CC 45e
CC 53d

CITY COUNCIL MEETING
DECEMBER 5, 1984

HAM LANE IMPROVEMENT PROJECT, LODI AVENUE TO ELM STREET

Notice thereof having been published in accordance with law and affidavit of publication being on file in the office of the City Clerk, Mayor Snider called for the Public Hearing to consider the Final Environmental Impact Report for the Ham Lane Improvement Project, Lodi Avenue to Elm Street.

A verbatim transcript of these proceedings was made by a certified Court Reporter. A copy of the subject transcript, identified as Exhibit "A" is attached to the Official copy of these minutes filed in the City Clerk's office, and thereby made a part hereof.

The Lodi City Council took the following actions pertaining to the matter:

I. On motion of Mayor Pro Tempore Hinchman, Olson second, Council certified the subject Final Environmental Impact Report as adequate environmental documentation.

II. On motion of Council Member Reid, Pinkerton second, Council continued to the Regular Meeting of December 19, 1984, a decision on the Project Alternate, requesting that Staff bring back to the Council at that meeting information on the possible extension of Pacific Avenue, the possibility of providing additional parking under Project Alternate B-1; and the possibility of designating Walnut and Oak Streets as one-way streets in the subject area. The motion carried by the following vote:

Ayes: Council Members - Olson, Pinkerton and Reid

Noes: Council Members - Hinchman and Snider (Mayor)

Absent: Council Members - None

NOTICE OF PUBLIC HEARING BY THE CITY COUNCIL OF THE CITY OF LODI TO CONSIDER THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE HAM LANE IMPROVEMENT PROJECT, LODI AVENUE TO ELM STREET, LODI

NOTICE IS HEREBY GIVEN that on Wednesday, December 5, 1984 at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing in the Council Chambers, City Hall, 221 West Pine Street, Lodi, California, to consider the Final Environmental Impact Report for the Ham Lane project. A copy of the EIR will be provided if you call the City of Lodi Public Works Department at 333-6706.

Information regarding this EIR or the project in general may be obtained by calling Richard Prima, Chief Civil Engineer, City of Lodi, Public Works Department at 333-6706.

Written comments may be filed with the City Clerk at any time prior to hearing scheduled herein and oral statements may be made at said hearing.

Dated: November 7, 1984

By Order of the Lodi City Council

Alice M. Reimche

Alice M. Reimche
City Clerk

RECEIVED
1984 NOV 20 AM 8 47
ALICE M. REIMCHE
CITY CLERK
CITY OF LODI

November 19, 1984

Dear City Council Members:

I am writing regarding the widening of Ham Lane between Elm Street and Lodi Avenue.

Please consider the needs of the other 36,000 residents of Lodi rather than just the vocal 200 or so residents of those four blocks, and widen Ham Lane.

I am sympathetic to the residents' concern about lowered property value and lost trees, but I feel they should have considered that possibility when they purchased their properties.

Lodi must progress, and in today's busy world, 'bottlenecks' such as the ones on Ham Lane, Hutchins Street and Stockton Avenue cause much frustration, wasted time and energy to the thousands of people of Lodi who must travel through them daily.

Please consider the wishes of the silent majority and widen these inefficient, disrepaired streets.

Sincerely,

Laurie Urias

Laurie Urias
1112 Junewood Drive
Lodi, California

Nov. 16, 1984.

Dear Members of City Council,

I would like to state my husband's and my personal opinions on the proposal of the widening of Ham Lane. Granted, we have problems, but we see only an enlargement of those problems if this project is approved.

#1 Safety

To back out of our driveway now is a hazard. To add more traffic and possibly a high wall for noise and safety (i.e. reckless drivers) control would make it virtually impossible. Of course, we could leave our cars parked on the street - but we'd have no parking places

#2 Noise

With the widening of Ham Ln. we will have already disturbing sirens (ambulance, police and fire-dept.) trucks, car stereos, busses etc. that much closer to our living and bed rooms

#3 Air Pollution

We can already sit in our yard (back yard) and smell exhaust from existing traffic if the street is widened to handle more traffic and the speed limit is increased for safety that will increase. As it is, during the school year the cars bus etc are literally setting idle in front of our home waiting to turn off Ham Lane on Walnut and Oak to get to the High school

#4 Neighborhood Appearance

We will lose all of our existing trees in front of our house. The debris from walking and driving students will be right on our front porch.

As citizens of Lodi for all of our lives and residents of this address for 34½ yrs we truly care about our property. It shows in the pride we've taken to keep our yards and property attractive - an asset to the community. We bought this only home with the intention of raising our family and hopefully living out our retirement days in our comfortable surroundings. We have pride in our home, we've added rooms, improved it constantly

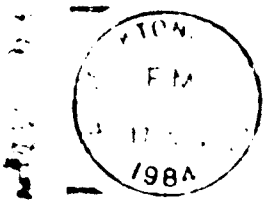
as we saw a need. Now, are we to be ignored in our plea to stay here and enjoy the rewards of our years of labor?

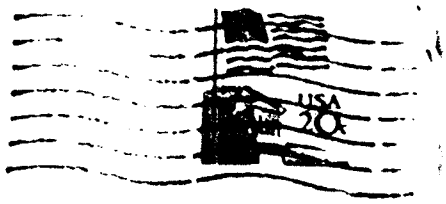
Please look deep into your hearts before you vote and put yourselves in our place. Is it really worth tearing our properties apart and causing such heart-ache to try a "possible" solution to an already existing problem we've managed to live with, and still enjoy, with pride, our homes? Could you really feel good about doing this to us? Bill and I are depending on your compassion and consideration for your fellow citizens.

Sincerely,

Evelyn Comarton
226 St. Ham Lane

Tc Martin
220 So. Ham
Lodi Calif.
95240





Lodi City Council
Lodi City Hall
Lodi, Calif. 95240

MEMORANDUM, City of Lodi, Public Works Department

TO: City Council

FROM: Public Works Director

DATE: December 3, 1984

SUBJECT: Ham Lane Public Meeting

Attached for your information are three items:

1. Recommended Agenda to follow on Ham Lane EIR and Project Determination.

2. Council Communication recommending Ham Lane Project.

3. ~~Two~~ (3) additional letters addressed to City Council.

Please contact me if you have any questions or desire additional information.

Jack L. Ronsko
Public Works Director

cc: City Manager
City Clerk

Attachments

JLR/eeh

AGENDA

HAM LANE PUBLIC MEETING

EIR CERTIFICATION AND PROJECT DETERMINATION

In order to conduct the meeting in a timely fashion and minimize confusion, the following presentation outline will be followed:

EIR Certification

1. Outline of presentation and introduction of personnel (Public Works Director - Jack Ronsko)
2. Final Environmental Impact Report presentation (Consultant - Kate Burdick)
3. Questions by Council of Consultants and Staff
4. Open Public Hearing for comments on Final EIR
5. Close Public Hearing
6. Council Discussion
7. Council Certify EIR as adequate (Actual Mitigation Measures to be determined at time Project Alternate is determined)

Project Determination

1. Preliminary Introduction (Public Works Director - Jack Ronsko)
2. Review of Traffic & Project Alternates (Consultant - Jeff Clark, and Chief Civil Engineer - Richard Prima)
3. Recommendation (Public Works Director - Jack Ronsko)
4. Questions by Council
5. Public Comments
6. Council Decision on Project Alternate with mitigation measures and fundings

CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO: City Council

FROM: City Manager

DATE: December 3, 1984

SUBJECT: Ham Lane - Lodi to Elm
Project Determination

RECOMMENDED ACTION: That the City Council direct the staff to proceed with the Ham Lane Improvement Project using Alternate B-1 (widening to ultimate on west side only) and restriction of parking on the west side from Lodi to Oak.

BACKGROUND INFORMATION: In 1958, the City Council established by ordinance a right-of-way setback of 40' each side of centerline on Ham Lane from Lodi to S.P.R.R. Ham Lane was shown as an arterial on the General Plan at that time and it was to be constructed to 64' curb-to-curb width providing for four travel lanes and two parking lanes. This section has essentially been constructed from Harney Lane to Turner Road. The only area not presently widened to four lanes is the subject project from Lodi Avenue to Elm Street. In 1968 the City Council accepted the Street Master Plan prepared by D. Jackson Faustman which also showed Ham Lane as a major arterial with a 64' curb-to-curb dimension.

In the early 1950's when the residential lots fronting Ham Lane between Oak and Elm were developed, the ultimate street right-of-way of 80' was dedicated to the City. Therefore, the City of Lodi presently owns the ultimate street right-of-way on Ham Lane from Oak to Elm Street, except for the Veterinary Clinic. The homes constructed on these lots were built with a 15' setback from the ultimate right-of-way (40' from centerline).

In 1978-79, the City's Capital Improvement Program provided for right-of-way acquisition, preliminary engineering, and construction. An EIR was prepared in 1978 and was certified adequate by the City Council, however, due to public concern, the project was not constructed at that time, nor was it rebudgeted.

The Public Works field forces can no longer maintain Ham Lane in its present condition. Some type of street improvement must be considered now. Funds for right-of-way acquisition and street improvements were budgeted in the 1984 Capital Improvement Program. Once the City Council makes the final project determination, the appropriate funds will be rebudgeted in the City's 1985 Capital Improvement Project and Ham Lane improvements will be constructed during the summer of 1985.

APPROVED:

HENRY A. GLAVES, City Manager

FILE NO.

EXISTING CONDITIONS

The attached Exhibit No. 1 shows the existing right-of-way. The right-of-way to be acquired for the Proposed Project (80' R/W and 64' curb-to-curb) has been shown crosshatched. Exhibit No. 2 shows the existing street widths, striping, trees and residential structures. Lefthand turn pockets are now provided at Lodi Avenue and at Elm Street. There is a need for lefthand turn movement onto Pine Street and Walnut Street leading to the Lodi High Campus. One half the accidents at the Walnut Street intersection are rear-end type accidents which could be reduced with a left turn pocket.

TRAFFIC PROJECTIONS

Traffic projections indicate that the existing street will be congested to an unacceptable level as early as the mid 1990's or as late as 2005. (See EIR Figures 9-1 and 9-2). Providing a two-way left turn lane on the entire street should delay the need for four lanes until approximately 2005. Four lanes with turn lanes at Lodi and Elm would handle future traffic for the foreseeable future.

ALTERNATES

Shown below is a table describing the alternates and showing the construction, right-of-way, engineering and contingency costs of these alternates. These alternates are essentially the same as described in the EIR with the exception of the addition of Alternate B-1, which is widening on the west side only. This alternate would be Alternate B without the 7' of widening on the east side, south of Oak Street.

HAM LANE IMPROVEMENT PROJECT
LODI TO ELM

		Cost in $1,000's		
Alternate	Construction	R/W	Eng. & Cont.	Total
Proposed Project 64' c-c	413	98	103	614
Alternate A 56' c-c 15' widen on east side	323	68	80	471
Alternate B 56' c-c 15' widen on west side & 7' east side S/Oak	360	73	90	523
Alternate B-1 50' to 56' c-c 15' widen on west side	234	30	73	397
Alternate C Rebuild existing except 15'widening S/Walnut on west side 44' to 56' c-c	211	-0-	53	264

The construction cost information has also been shown on Exhibit No. 3 as a bar chart.

Exhibit No. 4, attached, shows proposed widening, curb-to-curb street widths and R/W to be acquired for each alternate. Exhibit No. 5 shows the proposed striping for each alternate.

Shown below for each alternate is the effect that the street widening would have on the distance between the back of sidewalk and the residential structure. What is shown is the number of residences and their front yard dimensions after the widening has taken place.

Effect of Widened Street on Distance Between Back of Sidewalk and Buildings

	Proposed Project	Alternate A	Alternate B	Alternate B-1	Alternate C
No. of residences where space between back of sidewalk and garage is less than 20'	9	5	4	4	0
Remaining frontyards	16 @ 11'-14' 37 @ 17 +	12 @ 11'-12' 12 @ 17' +	4 @ 13'-14' 25 @ 17' +	4 @ 13'-14' 12 @ 17' +	3 @ 13'-14'

RECOMMENDED MITIGATIONS

The Environmental Impact Report outlines all possible environmental impacts and possible mitigating measures based on the proposed project. Some of the impacts are very minor and some of the mitigating measures provide little benefit based on the cost of providing the mitigation and they are not included in the recommendation.

Exhibit No. 6 covers each of the major impacts and shows the recommended mitigation. The mitigations are worded such that they are applicable to whatever project the City Council determines should be constructed.

PROJECT RECOMMENDATION

In making an engineering recommendation, there are some major factors which must be considered. They are listed below in general order of priority:

- Project conforms to City and State recommended standards for vehicular and bicycle safety;
- Project provides for existing and future traffic needs;
- Project has a reasonable cost benefit ratio;
- Project, if less than ultimate, has flexibility with the least cost to City;
- Environmental impacts.

Under our striping proposal for ALTERNATE C, we are also recommending no parking on both sides between Lodi and Walnut. Therefore, there are really only three additional residential parcels affected by the recommended parking restriction.

The recommended project is therefore ALTERNATE B-1 with restricted parking between Lodi Avenue and Oak Street. The recommended striping would be two travel lanes and a continuous left turn lane with parking on the east side between Walnut and Elm, and parking on the west side between Oak and Elm.

Jack L. Ronsko
Public Works Director

Attachments

JLR/eeh

Exhibit 1

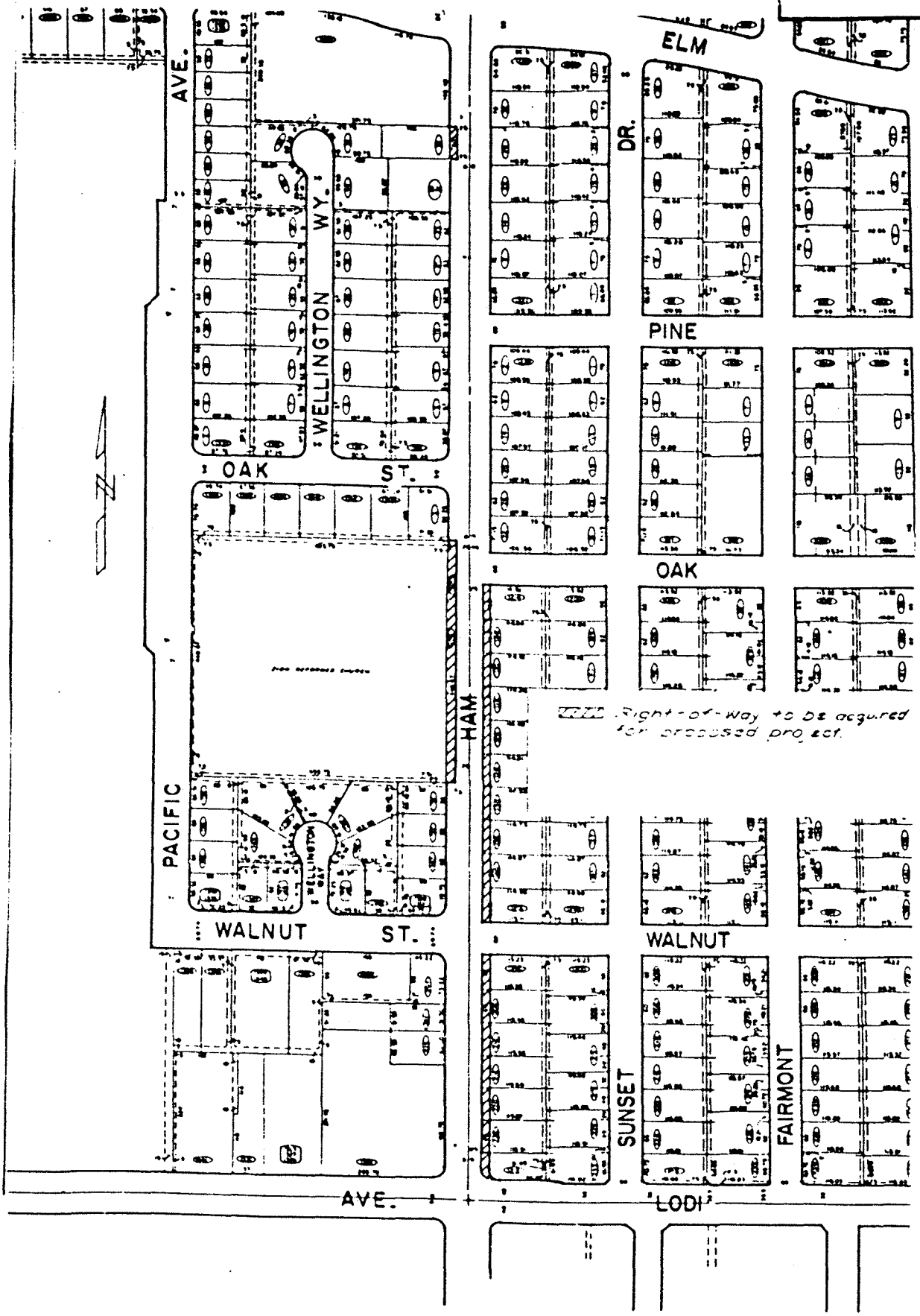
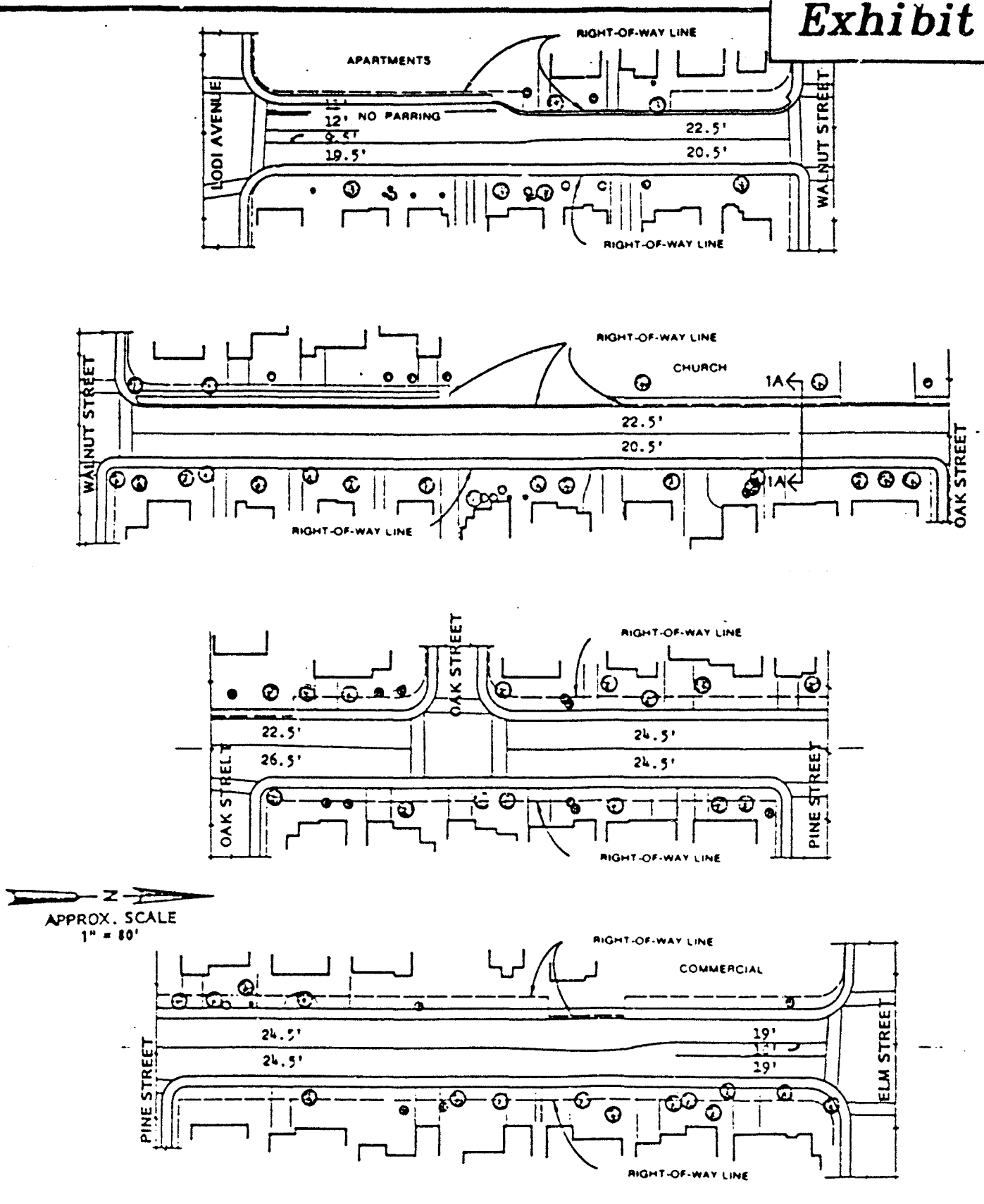

AVE.
WELLINGTON WY.
OAK ST.
PACIFIC
WALNUT ST.
HAM
ELM
DR.
PINE
OAK
WALNUT
SUNSET
FAIRMONT
AVE.
LODI
Right-of-way to be acquired for proposed project.

Exhibit 2



Existing Roadway

Figure 3

HAM LANE IMPROVEMENT PROJECT

Lodi Avenue to Elm Street

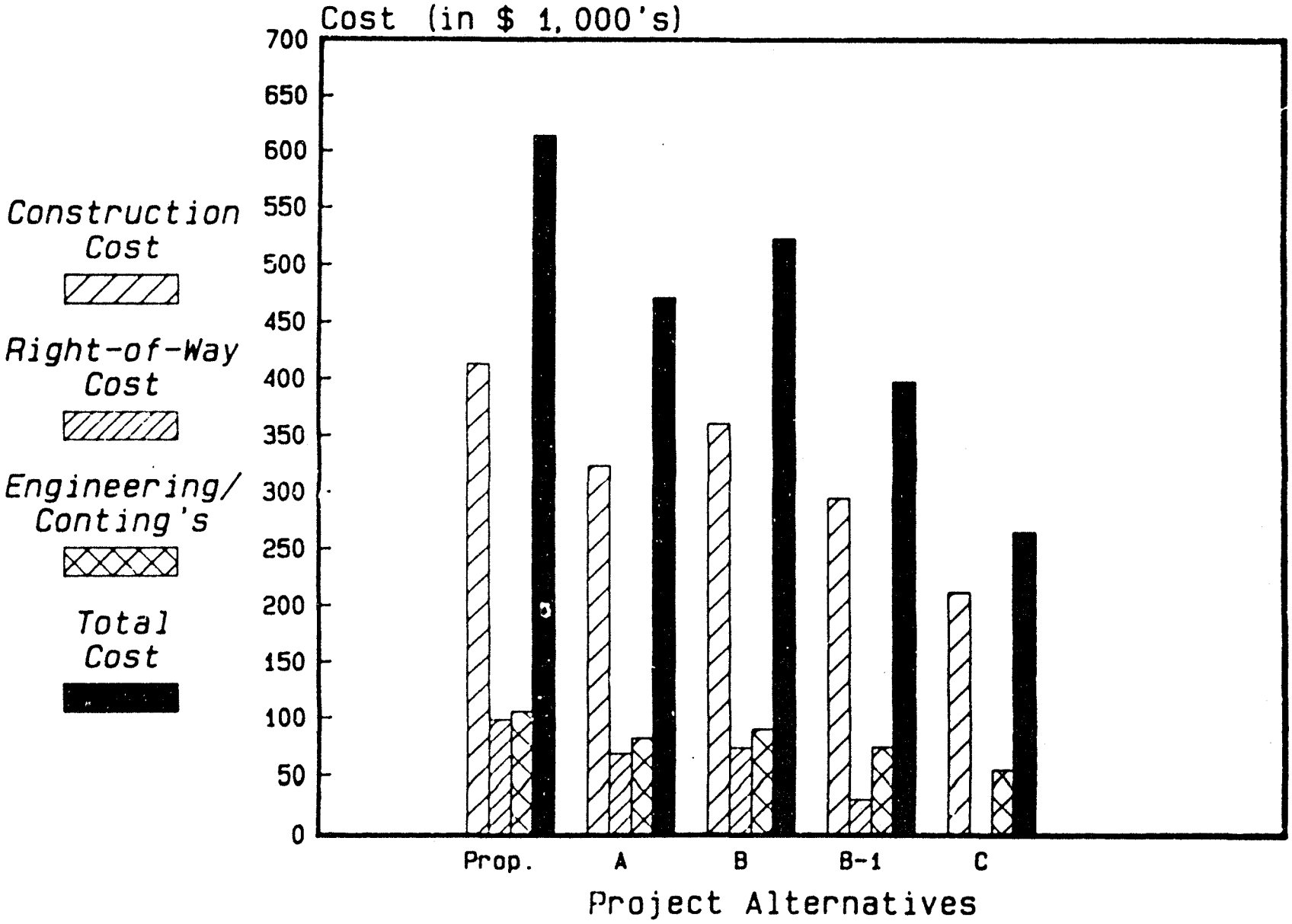
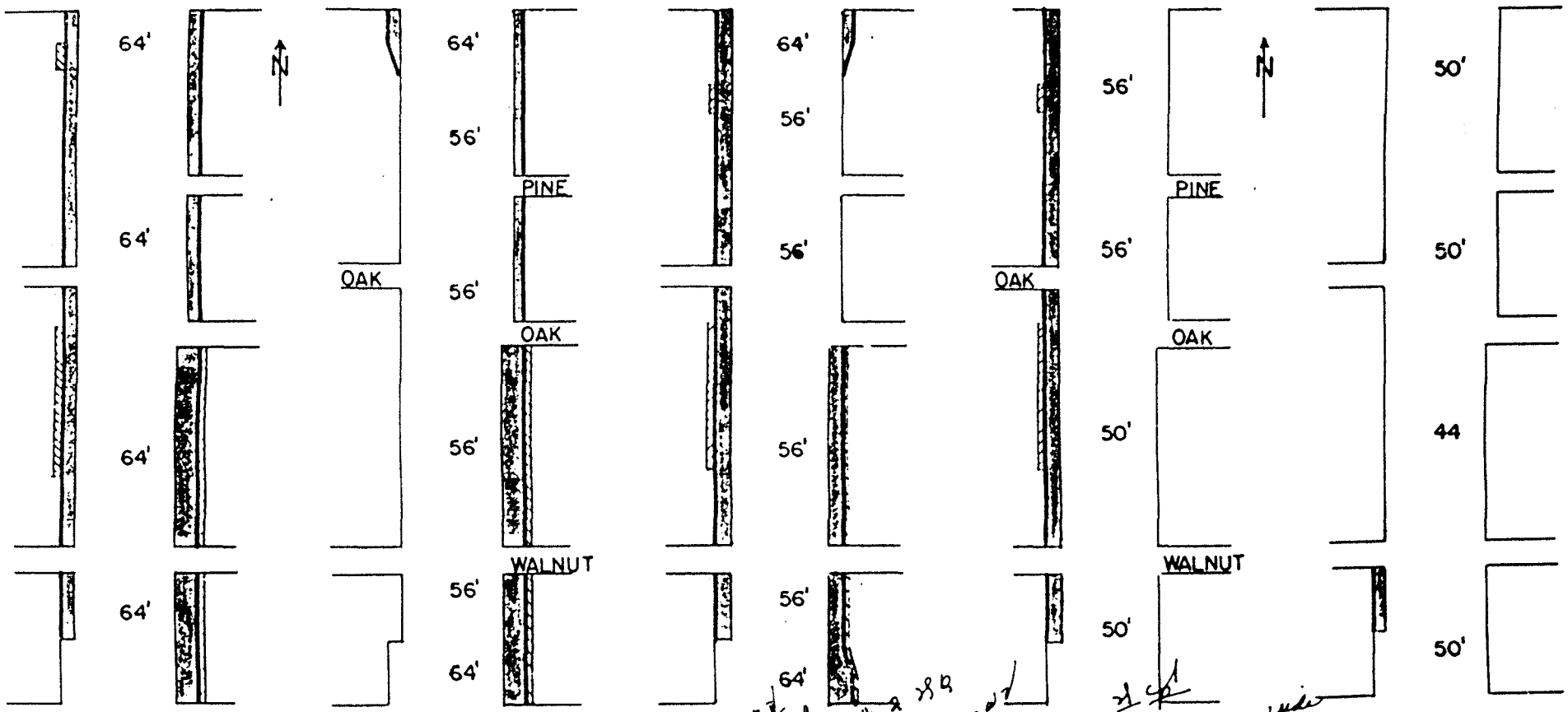


Exhibit 3

PROPOSED ALTERNATES
HAM LANE IMPROVEMENT PROJECT—LODI TO ELM

Proposed Widening
R/W Aquisition Required
56' Curb to Curb Street



$614,000

PROPOSED PROJECT
64' c-c
57 ea R/W purchase
a) 16 - 11-14
b) 37 - 17 n max

ALT. A
56' c-c
$471,000
E side
24 R/W purchase
a) 12 - 17' n max
b) 12 - 11 n 13'

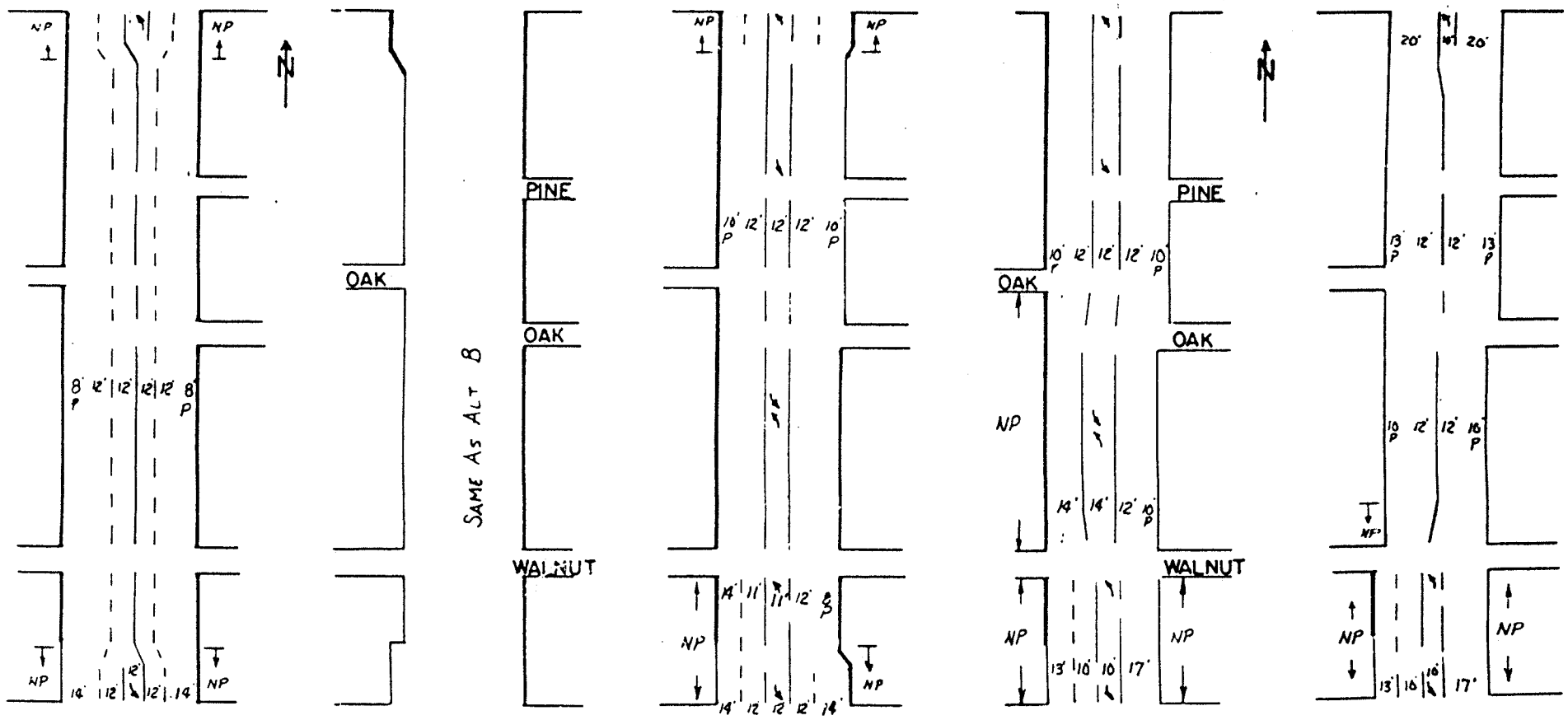
ALT. B
56' c-c
$533,000
29 R/W purchase
25 - 17' n
4 - 13'
$43,000 43 ea - full widening for full project

ALT. B-1
50'-56' c-c
16 residences R/W
12 - 17' n
4 - 13-14'
$37,000 Widen - a side

ALT. C
44'-50' c-c
$ 264,000

Exhibit 4

PROPOSED STRIPING
HAM LANE IMPROVEMENT PROJECT—LODI TO ELM



PROPOSED PROJECT	ALT. A	ALT. B	ALT. B-1	ALT. C
64' c-c	56' c-c	56' c-c	50'-56' c-c	44'-50' c-c

Exhibit 5

Exhibit 6

MITIGATIONS

Impact - Loss of street trees and landscaping.

Mitigation - In Existing R/W - Furnish property owner with tree of their choice from City's tree list. Property owner responsible for planting.

In R/W Acquired - Compensation will be made for loss of trees and landscaping as part of R/W acquisition. Property owner to provide for replacement.

Impact - Decrease in pedestrian safety.

Mitigation - Provide additional pedestrian safety devices as warranted.

Impact - Potential delays to cross traffic.

Mitigation - Install traffic signal when warranted.

Impact - Potential for increased vehicle speeds.

Mitigation - None recommended other than normal enforcement.

Impact - Decreased on-street parking.

Mitigation - Provide that all future developments and land use upgrading have adequate off-street parking.

Impact - Increase in vehicular noise.

Mitigation - Provide double paned windows when back of sidewalk to window is less than 12 feet.

Impact - Short-term increase in construction related vehicle noise.

Mitigation - Restrict equipment usage to 7:30 A.M. to 5:30 P.M.

Impact - Temporary construction-related increase in dust.

Mitigation - Require Contractor to water down dusty working areas.

Impact - Change in the perceived neighborhood character.

Mitigation - Follow landscaping mitigation recommendations.

Insure that proper visibility from resident driveways is maintained when street trees are replanted.

Provide for installation of automatic garage door openers where distance from back of sidewalk to garage is less than 20 feet.

Provide for zoning variance request to Planning Commission at no cost to property owner.

Impact - Local traffic disruption and loss of parking during construction.

Mitigation - None recommended.

Impact - Temporary disruption of local businesses at or near Elm Street.

Mitigation - Require Contractor to provide continual access when possible.

RECEIVED
1984 NOV 20 AM 8 47
ALICE M. REINCKE
CITY CLERK
CITY OF LODI

November 19, 1984

Dear City Council Members:

I am writing regarding the widening of Ham Lane between Elm Street and Lodi Avenue.

Please consider the needs of the other 36,000 residents of Lodi rather than just the vocal 200 or so residents of those four blocks, and widen Ham Lane.

I am sympathetic to the residents' concern about lowered property value and lost trees, but I feel they should have considered that possibility when they purchased their properties.

Lodi must progress, and in today's busy world, 'bottlenecks' such as the ones on Ham Lane, Hutchins Street and Stockton Avenue cause much frustration, wasted time and energy to the thousands of people of Lodi who must travel through them daily.

Please consider the wishes of the silent majority and widen these inefficient, disrepaired streets.

Sincerely,

Laurie Urias

Laurie Urias
1112 Junewood Drive
Lodi, California

25 North Ham Lane
Lodi, Ca 95240
December 1, 1984

Lodi City Council
City Hall
Lodi, California

RECEIVED
1984 DEC -3 PM 2:10
ALICE M. REINICHE
CITY CLERK
CITY OF LODI

Dear Council Members:

I have lived in, and loved, "Lovable, Loveable" Lodi for many years - twenty-five of them on Ham Lane.

Widening Ham Lane is not a new concept to me, or to the city council either; I know! Frankly, I'm wondering, why are we making each other miserable?

Perhaps this proposal has been presented in the interest of "progress". In the light of the Environmental Impact Report, is this pro-gression, or re-gression? I'm convinced it is the later.

Surely when you consider the esthetic beauty, noise and air pollution, monetary expense, additional patrol, traffic signs, confusion, safty hazards, grief, personal loss, and inconvenience to myself, and my good upstanding neighbors,

you will choose an alternative to widening the four blocks of Ham Lane.

I am proud of my nice home and well kept yard, which presently has a fire hydrant for the good of all the people. I wish to keep the one remaining parking space in front of my home.

My husband has had a stroke, and walking is an important part of his therapy. It is apparent that the air pollution presently existing on Ham Lane negates "good" exercise.

It is impossible to have our windows open due to noise and air pollution. Running the air-conditioner at times when fresh air would suffice uses unnecessary and expensive energy.

I thank you for allowing me to present my views. I am proud of our system of government, and appreciate your time.

I respectfully request that the Lodi City Council put the widening of Ham Lane proposal to rest permanently; thereby allaying the fears of the Ham Lane residents.

Yours truly

Dolores Sayler Harr

25 [illegible] Ham Lane

RECEIVED
1984 NOV 20 AM 10 30
ALICE M. REINKE
CITY CLERK
CITY OF LODI

Lodi, Ca.
Nov 19 1984

Mayor Randy Snider
and
Members of the City Council.

Dear Members,

This letter is in regard to the Draft Environmental Impact Report for the Ham Lane project.

As residents of Ham Lane and Walnut for thirty-six (36) years having built our home there, we find it very disheartening to think of the inconvenience of noise due to more traffic, loss of street parking, loss of trees, decrease in property value, and most of all the short distance between the widened street and residences.

Some school buses are at a different location, congestion, traffic and noise has been greatly eliminated.

We agree the street needs repair, also could Pacific Ave. be opened to exit on Lodi Ave.? That would eliminate traffic.

We could go on and on but we

believe the feelings were aired sufficiently at the last two meetings.

Please consider the concerns and hardships of the homeowners and thank you for allowing us to air them at the public meeting.

Sincerely,
Herb & Clare Kandt
1215 N. Walnut
(corner of Walnut & Hamilton

(1)

Petition against widening of streets on Ham Lane.

x Elsie Sokol - 9 North Ham Lane
Ivan Sokol - 9 North Ham Lane
x John H. Bowles DDM - 39 No. Ham Lane
Cindy Slutzer 17 N. Ham Ln.
William H. Eutsler - 5 North Ham Lane
x Senora Eutsler " " " "
Gary Fulton 17 N. Ham Ln.
Erlin J. Katzenmaier - 1301 W Oak St.

Lora Wood - 3 S. Ham Lane

Warren Wood - 3 S. Ham Lane
Dennis & Roada Kempf 110 So Ham -
Ramona Litwinchuk - 131 S. Ham Lane
Jann C. Litwinchuk - 131 S. HAM LANE

Elisabeth Mehlhaff 137 S. Ham Lane
Theophil Mehlhaff 137 S. Ham Lane
Harold M Hoover 143 S Ham Ln
June K. Hoover 143 S Ham Ln
Jennifer Johnson 1301 W. Walnut
Angelo Adam 1215 W. Lodi Avenue
Elene Adam 1215 W. Lodi Avenue
W J Comartin Jr 226 S Ham Lane
Carolyn Comartin 226 S. Ham Lane

(2)

Oliver W Lee } 220 So. Ham Lane
Emma Lee }

Wayne Williams 216 S Ham Lane
Marvis Sweat 210 S Ham Lane
Thomas Sweat 210 S. Ham Ln.

Larry Ferguson 1250 W Walnut
Raynette Ferguson 1250 W. Walnut
Gilbert A. Schinke 138 S. Ham Lane
Maria A. Schmidt 128 So Ham Lane
Fred F. Schmidt 128 So. Ham Lane
Lorne L. Baker 138 Ham Lane
Susan Stark 116 South Ham Lane
Christopher Stark 116 South Ham Lane
Gertrude A. Duff 106 So South Ham Lane
[illegible] 1214 W. 8th St. Lodi, Ca.
Karen [illegible] 1214 W. 8th St. Lodi
Marie Wilson 20 So Ham Lane Lodi
Flo H. Eachus 14 So Ham Lane Lodi
Betty J. Eachus 14 So Ham Lane Lodi

Don Portius 20 N. Ham Lane
Patricia Portius 20 N. Ham Lane
Vernon R. Koenig 26 N. Ham Lane
Helen L. Koenig 26 N. Ham Lane

(3)

Paul Jeffrey 1220 W Elm St
Sandra L Jeffrey 1220 W Elm St
Delores Gayler Harr 25 No Ham Lane
(John Harr by Delores Harr, p.a) 25 No Ham Lane
Douglas A Riddle 13 N. Ham LN.
Ella Ochs 2 S Ham Ln Lodi CA 95240
Vernon Ochs 2 S. Ham Ln. Lodi. Ca.
Julie Takahashi (Willard) 31 N. Ham Ln
Mrs. Lucy B. Espuanza 32 S. Ham Lane
Art R. Espuanza 32 S. Ham Lane
Herbert A. Kandt 1215 W. Walnut St.
Clara A Kandt 1215 W. Walnut St.
Mrs. Darlene Jordan 206 So. Ham Ln.

signatures 59

25 North Ham Lane
Lodi, Ca 95240
December 1, 1984

Lodi City Council
City Hall
Lodi, California

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Lodi California

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Herb & Clare Kandt
1715 N Walnut
(corner of Walnut & Glen Lane.

MR. HERBERT A KANDT
1215 W WALNUT
LODI CA 95240

City of Lodi
221 W Pine St.
P O Box 320
Lodi, Calif. 95240

Attention
Mayor R. Snider
Council Members

Final
Environmental Impact Report

Ham Lane Improvement Plan

Prepared for City of Lodi

November 1984

Kate Burdick Land Use & Planning Consultant

FINAL

FOCUSED ENVIRONMENTAL IMPACT REPORT

HAM LANE IMPROVEMENT PROJECT

Prepared for

CITY OF LODI

November 1984

Prepared by

KATE BURDICK

1545 Shirland Tract, Auburn, CA 95603

Table of Contents

PREFACE iv

INTRODUCTION 1

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Preface

This document is the Final Environmental Impact Report (EIR) prepared for the proposed Ham Lane Improvement Project. The Draft EIR was completed in October 1984, and was made available for public and agency review. A public hearing was held by the Lodi City Council on November 7, 1984 to receive additional comments. Written and oral comments were received from several citizens. All comments, and responses to comments, are contained in Appendix E.

Please note that the Comments and Responses are printed at the back of this document as Appendix E. This section is printed on blue paper.

Introduction

This Environmental Impact Report (EIR) addresses the potential environmental effects of the City of Lodi's proposed street widening Improvement Project on Ham Lane. The project calls for widening four blocks of Ham Lane between Lodi Avenue and Elm Street from an existing two-lane road to a four-lane road. Other improvements such as replacement of curbs, gutters, sidewalks and drainage improvements also are planned as a part of this project. A full description of the project is presented in the Project Description section of this report.

The project was initially proposed in 1978 and an Environmental Impact Report was completed in May 1978. While that EIR contains useful information, conditions have changed enough to warrant revision of the previously prepared EIR. Therefore, this document is a Focused EIR which addresses only those issues determined by the City of Lodi to require revision since the time the last EIR was prepared. The issues evaluated in this report include loss of street trees, traffic, noise, air quality, land use and neighborhood character and construction related impacts. In addition, a range of project alternatives are fully discussed. A summary of the identified project impacts is presented in the following section, Summary of Environmental Impacts.

Because the proposed project is considered controversial by affected citizens, several attempts have been made to solicit citizen input early in the review process so that all concerns could be incorporated into this report. A letter was sent by the City of Lodi to all owners and residents within the Ham Lane Improvement Project area informing them of the EIR process and of an informal meeting held for citizens to express their concerns. Those unable to attend the meeting were encouraged to write or call the City or this consultant with any concerns. About 32 people attended the informational meeting held August 23 and some calls and a letter have been received to date. Public comment also can be made during the review period for this Draft EIR, and at a public hearing before the City Council.

This EIR has been prepared for the City of Lodi in accordance with City requirements and the State CEQA (California Environmental Quality Act) Guidelines. As stated in these guidelines, an EIR is an "infomational document" with the intended purpose to: "inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects and describe reasonable alternatives to the project." Althouugh the EIR does not control the City's ultimate decision on the project, the City must consider the information in the EIR and respond to each significant effect identified in the EIR. As defined in the CEQA Guidelines, "significant effect on the environment means:

> . . . a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise and

objects of historic or aesthetic significance. An economic or social change by itself shall not be considered in determining whether the physical change is significant.

HOW TO USE THIS REPORT

This report is divided into six sections: Summary of Environmental Effects, Project Description, Environmental Setting, Impacts and Mitigations, Environmental Evaluation, Persons Contacted and the Appendices. Each of these sections has its own purpose and serves to aid the reader in fully understanding the project and its implications. A brief description of each section follows:

Summary of Environmental Effects

This section serves to list all of the potential impacts of the project. Any mitigations which will reduce or eliminate project impacts are also presented. The level of significance with and without mitigation is identified. This section is an overview for use during discussion of the project and does not include any discussion. Use of the summary only, without reading the supporting text, could lead to an incomplete understanding of the project.

Project Description

This section presents a full description of the proposed project.

Environmental Settings, Impacts and Mitigations

This section is based on studies prepared by expert subcontractors or members of the staff. This section serves to describe existing conditions, identify potential impacts of the project and present mitigations to minimize identified impacts. The text is based on technical reports which are contained at the back of the report in the Appendices. Anyone interested in the actual methods of evaluation should refer to the Appendices while people interested in the results of the evaluation will find the information in this part of the report.

Environmental Evaluation

This portion of the report is required by state law (CEQA). These sections are used to identify, for decision makers and the general public, the unavoidable effects of the project, the potential for growth inducement and any alternative design options which will achieve the same general goals.

Persons Contacted

This is a list of all the people who were contacted, either in person or by telephone, in the course of the report preparation. The subcontractors who prepared technical reports are also listed.

Appendices

Technical reports prepared by specialists are included in their entirety and address traffic, air quality, noise and biologic issues.

Summary of Environmental Effects

Summary of Environmental Impacts

EXISTING CONDITIONS

The project under consideration is widening of Ham Lane between Lodi Avenue and Elm Street within the City of Lodi. The project would expand this street from two lanes to four lanes with associated road improvements. A full description of the proposed improvements is presented in the Project Description section of this report.

The following list itemizes all impacts, both significant and insignificant, that were identified during the course of this environmental analysis. The level of significance of each impact is presented, both with and without suggested mitigation measures. The mitigated impact implies that all mitigations should be followed, unless otherwise indicated in this Summary. Adverse impacts that are unavoidable and which cannot be mitigated to a level of insignificance are noted. Because no Initial Study was prepared on the project due to the fact that a previous EIR had been prepared, the City prepared a Scope of Work which detailed areas of investigation. All effects that were deemed potentially significant have been evaluated in this report.

This Summary should be used in conjunction with a thorough reading of the report. The Summary is intended as an overview; the report serves as the basis for this Summary.

Project Impact	Mitigated Impact	
		PLANTS
S	M	-- Loss of street trees and landscaping.
		Mitigation
		1) Retain existing trees within the undeveloped right-of-way.
		2) Replace removed trees and shrubs with species of similar type and nuumber. Prepare landscaping plan to identify the type, number, location, spacing and maintenance of trees to be replanted.

S=Significant. M=Moderate. I=Insignificant. B=Beneficial.

OR

3) Redesign project according to proposed Alternative B.

Project Impact	Mitigated Impact		
I	I	--	Slight potential for root disturbance of existing trees due to project construction.
			<u>Mitigation</u>
			4) Exercise caution during sidewalk construction to minimize potential root disturbance whenever possible.
			<u>TRAFFIC</u>
B	B	--	Decrease in existing and long-range traffic congestion.
			<u>Mitigation</u>
			5) None required.
M	M	--	Decrease in pedestrian safety.
			<u>Mitigation</u>
			6) Provide additional pedestrian safety devices (crosswalks, roadway warning signs, traffic guards, traffic or pedestrian signals).
M	I	--	Potential delays to cross traffic.
			<u>Mitigation</u>
			7) Install traffic lights as signal warrants are met.
M	M-I	--	Potential for increased vehicle speeds.
			<u>Mitigation</u>
			8) Install speed limit signs, increase enforcement, lower speed limits.
M	M-I	--	Decreased on-street parking.

Mitigation

9) Provide that all future developments have adequate off-street parking.

NOISE

S S -- Increase in vehicular noise.

Mitigation

10) Install sealed windows across house frontages wherever feasible.

11) Reduce vehicle speed.

12) Encourage carpools, bicycle use and mass transit to reduce vehicle volumes.

13) Enforce vehicle codes concerning faulty or modified exhaust systems.

14) Implement an alternative which reduces the distance between affected properties and travel lanes.

S M -- Short-term increase in construction related vehicle noise.

Mitigation

15) Require the contractor to utilize construction equipment of quiet design that is well-maintained wherever feasible.

16) Require the installation of superior mufflers and engine enclosure panels on construction equipment where feasible.

17) Restrict equipment usage to 7:30 A.M. to 5:30 P.M.

AIR QUALITY

B B -- Incremental decrease in local emission concentrations.

Mitigation

18) None required.

M I -- Temporary construction-related increase in dust.

Mitigation

19) Use water sprinkling applications daily on dusty working areas.

LAND USE

S M -- Change in the perceived neighborhood character.

Mitigation

20) Follow landscaping Mitigation #1-3.

21) Provide crosswalks and traffic signals to minimize traffic safety hazards.

22) Insure that proper visibility from resident driveways is maintained when street trees are replanted.

23) Consider installation of automatic garage door openers where necessary to provide safe resident access.

24) Follow noise mitigation #10-14.

25) Where appropriate, consider provision of fencing or lattice to provide a sense of resident privacy (may require zoning variances).

CONSTRUCTION IMPACTS

M M -- Local traffic disruption and loss of parking during construction.

Mitigation

26) Plan detour routes for minimal neighborhood disruption.

27) Notify emergency services of street closures.

28) Plan construction around peak traffic times.

S M -- Temporary increase in noise.

Mitigation

29) Follow mitigation #15-17.

M I -- Temporary decrease in air quality.

Mitigation

30) Follow mitigation #19.

M I -- Temporary disruption of local businesses.

Mitigation

31) Schedule construction to be completed as soon as possible in front of area businesses.

I I -- Potential disruption of subsurface utilities.

Mitigation

32) Plan construction to avoid underground utilities.

Project Description

Project Description

PROJECT LOCATION

The project site is located in the western side of the City of Lodi, in San Joaquin County, approximately 7 miles east of Highway 5 and 1 mile north of Highway 12. Ham Lane is a major north-south arterial in the City and intersects Highway 12 at the first signalized intersection at the City's western entrance on Highway 12.

Ham Lane extends from above Turner Road on the north approximately three miles to Harney Lane on the south. Except for the area of the project site, Ham Lane is a four-lane, two-directional street, with stop signs and signals at key intersections.

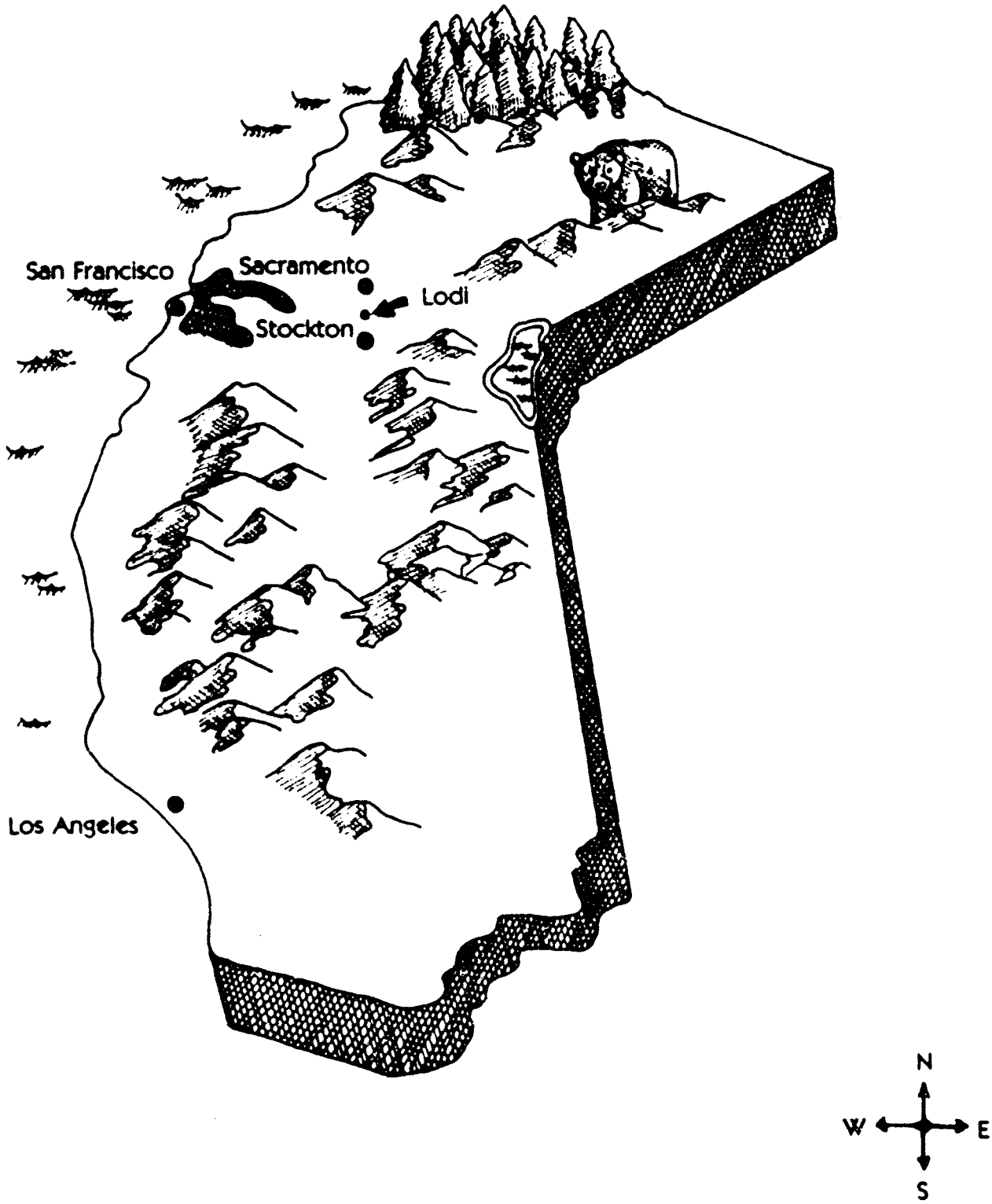
The project site comprises a four-block segment of Ham Lane between Lodi Avenue on the south and Elm Street on the north (see Figure 2). This section of Ham Lane consist of two lanes, the only existing two-lane section of Ham Lane except for the extreme north end within Lakewood Subdivision. This portion of the street has 50-, 65- to 80-foot wide right-of-way (R/W) with a section of 80-foot R/W at Lodi Avenue. The current developed roadway ranges in width from 44 to 50 feet. The narrowest portion of the project area is between Lodi Avenue and Walnut Street. (See Project Characteristics below for further details on existing and proposed improvements.)

The project site is located within an urbanized section of the City. Residential use is predominant along the project segment of Ham Lane, dominated by single-family houses. Office and public uses are predominant among the residential uses along Ham Lane south of the project section. Commercial uses are found on Ham Lane between Elm Street and Lockeford Street. (See land use section of this report for further details regarding surrounding land uses.) The project segment of Ham Lane also is characterized by large, tall trees which line the street and are described in the Plants section of this report.

PROJECT CHARACTERISTICS

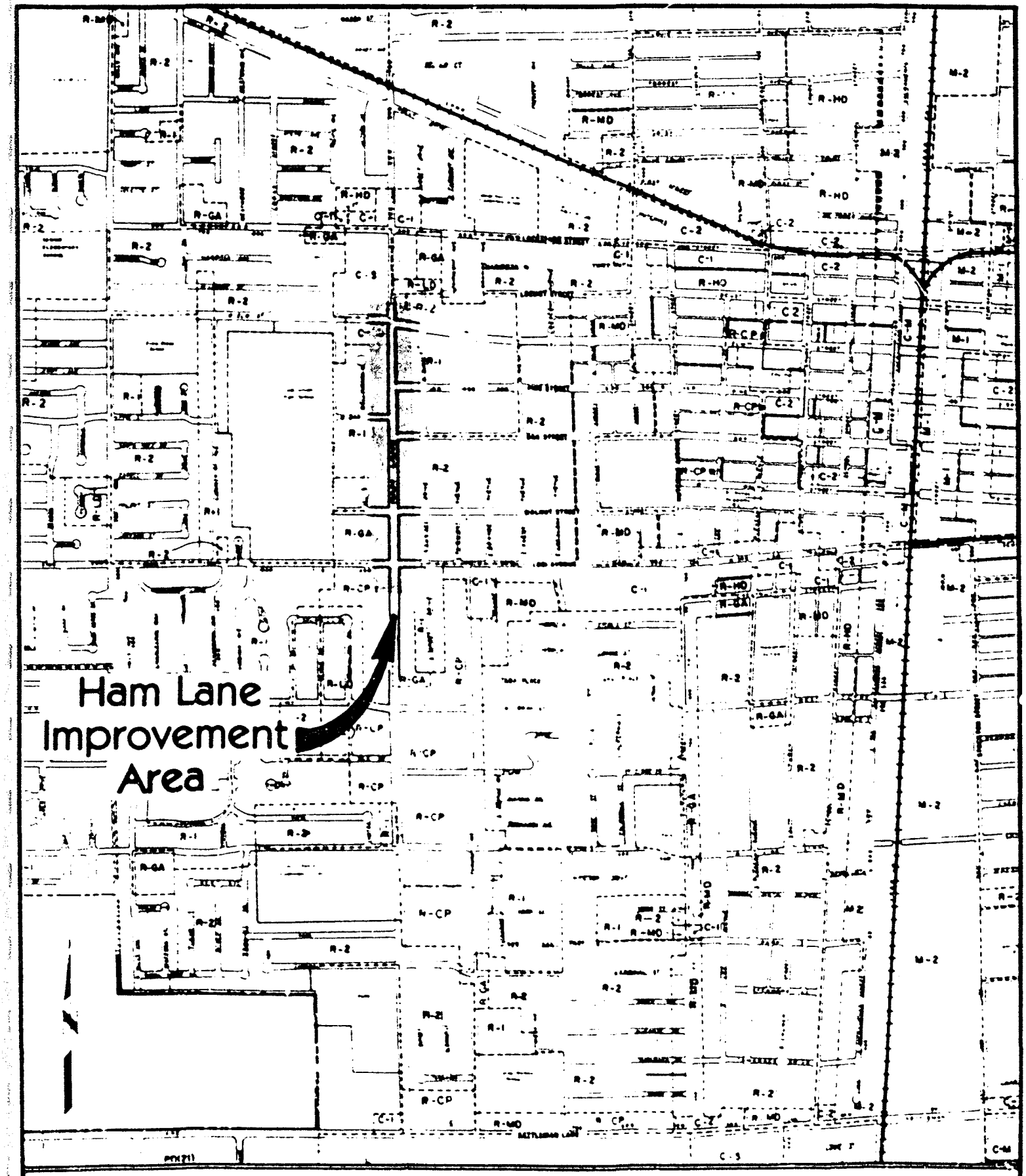
Project Objectives

The purpose of the project is to alleviate existing and projected traffic congestion and improve traffic flow along the four-block project section of Ham Lane. Ham Lane is an arterial road which facilitates major north-south traffic flow through the City, for residents, visitors and business use. Ham Lane is considered a major arterial and vital link in the City's transportation/circulation system (CH2M Hill, 1978). The proposed improvement plans are consistent with the City's current Five-Year Capital Improvement Program. The project will meet projected traffic demands to the year 2005 and beyond at a Level of Service A. Existing traffic volumes along the project



Area map

Figure 1



Vicinity map

Figure 2

segment of Ham Lane range from 12,400 to 14,100 vehicles per day. (See traffic section of this report for further details of existing and future traffic projections.)

Project History

Ham Lane originally existed as a 50 foot county road from Lodi Avenue (Sargent Road) to Turner Road (county road). The first major residential subdivision in the project area was the Hutchins Homestead Addition #3 in 1938. Prior to the next major subdivision in 1950 (Fairmont Park, east side of Ham Lane, south of Elm), the City determined that the R/W width of Ham Lane should be 80 feet. Thus Fairmont Park and subsequent developments have dedicated an additional 15 feet on each side of Ham Lane. However, developers were not required to physically widen the existing street. This explains why the street is not centered in the right-of-way and why widening could occur over most of the project without the acquisition of additional right-of-way. The proposed project was presented before the City in 1978 but was rejected at that time due to public opposition.

Project Improvements

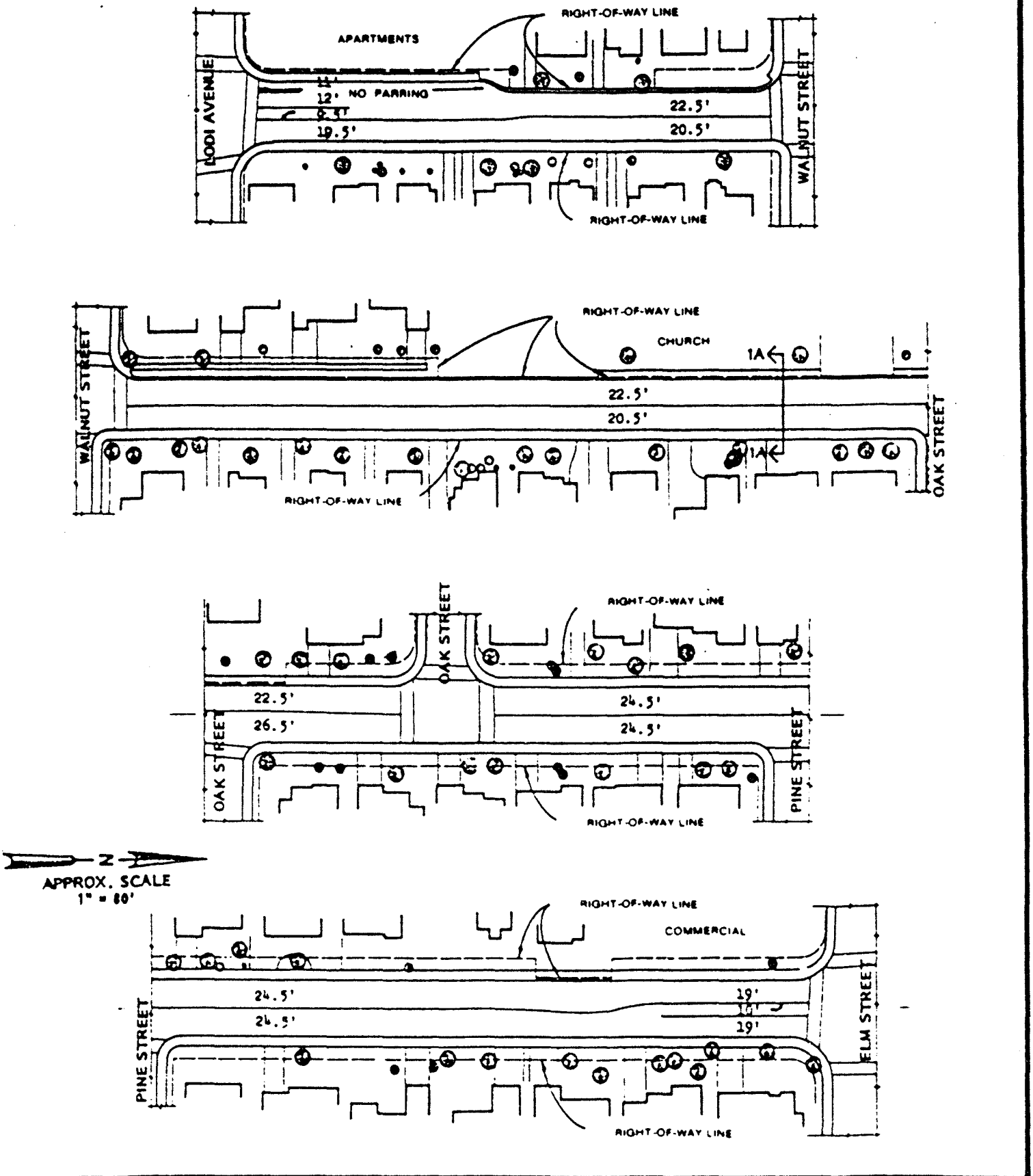
The proposed project will result in an 80-foot wide right-of-way along the project section of Ham Lane, with a developed 64-foot wide roadway. The existing curb-to-curb street width in this section of Ham Lane ranges between 44 and 50 feet. This portion of Ham Lane is currently striped for two traffic lanes and has crosswalks that are marked at the intersections. Figure 3 illustrates the existing Ham Lane roadway. An eight-phase traffic signal controls the Lodi Avenue and Ham Lane intersection and a four-phase traffic signal controls the Elm Street and Ham Lane intersection. Curbside parallel parking is allowed along both sides of Ham Lane between Lodi and Elm. The current on-street parking capacity is approximately 135 spaces (Clark, 1984).

Ham Lane, north and south of the project segment, has a curb-to-curb street width of 61.5 and 64 feet, respectively, and is striped for four traffic lanes and on-street parking, with left turn lanes and no parking at intersections.

The proposed project will result in four 12-foot wide traffic lanes and a combination of left-turn pocket lanes and on-street parking. Right-of-way easements will be acquired by the City as necessary. As part of the project, curbs and a 5-foot sidewalk on each side of the street will be constructed. Storm drains will be upgraded, fire hydrants and utility lines relocated, driveways reconstructed and pavements restriped. Project improvements are illustrated on Figures 3-1 through 3-5. A typical street cross-section is presented in Figure 4.

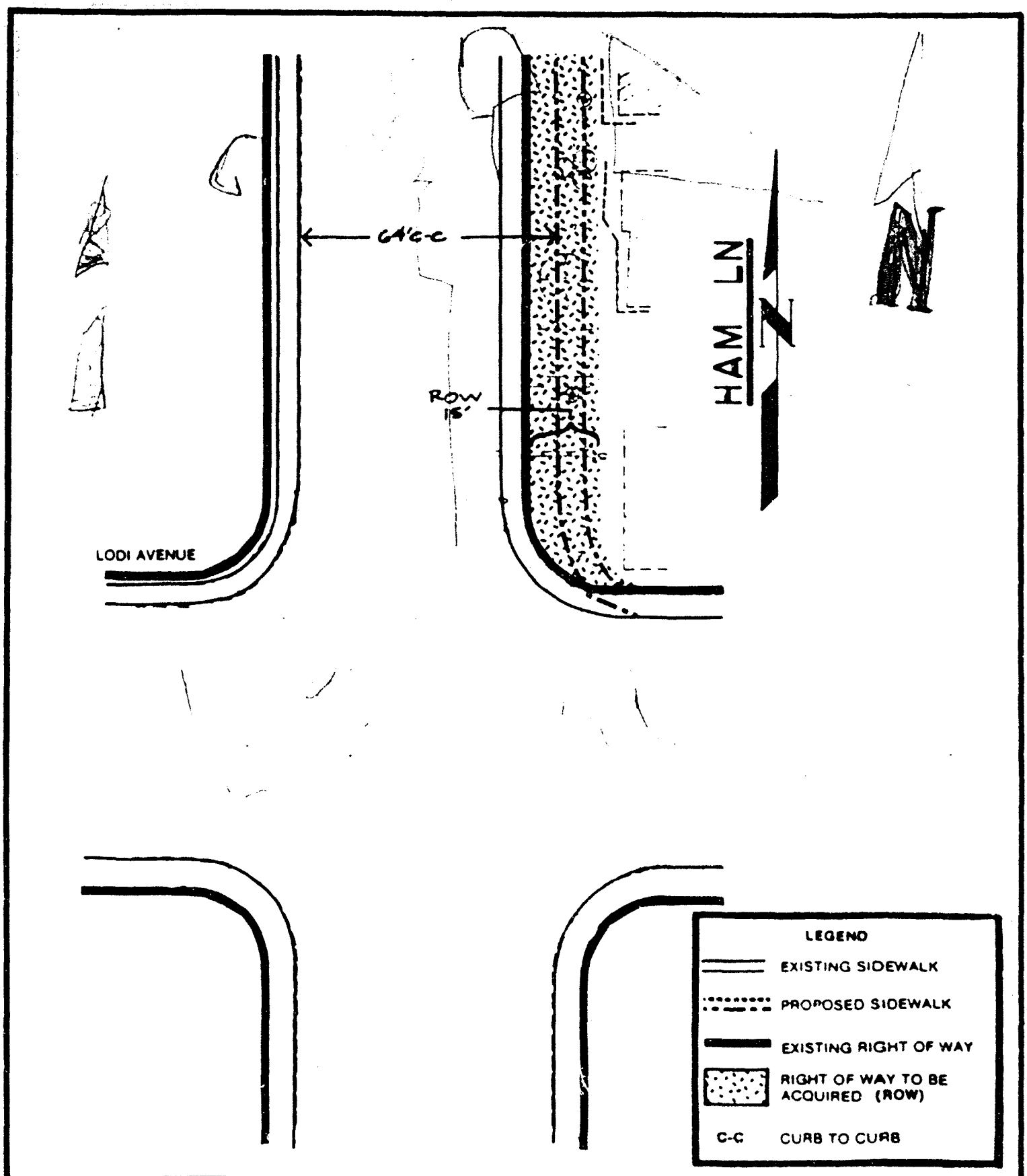
PERMIT REQUIREMENTS

As the lead agency, the City of Lodi is responsible for approving or disapproving the proposed project. The project is a City street and will not require permit approval from agencies other than the standard City department review. Relocation of utility lines will require approval by the pertinent utility companies (i.e., P.G. & E., Pacific Bell Telephone) according to their requirements.



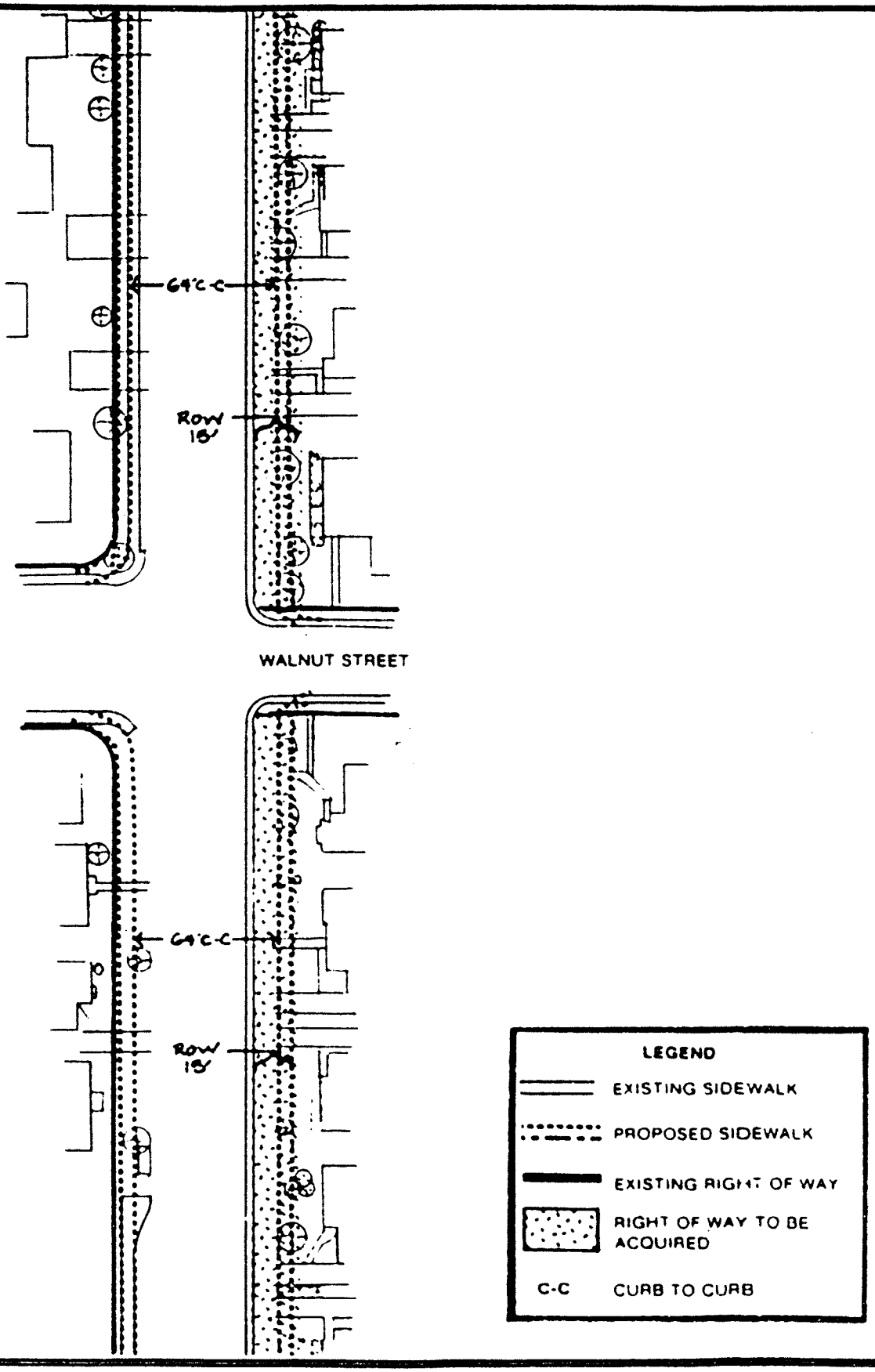
Existing Roadway

Figure 3



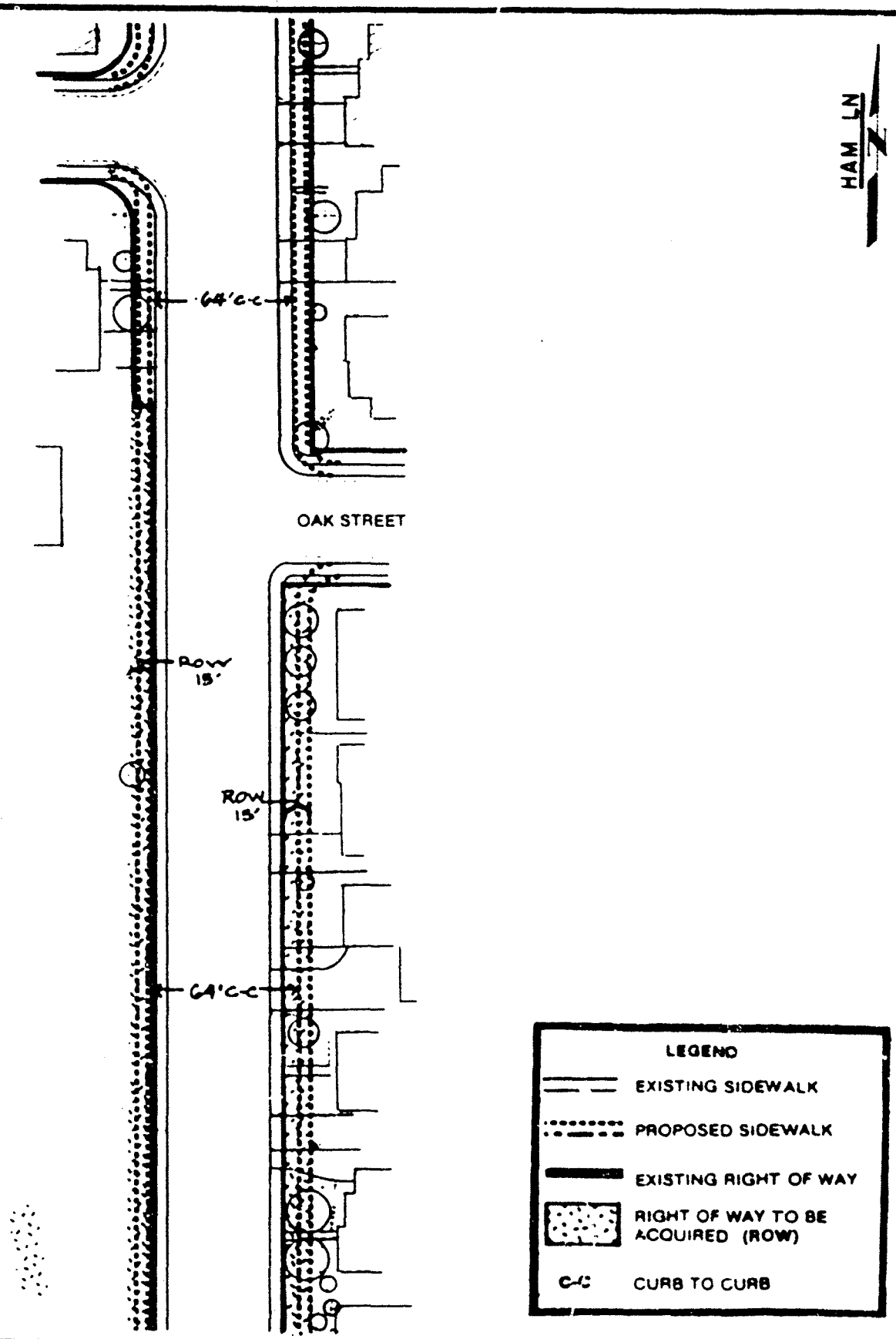
Ham Lane Improvement Plan

Figure 3-1



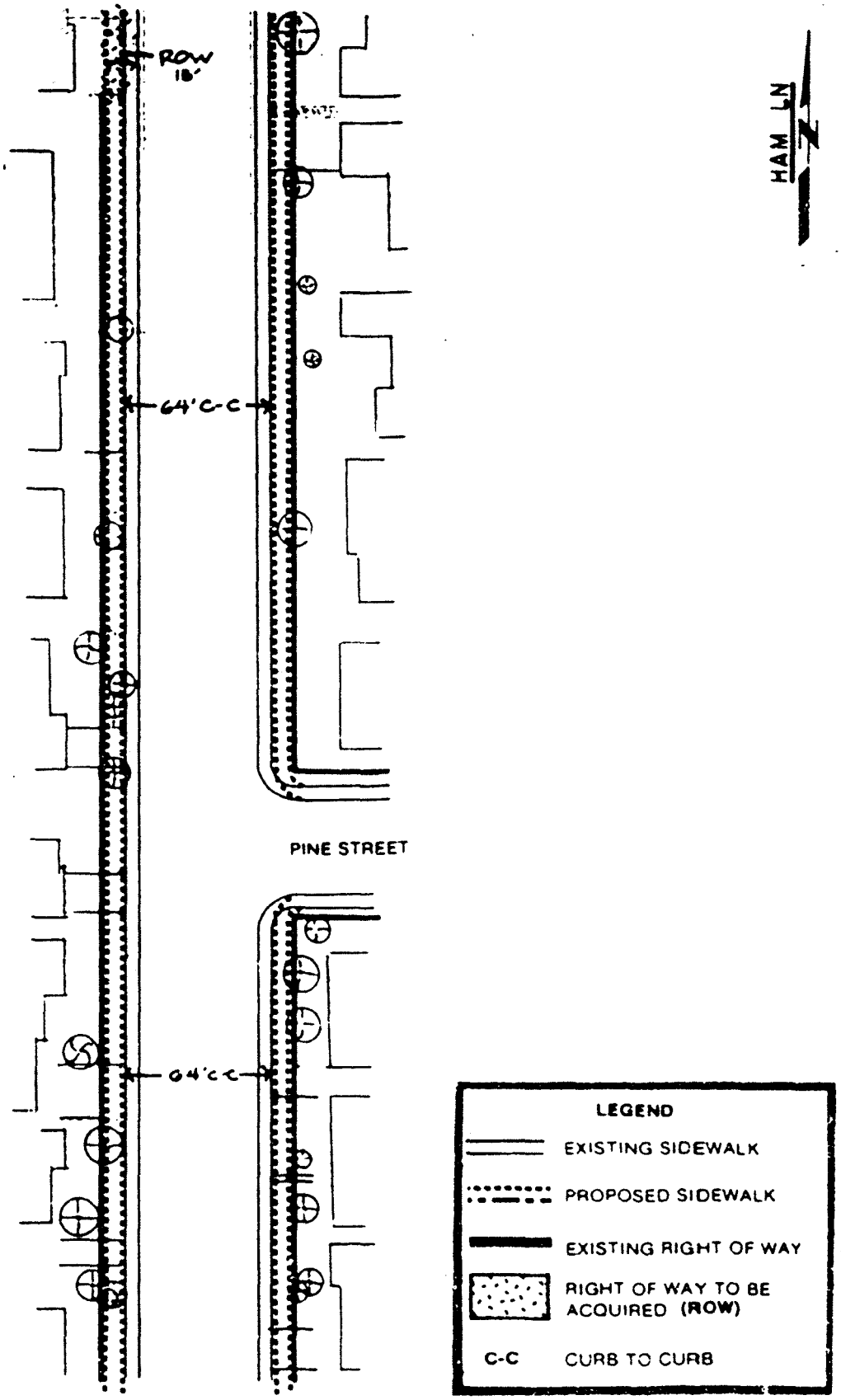
Ham Lane Improvement Plan

Figure 3-2



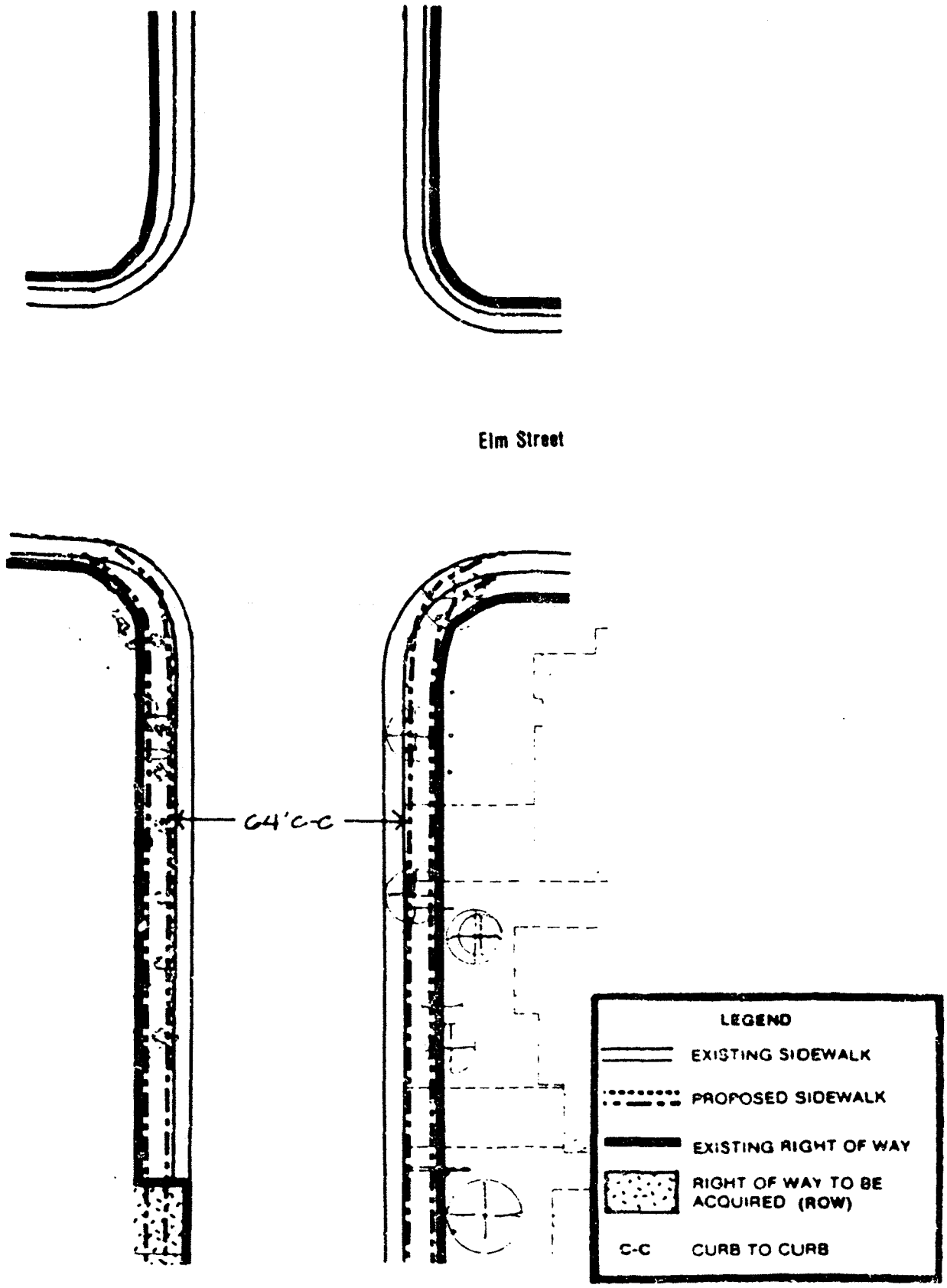
Ham Lane Improvement Plan

Figure 3-3



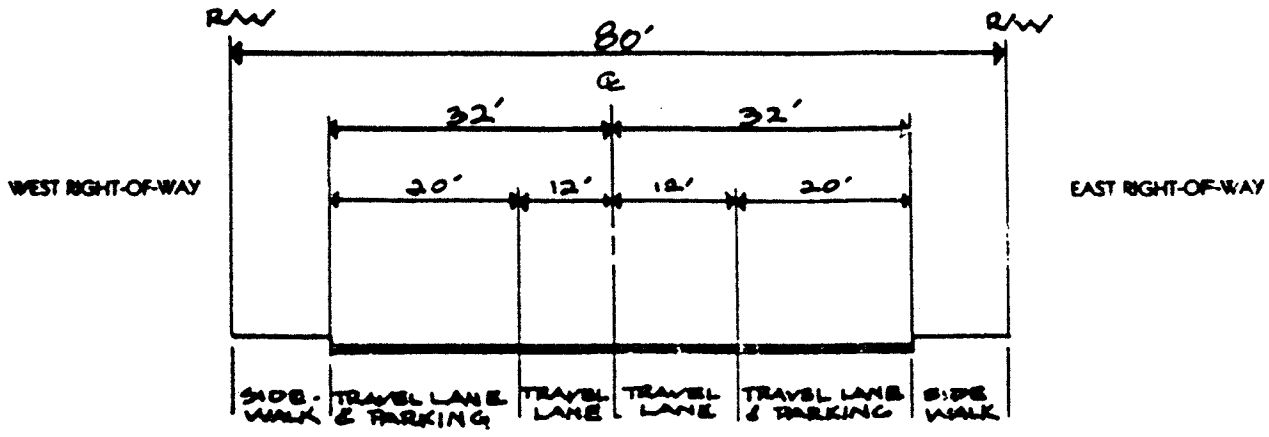
Ham Lane Improvement Plan

Figure 3-4

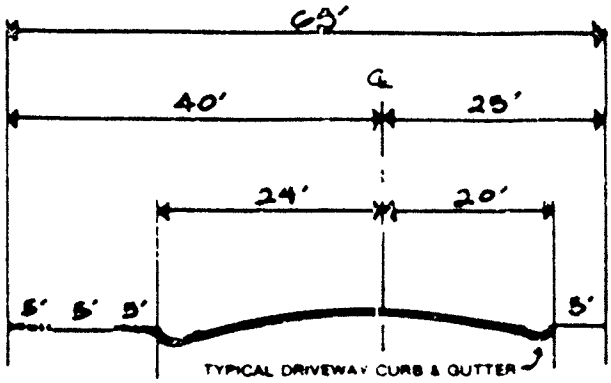


Ham Lane Improvement Plan

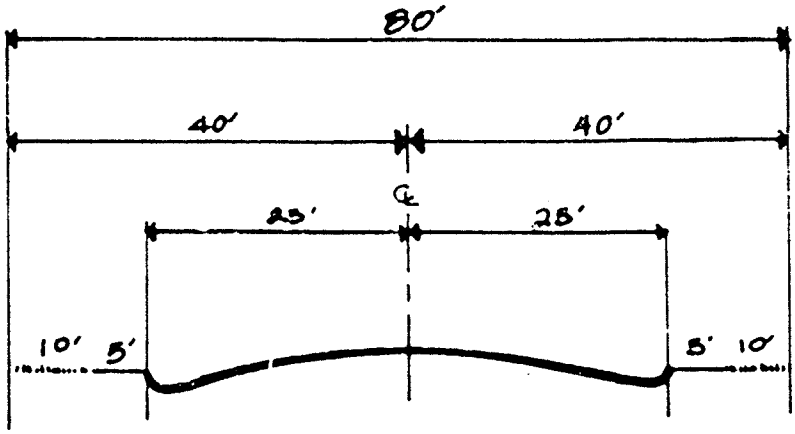
Figure 3-5



80' RIGHT-OF-WAY, 64' STREET



WALNUT



PINE

NOTE: ℄ IS A SECTION LINE AND NOT NECESSARILY THE CENTER LINE OF EXISTING ROADWAY.

Ham Lane Section PROPOSED & EXISTING

Typical Mid Block

Figure 4

Environmental Setting, Impacts and Mitigations

Plants and Wildlife

EXISTING CONDITIONS

The project segment of Ham Lane is primarily in single-family residential use. An apartment building, nursery, church and veterinary hospital are also found in the project area. Landscaping typically found in developed residential areas is found along this portion of Ham Lane. There are no threatened or endangered plant or animal species found in this area.

The project section of Ham Lane is one of the older residential areas of the City. As would be expected, there are numerous large, mature trees, as well as smaller trees, shrubs, lawns and typical residential landscaping planted in the front yards of the existing homes. It is estimated that there are nearly 100 mature evergreen and deciduous trees found in this area. There is no single dominant species, but a combination of ash, maple, birch, cedar, spruce, juniper and pine are found. Location of existing trees is shown in Figure 5. Project plans call for the removal of all trees and landscaping within the proposed 80-foot wide right-of-way.

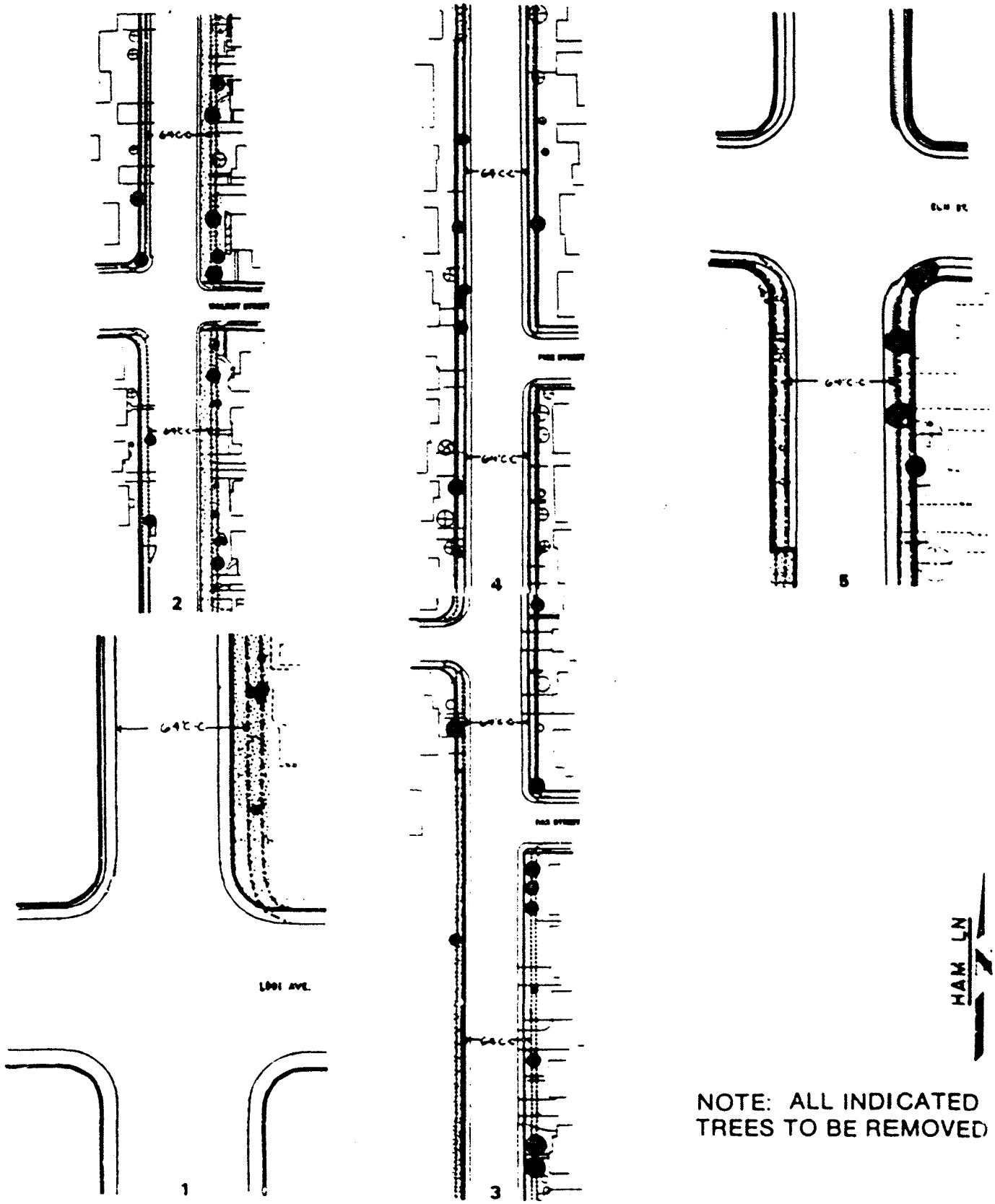
The issue of concern in this section is the loss of street trees due to the widening of Ham Lane. The presence of these mature, large trees serve several functions. They establish a residential character of the neighborhood and a pleasant visual quality to the street. They also provide shade and enhance a sense of privacy to existing residences. Wildlife is not an issue in this EIR because the project is located within an urbanized area.

IMPACTS AND MITIGATION MEASURES

Impact: Loss of street trees and landscaping.

Approximately 30 mature trees, 20 immature trees and various shrubs and landscaping would be lost due to project implementation. This would result in a change in visual and neighborhood quality of the project area, as well as a loss of shade, with potential increases in summer temperatures to area residences.

A field survey was conducted as part of this report to determine the number and type of trees that will be removed. This report is contained in Appendix A, and identifies the species that will be removed on each side of Ham Lane for each block. More major trees will be removed on the east side of Ham Lane than on the west. Approximately 20 mature trees will be removed on the east side of Ham Lane compared to about 10 mature trees that will be lost on the west side. About 20 younger, smaller trees will be removed on the east side and 32 on the west side. The majority of immature trees and shrubs to be removed on the west side are those adjacent to the existing nursery. In addition, approximately 10 feet of lawn and landscaping will be lost as a result of the roadway widening.



Tree Removal Area

Proposed Project

Figure 5

Mitigations

1. Where feasible, retain existing trees within the 80-foot right-of-way, but outside the 75-foot developed area. Where mature trees stand on or just within the developed right-of-way, adjust the sidewalk alignment to accommodate saving the tree. It is estimated that sidewalk readjustment could save approximately 15 trees. This could also entail additional R/W acquisition.

2. Replant Ham Lane with the same or similar number and type of species as those removed. In order to maintain the character of the neighborhood as provided by the existing landscaping, it is suggested that a landscaping plan be prepared to insure that the number, type, location and spacing of trees is consistent with current plantings wherever possible.

   Appendix A presents a list of recommended tree and shrub species that could be used for planting. This list will affect the ultimate landscaping plan. It is suggested the Raywood or Moraine Ash be substituted for Modesto Ash, as they are more disease-resistant (Olive, 1984). Replanting could occur in box planters, but space considerations may limit the size of trees that can be replanted due to the limited space available for root growth. It is suggested that large trees (50 to 70 feet tall) be planted 15 to 20 feet away from a dwelling, and that medium trees (35 to 50 feet tall) be planted 10 to 15 feet away from a dwelling. Medium size trees planted close to the sidewalk could be planted in deep-well containers to force the roots down. Immature trees and shrubs within the developed right-of-way should be transplanted within the undeveloped right-of-way whenever possible.

   OR

3. Redesign project according to Alternative B as discussed in the Alternatives section of this report. This would serve to retain most trees on the east side of the street because the developed roadway would be 56 feet wide, with a 72-foot right-of-way.

Impact: Slight potential for root disturbance of existing trees due to project construction.

As a result of sidewalk construction, there is a slight potential for root disturbance to trees that are not removed. However, while there may be some root damage, it does not appear that this will be significant due to the location and type of trees involved. Typically, 4.5 feet from the sidewalk to the tree trunk is a safe distance to prevent root damage (Olive, Personal Communication, 1984). It is estimated that sidewalk construction will cause excavation to about 12 inches, depending on existing ground elevation.

Mitigation

4. Exercise caution during sidewalk construction to minimize potential root disturbance whenever possible.

EXISTING CONDITIONS

Ham Lane is one of the major north-south streets serving the City of Lodi. Ham Lane terminates at Turner Road at its north end and at Harney Lane at its south end. The proposed improvement project would affect a four-block segment of Ham Lane in the Lodi to Oak block.

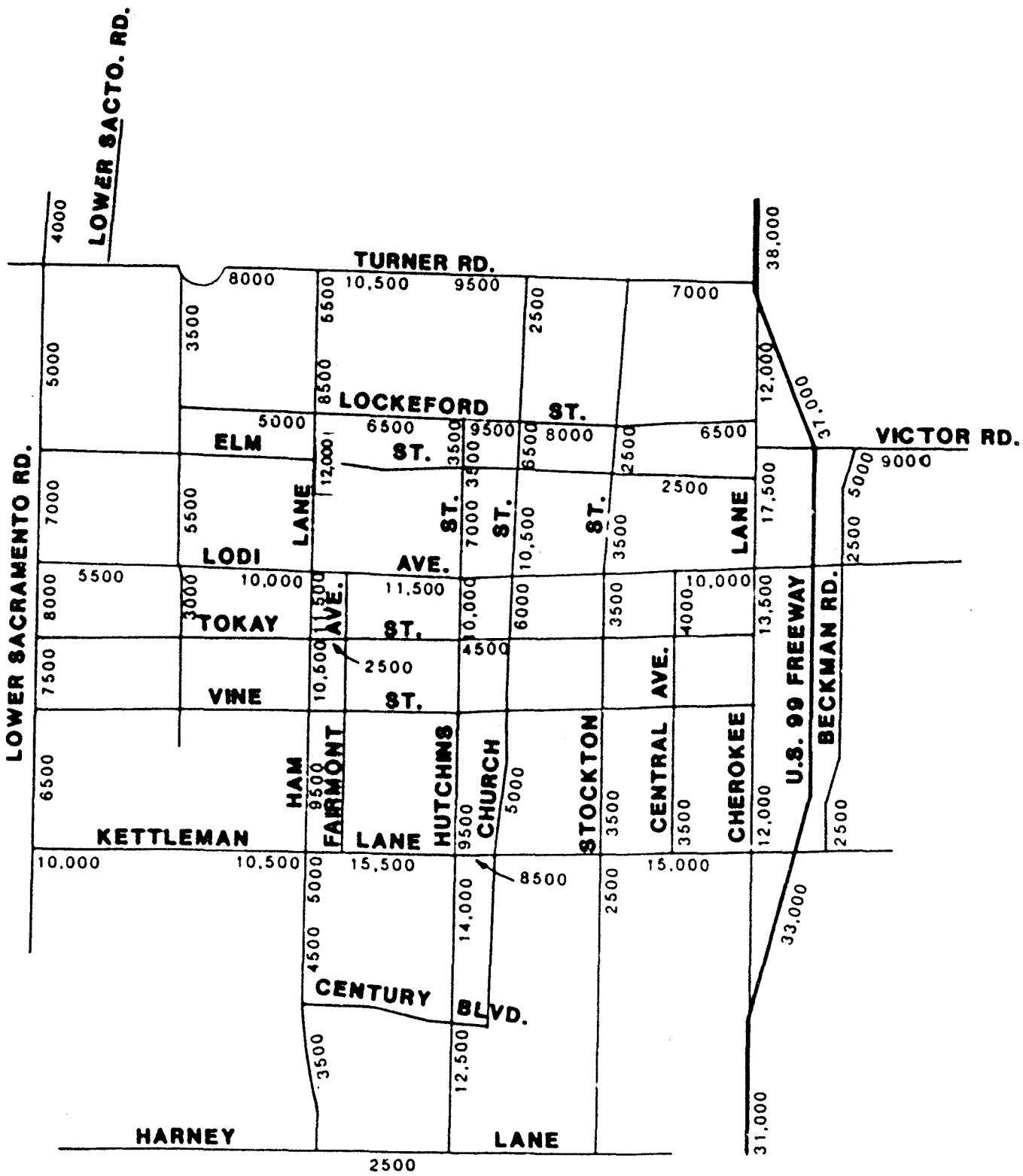
This segment is characterized by right-of-ways (R/W) varying from 50 to 65 and from 65 to 80 feet and by developed street widths of 44 to 50 feet. The street is not centered within the R/W. The narrowest developed width occurs in the Lodi to Walnut block.

Ham Lane between Lodi Avenue and Elm Street is currently striped with two travel lanes. Intersections are marked with crosswalks and are controlled by stop lights at the Lodi Avenue and Elm Street intersections. The Walnut and Oak and Pine Street intersections are not signalized. Curbside parking is allowed on-street along both sides of Ham Lane from Lodi Avenue to Elm Street. The current on-street parking capacity is approximately 135 spaces.

The current traffic volumes along the project segment range between 12,400 to 14,100 ADT. Peak hour (7:00-9:00 A.M.; 4:00-6:00 P.M.) volumes are 660-940 and 1,050-1,120. Critical intersection approach movements at Ham/Lodi are 515 vehicles, while peak hour movements at Ham/Elm are 650 vehicles. The capacity of Ham Lane at the critical Ham/Lodi intersection is A. (See Figure 6.) Based on this data, the levels of service (LOS) at both the Lodi and Elm Street intersections is LOS A (see Table 1 for a definition of the various levels of service). However, it must be noted that during certain periods of the day, specifically when high school gets out at Lodi High, the southbound approach to the Ham and Lodi intersection experiences periods of congestion. Cycle failures and blockage of various intersection approach lanes are common occurrences. Southbound vehicles wishing to turn left onto Lodi Avenue queue up and block access to the southbound Ham Lane throughlanes. These occurrences are short in duration and are difficult to quantify. For this reason, and because of limitations of analysis methodologies, the calculation of the level of service for these occurrences was not attempted. Current analysis methodologies are limited to calculating the LOS for an intersection using intersection approach volumes summed over a one-hour period. Thus, the peaks are averaged out during the analysis hour.

Land uses along the Ham Lane corridor consist primarily of residential development varying from single family to multiple family. There is some commercial development near Elm Street. Lodi High School, with access to Ham Lane on the west side of the study section, has a distinct influence on Ham Lane traffic flows. During the 11:00-3:00 P.M. hours, traffic volumes are very high in the southbound direction (570 VPH).

Table 2 presents a summary of existing conditions along Ham Lane from Lodi Avenue to Elm Street.



Average Daily Traffic Volumes

(1980-1981)

Figure 6

Table 1

LEVEL OF SERVICE DEFINITIONS

Level of Service	Traffic Flow Characteristics
A	Average overall travel speed of 30 mph or more. Freeflowing with no congestion. No signal cycle failures.
B	Average overall travel speed of 25-30 mph. Very few signal cycle failures and little or no congestion.
C	Average overall travel speed of 20-25 mph. Occasional signal cycle failures and moderate amount of congestion.
D	Average overall travel speed of 15-20 mph. Frequent signal cycle failures and associated congestion.
E	Average overall travel speed of about 15 mph. Unstable flow which includes almost continuous signal cycle failures and backups on approaches to the intersections. This represents the theoretical capacity of the facility.
F	Forced flow, with average overall travel speed of below 15 mph. Continuous signal cycle failure with backup on approaches going through upstream intersections in some cases.

FUTURE TRAFFIC VOLUMES

In order to properly evaluate the proposed project (and other suggested design options) future traffic volumes were calculated. The volumes were calculated in five-year increments (1990-2005) based on minimum and maximum values.

The minimum values are based on historic population and traffic volume growth for the City of Lodi (1965-1984). The maximum range was calculated using the historic growth rate in traffic volumes on Ham Lane itself (1965-1984).

Table 3, Future Traffic Projections, presents the results of these calculations.

Table 2

Summary of Existing Street Conditions

Ham Lane: Lodi to Elm

Land Uses		Physical Conditions				Traffic Conditions			
West Side	East Side	R.O.W. (feet)	Striping	Control Devices	Parking	Two-Way Volume (ADT + VPH)	Capacities	Level of Service (LOS)	On-Street Parking Spaces (Approx.)
Single Family Older Apts. Near Lodi Avenue Commercial (Animal Hospital and Nursery) Near Elm	Single Family Homes	50 to 65 to 85	Two Lanes	Eight-Phase Traffic Signal at Lodi Four-Phase Traffic Signal at Elm	On-Street Parking Permitted (Parallel Curbside)	12,400 AM 660 PM 1,050 Near Elm 14,100 AM 940 PM 1,120 Near Lodi		Lodi at Ham LOS A Elm at Ham LOS A	62 West 73 East

Table 3

Future Traffic Projections Ham Lane

	1984			1990			1995			2000			2005		
Segment	ADT	PM Peak	One Way Peak	ADT	PM Peak	One Way Peak	ADT	PM Peak	One Way Peak	ADT	PM Peak	One Way Peak	ADT	PM Peak	One Way Peak
Minimum Alternative															
Lodi to Pine	14,100	1,120	580	15,200	1,220	620	16,500	1,320	670	17,900	1,430	730	19,400	1,550	790
Pine to Elm	12,400	1,050	570	13,500	1,150	610	14,600	1,240	660	15,900	1,350	720	18,400	1,560	830
Maximum Alternative															
Lodi to Pine	14,100	1,120	580	17,100	1,360	710	19,100	1,520	790	21,100	1,760	910	23,100	1,920	990
Pine to Elm	12,400	1,050	570	14,100	1,200	650	15,700	1,330	720	17,400	1,480	800	19,100	1,620	870

Note: Medium Alternative: City Wide Growth Rate 1.7% per Year

High Alternative: Lodi to Pine Growth Rate (Historic)
Pine to Elm Growth Rate (Historic)

IMPACTS AND MITIGATIONS

Impact: Decrease in existing and long-range traffic congestion.

Construction of the project as proposed would result in a decrease in existing traffic congestion. In addition, future traffic volumes into the foreseeable future (2005+) would be accommodated by the project. The current irregularities in street width would be eliminated, unsafe intersections would be improved and levels of service would remain high throughout the project life.

Mitigation

5. None required.

Impact: Decrease in pedestrian safety.

Due to an estimated increase in traffic speeds, higher volumes and greater distances to cross, pedestrians will have to wait longer for adequate gaps in traffic to make a safe crossing. School children and senior citizens are the most affected pedestrians. Area residents have indicated that simple crosswalk controls do not appear to facilitate street crossings.

Mitigation

6. Additional pedestrian safety devices may be needed which would include additional crosswalks, roadway warning signs, traffic guards and if necessary, traffic or pedestrian signals.

Impact: Potential delays to cross traffic.

Because of higher traffic volumes and more lanes to negotiate, cars on the side streets may have to wait longer to find a safe gap in traffic, thus causing more delay on these intersecting streets.

Mitigation

7. Traffic signals will be installed as traffic signal warrants are met. This would give the right-of-way to the vehicles on the side streets so they could make the desired traffic movements.

Impact: Potential for increased vehicle speeds.

Because drivers may perceive the road to be safer to drive at higher speeds, overall vehicle speeds may increase.

Mitigation

8. Speed limit signs, with strict enforcement by the local police, can help to reduce speeds. However, even these measures may not be entirely successful.

Impact: Decreased on-street parking.

The improvement of the intersections will result in the loss of some on-street parking. This will inconvenience residents living adjacent to the restricted area and create increased demand for adjacent spaces.

Mitigation

9. Provide all future developments have adequate off-street parking.

EXISTING CONDITIONS

The primary source of noise in the project area is traffic noise, both on Ham Lane and on major cross streets such as Lodi Avenue and Elm Street. Traffic noise along this stretch of roadway is of several types: noise levels resulting from passenger vehicles traveling at moderate speeds during peak hours; noise levels resulting from passenger vehicles traveling at reduced speeds during peak hours; passenger vehicles traveling at excessive speeds during any hour; and heavy trucks, motorcycles, buses and/or vehicles with faulty muffler systems traveling at moderate speeds during any hour. Other sources of noise in the area (overflying aircraft, barking dogs and similar urban disturbances) are present but do not contribute significantly to overall noise levels.

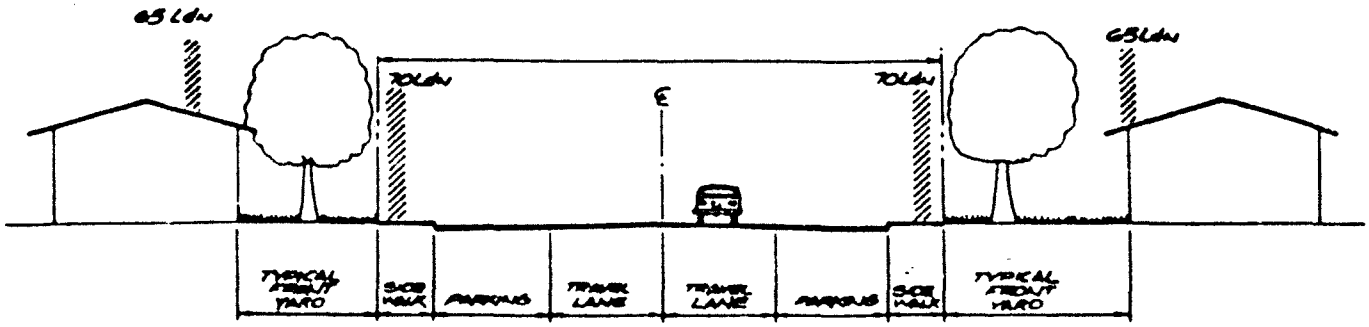
Background noise levels (i.e., noise levels generated by all the City activities throughout the area) are not high in this area. In other words, without the vehicular traffic along Ham Lane there are no adjacent noise sources of a constant level such as factories, industrial activities, processing, etc. The Southern Pacific railroad tracks and Route 99 traffic do contribute to background noise levels and are noticeable in the absence of noise from nearby sources (see Appendix C).

Ambient Noise Levels

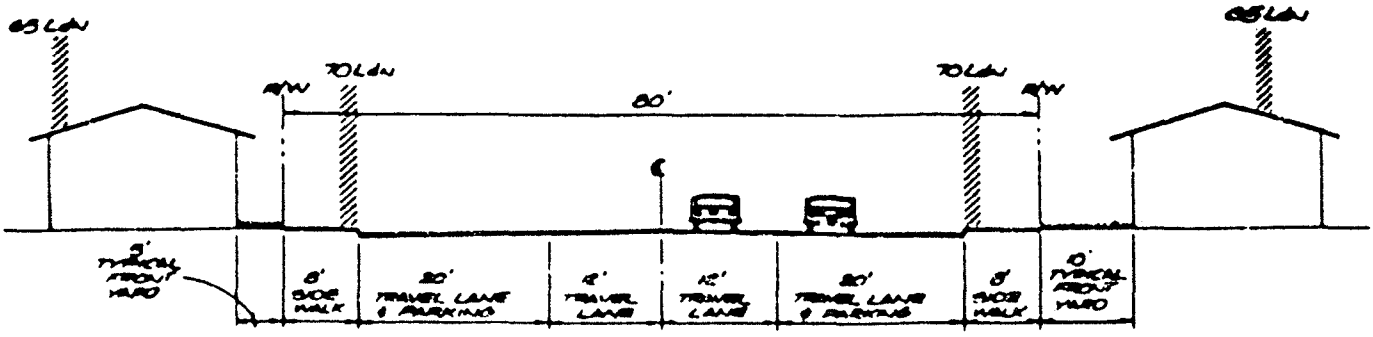
The traffic noise level at a given location is a combination of many factors, including the traffic volume, the noise level of each vehicle, vehicle speed, and the distance to the road. As most urban dwellers are aware, the traffic noise level near a busy street varies over a wide range. To indicate easily the overall noise level, single number descriptors are usually used. The most common descriptor for a short period is the hourly L_{eq}, which indicates the energy average of the varying noise level, and has been shown to be a good indicator of people's perceptions of noise level. Over a longer period, the L_{dn} descriptor is used, which is the long-term average of L_{eq}, with 10 dB added to the noise level for the nighttime period.

With basic information about local traffic, the roadside noise level can be modeled (computed) fairly accurately using equations that have been developed from field tests. The standard Highway Research Board traffic noise model, revised after extensive field measurements, has been used for this study. Roadside noise levels are estimated in Table 4 for existing traffic on Ham Lane, at 40 feet from the center of the street (approximately the middle of the average yard).

Peak passby noise levels on Ham Lane for passenger vehicles traveling at moderate speeds are approximately 60 to 70 dBA at a distance of 25 feet. Heavy trucks, motorcycles, buses and vehicles with faulty mufflers produce peak passby noise levels of 70 to 90 dBA at twenty-five feet. (See Figure 7.)



TYPICAL SECTION 1
FUTURE NOISE LEVELS
WITHOUT THE PROJECT



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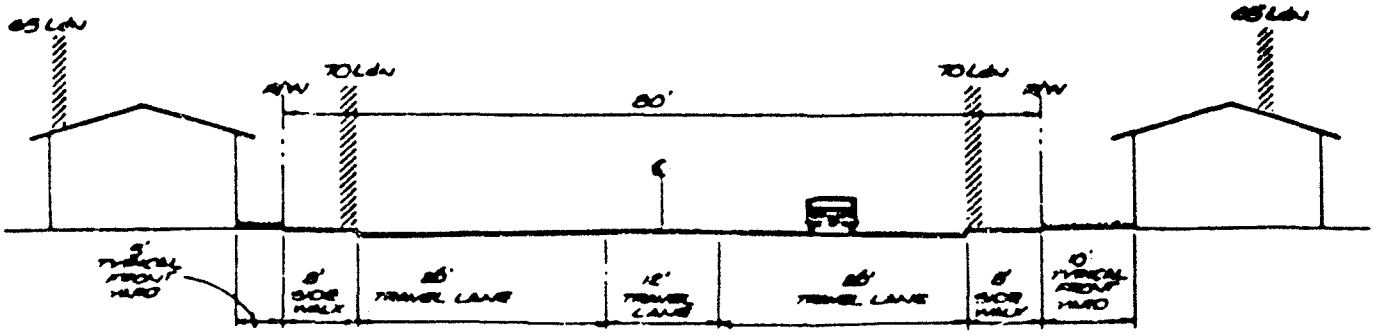
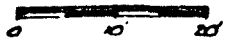
FUTURE NOISE LEVELS
WITH THE PROJECT



TYPICAL SECTION 3
FUTURE NOISE LEVELS
WITH THE PROJECT
AT MAJOR INTERSECTIONS



Noise Levels

Figure 7

Table 4
Present Ham Lane Noise Levels (dBA)

Location	Peak Hour	L_{eq} Noon	1:00 A.M.	L_{dn}
Front Yards	71	70	58	72

These noise levels are based upon an Average Daily Traffic (ADT) volume of 12,500 and a peak hour volume of 1,050 trips. The noise levels during periods other than the peak hour, and the L_{dn}, are based upon typical hourly variations of urban traffic throughout a normal day. Because of the relatively small front yards and the reflection of noise from the houses, the noise levels are not substantially different at the houses than at the sidewalk (1-2 dBA less).

The City of Lodi has adopted the San Joaquin County Noise Element (Reference 5), which recommends compatible uses for various noise levels. The suggested L_{dn} noise levels for residential land uses are outlined in Table 5.

Table 5
Recommended Noise Levels for Residential Use

Land Use Category	L_{dn} Range
Normally Acceptable	Less than 60 dBA
Conditionally Acceptable	55 to 70
Normally Unacceptable	70 to 75
Clearly Unacceptable	Above 75

The guidelines are intended to assist in decisions about new residential construction, but they are useful in evaluating existing uses also. In terms of Noise Element guidelines, present noise levels adjacent to Ham Lane already exceed recommendations (see Appendix C).

Sensitive Receptors

The majority of properties adjacent to Ham Lane between Lodi Avenue and Elm Street are residential. Most of the residences are single family but there are also several duplexes and apartments. Commercial uses are located at Ham Lane and Elm Street and the Zion Reformed Church is located between Oak and Walnut Streets.

At a meeting on August 23, 1984, residents in the area indicated that vehicular noise levels along the street are already causing disturbances and irritation. Vibration, peak hour volumes and high school traffic were all cited as irritants. As indicated above, suggested standards for residential uses are already being exceeded.

IMPACTS AND MITIGATIONS

Impact: Increase in vehicular noise.

In order to quantify future noise levels resulting from the proposed project, the projected maximum traffic generation figures for four future dates and three possible options were used. The future vehicle speeds were projected to further refine the future noise potentials. Then the information was fed into a computer model which projected future noise levels 40 feet from the centerline (approximately the middle of the current average yard) for the alternatives. The results of this modeling are shown below:

Table 6

Projected Noise Levels (dBA)

Case	Vehicle Speed Peak	Vehicle Speed Other	L_{eq}	L_{dn}	Standard* Acceptable Range	Standard* Unacceptable Range	Reason for Increase
1995--4 lane 2 parking	30	35	73	74	60-70	70+	Increased Volumes
2005--4 lane 2 parking	30	35	74	76	60-70	70+	Increased Volumes
2005--4 lane 1 turn	30	35	76	77	60-70	70+	Increased Volumes
2005--2 lane (existing)	20	25	69	71	60-70	70+	Increased Congestion

*for residential uses, using L_{dn} measurement.

Table 6 demonstrates the relative effects of traffic volume, average vehicle speed and distance from the source on the noise level, when compared to present noise levels. The cases modeled do not include all possible combinations of volumes and lane configurations. However, the cases which have the highest noise potential are included. If the high-growth traffic projections do not occur, lower noise levels would be generated. (See Appendix C.)

It should also be noted that receptors not on Ham Lane, behind those directly facing the project, are exposed to 14-18 dBA less noise because of the combination of greater distance and the partial shielding provided by the buildings. The changes in project traffic noise for other receptor locations would be approximately the same as for those located on Ham Lane. However, Ham Lane traffic is not a dominant source of noise for receptors on other streets.

Two aspects are important when considering potential noise impacts of a project: the increase in noise level due to the project, and the project noise level itself.

From Table 6, traffic noise along Ham Lane could increase 3 to 5 dBA in the next 20 years with project implementation. In general, noise increases of 2 dBA or less usuually are not noticeable, unless the character of the noise is also changed significantly. Noise increases of 3 to 5 dBA ae definitely noticeable, and are potentially disturbing. The character of the noise is again important in the amount of disturbance caused. In the Ham Lane case, a 5 dBA increase in steady traffic noise over 20 years might not cause problems (it is typical in many urban locations). However, an increase in individual loud vehicles could cause considerable disturbance.

To evaluate the potential impact because of the overall noise level, land use planning guidelines for noise are used. As previously indicatd, the City-adopted noise standards are currently exceeded. Implementation of the project would increase those levels 2 to 5 dBA. In addition, acceptable interior noise levels should be less than 45 dBA L_{dn} due to exterior sources. This requirement is contained in State Title 25--Section 1092, Noise Insulation Standards, which apply to any new multi-family residential construction.

Standard residential building design and construction methods generally reduce outdoor noise by 20 to 25 dBA, with windows closed and no significant cracks or openings around windows or doors. With the best residential construction methods, and traffic noise levels of 70 dBA, Ham Lane interior noise levels would meet 45 dBA (L_{dn}) indoor standards. However, if windows are opened, interior noise levels will be only 10 to 15 dBA less than outdoors.

Mitigations

10. Construction of a low masonry barrier (2 to 2.5 feet high) along the front of residential properties was evaluated. However, the resulting 1-2 dBA reduction in noise levels would not be perceived as a noticeable reduction.

To achieve a 45 dBA interior noise environment, windows should be sealed, and forced ventilation provided. To deal with noise levels higher than 70 dBA, other improvements to the structures could be needed.

11. Although often undesirable for traffic engineering reasons, reducing average speeds on Ham Lane would reduce noise levels effectively.

12. Reduce local traffic volumes by improving desirability of alternatives to the automobile, such as car pools, bicycles and public transit.

13. Enforce California Vehicle Code prohibitions against faulty or modified loud exhaust systems--Sections 27150 and 27151. This can be implemented by local law officers without noise monitoring equipment to eliminate the worst offenders.

14. Implement an alternative which reduces the distance between affected properties and the travel lanes.

Impact: Temporary increase in construction noise.

The residential properties along Ham Lane would be the primary receptors for the temporary construction noise. For a period of four to eight weeks, sporadic noise levels of 80 to 90 dBA would be experienced. Although construction equipment would be idling part of the time, and would be producing maximum noise levels infrequently, intermittent construction noise disturbance is likely on all adjacent properties.

The initial site preparation phases would bring various types of demolition and excavation machines to the site, such as bulldozers, backhoes and large dump trucks. These generally have diesel engines and produce 80 to 90 dBA at a distance of 50 feet under full load. Jackhammers would be utilized for concrete and backtop removal which generate 85 to 90 dBA noise levels at 50 feet.

Second phase activities require similar equipment and produce similar noise levels. After removal of the existing road surface, curbs and sidewalks, the suface would be graded. Trucks would bring in the base materials to graded and rolled. Blacktop trucks and concrete mixing trucks bring the top surface materials. Final surface preparation by large rollers produces noise levels of 85 to 95 dBA at 50 feet.

Mitigations

15. Choose construction equipment which is of quiet design, has a high quality muffler system and is well maintained.

16. Install superior mufflers and engine enclosure panels when required on gas, diesel or pneumatic impact machines.

17. Restrict hours of use for motorized equipment--for example, 7:30 A.M. to 5:30 P.M., Monday through Friday.

EXISTING CONDITIONS

Regional Climate

The Mediterranean type climate of the San Joaquin Valley is characterized by mild and rainy winters and hot and nearly dry summers. There is a high percentage of sunshine. Appendix D presents details on local climate.

Ambient Air Quality

The air quality of a given area is not only dependent upon the amount of air pollutants emitted locally or within the air basin, but also is directly related to the weather patterns of the region. The wind speed and direction, the temperature profile of the atmosphere and the amount of humidity and sunlight determine the fate of the emitted pollutants each day, and determine the resulting concentrations of air pollutants defining the "air quality."

Air quality in Lodi and the San Joaquin Valley is subject to the problems experienced by many areas of California. Emissions from millions of vehicle-miles of travel each day often are not mixed and diluuted but are trapped near ground level by a temperature inversion. Pollutant concentrations are a result of local emissions in Lodi and also the transport of pollutants from other areas such as Stockton, Sacramento and even the Bay Area (with westerly winds). These sources produce concentrations which sometimes exceed ambient air quality limits established by the state Air Resources Board. Recent air quality data from the nearest ARB monitoring stations, Ham Lane in Lodi and Hazelton Street in Stockton, are tabulated in Table 7.

Ozone, the primary oxidant "smog" component, is produced by complex reactions of hydrocarbons and NO_x in the atmosphere. Both vehicles and the use of organic chemicals produce emissions which drive the chemcial reaction. Daily ozone concentrations are heavily dependent upon the weather and atmospheric stability, and thus vary substantially from year to year. Adverse atmospheric conditions in 1980 produced 78 exceedances of the 10 ppm hourly standard in Lodi, and over two dozen ozone exceedances were still recorded in 1981 and 1982.

Carbon monoxide, like oxidant, is also heavily dependent upon both vehicle emissions and weather. However, no exceedances of either the 9 ppm 8-hour ambient standard or the 20 ppm 1-hour standard have been recorded recently in Lodi. Both oxidant and CO have been reduced significantly by improved emission controls on new automobiles in the past decade.

Table 7

Ambient Air Quality
San Joaquin County

Pollutant	1980	1981	1982	Standard	Measured Units
Ozone (1)					
Maximum	14	13	13	10	pphm, 1-hr ave
Exceedances	78	26	28	1	days per year
Carbon Monoxide (1)					
Maximum hour	10	9	12	20	ppm, 1-hr ave
Maximum 8-hour	5	4	7	9	ppm, 8-hr ave
Exceedances 8-hour	0	0	0	1	days per year above 9 ppm
Nitrogen Dioxide (2)					
Maximum	13	14	19	25	pphm, 1-hr ave
Exceedances	0	0	0	1	days per year
Sulfur Dioxide (2)					
Maximum	4	3	3	5	pphm, 24-hr ave
Exceedances	0	0	0	2	% of days per year
Total Suspended Particulates (2)					
Annual Geom. Mean	85	79	66	60	ug/m^3 ave
Daily Exceedances	34	22	20	2	% of days above 100 ug/m^3

Source: California Air Resources Board monitoring data for:
(1) Ham lane station in Lodi
(2) Hazelton Street station in Stockton

Total suspended particulates are produced by vehicles, heavy industry and soil-moving activities such as construction and farming. In Stockton, ten miles south of the project area, the annual average (annual geometric mean) TSP concentration has been consistently above the 60 ug/m^3 ambient standard. The daily average standard of 100 ug/m^3 was also exceeded on over 34% of the days tested din 1980 and over 20% of the days in both 1981 and 1982.

Sulfur dioxide is primarily associated with chemical and refining industries and is not a problem in San Joaquin County. The superior controls required on chemical process plants are largely responsible for this achievement. Nitrogen oxides are heavily produced by vehicles and high-temperature industrial operations, but as yet have not produced serious concentrations in the region (Shelley, 1984).

IMPACTS AND MITIGATIONS

Impact: Incremental decrease in local emission concentrations as a result of project implementation.

Because the intent of the project is to improve the flow of traffic on Ham Lane by providing more lane capacity, air quality emissions and impacts would be lower on Ham Lane and on neighboring streets as higher average speeds are achieved through less congested traffic flow. However, lower emissions per vehicle would be offset somewhat by anticipated increases in vehicle volumes in future years. The project will not generate additional new trips system-wide, but only will accommodate future projected traffic volumes.

Vehicles are responsible for the emission of a number of pollutants--hydrocarbons, particulates, NO_x and others. The most widely-used indication of vehicular emissions impact is to model concentrations of carbon monoxide (CO) at nearby sensitive receptor locations. Roadside CO concentrations are directly related to the number of vehicle trips on nearby streets and to the average vehicle emission rate. However, average emissions decrease as average speed increases. The actual concentrations at the receptors are determined by the speed and direction of the wind and the temperature layers in the lower atmosphere. Atmospheric conditions control the mixing, diffusion and transport of the pollutants after they are emitted.

Roadside CO concentrations were modeled for two no project and two project case studies, based upon different lane configurations and traffic volumes. (See Appendix D for model details.) Table 8 presents the various traffic volumes and resulting changes in roadside CO concentrations. Average Ham Lane speeds are estimated to be 30 mph during peak hour and 35 mph at other time for the various project years. The "no project" option would be seriously congested and speeds are estimated to be 20 mph at peak hour and 25 mph at other times.

The concentrations listed in Table 8 are based only upon vehicles on Ham Lane. The total CO concentration would include a variable background concentration of from 1 to 5 ppm from other vehicular emissions and sources in the area.

The modeled concentrations show the effects of the gradual increase of traffic volumes assuming no project (1985), and the proposed project (1995, 2005). No project (2005) concentrations are caused by congestion and low speeds with only two traffic lanes. Neither the state 20 ppm peak-hour standard nor the 9 ppm 8-hour standard are threatened by the Ham Lane traffic in any case. The project would be expected to reduce slightly local CO concentrations relative to a two-lane road.

Another way to evaluate the potential impact of the proposed project is to estimate the overall change in vehicular emissions produced by the project. The total emissions produced by a group of vehicles depends upon the number of trips, the trip length and the average speed. Since the total number of trips and trip length are not changed by the Ham Len project, the average speed is

Table 8
Ham Lane Project
CO Concentrations

Case	Year	Traffic Volumes	Peak Hour CO	High 8-Hour CO
1. No Project Two Lanes	1985	12,500 ADT	1.1	0.3
2. Project Four Lanes	1995	20,300 ADT	1.3	0.4
3. Project Four Lanes	2005	25,300 ADT*	1.6	0.5
4. No Project Two Lanes	2005	25,300 ADT*	2.0	1.0

Source: Stan Shelley, 1984

the only variable which affects total emissions. Based upon an estimated higher average speed (35 mph vs. 25 mph) with project implementation, total estimated emissions on Ham Lane would change as follows:

CO	28%
NMHC	19%
NO_x	+7%
Part	No Change

Particulate emissions are not related to speed and that as speed increases, oxides of nitrogen are slightly increased, which is opposite to CO and non-methane hydrocarbons. The CO pollutant is the most sensitive to speed and therefore would benefit the most from the reduced congestion offered by the four lanes.

Mitigation

18. None required as the project appears to have a net benefit to local air quality. Increasing average vehicle speed by increasing the number of traffic lanes on congested routes is itself an air quality mitigation measure recommended on some types of projects to offset increasing trip volumes.

* These figures were calculated from a preliminary "worst case" analysis which was later modified downwards to 23,100.

Impact: Temporary decrease in local air quality due to generation of dust during project construction.

During the grading and construction phase, dust may be produced, particularly during the dry months of the year. However, this impact is temporary and will be limited to the time of construction.

Mitigation

19. Minimize generation of dust and particulates through standard sprinkling/watering applications on dusty working areas at least once a day.

EXISTING CONDITIONS

Land uses within the project area consist of a mix of predominantly residential and some commercial. Forty-eight single family homes, a 26-unit apartment building and two duplexes front Ham Lane between Lodi Avenue and Elm Street. A church, nursery and veterinary hospital are the only non-residential uses abutting the street within this area. The applicable zoning establishes a 20-foot setback for all uses in the project area. The project area is characterized by older, well maintained homes and landscaping. The larger, older trees provide shade and create a pleasant visual quality associated with tree-lined streets.

Land uses along Ham Lane north and south of the project area are also a combination of residential and commercial uses. The area along Ham Lane north of Elm Street is primarily low density residential, except for a commercial section at Ham Lane and Lockeford Street, where stores, restaurants and gas stations are located. South of Lodi Avenue there is a mix of residential and office uses. A medical complex is currently under construction on the southwest corner of Ham Lane and Lodi Avenue. Lodi Avenue High School is located west of Ham Lane between Lodi Avenue and Elm Street.

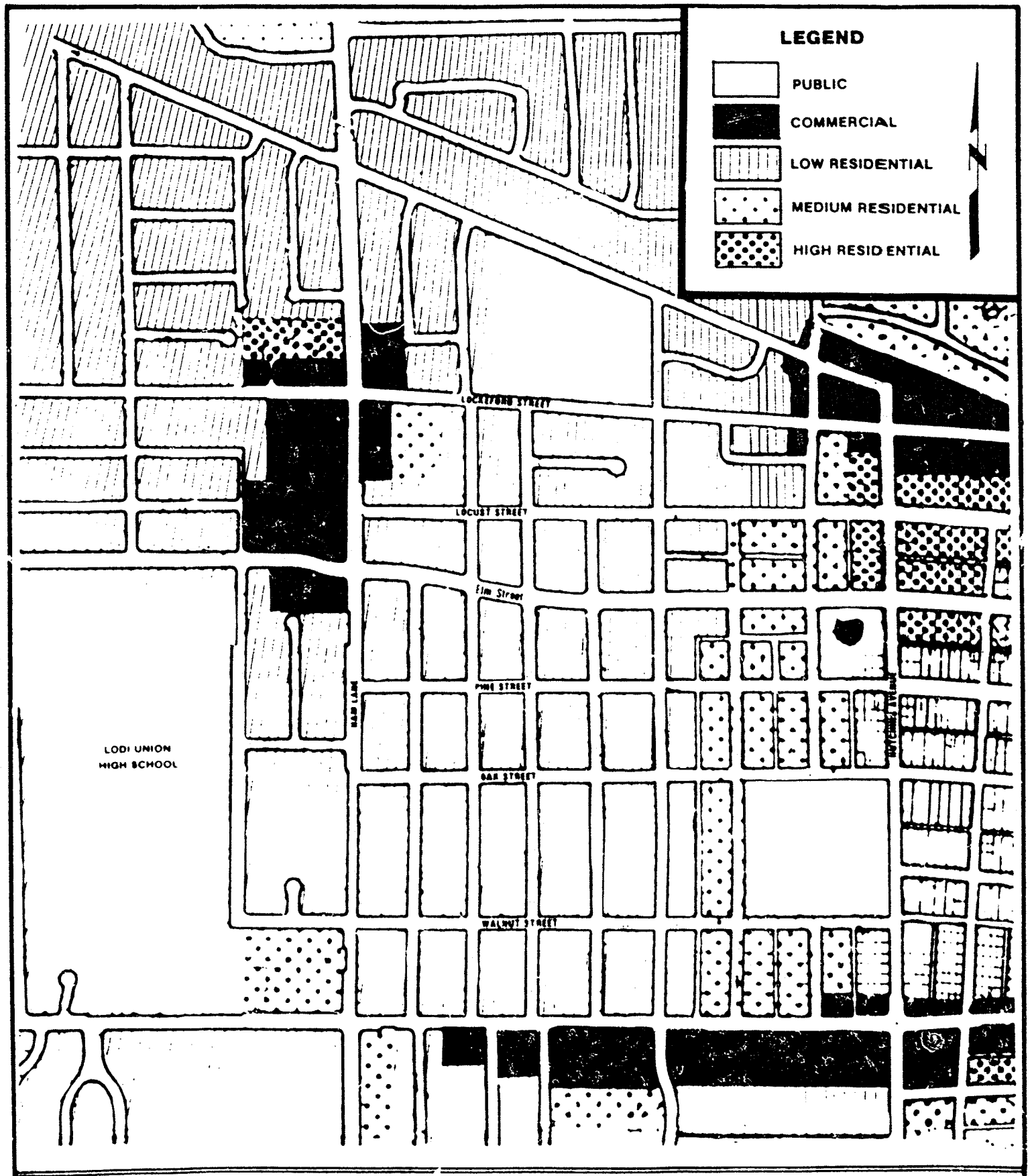
The City's General Plan guides future land uses in the project area and vicinity. The area basically has developed according to the General Plan designations for the area which are shown on Figure 8. The surrounding area is predominantly developed and the last major vacant parcel is currently being developed along Ham Lane south of Lodi Avenue (Morimoto, Personal Communication, 1984). There is also room for Lakewood Shopping Center to expand westward on Elm Street. The proposed Ham Lane Improvement Project is consistent with the City's General Plan.

IMPACTS AND MITIGATIONS

Impact: Change in the perceived neighborhood character.

Because the proposed project is consis .t with the City's General Plan, and the project area and immediate vicin.ty are basically developed, no new development or population shifts will be generated as a result of this project. Development patterns to the north and south of the project area are well established, also in accordance with City plans. Therefore, the issue of concern is how the 4-block neighborhood character will be changed as a result of the project.

Street widening will result in the loss of trees and lanscaping which would serve to reduce shade and alter the visual character of the project neighborhood. Front yards would be reduced to an average depth of about 14 feet (CH2M Hill, 1978). The average distance from homes to the parking lane would be reduced by one to ten feet. As a result, project area residents probably would be more aware of street traffic and feel a loss of privacy, as their



Ham Lane Land Use

Figure 8

homes would be closer to the street. In addition, there may be future difficulties with resident access to their homes as traffic increases, and other potential traffic hazard concerns.

Mitigation

20. Replant street trees and shrubs compatible and/or identical with those removed, as outlined in Mitigation Measures #1 through #3.

21. Provide crosswalks and traffic signals or stop signs to minimize potential traffic safety hazards.

22. Insure that proper visibility from resident driveways is maintained when street trees are replanted.

23. Consider installation of automatic garage door openers where necessary to provide safe access.

24. The reduction of speeds along Ham Lane, coupled with the installation of double pane nonopening windows and other structural modifications as outlined in Mitigations #10 through #14, will serve to partially reduce noise impacts to residents.

25. Consider provision of four-feet high fence or lattice to provide a sense of resident privacy. This could require variances for both height and setback depending on the location.

Construction Related Impacts

EXISTING CONDITIONS

The proposed road construction will occur in two phases. First, the existing curbs, gutters and sidewalks will be removed from each side of the street and the new facilities will be installed. It is estimated that it will take two to four weeks per block for this removal and replacement, during which time the street will remain open. The second phase consists of repaving and restriping the entire four-block section of Ham Lane. This will take approximately three to four weeks to complete, during which time the street will be closed to through traffic, but homeowners will be granted access. Typical equipment to be used include backhoes, scrapers, graders, compacters, pavers, miscellaneous trucks (gravel, concrete, asphalt), and jackhammers. Water trucks will water unpaved sections as the work progresses. Hours of construction will be scheduled generally between 7:00 A.M. and 4 P.M. weekdays.

Construction-related impacts resulting from the proposed project will be of five general categories: traffic disruption and congestion and parking loss, noise generation, degradation of local air quality, disruption of area businesses, and potential disruption of subsurface utilities. The Traffic, Noise and Air Quality sections of this report describe existing conditions related to these concerns. There are three non-residential uses in the project subject to potential business disruption: a nursery, a veterinary hospital, and a church. Subsurface utilities include water and sewer lines and are located within the street.

IMPACTS AND MITIGATIONS

Impact: Local traffic disruption and loss of parking.

Although the project section of Ham Lane will be closed for 3 to 4 weeks during construction, detouring can alleviate traffic congestion along Ham Lane. However, minor inconveniences will be be experienced by local residents during this period. The street will be open to residents, even when closed to through traffic. However, there will be a temporary loss of driveway access for 1 to 3 days during reconstruction of sidewalks, curbs and gutters. During construction, a temporary loss of street parking will also result.

Detouring local traffic during construction will create minor inconveniences for neighboring streets, which will experience a temporary increase in traffic. Emergency access for fire, police and ambulance services also will be disrupted during the construction period.

Mitigation

26. Plan detour routes for minimal disruption surrounding neighborhoods.

27. Notify emergency services (fire, police, ambulance) of street closure and detour routes in advance of construction.

28. Plan construction around peak traffic times if possible, and complete construction in as timely a manner as possible.

Impact: Temporary increase in vicinity noise levels due to construction.

See discussion in Noise section of this report.

Mitigation

29. Follow Mitigation Measures #15 through #17.

Impact: Temporary localized degradation of air quality due to increased generation of dust.

See discussion in Air Quality section of this report.

30. Follow Mitigation Measure #19.

Impact: Temporary disruption of area businesses..

There are three non-residential uses in the project area: a nursery, a veterinary hospital, and a church. The church shouldn't be impacted as much as the other two uses because construction activities will not be occurring during times of typical church activities. However, temporary disruption to the other two businesses will occur as a result of loss of parking and restricted access. The approximate length of time during which the businesses may be affected will be 1 to 3 days during sidewalk reconstruction and 3 to 4 weeks during street reconstruction.

Mitigation

31. Schedule construction to be completed as soon as possible in front of area businesses.

Impact: Potential disruption of subsurface utilities.

Mitigation

32. Contact appropriate utilities to determine location and depth of underground lines, and plan construction so as to avoid these utilities.

Environmental Evaluations

Unavoidable Adverse Impacts

For the purposes of this section, unavoidable adverse impacts are those effects of the project which would affect either natural systems or other community resources. The degree of significance was determined by this consultant following completion of project evaluation. The following list includes only the identified significant, adverse impacts of the project.

Significant impacts that cannot be reduced to a level of insignificance include:

-- Increase in vehicular noise.

Significant impacts of the project which cannot be alleviated or reduced in significance without a substantial change in project design include:

-- Increase in vehicular noise.

Potentially significant impacts which can be minimized or eliminated if mitigations outlined in this report are followed include:

-- Loss of street trees and landscaping.
-- Change in neighborhood character.
-- Temporary increase in construction-related noise.

It should be noted that the loss of street trees and change in neighborhood character will be an unavoidable aspect of the project. The implementation of recommended revegetation plans will result in a long-term mitigation (10 to 30 years) but will not provide any short-term mitigation.

Growth Inducement

EXISTING CONDITIONS

CEQA requires that any growth-inducing aspect of a project be discussed in an EIR. This discussion should include consideration of ways in which the project couuld direcly or indirectly foster economic or population growth in a surrounding area. Projects which could remove obstacles to population growth (such as a major public service expansion) must also be considered in this discussion. According to CEQA, it must not be assumed that growth in any area is necessarily beneficial, detrimental or of little significance to the environment.

Because the project does not provide any new access routes or opportunities it is not directly growth inducing. No new areas will be served by the improved section and no areas would be allowed to develop which are not already developed. The project is consistent with area plans and policies and will serve to enhance access patterns rather than create new ones. Although trips may be attracted to this route which do not currently occur, this is not growth inducing for a larger area.

Project Alternatives

This section evaluates alternatives to the proposed Ham Lane Improvement Project as required by CEQA. The discussion describes a number of alternatives (including the required "no project" alternative) which could feasibly attain the basic objectives of the project, as well as eliminate or reduce in significance those impacts identified in this report. Any additional impacts arising from the alternatives themselves are generally outlined and discussed.

The City of Lodi has identified several alternatives to the proposed project. These alternatives, identified below, represent the primary design options open to the City for alleviating congestion on Ham Lane. The consultant has not identified any options beyond those presented by the City, as our evaluation indicated that these options did, in fact, constitute the most feasible and realistic alternatives to the proposed project. Figures 9-1 and 9-2 show traffic projections and Figgures 10-12 illustrate alternative configurations. All figures are at the end of this section.

Alternative A: 72′ right-of-way (R/W) with 56′ developed width (primary construction and R/W acquisition on east side).

This alternative would result in the construction of a 56′ street within a 70′ R/W. The street would begin from the existing sidewalk on the west side of the street and extend ±56′ toward the east. Thus, the bulk of R/W acquisition and construction would occur on the east side of Ham Lane. This option also has two possible stripings or lane configurations: 1) four travel lanes with no on-street parking, or 2) two travel lanes, center turn lane and on-street parking.

Alternative B: 72′ right-of-way (R/W) with 56′ developed width (primary construction and R/W acquisition on west side).

This alternative and its lane options are exactly as those discussed above, except that the developed width would be measured from the existing sidewalk on the east side of the street and extend ±56′ toward the west. Except in the two blocks south of Oak on the east side where approximately seven feet of widening would be required. Thus the bulk of R/W acquisition and construction would occur on the west side of the street.

Alternative C: Improve roadway within existing curb and R/W (except between Lodi and Walnut).

This is essentially a "No Project" alternative. This alternative would result in widening of the west side between Lodi and Walnut only with reconstruction of the rest of the street within the existing curbs.

DISCUSSION

Table 9 presents the various LOS for the three traffic ranges for the year 2005.

Table 9
Projected Year 2005 Roadway Levels of Service

Roadway Cross-Section Alternative	Year 2005 Traffic Projections: Minimum Range Roadway LOS	Year 2005 Traffic Projections: Maximum Range Roadway LOS
LODI TO PINE		
Alternative A & B 56' 3-Lane Section	A	C
Alternative A & B 56' 4-Lane Section*	A	A
Alternative C Existing Section	A	D
Proposed Project 64' 4-Lane Section	A	A
PINE TO ELM		
Alternative A & B 56' 3-Lane Section	A	B
Alternative A & B 56' 4-Lane Section*	A	A
Alternative C Existing Section	B	C
Proposed Project 64' 4-Lane Section	A	A

All four cross section/lane configurations options can accommodate the projected traffic volumes at a LOS B through the year 2005. However, if maximum traffic growth occurs the Alternative C and Alternatives A and B (with the two travel lanes, one center lane and parking lane configuration) will experience reduced LOS by the year 2005.

* No parking.

Implementation of Alternative B, with primary R/W acquisition and street development on the west side would result in the retention of a significant number of street trees when compared to the proposed project and Alternative A.

Thus, the following statements can be made about the implementation of the various alternatives:

Implementation of Alternative A would:

-- Primarily impact the residents along the east side of Ham Lane.
-- Result in the loss of ±20 mature street trees.
-- Provide LOS B to the year 2005 if striped for four lanes/no parking and LOS C to B if striped for two travel lanes, one center turn lane and on-street parking.
-- Minimize disruption of the entire 4-block long corridor.

Implementation of Alternative B would:

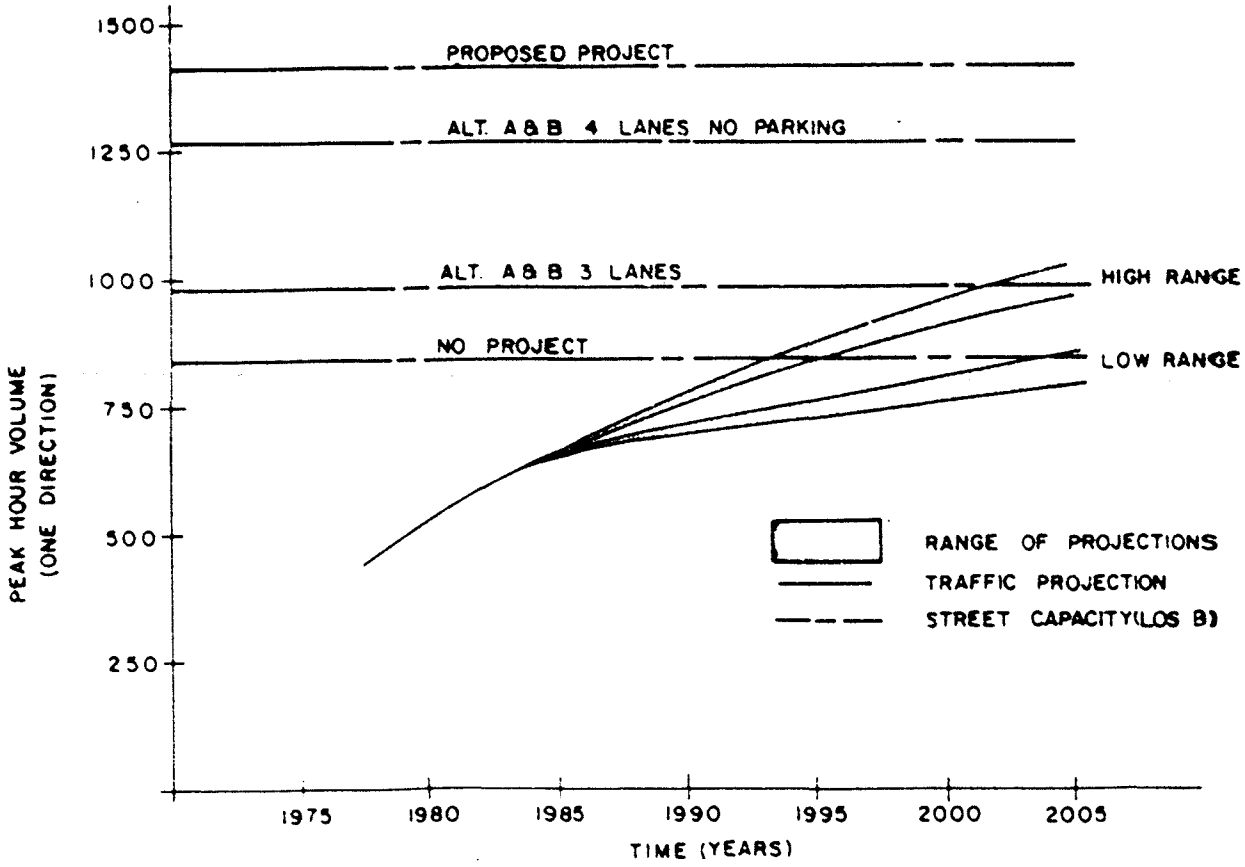
-- Primarily impact the residents along the west side of Ham Lane.
-- Result in the loss of ±8 mature street trees.
-- Provide LOS B to the year 2005 if striped for four lanes/no parking and year 2005 LOS C to B if striped for two travel lanes, one center turn lane and on-street parking.
-- Minimize disruption of the entire 4-block long corridor.

Implementation of Alternative C would:

-- Provide low LOS (D) by the year 2005.
-- Primarily impact the residents between Lodi and Pine.
-- Result in the loss of 6 mature street trees.
-- Result in the improvement of the Lodi/Ham Lane intersection.
-- Minimize disruption of the entire 4-block long corridor.

ENVIRONMENTALLY SUPERIOR PROJECT

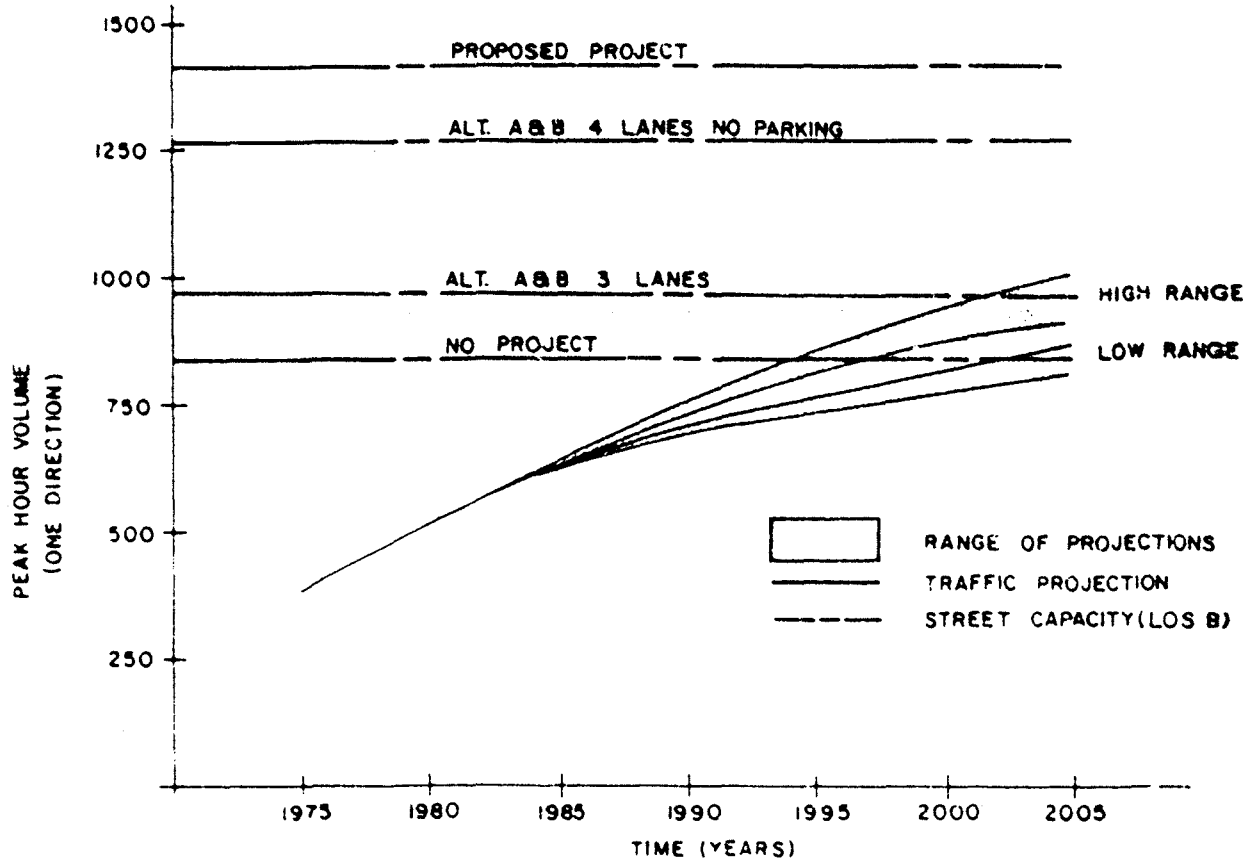
The environmentally superior project for the Ham Lane Improvement Project appears to be Alternative B with the two travel lanes, one center turn lane and on-street parking stiping option. However, this statement is made with the knowledge that selection of this project would result in the potential for the city to have to accept a lower LOS on the street by the year 2005, restripe the street to preclude on-street parking near that year, or rebuild a larger project at that time. So, although Alternative B is clearly environmentally superior in that fewer trees are affected, fewer residents are directly impacted and the character of the street is retained, this option could raise potential conflicts with adopted City policy concerning levels of service and expense of reconstruction again at some future date. Therefore, the environmental facts will need to be weighed against the practical and policy issues.



Traffic Projections and Street Capacities

Lodi to Pine

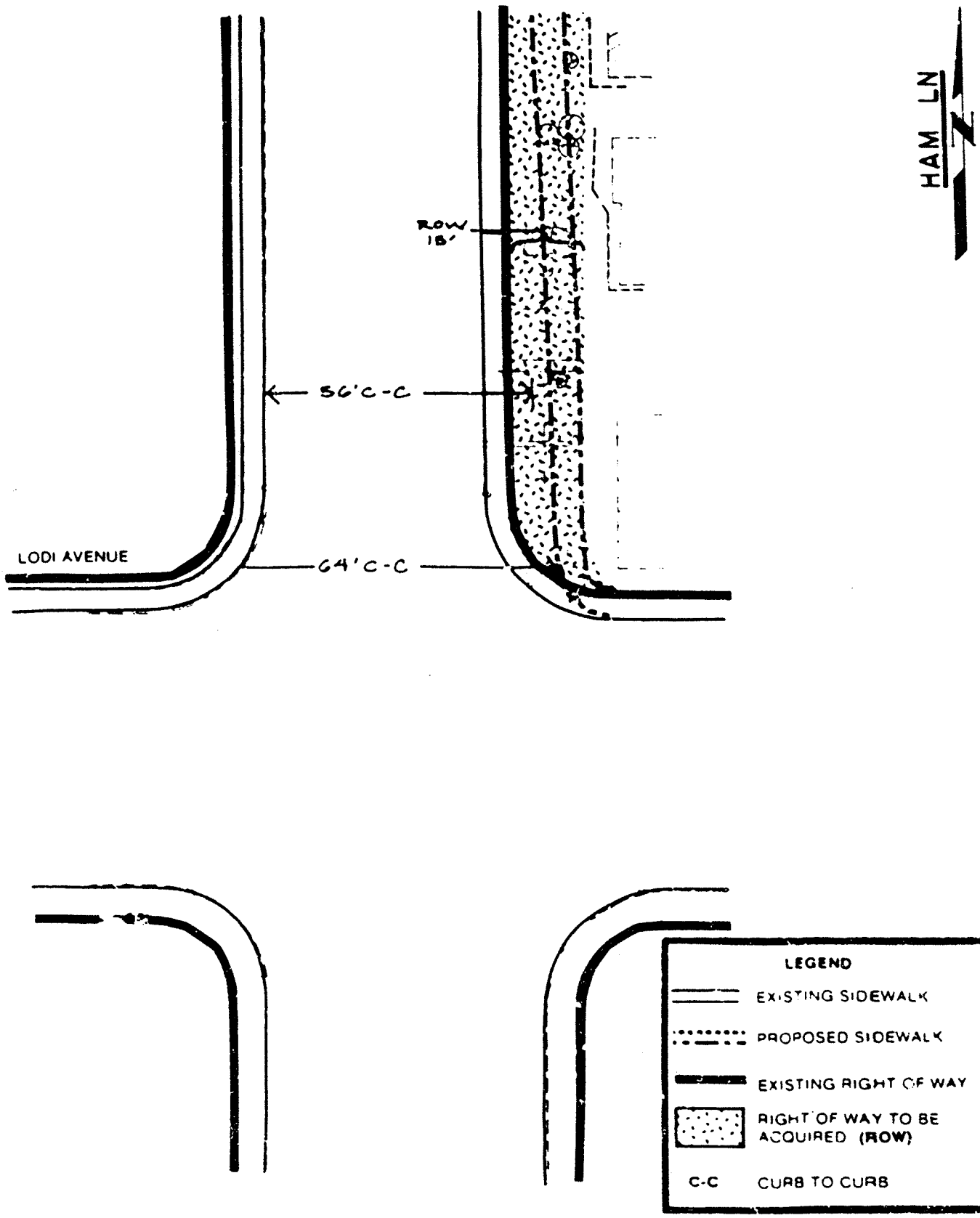
Figure 9-1



Traffic Projects and Street Capacities

Pine to Elm

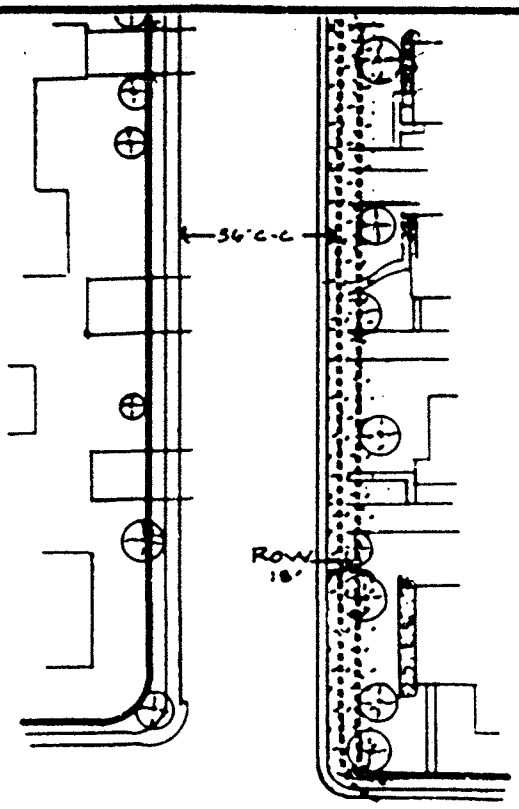
Figure 9-2



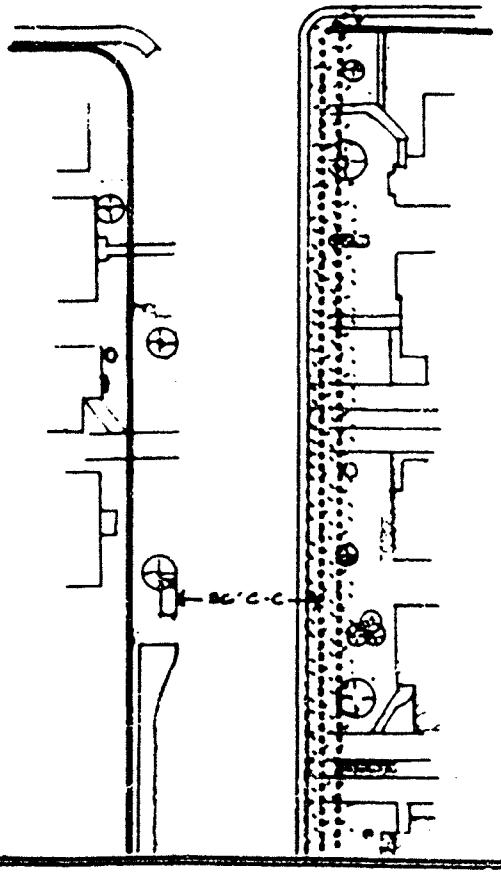
Ham Lane Project Alternative A

Primary Impact East Side

Figure 10-1



WALNUT STREET

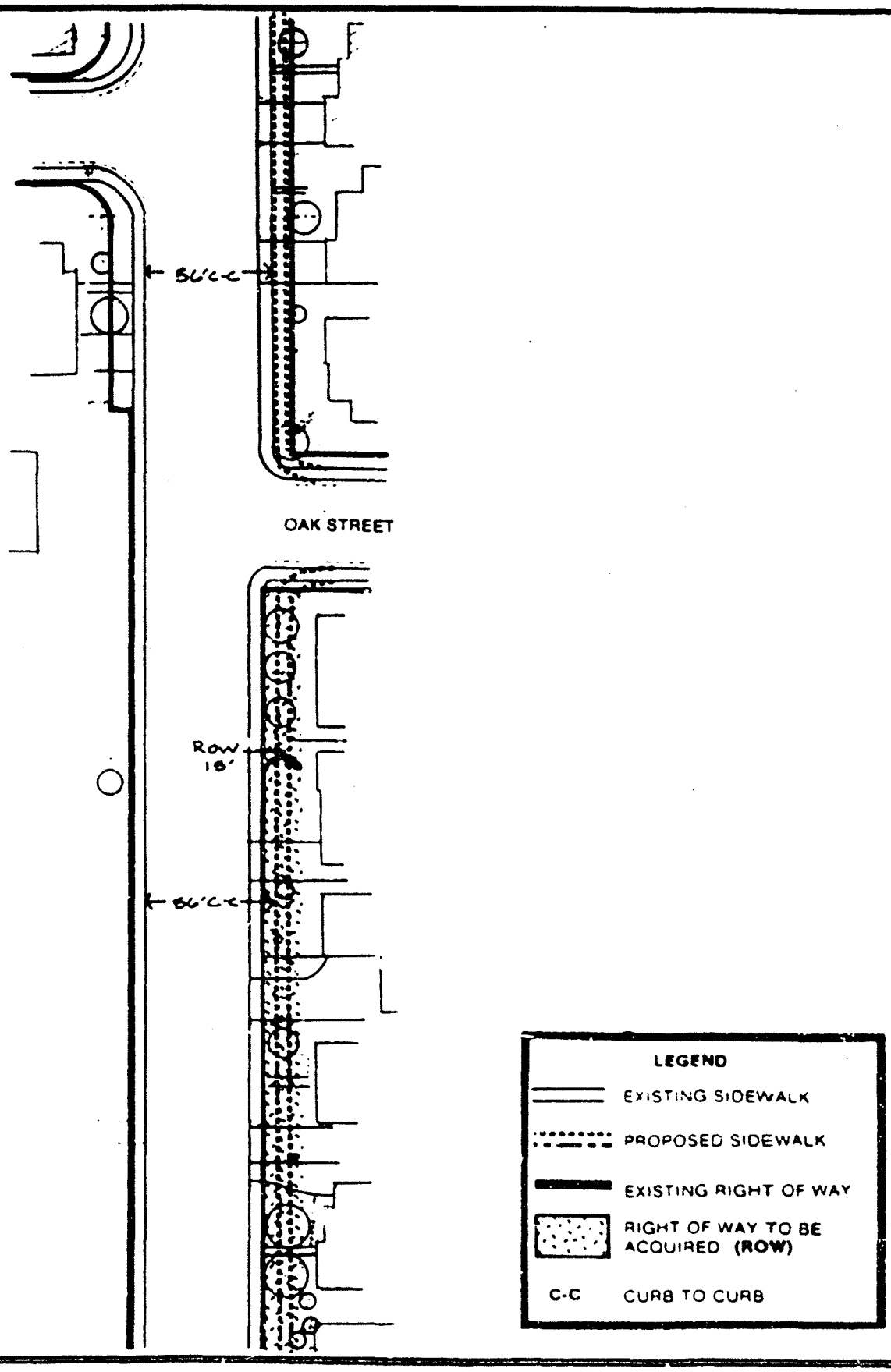


LEGEND

- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- EXISTING RIGHT OF WAY
- RIGHT OF WAY TO BE ACQUIRED (ROW)
- C-C CURB TO CURB

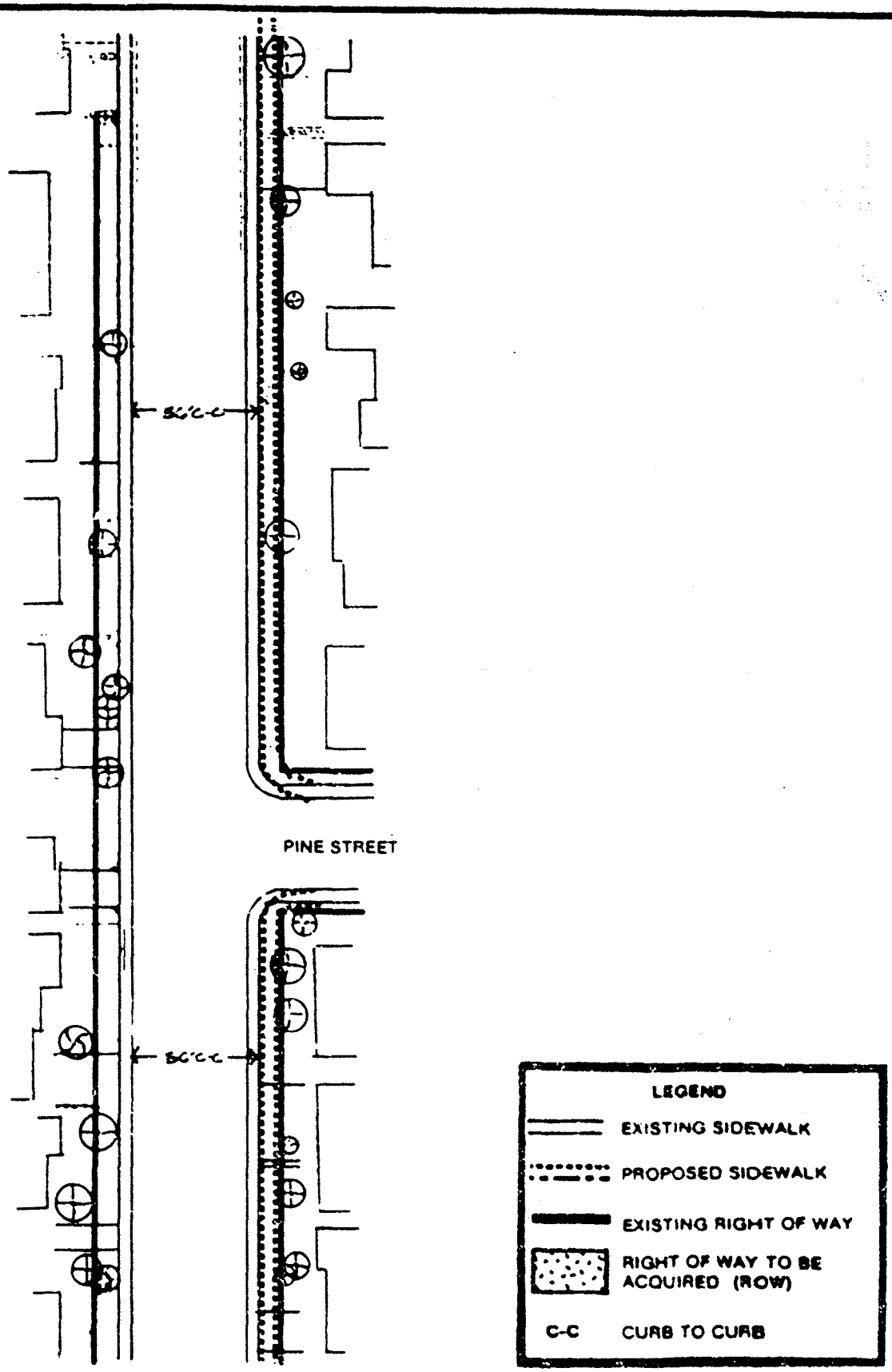
Ham Lane Project Alternative A

Figure 10-2



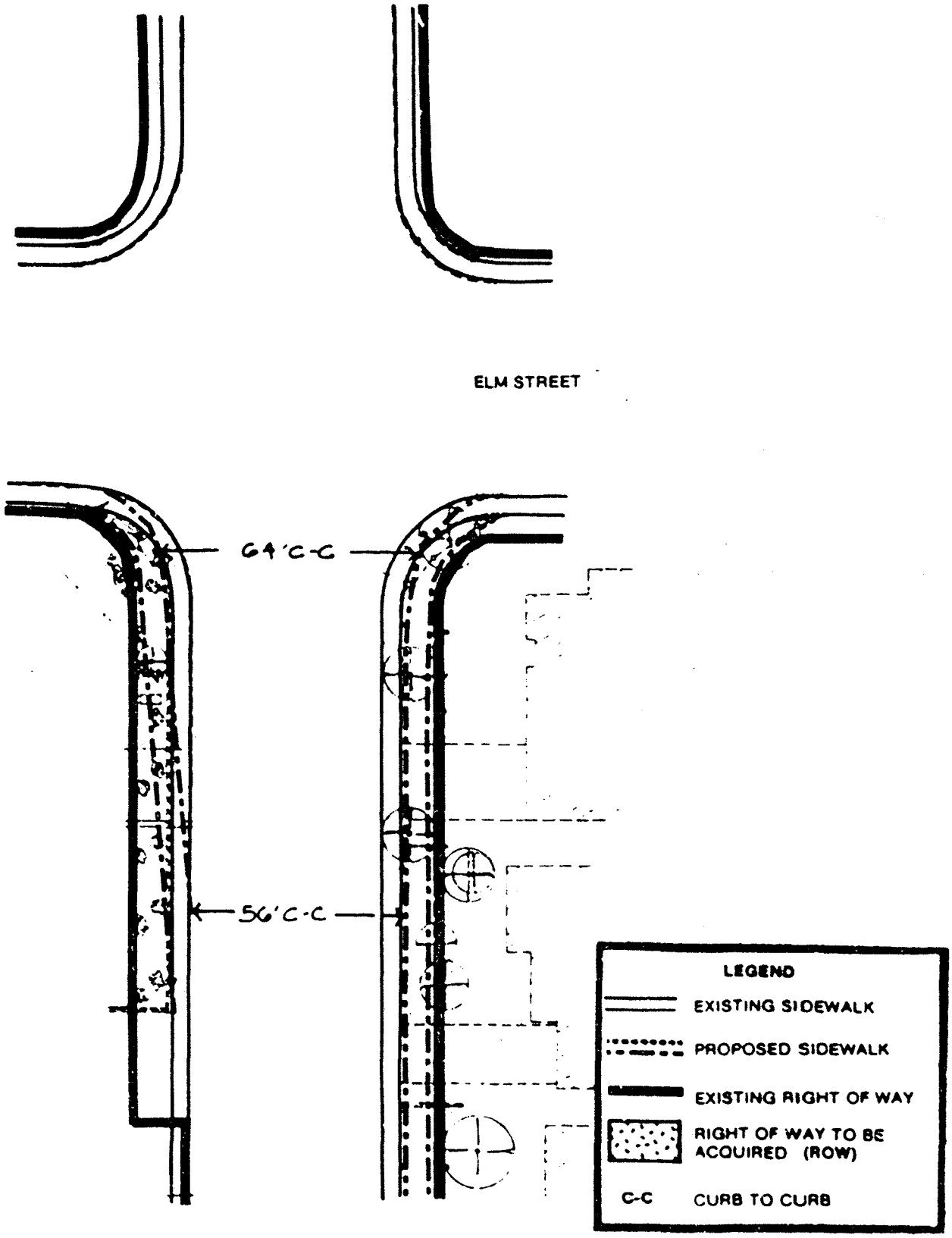
Ham Lane Project Alternative A

Figure 10-3



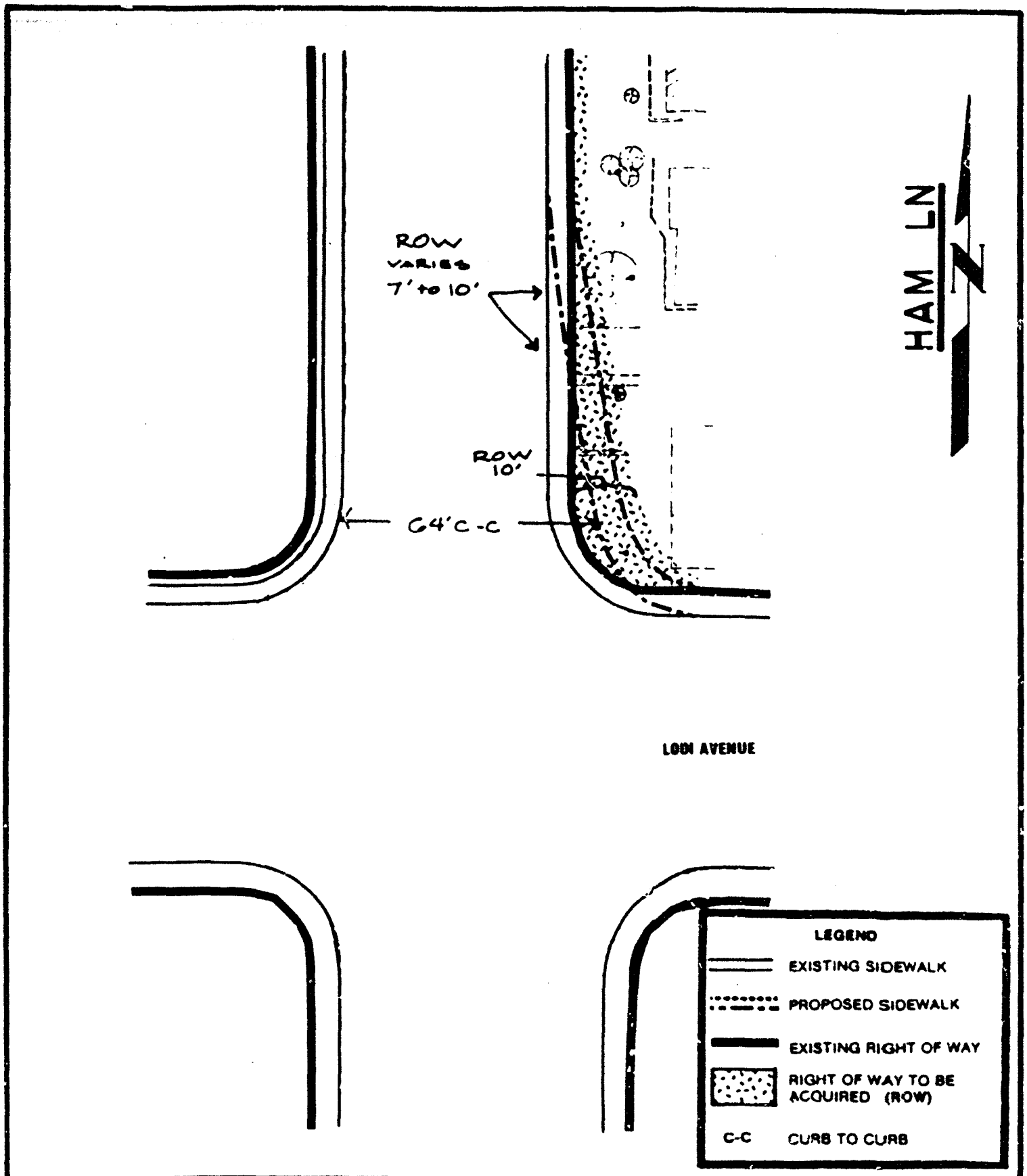
Ham Lane Project Alternative A

Figure 10-4



Ham Lane Project Alternative A

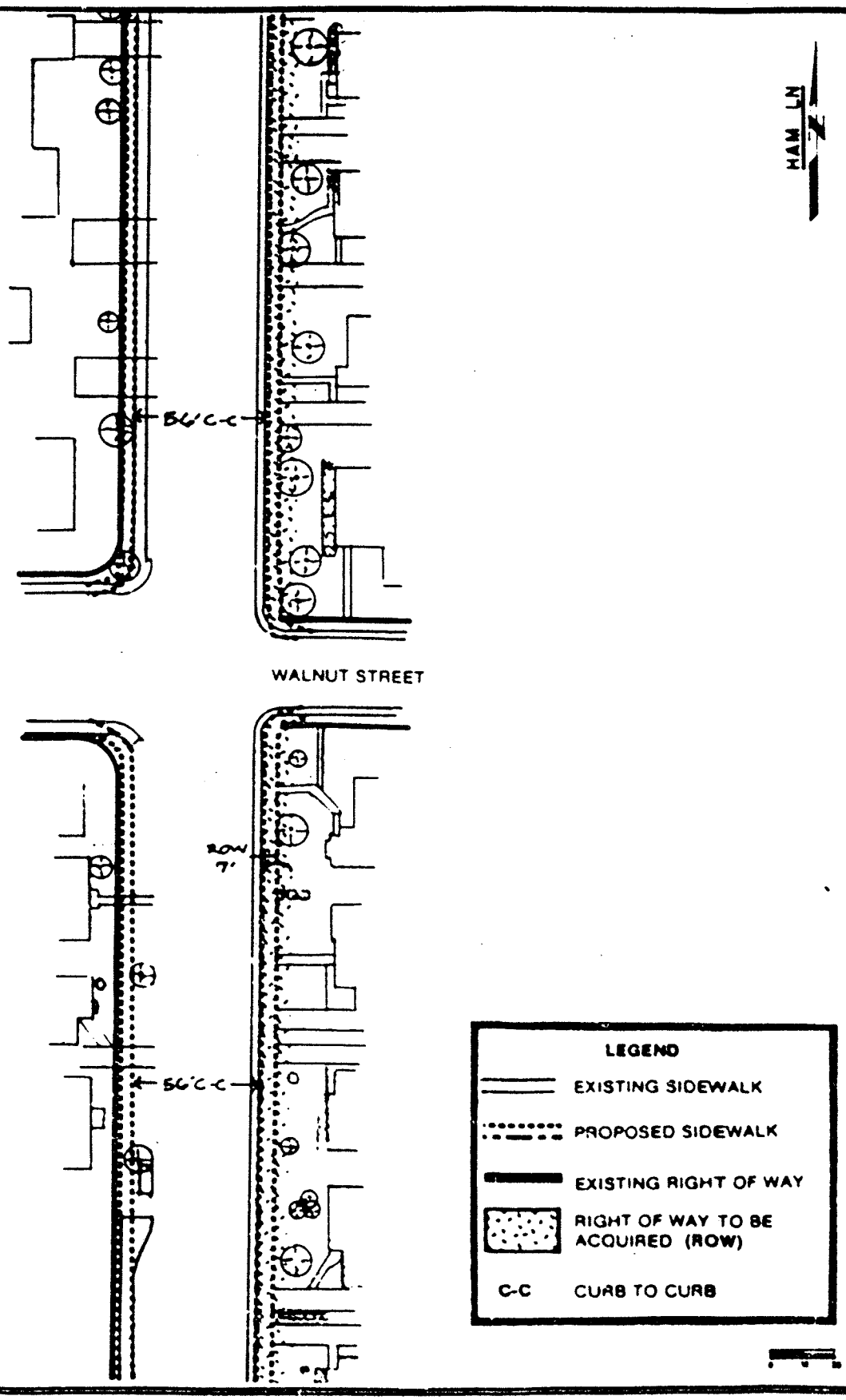
Figure 10-5



Ham Lane Project Alternative B

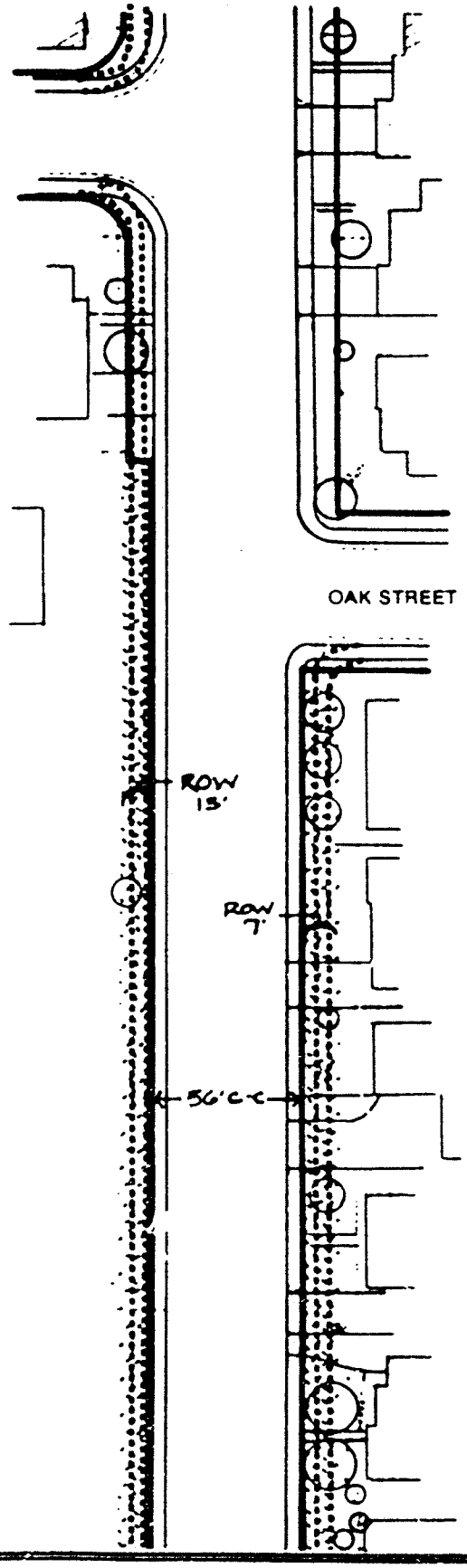
Primary Impact West Side

Figure 11-1



Ham Lane Project Alternative B

Figure 11-2



LEGEND

EXISTING SIDEWALK

PROPOSED SIDEWALK

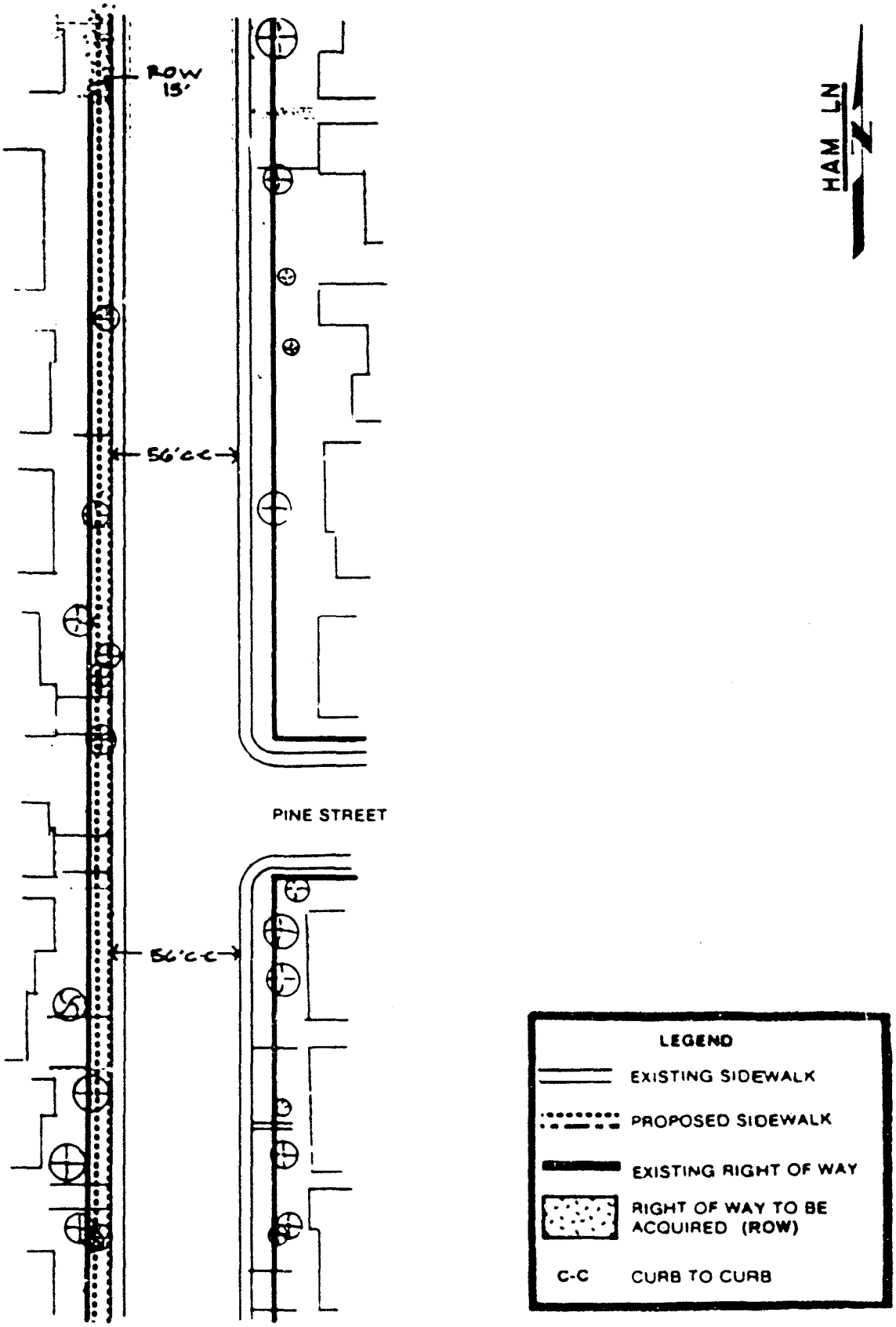
EXISTING RIGHT OF WAY

RIGHT OF WAY TO BE ACQUIRED (ROW)

C-C CURB TO CURB

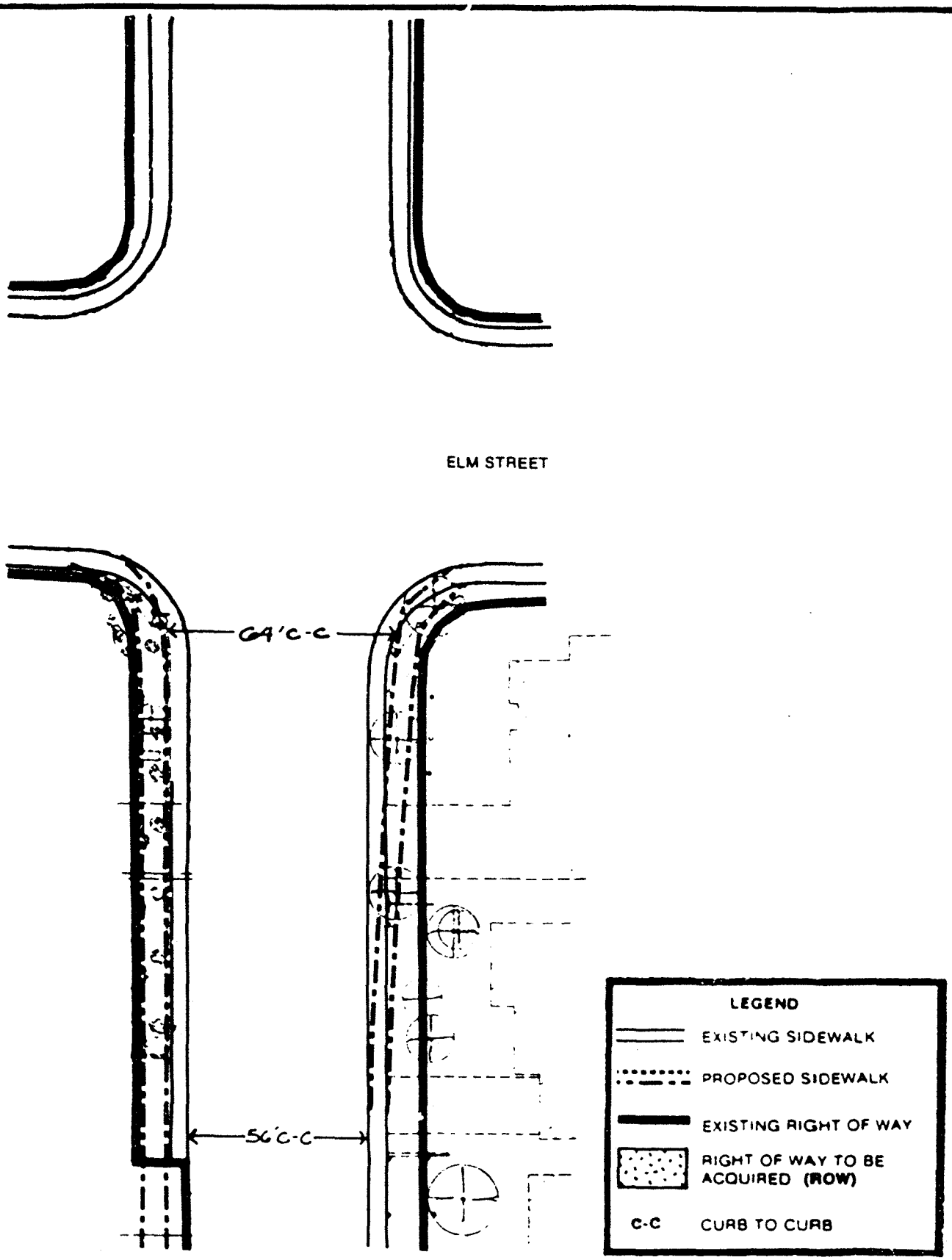
Ham Lane Project Alternative B

Figure 11-3



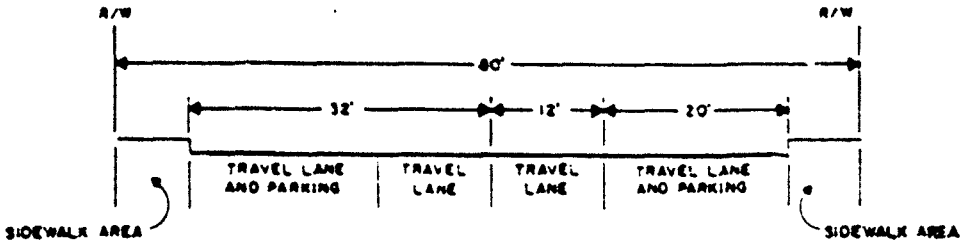
Ham Lane Project Alternative B

Figure 11-4

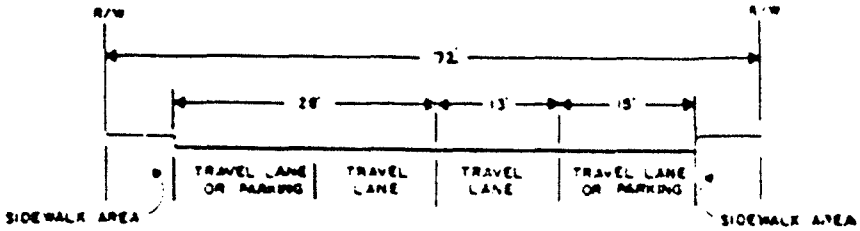


Ham Lane Project Alternative B

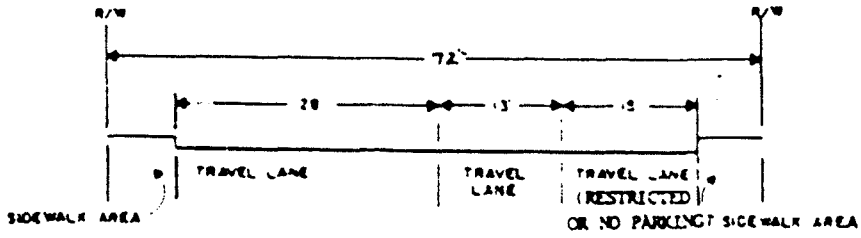
Figure 11-5



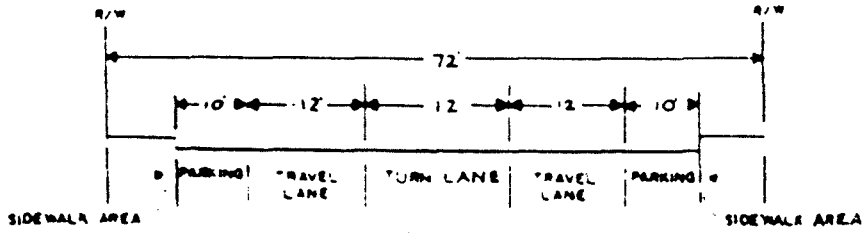
PROPOSED PROJECT — 64' STREET, 80' RIGHT-OF-WAY



ALTERNATIVE A & B - 56' STREET, 70' RIGHT-OF-WAY



ALTERNATIVES A & B - 4 TRAVEL LANES, NO PARKING



ALTERNATIVES A & B — 2 TRAVEL LANES, CENTER TURN LANE, PARKING OPTION

ALTERNATIVE STRIPING OPTIONS

Alternative Street Cross Sections

Figure 12

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CH2M Hill, Hutchins Street Improvement Project, Draft Environmental Impact Report, City of Lodi, October 1981.

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Shelley, H. Stanton, "Noise Ipmact and Mitigation Study, Ham Lane Improvement Project." Environmental Consulting Services. Auguust 1984.

Appendices

Appendix A

Plants Inventory

by

Suzanne Olive

LIST 1:

The following plant species will be removed should Ham Lane be widened to utilize the eighty foot right-of-way:

On the east side between Elm Street and Pine Street:
3 mature Fraxinus velutina 'Modesto', Modesto Ash
a few Rosa sp., Roses

between Pine Street and Oak Street:
1 mature Acer saccharinum, Silver Maple
1 Citrus sp.

between Oak Street and Walnut Street:
3 mature Silver Maples
1 immature Liquidambar styraciflua, American Sweet Gum
4 immature Betula verrucosa, White Birch
1 mature Cedrus deodara, Deodar Cedar
2 mature Calocedrus decurrens, Incense Cedar
shrub Juniperus sp., Juniper
2 mature Picea pungens, Colorado Blue Spruce
1 mature Picea sp., Spruce
1 Fruit Tree
3 Modesto Ash - mature

between Walnut Street and Lodi Avenue:
1 immature Morus alba, Fruitless Mulberry
1 immature Colorado Blue Spruce
1 mature Colorado Blue Spruce
1 Lagerstroemia indica, Crape Myrtle
a few shrubs, including Roses, Junipers, and Euonymus
1 mature Acer negundo, Box Elder
4 mature Modesto Ash
2 immature White Birch
2 Fruit Trees

On the west side between Elm Street and Oak Street:
numerous shrubs: Junipers; Ilex sp., Holly; Crape Myrtles; and Grevillea sp. (landscaping bordering nursery) also Junipers, Cotoneaster sp., Cerc's sp.
1 mature Pinus sp., Pine
1 immature Pine
2 mature Modesto Ash
2 Cupressus sempervirens, Italian Cypress
1 mature Colorado Blue Spruce

between Oak Street and Walnut Street:
2 Euonymus sp.
1 mature Colorado Blue Spruce
1 mature Modesto Ash

between Walnut Street and Lodi Avenue:
2 mature Modesto Ash
a few shrubs

August 30, 1984

Kate Burdick
Planning and Land-use Consultant
1545 Shirland Tract
Auburn, California 95603

Dear Ms. Burdick:

Presented below are the probable impacts on the vegetation should Ham Lane be widened to utilize the eighty foot right-of-way.

Approximately twenty-two mature trees will be removed on the east side of Ham Lane. On the west side approximately ten mature trees will be removed. (See attached List 1.) Removal of said trees will result in a loss of shade and an increase in temperature. Further, the locale will be more exposed and drier.

Approximately twenty immature trees and various shrubs will be removed on the east side of Ham Lane. On the west side approximately thirty-two immature trees and shrubs will be removed. The majority of these comprise the landscaping adjacent to the nursery. Removal of these young trees and shrubs will have a visual impact, especially where Ham Lane borders the nursery.

In addition, the widening of Ham Lane will claim approximately ten feet of lawn and landscaping from the dwellings along the roadway. Besides obvious visual impacts, lost lawn area will result in less privacy and increased traffic noise and dust.

Possible mitigation of the impacts discussed above would require replanting Ham Lane with boxed trees of the same or similar species. The Raywood Ash or the Moraine Ash should be substituted for the Modesto Ash. These species are more disease resistant. (See attached List 2.) However, only partial mitigation could be expected because the space available for root growth is suitable in most areas for only small trees. Large trees should be planted a minimum of fifteen to twenty feet away from a dwelling. Medium trees should be planted a minimum of ten to fifteen feet away from a dwelling. Where mature trees stand on or just within the limit of the right-of-way, the width of the sidewalk should be adjusted to accommodate the base of the tree. Approximately fifteen trees would be saved. Trees should be trimmed to allow for a vertical height clearance of ten feet over the sidewalk and curb.

Immature trees and shrubs within the right-of-way could be dug out and replanted on the impacted site if space allows. Additional shrubs could be planted as a hedge or screen to mitigate impacts on appearance, privacy, and noise. (See attached List 3.) Privacy could be further enhanced through the use of four foot fencing or lattice.

Given the age and canopy of the trees to be removed and considering the size of the remaining lawn areas, the full impacts of widening Ham Lane to utilize the eighty foot right-of-way can not be mitigated.

Sincerely,
Suzanne P. Olive
Suzanne P. Olive
Botanist

LIST 1:

The following plant species will be removed should Ham Lane be widened to utilize the eighty foot right-of-way:

On the east side between Elm Street and Pine Street:
- 3 mature *Fraxinus velutina* 'Modesto', Modesto Ash
- a few *Rosa* sp., Roses

between Pine Street and Oak Street:
- 1 mature *Acer saccharinum*, Silver Maple
- 1 *Citrus* sp.

between Oak Street and Walnut Street:
- 3 mature Silver Maples
- 1 immature *Liquidamber styraciflua*, American Sweet Gum
- 4 immature *Betula verrucosa*, White Birch
- 1 mature *Cedrus deodara*, Deodar Cedar
- 2 mature *Calocedrus decurrens*, Incense Cedar
- shrub *Juniperus* sp., Juniper
- 2 mature *Picea pungens*, Colorado Blue Spruce
- 1 mature *Picea* sp., Spruce
- 1 Fruit Tree
- 3 Modesto Ash - mature

between Walnut Street and Lodi Avenue:
- 1 immature *Morus alba*, Fruitless Mulberry
- 1 immature Colorado Blue Spruce
- 1 mature Colorado Blue Spruce
- 1 *Lagerstroemia indica*, Crape Myrtle
- a few shrubs, including Roses, Junipers, and Euonymus
- 1 mature *Acer negundo*, Box Elder
- 4 mature Modesto Ash
- 2 immature White Birch
- 2 Fruit Trees

On the west side between Elm Street and Oak Street:
- numerous shrubs: Junipers; *Ilex* sp., Holly; Crape Myrtles; and *Grevillea* sp. (landscaping bordering nursery) also Junipers, *Cotoneaster* sp., *Cercis* sp.
- 1 mature *Pinus* sp., Pine
- 1 immature Pine
- 2 mature Modesto Ash
- 2 *Cupressus sempervirens*, Italian Cypress
- 1 mature Colorado Blue Spruce

between Oak Street and Walnut Street:
- 2 *Euonymus* sp.
- 1 mature Colorado Blue Spruce
- 1 mature Modesto Ash

between Walnut Street and Lodi Avenue:
- 2 mature Modesto Ash
- a few shrubs

August 30, 1984

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Given the age and canopy of the trees to be removed and considering the size of the remaining lawn areas, the full impacts of widening Ham Lane to utilize the eighty foot right-of-way can not be mitigated.

Sincerely,
Suzanne P. Olive
Suzanne P. Olive
Botanist

LIST 2 (cont.)

Scientific name / Common name	Evergreen/ Deciduous	Height to: Width to:	Comments
MEDIUM TREES (cont.)			
Celtis sinensis Chinese Hackberry	D	40 feet	Bark often covered with projecting growth, deep rooted, won't heave sidewalk, good in windy places, plant from containers
Ceratonia siliqua Carob Tree	E	30-40 feet 30-40 feet	Large shrub or tree, moderate growth rate, needs more than normal space, roots will break sidewalk, give infrequent, deep watering
Fraxinus holotricha 'Moraine' Moraine Ash	D	40 feet	Fairly fast growing, good lawn tree, casts light, filtered shade, disease resistant
Fraxinus oxycarpa 'Raywood' Raywood Ash	D	35 feet	Fast growing, disease and pest resistant
Pinus halepensis Aleppo Pine	E	30-60 feet	Moderate to rapid growth, thrives in heat and wind, open irregular crown at maturity
Pistacia chinensis Chinese Pistache	D	35-60 feet	Leaves brilliant red in fall, moderate growth, not particular about soil or water, spreading rounded crown
Tilia cordata Little-leaf Linden	D	30-50 feet 15-30 feet	Excellent lawn or street tree, hardiest linden, form is densely pyramidal
LARGE TREES (from 50 to 70 feet in height)			
Calocedrus decurrens Incense Cedar	E	75-90 feet	Symetrical, slow growing initially, deep, infrequent watering
Cinnamomum camphora Camphor Tree	E	50 feet or more	Slow growing, beautiful in any season
Ginkgo biloba 'Saratoga' Maidenhair Tree	D	50 feet or more	Slow growing, plant only male trees, disease and pest free, yellow fall color, attractive any season

LIST 2: Proposed Residential Street Tree Planting List

Scientific name / Common name	Evergreen/ Deciduous	Height to: Width to:	Comments
SMALL TREES (to 35 feet in height)			
Acer buergerianum Trident Maple	D	20-25 feet	Low spreading growth, Outstanding fall color
Geijera parviflora Australian Willow	E	25-30 feet 20 feet	Moderate growth rate, small, graceful, deep rooted, needs water, full sun
Ilex altaclarensis 'Wilsonii' Wilson Holly	E	15-20 feet	Tolerates sun, wind, shade and any soil, bright red berries
Koelreuteria paniculata Golden rain Tree	D	20-35 feet 10-40 feet	Slow to moderate growth, valuable in difficult soil, tolerates heat, wind and drought
Lagerstroemia indica Crape Myrtle	D	6-30 feet	Showy flowers in summer, slow growing, full sun
Laurus nobilis Sweetbay	E	12-40 feet	Tree or shrub, slow growing, bayleaf in cooking, needs good drainage, light shade
Magnolia soulangiana Saucer Magnolia	D	25 feet 25 feet	Blooms in spring before leaves expand, white to purplish red, does poorly in hot, windy areas
Maytenus boaria Mayten Tree	E	30-40 feet	Graceful, pendulous branches, slow growing, roots not invasive, choice lawn tree
Prunus blireiana Purpleleaf Plum	D	25 feet 20 feet	Leaves reddish purple, flowers semidouble, pink, fragrant, Feb.-April, no fruit
Pyrus kawakamii Evergreen Pear	E	small tree	Fast growing, white flowers in spring, partially deciduous
MEDIUM TREES (from 35 to 50 feet in height)			
Alnus cordata Italian alder	D	40 feet 25 feet	Moisture loving, rapid growth, roots are invasive, interesting catkin display before leaves

LIST 3: Proposed Shrubs to Serve as a Hedge or as Screening

Scientific name Common name	Evergreen/ Deciduous	Height to: Width to:	Comments
Acacia decora Graceful wattle	E	6-8 feet 6-8 feet	Can be trimmed to 5 feet, drought resistant
Camellia japonica	E	6-12 feet 6-12 feet	Many named varieties, requires good drainage and moist soil, slow growing
Chaenomeles Flowering Quince	D	6-10 feet 6-10 feet	Flowers appear in Jan. before the leaves, easy to grow
Choisya ternata Mexican Orange	E	6-8 feet 6-8 feet	Rapid growth, fragrant white flowers in early spring, informal hedge, needs fast drainage and light shade
Cocculus laurifolius	E	25 feet	Multistemmed shrub or small tree, slow growing, can be kept low by pruning, sun or shade
Coprosma repens Mirror Plant	E	10 feet 6 feet	Rapid growth, prune to achieve desired height and density, needs partial shade and able water
Cotoneaster spp.	E or D	varies w/ species	Informal hedge, prune to enhance arching habit, don't plant near sidewalk
Coleonema spp. or Diosma Breath of Heaven	E	5-10 feet 5-10 feet	Fragrant when brushed or bruised, flowers pink or white, light soil, wispy, shear lightly, full sun
Euonymus spp.	E or D	varies w/ species	Valued for foliage, form, and texture
Elaeagnus spp.	E or D	varies w/ species	Large shrubs or trees, fast growing, dense, full, tolerates heat and wind
Garrya spp. Silktassel	E	4-8 feet 4-8 feet	Full sun, interesting flower tassels Dec.-Feb., tolerates heat and drought

LIST 2 (cont.)

Scientific name Common name	Evergreen/ Deciduous	Height to: Width to:	Comments
LARGE TREES (cont.)			
Liquidambar styraciflua American Sweet Gum	D	60 feet	Moderate growth rate, good all-year tree, good fall color, can be pruned
Liriodendron tulipifera Tulip Tree	D	60-80 feet 40 feet	Fast growth, leaves turn yellow in fall, needs plenty of summer water and room, handsome
Magnolia grandiflora	E	60-80 feet 40 feet	Dark glossy leaves, white, fragrant blossoms in summer and fall
Quercus ilex Holly Oak	E	40-70 feet 40-70 feet	Moderate growth rate, relatively pest and disease free
Quercus suber Cork Oak	E	70-100 feet 70-100 feet	Moderate growth rate, trunk and principal limbs covered with thick, corky bark which carves easily

LIST 5 (cont.)

Scientific name Common name	Evergreen/ Deciduous	Height to: Width to:	Comments
Ilex cornuta Chinese Holly	E	10 feet 10 feet	Shrub, small tree, large long-lasting red berries
Ilex crenata Japanese Holly	E	3-4 feet 3-4 feet	Shrub, sun or shade, black berries, dense, erect
Juniperus spp. Junipers	E	6-20 feet	Shrubs, foliage needle-like or scalelike or both, many uses
Ligustrum japonicum Japanese Privet	E	10-12 feet	Shrubs or small trees, excellent hedges or screens
Mahonia aquifolium Oregon Grape (The scientific name has been changed to Berberis aquifolius and the species may be sold under either name)	E	6 feet	Tall, erect habit, any exposure, blue-black berries in March-May, edible, control height by pruning, spiny-toothed leaves
Pieris japonica Lily-of-the-Valley Shrub	E	9-10 feet	Upright, dense, tierd growth, partial shade, needs generous watering, flowers in drooping clusters, pink or white
Pittosporum spp.	E	6-25 feet varies w/ species	Good form and foliage, some species have fragrant flowers, sun or shade
Psidium cattleianum Strawberry Guava	E	8-10 feet	Moderate growth, beautiful bark, dark red fruit, good informal hedge
Viburnum spp.	D or E	4-20 feet varies w/ species	Sun or shade, often fragrant flowers, prune to prevent legginess, plant E in partial shade

Right-of-Way

The current right-of-way (R/W) for Ham Lane between Elm Street and Lodi Avenue is mostly 60 feet wide with a section of 80-foot R(W at Lodi Avenue. The existing street is mostly 44' to 48' wide and is not centered in the right-of-way.

Striping

This section of Ham Lane is currently striped with two travel lanes. Crosswalks are marked at intersections.

Control Devices

An eight phase traffic signal controls the Lodi Avenue and Ham Lane intersection and a four phase traffic signal controls the Elm Street and Ham Lane intersection.

Parking

Curbside parallel parking is allowed on street along both sides of Ham Lane from Lodi to Elm. The current onstreet parking capacity is approximately 135 spaces.

Traffic Volumes

The current traffic volume for this segment of Ham Lane ranges from 12,400 to 14,100 vehicles per day. Average daily traffic (ADT) volumes were calculated from counts taken by the City of Lodi on May 15th, 16th, and 17th which are a Tuesday, Wednesday and Thursday. These days were chosen because they represent the most "normal" traffic behavior and will present the best traffic volumes for an average day in Lodi. The peak hour traffic volumes were also calculated in the same manner. Existing peak hour traffic counts/traffic flows occur during the normal peak hours of (7:00 to 9:00 am and 4:00 to 6:00 pm). However, there is a secondary peak hour in the afternoon at the times that Lodi High School gets out

HAM LANE IMPROVEMENT PROJECT
TRAFFIC ANALYSIS

by Jeff Clark

INTRODUCTION

This report summarizes present conditions and future traffic impacts to Ham Lane between Elm Street and Lodi Avenue in the City of Lodi. Three alternative improvement plans were evaluated. The analysis included the evaluation of existing and future land uses, traffic volumes, street cross-sections, channelization, and traffic control devices. Alternative improvement plans for Ham Lane were developed and analyzed using future peak-hour traffic projections, street capacities, physical constraints and parking demands.

EXISTING CONDITIONS

Ham Lane is one of the major north-south streets in Lodi. It terminates at Turner Road on its north end and at Harney Lane on the south end. The segment of Ham Lane analyzed in this study is from Elm Street to Lodi Avenue. It is four blocks long, and its location in Lodi is shown on Exhibit 1.

Land Uses

Current land uses along Ham Lane between Elm Street and Lodi Avenue vary from low to high density residential with some commercial near Elm Street.

Average Daily Traffic Volumes (1980-1981)

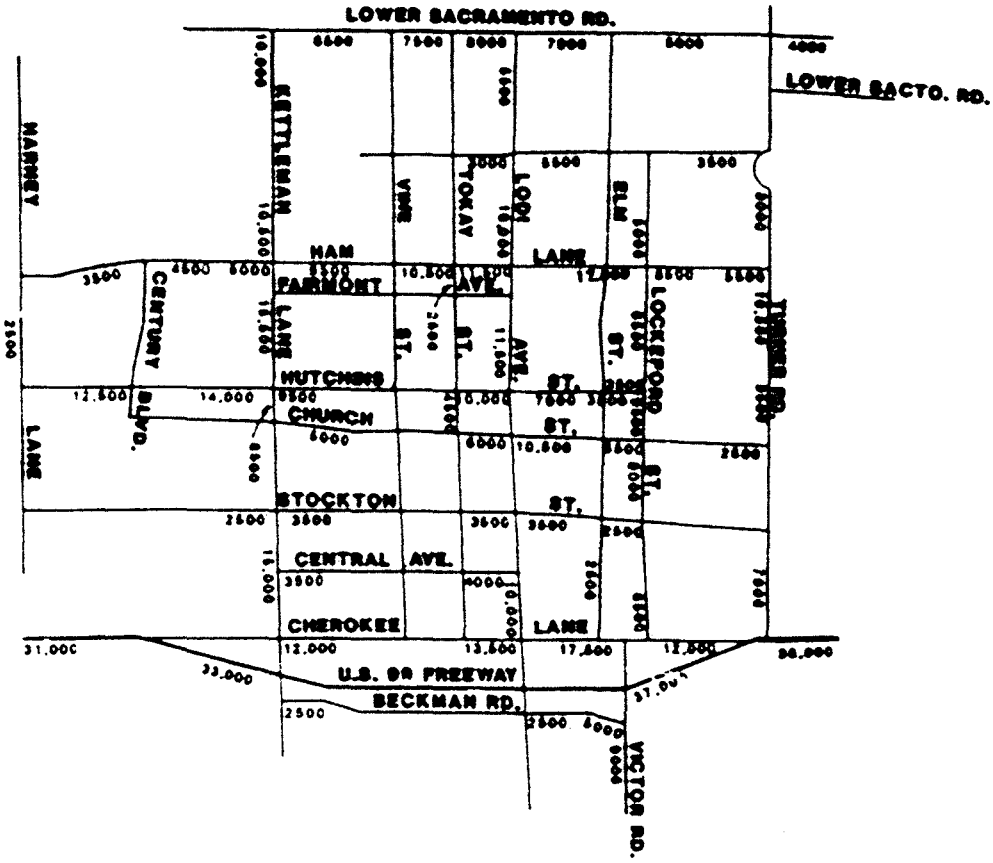


EXHIBIT 2

Vicinity Map

EXHIBIT 1

FUTURE CONDITIONS

Traffic Projections

Traffic volumes were projected to the year 2005 for minimum, maximum and midrange values. The values were calculated using City of Lodi population growth rates, City of Lodi traffic counts, and City of Lodi General plan.

The minimum range values from the San Joaquin C.O.G. Traffic Study for Lodi were not used in this study because they were found to project future volumes lower than the existing 1984 traffic volumes.

The midrange traffic growth values were calculated using the historic population and traffic volume growth for the City of Lodi (1965-1984). An average rate of 1.7 percent was used to project traffic growth.

The maximum range was calculated using the historic growth rate in traffic volumes on Ham Lane (1965-1984). An average rate of 2.4 percent was used to project traffic for the section near Elm Street and 3.5 percent for the section near Lodi Avenue. The resulting traffic forecasts are based on the assumption that radical changes to the land uses in the area around Ham Lane would not occur and traffic volumes would increase at the same rate as they have in the past.

Exhibits 6 and 7 (presented later) show a comparison of the projected traffic volumes for the two ranges of projections to the three alternative roadway sections over time.

of session. This secondary peak occurs during the 1:00 p.m. to 3:00 p.m. hour and is especially heavy in the southbound Ham Lane direction. The traffic volume for this move is 570 vehicles per hour. The a.m. peak hours vary depending on the time of year. During the school months there is a 7:00-9:00 a.m. peak but during the summer months the peak occurs from 11:00-1:00 in the midday.

1979-1980 average daily traffic volumes are shown on Exhibit 2 for general comparison of traffic flow on streets throughout the City of Lodi.

Turning Movements

Turning movements for both the a.m. and p.m. peak hours for Ham Lane intersections at Elm Street and Lodi Avenue were calculated from field observations.

Capacities

The capacities of Ham Lane in this study of existing conditions is the capacity of the critical intersection of Ham Lane and Lodi Avenue.

Current City of Lodi traffic counts, peak hour turning percentages calculated from field observations, and the updated Highway Capacity Manual signalized intersection capacity calculation methodology were used to determine operating conditions. The level of service for the intersection of Ham Lane and Lodi Avenue was calculated to be L.O.S.A and for Ham Lane and Elm Street L.O.S. of A. However, it must be noted that during certain parts of the day the southbound approach to the Ham Lane/Lodi Avenue intersection appears, from field observations, to operate at LOS C or worse.

Improvements

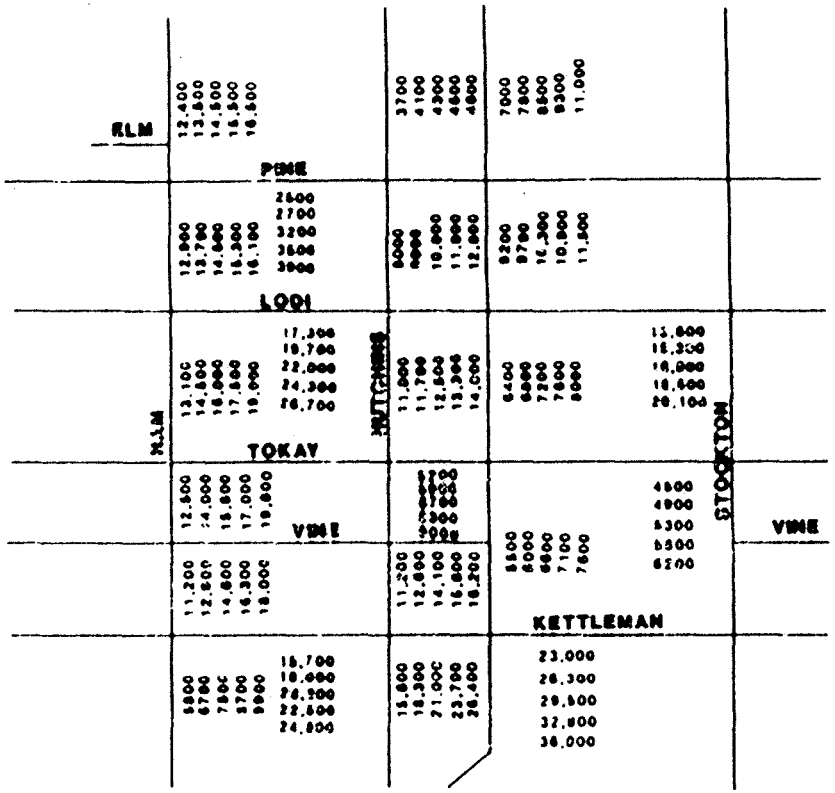
Three alternatives for improvements to Ham Lane were evaluated. The three include:

I. Rebuild existing street (Alternative C), within the existing curb lines, improvements, such as restriping to add left-turn pockets, and limiting on-street parking would be done. Physical improvements would be limited to necessary curb repairs and pavement overlays. (See Exhibit 4)

II. Minor Improvements (Alternatives A & B). Some physical improvement to widen the existing roadway to accomodate a basic four-lane street. Channelization and limiting of on street parking would also be needed. (See Exhibit 4)

III. Major improvements (Proposed Project). Major physical and channelization improvements, to accomodate a four lane street with on-street parking. (See Exhibit 5)

These scenarios were then evaluated and alternative cross-sections were developed and analyzed.

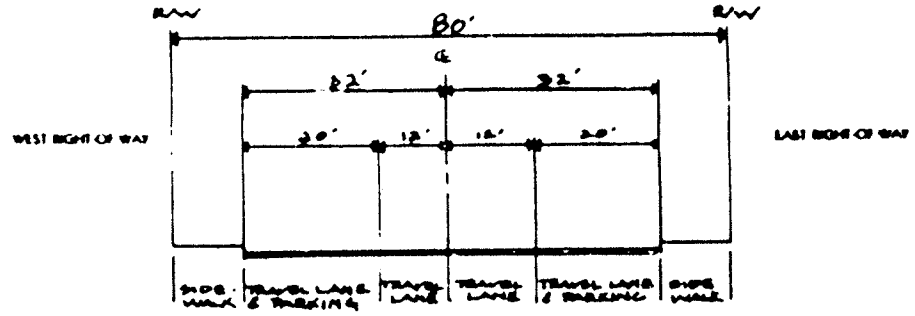


LEGEND

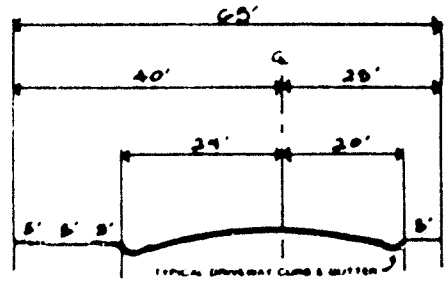
1985 MODEL PROJECTIONS
1990 MODEL PROJECTIONS
1995 MODEL PROJECTIONS
2000 MODEL PROJECTIONS
2005 MODEL PROJECTIONS

EXHIBIT 3

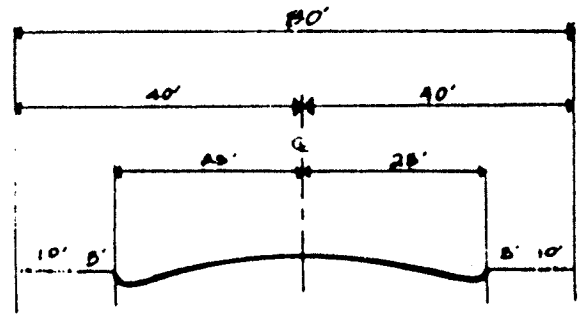
San Joaquin Council of Governments
Projected Traffic Volumes



80' RIGHT OF WAY, 64' STREET



WALNUT



PINE

NOTE ℄ IS A SECTION LINE AND NOT NECESSARILY THE CENTER LINE OF EXISTING ROADWAY

Ham Lane Section PROPOSED & EXISTING

Typical Mid Block

EXHIBIT 4

EXHIBIT 5

Through Trips

Minimal additional through trips would be attracted to Ham Lane in this alternative as no physical improvements are proposed for this segment. The effects on Ham Lane are shown on the low end of the curves on Exhibits 6-7.

Physical Improvements

The improvements proposed in this alternative would consist only of striping and traffic control changes. Three areas would be affected. At the intersection of Ham Lane and Elm Street a right turn pocket would be added on the south leg of Ham Lane, at Ham Lane and Pine Street a left turn lane would be added on the north approach of Ham, and left turn pockets would also be added at both approaches to the Ham and Walnut intersection.

Capacities

A capacity of 840 vehicles per hour in the peak hour and peak direction was used. This capacity is based on a combination of midblock and intersection capacities. Analysis of roadway capacity and traffic demand (see Exhibit 6-7) reveals that Alternative I would operate under capacity for Level of Service B through the year 1995.

Minor Improvements (Alternatives A & B)

This alternative would provide improvements that are moderate in scale. Right-of-way acquisition and physical improvements would be limited to that necessary to provide a basic four-lane roadway with on-street parking prohibited or restricted to certain times of day.

Cross-Section

The proposed cross-section of 70 feet of ROW and 56 feet of roadway would be wide enough for a four lane road. At intersection this cross-section would accommodate four through lanes

TRAFFIC ANALYSIS

The three potential improvement alternatives were analyzed for the segment of Ham Lane between Elm Street and Lodi Avenue.

Using roadway capacities, traffic demand, parking, through trip attraction, and the amount of right-of-way required as evaluating criteria, an analysis was conducted for each of the proposed Ham Lane improvement alternatives.

Rebuild Existing Street (Alternative C)

This alternative is an upgrading of the roadway within the limits of the existing curbs. Traffic control devices and pavement markings would be modified to improve capacity. Physical improvements would be limited to pavement repairs, overlays, utility improvements, and curb repairs.

Cross Section

The roadway and right of way would be the same as the existing facilities. The current cross section is mostly comprised of a paved roadway section of 44 to 50 feet. The roadway is not centered in a 64 foot right of-way.

Parking

The improvements proposed in this alternative would reduce the amount of on street parking spaces from 135 to 100. Thirty-five spaces would be eliminated for left and/or right turn lanes at approaches to intersections.

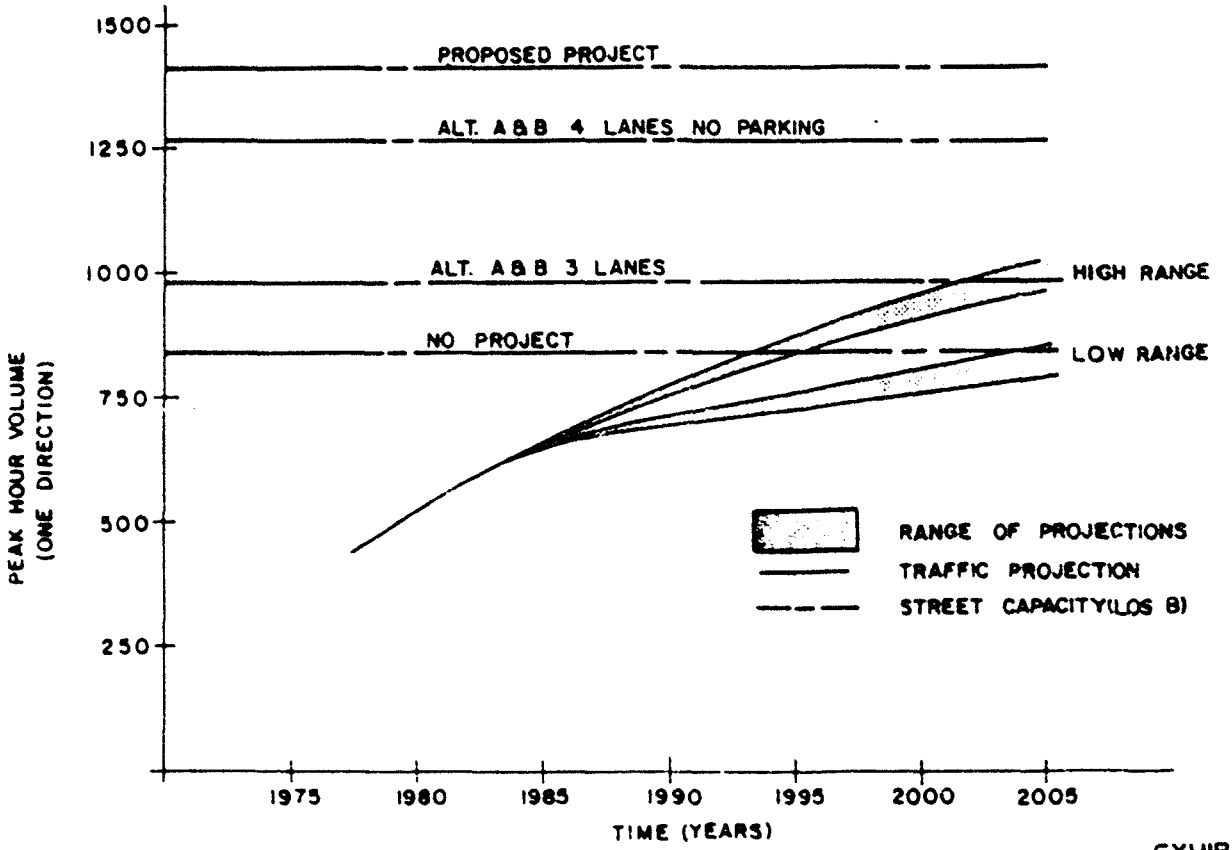


EXHIBIT 6

Traffic Projections and Street Capacities
Lodi to Pine

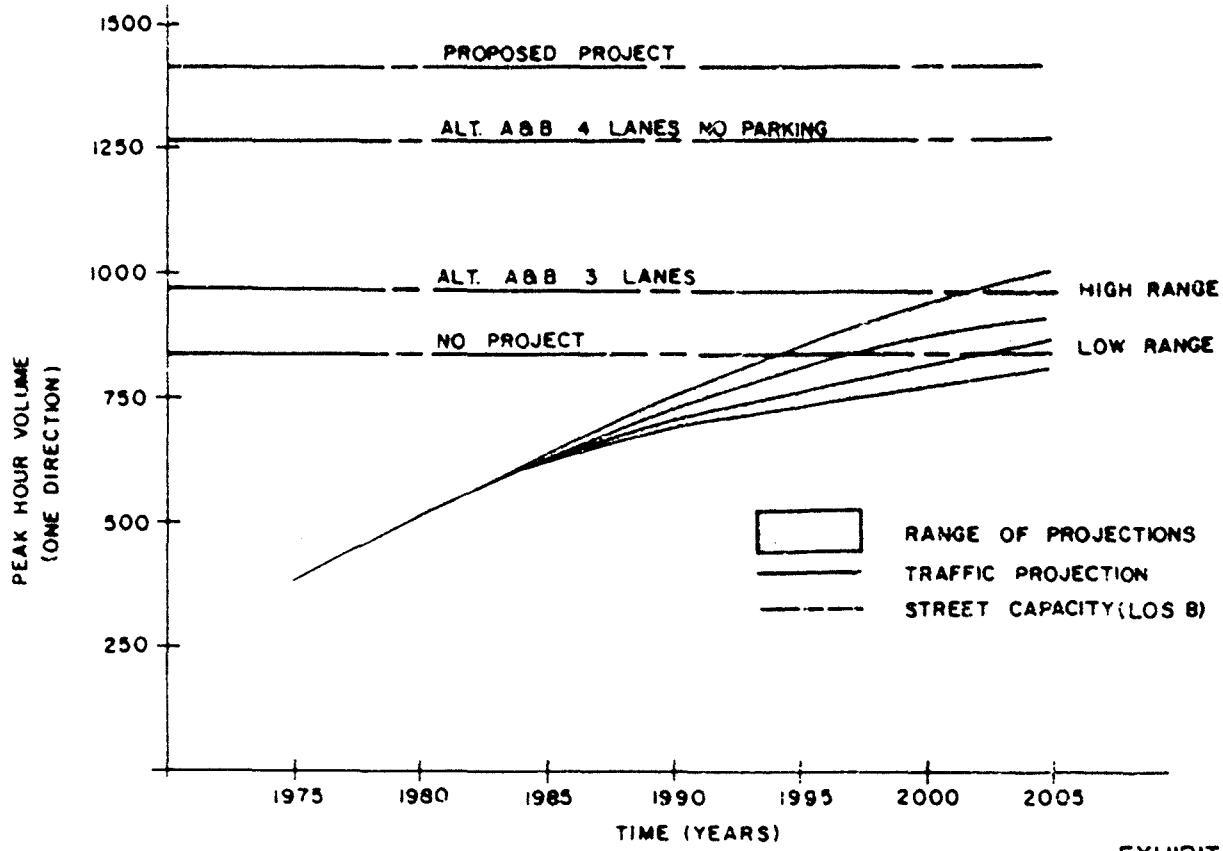


EXHIBIT 7

Traffic Projections and Street Capacities
Pine to Elm

and evaluating a service area for several north south arterials Improvements to Ham Lane and its traffic control devices would reduce travel time and would attract trips that may have used other parallel facilities as routes between North Lodi and South Lodi/Stockton.

The additional 1,000 daily trips would add about 150 trips in the peak hour to the study section of Ham Lane. However, th peak direction for the through trips would be opposite the current peak direction for that segment, so only 50 trips would be added to the peak flows. The effects on Ham Lane south of Elm Street would be near the mid-range of the curves indicated on Exhibits 6 and 7.

Physical Improvements

For Ham Lane to be widened to 56 feet, it would have to be widened 4 to 6 feet on both sides of the roadway or 8 to 12 feet on either side. An additional 6 feet of R/W would have to be acquired to improve the current street to the proposed Alternative II cross section. New curbs and gutters, some sidewalks and pavement areas would be required. An overlay of the existing pavement would probably be necessary.

Capacity

The 56-foot, four-lane section provides a capacity of 1,270 vehicles per hour at Level of Service (L.O.S.) B during the peak hour in the peak direction. (Use of LOS C as a design criteria increases capacity by 10 15%). This is enough capacity to handle all the projected traffic demands for this segment of Ham Lane through the year 2005 at the design L.O.S. B. The three-lane section provides a capacity of 970 vehicles per hour in the peak direction and would handle all the projected traffic demands through the year 1998 at LOS B.

and a left-turn pocket, with substandard lanes. On street parking would be possible only at times when four traffic lanes were not required.

The 56-foot section does give a lot of staging flexibility. A three lane section with on-street curbside parking, two travel lanes, and a continuous left-turn lane could also be accommodated.

Parking

In order to limit physical improvements and increase capacity, a majority of the unrestricted on-street parking would either be eliminated or converted into restricted parking. About 35 parking spaces would be eliminated. About 100 would be converted to restricted time parking and there would be no unrestricted spaces. In the restricted time parking space, parking would be allowed only during off-peak hours when the four-lane roadway was reduced to the center two lanes. The hours when parking would be prohibited would generally be from 7:00 to 9:00 in the morning and 2:00 to 6:00 in the afternoon.

If the three lane roadway section were implemented, unrestricted on street parking could be provided along both sides of the street.

Through Trips

It is estimated that development of this alternative cross section could attract about 1,000 through trips from nearby, parallel arterials, primarily Hutchins Street and lower Sacramento Road. This would represent a 5-percent increase in year 2005 traffic on Ham Lane between Elm and Lodi.

This number was calculated by determining the existing difference in travel time between competing corridors, estimating how changes to Ham Lane would affect the travel time difference,

Physical Improvements

To develop the proposed project cross-section the current roadway would have to be widened 8 to 10 feet on both sides, and 15 [illegible] or [illegible] feet on either side of R/W would need to be acquired. New curbside gutters, sidewalks, and pavement areas would be required. An overlay of the existing pavement would probably be necessary.

Capacity

With a capacity of 1,410 vehicles per hour during the peak hour in the peak direction the Alternative III cross-section would handle all the traffic demands to the year 2005 at a Level of Service A.

Proposed Project

Major physical improvements and right-of-way acquisition would be needed to implement this alternative. Necessary improvements to accommodate a four-lane roadway with parking on both sides of the street are described below. This alternative would bring this section of Ham Lane up to the cross-section of the rest of Ham Lane.

Cross Section

An 80-foot row with a 64-foot pavement section is proposed. This section would consist of four travel lanes with parking on-street for midblock section, and four travel lanes and a left turn pocket at intersections. A sidewalk would be provided on both sides of the street.

Parking

Unrestricted on-street parking would be allowed at midblock locations. This would provide about 75 unrestricted on street parking spaces between Lodi and Elm.

Through Trips

Using the same methodology as outlined in the through trip section of the previous alternative evaluation, it was determined that the proposed project improvements on Ham Lane would attract about 1,500 vehicles per day. This would be an increase of about 7 percent in year 2005 traffic volumes on Ham Lane between Elm and Lodi. This would add 100 vehicles per hour to the peak direction in the peak hour to the other segments of Ham Lane. The high range of the curves on Exhibits 6 and 7 indicate the effects on operating conditions for the segment of Ham Lane in this study.

Mitigation

To mitigate the impacts of high school traffic a wider cross section should be constructed to prevent any decrease in level-of-service below LOS B.

Pedestrian Safety

Due to an estimated increase in traffic speeds, higher volumes, and greater distances to cross, pedestrians will have to wait longer for adequate gaps in traffic to make a safe crossing. School children, Junior High School or younger and senior citizens are the most affected pedestrians.

Mitigation

Additional pedestrian safety devices may be needed. These would include additional crosswalks, roadway warning signs, school speed zones, and if necessary, traffic or pedestrian signals.

Cross Traffic

Because of higher traffic volumes and (if the proposed project is implemented more lanes to negotiate),cars on the side streets may have to wait longer to find a safe gap in traffic to make either left turns or to cross Ham Lane. Because of the high percentage of high school age drivers this problem could become more critical due to the inexperience of the young drivers causing traffic safety problems.

Mitigation

Traffic signals would be installed as warranted. This would give the right-of way to the vehicles on the side streets so they could make the desired traffic movements. The 4-lane 56 foot section would aid the cross reet vehicles by increasing sight distance through the removal of on street parking.

IMPACTS AND MITIGATION

Roadway Capacity

Traffic volumes will continue to increase in the future on Ham Lane as the City of Lodi continues to grow. As the traffic levels increase so will the levels of congestion. Currently the section of Ham Lane between Lodi Avenue and Elm Street operates at a level-of-service (LOS) A. This is projected to change as traffic volumes increase. Table 4 shows a comparison of the roadway cross section alternatives and the level-of-service that is projected for each roadway alternative versus three projected year 2005 traffic volumes. As can be seen from Table 4 all four cross-section/lane configuration alternatives will handle the projected minimum traffic levels at a LOS B or better through the year 2005. However, for the maximum level of traffic projected the existing and three-lane 56 foot cross sections will experience periods of sub level of service B and the existing cross section will even experience periods of LOS D. Table 5 presents definitions of level-of-service operating conditions.

Mitigation

To eliminate any potential reductions in level of service below LOS C the section of Ham Lane between Lodi Avenue and Elm Street should be widened to a minimum of 56 feet curb to curb.

High School

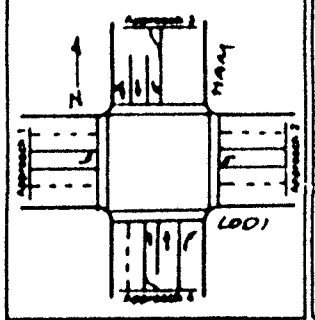
Access to the Lodi High School is available off of Ham Lane. Because of this there is a secondary peak in traffic levels between 1:00 and 3:00 in the afternoon. This peak is nearly as high as the 4:00 to 6:00 peak hours and in the southbound direction causes traffic levels high enough to reduce the level of-service on the study section, at the Ham and Lodi intersection southbound approach, to level of Service C or less, for the existing cross-section.

Critical Movement Analysis: PLANNING
Calculation Form 1

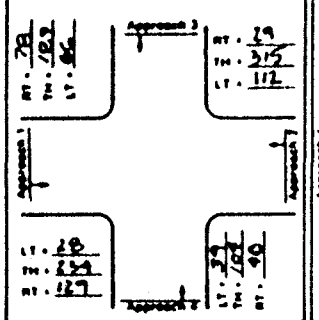
Intersection LODI AVE / HAM LANE **Design Hour** 8:00 - 9:00 AM

Problem Statement

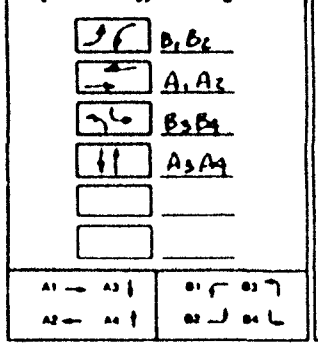
Step 1. Identify Lane Geometry



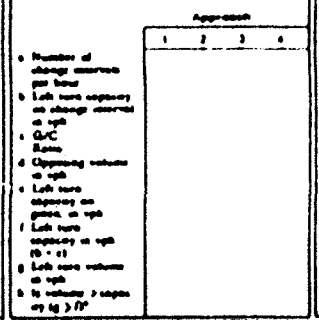
Step 2. Identify Volumes, in vph



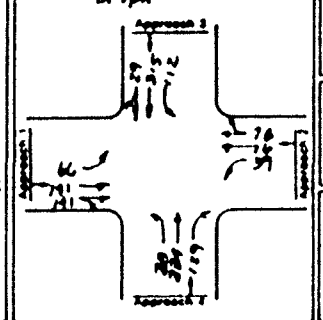
Step 3. Identify Phasing



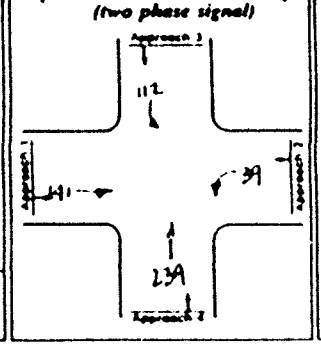
Step 4. Left Turn Check



Step 5. Assign Lane Volumes, in vph



Step 6a. Critical Volumes, in vph (two phase signal)



Step 6b. Volume Adjustment for Multiphase Signal Overlap

Protected Phase	Protected Critical Volume in vph	Protected Volume Carryover to next phase	Adjusted Critical Volume in vph

Step 7. Sum of Critical Volumes

141 . 112 . 234 . 39

. 529 vph

Step 8. Intersection Level of Service

A

Step 9. Recalculate

Geometric Change _____

Signal Change _____

Volume Change _____

Comments

_____

Vehicle Speeds

With any widening of the roadway cross section, drivers may perceive the road to be safer to drive at higher speeds, thus overall vehicle speeds may increase. This is especially true with the large mix of high school drivers.

Mitigation

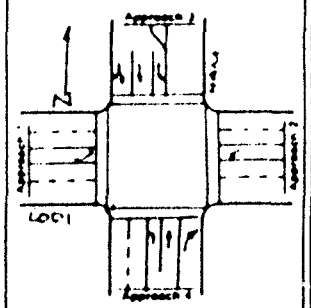
Speed limit signs and enforcement by local police can help to reduce speeds, however, even these measures may not be entirely successful.

Critical Movement Analysis PLANNING
Calculation Form 1

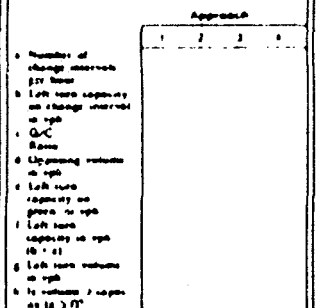
Intersection LODI AVE / HAM LANE **Design Hour** 1:30 - 2:30PM

Problem Statement

Step 1. Identify Lane Geometry



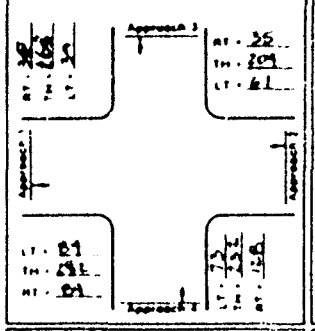
Step 4. Left Turn Check



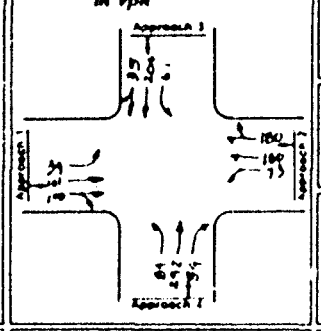
Step 6b. Volume Adjustment for Multiphase Signal Overlap

Protected Phase	Protected Critical Volume in vph	Volume Carryover to next phase	Adjusted Critical Volume in vph

Step 2. Identify Volumes, in vph



Step 5. Assign Lane Volumes, in vph



Step 7. Sum of Critical Volumes

34 . 61 . 180 . 292

. 567 vph

Step 8. Intersection Level of Service

(compare Step 7 with Table 6)

A

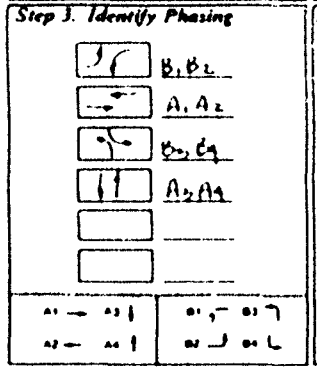
Step 9. Recalculate

Geometric Change

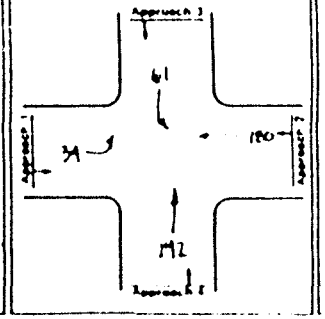
Signal Change

Volume Change

Step 3. Identify Phasing



Step 6a. Critical Volumes, in vph (two phase signal)



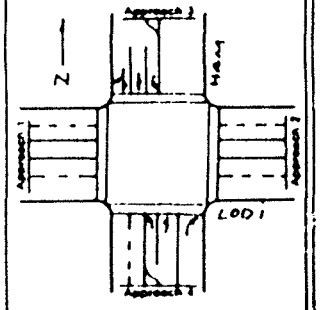
Comments

Critical Movement Analysis: PLANNING
Calculation Form 1

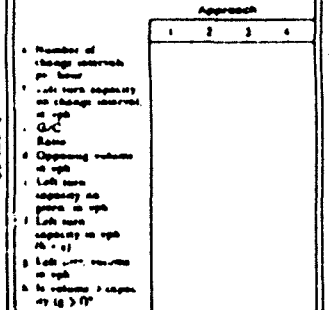
Intersection LODI AVE / HAM LANE **Design Hour** 1:40 - 2:40PM

Problem Statement

Step 1. Identify Lane Geometry



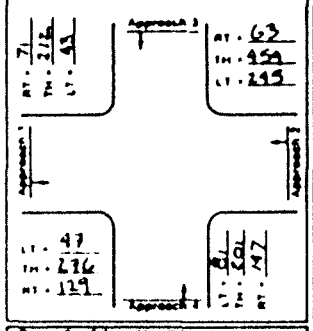
Step 4. Left Turn Check



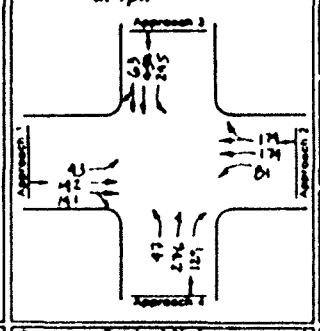
Step 6b. Volume Adjustment for Multiphase Signal Overlap

Protected Phase	Protected Critical Volume in vph	Volume Carryover to next phase	Adjusted Critical Volume in vph

Step 2. Identify Volumes, in vph



Step 5. Assign Lane Volumes, in vph



Step 7. Sum of Critical Volumes

81 . 47 . 459 . 147

. 724 vph

Step 8. Intersection Level of Service

(compare Step 7 with Table 6)

A

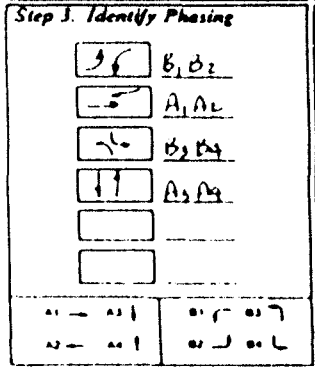
Step 9. Recalculate

Geometric Change

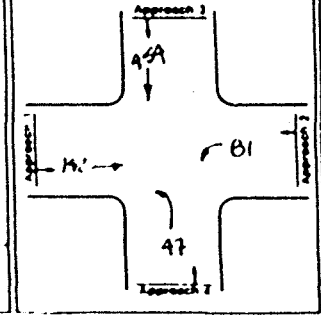
Signal Change

Volume Change

Step 3. Identify Phasing



Step 6a. Critical Volumes, in vph (two phase signal)



Comments

BY ADDING A LONGER 2ND LEFT TURN POCKET AND RIGHT TURN/THRU LANE THE INTERSECTION VPH IS 529.

Appendix C

Noise Analysis

Environmental Control Services
Noise
Air Quality
Energy
20430H Town Center Lane
Cupertino, CA 95014
(408) 257-1045

NOISE IMPACT AND MITIGATION STUDY

HAM LANE IMPROVEMENT PROJECT

City of Lodi, CA

August 27, 1984

Submitted to

Kate Burdick Land Use Planning
Auburn, CA

Prepared by

W. STANTON SHELLY
Principal Consultant

NOISE IMPACT STUDY - HAM LANE IMPROVEMENT PROJECT

INTRODUCTION

The Ham Lane Improvement Project is within the jurisdiction of the City of Lodi, as lead agency. This noise study is part of the Environmental Impact Report required by the California Environmental Quality Act, Public Resources Code section 21000.

I. EXISTING SETTING

A. Noise Sources in the Area

The primary source of noise in the project area is traffic on local streets, both on Ham Lane and on major cross streets such as Lodi Avenue and Elm Street. Peak passby noise levels for passenger vehicles are approximately 60-70 dBA at moderate speeds and at a distance of 25 feet. (See the Appendix for definitions of noise concepts and terminology.) Heavy trucks, motorcycles, and vehicles with faulty muffler systems produce peak passby noise levels of 70 to 90 dBA at 25 feet. Other sources of noise in the area -- overflying aircraft, barking dogs, and similar urban disturbances -- are present, but not significant contributors.

More distant sources, Southern Pacific Railroad activities one and a half miles east and Route 99 traffic two and a half miles east, contribute to the background level, and are noticeable in the absence of noise from nearby sources.

B. Ambient Noise Levels

The traffic noise level at a given location is a combination of many factors, including the traffic volume, the noise level of

each vehicle, vehicle speed, and the distance to the road. As most urban dwellers are aware, the traffic noise level near a busy street varies over a wide range. To indicate easily the overall noise level, single number descriptors are usually used. The most common descriptor for a short period is the hourly L_{eq}, which indicates the energy average of the varying noise level, and has been shown to be a good indicator of people's perceptions of noise level. Over a longer period, the L_{dn} descriptor is used, which is the long-term average of L_{eq}, with 10 dB added to the noise level for the nightime period.

With basic information about local traffic, the roadside noise level can be modeled (computed) fairly accurately, using equations that have been developed from field tests. The standard Highway Research Board traffic noise model (Reference 4), revised after extensive field measurements, has been used for this study. Roadside noise levels are estimated below for existing traffic on Ham Lane, at 40 feet from the center of the street (approximately the middle of the average yard).

Present Ham Lane Noise Levels (dBA)

LOCATION	Leq			Ldn
	Pk Hr.	Noon	1 am	
Front yards	71	70	58	72

These noise levels are based upon an Average Daily Traffic (ADT) volume of 12,500, and a peak hour volume of 1050 trips. The noise levels during periods other than the peak hour, and the L_{dn}, are based upon typical hourly variations of urban traffic throughout a normal day. Because of the relatively small front yards, and the reflection of noise from the houses, the noise levels are not substantially different at the houses than at the sidewalk (1-2 dBA less).

II. POTENTIAL NOISE IMPACTS OF THE PROJECT

A. Sensitive Receptors.

The majority of properties adjacent to Ham Lane in the project area are residential, with a few commercial uses and a church making up the remainder. Most of the residences are single- family, but a few are apartments and duplexes. There is only 100- 120 feet separating the homes on the West side of Ham Lane from those on the East side, so the distance to traffic is relatively small.

B. Project Traffic Noise Impacts

The project would construct four traffic lanes, plus either two parking lanes or a center turn lane, depending on the location. Traffic volumes have been projected in three growth scenarios between 1985- 2005, from minimum increases to high growth. Five basic project cases are evaluated for potential noise impacts, as shown below:

1. Four traffic lanes, two parking lanes
   Volume: 15300 ADT (1985 High growth)

2. Four traffic lanes, two parking lanes
   Volume: 20300 ADT (1995 High growth)

3. Four traffic lanes, two parking lanes
   Volume: 25300 ADT (2005 High growth)

4. Four traffic lanes, center turn lane
   Volume: 25300 ADT (2005 High growth)

5. No Project - Two traffic lanes
   Volume: 25300 ADT (2005 High growth)

Average traffic speeds are estimated at 30 mph during peak hour, and 35 mph at other times, in cases 1 through 4. Case 5 would be seriously congested; speeds of 20 mph or less during peak hour, and 25 mph otherwise, are assumed.

Traffic data are from the project traffic study by TJKM Traffic Consultants, Sacramento. The long- term L_{dn} descriptor was computed from a typical urban hourly traffic distribution (see Appendix page A-1).

The results of the noise modeling studies are given in Table 1 below. The front-yard location in each case is the same as for the ambient noise levels in the previous section, 40 feet from the center of the road.

Table 1 - HAM LANE ROADSIDE NOISE LEVELS (dBA)

CASE	L_{eq}	L_{dn}
1. 1985 - 4 lane, 2 parking	72	73
2. 1995 - 4 lane, 2 parking	73	74
3. 2005 - 4 lane, 2 parking	74	76
4. 2005 - 4 lane, 1 turn	76	77
5. 2005 - 2 lane (existing)	69	71

The cases modeled do not include all possible combinations of volumes and lane configurations. For example, the cases covering only modest traffic growth in the next 20 years are not presented. However, the cases which have the highest noise potential are included. If the high- growth traffic projections do not occur, lower noise levels would be generated.

Table 1 demonstrates the relative effects of traffic volume, average vehicle speed, and distance on the noise level, when compared to present noise levels. Traffic in the basic project

cases (#1, 2, 3) is about 10 feet closer than for the present two- lane configuration. Noise levels increase due to progressively higher volumes.

Cases 3, 4, and 5 have the same high- growth volume, while road cross- section (and receptor/vehicle distance) changes. Case 4 eliminates two outer parking lanes for a center turn lane, which brings the moving vehicles another 7 feet closer to the residential receptors, and increases noise levels by 1-2 dBA.

Case (#5) is No-Build in 2005. The distance is the same as at present, and because of congestion and low average speeds, noise levels would be 5-6 dBA less than for the 2005 Project cases.

It should be noted that receptors not on Ham Lane, behind those directly facing the project, are exposed to 14-18 dBA less noise because of the combination of greater distance and the partial shielding provided by the buildings. The <u>changes</u> in project traffic noise for other receptor locations would be approximately the same as for those located on Ham Lane. However, Ham Lane traffic is <u>not</u> a dominant source of noise for receptors on other streets.

C. Discussion of Potential Project Traffic Noise Impacts

Two aspects are important when considering potential noise impacts of a project: the increase in noise vel due to the project, and the project noise level itself.

From Table 1, traffic noise along Ham Lane could increase 3 to 5 dBA in the next 20 years with project implementation. In general, noise increases of 2 dBA or less usually are not noticable, unless the character of the noise is also changed significantly. Noise increases of 3 - 5 dBA are definitely noticeable, and are potentially disturbing. The character of the

noise is again important in the amount of disturbance caused. In the Ham Lane case, a 5 dB increase in steady traffic noise over 20 years might not cause problems (it is typical in many urban locations). However, an increase in individual loud vehicles could cause considerable disturbance.

To evaluate the potential impact because of the overall noise level, land use planning guidelines for noise are used. The City of Lodi has adopted the San Joaquin County Noise Element (Reference 5), which recommends compatible uses for various noise levels. The suggested L_{dn} noise levels for residential land uses are outlined in Table 2.

Table 2 - Recommended Noise levels for Residential Uses

LAND USE CATEGORY	L_{dn} RANGE
Normally Acceptable	Less than 60 dBA
Conditionally Acceptable	55 - 70
Normally Unacceptable	70 - 75
Clearly Unacceptable	Above 75

The guidelines are intended to assist in decisions about new residential construction, but they are useful in evaluating existing uses also. In terms of Noise Element guidelines, <u>present</u> noise levels adjacent to Ham Lane exceed recommendations, and the project would increase those levels 2 to 5 dBA. In addition, acceptable interior noise levels should be less than 45 dBA L_{dn} due to exterior sources. This requirement is contained in State Title 25 - Section 1092, Noise Insulation Standards, which apply to any new multi-family residential construction.

Standard residential building design and construction methods generally reduce outdoor noise by 20 to 25 dBA, with windows closed and no significant cracks or openings around windows or doors. With the best residential construction

methods, and traffic noise levels of 70 dBA, Ham Lane interior noise levels would meet 45 dBA (L_{dn}) indoor standards. However, if windows are opened, interior noise levels will be only 10 to 15 dBA less than outdoors. This means that to achieve a 45 dBA interior noise environment, windows should be sealed, and forced ventilation provided. To deal with noise levels higher than 70 dBA, other improvements to the structures could be needed. See Section III, Mitigation Measures.

D. Construction Noise

The initial site preparation phases would bring various types of demolition and excavation machines to the site, such as bulldozers, backhoes, and large dump trucks. These generally have diesel engines and produce 80 to 90 dBA at a distance of 50 feet under full load. Jackhammers would be utilized for concrete and blacktop removal, which generate 85 to 90 dBA noise levels at 50 feet.

Second phase activities require similar equipment, and produce similar noise levels. After removal of the existing road surface, curbs, and sidewalks, the surface would be graded. Trucks would bring in the base materials to graded and rolled. Blacktop trucks and concrete mixing trucks bring the top surface materials. Final surface preparation by large rollers produces noise levels of 85 to 95 dBA at 50 feet.

The residential properties along Ham Lane would be the primary receptors for the temporary construction noise. For a period of four to eight weeks, sporadic noise levels of 80 to 90 dBA would be experienced. Although construction equipment would be idling part of the time, and would be producing maximum noise levels infrequently0, intermittant construction noise disturbance is likely on all adjacent properties.

Supplement to Ham Lane Noise Impact and Mitigation Study

Discussion of Low Barrier for Traffic Noise Mitigation

In most roadside receptor situations, with a setback of at least 35 feet from the roadway, a 2 1/2 foot barrier at the sidewalk would provide 3-4 dBA noise reduction on the first floor of the residences and in the part of the front yard near the house.

On Ham Lane, with setbacks from the curb of only 10- 20 feet, the view of the road surface (where much of the noise is generated) would not be significantly blocked by the barrier, and a reduction in noise level of 1-2 dBA would not be perceived as a noticeable noise reduction.

H. Stanton Shelly
Acoustical Consultant
9/12/84

III. MITIGATION MEASURES

The following mitigation measures are possible alternatives for reducing Ham Lane Improvement Project noise impacts. Each must be evaluated with respect to other project objectives such as budget, aesthetics, schedules, and City policies.

Traffic Noise

1. Although often undesirable for traffic engineering reasons, reducing average speeds on Ham Lane would reduce noise levels effectively.

2. Reduce local traffic volumes by improving desirability of alternatives to the automobile, such as car pools, bicycle, and public transit.

3. Construct a low masonry barrier (2 - 2½ feet high) along the front of residential properties. This would provide about 3 dBA of noise reduction without enclosing the yard or impairing the view.

4. Enforce California Vehicle Code prohibitions against faulty or modified loud exhaust systems -- Sections 27150 and 27151. This can be implemented by local law officers without noise monitoring equipment to eliminate the worst offenders.

Construction Noise

1. Choose construction equipment which is of quiet design, has a high quality muffler system, and is well-maintained.

2. Install superior mufflers and engine enclosure panels when required on gas, diesel or pneumatic impact machines.

3. Restrict hours of use for motorized equipment -- for example, 7:30 am to 5:30 pm, Monday through Friday.

4. Eliminate unnecessary idling of machines not in use.

5. Use good maintenance and lubrication procedures to reduce operating noise.

Architectural and Structural Modifications

1. Windows facing major streets should either be tightly sealed and caulked (with the associated interior ventilation system), or have a tight fit when closed, to shut out exterior noise.

2. Improve window noise reduction by replacing single-pane windows with double pane, or "safety" laminated, types.

3. Doors facing noise sources should be solid core with a tight fit when closed (weatherstripped), and no mail slots or other openings.

NOISE REFERENCES

1. Community Noise. U. S. Environmental Protection Agency, Office of Noise Abatement and Control, Washington, D.C., December 1971.

2. Proceedings, Conference on Noise as a Public Health Hazard. American Speech and Hearing Association, Washington, D.C., June 1968.

3. Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety. U.S. Environmental Protection Agency, Office of Noise Abatement and Control, Washington, D.C., March 1974.

4. Highway Noise - A Design Guide for Highway Engineers. National Cooperative Highway Research Program Report 117, Highway Research Board, National Academy of Sciences, Washington, D.C., 1971. Model revised by S. Shelly for improved accuracy.

5. Noise Element of the San Joaquin County General Plan. San Joaquin County Planning Department, Stockton, CA, November 1978.

H. Stanton Shelly
Acoustical Consultant

APPENDIX

Environmental Noise Measurement and Analysis Procedure

1. Select monitoring site in terms of existing noise sources, receptor areas, topography, and noise transmission characteristics.

2. Make field noise measurements of individual sources and long-term statistical variation on the project site (15-30 minutes at a time in each location). Equipment used:

   Metrosonics Model 601 dB Noise Distribution Analyser

   Bruel and Kjaer Model 2206 Precision Sound Level Meter

   Bruel and Kjaer Model 4230 Calibrator

4. Record peak noise levels for individual sources and incidents, and the statistical descriptors of interest computed by the Noise Distribution Analyser, such as L_{50}, L_{10} and L_{eq}.

5. Based upon field measurements and transporation noise modeling data (for traffic, modified Highway Research Board Report 117), determine source/distance relationships on the site.

6. Compute L_{dn} values from measured statistical descriptors and typical variation of traffic volumes throughout the day:

Period	Hrs.	Hrly. Vol (% ADT)	Period	Hrs.	Hrly. Vol (% ADT)
A. 7 am - 9 am	2	7.5	D. 7 pm - 10 pm	3	4.0
B. 9 am - 4 pm	7	5.6	E. 10 pm - 12 Mid.	2	2.5
C. 4 pm - 7 pm (No peak)	2	7.0	F. 12 Mid- 7 am	7	0.7
			G. Peak Hour	1	10

To compute L_{dn}, where L_x is the L_{eq} for period X:

$$L_{dn} = 10 \text{ LOG } \frac{1}{24} \left\{ 2(10^{\frac{LA}{10}}) + 7(10^{\frac{LB}{10}}) + 2(10^{\frac{LC}{10}}) + 3(10^{\frac{LD}{10}}) + 2(10^{\frac{LE+10}{10}}) + 7(10^{\frac{LF+10}{10}}) + (10^{\frac{LG}{10}}) \right\}$$

L_{eq} is the energy equivalent noise level, otherwise defined as the single steady noise level which has the same sound energy as the actual widely-varying noise level being described. L_{dn} is essentially the same as L_{eq} except that during the night time period from 10:00 p.m. to 7:00 a.m. a 10 dB "penalty" is added to account for the expectation of a more quiet environment at night. In other words, a location with a 55 dBA daytime L_{eq} would only have an L_{dn} of 55 if the noise level during the night dropped at least 10 dBA.

The ambient noise level refers to the combination of all sources of noise which make up the noise experienced at a given location. The background noise refers to the combination of distant sources which determine the minimum sound levels in any location. In statistical descriptors the L_{90} or L_{99} level is often used as a measure of the background noise level.

To more readily be able to understand and compare the differences in noise levels from one location to another, equal noise contours are often developed for a given site. Contours can be constructed for L_{10}, L_{dn}, L_1, or any other appropriate descriptor, depending upon their intended purpose. Most often, L_{10} or L_{dn} contours are used, joining locations on a site which have the same L_{10} or L_{dn} noise levels in 5 dB increments, similar to joining places of equal elevation on a topographic contour map. Noise contours are helpful and effective in land use planning and in developing noise mitigation measures.

Two concepts are particularly important in dealing with noise mitigation, noise reduction, or noise attenuation, three terms having the same meaning in general usage. Each term means to lower noise levels in the area of concern through one or more techniques. Reflection is one common noise reduction method, which diverts sound energy from a location of high impact

to an area of less impact, such as with a noise barrier. Noise absorption is a mechanism by which some materials, such as thick grass outdoors, or spun fiberglas batts (home insulation), convert incident sound energy into heat rather than reflecting it.

Mathematical noise models are often used in making analyses of noise environments as a supplement to normal field noise measurements, or for projecting future noise conditions which cannot be measured. Noise modeling refers to using previously measured and analysed relationships between noise source characteristics and physical and geometrical conditions to estimate noise levels. A number of models for projecting aircraft noise, highway vehicle noise and railroad noise have been developed by or under contract to several governmental agencies, and are presently in widespread use and acceptance.

APPENDIX

THE EFFECTS OF NOISE ON PEOPLE

Noise is a part of our modern society -- noise from motorized labor-saving devices, transportation vehicles, and recreation devices. The use or conversion of energy for any purpose is seldom accomplished silently. We as humans have a capacity to tolerate or ignore a certain amount of our noise environment. But adverse effects are present in many exposures to noise, and dangers to health other than outright hearing impairment are also recognized.

The problem of controlling noise is difficult because it affects each individual in a different way. People do not hear sounds alike, nor do they perceive sounds similarly, hence they do not react to sounds in the same way. First of all, each person's reaction to noise will depend on characteristics of the noise itself:

1. loudness or intensity
2. Frequency content
3. duration
4. repetition rate
5. time of occurrence
6. unfamiliarity or uniqueness.

But the effect of noise on people is also determined by characteristics of the listener or the situation:

7. background or ambient noise level
8. individual sensitivity to noise
9. activity or preoccupation of listener
10. perceived need or justification for noise.

A combination of factors determines how much a person will be disturbed by a noise, depending upon the individual, the noise, and the situation, but the effect will fall into one of the following categories: physiological effects, psychological/emotional effects, and activity interference.

As an orientation to the use of the decibel as a measure of relative loudness, a list of common noise sources and their approximate sound levels are given in Page A-8.

Physiological Effects

At relatively high noise levels above 80 dBA, the delicate internal ear mechanism can be altered to cause Temporary Threshold Shift (TTS), resulting in partial deafness for a period of a few minutes to a few weeks, depending upon the noise level and the exposure time. If these excessive levels over 80 dBA are continued over long periods of time -- for example, 8 hours per day for several years, or if very high levels (over 100dB) are experienced for shorter periods, Permanent Threshold Shift (PTS) may result, meaning that irreversible loss in normal hearing capacity has occurred.

Fortunately, few exposures to levels causing hearing damage occur in the general community noise environment. However, some problems may occur for those choosing to attend or participate in musical and recreational events with high sound levels, or for persons engaged in occupations involving high noise levels (Occupational noise is regulated by State and Federal Occupational Safety and Health Regulations). But the potential for other less obvious noise effects exists throughout a normal daily schedule -- at home, school, shopping center, park, or highway. These various noise impacts can cause subtle physical, mental, and emotional stresses of varying degrees of seriousness.

Activity Interference

Noise disrupts human activities such as sleep, conversation, or stereo and TV enjoyment. Studies have shown that noise not only may prevent sleep by its intensity or characteristics but may seriously disturb the quality of sleep without fully awakening the sleeper. Conditions such as these -- community noises causing bedroom levels between 35-50 dBA -- are encountered to some extent throughout all urbanized areas. At noise levels over 55 dBA all types of normal listening activities are disrupted by noise. Speech intelligibility drops sharply, music listening and TV watching become strained, and aural communications in general must be carried out at much higher volumes to be successful. Obviously, shouting to be heard and understood is both undesirable and unpleasant for all concerned.

Psychological and Emotional Impacts

Less well documented and understood, but probably more widely experienced, are those impacts of noise which cause such subtle effects as distraction, annoyance, startle, privacy or relaxation interruption, stress, and tension. These effects as a class can, if continued, cause very serious emotional and psychological anxieties and disturbances. Often the cause of these reactions is not directly related to the noise environment, as the listener is not consciously aware of the noise intrusion. He may only be aware of an increased irritability and uneasiness. Our unusual human ability to "tolerate" or "adapt to" disturbing noise levels thus can incur a penalty upon our subconscious body processes over an unusually wide range of noise levels. So protection against the intrusion of disturbing noise is particularly important to mental and emotional health in an active and complex urban community.

W. Stanton Shelly
Acoustical Consultant

TYPICAL NOISE SOURCES	NOISE LEVEL (dBA)	TYPICAL HUMAN RESPONSE
Jet aircraft take off (50')	130	
Auto horn (3')	120	Pain & Hearing Damage
Rock music in a night club	110	
	105	Possible Permanent Hearing damage
Motorcycle accelerating, no muffler (25')	100	
	95	Temporary Hearing Loss
Motorcycle accelerating, stock muffler (25')	90	Uncomfortable
Food blender (3') Power lawn mower (20')	80	Very Disturbing
Steady urban traffic (25')	70	Communications Difficult
Normal conversation (3')	60	
Daytime street, no nearby traffic	50	
	45	Sleep Disturbance
Quiet office	40	
Inside quiet home. Soft whisper (10')	30	Very quiet
Movie or recording studio	20	Seldom-experienced ambient
	10	Barely audible
Threshold of hearing	0	

A decibel "A-weighted" (dBA) is a unit of measurement indicating the relative intensity of a sound as it is heard by the human ear. An increase of 10 dBA indicates a noise level increase of about three times, but only a doubling in perceived loudness.

Appendix D

Air Quality Analysis

Environmental Consulting Services

Noise
Air Quality
Energy

20430H Town Center Lane
Cupertino, CA 95014
(408) 257-1045

AIR QUALITY IMPACT AND MITIGATION STUDY

HAM LANE IMPROVEMENT PROJECT

City of Lodi, CA

August 31, 1984

Submitted to

KATE BURDICK LAND USE PLANNING

Auburn, CA

Prepared by

H. STANTON SHELLY

Principal Consultant

HAM LANE WIDENING PROJECT

AIR QUALITY SECTION

INTRODUCTION

The air quality of a given area is not only dependent upon the amount of air pollutants emitted locally or within the air basin, but also is directly related to the weather patterns of the region. The wind speed and direction, the temperature profile of the atmosphere, and the amount of humidity and sunlight determine the fate of the emitted pollutants each day, and determine the resulting concentrations of air pollutants defining the "air quality."

I. EXISTING SETTING

A. Regional Climate.

The San Joaquin Valley climate is a Mediterranean type, characterized by mild and rainy winters, and hot and nearly dry summers. There is a high percentage of sunshine, over 80% of the daylight hours from April to October.

During the summer the Pacific high pressure system typically sits near the California coast, pushing oncoming ocean-formed storm systems north through the northwest states and Canada. Subsidence of warm air aloft associated with this system creates the frequent summer atmospheric temperature inversion and stagnated conditions. (See the Appendix for definitions of commonly-used meteorological and air quality terms.) Average maximum temperatures during the summer in the Stockton - Lodi region are near 90° F., and average evening minimums are near 55° F.

During the winter the Pacific high pressure system moves southward, allowing storms to move through Central California. As they approach, winds are typically from the southeast, and as the storm passes they turn northeast. Gusting winds of 20 to 40 mph are common during storms. With

the dominance of the unstable low-pressure systems during the winter, and less sunshine, conditions favoring smog formation are at a minimum. At this time of year stable atmospheric conditions produce heavy ground fog, which may cover much of the Central Valley for several days to several weeks. Average maximum winter temperatures in Lodi and Stockton are nearly 60° F., and average evening lows are about 40° F.

The north end of the San Joaquin Valley receives about 14 inches of precipitation annually. Very little rain falls in May and October, usually near half an inch, and almost none from June through September. A majority of the rainfall comes in December, January and February --- about 2.5 inches per month in normal rainfall years.

B. Ambient Air Quality

Air quality in Lodi and the San Joaquin Valley is subject to the problems experienced by many areas of California. Emissions from millions of vehicle-miles of travel each day often are not mixed and diluted, but are trapped near ground level by a temperature inversion. Pollutant concentrations are a result of local emissions in Lodi, and also the transport of pollutants from other areas such as Stockton, Sacramento, and even the Bay Area (with westerly winds). These sources produce concentrations which sometimes exceed ambient air quality limits established by the state Air Resources Board. Recent air quality data from the nearest ARB monitoring stations, Ham Lane in Lodi and Hazelton Street in Stockton, are tabulated in Exhibit 1.

Ozone, the primary oxidant "smog" component, is produced by complex reactions of hydrocarbons and NO_x in the atmosphere. Both vehicles and the use of organic chemicals produce emissions which drive the chemical reaction. Daily ozone concentrations are heavily dependent upon the weather and atmospheric stability, and thus vary substantially from year to year. Adverse atmospheric conditions in 1980 produced 78 exceedances of the 10 ppm hourly standard in Lodi, and over two dozen ozone exceedances were still recorded in 1981 and 1982.

EXHIBIT 1

AMBIENT AIR QUALITY

San Joaquin County

POLLUTANT	1980	1981	1982	Std	Meas Units
OZONE (1)					
Maximum	14	13	13	10	pphm, 1-hr ave
Exceedances	78	26	28	1	days per year
CARBON MONOXIDE (1)					
Maximum hour	10	9	12	20	ppm, 1-hr ave
Maximum 8-hour	5	4	7	9	ppm, 8-hr ave
8-hour exceedances	0	0	0	1	days per year above 9 ppm
NITROGEN DIOXIDE (2)					
Maximum	13	14	19	25	pphm, 1-hr ave
Exceedances	0	0	0	1	days per year
SULFUR DIOXIDE (2)					
Maximum	4	3	3	5	pphm, 24-hr ave
Exceedances	0	0	0	2	% of days per year
TOTAL SUSPENDED PARTICULATES (2)					
Annual Geom. Mean	85	79	66	60	ug/m^3 ave
Daily exceedances	34	22	20	2	% of days above 100 ug/m^3

Source: California Air Resources Board monitoring data for:
(1) Ham Lane station in Lodi
(2) Hazelton Street station in Stockton

Carbon monoxide, like oxidant, is also heavily dependent upon both vehicle emissions and weather. However, no exceedances of the either the 9 ppm 8-hour ambient standard or the 20 ppm 1-hour standard have been recorded recently in Lodi. Both oxidant and CO have been reduced significantly by improved emission controls on new automobiles in the past decade.

Total suspended particulates are produced by vehicles, heavy industry, and soil-moving activities such as construction and farming. In Stockton, ten miles south of the project area, the annual average (annual geometric mean) TSP concentration has been consistantly above the 60 ug/m^3 ambient standard. The daily average standard of 100 ug/m^3 was also exceeded on over 34% the days tested in 1980, and over 20% of the days in both 1981 and 1982.

Sulfur dioxide is primarily associated with chemical and refining industries, and is not a problem in San Joaquin County. The superior controls required on chemical process plants are largely responsible for this achievement. Nitrogen oxides are produced heavily by vehicles and high-temperature industrial operations, but as yet have not produced serious concentrations in the region.

II. POTENTIAL AIR QUALITY IMPACTS OF PROJECT

A. Sensitive Receptor Locations

The air quality impacts or benefits of the Ham Lane Improvement Project would be felt most directly on the properties along the improved section. A majority of the properties along the project are residential, with a church and a few commercial land uses making up the remainder. The extent of the change in local vehicle- related pollutants is evaluated in the following sections.

B. Data and Methodology

Vehicles are responsible for the emission of a number of pollutants -- hydrocarbons, particulates, NOx, and others. The most widely-used indication of vehicular emissions impact is to model concentrations of carbon monoxide (CO) at nearby sensitive receptor locations. Roadside CO concentrations are directly related to the number of vehicle trips on nearby streets, and to the average vehicle emission rate. However, average emissions decrease as average speed increases. The actual concentrations at the receptors are determined by the speed and direction of the wind, and the temperature layers in the lower atmosphere. Atmospheric conditions control the mixing, diffusion, and transport of the pollutants after they are emitted.

The model used for this study (Ref. 4) is based upon standard Gaussian l[illegible] source diffusion relationships developed by Turner (Ref. 5) and o[illegible]s. Worst-case assumptions include very poor atmospheric conditions (wind speeds of 1 to 2 meters per second and low temperature inversion height), which occur on numerous occasions each year in the area.

Roadside concentrations of CO have been computed for both peak-hour and maximum eight-hour traffic conditions on Ham Lane, at a distance of 40

feet from the middle of the road (about the middle of the average yard). Distance is not a significant air quality factor, however, since concentrations decrease very slowly as distance increases. Composite vehicle emission factors are from the Air Resources Board EMFAC program (Ref. 6).

C. Project Traffic Impacts

The intent of the project is to improve the flow of traffic on Ham Lane by providing four traffic lanes and therefore more capacity. As higher average speeds are achieved through less- congested traffic flow, air quality emissions and impacts would be lower on Ham Lane and on neighboring streets. However, lower emissions per vehicle would be offset somewhat by anticipated increases in vehicle volumes in future years. Since no new trips are being generated by the project, the total number in the area will stay the same.

Roadside CO concentrations were modeled for two No-Project cases and two Project cases for comparison, based upon different lane configurations and traffic volumes:

Case 1 : No-Project, two lanes, 1985, ADT of 12,500.
Case 2 : Project, four lanes, 1995, ADT of 20,300.
Case 3 : Project, four lanes, 2005, ADT of 25,300.
Case 4 : No-Project, two lanes, 2005, ADT of 25,300.

Average Ham Lane speeds are estimated to be 30 mph during peak hour and 35 mph at other times for Cases 1, 2, and 3. Case 4 would be seriously congested, and speeds are estimated to be 20 mph at peak hour and 25 mph at other times. Traffic projections are from the project traffic study by TJKM Transportation Consultants, Sacramento. Exhibit 2 compares the roadside concentrations for the most significant cases. Other cases not evaluated would produce smaller changes in roadside CO concentrations.

Exhibit 2 - Ham Lane Project CO Concentrations (ppm)

CASE	PEAK HR	HIGH 8 HR.
1 No-Project, 1985	1.1	0.3
2. Project, 1995	1.3	0.4
3. Project, 2005	1.6	0.5
4. No-Project, 2005	2.0	1.0

It should be noted that the Exhibit 2 concentrations are based only upon vehicles on Ham Lane. The total CO concentration would include a variable background concentration of from 1 to 5 ppm from other vehicular emissions and sources in the area.

The modeled concentrations show the effects of the gradual increase of traffic volumes in Cases 1, 2 and 3. Case 4 concentrations are caused by congestion and low speeds with only two traffic lanes. Neither the state 20 ppm peak hour standard nor the 9 ppm eight hour standard are threatened by the Ham Lane traffic in any case. The project would be expected to reduce slightly local CO concentrations relative to a two-lane road.

D. Overall Project Impacts

Another way to evaluate the potential impact of the Ham Lane Improvement Project is to estimate the overall change in vehicular emissions produced by the project. The total emissions produced by a group of vehicles depends upon the number of trips, the trip length, and the average speed. Since the total number of trips and trip length are not changed by the project, the average speed is the only variable which affects total emissions. Based upon an estimated higher average speed (25 mph vs. 35 mph) with project implementation, total emissions on Ham Lane would be as shown in Exhibit 3.

Exhibit 3 - CHANGES IN HAM LANE VEHICLE EMISSIONS

	CO	NMHC	NOx	PART
Project Change	-28 %	-19 %	+7 %	no chg

The Exhibit 3 analysis is derived from the average emissions factors listed in Reference 6 for the different average speeds. Note that particulate emissions are not related to speed, and that as speed increases, oxides of nitrogen are slightly increased, which is opposite to CO and non-methane hydrocarbons. The CO pollutant is the most sensitive to speed, and therefore would benefit the most from the reduced congestion offered by the four lanes.

E. Potential Construction Impacts

During the grading and construction phase, dust may be produced, particularly during the dry months of the year. Particulate generation can be minimized by standard sprinkling procedures on dusty working areas at least once a day.

III. Project Mitigation Measures

This project would appear to have a net benefit to the local air quality and therefore does not require mitigation. Increasing average vehicle speed, by increasing the number of traffic lanes on congested routes, is itself an air quality mitigation measure recommended on some types of projects to offset increasing trip volumes.

AIR QUALITY REFERENCES

CLIMATOLOGY

1. Felton, E.L., California's Many Climates, Pacific Books, Palo Alto, 1965.

2. Station Climatic Summaries, U. S. Naval Weather Service Environmental Detachment, Asheville, N.C.

AIR QUALITY

3. California Air Quality Data, Annual summaries of station air quality data, Technical Services Division, California Air Resources Board, Sacramento.

MODELING

4. Guidelines for Air Quality Impact Analysis of Projects, BAAQMD (then BAAPCD), June 1975, and updates.

5. Turner, D. Bruce, Workbook of Atmospheric Dispersion Estimates, AP-26, U.S. Environmental Protection Agency, 1970.

6. "ENV028" computer program to determine annual composite vehicle emission rates, based upon "EMFAC 6C" vehicle-specific emission rate program, California Air Resources Board, Sacramento.

APPENDIX

COMMON AIR QUALITY TERMS AND DEFINITIONS

Air basin or airshed - a region which, due to its geography and topography, tends to contain air pollutants emitted within it.

Air pollutant - a substance in the atmosphere which is harmful or undesirable.

Air quality - the amount of pollutants in the air relative to existing ambient air quality standards*.

Air Resources Board (ARB) - California agency responsible for state air quality planning and control program.

Ambient Air Quality Standards - exposure limits established for various air pollutants by state and federal agencies.

Bay Area Air Quality Management District (BAAQMD) - nine-county agency responsible for air quality planning and control in the San Francisco Bay area.

Carbon monoxide (CO) - an odorless and invisible gas pollutant produced primarily by vehicle operation. Reduces oxygen-carrying capacity of the blood, causing headache, fatigue, coordination disfunction, and cardio-respiratory stress.

Concentration - the amount of a pollutant in a given volume or sample of air.

Department of Environmental Protection (NDEP) - Nevada agency responsible for state air quality planning and control programs.

Dispersion - the process of mixing, dilution, and transport of air pollutants.

Emission - discharge of a substance into the air.

Environmental Protection Agency (EPA) - federal agency with overall responsibility for national and state air quality planning and control programs.

Hydrocarbons (HC) - a large group of compounds containing hydrogen, carbon and various other elements, and found in fossil fuels, paints and solvents. They cause plant damage, odor, and contribute to smog* formation.

Inversion - a reversal of the normal temperature lapse rate* in the atmosphere, producing a stable high-temperature layer above a lower-temperature layer.

Line source - a linear group of pollutant emitters, such as vehicles on a roadway.

Micrograms per cubic meter ($\mu g/m^3$) - a common unit of measurement of particulate concentration* in weight per unit volume.

Mixing layer - when an atmospheric temperature inversion* exists, the layer of air below the inversion altitude in which air pollutants are confined.

Modeling - a technique of using estimated source emissions and meteorological information to compute expected air pollutant concentrations.

Monitoring - regular measurement of air pollutant concentrations.

Nitrogen oxides (NO_x)- formed during high-temperature combustion processes, several gaseous pollutants cause plant damage, eye and lung irritation, and discoloration of materials. Nitrogen dioxide causes the typical brown color of smog.*

Odor - can be aesthetically unpleasant, and cause illness in some cases. Common problem gases include hydrogen sulfide, ammonia, and some organic vapors.

*defined elsewhere

Organic compounds - a very large group of substances containing carbon, found in all living matter, and also fossil material such as coal and petroleum. They are often released when extracted, processed, and/or burned.

Oxidants - a highly-active group of chemicals (mostly ozone in air) formed in the atmosphere by the photochemical reaction* of hydrocarbons*, nitrogen oxides*, and sunlight. Causes extensive vegetation damage, eye irritation, headache, and impaired breathing.

Ozone (O_3) - see Oxidants above.

Particulates, total suspended (TSP) - include solid particles, dust, and smoke, and are produced by industrial processes, combustion, and vehicles. They damage plants and materials, reduce sunlight and visibility, and carry irritating chemicals into the respiratory system.

Parts per million (ppm) - a common unit of measurement of gaseous pollutant concentration in relative volume of pollutant per million volumes of air.

Photochemical reaction - the atmospheric combination of hydrocarbons* and oxides of nitrogen to form oxidants* and smog*, driven by the energy from intense sunlight.

Point source - a single stationary souce of air pollution.

Primary air quality standards - recommended limits to air pollutant concentrations based upon criteria for protection of human health.

Secondary air quality standards - recommended limits to air pollutant concentrations based upon criteria for protection of property and aesthetics.

Smog - the combination of air pollutants found during intense photochemical reaction.*

Source - a process, activity, or machine which emits air pollution.

Stagnation - an extremely stable atmospheric condition in which little vertical or horizontal dispersion* of emitted pollutants occurs.

Sulfur oxides - are produced by processing and combustion of fossil fuels which have sulfur content. These gaseous pollutants are toxic to plants, deteriorate materials, and in combination with particulates, contribute to serious respiratory illness.

Temperature lapse rate - the normal atmospheric temperature profile which decreases as altitude increases. See inversion*.

Transport - the movement of emitted pollutants by wind or thermal action.

Visibility reduction - is caused by suspended very small particles, water vapor, smoke, and gases with color.

*defined elsewhere

Appendix E

Public Comments and Responses

Comments and Responses

During the public review period for the Ham Lane Improvement Project EIR, written comments were received from Mr. Eugene Boscacci and the State Office of Planning and Research. In addition, several comments were made at the public hearing of 11/7/84 before the City Council, by Mr. Dorance Ochs, Mr. Dennis Kempf and Mr. Oliver Lee.

After a thorough review of all the comments, both written and oral, it is clear that the majority of the comments serve to represent either the opinion of the person commenting or a concurrence with data presented, and do not require additional analysis or data collection. For this reason the comments will not be responded to "line-by-line" but, rather, issue by issue. Therefore, the Comments and Responses section will be organized in the following manner:

- Responses by this consultant to topical areas of concern raised during the public review will be presented under the appropriate title (i.e., noise, neighborhood character, etc.). These responses are referenced by listing the title and page number of the letter or Public Hearing Transcript (PHT) comment.

- The actual comments, in the form of letters or transcript of hearing proceedings, will be attached at the end of this section. A list of all topics of oral comment is included as a Table of Contents to the Public Hearing Transcript (PHT).

- A ○ indicates that the comment was either the opinion of the responder or served to verify or corroborate data in the text, and does not require a response from the consultant. Nonetheless, the City Council should take these opinions into account during their review consideration of the project as they represent important community input to the review process.

- A ● with a topical leading (i.e., noise, neighborhood characteristics, etc.) indicates that the comment required response by the consultant and is addressed in the following pages.

- Those paragraphs which are unmarked consist primarily of procedural discussions or items of conversation unrelated to the adequacy of the document.

Financial Considerations

Comments from: Mr. D. Kempf (PHT; page 11, lines 2-16; page 14, lines 11-22; page 19, lines 18-28; etc.), Mr. E. Boscacci (entire letter).

Response: The effects of the project on individual property evaluations and the potential fiscal costs and benefits to the City and individual property owners were not part of the Scope of Work for this EIR. City staff intend to

present relevant fiscal/cost data to the City Council at the hearing on the project itself and have indicated that they feel this information will be sufficient for determining the potential fiscal costs and effects of the project.

Air Quality

Comments from: Mr. D. Kempf (PHT, page 12, lines 12-21).

Response: The air quality analysis took into account both speed and vehicle volumes. This analysis indicated that air quality would not violate standards even in the worst case (slow speeds, high volumes) scenario. Although the point is logically presented the actual pollution volumes resulting from the project (or from lack of the project) will stay well within standards.

Traffic Counts

Comments from: Mr. D. Kempf (PHT, page 13, lines 3-21).

Response: School traffic is the typical situation (9 months of the year) on Ham Lane. Traffic counts taken during the late summer indicate approx. 10% decrease in traffic volumes.

Increased Vehicle Speeds/Enforcing Vehicle Codes

Comments from: Mr. Dorance Ochs (PHT, page 21, lines 16-24; page 22, lines 22-28).

Response: The proposed mitigation of increased enforcement would require significant effort to be successful. The consultant meant to imply that though these avenues of mitigation exist the likelihood of their being of significant relief are not high.

Implementation of Recommended Mitigations

Comments from: Mr. Dorance Ochs (PHT, throughout).

Response: The responsibility for selecting appropriate mitigations rests with the City Council. They may either: (1) determine that an impact cannot be mitigated but overriding social benefits or considerations justify the project's implementation; (2) determine that suggested mitigations will serve to mitigate project impacts and are the responsibility of the City; or (3) determine that suggested mitigations will serve to mitigate project impacts and are the responsibility of the property owner. If a project is approved the apportionment of mitigation costs will be the decision of the City Council. It should be noted here that in several cases (i.e., increased vehicle speeds, decreased pedestrian safety, increased noise levels, change in neighborhood character, etc.) the recommended measures will only serve to incrementally reduce impacts and will not serve to substantially reduce impacts. The Council should take this into account during their review process (see PHT, pages 33 and 34, lines 14-9).

Decreased Congestion vs Increased Volumes

Comments from: Mr. Dorance Ochs (PHT, page 26, lines 1-8; page 32, lines 2-13).

Response: Traffic along Ham Lane will increase over time regardless of project implementation. Further, traffic volumes would increase slightly more with the project if vehicles which currently use other routes were drawn to the improved street. Implementation of the proposed project would result in decreased vehicle congestion even with the attracted trips due to its design characteristics. Traffic flow would improve, signal delays would be reduced and long term congestion would be eliminated. If the project is implemented the incremental traffic growth can be accommodated without congestion.

Noise Increases

Comments from: Mr. Dorance Ochs (PHT, page 29, lines 11-18), Mr. Reid (PHT, page 3, lines 8-26).

Response: Noise levels will not increase 5 dBA each year but, rather, 5 dBA over the next 20 years. Also see PHT, page 36, lines 8-26.

COMMENT TOPICS

TABLE OF CONTENTS FOR PUBLIC HEARING TRANSCRIPT (PHT)

Comment Topic (Commentor)	Page	Line(s)
Construction duration (Snider)	9	21
Neighborhood appearance (Kempf)	10	28
Right-of-way costs (Kempf)	11	2- 9
Assessed evaluation (Kempf)	11	10-16
Safety hazard (Kempf)	11	17-23
Project benefit (Kempf)	11	24-27
Safety hazard (Kempf)	12	1- 6
Traffic controls causing congestion (Kempf)	12	6-11
Traffic controls causing air pollution (Kempf)	12	12-21
Speed limit (Kempf)	12	22-28
Timing of traffic counts (Kempf)	13	3-13
Effects of buses on volumes (Kempf)	13	14-21
Attracted trips (Kempf)	13-14	22-10
Costs of sealed windows (Kempf)	14	11-22
Need for project (Kempf)	14-15	23- 9
Evaluation of costs in EIR (Reid, Pinkerton)	16-19	16-17
Cost of mitigation (Kempf)	19-20	18- 3
Psychological effects of project (Ochs)	21	1-10
Increased speed (Ochs)	21	16-24
Future offstreet parking (Ochs)	21-22	25- 2
Logistical and cost of installing sealed windows (Ochs)	22	3- 6
Reduced vehicle speed (Ochs)	22	7- 8
Encourage carpools/bicycle plan (Ochs)	22	9-21
Faulty exhaust system enforcement (Ochs)	22-23	22- 3
Decreased air quality (Ochs)	23	4- 8
Logistics and cost of automatic garage doors (Ochs)	23	9-11
Logistics and cost of lattice fencing (Ochs)	23	14-21
Construction times (Ochs)	23	22-28
Business areas affected (Ochs)	24	2- 5
Project description error (Ochs)	24	6-11
Neighborhood aesthetic section (Ochs)	24	15-22
Agrees with aesthetic section (Ochs)	24	23-27
Effect of trees on air quality (Ochs)	25	1- 6
Need for project (Ochs)	25	11-27
Decreased congestion vs increased volumes (Ochs)	26	1- 8
Increased speed vs decreased pedestrian safety (Ochs)	26	9-19
Questions value of safety mitigations (Ochs)	26	20-28
Cross traffic delay (Ochs)	27	4-10
Speed limit (Ochs)	27	11-23
Loss of parking (Ochs)	27	24-26
Source of local noise (Ochs)	28	2-11
Impacts of noise (Ochs)	28	12-24
Existing noise (Ochs)	28-29	25- 6
5 dBA per year rise in noise levels (Ochs)	29	11-22
Costs and effectiveness of noise mitigation	29-30	23-10

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(continued)

Comment Topic (Commentor)	Page	Line(s)
Reducing vehicle speeds (Ochs)	30	11-15
Carpools, bicycles, buses (Ochs)	30	16-20
Enforcement of vehicle codes (Ochs)	30	21-26
Decreased congestion vs increased volumes (Ochs)	31-32	23-13
Existing speed limit (Ochs)	32	14-19
Reduced speeds as mitigation (Ochs)	32	20-27
Attracted trips (Ochs)	33	1- 6
Importance of mitigated vs unmitigated impacts in terms of level of significance (Burdick, Ronsco)	33-34	14-20
Alternative C as best Alternative (Lee)	35	1- 6
Wording of mitigation to reduce noise (Reid)	36	8-19

BEFORE THE LODI CITY COUNCIL

SAN JOAQUIN COUNTY, CALIFORNIA

--oOo--

In The Matter of a Public Hearing To Consider:

The Draft Environmental Impact Report for the Ham Lane Improvement Project, Lodi Avenue to Elm Street, Lodi.

ORIGINAL

PUBLIC HEARING

DATE: November 7, 1984 at 7:30 p.m.

At City Council Chambers
221 West Pine Street
City Hall
Lodi, California

** COUNCIL MEMBERS PRESENT **

Mayor John R. "Randy" Snider

Mayor Pro Tempore David M. Hinchman

Councilperson James W. Pinkerton

Councilperson Evelyn M. Olson

Councilperson Fred M. Reid

** STAFF MEMBERS PRESENT **

City Manager Henry A. Glaves

Assistant City Manager Jerry L. Glenn

Public Works Director Jack L. Ronsko

Director-Secretary James Schroeder

City Attorney Ronald M. Stein

City Clerk Alice M. Reimche

** ALSO PRESENT **

Newspaper reporter

Cable people

Helen R. McPherson, CSR 2070

Members of the public

E6

*** INDEX OF SPEAKERS ***

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Mr. Ronsko	5, 34
Ms. Burdick	7, 33, 36
Mr. Dennis Kempf	10, 19
Mr. Ochs	20
Mr. Lee	34

--oOo--

MAYOR SNIDER: The first public hearing is to consider the draft environmental impact report for the Ham Lane improvement project, Lodi Avenue to Elm Street and Lodi.

I'd like to perhaps preface this public hearing by explaining exactly what we'll be doing this evening, and what we will be doing at a meeting, I believe, that will -- somewhere down here is scheduled for, what, December --

MRS. REIMCHE: December 5th.

MAYOR SNIDER: Fifth. The purpose of this evening's meeting is to allow public input with regard to the environmental impact report, or I should say the draft environmental impact report that has been prepared by city staff. And I'd like to ask that the audience address their concerns with regard to the environmental impact report this evening.

We will have an opportunity to go into the other aspects of the project at a later time. It's a little bit unusual, and just to give people a little bit more background on how this whole item transpired, it was a recommendation of the staff with regard to the widening of Ham Lane, it was introduced to the city council, and it's a capital improvement program introduced earlier in the year.

And it was at that time that the city council recognized the fact that the Ham Lane widening in the past has always been a controversial issue, it's something that we expected would probably come up again, and rather than following the normal routine on a capital improvement project,

we asked that when staff was ready to do this, that it be brought back to the city council, that people in the neighborhoods were informed, and you people would have an opportunity to respond.

And as I mentioned earlier, the purpose of this particular meeting is for you people to respond to the environmental impact report that the public works director will be presenting to us this evening.

So everybody relax, don't get nervous, please feel free, once the staff makes its presentation, to come forward, and address yourself to, for example, if they left a tree off on the environmental impact report or something of that nature. So we'll walk through this thing. Did I leave anything out? Okay, Mr. Ronsko.

MR. RONSKO: Rich Prima is in the audience, and we do have some additional draft EIR's, so if there's anybody in the audience that would like one who has not picked one up already, we'd be happy to pass those out. They are at the podium, so, Rich, if there is anybody, maybe you could pass those out to the audience.

MAYOR SNIDER: Stand up, Richard, so they can see who you are.

MR. RONSKO: Anybody want one?

MAYOR SNIDER: Anybody need an extra EIR?

MR. RONSKO: Mr. Mayor, members of the council, I think it's important that I give a little bit of past history of the project, a little more than you've just given.

Back in 1978, we had the project in the capital

improvement program, and at that time we prepared an EIR on the project, and the EIR came before the city council, and it was determined adequate, that it covered everything that an EIR was supposed to cover as far as environmental effects on the project, and that was the alternate which gave the most widening to the street.

However, because of the controversy, the following year that improvement was not put back into the capital improvement program, and there was no decision on which alternate we were going to go with, what type of widening of Ham Lane we were going to do.

As we've found over the last couple of years, the street is now falling apart, and we're holding it together with whatever we can hold it together with. We have to do some type of improvement to the street, and that's the reason that it was again put into the 1984 capital improvement program.

And because a number of years have gone by and because of the controversy, we felt that it was important that we do another EIR because there were a couple of other alternates that we thought we might want to look at, so we retained Kate Burdick. Kate is a planner who prepared the EIR on Hutchins Street. We liked the impartial way that she approached that problem, and we retained her to prepare the EIR on Ham Lane.

We've had one informative meeting at the library in August. There was 30-plus people there, and this was a meeting just to get additional information for the preparation of the draft. And tonight -- the purpose of the meeting tonight is to

make easy access for the people to come and verbally indicate to you, the city council, and to Kate Burdick, those areas that they are concerned about or have some question about in the EIR.

We will still take written testimony up until the 21st of this month, but tonight's meeting is mainly to get additional input for the final draft, and, as you indicated, that final draft will be coming back to the council on a -- at a public hearing which we hope will be set on December 5th.

At that same meeting, it is our intent to talk about the alternates, and hopefully get a proposed project from the council, so we can begin some type of construction on Ham Lane in the spring of 1985.

So at this time, what I'd like to do is to introduce to you and the audience Kate Burdick. Kate, why don't you stand up? Kate will go over briefly the environmental effects of the project and what she's done to bring it to this point.

MS. BURDICK: Good evening, my name is Kate Burdick, I prepared the environmental impact report. I'm glad to see so many people back here tonight. I recognize a lot of faces from our previous meeting.

I guess what I'll do is just briefly go through the summary of environmental impacts in the front of the document beginning on page four to give an overview of the impacts -- the potential impacts of the project.

As a result of our evaluation, it was determined that the primary significant impacts that the project could generate were loss of street trees; increase in vehicle noise;

construction related impacts; and a change in neighborhood character. And I don't think that comes as a big surprise to anyone, it's the most obvious implication of a project of this type.

To quantify the loss of street trees, we had a tree-by-tree inventory performed by a biologist, and that map shows up in the report and also is available in a much larger format for anyone who has questions.

After reviewing the information that she gathered, it was clear that the project as proposed would result in a loss of a significant number of street trees. I think that that relates pretty directly to the change in neighborhood character. Loss of street trees on a street of this type in a neighborhood of this type clearly will be a significant impact for the people that live there.

The increase in vehicle noise once again is an obvious impact of widening the street, bringing the traffic closer to the homes. Taking out some of the vegetation will also increase that effect.

Construction related noise, again, I think is an obvious impact of the project. That's something that's temporary in nature and once the project is completed will go away. But the increase in noise that's generated by the increase in traffic will continue for the duration of the street's life.

Unless there's any significant questions about the other impacts, my feeling would be to just leave it open for question, because I'm sure that there are people who feel that

we either underestimated or overestimated or underquantified or overquantified something, so rather than indulge in a long winded explanation of the document, I'd be more interested at this point in finding out the problems that people have with it.

So I would remind the people in the audience tonight is not the night to argue the project, tonight is the night to make sure that all of the information that you feel is relevant to evaluating the project is actually present in the document.

So if you dislike the project, it might be more appropriate to save that for later, and if you could get into the problems that you have with the document itself, that would help me the most and I think the council at this point, so if there's any questions that the council has outright, I could field those now, and then we could open it up for the general public.

MAYOR SNIDER: Are there any questions of staff with regard to the environmental impact report as presented in this 80-page document.

MS. BURDICK: It's small, believe me.

MAYOR SNIDER: I have a question with regard to the project itself. If the -- you were talking about the temporary situation of construction. What would you estimate the -- that time period to be?

MS. BURDICK: The construction duration, probably from beginning to end a couple of months.

MR. ROMSKO: Two to three months.

MS. BURDICK: Two to three months. Perfect document, no

questions.

MAYOR SNIDER: We're just getting started.

MS. BURDICK: Warming up.

MAYOR SNIDER: Okay. If there are no questions from the -- no questions at this time from council members, I'd like to open up this hearing to the public, and ask those people in the audience to please come forward, state your name and address for the record, and express your concerns or problems that you might have with the environmental impact report as presented. Everyone in the neighborhood received a copy of this, if I'm not mistaken.

MR. ROMSKO: They all received a letter and indicated that copies were available at city hall, and there were also copies at the library.

MR. KEMPF: Good evening, Randy. I'm Mr. Kempf, I live at 110 South Ham Lane. I've lived there since approximately 1976.

In 1978 when this project was first proposed, many of the residents in the area came down to the council and voiced their concerns about the project in general then, and it was turned down because of the environmental impact study then and the determination of the council.

I've spent many hours and I hope you've spent just as many hours tearing apart the environmental impact study and reading the information and deciphering the information, hopefully from the viewpoints of the citizens of Lodi, and I've made about four pages here which I'd like to address.

One of the first areas is the appearance of the neighborhood. The project impact says that it has a

significant impact on the neighborhood.

I think, beings we reside in one of the blocks where the right-of-way is not acquired at this point, I would like the city council hopefully to consider the cost that it's going to take to acquire those right-of-ways, and the impact it's going to take of the people that live in those areas, the destruction of their yards, the elimination of a lot of the yards, and the impact of the property value on those properties.

I have contaced legal counsel, and I have contaced county assessors that are willing to supply me documents that will indicate that our property value could go down as much as 30 percent because of a widening of this nature, so I think it's going to have a definite affect on the neighborhood, not only from a -- an appearance standpoint but a financial standpoint for the people that live along there.

It's going to move the traffic closer to the residences, which I feel is going to create more danger to the people that live along there, particularly people with children. Right now, there are a lot of elderly people that live on that street, and as properties turn over, we're seeing younger people moving into the area with children, and I think that's a concern for them.

As far as traffic goes, they said that there's definitely going to be a benefit from the traffic by the widening of Ham Lane to all four lanes, if that's what the council decides to do.

Some of my questions were, they said that there would

be a definite impact on the safety of pedestrians using that street crossing Ham Lane, which there are a lot of school children that cross that street that have to go to Lodi High. Because of the increased amount of potential danger, because of the width of the street in the environmental impact study, they're saying that possibly more traffic controls, more pedestrian controls are going to be needed. I feel that this is going to have an impact on the congestion of the traffic, even though it's at four lanes. The more controls you put on that street in that four-lane block, the more impact it's going to have on the congestion.

Air quality

One of the areas, the air quality control, the only reason the air quality control ca e out as well as it did is because they said with a faster volume of traffic, your traffic is going to be moving through that area faster, therefore, you're not going to be subject to as much emission. And I find that in direct controversy if they need to put controls for proper safety for pedestrians and cross-traffic. To me, that's going to slow the traffic down, and it's going to cause more air pollutant going into the air, because those cars will be idle there.

I drive that street probably four to six times a day, and I've never seen a time that I could not drive from Elm Street to Lodi Avenue in less than one minute, and that's driving the speed limit. Today, there are many cars that do not drive that street at the speed limit. And it says in the environmental impact report that it would be questionable whether or not city enforcement could control the speed on that

street if it was widened to four lanes, and I think that's another concern.

traffic collate

I disagree with the timing in which they did the volume study on Ham Lane. They did it on May 15th, 16th and 17th, which was the beginning before school let out, the weather was nice, and we all know who live in that area. The cruising of students from the high school have a big impact on the volume of that traffic coming off of Walnut and heading south on Ham out to the Tokay High School, and invariably they will put the counters between Walnut and Lodi Avenue, where the traffic is the heaviest because of the school students coming down Ham, going around the high school, and then heading back south towards Tokay.

traffic counts

They also did the count when the school busses still had the barn at what used to be the west campus or Lodi High. Now that the school busses, the barn, the maintenance barn has been moved out to the east side of town, that has cut a big percentage of the congestion because you don't have those large busses trying to turn against traffic to go into Lodi High. It's far from eliminated. But it's had a definite impact on the congestion.

They're talking about the -- in the environmental impact study, they're talking about the through trips. By widening of Ham Lane, it will draw traffic from Hutchins Street and from Lower Sacramento Road over to Ham Lane. I'm in disagreement with this.

I think if anything people that live in North Lodi who travel to Stockton are not going to be willing to come over

to Ham Lane and drive down a street that has anywhere from five to seven control lights in a four-lane block if they're traveling to Stockton. For one thing, they get out to Kettleman or Harney Lane, they're going to have to go back over to Lower Sac or West Lane to proceed south to Stockton.

So I think people are going to have a tendency to stay or to go out to Lower Sacramento Road if they're traveling to Stockton or to the immediate south end of town. I don't believe they're going to want to put up with this congestion with the repeated stoplights in this area.

financial considerations

In regards to noise, one of the solutions that the environmental impact study put into it was that they would have to -- or that they felt one of the solutions was to have sealed windows, basically on any structure that faced the front of the street. I think if it's going to take sealed windows to the point that the residents can not open their windows to receive that cool westerly breeze in the summertime, it's going to have a tremendous financial impact on the residents to have to run their air conditioning repeatedly during the summertime to eliminate the noise coming in these windows. I think that's going to have a tremendous financial impact again on the residents in the area.

I think in general a lot of what appeared in the environmental impact study this time around appeared in the original environmental impact study, and I think it points out one thing, I think it points out that we could probably improve that street at the existing width, and as proven in the environmental impact study, until we get to the year 2005,

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there's really not going to be any significant impact on the level of service on that street, and only at Lodi Avenue and Ham and Elm and Ham is there going to be a decrease in the level of service even at the year 2005.

They're saying keeping the street at the existing width it is now that they can maintain at least a B or C level of service keeping the street at the width it is, and I would like the city council to keep that in mind when they make their decision on the widening of this project.

I'd like to thank the people in the audience. I saw a lot of neighbors come in tonight. Their support -- I've been out talking to neighbors up and down Ham Lane, I was probably one of the key people that helped keep the project out of the works six years ago, and I hope I can have your support this time around to -- no' from a city council person, but possibly from a resident or a citizen in the community to know what kind of impact this would create on Ham Lane for the residents.

Thank you. Any questions from the council people?

MAYOR SNIDER: Mr. Stein, correct me if I'm wrong, but did you tell me before the meeting that when these concerns were expressed that we have a responsibility to respond?

MR. STEIN: Yes.

MAYOR SNIDER: Mrs. Burdick, did you understand -- do you need -- need any clarification from him as far as what his concerns are?

MS. BURDICK: No, I think he articulated them quite clearly, and I have been taking notes as he goes along, and we're going to have a transcript when this is all done.

MR. GLAVES: This is not a final, Don.

MR. SCHROEDER: It's a draft.

MR. GLAVES: We're still gathering information.

MR. STEIN: Right, that's correct, but we still have to respond to them, that's what they're here for. You have to respond to their concerns, that's why we're taking a transcript.

MR. GLAVES: That will be in here, won't it?

MS. BURDICK: It will be in the final that you get.

MR. STEIN: I'm saying we don't have to respond tonight, I'm saying we just have to respond in the final, if that's what you're asking?

MAYOR SNIDER: Yes.

MR. STEIN: Yes.

MAYOR SNIDER: Mr. Reid?

MR. REID: I'd like to ask a question of Mr. Stein. Does the environmental impact report have to consider changes in property value because of the project?

MR. STEIN: That's not an environmental impact.

MR. REID: So it does not have to be -- that question Mr. Kempf brought up would not be brought up?

MR. STEIN: Not really, because the response may be if -- you know, if it's a situation where the city has to take some property, and, you know -- shall be just compensation, and there'll be severance damage. Severance damage is the, you know, that which -- that damage to that which is left after we've taken what we wanted to, so we have eminent domain power. That's not an environmental impact issue.

The question of noise is, air pollution, et cetera, but the question of the practical value of the property is not an environmental impact.

MAYOR SNIDER: Mr. Pinkerton?

MR. PINKERTON: Mr. Mayor, I think I would take exception to that, because if you destroy people's property, you've destroyed their environment. And when you hit someone in the pocketbook, then you really have destroyed an environment.

MR. GLAVES: Well, Mr. Pinkerton, before we ever had an environmental impact report, we always had to take that into consideration. That's what you call a severance, that's the part of your appraisal.

MR. PINKERTON: I did not hear severance mentioned.

MR. STEIN: Mr. Pinkerton, maybe it's a semantic problem, okay. The issue tonight is to take into account all of the environmental effects, okay, and to respond to those, because what we have to have is an adequate document. The document has to be -- is one that this board can look at, this council can look at and feel that they have enough information to make a decision which takes into account all of the information, all of the environmental effects, and can look at the alternatives and come up with a project or maybe deny the project because of the environmental effects, okay. But the issue of the taking of property itself is really not an environmental effect.

MR. PINKERTON: Mr. Mayor, I think that basically the legal connotation -- and sometimes I question the legalese and the legal intelligence of understanding what some things evaluate, but any time you destroy a person's property, you've

destroyed that person's environment, and if you devalue that environment, you've devalued what it's worth, and that's the environment.

MR. STEIN: Assuming that you look at that issue, then my response would be you have a mitigation measure and the mitigation measure is you're going to end up paying, the city is going to end up paying for the decreased value, so any environmental effect, you either do one of two things, Mr. Pinkerton, either you mitigate through some mitigation measure, or you have what is called overriding considerations that say even though there's this environmental effect, and even though we can not mitigate it, because of other overriding social and economic considerations, we can still go through with the project, okay. If we could not come up with those, then we could not go through with the project.

MR. PINKERTON: Will those costs be put in the cost of the project?

MR. ROMSKO: We'll be bringing those to you at the time that we actually discuss the alternates. We will have the cost of the alternates, including the cost of the right-of-way acquisition for the different alternates.

MR. PINKERTON: There's also a law someplace along the line, if I remember right, that we ran into on Stockton Street, if you destroy X percent of a piece of property, then the whole piece of property is --

MR. STEIN: That's correct.

MR. ROMSKO: And those will be included when we bring the right-of-way costs to you.

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MR. STEIN: That will all be brought up, Mr. Pinkerton.

MR. ROMSKO: For clarification, what we really asked Mrs. Burdick to do was to put together an EIR that conformed to all the requirements of CEQA, and that's what we have to be concerned about, and the definitions of environment as it relates to CEQA, and I was not aware that we wanted anything other than that, or I would have given specific directions.

MR. PINKERTON: CEQA I'm not that happy with, either.

MR. ROMSKO: Well, neither are we, Mr. Pinkerton.

MR. PINKERTON: I'm concerned with the citizens of Lodi who are going to have their property destroyed. CEQA is a bunch of idiots in Sacramento who have never done anything and have not had their property destroyed.

I'm concerned with the people on Ham Lane who are going to have their property destroyed. CEQA can go wherever. We've got the people in that four-block area that I'm concerned with.

MR. KEMPF: Thank you. I think, Randy, if I could just elaborate, I think what Mr. Pinkerton may be saying is there's a lot of solutions to some of the problems in the environmental impact study, but it raises the big question of who is financially responsible for possibly the masonry barriers, the wood trellises to provide privacy to these people, the loss of property value because naturally you're losing property if they come in and take anywhere up to 16 feet out of your front yard.

And I just am feeling very uncomfortable as to who is going to pick up the burden of this financial loss.

Even though a financial issue really isn't brought up

in the environmental impact study, the environmental impact study and the outcome of this project could have a real financial effect on the people that live along there.

MAYOR SNIDER: Nobody is questioning that, Dennis. I think that what we're -- we've got to take this one step at a time. The environmental impact report has to -- and everything that you brought up, and everything Mr. Pinkerton has brought up, is certainly going to be considered and should be considered, and nobody is trying to put that to the side right now.

But what we've got to concern ourself with immediately before we can even start discussing those things is we've got to take care of the environmental concerns before figures and all these numbers can be put together.

MR. KEMPF: Sure.

MAYOR SNIDER: So it's just part of the process. Thanks, Dennis.

MR. KEMPF: Thank you very much.

MR. CLAVES: Mr. Mayor, we should understand that we are following CEQUA tonight, and the other concerns they have have to do with another section called the eminent domain powers of the city, and those have always been addressed and --

MAYOR SNIDER: Will continue to be addressed.

MR. CLAVES: They will continue to be addressed, right.

MAYOR SNIDER: Thank you. Is there anybody else in the audience that would like to come up and address the EIR?

MR. OCHS: Mr. Mayor, councilpersons, my name is Dorance Ochs, 2 South Ham. I thoroughly enjoyed the most recent

comments here this evening. I'd like to inject another little factor upon that that I think supercedes and foreseen the aesthetic values, the monetary values, and the property values and everything else, and that's the moral values involved here. I don't think you're going to find any money that's going to be able to pay for the discomfort, the disillusionment, the displacement, the unhappiness that's going to be created by doing this. But as stated by Mr. Stein, this is a little above and beyond the periphery of the discussion here this evening, but I had to put that one in.

I've employed a red pencil quite liberally on the report, and with your indulgence I'd kind of like to go through my red marks one by each and comment on or ask questions as it goes.

MAYOR SNIDER: Please do.

MR. OCHS: My first red mark is on page five. Down at the bottom, second line from the bottom, "Mitigation for potential of increased traffic speeds," and they're going to mitigate for that by installing speed limit signs, increased enforcement; and lower speed limits. Rather idealistic, I would say. What happens to the 85 percentile that our police department goes by? Is the police department going to get a big -- have a Ham Lane patrol that's going to provide all this enforcement that would be there to give us -- add limits? I wonder.

Further, on page six, the top of the page, "Mitigation, provide all future developments have adequate off-street parking." Hey, what's that going to do to South Ham Lane, there's not going to be any development there. How is

that going to mitigate the problems on Ham Lane? Huh-huh. (no).

Implementing recommended mitigations

The next item down under "Noise, mitigation, install sealed windows across house frontage wherever feasible." Again the question there is who is going to do this, who is going to pay for this?

Again, the next item, "Reduced vehicle speed," I don't believe it will happen. Contrary, as a matter of fact.

Item 12, "Encourage carpools." Peanuts. "Bicycle," is there a bicycle plan in the city that's going to -- I don't think Lodi has a bicycle plan, do we?

MR. ROHSKO: We do.

MR. OCHS: Beg your pardon?

MR. ROHSKO: We do.

MR. OCHS: We do have, I'd like to see it sometime.

MR. ROHSKO: It's on the front counter, I'll give you a copy.

MR. OCHS: And mass transit, what plans have we for mass transit that's going to help mitigate some of the situation on Ham Lane? Do we have a mass transit plan for Lodi?

MR. KEMPF: Call Dial-A-Ride.

Implementing recommended mitigations

MR. OCHS: "Enforce vehicle codes concerning faulty or modified exhaust systems." There again, we're putting an awful load on a police force that's already overloaded, and I don't think it's going to happen in this case. We're going to have a traffic stop sign on Lodi Avenue to check their catalytic converters, their mufflers, their tailpipes, their tires, their windshield wipers and stuff? Can't believe it. And item 14,

"Implement an alternative which reduces distance between affected properties and travel lanes." I wonder how we're going to do that. I wonder.

And down near the bottom of page six, "Air quality, incremental decrease in local emission concentrations," they're not going to -- no mitigation for that, they're just going to let it grow, I guess. No controls, truthfully, no, there wouldn't be.

On page seven, under "Land use," item 23, again, who is going to do it, "installation of automatic garage door openers where necessary to provide safe resident access."

And for land use, mitigation of noise, again the items on the previous page that we questioned.

And item 25, "Where appropriate, consider provisions of fencing or lattice to provide a sense of privacy." And again who's going to do it, and where are they going to put them in? Several of these cases, the sidewalk is going to be so close to the few trees that are going to be left, there wouldn't be room for it, and/or the distance to the domicile would be of such close proximity as to preclude any such thing as this. I don't believe it is an adequate mitigation.

And under construction impacts near the bottom of the page, item 28, "Plan construction around peak traffic times." Elsewhere on the report it says we're going to work only during the -- let's see, 7:30 to 5:30, I think. If we're going to plan that 7:30 to 5:30 around peak traffic hours, this is going to be a mighty long project because you'll work about 15 minutes in the morning and 15 minutes in the afternoon. I

don't think it's a good comment.

Page eight, third item down there, "Mitigation, scheduled construction to be completed as soon as possible in front of business areas." Well, there aren't -- only one business area within the impact area that we're discussing.

Page nine, "Projects description, project location," I think there's an error there in the last sentence of the first paragraph, when it says, that last sentence, "Kam Lane is a major north-south arterial in the city and intersects Highway 12 at" -- and here is the questions -- "first signalized intersection..." Is that not on Lower Sacramento Road?

MR. SCHROEDER: That's not in the city.

MR. OCHS: It's not in the city, okay, so much for that comment.

And go over to page 21. I underlined quite heavily the first line of the second paragraph on page 21, and as indicated a little discussion here earlier the aesthetics of the area, the older residential area of the city, and, of course, for the older residential areas, you also have some of your more senior citizens to whom displacement and/or movement of their property lines would be disillusioning to say the least.

Alongside the last paragraph of that first major heading, the third paragraph on the page there, I have good alongside that, and I agree with those comments wholeheartedly, the loss of the big trees and the shade and the comfort and the aesthetic values.

And to get ahead of the project a little bit, if I

remember my biology right, trees have a pretty good impact on the air quality, too, do they not, and help absorb some of the emissions from the automobiles and the people and give us some good old oxygen back, in addition to which the shade that they give us and protection and the aesthetic values, which we also don't mention here in the environmental impact study.

Page 23, middle of the page, item "Or," and then item three, well, that would be taking sides, and that's not the time to do this. But one project or another, let's don't get dirty yet.

On page 24, yeah, here is a goodie, here is a goodie. Down one, two, three, four, five, six, seven lines of the -- seventh line of the third paragraph, third paragraph, seventh line, talking about the level of service, "LOS is at level-A" in this little project, so we turn over to page 26, and guess what it says on that, "Level of service A is that area where, quote, average overall travel of 30 miles per hour or more, free flowing with no congestion."

Well, if that's the condition, why are we going to overhaul the whole thing? We don't have a problem. We got level of service A, traffic is flowing 30 miles per hour or better, and we have no congestion. Well, hallelujah, shall we all go home?

And on -- well, table two of this same section, again it repeats that the level of service at Lodi and Ham is level of service A, no problems. Elm and Ham level of service A, no problems.

Page 29, impli -- "Impacts and mitigations,

construction of the project as proposed" -- this is the first paragraph of page 29 -- "Construction of the project as proposed would result in a decrease in existing traffic congestion," and yet further on we're going to say that we have more cars, and everything is going to be up, but yet here we say we have a decrease. Again, if we're going to add on the project to have decreasing traffic? That don't compute, that don't compute.

Item five, well -- under that impact -- no, item five is -- under that impact, then, "Decrease in pedestrian safety. Due to an estimated increase" -- we changed gears here again -- increase in traffic speeds we're going to have, okay. Inconsistency there.

In the last sentence on that same paragraph, "Area residents have indicated that simple crosswalk controls do not appear to facilitate street crossings." I'll certainly endorse that, as one who walks quite a bit. I have, oh, probably tire prints on my shoe toes of every tire that was ever built from trying to walk across an intersection.

Under that, item six, "Mitigation, additional safety devices may be needed which would include additional crosswalks." Any police officer will tell you that a marked crosswalk is probably the biggest hazard in pedestrian safety. It doesn't work.

"Roadway warning signs," they're fine if somebody would read them.

"Traffic guards," what kind of traffic guards? That's a very vague and meaningless statement, traffic guards,

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what?

"And if necessary, traffic and pedestrian signals." And that's a big if.

"Potential delay to cross-traffic," the next paragraph, again, the last -- well, "Because of higher traffic volumes and more lanes to negotiate, cars on the side streets may have to wait longer to find a safe gap in traffic, thus causing more delays on those intersecting streets." If we have more delays on the intersecting streets, the cars are sitting there idling, what happens to the air quality and the noise?

Under item seven, the bottom of the page, "Impact potential for increased vehicle speeds; Because drivers may perceive" -- and there's another understatement -- "the road to be safer to drive at higher speeds, overall vehicle speed may increase." It will increase. We have 35 mile speed limit there now, it says on the signs. But who would go by it?

On the top of page 30 again, "Speed limit signs" -- and we all know that if it's outside of the 35 percentile, you just as well tear the sign down and throw it away, because it's not going to have any effect. But anyhow, "Street limit signs with strict enforcement by the local police can help reduce speeds. However, these measures may not be entirely successful." Amen, yeah.

Another impact on that one, decreased on-street parking. Going to lose a lot of it. That's going to make people very happy, very happy.

And under that, "Mitigations, item nine, provide all future developments with adequate off-street parking." What

does that have to do with this project? None.

Page 31, "Noise." Down near the middle of the first paragraph, one, two, three, four, five, six, seven, "And heavy trucks, motorcycles, busses and/or vehicles with faulty mufflers" -- where is our Ham Lane patrol here -- "systems traveling at moderate speeds during any hour." --

And the next paragraph, second paragraph, starting with the second sentence, "In other words, without the vehicular traffic along Ham Lane, there are no adequate noise sources of the constant levels..." Well, yeah, so without the traffic, we got no problem on Ham Lane.

At the bottom of that page, the last paragraph, bottom of page 31, we come up to some decibels and noise, and in the second line of that last paragraph, the noise level is quoted as being 60 to 70 dNA, and, let's see, heavy trucks, motorcycles, busses and vehicles with faulty mufflers, got to get out that Ham patrol again, peak capacity noise levels at 70 to 90 at 25 feet, and if you've got a street within 10 feet of a house, the house isn't big enough to get out of the noise level, that's harmful and dangerous to us. And that is one that I am glad to see a whole lot of thought being given to in a lot of studies other than this one, the noise levels and the illnesses, the discomfort, the diseases that result from being subjected to long-term noises.

And page 33, table five, "Land use category, normally acceptable," and to the right on that line, "less than 60," so Ham Lane at its present condition, then, with things as they are right now without more traffic, without higher speed,

without losing some trees, is already at the maximum level. We're going to take the trees away, add more trucks, add more cars, going to have a higher noise level.

The paragraph under table five, the second sentence, "In terms of noise element guidelines, present noise levels adjacent to Ham Lane already exceed recommendations," pov.

Page 35, last sentence of the first paragraph, "If the high growth traffic projection does not occur, no noise levels would be generated." Well, that figures, if we cutdown the traffic, whatnot, the noise is going to go down.

Noise increases

In the third paragraph of page 35, one, two, three, four, -- fourth line, middle of the line, a very interesting little note here, "Noise increases of three to five dBA are definitely noticeable and are potentially disturbing," and that would be, if I remember right, a kind of an annual increase in the noise level. Am I right on that? Five dBA's -- up to 5 dBA's a year increase, ad infinitum, with increased traffic?

MS. BURDICK: No, I don't believe so.

MR. OCHS: However, anyhow, there would be a proportional increase as we go along, and three to five dBA at the rate of 60 we have already quickly build us up to a level of intolerability.

The last paragraph of that section, near the bottom of the page, one, two, three, four, five, sixth paragraph, I have the entire paragraph marked for a particular note, "Standard residential building design and construction methods generally reduce outdoor noise by 20 to 25 dBA with windows closed and no significant cracks or openings around windows and

doors. With the best residential construction methods, and traffic noise level of 70 dBA, Ham Lane interior noise levels will meet 45 dBA with indoor standards. However, if the windows are open, interior noise level will be 10 to 15 dBA less than outdoors only," and again the question comes up, so, okay, we're going to double insulate and pane all the doors and windows in the front, now who again is going to do that? I'm sure that there are several retired on that area who are on fixed income, hey, a chunk of glass, double pane, sealed, is going to be a matter of considerable concern.

Page 36, item eleven, again, we're going to reduce the speed. I don't know how we're going to do it, but it's going do happen, "reducing the average speed on Ham Lane would reduce noise levels effectively." I'll grant that, if you can reduce them. I don't think you can.

Item 12, "reduce local traffic volume by improving desirability of alternatives to the automobile, such as carpools, bicycles and public transit." Again, I don't think we have anything significant to offer in substantiation of that contention.

Item 13, I'll go along with that, let's do it. I always had figured that we needed to enforce the California codes against faulty or modified loud exhausts. I wish there were a few of them around that were eliminated, I certainly do. I'd like to see it happen. Also I'm not a dreamer, I'm a realist.

Item 14, "Implement an alternative which reduces the distance between affected properties and the travel lanes."

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How there is a contradiction if I ever heard one, we're going to widen the street, and yet we're going to increase the distance between the traffic lane and the home, huh, that's a miracle. I'd like to see it happen.

MR. GLAVES: Mr. Mayor, can I ask a question? The purpose of the meeting -- of the hearing is to help the people who write the EIR to know where they missed something, and I'm getting a little confused myself as to the -- and I hope, frankly it's not --

MR. OCHS: Well, in doing it as I am, I endeavored -- I hoped I was pointing out the inadequacies of the plan, of the report.

MR. GLAVES: Could you -- would it help to identify the inadequacy?

MR. OCHS: I've elaborated on each one as I read it, I thought. What more would you like me to do?

MR. GLAVES: Sometimes you're saying, "I also agree with that," and, see, I'm -- I get a little confused where we're going, and I'm not sure if our lady here is getting it.

MR. OCHS: I shall endeavor to be more specific, I'm sorry you didn't point this out earlier. I'm getting carried away with myself, I guess.

Okay, page 39, let's see, where are we, air quality we're talking about. About the middle of the first paragraph, one, two, three, four, five -- three, four lines down, "Average speeds are achieved through less congested traffic flow." And in level of service A earlier, it was agreed by the report that the level of traffic was flowing without congestion and was no

problem.

The paragraph goes on, "However, lower emissions per vehicle would be offset somewhat by anticipated increases in vehicle volumes in future years. The project will not generate additional new trips systemwide, but will all -- but only will accommodate future projected traffic volumes." I don't quite understand that, it's not -- we need it so badly that we can't hardly put up with the congestion that's there now, and yet we're going to build it and it's not going to generate any new additional trips, but just as the city gets larger and a couple of cars are added we're going to need it. When? The year 2005 as we aim this at? I think the comment there needs considerable elaboration and verification.

Page 40, "Air quality." In the paragraph under the table eight there the middle of the paragraph, middle of the line, in brackets, "35 miles per hour versus 25," the speed limit now is 35, unless I'm grossly mistaken. It was increased, oh, several months to a year ago. It is now 35, so, again, another inconsistency in the report.

Again in the next paragraph, the last sentence, last sentence reads, "The CO pollutant is the most sensitive to speed, and, therefore, will benefit most from the reduced congestion by the four lanes," and again back to level of service A, we don't have any congestion.

Page 44, item 24, again we're going to reduce speed along Ham Lane. It's not going to happen, I don't think, faulty deduction.

On page 48, the last sentence of the second paragraph

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reads, "Although trips may be attracted to this route which do not currently occur, this is not growth induced by a larger area." And refer you back to page 39, where I think it says something differently. The last sentence of the first paragraph on page 39 says, "The project will not generate additional new trips."

And, gentlemen, I guess I have taken up all the time allowed the me. Certainly I'm aware that I've probably worn out my welcome, but that's my life's story. Thank you.

MAYOR SNIDER: Thank you, Mr. Ochs.

MS. BURDICK: I'd like to interject something here if I could.

MAYOR SNIDER: Please.

MS. BURDICK: I think it's important for people to understand when they read the summary of environmental impact effects that's in the front, that as -- there's two columns there, one is a projected impact of the project if no mitigations at all are implemented, and the other column assumes implementation of all the mitigations that are listed. And you'll notice that several times an impact is indicated as being potentially significant if no mitigation is implemented, and then also shows as being significant after the recommended mitigations are implemented.

What that means is that nothing that we recommended will serve to reduce the impact, and for noise in particular that's the case. So it should -- I may not have been totally clear to some people by reading this, that if an impact -- the impact that you should be concerned about is the one that shows

under the mitigated impact column, because assuming that they implement all of the measures that we recommend, that would be the end result of the project.

So for those people that are worried about noise and community character, you'll notice the report states that there is no way to satisfactorily mitigate those impacts. Even though there's mitigations listed, those in and of themselves will not serve to eliminate the impact, so I wanted to be sure that was clear.

MR. POHSKO: Mr. Mayor, I'd like to add one other thing as it relates to mitigation that was put in the report. These are all the possible mitigations that could possibly take place.

She pointed out some may or may not help. There's also some that may or may not be economically feasible for the mitigation that they provide, and we're in hopes of coming back to you with definite recommendation, but just because it's in there as a mitigation doesn't mean that it's one that as we develop what the project is going to be, that that's one that we think ought to be done.

MR. GLAVES: For the purposes of tonight's meeting, we might have missed some mitigations that someone might want to suggest, and that would be helpful for our purpose.

MAYOR SNIDER: Is there anyone else in the audience that would like to address the EIR on the project?

MR. LEE: I'm Oliver Lee, 220 South Ham Lane. I've been here before on the same street projects, or the one prior to this, and I won't go into this report in detail, but I do appreciate what the other two gentlemen had to say about it.

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I think that this alternative C is the only thing that I'm going to go on. I've lived here for 30 years, and I've seen an awful lot of changes made on Ham Lane, and I've lived right close to the corner and I've seen improvements made there. But I don't see any improvement in taking the existing trees out and destroying what we already have. Thank you.

MAYOR SNIDER: Is there anyone else in the audience who wishes to discuss information contained or not contained within the EIR report?

As I mentioned earlier, the purpose of this meeting was to give Mrs. Burdick an opportunity to go over her report, see those areas that perhaps things were missed or you disagreed with, give her an opportunity to respond.

I'd like to remind you that November 21st is the last day in which to submit written comment. You have an opportunity if you think of something between now and then and you'd like to put it down in writing and send it to city hall, that we will address those concerns, also.

Is there any question on the procedure the next -- if we do what I think we will be doing, we will be setting this again for public hearing on December 5th. Can I entertain a motion at this time for that?

MR. STEIN: Please.

MR. HINCHMAN: I so move.

MR. REID: Second the motion.

MAYOR SNIDER: It's been moved and seconded that we set this again for public hearing for the presentation of the final EIR, and appropriate action on the project by the council. All

those in favor, say aye.

(Whereupon all council members voted aye.)

MAYOR SNIDER: Opposed? So carried. So on December 5th, we'll be conducting our final public hearing, at which time the council will be taking action on a project, no project, alternate project, whatever would come out of that meeting. Mr. Reid?

MR. REID: I do have one question. On page six, under mitigation, item number 14, is that stated correctly, "mitigation would be to implement an alternative which reduces the distance between affected properties and travel lanes in order to mitigate noise"?

MS. BURDICK: Well, what I meant to say there was that either alternative A or alternative B would serve to keep the traffic further away from the houses, and I guess by saying implement an alternative, I just assumed that everyone would understand that I meant of those alternatives that were presented in the report. So I didn't mean some random alternative.

MR. REID: To mitigate the increased noise, you want to keep the distance from the houses to the vehicular traffic as great as possible, is that not true?

MS. BURDICK: Right.

MR. REID: Shouldn't that be what we're saying?

MS. BURDICK: Yes, it should be. I think I could state it more clearly if I stated it that way, yes.

MAYOR SNIDER: Does anyone in the audience have a question?

E 21

MR. KEMPF: Randy, will there be a copy of the final before it's addressed on December 5th?

MS. BURDICK: No, the final is what happens after everybody has put in all their comments, so the final will come after the public hearing, right? So this is the final public hearing on the EIR itself?

MR. STEIN: No, there will be another hearing on the 5th of December on the document which will have the comments and the written comments and responses to comments in it.

MS. BURDICK: Okay.

MR. STEIN: On the 5th of December.

MS. BURDICK: So then in that case, yes.

MR. SCHROEDER: The answer to his question is yes. We have to have them available for the public to review before the hearing.

MR. STEIN: I'm sure, yes. I forgot what the question was. I was responding to Kate.

MR. SCHROEDER: We better have them available, there's no sense having the public hearing.

MS. BURDICK: I thought we were going to have another public hearing.

MR. SCHROEDER: Yes, that's right.

MR. ROHSKO: Randy, I just have one other comment for the audience. If they have any specific questions as it relates to how any of the alternates affect their property, Rich will be out in the hallway after this item is adjourned, or you can call myself or Rich Prima on the phone, we''ll be happy to talk to you or show you an a map if you have any questions about

specifically what the project does as it relates to the property.

MAYOR SNIDER: Thank you, Jack. Okay, ladies and gentlemen, just one added item. I would just like to remind you, you know, that sometimes you get the -- I get the impression, you know, that we're trying to put this into an adversary type arrangement. It is not adversary. It's not the people against the city or anything like this, you know. We have a responsibility to sit here, listen, make a judgment. We have a responsibility to the property owners, we have a responsibility to the people who drive that street, and make a decision which we feel is in the best interest of the entire community.

It's not an adversary situation, and I -- I know I appreciate, and I'm sure the rest of the council members appreciate your being here. We want you here, we want the information, we want to be able to respond to the information.

So thank you very much, I'm going to call for a five minute recess at this time.

E-24

November 13, 1984

Mr. Jack L. Ronsko
Public Works Director
City of Lodi
P.O. Box 320
Lodi, CA 95241

RE: Ham Lane Improvement Project
Lodi Avenue to Elm Street

Dear Mr. Ronsko:

Thank you for your letter of October 18th and the copy of the Draft Environmental Impact Reports (EIR).

Mrs. Burdick and her associates, in my opinion, did do quite a thorough analysis of the proposed plan.

The EIR addresses both social and economic values of the proposed project both for the City of Lodi's use and its citizens. These issues of street trees, traffic, noise, air quality, land use, neighborhood character and construction related impacts are important. Yet, how are we to determine which of these issues holds more weight, is equal to, or is of less importance than the other? Also, how can non-financial issues such as noise and air quality be measured as to the social cost to the affected citizens and community?

Finacial Considerations

A-F address different aspects of the fiscal issue

● Lets address these issues directly keeping these economic and social costs in mind:

A. Plants

1. Economic - Financially high dollar costs to remove, including subsequent construction.

2. Social - significant loss of trees and landscaping. (pg. 4) Forty-two trees and 10 feet of lawn and landscaping. Cost to citizens is affected by beauty lost, less privacy, more noise and increased traffic. (Appendix A)

B. Traffic

1. Economic - long term financial costs saved due to decreasing congestion of cars.

2. Social - decrease in pedestrian safety due to increased vehicle speeds.

C. Noise

1. Economic - higher costs for sealing windows, putting up walls, etc.

2. Social - (refer to Table 4, pg.33) The L_{dn} noise levels are normally unacceptable now. (72) (See Table 5, pg. 33) With more vehicles crossing, their is a significant increase in vehicle noise (pg. 6). and L_{dn} levels up to the year 2005 are projected as clearly unacceptable. As indicated on page 35, noise increases of 3 to 5 dBA are definitely noticeable and are potentially disturbing As indicated, even a barrior of 2 to 2.5' high would not be perceived as a noticeable reduction in noice levels.

D. Air Quality

1. Economic - difficult to judge.

2. Social - lower emissions per vehicle but more vehicle volume. Page 40 indicates that the NO_x levels and NMHC level would be increased 7% and 19% respectively. These are the components of smog. Since the current ambient air quality of San Joaquin County, (Table 7, pg.38), indicates at least over 20 exceedances currently, logic indicates that the subsequent ipcrease over this would be more dangerous to our health in the future.

E. Land Use

1. Economic - increased short term construction costs and decrease in value of residential property in the long run due to destruction of trees, removal of lawn, etc. Also, potential increase in homeowner energy costs due to lack of shade.

2. Social - (refer to page 7). Significant change in the perceived neighborhood character. Page 42 refers to the area as characterized by older, well maintained homes and landscaping creating a pleasant visual quality. Page 44 refers to future difficulties with resident access to their homes and other potential traffic hazard concerns.

F. Construction

1. Economic - usual construction costs necessary to achieve completion of project. Disruption of area businesses.

2. Social - significant temporary increase in noise (pg. 7), traffic disruption, parking loss, and potential disruption of subsurface utilities.

E25

The City's General Plan, established in 1960, almost 25 years ago, could not have envisioned all the changes in the makeup of Lodi over the years. I am sure the authors intended this plan as a guideline for future growth.

The widening of Ham Lane may have been a good idea years ago, however, the EIR report seems to indicate that, in my opinion, the long run adverse social impacts offset the potential costs and incomes projected.

I urge the City Council to reject this proposed Improvement Plan as ultimately undesirable for the social needs of the immediate citizens affected and the entire Lodi community in the future.

Respectfully submitted,

Eugene A. Boscacci

EAB/kch

Owner 116 S. Hamlin

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CITY OF LODI
PUBLIC WORKS DEPARTMENT

The letter from the State Clearinghouse was not received in time to be included in this printing. According to Mr. Price Walker of the Clearinghouse, no comments have been submitted. The letter will be available at the Public Hearing on December 5, 1984.

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