HARNEY LANE SPECIFIC PLAN
 INTERSECTION GEOMETRICS
 HARNEY LANE/SOUTH STOCKTON STREET

Appendix C
Costa and Tsutsumi Exhibits



HARNEY LANE SPECIFIC PLAN - PROPERTY IMPACT

PHASE 1: INTERIM INTERSECTION (TWO THRU LANES) - PROJECTED YEAR 2020

APN: 058-110-47 ; ADDRESS: 13160 N WEST LANE

PROPERTY OWNER: F&L COSTA

SCALE: 1"=80'
 9-7-2011

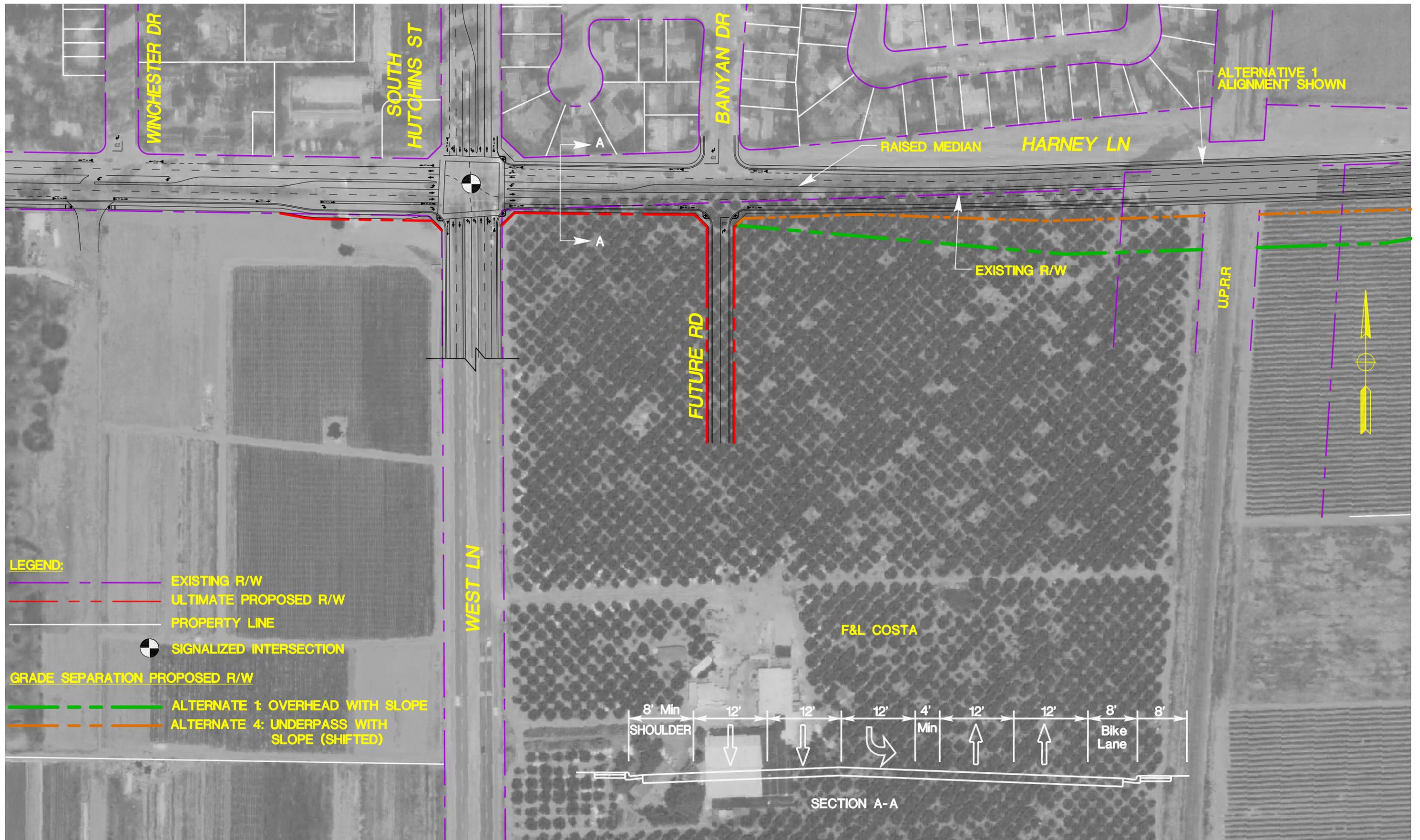


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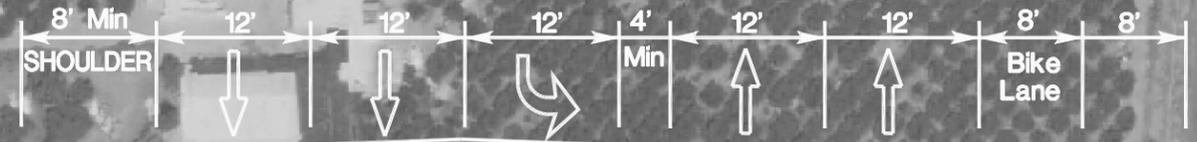
CITY OF LODI

DEPARTMENT OF PUBLIC WORKS
 221 WEST PINE STREET
 LODI, CALIFORNIA 95240
 PHONE (209) 933-6706





- LEGEND:**
- EXISTING R/W
 - ULTIMATE PROPOSED R/W
 - PROPERTY LINE
 - SIGNALIZED INTERSECTION
 - GRADE SEPARATION PROPOSED R/W
 - ALTERNATE 1: OVERHEAD WITH SLOPE
 - ALTERNATE 4: UNDERPASS WITH SLOPE (SHIFTED)



HARNEY LANE SPECIFIC PLAN - PROPERTY IMPACT

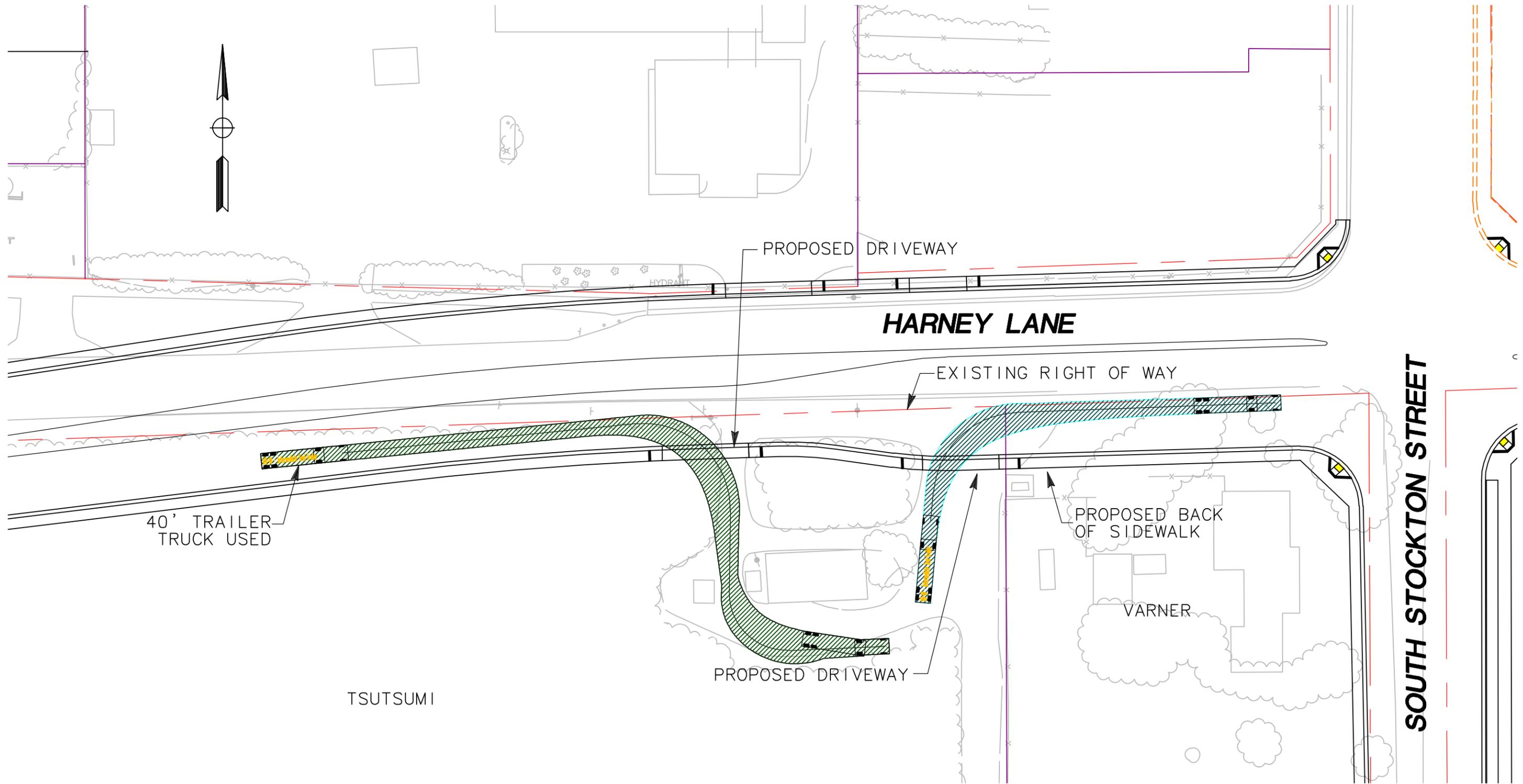
PHASE 2: GRADE SEPARATION WITH FUTURE ROAD - PROJECTED YEAR 2030
 APN: 058-110-47 ; ADDRESS: 13160 N WEST LANE
 PROPERTY OWNER: F&L COSTA

SCALE: 1"=80'
 9-7-2011



CITY OF LODI
 DEPARTMENT OF PUBLIC WORKS
 221 WEST PINE STREET
 LODI, CALIFORNIA 95240
 PHONE (209) 333-6706





HARNEY LANE SPECIFIC PLAN - PROPERTY IMPACT

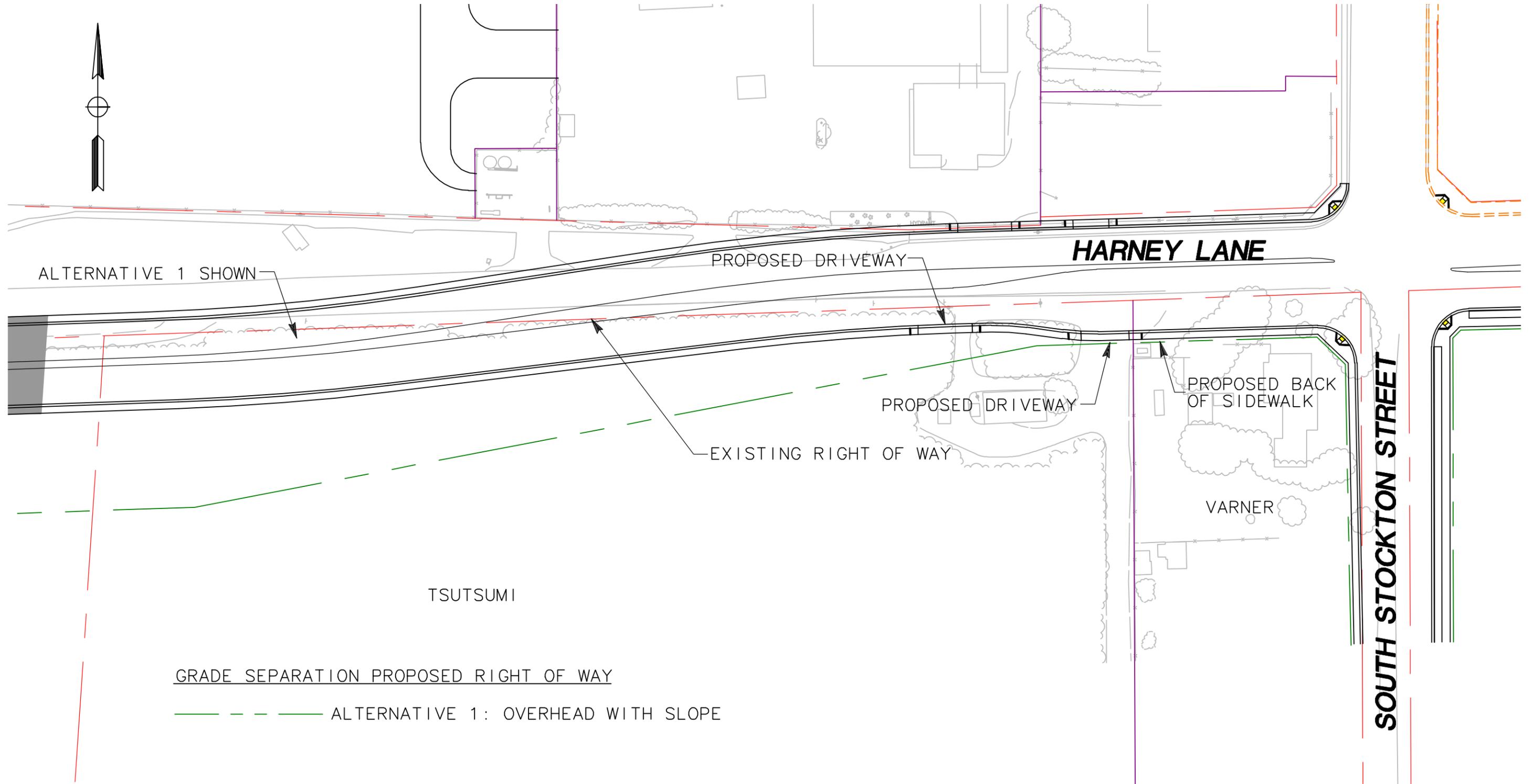
APN: 058-130-24 ; ADDRESS: 120 E. HARNEY LANE
 PROPERTY OWNER: TSUTSUMI

SCALE: 1"=50'



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 DEPARTMENT OF PUBLIC WORKS
 221 WEST PINE STREET
 LODI, CALIFORNIA 95240
 PHONE (209) 333-6706





HARNEY LANE SPECIFIC PLAN - PROPERTY IMPACT

APN: 058-130-24 ; ADDRESS: 120 E. HARNEY LANE
 PROPERTY OWNER: TSUTSUMI

SCALE: 1"=80'



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MARK THOMAS & COMPANY, INC.
7300 FOLSOM BOULEVARD, STE. 203
SACRAMENTO, CA 95826

P: 916.381.9100

F: 916.381-9180

Final Initial Study / Negative Declaration

City of Lodi

Harney Lane Specific Plan

State Clearinghouse # 2011042033

May 2011

Prepared by the City of Lodi
Department of Public Works
221 West Pine Street
Lodi, CA 95240

TABLE OF CONTENTS

Chapter 1 - Negative Declaration1-1

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PROPOSED NEGATIVE DECLARATION

Prepared pursuant to City of Lodi Environmental Guidelines, §§ 1.7 (c), 5.5

PROJECT TITLE: Harney Lane Specific Plan

LEAD AGENCY: City of Lodi

FILE NUMBER: 11-ND-01

PROJECT DESCRIPTION: The proposed Harney Lane Specific Plan involves widening of Harney Lane so as to relieve existing and future traffic congestion at the west-east bound road. Harney Lane currently is a two lane road with a posted speed of 45 mph. North of Harney Lane is mostly new single family residential subdivisions with block walls fronting Harney Lane. Harney Lane has been widened to the ultimate width on the north where the recent development has occurred. The south side is a mixture of agriculture (grapes and cherries) and single family residences. West of Lower Sacramento Road single family residences populate both sides of the road. Between South Hutchins Street and South Stockton Street, Harney Lane crosses the Union Pacific Railroad. The proposed Harney Lane Specific Plan mostly affects the south side of Harney Lane.

The proposed Harney Lane Specific Plan is an integral component of the City's General Plan 2010, which identifies Harney Lane as a four lane express way. The proposed Harney Lane Specific Plan details roadway improvements, establish the necessary right-of-way required to accommodate the roadway improvements and it affects a total of 47 privately-owned parcels. Proposed right-of-way acquisitions would occur in conjunction with actual construction projects. No physical improvements or construction activities are proposed in conjunction with implementation of the Harney Lane Specific Plan. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis.

The project design, as illiterate in Exhibit 5, was prepared in accordance with the City framework set out in the General Plan adopted on April 7, 2010. Items considered during the preparation of the Specific Plan include future land use, roadway and bicycle network, right of way issues, safety (pedestrian and vehicular), ingress and egress for residents and businesses and environmental issues. There are no physical improvements or construction activities proposed by the project itself at this time.

PUBLIC REVIEW PERIOD: The proposed Negative Declaration was circulated for a 30-day public review period, beginning on **Tuesday, April 12, 2011** and ended on **Wednesday, May 11, 2011**. Copies of the document are available for review at the following locations:

- **Community Development Department**, 221 West Pine Street, Lodi, CA 95240
- **Lodi Public Library**, 201 West Locust Street, Lodi, CA 95240
- **Public Works Department**, 221 West Pine Street, Lodi, CA 95240
- **Online** on the City's website: http://www.lodi.gov/com_dev/EIRs.html

FINDINGS: An initial study (IS) has been prepared to assess the Harney Lane Specific Plan's potential effects on the environment and the significance of those effects. Based on the Initial Study and other pertinent information, , the Harney Lane Specific Plan would not have any significant effects on the environment since no physical improvements or construction activities are proposed in conjunction with implementation of the Harney Lane Specific Plan. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis. This project will not have impacts which are individually limited but cumulatively considerable. This project will not have environmental impacts which will cause substantial adverse effects upon human beings, either directly or indirectly. This conclusion is supported by the following proposed findings:

- The Harney Lane Specific Plan would result in no impacts aesthetics, agricultural resources, air quality, greenhouse gas emission, geology and soils, minerals resources, population and housing, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, noise, transportation, and utilities and service systems.
- No physical improvements or construction plans are proposed in conjunction with the proposed Harney Lane Specific Plan.

CHAPTER 2 - INTRODUCTION

2.1 Purpose of the Final Initial Study

This document has been prepared to accompany the Draft Initial Study/Negative Declaration (IS/ND) for the Harney Lane Specific Plan. The Draft IS/ND identified the environmental impacts associated with the implementation of the plan and concluded no physical change to the environment or construction plans are proposed in conjunction with the proposed Harney Lane Specific Plan. The proposed Harney Lane Specific Plan details roadway improvements and establish the necessary right-of-way required to accommodate the roadway improvements. Proposed right-of-way acquisitions would occur in conjunction with actual construction projects in the future. All future construction projects, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis. No physical improvements or construction activities are proposed in conjunction with implementation of the Harney Lane Specific Plan.

The statutes and guidelines of the California Environmental Quality Act (CEQA) require the Lead Agency to consult with public agencies having jurisdiction over a proposed project and to provide public and other interested parties with an opportunity to comment on a Draft IS/ND. This document responds to environmental issues raised in the comments on the Draft IS/MND.

2.2 - Environmental Review Process

The Draft IS/ND for the Harney Lane Specific Plan was submitted to the State Clearinghouse (SCH #2011042033) on Tuesday, April 12, 2011 for a 30-day public and agency review and comment, which ended on Wednesday, May 11, 2011. The Draft IS/ND was prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) Statutes (Public Resources Code [PRC] Sections 21000 et seq.) and the CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations). The City of Lodi is the lead agency for CEQA compliance.

In accordance with the CEQA Statutes (PRC Section 21092) and Section 15072 of the CEQA Guidelines, public notice of the Draft IS/ND was provided by the City of Lodi through publication of an announcement in the Lodi Sentinel on April 12, 2011. In accordance with Section 15105(b) of the CEQA Guidelines, the City provided a 30-day public review period for the Draft IS/ND, commenced on **Tuesday, April 12, 2011** and ended on **Wednesday, May 11, 2011**.

The public notice published in the Lodi Sentinel included details on how to obtain copies of the Draft IS/ND. Additional notification methods were also used, including: mailing copies of the Draft IS/ND to various agencies, posting the Notice of Availability (NOA) at the City's website; and mailing the NOA to property owners of record within a 300-foot radius of the Project site. The NOA included information on how to obtain copies of the Draft IS/ND and how to provide comments on the document.

The City received three comment letters on the Draft IS/ND during the 30-day public and agency comment period. These three comment letters are addressed in Chapter 3 of this document. This Final IS/ND has been prepared to respond to the comments received by the City that address environmental issues related to the Draft IS/ND, in accordance with the CEQA Guidelines.

2.3 Project description

The proposed Harney Lane Specific Plan involves widening of Harney Lane so as to relieve existing and future traffic congestion at the west-east bound road. Harney Lane currently is a two lane road with a posted speed of 45 mph. North of Harney Lane is mostly new single family residential subdivisions with block walls fronting Harney Lane. Harney Lane has been widened to the ultimate width on the north where the recent development has occurred. The south side is a mixture of agriculture (grapes and cherries) and single family residences. West of Lower Sacramento Road single family residences populate both sides of the road. Between South Hutchins Street and South Stockton Street, Harney Lane crosses the Union Pacific Railroad. The proposed Harney Lane Specific Plan mostly affects the south side of Harney Lane.

The proposed Harney Lane Specific Plan is an integral component of the City's General Plan 2010, which identifies Harney Lane as a four lane express way. The proposed Harney Lane Specific Plan details roadway improvements, establish the necessary right-of-way required to accommodate the roadway improvements and it affects a total of 47 privately-owned parcels. Proposed right-of-way acquisitions would occur in conjunction with actual construction projects. No physical improvements or construction activities are proposed in conjunction with implementation of the Harney Lane Specific Plan. Subsequent development in the Plan Area, including all Subdivisions, Site Plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis.

The project design was prepared in accordance with the City framework set out in the General Plan adopted on April 7, 2010. Items considered during the preparation of the Specific Plan include future land use, roadway and bicycle network, right of way issues, safety (pedestrian and vehicular), ingress and egress for residents and businesses and environmental issues. There are no physical improvements or construction activities proposed by the project itself at this time.

2.4 Project Location

The projects limits are located on Harney Lane, between Stockton Street and Lower Sacramento Road in the City of Lodi, in San Joaquin County. Harney Lane, as illustrated in Exhibit 1, is located at the southern edge of the current City limits. Regional access to the project limits is from SR Route 99 via Harney Lane exit. Exhibit 1 shows the project's location from a local and regional context.

2.5 Timeline for Project Implementation

The Lodi City Council is expected to make a decision on certifying the ND at its meeting on July 6, 2011. Assuming that the ND is certified, the Harney Lane Specific Plan takes effect

CHAPTER 3 - WRITTEN COMMENTS AND RESPONSES

The City received five (5) comment letters on the Draft IS/ND during the public and agency comment period. The following table lists the commenters and the dates of the letters. Each letter and individual comment has been assigned a letter/number designation for cross-referencing.

Also included at the end of this chapter is a letter from the State Clearinghouse. The letter acknowledges that the City of Lodi has complied with the State Clearinghouse draft environmental document review requirements, and indicates that one state agency submitted comments through the State Clearinghouse by the close of the comment period on May 11, 2011. All comment letters received are addressed in this Final IS/MND.

List of Commenters/Letters			
Designation	Commenter	Date of Letter	Comment Numbers
A	California Valley Miwok Tribe	April 24, 2011	A-1
B	San Joaquin Council of Governments (SJCOG, Inc.)	April 25, 2011	B-1, B-2, B-3, B-4, B-5,
C	Union Pacific Railroad	May 13, 2011	C-1, C-2, C-3, C-4, C-5
D	Department of Transportation (Caltrans District 10)	May 13, 2011	D-1, D-2, D-3, D-4, D-5, D-6
E	State Clearinghouse	My 16, 2011	E-1

CALIFORNIA VALLEY MIWOK TRIBE

10601 N. Escondido Pl., Stockton, CA 95212 Ph: (209) 931.4567 Fax: (209) 931.4333
<http://californiavalleymiwoktribe-nsn.gov>



April 22, 2011

Community Development Dept.
C/o City of Lodi
City Hall, 221 W. Pine St.
P.O. Box 3006
Lodi, California 95241-1910

RECEIVED
APR 24 2011
COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

Re: Mailing Address for the California Valley Miwok Tribe

Dear Darcy,

I am writing to inform you that the **old tribal address of 1163 E. March Lane, Suite D – PMB#812, Stockton, CA 95212 is no longer valid.**

The Tribe is requesting that you send any future correspondence to the Tribe's physical address:

California Valley Miwok Tribe
10601 N. Escondido Pl., Stockton, CA 95212

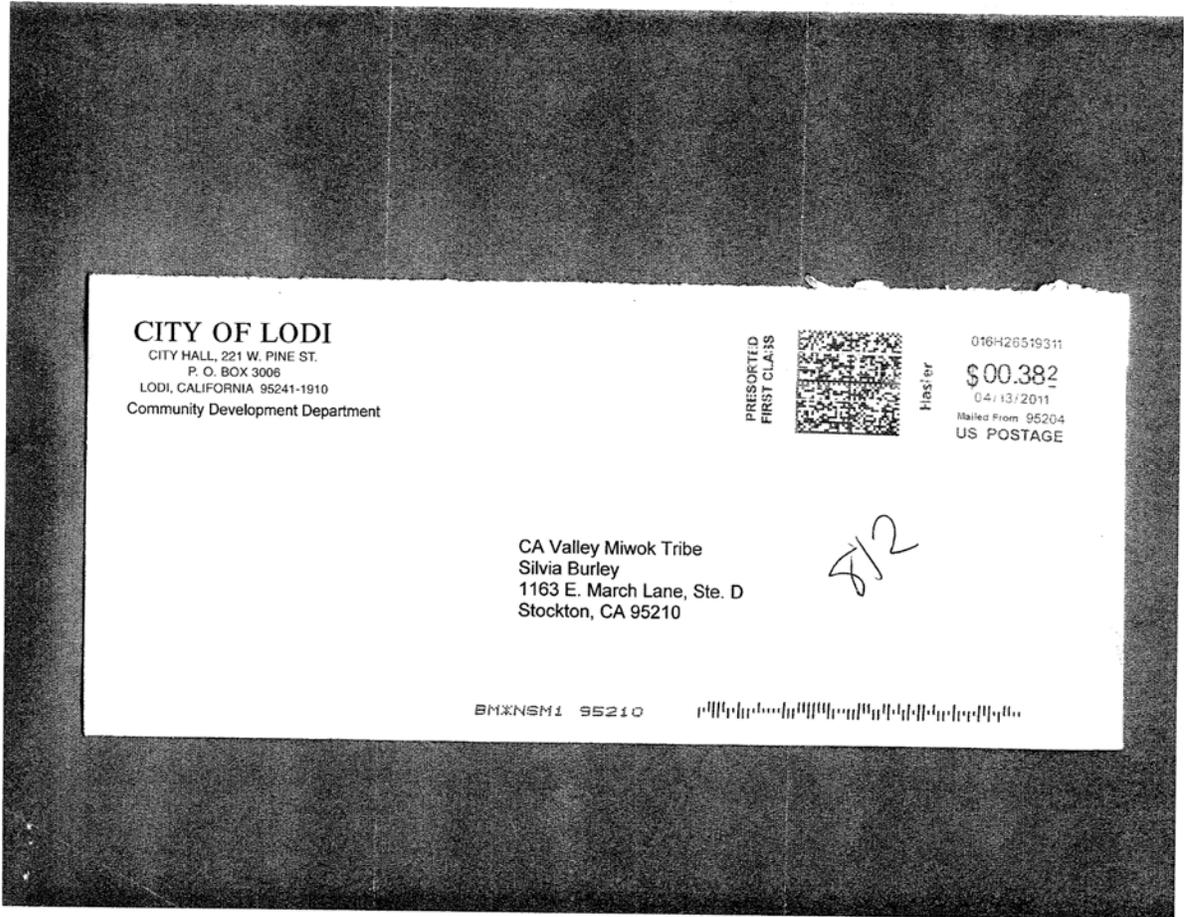
A-1

Feel free to contact the Tribe at (209) 931-4567 if you have any questions.

Sincerely,

Silvia Burley, Chairperson
s.burley@californiavalleymiwoktribe-nsn.gov

Attachments: 1



CITY OF LODI
CITY HALL, 221 W. PINE ST.
P. O. BOX 3006
LODI, CALIFORNIA 95241-1910
Community Development Department

PRE-SORTED
FIRST CLASS



Hester

016H26519311
\$00.382
04/13/2011
Mailed From 95204
US POSTAGE

CA Valley Miwok Tribe
Silvia Burley
1163 E. March Lane, Ste. D
Stockton, CA 95210

8/2

BMXNSM1 95210



RESPONSE TO COMMENT A

Comment Letter A: California Valley Miwok Tribe

Response to Comment A-1

Thank you for your input on this important City project. The City will note change of address and will direct future correspondence to your new address. Your comment has been incorporated into your letter into the Final Mitigated Negative Declaration.

RECEIVED
APR 25 2011
CITY MANAGER'S OFFICE



S J C O G , I n c .

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)

**SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ)
ADVISORY AGENCY NOTICE TO SJCOG, Inc.**

To: Konradt Bartlam, City of Lodi, Community Development Department
From: Kimberly Juarez, SJCOG, Inc.
Date: April 19, 2011

Local Jurisdiction Project Title: Harney Lane Specific Plan

Assessor Parcel Number(s):

Local Jurisdiction Project Number: 11-ND-01

Total Acres to be converted from Open Space Use: Undetermined

Habitat Types to be Disturbed: Agriculture/Multi-Purpose Habitat Land

Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Mr. Bartlam:

SJCOG, Inc. has reviewed the Draft Initial Study/Neg Dec. This includes an Initial Study and proposed Negative Declaration that involves widening of Harney Lane so as to relieve existing and future traffic congestion at the west-east bound road. Harney Lane currently is a two lane road with a posted speed of 45 mph. North of Harney Lane is mostly new single family residential subdivisions with block walls fronting Harney Lane. Harney Lane has been widened to the ultimate width on the north where the recent development has occurred. The south side is a mixture of agriculture (grapes and cherries) and single family residences. West of Lower Sacramento Road single family residences populate both sides of the road. Between South Hutchins Street and South Stockton Street, Harney Lane crosses the Union Pacific Railroad. The proposed Harney Lane Specific Plan mostly affects the south side of Harney Lane. The project limits are located on Harney Lane, between Stockton Street and Lower Sacramento Road in the City of Lodi, San Joaquin County.

City of Lodi is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP. Although participation in the SJMSCP is voluntary, Local Jurisdiction/Lead Agencies should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

B-1

The applicant is providing an Initial Study. While not proposed as specific projects at this time, individual future projects that require ground disturbance will be subject to participate in the SJMSCP and should be resubmitted to this agency.

B-2

This Project is subject to the SJMSCP. This can be up to a 30 day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package. <http://www.sjco.org>

Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements:

- Schedule a SJMSCP Biologist to perform a pre-construction survey **prior to any ground disturbance**
- Sign and Return Incidental Take Minimization Measures to SJMSCP staff (given to project applicant after pre-construction survey is completed)
- Pay appropriate fee based on SJMSCP findings. **Fees shall be paid in the amount in effect at the time of issuance of Building Permit**

B-3

2 | S J C O G , I n c .

- Receive your Certificate of Payment and release the required permit

It should be noted that if this project has any potential impacts to waters of the United States [pursuant to Section 404 Clean Water Act], it would require the project to seek voluntary coverage through the unmapped process under the SJMSCP which could take up to 90 days. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.

B-3

If you have any questions, please call (209) 235-0600.

3 | SJCOG, Inc.



S J C O G, Inc.

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

SJMSCP HOLD

TO: Local Jurisdiction: Community Development Department, Planning Department, Building Department, Engineering Department, Survey Department, Transportation Department,
Other:

FROM: Kimberly Juarez, SJCOG, Inc.

**DO NOT AUTHORIZE SITE DISTURBANCE
DO NOT ISSUE A BUILDING PERMIT
DO NOT ISSUE _____ FOR THIS PROJECT**

The landowner/developer for this site has requested coverage pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). In accordance with that agreement, the Applicant has agreed to:

- 1) Implement Incidental Take Minimization Measures (ITMMs) PRIOR to site disturbance. Do not authorize site disturbance until receipt of a signed Agreement to Incidental Take Minimization Measures (ITMMs) AND verification that all applicable ITMMs have been implemented. **B-4**
- 2) Pay SJMSCP fees. Fees shall be paid in the amount in effect at the time of issuance of Building Permit (see also Appendix). Do not issue a Use Permit until receipt of a Certificate of Payment or Verification of Payment to the Local Jurisdiction (e.g., Receipt) AND verification that all applicable ITMMs have been implemented prior to ground disturbance. **B-5**

Project Title: Harney Lane Specific Plan

Landowner: _____

Applicant: _____

Assessor Parcel #s: Undetermined

T _____, R _____, Section(s): _____

Local Jurisdiction Contact: Konradt Bartlam

The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measures are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.



RESPONSE TO COMMENT B

Comment Letter B: San Joaquin Council of Governments (SJCOG, Inc).

Response to Comment B-1

Thank you for your input on this important City project. This comment is noted.

Response to Comment B-2

Thank you for your input on this important City project. This comment is noted.

Response to Comment B-3

This comment is noted. As stated on the IS[<] there are no waters of the United States near the project limits. Furthermore, the project does not involve any physical change to the environment as no construction is proposed.

Response to Comment B-4

This comment is noted.

Response to Comment B-5

This comment is noted.



Gerard Sullivan
Senior General Attorney

May 11, 2011

RECEIVED

MAY 13 2011

COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

VIA TELEFAX (209.333.6842)
And regular U.S. Mail

Community Development Director
City of Lodi
P.O. Box 3006
Lodi, CA 95241

Re: Notice of Hearing of City of Lodi, California ("City")
on Harney Lane Specific Plan of widening Harney Lane
between South Hutchins Street and South Stockton Street
which crosses Union Pacific Railroad ("Project")

Dear Sir or Madam:

By this letter, Union Pacific Railroad Company ("UPRR") provides its comments on the captioned Project. The proposed Project will widen Harney Lane in the area which crosses UPRR tracks on its Fresno Subdivision at grade. The widening of at grade crossings has the potential for serious interference with interstate and intrastate rail operations.

C-1

There is an express federal policy encouraging the elimination of at-grade railroad crossings and encouraging grade separated crossings. The City needs to address safety measures and address how it intends to minimize risks due to the proposed widening of this crossing, to protect the traveling public, railroad workers and railroad operations.

C-2

No widening of the crossing over UPRR tracks can occur without UPRR's approval of engineering design plans and traffic data, and the approval of the CA Public Utilities Commission. Such work, if approved by UPRR and the CA PUC, would also require entering into a Construction and Maintenance Agreement with UPRR. UPRR is opposed to Projects which have the effect of increasing the use of at grade crossings for safety reasons and the potential to interfere with rail operations.

C-3

The City needs to consider a grade separation at the location where the Project crosses UPRR tracks for the safety of the public and to avoid interference with rail operations.

C-4

...matters/California/city of lodi ltr-gs-051111

UNION PACIFIC RAILROAD 1400 Douglas Street Stop 1580 Omaha, NE 68179 (402) 544-4468

Please give notice to UP of all future developments with respect to the Project as follows:

Mr. Jim Smith
Manager of Industry and Public Projects
Union Pacific Railroad Company
9451 Atkinson Street
Roseville, CA 95747

With a copy to:

Ms. Rebecca Hoffman
Union Pacific Railroad Company
1400 Douglas Street – STOP 1690
Omaha, NE 68179-1690

Please do not hesitate to contact the undersigned if you have any questions or concerns.

Sincerely,

A handwritten signature in cursive script, appearing to read "David Sullivan".

cc: Jim Smith
Rebecca Hoffman
Paul Farrell

C-5

RESPONSE TO COMMENT C

Comment Letter C: Pacific Railroad Company

Response to Comment C-1

Thank you for your input on this important City project. This comment is noted.

Response to Comment C-2

This comment is noted.

Response to Comment C-3

No physical improvements or construction activities are proposed in conjunction with implementation of the Harney Lane Specific Plan. This comment is noted.

Response to Comment C-4

The City notes that plans for the grade separation have commenced and it anticipates completing this at some time in the future. This comment is noted.

Response to Comment C-5

This comment is noted.

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 STOCKTON, CA 95201
(1976 E. CHARTER WAY/1976 E. DR. MARTIN
LUTHER KING JR. BLVD. 95205)
TTY: California Relay Service (800) 735-2929
PHONE (209) 941-1921
FAX (209) 948-7194

RECEIVED

MAY 13 2011

COMMUNITY DEVELOPMENT DEPT
CITY OF LODI



Flex your power!
Be energy efficient!

May 10, 2011

10-SJ-99, PM 28.48
Harney Lane Specific Plan
SCH #2011042033

Manny Bereket
City of Lodi
221 West Pine Street
Lodi, CA 95240

Dear Mr. Bereket,

The California Department of Transportation (Department) appreciates the opportunity to comment on the Draft Initial Study/Negative Declaration for the Harney Lane Specific Plan. The project, on Harney Lane between Stockton Street and Lower Sacramento Road in the City of Lodi, proposes to widen Harney Lane to relieve existing and future traffic congestion at the west-east bound road.

D-1

Upon review of the project, the Department has the following comments:

The improvements from the Harney Lane Specific Plan may result in potential adverse impacts to the current State Route 99 (SR-99)/Harney Lane interchange. The Specific Plan states that it will not change traffic patterns or generate traffic. However, while the plan itself may not create traffic and help to alleviate congestion on Harney Lane west of SR-99, the construction of the proposed improvements will attract additional vehicles and encourage development, resulting in increased traffic along Harney Lane and eventually the SR-99/Harney Lane interchange, which has not been adequately studied to determine the impacts that will likely occur. Furthermore, with the City of Lodi's approval of the annexation of a 30-acre mixed use development at Harney Lane and West Lane/Hutchins Street, the construction of this Specific Plan may ultimately result in potential significant impacts to the SR-99/Harney Lane interchange.

D-2

Due to the potential for significant impacts stated above, the Department requests that the applicant prepares a Traffic Impact Study (TIS) to determine this proposed project's near-term and long-term impacts to the State Highway System (SHS), including the SR-99/Harney Lane interchange. The TIS should include a traffic simulation analysis to fully document expected impacts to existing and future levels-of-service on mainline segments of the SHS in the project vicinity and propose appropriate and feasible mitigation measures to address any and all expected impacts expected to deteriorate SHS operations beyond an acceptable level. Furthermore, the TIS should include an analysis of Specific Plan impacts on the SR-99/Harney Lane interchange, including a timeline and potential funding sources for work on the Project Study Report for the interchange and a viable project to modify the interchange. It should be noted that the San Joaquin Council of Governments Regional Transportation Plan lists the

D-3

"Caltrans improves mobility across California"

Mr. Bereket
May 10, 2011
Page 2 of 2

SR-99/Harney Lane interchange reconstruction project as a Tier I project for Year 2016 (open to traffic), and the City of Lodi supported this interchange project in a letter dated August 2, 2010 (attachment). D-3

The Department recommends that the study be prepared in accordance with the *Caltrans Guide for the Preparation of Traffic Impact Studies*, dated December 2002 (Guide) or the latest version. Please submit the scope of work to the Department for review and comment prior to start of work on the TIS. The Department is available to discuss assumptions, data requirements, study scenarios, and analysis methodologies to help ensure that a quality TIS is prepared. D-4

Upon completion of the TIS, please provide three (3) paper copies along with a disk containing the complete electronic data files (Synchro 6, SimTraffic, Traffix 7.9, HCS, etc.) for our review and comment. This will help expedite the Department's review. D-5

If you have any questions, please contact Sinarath Pheng at (209) 942-6092 (e-mail: Sinarath_Pheng@dot.ca.gov) or myself at (209) 941-1921.

Sincerely,



for TOM DUMAS, CHIEF
OFFICE OF METROPOLITAN PLANNING

Attachment

"Caltrans improves mobility across California"

CITY COUNCIL
PHIL KATZAKIAN, Mayor
SUSAN HITCHCOCK,
Mayor Pro Tempore
LARRY D. HANSEN
BOB JOHNSON
JOANNE MOUNCE

CITY OF LODI
PUBLIC WORKS DEPARTMENT
CITY HALL, 221 WEST PINE STREET / P.O. BOX 3006
LODI, CALIFORNIA 95241-1910
TELEPHONE (209) 333-8708 / FAX (209) 333-6710
EMAIL pwdept@lodi.gov
http://www.lodi.gov

KONRADT BARTLAM,
Interim City Manager
RANDI JOHL,
City Clerk
D. STEPHEN SCHWABAUER,
City Attorney
F. WALLY SANDELIN,
Public Works Director

August 2, 2010

File No. SA-09103 (012)

Mr. Ross Chittenden, District Director
California State Department of Transportation - District 10
P.O. Box 2048
Stockton, CA 95205

SUBJECT: Route 99/Harney Lane Interim Improvement Project
EA 10-0U780K - Design Period

The City of Lodi is requesting to use a six-year design period (Year 2016) for the traffic forecasting and operations analysis of the above signalization project. Per the Highway Design Manual Section 103.2 "Design Period", the standard period is 20 years but can be shortened with your approval.

The purpose for the signalization of the interchange is to accommodate the additional traffic due to the Reynolds Ranch development in the southwest quadrant until the reconstructed interchange is completed in 2016. The City is dedicated to having the reconstructed interchange in place and operational by this time, so a longer design period would not be necessary.

The existing Harney Lane overcrossing is a two-lane facility. It would need to be reconstructed if a 20-year design period is used with the anticipated growth. The new structure profile would be approximately 12 to 15 feet higher than the existing bridge to accommodate the vertical clearance and design speed requirements. This would entail reconstructing the on and off ramps as well. The City and District 10 staff are currently working together to deliver this project to construction.

The traffic forecasting and operational analysis for the Year 2016 have been completed and the results show that the existing overcrossing along with the proposed improvements can safely handle the forecasted volumes.

The interchange reconstruction is a Tier 1 project within the San Joaquin Council of Governments' current Regional Transportation Plan with funding for the construction of the interchange scheduled for FY 2013.

For the above reasons and the City's commitment to work with Caltrans to reconstruct the interchange by 2016, we are requesting that you grant us approval to use a six-year design period for this project.

If you have any questions or need additional information, please call me at (209) 333-6709.

Sincerely,

F. Wally Sandelin
Public Works Director

FWS/LC/pmf
cc: Mr. Iorzua Akuva, Caltrans District 10
Mr. Dale Gillespie, RPM Company
Mr. Kim Whitney, Capital Projects Group

Mr. Kenneth Doty, Mark Thomas & Company, Inc.
Mr. Bart Robertson, RPM Company

K:\WP\PROJECTS\STREETS\Harney&99Interchange\l.Caltrans_080210.doc

REC'D
AUG 4 PM 4 12

D-6

RESPONSE TO COMMENT D

Comment Letter D: State of California, Department of Transportation (Caltrans District 10)

CITY COUNCIL
BOB JOHNSON, Mayor
JOANNE MOUNCE,
Mayor Pro Tempore
LARRY D. HANSEN
PHIL KATZAKIAN
ALAN NAKANISHI

CITY OF LODI
PUBLIC WORKS DEPARTMENT
CITY HALL, 221 WEST PINE STREET / P.O. BOX 3006
LODI, CALIFORNIA 95241-1910
TELEPHONE (209) 333-6706 / FAX (209) 333-6710
EMAIL pwdept@lodi.gov
<http://www.lodi.gov>

KONRADT BARTLAM
City Manager
RANDI JOHL,
City Clerk
D. STEPHEN SCHWABAUER,
City Attorney
F. WALLY SANDELIN,
Public Works Director

May 31, 2011

Department of Transportation, District 10
Attn: Tom Dumas
P. O. Box 2058
Stockton CA 95201

SUBJECT: Harney Lane Specific Plan Negative Declaration SCH #2011042033

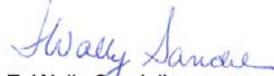
Dear Mr. Dumas:

Thank you for your comments regarding the above project. Your interest in this project is appreciated and it is hoped that this response will help to answer your questions regarding this project.

Comment: Your comments indicate that a traffic impact study (TIS) is required for this project in order to determine the project study report's impacts to State facilities. Specifically, a TIS is needed to evaluate the project study report's impact on interchange and ramps at the intersection of State Route 99 and Harney Lane, including a timeline and potential funding sources for work on the interchange.

Response: The Harney Lane Specific Plan Report is a planning tool that will be used by the City as development occurs south of Harney Lane. The 2010 General Plan designates Harney Lane as a four-lane expressway between Lower Sacramento Road and State Route 99. The Specific Plan used the information from the General Plan to generate the lane configurations as shown in the report. Similar to the South Hutchins Project, if new development comes in before the new interchange is constructed; the Developer will be required to analyze the capacity in the interim improvements at the Harney Lane/SR-99 interchange and determine if further changes will be needed.

Should you have any questions or need additional information, please call me at (209) 333-6709.



F. Wally Sandelin
Public Works Director

FWS/CRB

cc: Senior Civil Engineer - Development Services
Planning Department - Immanuel Bereket

K:\WP\PROJECTS\STREETS\HarneyLaneSpecificPlan\Harney Lane MND\Letter to Caltrans.doc



JERRY BROWN
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



May 12, 2011

RECEIVED

MAY 16 2011

COMMUNITY DEVELOPMENT DEPT
CITY OF LODI

Manny Bereket
City of Lodi
221 West Pine Street
Lodi, CA 95240

Subject: Harney Lane Specific Plan
SCH#: 2011042033

Dear Manny Bereket:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on May 11, 2011, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report
State Clearinghouse Data Base**

SCH# 2011042033
Project Title Harney Lane Specific Plan
Lead Agency Lodi, City of

Type Neg Negative Declaration
Description The proposed Harney Lane Specific Plan details roadway improvements, establish the necessary right-of-way required to accommodate the roadway improvements and it affects a total of 47 privately-owned parcels. Proposed right-of-way acquisitions would occur in conjunction with actual construction projects. No physical improvements or construction activities are proposed in conjunction with implementation of the Harney Lane Specific Plan. Subsequent development in the Plan Area, including all Subdivisions, Site plan Reviews, Planned Development Review, and Conditional Use Permits will be subject to environmental review on a project-by-project basis.

Lead Agency Contact

Name Manny Bereket
Agency City of Lodi
Phone (209) 333-6711 **Fax**
email
Address 221 West Pine Street
City Lodi **State** CA **Zip** 95240

Project Location

County San Joaquin
City Lodi
Region
Lat / Long 38° .101' 08" N / 121° .283' .98" W
Cross Streets Lower Sacramento Road, Stockton Street & West Lane
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways Hwy 12, 99
Airports
Railways UPRR, CCT
Waterways
Schools
Land Use Z: Commerical Low and Multi Density Residence
 GP: Commercial Low and Multi Density Residence

Project Issues Air Quality; Archaeologic-Historic; Noise; Recreation/Parks; Schools/Universities

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 10; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Native American Heritage Commission

Date Received 04/12/2011 **Start of Review** 04/12/2011 **End of Review** 05/11/2011

Note: Blanks in data fields result from insufficient information provided by lead agency.

RESPONSE TO COMMENT E

Comment Letter E: Office of Planning and Research

This comment is noted. The letter from the State Clearinghouse demonstrates that the Initial Study and proposed Mitigated Negative Declaration were circulated for a 30-day period review, commencing on Tuesday, April 12, 2011 through Wednesday, May 5, 2011. It acknowledges only one State Agency (Caltrans District 10 - Comment D) was directly submitted to the State Clearinghouse. The review requirements for draft environmental document have been fulfilled. No response is necessary.

Joyce Tanabe

RECEIVED

2011 JUL 12 PM 1:59

CITY CLERK
1040 W. KETTLEMAN LANE CITY OF LODI
SUITE 113, PMB 308
LODI, CA 95240

July 9, 2011

Ms. Randi Johl
City Clerk
City Hall
221 West Pine Street, 2nd Floor
Lodi, CA 95240

Re: City Council Public Hearing July 20, 2011

Dear Ms. Johl:

This letter is to put forth my comments and concerns regarding the Harney Lane Specific Plan Report. I realize that my views will not stop the widening of Harney Lane, but wanted to express my opposition to the Plan generally and strongly oppose the amount of property that will be required from property owners and the ultimate plan for an 16-18' median with trees. I believe that, coupled with a planned bicycle lane, is excessive. That wide a median is not necessary and with the City of Lodi's lack of finances, planting trees would require watering and upkeep which would cost more money the City does not have.

Also, not being able to have easy ingress and egress to our property is a concern. When I retired I thought I'd be able to live peacefully in the country and the Specific Plan will definitely now allow that. In fact, just the opposite.

If you have any questions or comments, please contact me.

Sincerely,

Joyce Tanabe
Joyce Tanabe

**CITY OF LODI****Carnegie Forum**
305 West Pine Street, Lodi**NOTICE OF PUBLIC HEARING**

Date: July 20, 2011

Time: 7:00 p.m.

For information regarding this notice please contact:

Randi Johl,
City Clerk

Telephone: (209) 333-6702

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on **Wednesday, July 20, 2011**, at the hour of 7:00 p.m., or as soon thereafter as the matter may be heard, the City Council will conduct a public hearing at the Carnegie Forum, 305 West Pine Street, Lodi, to consider the following matter:

- a) **Resolution approving Harney Lane Specific Plan Report and certifying the Harney Lane Specific Plan Negative Declaration as adequate environmental documentation for the Harney Lane Specific Plan.**

Information regarding this item may be obtained in the Public Works Department, 221 West Pine Street, Lodi, (209) 333-6706. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk, City Hall, 221 West Pine Street, 2nd Floor, Lodi, 95240, at any time prior to the hearing scheduled herein, and oral statements may be made at said hearing.

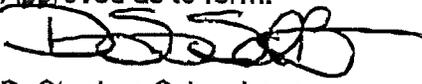
If you challenge the subject matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, at or prior to the close of the public hearing.

By Order of the Lodi City Council:


Randi Johl
City Clerk

Dated: June 15, 2011

Approved as to form:


D. Stephen Schwabauer
City Attorney

To :City of Lodi

Regarding : Brian Hayn 810 E. Harney Lane, Lodi Ca

Meeting Resolution approving Harney Lane specific Plan report

This is my written response of concerns regarding this plan and how it will affect my property. I will not be able to attend the meeting however , I would like to have my concerns on file for future legal purposes if needed.

My concerns:

1. Closeness of road to front door of my home. Plan shows property line through my garage which is approx. 6 ft from my front door.
2. Additional traffic will bring additional noise. The widening of Lower Sac has already increased the traffic and speed of traffic by one side of my property.
3. Access restriction, high volumes of traffic and center barrier will restrict my access to property. (try to back up a boat or trailer into driveway ?)
4. How will this affect the value of my property with all of the above ? I cannot resell my home currently without disclosing to potential buyer about this plan.
5. What type of soundwall or barrier will I have from traffic to protect my home/property. I have already had one car totalled while sitting outside and one car through my fence. The closeness of the property line to additional traffic would cause concerns for safety, if no wall or barrier is installed.
6. Removal of shrubs and trees along the front of my property. These shrubs and trees create a barrier for some privacy, shade, and help dampen noise. The plan shows a sidewalk, bike lane and traffic lanes taking the place of my front yard.

While this plan is decided upon for the future growth and accomodation for additional traffic flow, I want there to be some focus on how it affects us home owners, who are giving up our right to peaceful enjoyment of our homes/properties. Homeowners should be compensated for more than just the value of the land taken.

RESOLUTION NO. 2011-_____

A RESOLUTION OF THE LODI CITY COUNCIL
APPROVING HARNEY LANE SPECIFIC PLAN AND
CERTIFYING NEGATIVE DECLARATION AS
ADEQUATE ENVIRONMENTAL DOCUMENTATION
FOR THE HARNEY LANE SPECIFIC PLAN

=====

WHEREAS, the Harney Lane Specific Plan covers the area from the city limits on the west to South Stockton Street on the east; and

WHEREAS, after conducting two public meetings, providing two mailings to affected property owners, and meeting individually with concerned residents, staff recommends approving the Harney Lane Specific Plan; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the City, as the lead agency, prepared an Initial Study and Mitigated Negative Declaration and published a Notice of Availability (NOA) announcing that the Harney Lane Specific Plan Draft Negative Declaration had been prepared and was available to the public for review. The NOA was submitted to the State Clearinghouse, distributed to local agencies, sent to interested persons, posted with the County Clerk's office, mailed to all property owners of record within a 300-foot radius of the project boundary, posted on the City's website and published in the *Lodi News Sentinel*. The 30-day window for review and comment on the draft Negative Declaration commenced on Tuesday, April 12, 2011, and concluded on Wednesday, May 11, 2011; and

WHEREAS, staff recommends certifying the Negative Declaration as adequate environmental documentation for the Harney Lane Specific Plan.

NOW, THEREFORE, BE IT RESOLVED that the Lodi City Council does hereby approve the Harney Lane Specific Plan and certify the Negative Declaration as adequate environmental documentation for the Harney Lane Specific Plan.

Dated: October 5, 2011

=====

I hereby certify that Resolution No. 2011-_____ was passed and adopted by the City Council of the City of Lodi in a regular meeting held October 5, 2011, by the following vote:

- AYES: COUNCIL MEMBERS –
- NOES: COUNCIL MEMBERS –
- ABSENT: COUNCIL MEMBERS –
- ABSTAIN: COUNCIL MEMBERS –

RANDI JOHL
City Clerk

2011-_____

The City of Lodi
**Public Works
Engineering**



Harney Lane Specific Plan

Agenda Item G-1

October 5, 2011



Purpose

- Establish Future Right of Way – Western City Limit to Hutchins Street
- Inform Public of Planned Future Improvements
 - Four lane expressway east of Lower Sacramento Road
 - Four lane minor arterial west of Lower Sacramento Road
 - Auxiliary lanes at some intersections
- Identify Potential Acquisitions at 47 Properties
 - Dedications required upon development
 - Interim and ultimate plans for construction
 - Need driven by future growth and increased traffic

History



- January 2008 - Shirtsleeve Meeting
- July 2008 – Retained Mark Thomas and Co.
- June 2010 - 1st Public Meeting
- June 2010 to October 2010 - One-on-One Meetings (30 meetings)
- November 30, 2010 - Shirtsleeve Meeting
- January 24, 2011 - 2nd Public Meeting



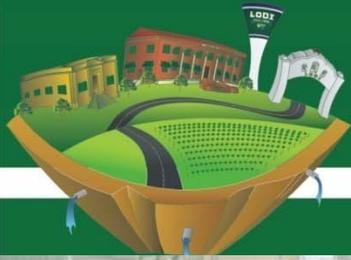
One-On-One Meetings

- First Public Meeting
 - 543 notices mailed
 - Newspaper advertising
 - Posted on City website
 - 52 citizens attended
- Follow Up - 30 One-on-One Meetings
- Two invitations sent to several property owners
- Multiple meetings with several property owners

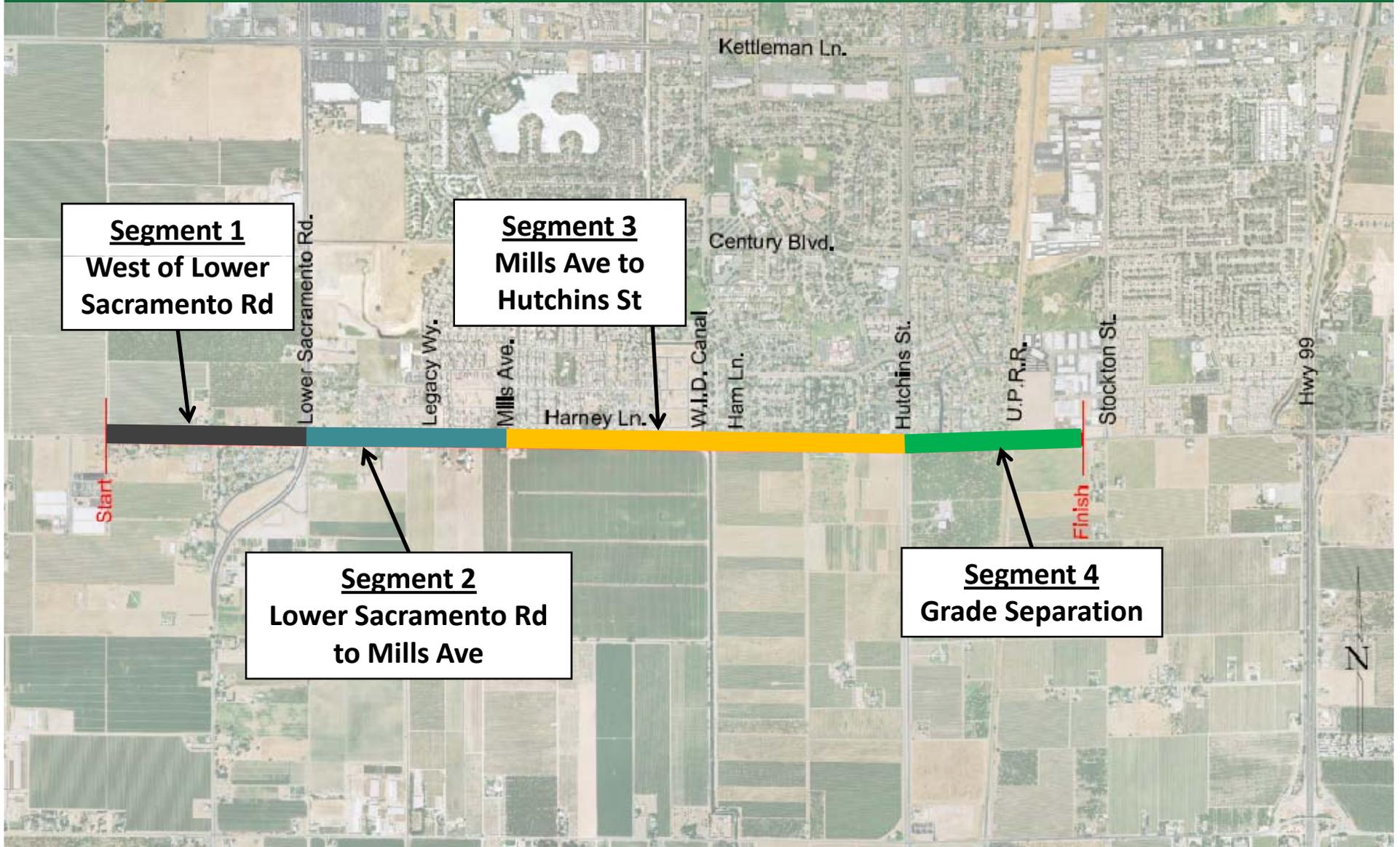


Issues/Concerns

- How much of my property will be needed?
- When is the street widening going to occur?
- How will I get compensated for the right of way?
- Moving the right of way closer to my house will devalue my property and how will I be compensated?
- Why does the median have to be so wide?
- Will the access to my property change?



Harney Lane Specific Plan

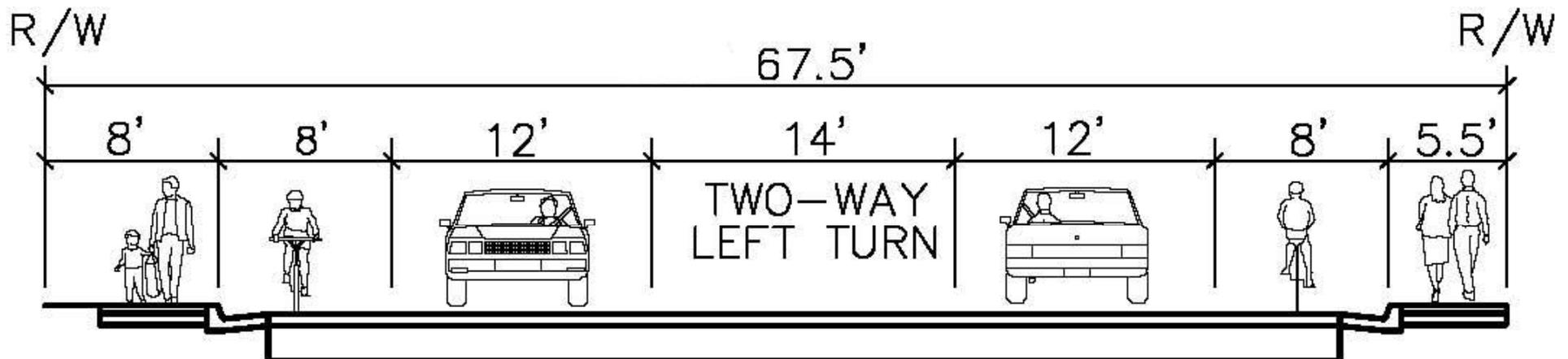




Segment 1

West of Lower Sacramento Road

- Existing Conditions through 2025
- Interim Improvements after 2025
 - ✓ 7.5 feet – north side
 - ✓ 0 to 2.5 feet – south side
- Ultimate Improvements after 2045





Segment 2

Lower Sacramento Road to County Line

- Existing Conditions (55 feet) through 2025
- Interim Improvements after 2025
 - ✓ Add intersection turn lanes
 - ✓ Widen to 4 lanes
 - ✓ 4 reduced front yards (0 – 7 feet)
- Ultimate Improvements (110 feet) after 2035
 - ✓ North side – 2 acquisitions, 3 reduced front yards (22 - 29 feet)
 - ✓ South side – 3 reduced front yards (19 - 26 feet)



Segment 2

County Line to Mills Avenue

- Existing Conditions (R/W width varies) through 2025
- Interim Improvements after 2025
 - ✓ Widen to 4 lanes
 - ✓ North side – 1 reduced front yard (17 feet)
 - ✓ South side – 3 reduced front yards (7 feet)
 - ✓ South side – 5 reduced front yards (12.5 feet)
- Ultimate Improvements (110 feet) after 2035
 - ✓ North side – No R/W required
 - ✓ South side – 3 reduced front yards (14 feet)
 - ✓ South side – 5 reduced front yards (18.5 feet)



Segment 3

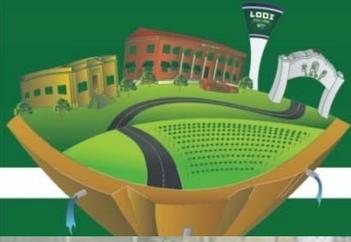
Mills Avenue to Hutchins Street

- Interim Improvements
 - ✓ None
- Ultimate Improvements (110 feet)
 - ✓ North side – 1 reduced yard (14 feet)
 - ✓ South side – 3 properties (0 - 15 feet)
 - Development properties
 - Timing development driven

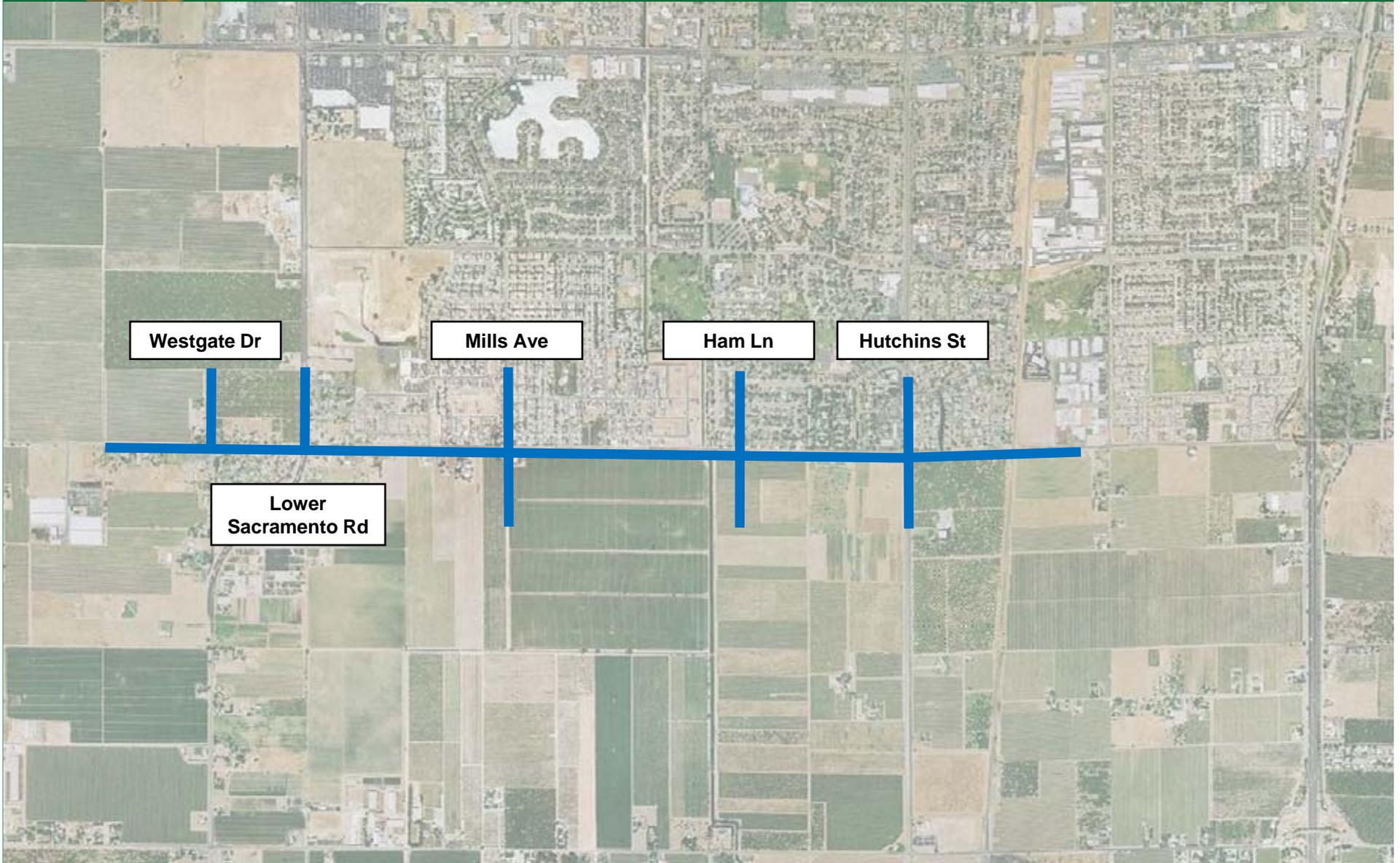


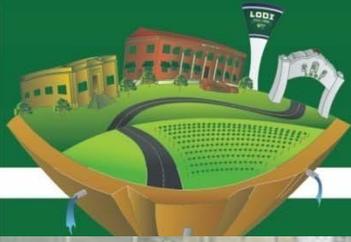
Right of Way Acquisition

1. Full Dedication as a Condition of City Entitlement
2. Purchased by City at Time of Interim Improvements
3. Purchased by City at Time of Ultimate Improvements

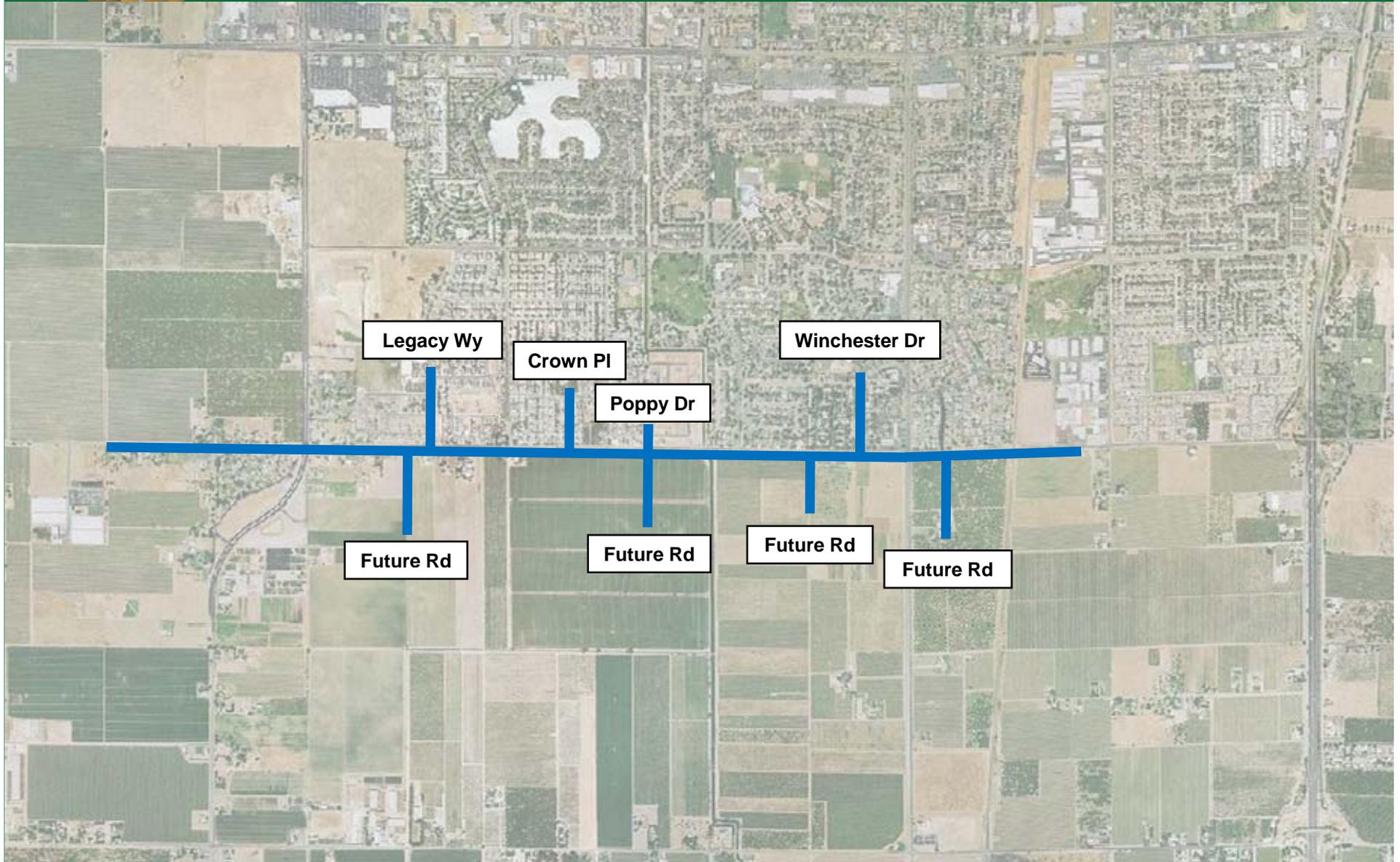


Full Intersections





Turn Restricted Intersections





Segment 4

Grade Separation

- Design Contract Expected to be Awarded
- Alternatives
 - Overpass (lowest cost)
 - Underpass (highest cost)
- Selection of Alternative
 - Scheduled for March 2012



Segment 4

Costa Property Without Grade Separation

- Two Access Points on Harney Lane
- Maintain Corner Access – Foreseeable Future
- Relocate Corner Access – Operations and Accidents



Segment 4

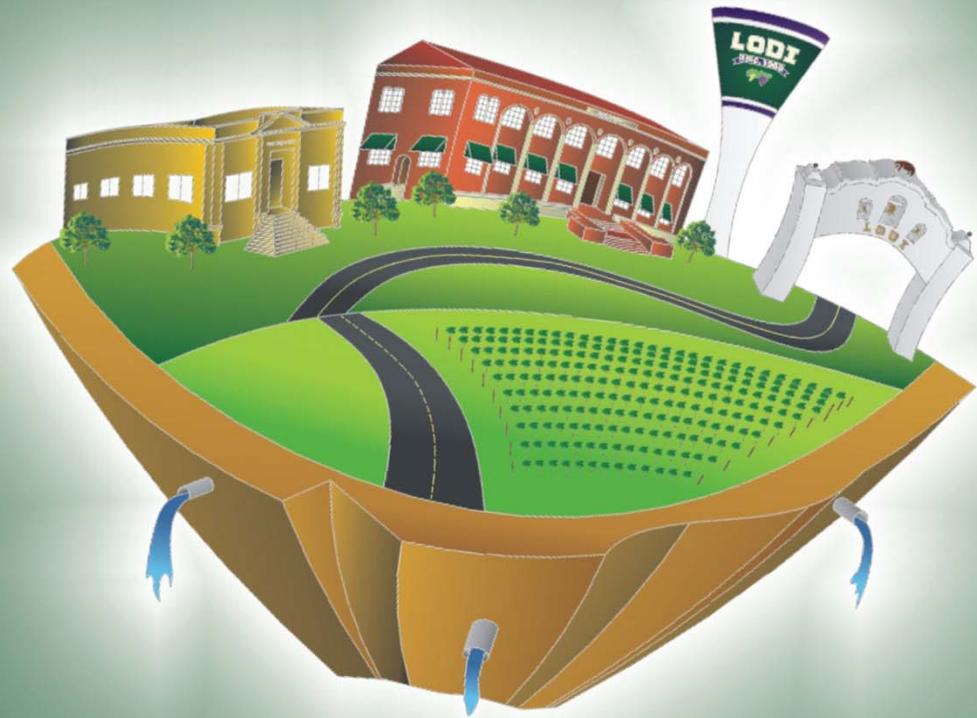
Costa Property Interim Improvements





Recommended Action

- Approve Harney Lane Specific Plan Report
- Approve Harney Lane Negative Declaration as Adequate Environmental Documentation



Questions?



Segment 4

Costa Family Request

Provide Acceleration Lane for Eastbound Trucks

Why Not

- Better Access Available on West Lane
- Seasonal Use
- Millions of Dollars to Add Lane to Grade Separation
- Acceleration Lanes are Uncommon to Expressways
- Current Usage is Limited

FELIX COSTA & SONS

Cherry Packing and Marketing

COMPANY BASICS

\$15,000,000 in annual sales – half in export sales

550+ employees – many also PCP employees

In business since 1927

Packing and marketing at the present location since 1960

TRAFFIC GENERATED DAILY

200 employee cars

50+ buyer, inspector cars

30+ refrigerated tractor/trailer units

20+ smaller trucks

40+ miscellaneous local field fruit deliveries

SHIFT TIMES

Shift #1 packing 7:00 am to 4-8:00 pm

Shift #2 packing 8:00 am to 5-9:00 pm

Truck loading/unloading 7:00 am to 1:00 am

Fumigations 9:00 pm to 6:00 am

HAZARDOUS MATERIALS

Ammonia – for refrigeration systems

Methyl Bromide – fumigation for quarantine purposes

Per Acetic Acid and Chlorine – microbial contamination control during packing

F & L COSTA FAMILY LP

Timeline for Harney Lane Specific Plan

- February 6, 2008 Greg Costa appeared before Council and expressed concern for continued access onto Harney Lane.
- December 18, 2008 Greg Costa email to Planning Commission – need for access from both West Lane and Harney Lane.
- June 8, 2010 First Public Meeting at Henderson School – no Harney access shown.
- July 17, 2010 First meeting between Costas and Public Works – discussed problems with West Lane and need for Harney Lane access.
- October 5, 2010 Second meeting between Costas and Public Works – first mention of early movement on Grade Separation.
- January 6, 2011 Letter with map from Public Works – Harney Lane access with decel/accel lane.
- January 19, 2011 Third Meeting between Costas and Public Works – still have Harney Lane access with decel/accel lane and early movement on Grade Separation.
- January 25, 2011 Second Public Meeting at Henderson School – map with Harney Lane access and decel/accel lane.
- February 7, 2011 Revised Plan for Carl Fink – map shows Harney Lane access and decel/accel lane.
- May 11, 2011 Final Harney Lane Specific Plan prepared – access point on Harney Lane moved west of Banyon; no decel/accel land shown; temporary roads shown on Grade Separation Alternative #3 and #4.

Greg Costa

From: "Greg Costa" <costasquad@verizon.net>
To: <kchadwick@lodi.gov>
Sent: Thursday, December 18, 2008 5:31 PM
Subject: Fw: Comment on Draft Preferred Plan

----- Original Message -----

From: Greg Costa
To: ppatrick@lodichamber.com
Sent: Thursday, December 18, 2008 5:18 PM
Subject: Comment on Draft Preferred Plan

Planning Commission
City of Lodi

Dear Commission Members

Our family owns the parcel on the southeast corner of Harney and West Lane. My parents have lived on the property for over fifty years and farmed and packed cherries at that location. We have two major concerns regarding the Draft Preferred Plan.

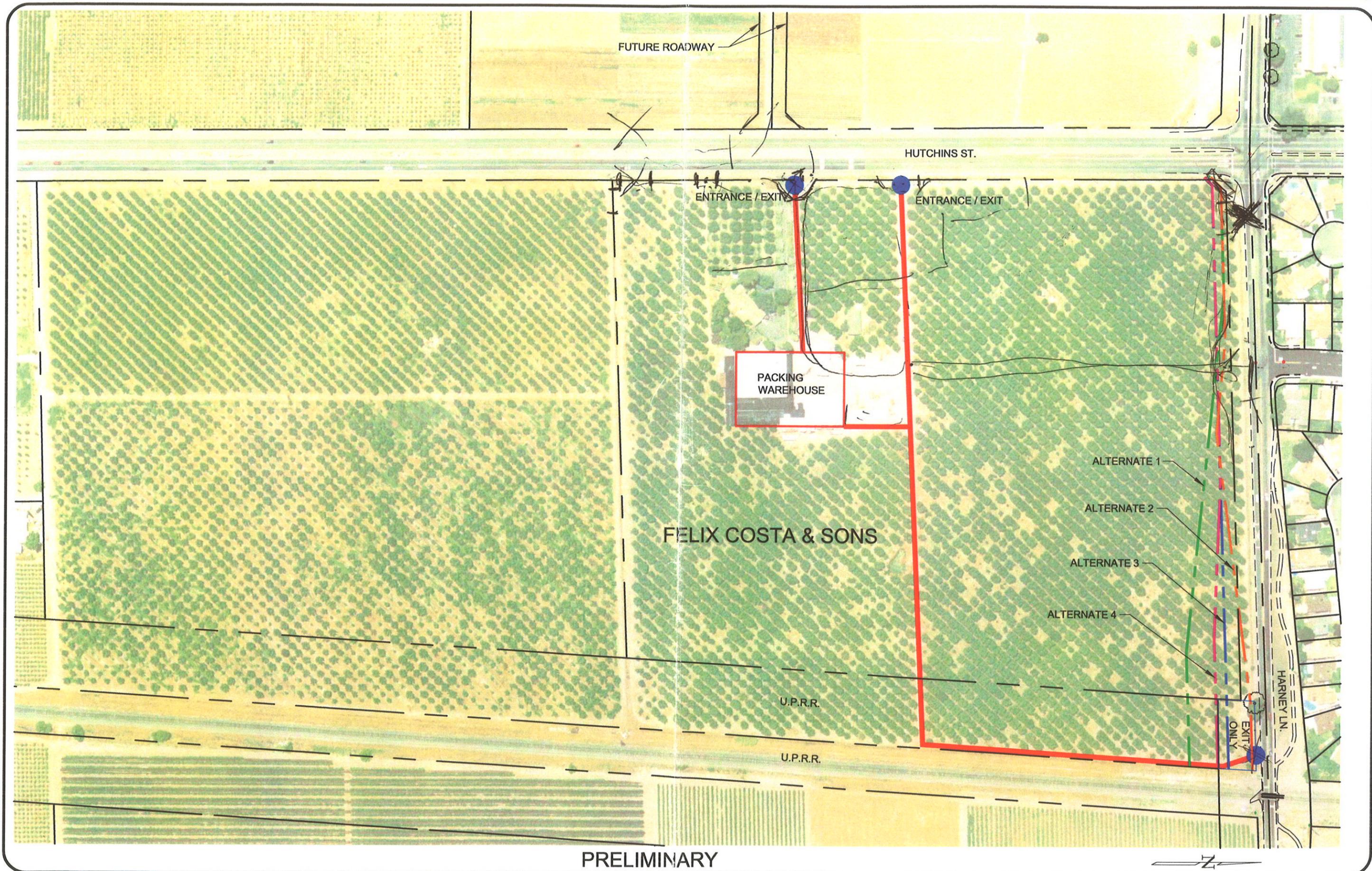
First, the Mixed Use Center Zoning is new and - to my knowledge - not yet formally defined. It did not appear in any of the previously circulated Alternatives. Our parcel is shown as a combination of Mixed Use Center and Low Density Residential in the Draft Preferred Plan. This is significantly different from what was requested in my parents letter of 2007 to the Community Development Department describing their desired longterm uses for the property. (This letter was in response to the request for General Plan Update input.) This is different from what was indicated in the planning and engineering for the Area of Benefit established in the early 1990's of which this parcel is part. Finally this is different from the zoning for this parcel shown in earlier Planning Alternatives A,B and C.

We have been assured by the Planning Department that the Mixed Use Center Zoning would allow all of the commercial development options and flexibility of the Commercial Zoning designation. Is this the intent and understanding of the Planning Commission?

Second, the Draft Preferred Plan does not address the issue of future access to Harney Lane from our parcel. As we presented at the City Council Meeting of February 6, 2008 we presently have access and right-of-way onto Harney Lane from the north side of the property. This is very important to the viability of our existing farming and packing operations. It will be very important in the future even with different land uses. This was clearly demonstrated yet again this past Monday December 15 when West Lane was closed from Armstrong Road to Harney Lane the entire morning due to downed power poles. Our only access for the employees and commercial farming equipment was through our Harney Lane entrance points. We ask that the Planning Commission keep this in mind when discussing future development of the Harney Land corridor.

Thank you.

Greg Costa



PRELIMINARY

RABBIT 6

CITY COUNCIL

BOB JOHNSON, Mayor
JOANNE MOUNCE,
Mayor Pro Tempore
LARRY D. HANSEN
PHIL KATZAKIAN
ALAN NAKANISHI

CITY OF LODI

PUBLIC WORKS DEPARTMENT
CITY HALL, 221 WEST PINE STREET / P.O. BOX 3006
LODI, CALIFORNIA 95241-1910
TELEPHONE (209) 333-6706 / FAX (209) 333-6710
EMAIL pwdept@lodi.gov
<http://www.lodi.gov>

KONRADT BARTLAM
City Manager

RANDI JOHL,
City Clerk

D. STEPHEN SCHWABAUER,
City Attorney

F. WALLY SANDELIN,
Public Works Director

January 6, 2011

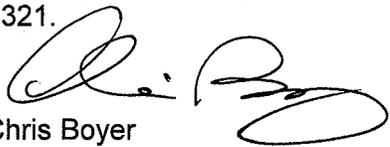
Felix Costa and Greg Costa
13160 N. West Lane
Lodi, CA 95240

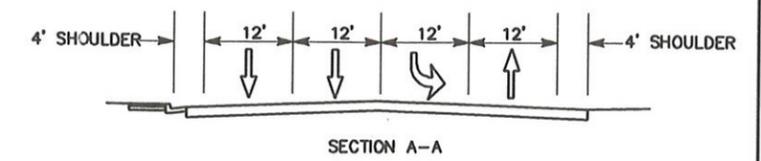
SUBJECT: Harney Lane Specific Plan

Mr. Costa,

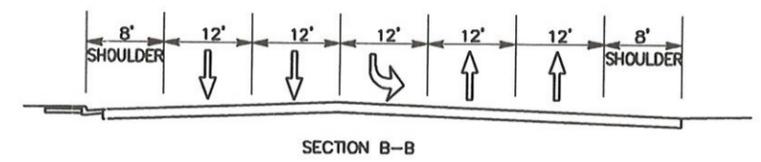
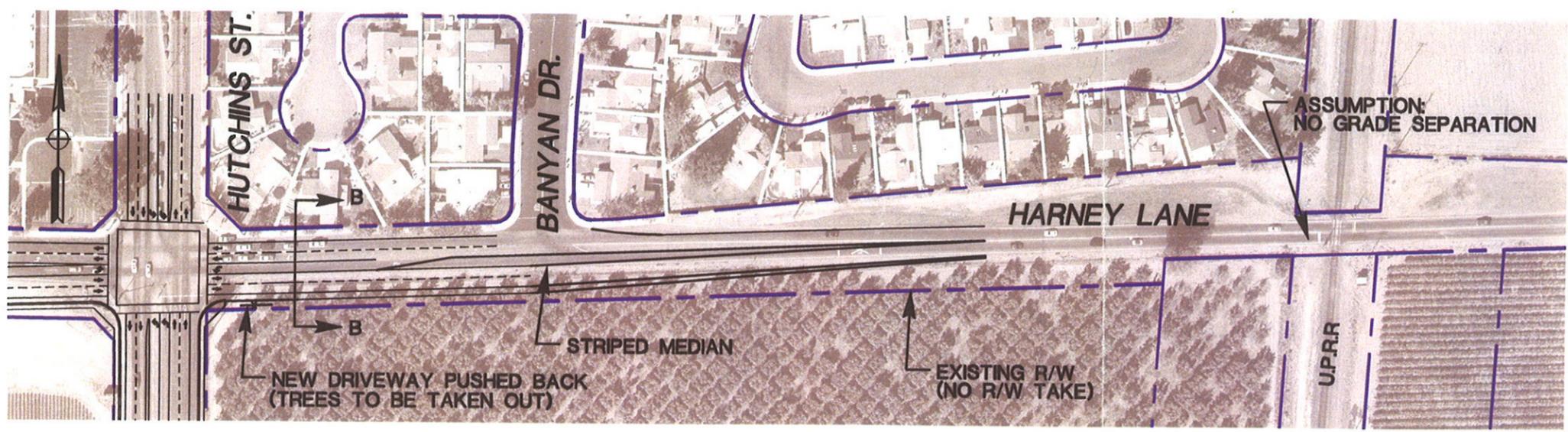
The City of Lodi has prepared an exhibit that shows each of the phases that will affect your property at 13160 North West Lane. Please review this exhibit prior to our next meeting so we can discuss any changes you would like to be made.

Should you have any questions prior to our meeting, please call me at 333-6800 ext. 3321.

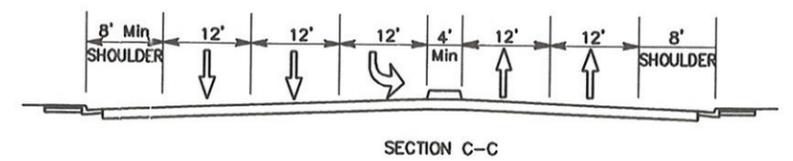
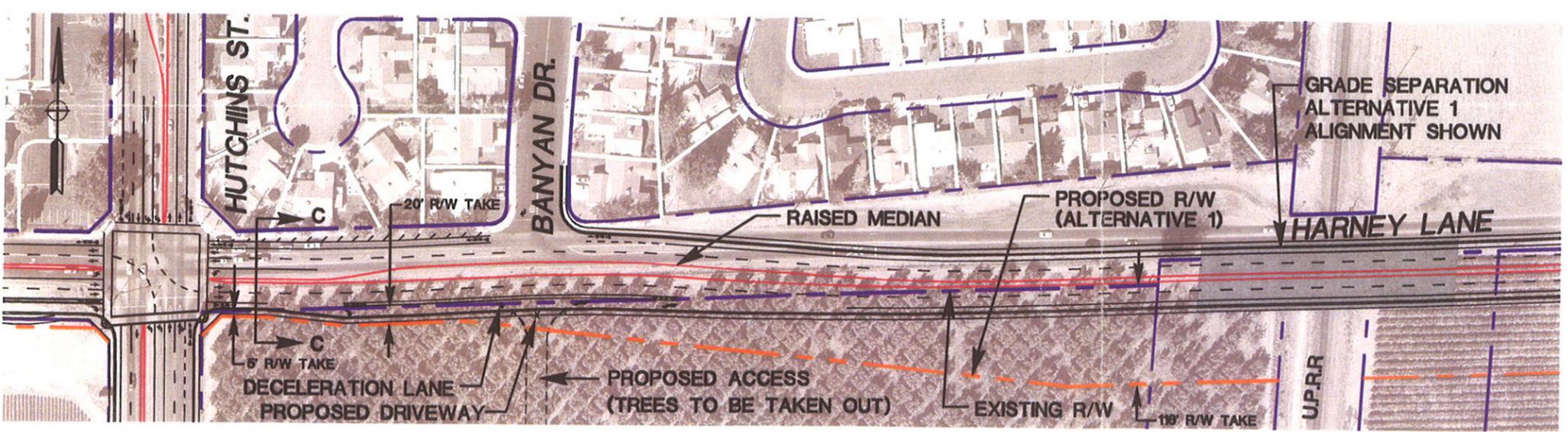

Chris Boyer
Junior Engineer



SECTION A-A
PHASE 1: EXISTING FENCE/GATE TO REMAIN
 PROJECTED YEAR IS 2015
 NOT TO SCALE



SECTION B-B
PHASE 2: IMPROVEMENT OUT TO EXISTING R/W
 PROJECTED YEAR IS 2020
 NOT TO SCALE



SECTION C-C
PHASE 3: ULTIMATE IMPROVEMENT WITH NEW DRIVEWAY
 PROJECTED YEAR IS 2030

HARNEY LANE SPECIFIC PLAN - PROPERTY IMPACT

APN: 058-110-47 ; ADDRESS: 13160 N WEST LANE
 PROPERTY OWNER: F&L COSTA

SCALE: 1"=80'
 11-30-2010

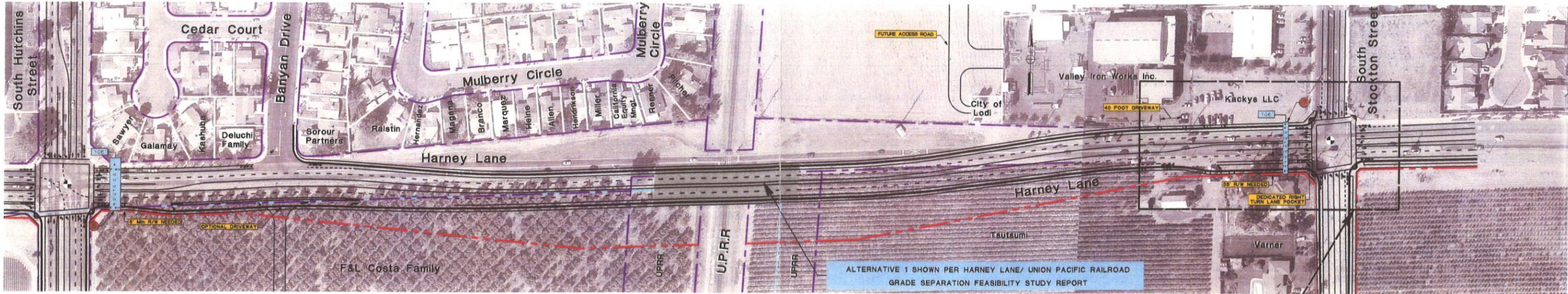


CITY OF LODI

PUBLIC WORKS DEPARTMENT
 221 WEST PINE STREET
 LODI, CALIFORNIA 95240
 PHONE (209) 333-8708

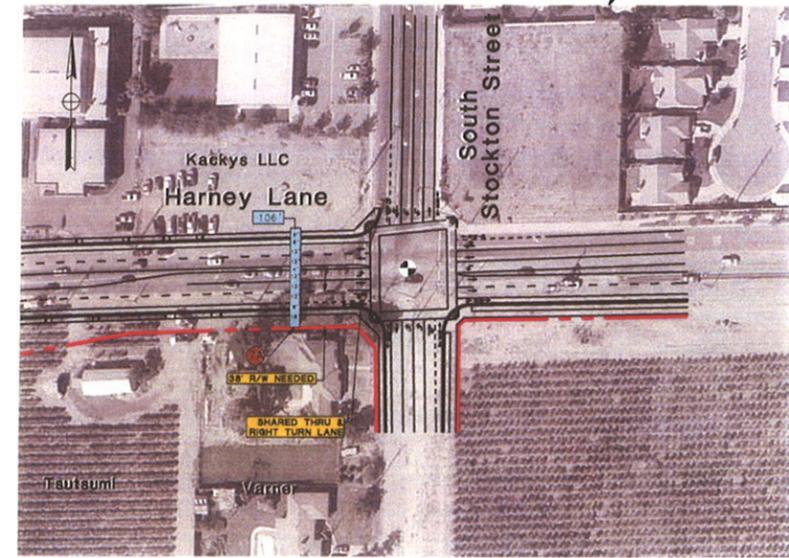


EXHIBIT 7

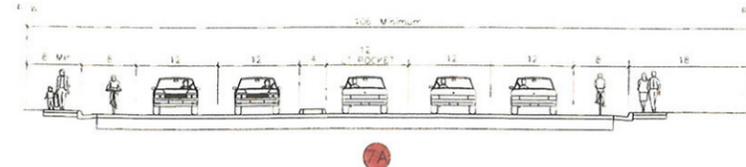
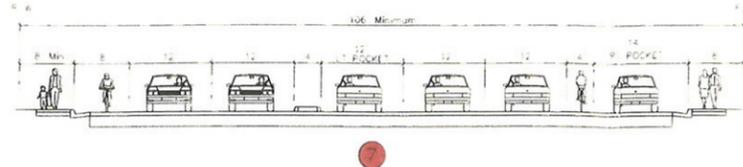
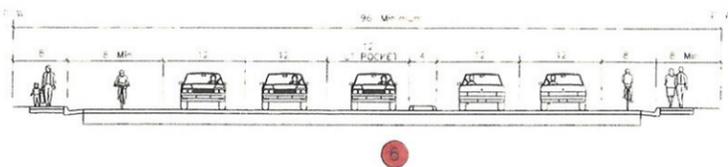


- LEGEND:**
- EXISTING R/W
 - PROPOSED R/W
 - PROPERTY LINE
 - CITY/COUNTY LIMITS
 - ⊕ SIGNALIZED INTERSECTION
 - TYPICAL CROSS SECTION

ULTIMATE HARNEY LANE IMPROVEMENTS



INTERIM HARNEY LANE IMPROVEMENTS SOUTH STOCKTON STREET/ HARNEY LANE INTERSECTION





Please immediately confirm receipt of this fax by calling 333-6702

CITY OF LODI
P. O. BOX 3006
LODI, CALIFORNIA 95241-1910

ADVERTISING INSTRUCTIONS

SUBJECT: PUBLIC HEARING TO CONSIDER RESOLUTION APPROVING HARNEY LANE SPECIFIC PLAN REPORT AND CERTIFYING HARNEY LANE SPECIFIC PLAN NEGATIVE DECLARATION AS ADQUATE ENVIRONMENTAL DOCUMENTATION FOR HARNEY LANE SPECIFIC PLAN

PUBLISH DATE: SATURDAY, JULY 30, 2011

LEGAL AD

TEAR SHEETS WANTED: One (1) please

**SEND AFFIDAVIT AND BILL TO:
LNS ACCT. #0510052**

RANDI JOHL, CITY CLERK
City of Lodi
P.O. Box 3006
Lodi, CA 95241-1910

DATED: THURSDAY, JULY 28, 2011

**ORDERED BY: RANDI JOHL
CITY CLERK**


JENNIFER M. ROBISON, CMC
ASSISTANT CITY CLERK

MARIA BECERRA
ADMINISTRATIVE CLERK

Verify Appearance of this Legal in the Newspaper – Copy to File

LNS Faxed to the Sentinel at 369-1084 at _____ (time) on _____ (date) _____ (pages)
Phoned to confirm receipt of all pages at _____ (time) _____ CF _____ MB _____ JMR (initials)



DECLARATION OF POSTING

PUBLIC HEARING TO CONSIDER RESOLUTION APPROVING HARNEY LANE SPECIFIC PLAN REPORT AND CERTIFYING HARNEY LANE SPECIFIC PLAN NEGATIVE DECLARATION AS ADQUATE ENVIRONMENTAL DOCUMENTATION FOR HARNEY LANE SPECIFIC PLAN

On Thursday, July 28, 2011, in the City of Lodi, San Joaquin County, California, a Notice of Public Hearing to consider resolution approving Harney Lane Specific Plan Report and certifying Harney Lane Specific Plan Negative Declaration as adequate environmental documentation for Harney Lane Specific Plan (attached and marked as Exhibit A) was posted at the following locations:

Lodi Public Library
Lodi City Clerk's Office
Lodi City Hall Lobby
Lodi Carnegie Forum

I declare under penalty of perjury that the foregoing is true and correct.

Executed on July 28, 2011, at Lodi, California.

ORDERED BY:

**RANDI JOHL
CITY CLERK**


JENNIFER M. ROBISON, CMC
ASSISTANT CITY CLERK

MARIA BECERRA
ADMINISTRATIVE CLERK



CITY OF LODI

Carnegie Forum
305 West Pine Street, Lodi

NOTICE OF CONTINUED PUBLIC HEARING

Date: October 5, 2011

Time: 7:00 p.m.

For information regarding this notice please contact:

Randi Johl,

City Clerk

Telephone: (209) 333-6702

EXHIBIT A

NOTICE OF CONTINUED PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on **Wednesday, October 5, 2011**, at the hour of 7:00 p.m., or as soon thereafter as the matter may be heard, the City Council will conduct a continued public hearing at the Carnegie Forum, 305 West Pine Street, Lodi, to consider the following matter:

- a) Resolution approving Harney Lane Specific Plan Report and certifying Harney Lane Specific Plan Negative Declaration as adequate environmental documentation for Harney Lane Specific Plan.**

Information regarding this item may be obtained in the Public Works Department, 221 West Pine Street, Lodi, (209) 333-6706. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk, City Hall, 221 West Pine Street, 2nd Floor, Lodi, 95240, at any time prior to the hearing scheduled herein, and oral statements may be made at said hearing.

If you challenge the subject matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, at or prior to the close of the public hearing.

By Order of the Lodi City Council:

Randi Johl
City Clerk

Dated: July 20, 2011

Approved as to form:

D. Stephen Schwabauer
City Attorney



**Please immediately confirm receipt
of this fax by calling 333-6702**

CITY OF LODI
P. O. BOX 3006
LODI, CALIFORNIA 95241-1910

ADVERTISING INSTRUCTIONS

**SUBJECT: PUBLIC HEARING TO CONSIDER RESOLUTION APPROVING
HARNEY LANE SPECIFIC PLAN REPORT AND CERTIFYING
HARNEY LANE SPECIFIC PLAN NEGATIVE DECLARATION AS
ADEQUATE ENVIRONMENTAL DOCUMENTATION FOR HARNEY
LANE SPECIFIC PLAN**

PUBLISH DATE: SATURDAY, JUNE 18, 2011

LEGAL AD

TEAR SHEETS WANTED: One (1) please

**SEND AFFIDAVIT AND BILL TO:
LNS ACCT. #0510052**

RANDI JOHL, CITY CLERK
City of Lodi
P.O. Box 3006
Lodi, CA 95241-1910

DATED: THURSDAY, JUNE 16, 2011

**ORDERED BY: RANDI JOHL
CITY CLERK**

**JENNIFER M. ROBISON, CMC
ASSISTANT CITY CLERK**

**MARIA BECERRA
ADMINISTRATIVE CLERK**

Verify Appearance of this Legal in the Newspaper – Copy to File

LNS Faxed to the Sentinel at 369-1084 at _____ (time) on _____ (date) _____ (pages)
Phoned to confirm receipt of all pages at _____ (time) GF MB JMR (Initials)



DECLARATION OF POSTING

PUBLIC HEARING TO CONSIDER RESOLUTION APPROVING HARNEY LANE SPECIFIC PLAN REPORT AND CERTIFYING HARNEY LANE SPECIFIC PLAN NEGATIVE DECLARATION AS ADEQUATE ENVIRONMENTAL DOCUMENTATION FOR HARNEY LANE SPECIFIC PLAN

On Thursday, June 16, 2011, in the City of Lodi, San Joaquin County, California, a Notice of Public Hearing to consider resolution approving Harney Lane Specific Plan Report and certifying Harney Lane Specific Plan Negative Declaration as adequate environmental documentation for Harney Lane Specific Plan (attached and marked as Exhibit A) was posted at the following locations:

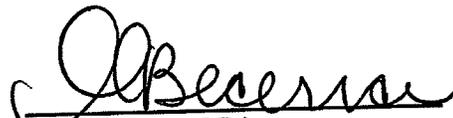
Lodi Public Library
Lodi City Clerk's Office
Lodi City Hall Lobby
Lodi Carnegie Forum

I declare under penalty of perjury that the foregoing is true and correct.

Executed on June 16, 2011, at Lodi, California.

ORDERED BY:

**RANDI JOHL
CITY CLERK**


**MARIA BECERRA
ADMINISTRATIVE CLERK**

**JENNIFER M. ROBISON, CMC
ASSISTANT CITY CLERK**



DECLARATION OF MAILING

PUBLIC HEARING TO CONSIDER RESOLUTION APPROVING HARNEY LANE SPECIFIC PLAN REPORT AND CERTIFYING HARNEY LANE SPECIFIC PLAN NEGATIVE DECLARATION AS ADEQUATE ENVIRONMENTAL DOCUMENTATION FOR HARNEY LANE SPECIFIC PLAN

On Thursday, June 16, 2011, in the City of Lodi, San Joaquin County, California, I deposited in the United States mail, envelopes with first-class postage prepaid thereon, containing Notice of Public Hearing to consider resolution approving Harney Lane Specific Plan Report and certifying Harney Lane Specific Plan Negative Declaration as adequate environmental documentation for Harney Lane Specific Plan, attached hereto marked Exhibit A. The mailing list for said matter is attached hereto, marked Exhibit B.

There is a regular daily communication by mail between the City of Lodi, California, and the places to which said envelopes were addressed.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on June 16, 2011, at Lodi, California.

ORDERED BY:

**RANDI JOHL
CITY CLERK, CITY OF LODI**


**MARIA BECERRA
ADMINISTRATIVE CLERK**

**JENNIFER M. ROBISON, CMC
ASSISTANT CITY CLERK**



CITY OF LODI

Carnegie Forum
305 West Pine Street, Lodi

NOTICE OF PUBLIC HEARING

Date: July 20, 2011

Time: 7:00 p.m.

EXHIBIT A

For information regarding this notice please contact:

Randi Johl,
City Clerk

Telephone: (209) 333-6702

NOTICE OF PUBLIC HEARING

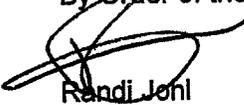
NOTICE IS HEREBY GIVEN that on **Wednesday, July 20, 2011**, at the hour of 7:00 p.m., or as soon thereafter as the matter may be heard, the City Council will conduct a public hearing at the Carnegie Forum, 305 West Pine Street, Lodi, to consider the following matter:

- a) **Resolution approving Harney Lane Specific Plan Report and certifying the Harney Lane Specific Plan Negative Declaration as adequate environmental documentation for the Harney Lane Specific Plan.**

Information regarding this item may be obtained in the Public Works Department, 221 West Pine Street, Lodi, (209) 333-6706. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk, City Hall, 221 West Pine Street, 2nd Floor, Lodi, 95240, at any time prior to the hearing scheduled herein, and oral statements may be made at said hearing.

If you challenge the subject matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, at or prior to the close of the public hearing.

By Order of the Lodi City Council:


Randi Johl
City Clerk

Dated: June 15, 2011

Approved as to form:

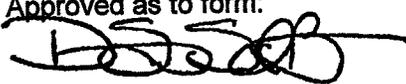

D. Stephen Schwabauer
City Attorney

EXHIBIT B

Mailing List for Harney Lane Specific Plan Report (July 20, 2011)

Organization	Last Name	First Name	Mailing Address	City	State	Zip
	Abarca	Marvin and Maria	2543 Ivory Lane	Lodi	CA	95242-4811
	Aberle	Steven	712 McCoy Court, #66	Lodi	CA	95240-7167
	Aguayo	Salvador	700 McCoy Court, #51	Lodi	CA	95240-7162
	Ali	Ramzan	249 Dunsmuir Drive	Lodi	CA	95240
	Allen	Michael and Kathryn	4315 El Macero Drive	Davis	CA	95618-4307
	Alvarado	Jose	1315 Harney Lane	Lodi	CA	95242-4500
	Alvarez	Joe and Sandy	533 E. Harney Lane	Lodi	CA	95242-9585
	Amador	Antonio and Evelia	2062 Henderson Way	Lodi	CA	95242-4814
	Amaral	Robert and Andrea	1946 Victoria Drive	Lodi	CA	95242-4768
	Amick	Philp and D.	2526 Banyan Drive	Lodi	CA	95240-7104
	Anderson	Brian and Venus	2545 Pinkerton Way	Lodi	CA	95242-4803
	Anselmi	Charles	9836 Honey Bear Lane	Stockton	CA	95209-1449
	Anthony	Bruce and Marie	4967 E. Acampo Road	Acampo	CA	95220-9207
	Archer	Carrie	2070 Bishop Way	Lodi	CA	95242-4813
	Armstrong	Gary	3020 Cumbria Court	Lodi	CA	95242
	Arquilda	Lydia	1015 Harney Lane	Lodi	CA	95240-7006
	Aslam	Mohammad and Kulsoom	2252 Katzakian Way	Lodi	CA	95242-4799
	Athansiou	George and Kari	18445 Rodeo Drive	Lodi	CA	95240-9212
	Badyal	Jasbir Singh	184 E. Harney Lane	Lodi	CA	95242-9503
	Baker	A. Fred	P.O. Box 1510	Lodi	CA	95241-1510
	Bakken	Troy and Loris	1001 Harney Lane	Lodi	CA	95240-7006
	Barnes	Sandra	278 Mulberry Circle	Lodi	CA	95240-7113
	Barnett	Christopher and Tricia	2310 Olson Drive	Lodi	CA	95242-4798
	Baroni	Greg and Lisa	2227 Olson Drive	Lodi	CA	95242-4797
	Batch	Delmar	11174 N. Davis Road	Lodi	CA	95242
	Bauer	Randall	2439 Rockingham Circle	Lodi	CA	95242-4556
	Becerra	Valentin and Elvira	102 E. Harney Lane	Lodi	CA	95242-9503
	Beckman	Marcia	P.O. Box 1537	Lodi	CA	95241-1537
	Bell	Lyndle	814 E. Harney Lane	Lodi	CA	95242-9534
	Benov	Jarret and Kelly	1727 Victoria Drive	Lodi	CA	95242-4792
	Bertini	Tom	1452 Wildwood Drive	Lodi	CA	95242-4779
	Bice	Walter	2433 Rockingham Circle	Lodi	CA	95242-4556
	Bond	Edward	P.O. Box 1747	Lodi	CA	95241-1747
	Bond	Jennifer	1215 W. Harney Lane	Lodi	CA	95242
	Braden	Ronald and Anne	36 E. Harney Lane	Lodi	CA	95242-9503
	Bradley	Eric and Anna	1530 Wildwood Drive	Lodi	CA	95242-4780

Bradley	Lucas and Amanda	2561 Ivory Lane	Lodi	CA	95242-4811
Brauer	Cory and Lana	1542 Wildwood Drive	Lodi	CA	95242-4780
Brazil	Andrew and Christine	2234 Katakian Way	Lodi	CA	95242-4799
Brogie	Kurt and Rita	1333 Harney Lane	Lodi	CA	95242-4500
Brooks	Phyllis	2532 Crown Place	Lodi	CA	95242-4787
Brunmeier	Janice	1456 Springhaven Way	Lodi	CA	95242-4777
Burke	Leo and Lanise	2491 Maggio Circle	Lodi	CA	95240-8811
Busarow	Betty	1050 Bradford Circle	Lodi	CA	95240-7002
Button	Robert and Ellen	2203 Olson Drive	Lodi	CA	95242-4797
Carmacho	Eduardo and Leticia	P.O. Box 690340	Stockton	CA	95269-0340
Caraang	Amurefina and Marcelino	2245 Olson Drive	Lodi	CA	95242-4797
Carouba	Michael	103 Applewood	Lodi	CA	95242
Cassel	Jennifer	1524 Wildwood Drive	Lodi	CA	95242-4780
Castelanelli	Ricky Lee	1080 W. Harney Lane	Lodi	CA	95242
Castro	Esteban	712 McCoy Court, #49	Lodi	CA	95240-7164
Cervelli	Paul and Wendy	1721 Victoria Drive	Lodi	CA	95242-4792
Charkow	Samuel	P.O. Box 637	Thornton	CA	95686-0637
Chesley	Stephen and Malay	2072 Bishop Way	Lodi	CA	95242-4813
Chien	Chia Te	122 W. Harney Lane	Lodi	CA	95242
Christopherson	Edward and Cassandra	29 N. Allen Drive	Lodi	CA	95242-2808
Clanton	John and Luana	2210 Katakian Way	Lodi	CA	95242-4799
Claus	Nancy	910 W. Harney Lane	Lodi	CA	95242
Clyde	Scott	1695 Castle Road	Sonoma	CA	95476-8625
Cockran	Callen and Stacy	1536 Wildwood Drive	Lodi	CA	95242-4780
Conti	Antonio and Cynthia	13940 Simko Ranch Lane	Galt	CA	95632-9023
Costa	Alvin and Hilda	999 Pearwood Circle	Lodi	CA	95242-2052
Costamagna	John	P.O. Box 131	Woodbridge	CA	95258
Costanza	William and Teresa	2557 Pinkerton Way	Lodi	CA	95242-4803
Crabtree	P. A.	1037 Vienna Drive	Lodi	CA	95242-9695
Cruz	Ataulfo	2520 Banyan Drive	Lodi	CA	95240-7104
Cunha	Albert and J.	1327 Harney Lane	Lodi	CA	95242-4500
Dabaco	David and Roxanna	1924 Victoria Drive	Lodi	CA	95242-4768
Dals	John	585 Springer Lane	Lodi	CA	95242
Dals	Sam and Elsie	585 E. Springer Lane	Lodi	CA	95242-9224
Damaso	Bryan	2549 Ivory Lane	Lodi	CA	95242-4811
Davis	Mike	1818 Victoria Drive	Lodi	CA	95242-4769
Della	Maggiora	2719 Stockton Street	Lodi	CA	95240-8817

Delongpre	John and Donna	1548 Wildwood Drive	Lodi	CA	95242-4780
Deluchi residence		P.O. Box 682	Lockeford	CA	95237-0682
Demetras	Norma	1218 Bradford Circle	Lodi	CA	95240-7036
Denniston	William and Betty	2251 Olson Drive	Lodi	CA	95242-4797
Dhaliwal	Harinder and K.	20800 N. Ray Road	Lodi	CA	95242
Dibble	Marcella	1020 Bradford Circle	Lodi	CA	95240-7002
Dietrich	Norene	463 E. Harney Lane	Lodi	CA	95242-9581
Durston	David and Shelba	12049 N. Angier Road	Lodi	CA	95240-9479
Dyas	Jason	569 Springer Lane	Lodi	CA	95242-9224
Dyer	Clinton and Marjorie	2445 Rockingham Circle	Lodi	CA	95242-4556
Ebert	Almeda	2535 Crown Place	Lodi	CA	95242-4787
Ehlers	Violet	530 S. Mills Avenue	Lodi	CA	95242
Everitt	Janette Goonan and Dave	1320 E. Harney Lane	Lodi	CA	95242
Everitt	Shirley	1002 E. Harney Lane	Lodi	CA	95242-9534
Farros	Nick and Jesslyn	1649 E. Harney Lane	Lodi	CA	95242
Fekkers	Robert and Clare	1839 Scarborough Drive	Lodi	CA	95240-6121
Fincher	Vesta	P.O. Box 352	Clements	CA	95227-0352
Fink	Carl	540 S. Mills Avenue	Lodi	CA	95242
Freeman	Jonathan and Brooke	2086 Henderson Way	Lodi	CA	95242-4814
Freitas	William and Esperanza	1021 Harney Lane	Lodi	CA	95240-7006
Galamay	Jimmy and Cecilia	428 Cedar Court	Lodi	CA	95240-7141
Galatsatos	George	2316 Olson Drive	Lodi	CA	95242-4798
Garcia	Jon and Linda	2068 Henderson Way	Lodi	CA	95242-4814
Garcia	Tomas and Martha	1812 Victoria Drive	Lodi	CA	95242-4769
Garrison	Flora	227 Mulberry Circle	Lodi	CA	95240-7108
Gates	David and Betty	540 E. Harney Lane	Lodi	CA	95242-9585
Gaydon	William and June	1321 Harney Lane	Lodi	CA	95242-4500
Geels	Bernard and Helen	16 Mulberry Court	Lodi	CA	95240-7114
Geist	Clifford and Millie	650 E. Harney Lane	Lodi	CA	95242-9588
Gemette	Valerie	1043 Bradford Circle	Lodi	CA	95240-7040
Getty	Leroy and Alcene	2535 Banyan Drive	Lodi	CA	95240-7170
Ghannam	Kalliope	2220 Olson Drive	Lodi	CA	95242-4797
Giorgi	Kenneth and Elizabeth	3185 Rhododendron Drive	Florence	OR	97439-8990
Giuliani	Frank and Sheila	1129 Harney Lane	Lodi	CA	95240-7001
Goff	Dale and Tammy	880 E. Harney Lane	Lodi	CA	95242-9534
Gohl	Wayne	409 S. Orange Avenue	Lodi	CA	95240-3824
Gonzalez	Roberto and Elva	1930 Victoria Drive	Lodi	CA	95242-4768

Goonan	Janette and John	500 W. Harney Lane	Lodi	CA	95242
Grady	James Jr. and Elizabeth	1257 Rivergate Drive	Lodi	CA	95240
Grelle	Jerry and Cathryn	490 E. Harney Lane	Lodi	CA	95242-9583
Gresham	Mekeel	2098 Henderson Way	Lodi	CA	95242-4814
Grewal	Gurcharan	P.O. Box 665	Thornton	CA	95686-0665
Griess	Florence and Ivan	13250 N. Extension Road	Lodi	CA	95242
Griffitts	William	2635 S. Stockton Street	Lodi	CA	95240-8804
Grunsky	Jackson and Marisa	2546 Pinkerton Way	Lodi	CA	95242-4803
Gunselman	Michael	700 McCoy Court, #70	Lodi	CA	95240-7162
Gutierrez	Lidia	233 Mulberry Circle	Lodi	CA	95240-7108
Hagelle	Berdean and Caroline	501 Springer Lane	Lodi	CA	95242-9224
Halbran	Elizabeth	483 Springer Lane	Lodi	CA	95242
Hall	Cliff	401 Tioga Drive	Lodi	CA	95242-2651
Hall	Frank	2613 W. Harney Lane	Lodi	CA	95242-9570
Haldorson	Bruce and Michelle	2228 Katzakian Way	Lodi	CA	95242-4799
Halloran	Michael and Elizabeth	483 Springer Lane	Lodi	CA	95242-9224
Halsey	Mark and Christina	1821 Victoria Drive	Lodi	CA	95242-4769
Hammer	Gene and Rebecca	2451 Rockingham Circle	Lodi	CA	95242-4556
Haro	David and Lucy	P.O. Box 501	Lodi	CA	95241-0501
Harr	Bobbie	1037 Bradford Circle	Lodi	CA	95240-7040
Hassan	Mohammad	P.O. Box 693153	Stockton	CA	95269-3153
Hauger	James and Tarah	2094 Bishop Way	Lodi	CA	95242-4813
Hauger	William and Sandra	2547 Lynch Way	Lodi	CA	95242-4800
Hausauer	Kenneth and Cynthia	2508 Ham Lane	Lodi	CA	95242-4549
Hayn	Brian	810 E. Harney Lane	Lodi	CA	95242-9534
Heine	Debra	275 Mulberry Circle	Lodi	CA	95240-7153
Heinze	Dale and Sheri	1528 Springhaven Way	Lodi	CA	95242-4778
Hellwig	A.	P.O. Box 1872	Stockton	CA	95201-1872
Hendricksen	Steven and Becky	263 Mulberry Circle	Lodi	CA	95240-7153
Hensel	Doug and Suzanne	2591 Greenfield Lane	Lodi	CA	95242-4781
Hernandez	Nicolas and Maria	299 Mulberry Circle	Lodi	CA	95240-7112
Hernandez	Steven and Michelle	668 Harney Lane	Lodi	CA	95242-9588
Herrick	John and Lisa	2215 Olson Drive	Lodi	CA	95242-4797
Hickerson	Timothy and Jackee	1031 Bradford Circle	Lodi	CA	95240-7040
Hoagland	Marvin and Rizalina	1806 Victoria Drive	Lodi	CA	95242-4769
Holbert	Carol	2463 Rockingham Circle	Lodi	CA	95242-4556
Hollingsworth	Gene	1701 S. Mills Avenue	Lodi	CA	95242

Hrovat	Bill	1556 Iris Drive	Lodi	CA	95242
Huckins	Ray	527 Springer Lane	Lodi	CA	95242-9224
Hwuansavath	Sengsouisack and Vats	2621 Stockton Street	Lodi	CA	95240-8804
Ilgenfritz	Harry and B. L.	614 W. Harney Lane	Lodi	CA	95242
Im	Chong	2431 Vintage Oaks Court	Lodi	CA	95242-9347
Iwamura	Shozo and Bess	553 Springer Lane	Lodi	CA	95242-9224
James	Brian and Melissa	1955 Victoria Drive	Lodi	CA	95242-4768
Jensen	Chris	2232 Olson Drive	Lodi	CA	95242-4797
Jomaos	David and Gail	1445 Wildwood Drive	Lodi	CA	95242-4779
Jonsson	Bruce	2129 Sunwest Drive	Lodi	CA	95242
Kang	Baljit	2506 Meadow Drive	Lodi	CA	95240-7136
Karagounis	Timothy and Tate	1438 Springhaven Way	Lodi	CA	95242-4777
Kashuba	Donald	422 Cedar Court	Lodi	CA	95240-7141
Kauffroath	Bryan and Andrea	2576 Greenfield Lane	Lodi	CA	95242-4781
Kenney	Michael and Myrna	2541 Crown Place	Lodi	CA	95242-4787
Kerstiens	Ronald and Wendy	1533 Wildwood Drive	Lodi	CA	95242-4780
Keszler	Dr. Chris	816 W. Lodi Avenue	Lodi	CA	95240
Khan	Lugman	22 Mulberry Court	Lodi	CA	95240-7114
Khan	Taj	1112 Rivergate Drive	Lodi	CA	95242
Kidroski	William and Erna	1458 Wildwood Drive	Lodi	CA	95242-4779
King	Leslie (Wayne)	2031 E. Harney Lane	Lodi	CA	95242
King	Wayne	2031 W. Harney Lane	Lodi	CA	95242
Kirschenman	Jason and Stephanie	1728 Victoria Drive	Lodi	CA	95242-4792
Koehler	Michael	1936 Victoria Drive	Lodi	CA	95242-4768
Kranich	Jay and Tammy	2579 Greenfield Lane	Lodi	CA	95242-4781
Kwiatkowski	Mark and Colleen	2256 Olson Drive	Lodi	CA	95242-4797
Lackyard	Donald and Susan	1477 E. Harney Lane	Lodi	CA	95242-9592
Landau	Bobbie	73 Reynolds Way	Lodi	CA	95242-8333
Lange	Philip	2548 Colony Drive	Lodi	CA	95242-4774
Lara	Glenn and Luzette	3237 Ivory Lane	Lodi	CA	95242
Lasick, Sr.	Frank	790 W. Harney Lane	Lodi	CA	95242
Lawson	Joshua	700 McCoy Court, #53	Lodi	CA	95240-7162
Leach	Daniel and Rosa	2547 Potomac Way	Lodi	CA	95242-4770
Lee	Robert	6504 Hogen Lane	Lodi	CA	95240
Leeman	Ryan and Maria	2322 Olson Drive	Lodi	CA	95242-4798
Leiker	Dennis and Anita	2508 Banyan Drive	Lodi	CA	95240-7104
Lenards	Janet	903 Elliot Place	Lodi	CA	95240

Leon	Rodrigo and Tiffany	1815 Victoria Drive	Lodi	CA	95242-4769
Liepart III	Lisbet and George	907 W. Harney Lane	Lodi	CA	95240
Lind	Anthony and Sharon	908 Interlaken Drive	Lodi	CA	95242-9167
Lind	Edith	P.O. Box 410	Lodi	CA	95241-0410
Love	Michael and Colleen	800 Morning Dove Lane	Rocklin	CA	95765-5348
Lucas	Aaron	712 McCoy Court, #57	Lodi	CA	95240-7164
Madewell	Randy and Joellen	1422 Wildwood Drive	Lodi	CA	95242-4779
Magana	Marjo and Martha	293 Mulberry Circle	Lodi	CA	95240-7112
Manassero	Michael and Pat	1490 E. Harney Lane	Lodi	CA	95242-9589
Mangrum	James	2524 Winchester Street, #15	Lodi	CA	95240-8114
Mardini	Tameem	2064 Bishop Way	Lodi	CA	95242-4813
Marquez	Octavio	281 Mulberry Circle	Lodi	CA	95240-7153
Mastel	Jeanine and Phyllis	499 E. Harney Lane	Lodi	CA	95242-9582
Matsumoto	Sam and Harriet	1455 Springhaven Way	Lodi	CA	95242
Mauch	William and Terry	2521 Meadow Drive	Lodi	CA	95240-7131
McCune	Daniel and Joyce	220 Mulberry Circle	Lodi	CA	95240-7154
Mehrer	David and Deborah	2240 Katzakian Way	Lodi	CA	95242-4799
Merino	Marian	1967 Victoria Drive	Lodi	CA	95242-4768
Meyer	Joline	2017 Cochran Road	Lodi	CA	95242
Miller	Anne	4589 Craig Lane	Vacaville	CA	95688-9327
Miller	Michael and Sandra	257 Mulberry Circle	Lodi	CA	95240-7153
Mims	Judy	2577 Poppy Drive	Lodi	CA	95242-4776
Molles	James and Shelley	4006 W. Woodbridge Road	Lodi	CA	95242-9617
Moore	Stephanie	2082 Bishop Way	Lodi	CA	95242-4813
Moran	Carol	2524 Winchester Street, #6	Lodi	CA	95240-8112
Mosqueda	Hilario and Rosa	2239 Olson Drive	Lodi	CA	95242-4797
Muhlbeier	Tim and Kathy	1468 Springhaven Way	Lodi	CA	95242-4777
Munson	Timothy and Christie	2569 Poppy Drive	Lodi	CA	95242-4776
Musgrove	Robert and Patricia	1572 Misty Wood Drive	Roseville	CA	95747-7900
Nava	Jaime and Rosalva	2525 Ham Lane	Lodi	CA	95242-4550
Navarro	Margarita	246 Mulberry Circle	Lodi	CA	95240-7156
Nguyen	Thomas	2552 Pinkerton Way	Lodi	CA	95242-4803
Nicolaou	Steven	2573 Greenfield Lane	Lodi	CA	95242-4781
Oden	Michael	1518 Wildwood Drive	Lodi	CA	95242-4780
Ordaz	Jesus	2074 Henderson Way	Lodi	CA	95242-4814
Paiste	Manuel and Gregoria	284 Mulberry Circle	Lodi	CA	95240-7113
Paoletti	Jeanne	P.O. Box 1068	Woodbridge	CA	95258-1068

Pappous	Anastasios and C.	5395 Entrada Olmos	San Jose	CA	95123-1425
Penner	Joseph and Jenny	2080 Henderson Way	Lodi	CA	95242-4814
Pennino	Bryan	1450 Springhaven Way	Lodi	CA	95242-4777
Perlegos	Jeff and P.	1026 Bradford Circle	Lodi	CA	95240-7002
Persson	Phil and Colline	1469 Wildwood Drive	Lodi	CA	95242-4779
Peterson	Joann	612 McCoy Court, #62	Lodi	CA	95240
Phillips	Christopher	2238 Olson Drive	Lodi	CA	95242-4797
Pilcher	James and Susan	239 Mulberry Circle	Lodi	CA	95240-7108
Pinnell	Robert and Letha	P.O. Box 155	Victor	CA	95253-0155
Polenske	Ron and Jeanetta	2520 S. Ham Lane	Lodi	CA	95242-4549
Polk	Julie	2524 Winchester Street, #9	Lodi	CA	95240-8113
Pollock	Leland	712 McCoy Court, #67	Lodi	CA	95240-7167
Post	David	700 McCoy Court, #64	Lodi	CA	95240-7162
Quezada	Javier and Maria	502 E. Harney Lane	Lodi	CA	95242-9584
Quizon	Ronald and Dana	1244 Canyon Creek Drive	Newman	CA	95360-2728
Ralstin	Stella	2320 Sierra Highlands Drive	Reno	NV	89523-2618
Reagan	Kevin	2328 Olson Drive	Lodi	CA	95242-4798
Reed	Tom and Cherie	1908 Wyndham Way	Lodi	CA	95242
Rehman	Mohammad	700 McCoy Court, #12	Lodi	CA	95240-7162
Rendon	Anthony and Maria	1007 Harney Lane	Lodi	CA	95240-7006
Renner	Robert	245 Mulberry Circle	Lodi	CA	95240-7108
Reyes	Innias and Sandra	446 Cedar Court	Lodi	CA	95240-7143
Reyno	Robert and Carolyn	P.O. Box 725	Woodbridge	CA	95258-0725
Rice	Lesley	13480 N. Extension Road	Lodi	CA	95242-9249
Rico	Carlos and Elizabeth	2056 Henderson Way	Lodi	CA	95242-4814
Ridenour	Luella	452 Cedar Court	Lodi	CA	95240-7143
Rieger	Earl and Naomi	395 E. Harney Lane	Lodi	CA	95242-9578
Rivera	Patricia	2244 Olson Drive	Lodi	CA	95242-4797
Robison	Scott	2524 Winchester Street, #13	Lodi	CA	95240-8114
Rochert	Hans and Raina	25 N. Wellington Way	Lodi	CA	95242-3033
Rodrigues	Kevin and Gall	2538 Crown Place	Lodi	CA	95242-4787
Romero	Toribio and Ilma	2524 Winchester Street, #14	Lodi	CA	95240-8114
Rostomily	Donald and Sandra	1117 Harney Lane	Lodi	CA	95240-7001
Rubiolo	Michael	2524 Winchester Street, #11	Lodi	CA	95240-8113
Ruggiero	Mark and Elvira	254 Mulberry Circle	Lodi	CA	95240-7156
Saetern	Outa	1918 Victoria Drive	Lodi	CA	95242-4768
Salomon	Greg and Laura	366 Camino Del Postigo	Escondido	CA	92029-7438

Samra	Akhtar	892 Almarida Drive	Campbell	CA	95008-0125
Sanchez	Job and Elena	909 E. Harney Lane	Lodi	CA	95242-9591
Sanchez	Luis and Angela	634 E. Harney Lane	Lodi	CA	95242-9588
Sandoval	Jimmie	451 Springer Lane	Lodi	CA	95242-9224
Sandoval	Oscar and Ruth	1062 Bradford Circle	Lodi	CA	95240-7002
Sandoval	Lorenzo and Margarita	931 E. Harney Lane	Lodi	CA	95242-9591
Santana	Fernando and Sarah	266 Mulberry Circle	Lodi	CA	95240-7156
Sawyer	Jeffery	434 Cedar Court	Lodi	CA	95240-7143
Scholl	James	1100 E. Harney Lane	Lodi	CA	95242-9534
Schumacher	Weldon and Bonnie	1303 Rivergate Drive	Lodi	CA	95240-0549
Scott	Wayne	692 E. Harney Lane	Lodi	CA	95242
Seaton	Bobby and Mary	10 Mulberry Court	Lodi	CA	95240-7114
Segovia	Sergio and Maria	2558 Hoff Lane	Lodi	CA	95242-4815
Seibold	Joan	1111 Harney Lane	Lodi	CA	95240-7001
Shah	Fiaz and Shahnaz	1953 Victoria Drive	Lodi	CA	95242-4768
Sharp	Kurt and Lisa	2551 Pinkerton Way	Lodi	CA	95242-4803
Shergill	Harbhajan	1873 Jamestown Drive	Lodi	CA	95242-4719
Sidhu	Nachatar and Ruse	5360 Gladstone Drive	Stockton	CA	95219
Simmons	Ronald and Christine	13444 Extension Road	Lodi	CA	95242-9249
Singh	Amarjit	2553 Lynch Way	Lodi	CA	95242-4800
Singh	Harjit and Jasjit	2250 Olson Drive	Lodi	CA	95242-4797
Smith	Fred and Letha	P.O. Box 1441	Lockeford	CA	95237-1441
Sommer	Dwaine and Juanita	1548 Springhaven Way	Lodi	CA	95242-4778
Sousa	Nicole	2524 Winchester Street, #10	Lodi	CA	95240-8113
Stanley	Steven and Jan	2221 Olson Drive	Lodi	CA	95242-4797
Starkovich	Aaron and Lee	2214 Olson Drive	Lodi	CA	95242-4797
Steinkamp	Heather	2524 Winchester Street, #3	Lodi	CA	95240-8112
Stewart	John	2209 Olson Drive	Lodi	CA	95242-4797
Stice	Larry and Goret	893 E. Harney Lane	Lodi	CA	95242-9590
Swope	Matthew and Elaine	1073 Bradford Circle	Lodi	CA	95240-7040
Taddei	Alex and Rosalie	2456 Rockingham Circle	Lodi	CA	95242-4555
Tamura	Joey	788 W. Armstrong Road	Lodi	CA	95242-9544
Tamura	Satoru and Ethel	1220 E. Harney Lane	Lodi	CA	95242-9534
Tanabe	Joyce	1040 W. Kettleman Lane, Ste. 1B	Lodi	CA	95240-6056
Taser	Erim and Annette	2092 Henderson Way	Lodi	CA	95242-4814
Thompson	Scott and Dorothy	1044 Bradford Circle	Lodi	CA	95240-7002
Tolentino	Maria	2514 Banyan Drive	Lodi	CA	95240-7104

Tran	Long and Lien	2061 Henderson Way	Lodi	CA	95242-4814
Troutman	Gary and Diane	1722 Victoria Drive	Lodi	CA	95242-4792
Tsutsumi	Gary and Diane	3725 E. Armstrong Road	Lodi	CA	95240-9425
Tuitavuki	Robert and Michelle	2304 Olson Drive	Lodi	CA	95242-4798
Uriz	Faustino and Maria	202 Harney Lane	Lodi	CA	95242-9577
Valente	Thomas and Loretta	960 E. Harney Lane	Lodi	CA	95242-9534
Van Alen	Theodore and Karen	2555 Ivory Lane	Lodi	CA	95242-4811
Van Lear	Sonja	2468 Rockingham Circle	Lodi	CA	95242-4555
Van Ruiten	Robert	P.O. Box 548	Woodbridge	CA	95258-0548
Vannortwick	Aaron and Lisa	1959 Victoria Drive	Lodi	CA	95242-4768
Vargas	Margarita	2532 Banyan Drive	Lodi	CA	95240-7104
Vargem	Keith and Sandra	1470 Wildwood Drive	Lodi	CA	95242-4779
Varner	Sean and Summer	2601 S. Stockton Street	Lodi	CA	95240-8804
Velasco	Arnulfo	272 Mulberry Circle	Lodi	CA	95240-7156
Vernon	John and Julie	2585 Greenfield Lane	Lodi	CA	95242-4781
Villanueva	Elissa	1212 Bradford Circle	Lodi	CA	95240-7036
Villanueva	Gerardo and Brandee	2540 Potomac Way	Lodi	CA	95242-4770
Vipond	Jeffrey and Anna	2573 Canal Drive	Lodi	CA	95242-4818
Viramontes	Abelardo	425 Springer Lane	Lodi	CA	95242-9224
Vocker	Robert and Carolyn	1525 Wildwood Drive	Lodi	CA	95242-4780
Volkert	Nicholas	P.O. Box 2625	Corvallis	OR	97339-2901
Waldo	Roni	700 McCoy Court, #61	Lodi	CA	95240-7162
Walsh	Kimberly	2546 Hoff Lane	Lodi	CA	95242-4815
Walz	James and Shirley	110 Hemlock Drive	Lodi	CA	95240-6737
Weasner	Wendy	700 McCoy Court, #60	Lodi	CA	95240-7162
Weisz	Christian	2552 Hoff Lane	Lodi	CA	95242-4815
Wells	Larry and Doris	427 E. Harney Lane	Lodi	CA	95242-9579
Wellwood	Lance and Stacey	10295 Red Cedar Court	San Diego	CA	92131
Wernette	Francis and B.	1032 Bradford Circle	Lodi	CA	95240-7002
Wichman	Bernell and S.	1038 Bradford Circle	Lodi	CA	95240-7002
Wild	Mark and Kathleen	1807 Victoria Drive	Lodi	CA	95242-4769
Williams	Charles and Jennifer	8669 Bay Colony Drive	Indianapolis	In	46234-2912
Williams	Chester and Robin	1714 Timberlake Circle	Lodi	CA	95242-4283
Williams	Janice	1009 Bradford Circle	Lodi	CA	95240-7040
Williams	Raylene	260 Mulberry Circle	Lodi	CA	95240-7156
Williams	Glenn and Barbara	692 E. Harney Lane	Lodi	CA	95242-9588
Winters	Traci	2514 Ham Lane	Lodi	CA	95242-4549

Wisenor	Jerry	808 Tehama Drive	Lodi	CA	95242
Wombaugh	Dennis and Auguste	1025 Bradford Circle	Lodi	CA	95240-7040
Wong	Janice	515 Swallow Lane	Lodi	CA	95240-6388
Wong	Steve Wing Sing and Della	2226 Olson Drive	Lodi	CA	95242-4797
Wright	Gregory and Karen	P.O. Box 1377	Lockeford	CA	95237-1377
Yarbrough	Michael and Mella	1536 Springhaven Way	Lodi	CA	95242-4778
Yost	Dennis	817 Wightman Drive	Lodi	CA	95242-3735
Young	Brian and Patricia	1056 Bradford Circle	Lodi	CA	95240-7002
Young	Garvin and Stephanie	1824 Victoria Drive	Lodi	CA	95242-4769
Zarate	Isaac and Donna	2036 Bishop Street	Stockton	CA	95205-3442
African American Chamber of Commerce	Paulette	6333 Pacific Avenue, #537	Stockton	CA	95207
American Medical Response	Edward	4701 Stoddard Road	Modesto	CA	95356
Atlas Properties, Inc.	Josh	2800 W. March Lane, Ste. 250	Stockton	CA	95219-8218
Baumbach & Piazza, Inc.	Steven	323 W. Elm Street	Lodi	CA	95240
Baumbach & Piazza, Inc.	Dennis	323 W. Elm Street	Lodi	CA	95241
Bennett Development	Steve	P.O. Box 1597	Lodi	CA	95242
Bennett Development	John	P.O. Box 1597	Stockton	CA	95202
BIA of the Delta	Mike	315 N. San Joaquin Street, Ste. 2	Stockton	CA	95210
Builders Exchange	Ron	7500 West Lane	Stockton	CA	95219
Business Council, Inc.	Hon. Alyson	2800 W. March Lane, #473	Lodi	CA	95240
CA State Assembly	Hon. Tom	218 W. Pine Street	Ripon	CA	95366
CA State Senate	Silvia	1308 W. Main Street, Ste. C	Stockton	CA	95210
CA Valley Miwok Tribe	Cliff	1163 E. March Lane, Ste. D	Modesto	CA	95353-1747
California Equity Mgmt Grp Inc	Charles	P.O. Box 1747	Lathrop	CA	95330
Central Valley Assoc. of Realtors	Richard	16980 S. Harlan Road	Lodi	CA	95240
Cherokee Memorial Park	Antonio	13823 N. Backman Road	Lodi	CA	95240
City of Lodi	Dennis	221 W. Pine Street	Lodi	CA	95242
Cluff, LLC	Cecil	908 W. Turner Road	Lodi	CA	95242
Conti & Associates, Inc.	Darrell	P.O. Box 1396	Woodbridge	CA	95258
CV Asian-American Chamber	Felix	178 W. Adams	Stockton	CA	95204
Daisy Enterprises	Greg	P.O. Box 1259	Woodbridge	CA	95258-1259
Dillon & Murphy Engineering	Jane	P.O. Box 2180	Lodi	CA	95241-2180
DRS Real Estate Appraisals	Tom	1806 W. Kettleman Lane, Ste. 1	Lodi	CA	95242
F&L Costa Family LP		13160 N. West Lane	Lodi	CA	95242
F&L Costa Family LP		13160 N. West Lane	Lodi	CA	95240
F&L Costa Family LP		13160 N. West Lane	Lodi	CA	95242
FCB Homes		10100 Trinity Parkway, Ste. 420	Stockton	CA	95219

FCB Homes	Jimison	Jim	10100 Trinity Parkway, Ste. 420	Stockton	CA	95219
FF LP	Fink	Carl and Judith	540 S. Mills Avenue	Lodi	CA	95242-3428
Frank Alberti Ranch LP	Meyer	Jolene	14026 N. Davis Road	Lodi	CA	95242
G and J Burns LLC	Farros	John	P.O. Box 1504	Woodbridge	CA	95258
Geweke Properties		Property Manager	P.O. Box 1210	Lodi	CA	95241
Glenbrough Homes		Property Manager	P.O. Box 14	Lodi	CA	95240
Greenlaw Grupe Operating Co Ptp	Roberts	Steve	P.O. Box 207007	Stockton	CA	95267-9507
Harris & Associates	Dosty, Principal	Allen	35 E. 10th Street, Ste. A	Tracy	CA	95376
Henderson School	Aranda	Richie	13451 N Extension Road	Lodi	CA	95242
Herum Crabtree Attorneys	Herum	Steve	2291 W. March Lane	Stockton	CA	95207
Herum/Crabtree Attorneys	Martinez	Mark	2291 W. March Lane, Ste. B100	Stockton	CA	95202
Hispanic Chamber of Commerce	Buethe	Judith	306 E. Main Street, #303	Stockton	CA	95201
Judith Buethe Communications	Stanley	Jan	P.O. Box 773	Stockton	CA	95203
Judith Buethe Communications	Meyers	Property Manager	445 W. Weber Avenue, Ste. 221	Stockton	CA	95240-3302
K and W Development LLC	Mikilas	Guy	816 W. Lodi Avenue	Lodi	CA	95242
Kackys LLC	Flemmer	Kathy	872 Westwind Drive	Lodi	CA	95242
Kackys LLC	Sinnock	Lowell	872 Westwind Drive	Lodi	CA	95242
Katzakian, Williams, Sherman	Davis	Property Manager	777 S. Ham Lane, Ste. A	Sacramento	CA	95834
KB Home North Bay, Inc.	Patrick	Steve	2420 Del Paso Road	Stockton	CA	95201-0844
Kjeldsen, Sinnock & Neudeck	John	Tom	P.O. Box 844	Stockton	CA	95242
Lee & Associates	Hansen	Pat	241 Frank West Circle, Ste. 300	Lodi	CA	95240
Lodi Chamber of Commerce	Katzakian	Randi	35 S. School Street	Lodi	CA	95240
Lodi City Clerk	Mounce	Hon. Larry	221 W. Pine Street	Lodi	CA	95240
Lodi City Council	Nakanishi	Hon. Phil	221 W. Pine Street	Lodi	CA	95240
Lodi City Council	Hood	Hon. JoAnne	221 W. Pine Street	Lodi	CA	95240
Lodi City Council	Morrow	Hon. Alan	221 W. Pine Street	Lodi	CA	95240
Lodi City PIO	Pretz	Jeff	221 W. Pine Street	Lodi	CA	95240
Lodi Electrical Utility	Johnson	George	1331 S. Ham Lane	Lodi	CA	95242
Lodi Fire Dept.	Main	Mike	217 W. Pine Street	Lodi	CA	95240
Lodi Mayor	Sandelin	Hon. Bob	221 W. Pine Street	Lodi	CA	95240
Lodi Police Dept.	Hand	David	215 W. Elm Street, Ste. 240	Lodi	CA	95242
Lodi Public Works	Chandler	Wally	221 W. Pine Street	Lodi	CA	95240
Lodi Unified School Dist	Doty	Property Manager	1305 E. Vine Street	Lodi	CA	95240
Lodi Unified School Dist.		Art	1305 E. Vine Street	Lodi	CA	95240
Lodi-Woodbridge Grape Commission		Mark	2575 W. Turner Road	Lodi	CA	95242
Mark Thomas and Company, Inc.		Ken	7300 Folsom Blvd., Ste. 203	Sacramento	CA	95826

Mark Thomas and Company, Inc.	Himes	Rob	7300 Folsom Blvd., Ste. 203	Sacramento	CA	95826
McCoy North LLC	Holtberg	Property Manager	310 James Way, #150	Pismo Beach	CA	93449-2877
MCR Engineering	Miller	Randy	2000 O Street, Ste. 100	Sacramento	CA	95814
Miller Farms	Fry	Craig	349 E. Harney Lane	Lodi	CA	95240-6839
Mohr Enterprises Ltd Ptp	Tarditi	Jerry	P.O. Box 97	Hayward	CA	94557-0097
Montessori Villa School	Kuykendall	Terry	2525 Stockton Street	Lodi	CA	95240
MV Transportation, Inc.	Ellis	Brenda	24 S. Sacramento Street	Lodi	CA	95240
Phillippi Engineering	Thomas	Mathew	425 Merchant Street, Ste. 200	Vacaville	CA	95696
R Thomas Development, Inc.	Ruiz	Ron	P.O. Box 1598	Lodi	CA	95241-1598
Riggs & Associates, Inc.		Sam	4600 N. Pershing Avenue, Ste. D	Stockton	CA	95207-6750
S.J. Audubon Society			P.O. Box 7755	Stockton	CA	95267
S.J. Council for the American Indian			P.O. Box 1552	Manteca	CA	95336
S.J. Farm Bureau Federation	Valente	Joe	P.O. Box 8444	Stockton	CA	95208
S.J. RTD	DeMartino	Donna	P.O. Box 201010	Stockton	CA	95201
San Joaquin Partnership	Locke	Michael	2800 W. March Lane, #473	Stockton	CA	95219
Siegfried & Associates	Corrales	Lex	3244 Brookside Road, Ste. 100	Stockton	CA	95208
Sierra Club			P.O. Box 9258	Stockton	CA	95208
SJ Co Public Works	Levers	Jeffrey	P.O. Box 1800	Stockton	CA	95201
SJ Co. Board of Supervisors	Vogel	Hon. Ken	44 N. San Joaquin Street, #627	Stockton	CA	95202
SJ Co. CAO	Lopez	Manuel	44 N. San Joaquin Street, #640	Stockton	CA	95202
SJ Co. Community Development	Sullivan	Kerry	425 N. El Dorado Street	Stockton	CA	95202
SJ Co. OES	Baldwin	Ron	2101 E. Earhart Avenue, Ste. 300	Stockton	CA	95206
SJ Co. PIO	McConnell	Karen	44 N. San Joaquin Street	Stockton	CA	95202
SJ Co. Public Works	Gau	Tom	P.O. Box 1800	Stockton	CA	95201
SJ Co. Public Works	Selling	Mike	P.O. Box 1800	Stockton	CA	95201
SJ Co. Sheriff	Moore	Hon. Steve	7000 Michael N. Canlis Blvd.	French Camp	CA	95231
SJ Co. Sheriff's Dept.	Desmarais	Lt. Tom	7000 Michael Canlis Blvd.	French Camp	CA	95231
SJ Co. Sheriff's Dept.	Wright	Sgt. Todd	7000 Michael Canlis Blvd.	French Camp	CA	95231
SJCOG	Chesley	Andy	555 W. Weber Avenue	Stockton	CA	95202
SJCOG	Dial	Steve	555 W. Weber Avenue	Stockton	CA	95202
SJRTD	Atherstone	Nathan	P.O. Box 201010	Stockton	CA	95201
SJRTD	DeMartino	Donna	P.O. Box 201010	Stockton	CA	95201
Sorour Partners		Property Manager	1342 Rivergate Drive	Lodi	CA	95240
Stokes Farms		Property Manager	7500 Kile Road	Lodi	CA	95242
Supervisor Vogel's Representative	Warmerdam	Denise	44 N. San Joaquin Street	Stockton	CA	95202
Teichert Construction	Old	Troy	265 Val Dervin Parkway	Stockton	CA	95206
The Vineyard/Oaks at Lodi LLC		Property Manager	3525 W. Benjamin Holt Drive	Stockton	CA	95219-3403

Tokay Development, Inc.	Kirst	Jeffrey	P.O. Box 1259	Woodbridge	CA	95258
U.S. Congress	McNerney	Hon. Jerry	2222 Grand Canal Blvd., #7	Stockton	CA	95207
Union Pacific Railroad Company		Property Manager	1416 Dodge Street, #830	Omaha	NE	68179-0001
Valley Iron Works Inc		Owner	2205 Roaring Camp Drive	Gold River	CA	95670-7619
Valley Iron Works, Inc.	Coubal	Joe	127 E. Hamey Lane	Lodi	CA	95240
W L Investors	Doucette	Tom	10100 Trinity Pkwy, Ste. 420	Stockton	CA	95219-7241
Winchester Woods LLC		Property Manager	P.O. Box 1070	Woodbridge	CA	95258-1070
Wine & Roses	Munson	Russ	2505 W. Turner Road	Lodi	CA	95242
Woodbridge Irrig Dist	Property Manager	Property Manager	18777 Lower Sacramento Road	Woodbridge	CA	95258-9122