

CITY COUNCIL MEETING
DECEMBER 17, 1986

PUBLIC HEARINGS

HUTCHINS STREET
IMPROVEMENT PROJECT -
RIMBY TO VINE
STREET

CC-45(a)

28

Notice thereof having been published according to law, an affidavit of publication of which is on file in the office of the City Clerk, Mayor Reid called for the Public Hearing to consider the Environmental Impact Report Update and Project Alternates, Hutchins Street Improvement Project - Rimby to Vine Street, Lodi.

A history of the project was presented by Public Works Director Ronsko. Mr. Ronsko informed the Council that the City of Lodi is moving ahead with the next phase of the Hutchins Street Improvement Project - the segment between Rimby Avenue and Vine Street. The project approved in 1981 and budgeted for construction in 1986 consisted of reconstructing the street within existing curbs with one travel lane in each direction, parking on both sides, and a left turn lane at Vine Street.

At the request of the Lodi District Chamber of Commerce, the City Council directed staff to study the possible addition of a continuous left turn lane. On September 17, 1986, the Council heard a staff presentation on left turn lane alternates for the Hutchins Street project. They were:

Alternate I - Reconstruct the street within existing curbs and install one travel lane in each direction, a two-way left turn lane, and no parking on the west side.

Alternate II - Widen the street on the west side by acquiring five feet of right-of-way plus utility easements and reconstruct the street with one travel lane in each direction, a two-way left turn lane, and parking on both sides.

The City has prepared an update on the 1981 Environmental Impact Report (EIR) on the Hutchins Street Improvement Project. The update covers the portion of the project from Rimby Avenue to Vine Street.

Senior Civil Engineer Richard Prima reviewed the EIR Addendum and responded to questions as were posed by the Council.

Mr. Cecil Dillon, representing the Lodi District Chamber of Commerce, spoke in favor of alternate II.

The following persons spoke on the matter, for the most part speaking in opposition to the project, either Alternate I and Alternate II:

- 1) Dorothy Nantt, 1315 South Hutchins Street, Lodi, speaking on behalf of her parents.
- 2) John R. Bredeson, 1001 South Hutchins Street, Lodi
- 3) Curtis Kelly, 12 South Hutchins Street, Lodi
- 4) Myrna White, 500 Ribier Street, Lodi
- 5) Amos Parker, 430 West Elm Street, Lodi

- 6) Ted Wittmayer, 921 South Hutchins Street, Lodi
- 7) Joyce Kelly, 12 South Hutchins Street, Lodi
- 8) Marie Vaz, 931 South Hutchins Street, Lodi
- 9) Mary Crum, 431 West Elm Street, Lodi
- 10) Enoch Nantt, 1315 South Hutchins Street, Lodi
- 11) Robert Kidd, 427 West Oak Street, Lodi

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

A very lengthy discussion followed with questions being directed to Staff.

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

Council Member Pinkerton then moved to reject both alternates and to only resurface the subject street section. The motion was seconded by Mayor Reid, but was defeated by the following vote:

Ayes: Council Members - Pinkerton

Noes: Council Members - Hinchman, Olson, Snider, and Reid (Mayor)

Absent: Council Members - None

On motion of Council Member Hinchman, Snider second, Council approved Alternate II - widening the subject street on the west side by acquiring 5 feet of right-of-way plus utility easements and reconstruct the street with one travel lane in each direction, a two-way left turn lane, and parking on both sides with the appropriate mitigating measures. The motion carried by the following vote:

Ayes: Council Members - Hinchman, Olson, and Snider

Nces: Council Members - Pinkerton and Reid

Absent: Council Members - None



CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO: City Council
FROM: City Manager
MEETING DATE: December 17, 1987
AGENDA TITLE: Consider the Environmental Impact Report Update and Project Alternates for Hutchins Street Improvement Project, Rimby to Vine Streets

RECOMMENDED ACTION: That the City Council provide staff with direction on this project following the Public Hearing.

BACKGROUND INFORMATION: Copies of the Environmental Impact Report Update were previously distributed to the Council. The attached notice, which explains the project alternates to be considered, was hand-delivered to residents/businesses and mailed to absentee property owners in the subject area.

Jack L. Ronsko
FOR: Jack L. Ronsko
Public Works Director

JLR/RCP/ma

Attachment

APPROVED:

THOMAS A. PETERSON, City Manager

FILE NO.

CITY COUNCIL

FRED M. REID, Mayor
EVELYN M. OLSON
Mayor Pro Tempore
DAVID M. HINCHMAN
JAMES W. PINKERTON, Jr.
JOHN R. (Randy) SNIDER

CITY OF LODI

CITY HALL, 221 WEST PINE STREET
CALL BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 334-5634

THOMAS A. PETERSON
City Manager

ALICE M. REIMCHE
City Clerk

RONALD M. STEIN
City Attorney

November 10, 1986

PUBLIC HEARING NOTICE

HUTCHINS STREET IMPROVEMENT PROJECT RIMBY AVENUE TO VINE STREET

The City of Lodi is moving ahead with the next phase of the Hutchins Street Improvement Project - the segment between Rimby Avenue and Vine Street. The project approved in 1981 and budgeted for construction in 1986 consisted of reconstructing the street within existing curbs with one travel lane in each direction, parking on both sides, and a left turn lane at Vine Street.

At the request of the Lodi Chamber of Commerce, the City Council directed staff to study the possible addition of a continuous left turn lane. On September 17, 1986, the Council heard a staff presentation on left turn lane alternates for the Hutchins Street project. They were:

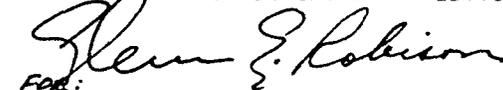
Alternate I - Reconstruct the street within existing curbs and install one travel lane in each direction, a two-way left turn lane, and no parking on the west side.

Alternate II - Widen the street on the west side by acquiring five feet of right-of-way plus utility easements and reconstruct the street with one travel lane in each direction, a two-way left turn lane, and parking on both sides.

The City has prepared an update on the 1981 Environmental Impact Report (EIR) on the Hutchins Street Improvement Project. The update covers the portion of the project from Rimby Avenue to Vine Street.

A Public Hearing on the project will be held on Wednesday, December 17, 1986, at 7:30 p.m., at the Lodi City Council Chambers, 221 W. Pine Street.

If you have any questions on the project or wish to obtain a copy of the EIR update, please contact Richard Prima at City Hall, 333-6706. Copies of the EIR update are available at City Hall and at the reference desk at the Lodi Public Library, 201 W. Locust Street.


FOR:
Jack L. Ronsko
Public Works Director

LEGAL NOTICE

NOTICE OF PUBLIC HEARING BY THE LODI CITY COUNCIL TO CONSIDER
THE ENVIRONMENTAL IMPACT REPORT UPDATE AND THE PROJECT ALTERNATES,
HUTCHINS STREET IMPROVEMENT PROJECT - RIMBY TO VINE STREET, LODI

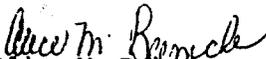
NOTICE IS HEREBY GIVEN that on Wednesday, the 17th day of December, 1986, at the hour of 7:30 p.m., the Lodi City Council will conduct a Public Hearing in the Chambers of the Lodi City Council at 221 West Pine Street, Lodi, California, to consider the Environmental Impact Report Update and the project alternates, Hutchins Street Improvement Project - Rimby to Vine Street, Lodi.

Information regarding this item may be obtained from Richard Prima, Senior Civil Engineer, City of Lodi, Public Works Department, telephone - 333-6706.

All interested persons are invited to present their views either for or against the above proposal. Written statements may be filed with the City Clerk at any time prior to the Hearing scheduled herein and oral statements may be made at said Hearing.

If you challenge the above matter in Court you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City Clerk at, or prior to, the Public Hearing.

By Order of the Lodi City Council


Alice M. Reinche
City Clerk

Dated: November 5, 1986

LEGAL NOTICE

NOTICE OF PUBLIC HEARING BY THE LODI CITY COUNCIL TO CONSIDER
THE ENVIRONMENTAL IMPACT REPORT UPDATE AND THE PROJECT ALTERNATES,
HUTCHINS STREET IMPROVEMENT PROJECT - RIMBY TO VINE STREET, LODI

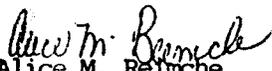
NOTICE IS HEREBY GIVEN that on Wednesday, the 17th day of December, 1986, at the hour of 7:30 p.m., the Lodi City Council will conduct a Public Hearing in the Chambers of the Lodi City Council at 221 West Pine Street, Lodi, California, to consider the Environmental Impact Report Update and the project alternates, Hutchins Street Improvement Project - Rimby to Vine Street, Lodi.

Information regarding this item may be obtained from Richard Prima, Senior Civil Engineer, City of Lodi, Public Works Department, telephone - 333-6706.

All interested persons are invited to present their views either for or against the above proposal. Written statements may be filed with the City Clerk at any time prior to the Hearing scheduled herein and oral statements may be made at said Hearing.

If you challenge the above matter in Court you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City Clerk at, or prior to, the Public Hearing.

By Order of the Lodi City Council


Alice M. Reinche
City Clerk

Dated: November 5, 1986

PROOF OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of San Joaquin.

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the Lodi News-Sentinel, a newspaper of general circulation, printed and published daily, except Sundays and holidays, in the City of Lodi, California, County of San Joaquin, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court, Department 3, of the County of San Joaquin, State of California, under the date of May 26th, 1953, Case Number 65990; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

.....November 20,.....

all in the year 19 86

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Lodi, California, this ...20th... day of

November 19 86

[Handwritten Signature]
Signature

This space is for the County Clerk's Filing Stamp

RECEIVED

1986 DEC -9 PM 4:25

ALICE M. REINICHE
CITY CLERK
CITY OF LODI

Proof of Publication of

Notice of Public Hearing By The Lodi
City Council To Consider The Environmental
Impact Report Update and The Project
Alternates, Hutchins Street Improvement
Project - Rimby to Vine Street, Lodi

LEGAL NOTICE
NOTICE OF PUBLIC HEARING BY THE LODI CITY COUNCIL TO CONSIDER THE ENVIRONMENTAL IMPACT REPORT UPDATE AND THE PROJECT ALTERNATES, HUTCHINS STREET IMPROVEMENT PROJECT - RIMBY TO VINE STREET, LODI

NOTICE IS HEREBY GIVEN that on Wednesday, the 17th day of December, 1986, at the hour of 7:30 p.m., the Lodi City Council will conduct a Public Hearing in the Chambers of the Lodi City Council at 221 West Pine Street, Lodi, California, to consider the Environmental Impact Report Update and the project alternates, Hutchins Street Improvement Project / Rimby to Vine Street, Lodi.

Information regarding this item may be obtained from Richard Prime, Senior Civil Engineer, City of Lodi, Public Works Department, telephone - 333-6706.

All interested persons are invited to present their views either for or against the above proposal. Written statements may be filed with the City Clerk at any time prior to the Hearing scheduled herein and oral statements may be made at said Hearing.

If you challenge the above matter in Court you may be limited to raising only those issues you or someone else raised at the Public Hearing described in the notice or in written correspondence delivered to the City Clerk at, or prior to, the Public Hearing.

By Order of the Lodi City Council
Alice M. Reiniche, City Clerk
Dated: November 5, 1986
Nov. 20, Dec. 15, 1986

DECLARATION OF SERVICE

On November 14, 1986, in the City of Lodi, San Joaquin County, California, I, Rick Kiriu, Engineering Technician II of the City of Lodi, served a copy of the notice attached hereto marked Exhibit A by hanging it on the doors of the properties listed in Exhibit B attached hereto.

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

Executed on November 14, 1986, at Lodi, California.

Rick Kiriu
Rick Kiriu

DECLARATION OF MAILING

On November 14, 1986, in the City of Lodi, San Joaquin County, California, I deposited in the United States mail, envelopes with first-class postage prepaid thereon, containing a copy of the notice attached hereto marked Exhibit A; said envelopes were addressed as is more particularly shown on Exhibit B attached hereto.

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

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

Executed on November 14, 1986, at Lodi, California.


Monique Allman

CITY OF LODI

CITY HALL 221 WEST PINE STREET
CALL BOX 3009
LODI, CALIFORNIA 95241-1910
(209) 334-5634

THOMAS A. PETERSON
City Manager

ALICE M. REMCHE
City Clerk

RONALD M. STEIN
City Attorney

November 10, 1986

PUBLIC HEARING NOTICE

HUTCHINS STREET IMPROVEMENT PROJECT RIMBY AVENUE TO VINE STREET

The City of Lodi is moving ahead with the next phase of the Hutchins Street Improvement Project - the segment between Rimby Avenue and Vine Street. The project approved in 1981 and budgeted for construction in 1986 consisted of reconstructing the street within existing curbs with one travel lane in each direction, parking on both sides, and a left turn lane at Vine Street.

At the request of the Lodi Chamber of Commerce, the City Council directed staff to study the possible addition of a continuous left turn lane. On September 17, 1986, the Council heard a staff presentation on left turn lane alternates for the Hutchins Street project. They were:

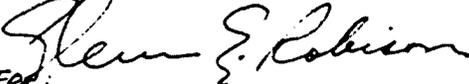
Alternate I - Reconstruct the street within existing curbs and install one travel lane in each direction, a two-way left turn lane, and no parking on the west side.

Alternate II - Widen the street on the west side by acquiring five feet of right-of-way plus utility easements and reconstruct the street with one travel lane in each direction, a two-way left turn lane, and parking on both sides.

The City has prepared an update on the 1981 Environmental Impact Report (EIR) on the Hutchins Street Improvement Project. The update covers the portion of the project from Rimby Avenue to Vine Street.

A Public Hearing on the project will be held on Wednesday, December 17, 1986, at 7:30 p.m., at the Lodi City Council Chambers, 221 W. Pine Street.

If you have any questions on the project or wish to obtain a copy of the EIR update, please contact Richard Prima at City Hall, 333-6706. Copies of the EIR update are available at City Hall and at the reference desk at the Lodi Public Library, 201 W. Locust Street.



Jack L. Ronsko
Public Works Director

Exhibit A

LEGAL NOTICE

NOTICE OF PUBLIC HEARING BY THE LODI CITY COUNCIL TO CONSIDER
THE ENVIRONMENTAL IMPACT REPORT UPDATE AND THE PROJECT ALTERNATES,
HUTCHINS STREET IMPROVEMENT PROJECT - RIMBY TO VINE STREET, LODI

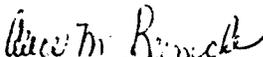
NOTICE IS HEREBY GIVEN that on Wednesday, the 17th day of December, 1986, at the hour of 7:30 p.m., the Lodi City Council will conduct a Public Hearing in the Chambers of the Lodi City Council at 221 West Pine Street, Lodi, California, to consider the Environmental Impact Report Update and the project alternates, Hutchins Street Improvement Project - Rimby to Vine Street, Lodi.

Information regarding this item may be obtained from Richard Prima, Senior Civil Engineer, City of Lodi, Public Works Department, telephone - 333-6706.

All interested persons are invited to present their views either for or against the above proposal. Written statements may be filed with the City Clerk at any time prior to the Hearing scheduled herein and oral statements may be made at said Hearing.

If you challenge the above matter in Court you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City Clerk at, or prior to, the Public Hearing.

By Order of the Lodi City Council


Alice M. Reinche
City Clerk

Dated: November 5, 1986

H

PUBLIC HEARING NOTIFICATION

MAILING LIST FOR: HUTCHINS RIMBY - VINE - EIR ADDENDUM FILE #

11/15/90
9/30

fiche	grid	AP#	OWNERS NAME	MAILING ADDRESS	CITY, STATE	ZIP
				SITUS /		
21	L17	045-110-33	INO SHITA, TADASHI ETAL	418 W. VINE SAME		
	M17	-36	LODI CEDAR VILLA - 19% DE BOND	912 S. / 15355 N. FREE RD.	LODI, CA.	95240
	K17	30	SCHAFFER, BEN & G.B.	924 / 600 CONNIE ST.	" "	"
	K17	29	KINTER, DONALD H.	1000 S. SAME AS SITUS	"	
	M17	37	TOVAR, ERNESTO & G. J.	1006 / 1331 HOLLY DR.	"	
	J17	27	SHERMAN-NEST COMPANY	1012 / P.O. BOX 844	RIO VISTA, CA	94571
	J17	26	ALPINE DEVELOPMENT ETAL	1016 / 4529 QUAIL LAKES # A	STOCKTON, CA	95207
	J17	25	" " "	1030 / " " " "	" "	"
	I17	23	SCOTT, WALTER B.	1100 / 410 W. PARK ST	LODI, CA	
	T17	22	ZAMORA, S. ROBERT ETAL	1112 / 1209 RIVERGATE DR.	" "	
✓	H17	21	WOLLAM, DOUGLAS & JUDY	1122 / P.O. BOX 275	ISLETON, CA.	95641
21	H17	20	FEIL, LEO A. & ERNA	1128 ← SAME AS SITUS		
	01	045-130-36	MID CAL BUILDERS PTP	1202 / P.O. BOX 441	CLEMENTS, CA	95227
	01	35	MABBETT, BERTRAM G & E. I	1204 / 993 PALOMA	STOCKTON, CA	95207
	01	34	BOHNET, DALTON C, & C. M	1206 1/2 P.O. BOX 667	LODI, CA	95241
219	NH	045-130-37	LOTT, GEORGE B.	1222 / P.O. BOX 1330	LODI, CA	95241
	N1	31	MARKLE, L.C. & M ETAL	1230 / 513 CONNIE ST.	LODI, CA.	95240
219	M14	045-130-30	GRAPEVINE INVESTMENTS ETAL	1234 / 5/8 BUCK, VINE / 184 RIVERGATE PL.	LODI, CA	95240
	N1	29	DILL, PIERCE M & H C	1240 S. HUTCHINS	LODI, CA	
	M1	28	WALTHER, RAYMOND & A.B.	1094 1/2 S. 300 S. HUTCHINS		
	M1	27	KATZAKIAN, BOZANT & L	410 TAMARACK / 503 ALPINE ST	LODI, CA	
	M1	26	BUUS, PETER H. & C.E.	1308 ← SAME	" "	
	L1	25	CUMBERLAND, WILLIAM F & A.G.	1314 / 978 HILLSIDE	RIO VISTA, CA	94571
	L1	24	MUELLER, CLARENCE A & E	1318/1320 / 2158 NEWBURY CIR.	LODI, CA.	95240
	L1	23	GATES, DAVID L & B.L.	1324 / 540 E. HARNEY LN.	LODI, CA	"
*	K1	22	WASDEN, GLENN L & J.A.	1328 ← SAME AS SITUS		

EAST SIDE

re-mailed Public Notification 11/15/90
all residences received handout also

Exhibit B

11/3/88
9:50

MAILING LIST FOR: HUTCHINS-KIMBY-VINE FILE #

file	grid	AP#	OWNERS NAME	SITUS	MAILING ADDRESS	CITY, STATE	ZIP
12	B1B	10	ERKLES, LAVERNE T	●	1821 S. ← SAME		
12	B1B	9	NANTT, ENOCH G.	●	1315 S. ← SAME		
12	B1B	8	AHL, HERBERT & ELSIE	●	1301 S. / 1301 S. ← SAME		
13	C1	031-200-26	BARRETTE, PHILLIP A TR		1241 S. / 11371 N. LEACH RD.	LODI, CA.	95240
13	C1	25	MAYER, EMELIA	●	1231 S. ← SAME		
12	L1B	10	BEDFORD, SHIRLEY M.	●	1223 S. ← SAME		
208	K1	9	WHITE, ERCILE & ERNA	●	500 RIBIER ← SAME		
12	K1B	8	ROBERTS, BARBARA		501 RIBIER / 3621 INDIAN CREEK RD.	PLACERVILLE, CA	95667
13	M1	031-210-14	RIECK, PAULO & IDA	●	1125 S. ← SAME		
13	L1	13	BLOUNT, VIRGINIA H.	●	1115 S. ← SAME		
219	G11	031-170-10	CHURCH OF FOUR SQUARE GOSPEL		500 PARK / 522 PARK ST. 1001 NUTTY & 500 YORK. DUPLEX	LODI, CA	95240
12	MT	031-070-34	HESS, OSKAR & REVERLY OK.		1041 S. / 838 VIRGINIA AVE.	LODI, CA.	95240
12	P1	11	STATE OF CALIF.		1061 S. (NO MAIL ADDRESS)		
12	L14	031-150-09	VAZ, MARIE J.	●	931 S. ← SAME		
12	L14	- 10	BREDESEN, JOHN R & ESU		500 YORK / 1001 S. HUTCHINS ST.	LODI, CA	
12	P13	031-140-33	BATTAGLIA, FRANK & ROSE	●	500 VINE ← SAME		
12	B14	34	WELL, NETTIE	●	911 S. ← SAME		
12	B14	35	WITTMAYER, TED A & ALTA A	●	921 S. ← SAME		

WEST SIDE

Nov. 17, 1986

Attn: Alice Reimche, City Clerk
City of Lodi

Re: Public Hearing Notice

Hutchins Street Improvement Project
Rimby Avenue to Vine Street

As a property owner in the area I am writing in response to your Public Hearing notice.

Alternate II is the plan I would like to see adopted. My property is on the West side of the street and I feel that it's a necessity to have the parking maintained in front of the property.

Oskar Hess

RECEIVED

1986 NOV 19 AM 9 05

ALICE M. REIMCHE
CITY CLERK
CITY OF LODI

CITY OF LODI
CITY HALL
221 WEST PINE ST.
LODI, CA 95241-1910
(209) 334-5634

December 16, 1986

DEAR FRED M. REID, MAYOR,

I would like to make a recommendation to you concerning the Hutchins Street Improvement Project - Rimby to Vine. But first I would like to call your attention to a few quotes from the Draft Environmental Impact Report Addendum, Hutchins Street Improvement Project - Rimby to Vine, City of Lodi, California, prepared by Kate Burdick, October 1986.

"The City of Lodi General Plan designates most of the corridor as residential with commercial areas located on the corner of Park Street."

"A majority of the uses are older single-family detached units with some duplex and apartment uses."

"Thus, although the use of the street does not imply an intimate residential character, the distance of the houses from the street and the relative density of intervening vegetation creates a pleasant residential atmosphere which is quite different from the "boulevard" feeling evoked by the widened section of Hutchins located south of Kettleman."

"The trees, though not a valuable wildlife habitat, do contribute significantly to both the visual atmosphere of the street and to the perceived quality of life for those who live along the street."

"The character of the neighborhood will also be significantly altered when the travel lanes are moved closer to the houses lining Hutchins."

"This, coupled with the loss of streetside vegetation, will constitute a significant change. This change will be experienced primarily by residents as travellers are less likely to perceive the improved travel lanes as a degradation in quality of life."

"Significant change in neighborhood characteristics."

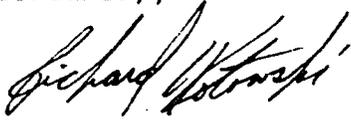
"Alteration of neighborhood character as a result of street widening and street tree loss."

"The approximate capacity of the present street is 800 vehicles per hour in one direction. This level of traffic will likely be reached by the year 2000."

If the neighborhood characteristics are altered - the City of Lodi's character will also be altered.

Therefore, after review of the EIR, I would recommend to you -
"Alternate I." "Alternate I consists of the provision of two travel
lanes and a two-way left-turn lane, with no widening. This would
result in the elimination of parking on the west of the roadway."
"All but one parcel on the west side are corner lots and have side
street parking."

Sincerely,



Richard Kotowski
Lodi Resident
(209) 368-2655

P.S. A street "currently in need of repair over its entire length" is
Cherokee Lane.

Dec. 12, 1986

RECEIVED

1986 DEC 15 AM 9 34

ALICE M. REIMCHE
CITY CLERK
CITY OF LODI



Mrs. Alice Reimcke
City Clerk, Lodi, California

Dear Mrs. Reimcke:

Because I may be out of town and unable to attend the public hearing Dec. 17, 1986, I would like to make it clear how I feel about any change in South Hutchins Street. I own and live in the house at 1115 So. Hutchins.

I have two large sycamores and a smaller juniper tree in my front yard. These trees were large and mature before the street was widened back in the nineteen fifties. That widening caused the utility lines to pass through the sycamores. The city crews cut the foliage around the lines through the sycamores causing the trees to be distorted and, in my opinion, dangerously off balance. The trees are 13ft-9 inches from the sidewalk now. Moving the lines another five feet into the trees would make them even more grotesque.

These trees are important to me. Aside from their aesthetic value, they keep my house cool until mid-afternoon in the summer time.

If the street were widened it would make my off street parking area too short for even one car and I sometimes need room for two.

The street is already too noisy without encouraging more (and faster) traffic. Then, there is going to be higher taxes for something we do not need or want.

Sincerely,

Virginia Blount
1115 So. Hutchins St.
Lodi Calif. 95240

FINAL ENVIRONMENTAL IMPACT REPORT

ADDENDUM

HUTCHINS STREET IMPROVEMENT PROJECT

RIMBY TO VINE

CITY OF LODI, CALIFORNIA

PREPARED BY

KATE BURDICK

DECEMBER, 1986

The public was notified that the Draft EIR Addendum was available for review on November 10, 1986. The public hearing is on December 17, 1986.

COMMENTS AND RESPONSES
TO THE
DRAFT ENVIRONMENTAL IMPACT REPORT ADDENDUM

HUTCHINS STREET PROJECT



WE, the undersigned, strongly oppose action being considered to reconstruct Hutchins Street, in any way, for the following reasons:

The people of Lodi and Hutchins Street have already made their wishes known on the previous attempt to alter Hutchins Street - we want to affirm those wishes- no change of attitude has taken place!! (We recognize the attack plan of scheduling charges, block by block, in an attempt to fragment our united front!!)

Widening will make a bad situation worse: higher speed in a residential area! We do not want/need a freeway type road through the center of Lodi!

The proposals are a needless change that will reduce property use to the extent that three homes will have driveways too short for even one car!!!

TAXES are already extremely high without adding the cost of this needless project to our tax problem!

Drastic reduction of property values due to noise increase, traffic increase, and danger to pedestrians!!

ALTERNATE III: NO BUILD (No changes!!!!)

<u>NAME</u>	<u>ADDRESS</u>
John K. Budenz	1801 S. HUTCHINS, LODI
Mrs. Lura White	500 Ribier Ave, Lodi
Freja J. Hayes	1241 So Hutchins, Lodi
Karen Navtt	1315 S. Hutchins Lodi
Enoch G. Navtt	1315 S Hutchins Lodi
Leon Perleyer	1340 SO HUTCHINS W
GENIE PERLEYER	1340 S. HUTCHINS W
Siera Wood	406 Plumers Way, Lodi
Gene Bauer	1329 W. Lodi Ave. Lodi
Maria Sawyer	1324 Hutchins Lodi
Frank Baker	1314 So Hutchins Lodi
Becky Allens	1300 S. HUTCHINS S Lodi
Brent Allens	1300 S Hutchins Lodi
G. Honeycutt	1230 S. Hutchins, Lodi
D. Block	1322 S. Hutchins Lodi
Gene Shipman	1225 S Hutchins Lodi
Harold Plummer	1206 S HUTCHINS #1 Lodi
David Senard	1204 S Hutchins Lodi

WE, the undersigned, strongly oppose action being considered to reconstruct Hutchins Street, in any way, for the following reasons:

The people of Lodi and Hutchins Street have already made their wishes known on the previous attempt to alter Hutchins Street - we want to affirm those wishes- no change of attitude has taken place!! (We recognize the attack plan of scheduling charges, block by block, in an attempt to fragment our united front!!)

Widening will make a bad situation worse: higher speed in a residential area! We do not want/need a freeway type road through the center of Lodi!

The proposals are a needless change that will reduce property use to the extent that three homes will have driveways too short for even one car!!!

TAXES are already extremely high without adding the cost of this needless project to our tax problem!

Drastic reduction of property values due to noise increase, traffic increase, and danger to pedestrians!!

ALTERNATE III: NO BUILD (No changes!!!!)

<u>NAME</u>	<u>ADDRESS</u>
Jim Jordan	1128 S. HUTCHINS ST.
J. Hugh Watkins	500 York St.
J. Hugh Watkins	500 York St.
Irma A. Wittmeyer	921 S. Hutchins St.
Orta Wittmeyer	921 S. Hutchins
Bertha E. Rex	911 S. Hutchins St.
Frank B. B. B. B.	500 W. VINE ST.
William Robert Kinter	1000 S. Hutchins St.
Willie Rogers	4141 Monmouth Rd.
Jonathan Kinter	1000 S. Hutchins
Jersey Trushet	418 W. VINE
Raymond G. Bender	840 S. Hutchins
Etter Bender	840 S. Hutchins
Loren Cromwell	832 S. Hutchins St.
Elda Cromwell	832 S. Hutchins St.
Alb. Reinken	830 S. Hutchins St.
Jan & Matthew	800 S. Hutchins St.
Emilio St.	746 S. Hutchins St.

Nov. 17, 1986

Attn: Alice Reimche, City Clerk
City of Lodi

Re: Public Hearing Notice

Hutchins Street Improvement Project
Rimby Avenue to Vine Street

As a property owner in the area I am
writing in response to your Public
Hearing notice.

Alternate II is the plan I would like
to see adopted. My property is on the
West side of the street and I feel that
it's a necessity to have the parking
maintained in front of the property.

Oskar Hess

RESPONSES TO COMMENTS

Comments represent opinions and therefore do not need any response.

"HUTCHINS STREET PROJECT"



WE, the undersigned, strongly oppose action being considered to reconstruct Hutchins Street, in any way, for the following reasons:

The people of Lodi and Hutchins Street have already made their wishes known on the previous attempt to alter Hutchins Street - we want to affirm those wishes- no change of attitude has taken place!! (We recognize the attack plan of scheduling changes, block by block, in an attempt to fragment our united front!!)

Widening will make a bad situation worse: higher speed in a residential area! We do not want/need a freeway type road through the center of Lodi!

The proposals are a needless change that will reduce property use to the extent that three homes will have driveways too short for even one car!!!

TAXES are already extremely high without adding the cost of this needless project to our tax problem!

Drastic reduction of property values due to noise increase, traffic increase, and danger to pedestrians!!

ALTERNATE III: NO BUILD (No changes!!!!)

<u>NAME</u>	<u>ADDRESS</u>
John R. Buderer	1801 S. HUTCHINS, LODI
Mrs. Lina White	500 Ribier Ave, Lodi
Freja J. Hayes	1241 So Hutchins, Lodi
Karl Martt	1315 S. Hutchins Lodi
Ernest G. Martt	1315 S Hutchins Lodi
Leon Kerleyer	1340 SO HUTCHINS W
CECILIA PERLEYER	1340 SW HUTCHINS W
Siena Ward	406 Alvarado Way, Lodi
Gene Bauer	1329 W. - Lodi Ave. Lodi
Gloria Saylor	1324 Hutchins Lodi
Frank Buderer	1314 So Hutchins Lodi
Becky Abbott	1300 S. Hutchins & Lodi
Bruce Abbott	1300 S Hutchins Lodi
A. Honeycutt	1230 S. Hutchins, Lodi
D. Block	1327 S. Hutchins Lodi
Gene Saylor	1225 S Hutchins #7 Lodi
Marlene Alvarado	1206 S HUTCHINS #7 Lodi
David DeLencard	1204 S Hutchins Lodi

WE, the undersigned, strongly oppose action being considered to reconstruct Hutchins Street, in any way, for the following reasons:

The people of Lodi and Hutchins Street have already made their wishes known on the previous attempt to alter Hutchins Street - we want to affirm those wishes - no change of attitude has taken place!! (We recognize the attack plan of scheduling charges, block by block, in an attempt to fragment our united front!!)

Widening will make a bad situation worse: higher speed in a residential area! We do not want/need a freeway type road through the center of Lodi!

The proposals are a needless change that will reduce property use to the extent that three homes will have driveways too short for even one car!!!

TAXES are already extremely high without adding the cost of this needless project to our tax problem!

Drastic reduction of property values due to noise increase, traffic increase, and danger to pedestrians!!

ALTERNATE III: NO BUILD (No changes!!!!)

<u>NAME</u>	<u>ADDRESS</u>
Tom Jardon	1128 S. Hutchins St.
J. Hugh Watkins	500 York St.
Paula Watkins	500 York St.
John A. Wettemyer	921 S. Hutchins St.
Orta Wettemyer	921 S. Hutchins
Bertha E. Jere	911 S. Hutchins St.
Frank B. Kinter	500 W. VINE ST.
William Robert Kinter	1000 S. Hutchins St.
Willie Rogers	4121 Monroeville
Jonathan Kinter	2000 S. Hutchins
Jersey Trachsel	418 W. VINE
Caymond G. Bender	840 S. Hutchins
Patricia Bender	840 S. Hutchins
Loren Cromwell	832 S. Hutchins St.
Elda Cromwell	832 S. Hutchins St.
Alf Meisenheimer	530 S. Hutchins St.
Janet Mathis	711 S. Hutchins St.
Emilio St.	746 S. Hutchins St.



KATE BURDICK

PLANNING & LAND USE
CONSULTANT

1545 SHIRLAND TRACT
AUBURN, CA 95603
916-823-6447

DRAFT ENVIRONMENTAL IMPACT REPORT
ADDENDUM

HUTCHINS STREET IMPROVEMENT PROJECT
RIMBY TO VINE
CITY OF LODI, CALIFORNIA

PREPARED BY
KATE BURDICK

OCTOBER, 1986

DRAFT ENVIRONMENTAL IMPACT REPORT

ADDENDUM

HUTCHINS STREET IMPROVEMENT PROJECT

RIMBY TO VINE

CITY OF LODI, CALIFORNIA

PREPARED BY

KATE BURDICK

OCTOBER, 1986

Table of Contents

INTRODUCTION	1
SUMMARY OF ENVIRONMENTAL EFFECTS	4
PROJECT DESCRIPTION	7
Project Location	7
Project Background	7
Project Purpose	7
The Proposed Project	9
ENVIRONMENTAL SETTING, IMPACTS AND MITIGATIONS	12
Traffic	13
Noise	19
Land Use and Neighborhood Characteristics	23
UNAVOIDABLE ADVERSE EFFECTS	26
Insignificant Effects	26
Unavoidable Adverse Effects	26
Growth Inducement	27
Project Alternatives	28
REPORT STAFF	30

FIGURES

1 Vicinity Map	7
2 Street Cross Sections	10
3 Alternate II Street Layout	11
4 Traffic Volumes (1975-2005)	14
5 Land Use Map	24

TABLES

1 Level of Service Definitions	15
2 Parking Survey Results	17
3 Existing Noise Levels Along Hutchins Street	20
4 Existing Versus Future Noise Levels Along Hutchins Street	21

Introduction

BACKGROUND

The purpose of this Environmental Impact Report (EIR) Addendum is to evaluate two alternate proposals for improving Hutchins Street from Rimby to Vine. In 1981 an Environmental Impact Report and Traffic Study was done on Hutchins Street from Kettleman Lane to Lockeford Street. Various alternatives were studied ranging from no change up to widening to 64' curb to curb (4 travel lanes and parking) in an 80 foot right-of-way. The "Minimum Recommended Project" in the vicinity of Rimby to Vine called for 10 feet of right-of-way acquisition and widening to 56 feet curb to curb. This would have provided two travel lanes plus a left-turn lane and parking on both sides. Ultimately the street would be striped for four lanes and no parking except during off-peak hours (limited parking). The City Council adopted a plan with the following features. Actions taken to date are shown in parentheses.

- 1) Maintain 80 foot ultimate right-of-way for future developments
- 2) Reconstruct within existing curbs Lodi to Lockeford
- 3) Minor widening south of Lodi Avenue (Preliminary engineering and right-of-way budgeted for 1986)
- 4) Reconstruct within existing curbs - Rimby to Lodi (Vine to Tokay reconstructed 1983, Rimby to Vine budgeted 1985, Tokay to Lodi, scheduled for 1987 with minor widening S/Lodi)
- 5) Minor widening - Kettleman to Rimby (constructed 1983)

As the design for the reconstruction between Rimby and Vine neared completion in early 1986, staff was requested by the City Council to study the need for a two-way left-turn lane. This request came from a concern of the Chamber's Highway and Transportation Committee. Their concern was that two travel lanes and a two-way left-turn lane was needed throughout Hutchins Street from Kettleman to Lodi. They felt that reconstruction between Rimby and Vine should not take place without provisions for a left-turn lane. On September 17, 1986 the City Council directed staff to prepare the necessary environmental documentation and project report for the installation of a left-turn lane.

Currently this segment of Hutchins Street has a developed width of 40 feet and a right-of-way of 60 feet. The street is operating at an acceptable level but, with projected growth in Lodi, the street will eventually operate below acceptable levels. The

street is also currently in need of repair over its entire length.

THE PROPOSED PROJECT

The proposed project consists of reconstructing the street and providing one travel lane in each direction plus a two-way left-turn lane. Two alternates accomplish this: Alternate I consists of the provision of two travel lanes and a two-way left-turn lane, with no widening. This would result in the elimination of parking on the west of the roadway. Alternative II consists of widening on the west side of Hutchins Street to the ultimate right-of-way and utilizing two feet of the normal 2.5 foot space between the back of the sidewalk and the right-of-way. This would provide sufficient width for two travel lanes, a two-way left-turn lane and parking on both sides of the street.

POTENTIAL IMPACTS

The following list summarizes the potential impacts of the project. This list does not include impacts which were deemed insignificant as a result of evaluation in this EIR.

- o Loss of mature shade trees on west side of street
- o Alteration of neighborhood character as a result of street widening and street tree loss

INCORPORATION BY REFERENCE

Following a careful review of the 1981 EIR on the larger project on Hutchins Street, prepared by CH2M-Hill, it has been determined that large portions of the text is sufficient for use in evaluating the current project. Therefore, this EIR Addendum will be a focused EIR addressing only Traffic, Noise and Land Use/Neighborhood characteristics. Sections dealing with Geology and Soils, Hydrology and Water Quality, Plants and Animals, Public Services and Air Quality from the 1981 EIR are, therefore, incorporated into this document by reference. The referenced pages are as follows: Geology and Soils (p. 2-1), Hydrology and Water Quality (p. 2-1), Plants and Animals (p. 2-2), and Air Quality (p. 2-6). The 1981 EIR document is available for review at the City of Lodi Department of Public Works. In addition, the Noise Appendix (pp. B-1 through B-7) is also incorporated by reference.

PROJECT PHASING

It should be noted that the adoption of either Alternate does not negate the necessity for ultimately widening all or part of the street.

Summary of Environmental Impacts

The projects under consideration are two alternative methods for improving traffic flow on Hutchins Street. Alternate I includes improvement but no widening while Alternate II includes improvement with widening. A full description of the proposed project 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 focused environmental analysis. The level of significance of each impact is presented, both with and without suggested mitigation measures. The mitigated impact implies that all identified 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.

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

The Summary presents the impacts identified in the text including traffic, noise resources and neighborhood compatibility. Other issues are addressed in the 1981 EIR which has been incorporated by reference. Additional issues were not addressed as they are not affected by the project.

Project Impact	Mitigated Impact	Potential Impact/Impact Issue
		<u>Traffic</u>
I	I	-- No decrease in pedestrian safety due to increased street width and vehicle speeds
		<u>Mitigation</u>
		1) No mitigation required

S = Significant M = Moderate I = Insignificant

Project Impact	Mitigated Impact	Potential Impact/Impact Issue
I	I	-- Loss of on-street parking (Alternate I only) <u>Mitigation</u> 2) Provide that any future development has adequate off-street parking
M	M	-- Reduced driveway length (Alternate II only) <u>Mitigation</u> 3) Provide electric garage door openers to affected residences to facilitate entry
I	I	-- Reduced backing distance at driveways (Alternate I only) <u>Mitigation</u> None
		<u>Noise</u>
M	M	-- Incremental increase in noise levels due to changed street configuration and increased volumes <u>Mitigation</u> 4) Strict enforcement of speed limit 5) Enforce laws on modified mufflers on autos and motorcycles 6) Require wider setbacks and good sound insulation before allowing any new single- or multi-family residences to be built on street

Project Impact	Mitigated Impact	Potential Impact/Impact Issue
----------------	------------------	-------------------------------

Land Use and Neighborhood Characteristics

M	M	-- Alteration of neighborhood character due to street widening and loss of street trees
---	---	---

Mitigation

7) Replant with 15+ gallon trees and shrubs as soon as possible. Use species of identical or equivalent visual values

Project Description

PROJECT LOCATION

Hutchins Street runs north-south through the City of Lodi and is located approximately midway between Ham Lane (to the west) and Stockton Street (to the east). The proposed project lies between Rimby on the south and Vine Street to the north. The project includes approximately 8 blocks (approximately 1/2 mile). Major intersections along the route includes Hutchins Street at Vine Street (see Figure 1).

PROJECT BACKGROUND

Hutchins Street is a major north-south connector street in Lodi. Hutchins Street terminates at California Street north of Lockeford Street and becomes West Lane south of the Lodi City limits. West Lane is an alternative north-south route to Highway 99 and Interstate 5. The two alternates proposed for the subject portion of Hutchins Street are:

- o Rebuild within existing curbs (Alternate I). Utilizing the existing right-of-way, improvements would include re-striping to add a continuous two-way left-turn lane and the removal of on-street parking on the west side.
- o Widen on west side (Alternate II). Alternate II consists of widening on the west side of Hutchins Street to the ultimate right-of-way and utilizing two feet of the normal 2.5 foot space between the back of the sidewalk and the right-of-way. This would provide sufficient width for two travel lanes (one in each direction), a continuous two-way left-turn lane and parking on both sides of the street.

PROJECT PURPOSE

The purpose of the project is to replace the failing section of the street. City policy has been to consider future traffic volumes in a major reconstruction project and make provisions for future growth.



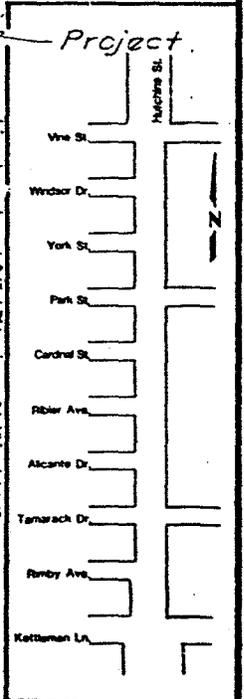
CITY OF LODI

PUBLIC WORKS DEPARTMENT

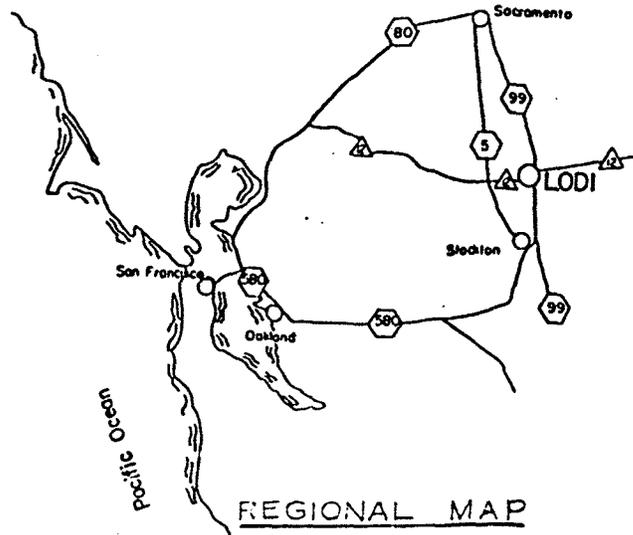
Project Area Map



VICINITY MAP



N.T.S.



REGIONAL MAP

THE PROPOSED PROJECT

The City will select a project following public review of the options. Because Alternate I generates relatively few impacts, Alternate II has been used throughout this report to provide a "worst case" evaluation except where noted. The 1981 EIR addressed the impacts of widening to 80-foot right-of-way.

Alternate II improvements would include: widening by 5 feet on the west side, use of two of the 2.5 foot space between the back of sidewalk and right-of-way, creation of one travel lane in each direction with a two-way left-turn lane, and parking on both sides of the street. Alternate I provides for one travel lane in each direction and a two-way left-turn lane with no widening and elimination of approximately 55 parking spaces on the west side (see Figures 2 and 3).

It should be noted that the implementation of either Alternate does not preclude the ultimate necessity of widening the street.

Alternate II would accomplish that portion of the ultimate project which requires widening on the west side of the street. Therefore, Alternate II not only serves to alleviate existing congestion but also accomplishes a significant portion of future improvements required for the roadway.

Figure 2

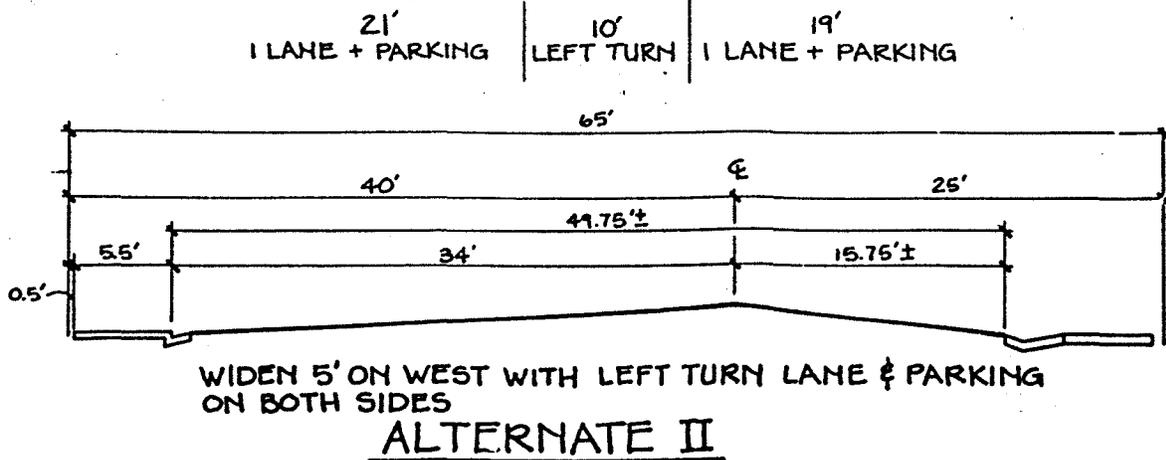
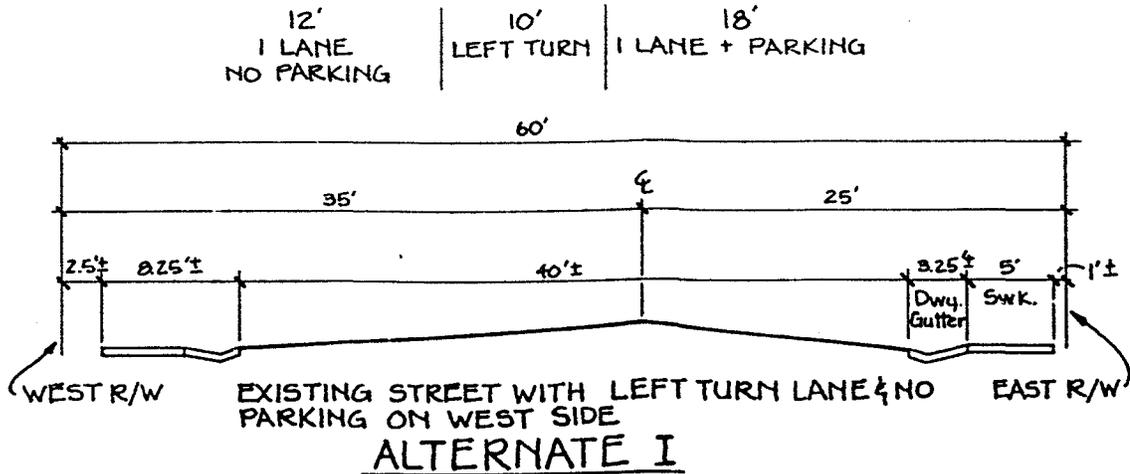


CITY OF LODI

PUBLIC WORKS DEPARTMENT

HUTCHINS ST. - RIMBY to VINE

CROSS SECTIONS



1"=10.0'

No.	Date	Revision	Appr.	Approved By
Dr. RSK				
Ch.				
Date 7/86				
				Public Works Director RCE
				Date

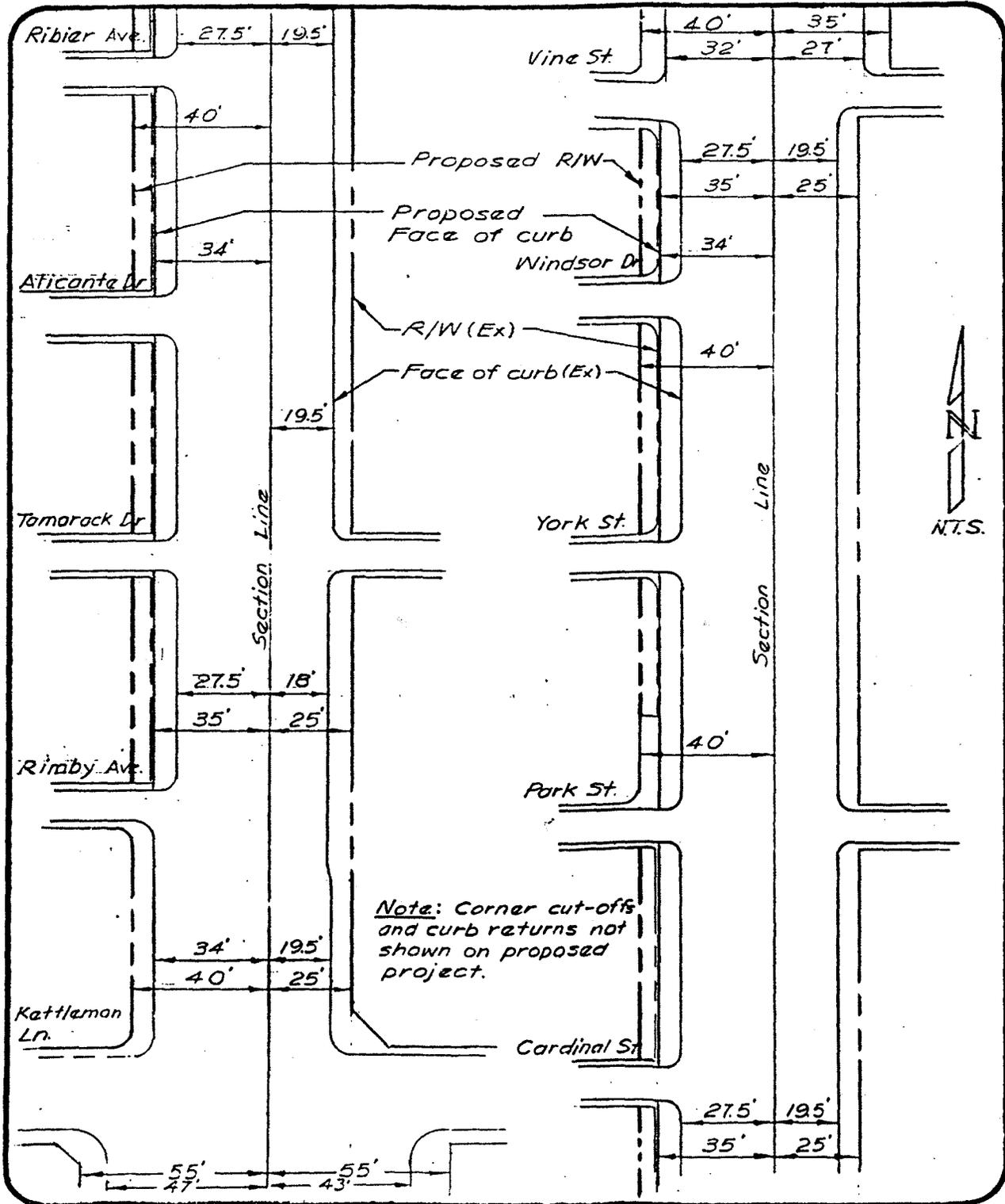
Figure 3



CITY OF LODI

PUBLIC WORKS DEPARTMENT

Alternate II Street Layout



Environmental Setting, Impacts and Mitigations

The 1981 Final Environmental Impact Report on the Hutchins Street Road Improvement project is herewith incorporated by reference for those sections dealing with Geology and Soils, Hydrology and Water Quality, Plants and Animals, Public Services and Air Quality. The 1981 EIR is available for review at the City of Lodi Department of Public Works. These sections are incorporated by reference and not reprinted here because no impacts to these areas/issues result from either Alternate I or Alternate II.

The following section presents the existing conditions for each area of concern. Potential impacts of the project are then identified and discussed. Measures to minimize identified effects are also presented.

TRAFFIC

SETTING

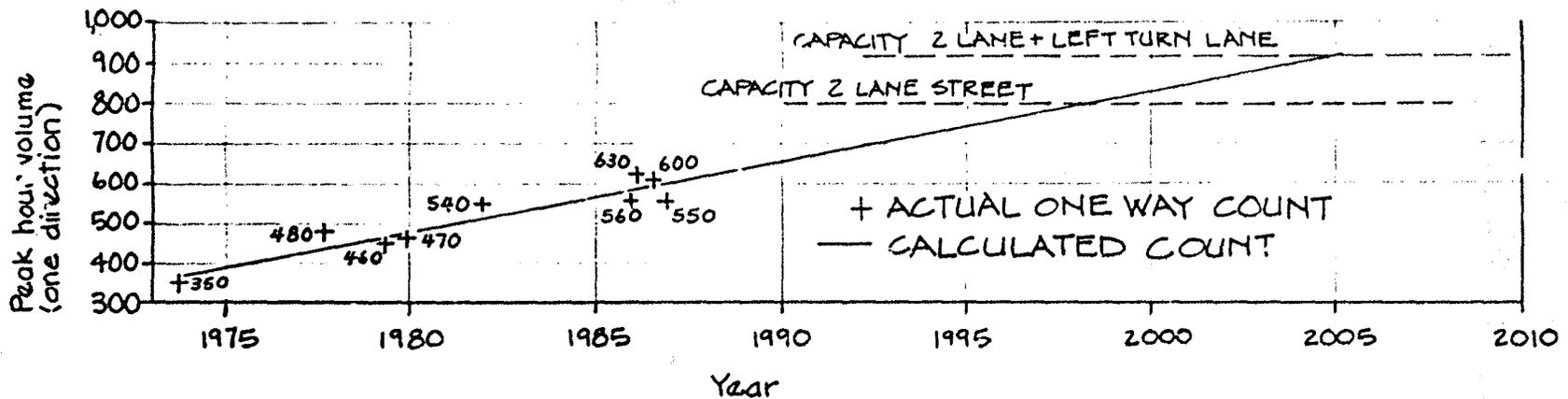
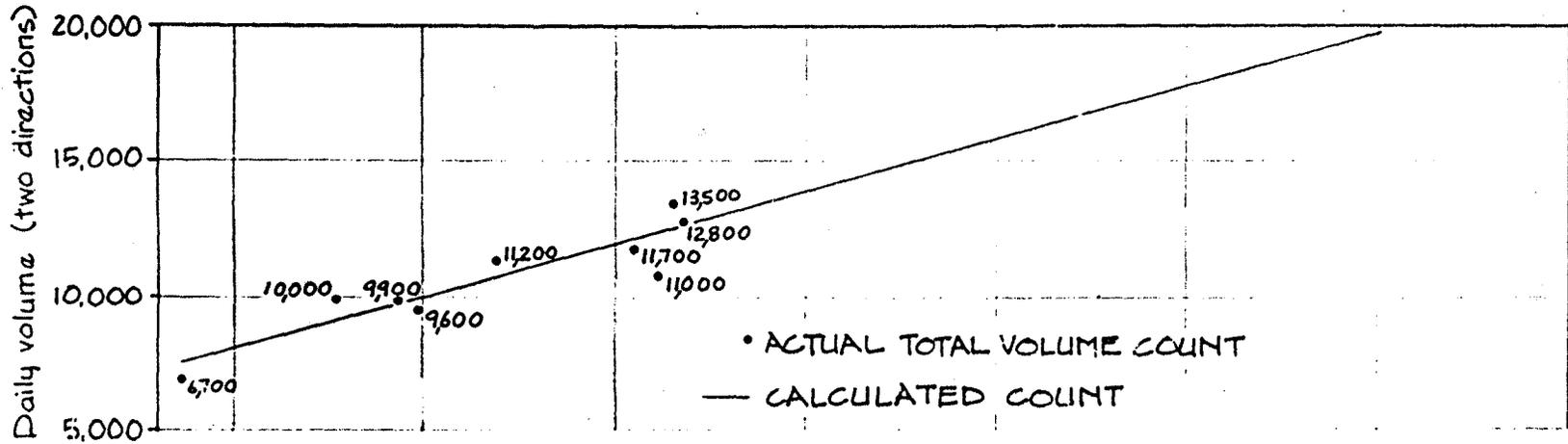
Hutchins Street from Rimby Avenue to Vine Street is a two-lane roadway with a street width of approximately 40 feet toe-to-toe. The existing right-of-way (ROW) varies from 60 feet to 65 feet. The street width north of Vine Street is approximately 60 feet (75 feet ROW) and south of Rimby Avenue is 54 feet (65 feet ROW).

Total daily traffic volumes in the segment of Hutchins Street from Rimby to Vine have grown from approximately 8,000 in 1975 to 12,500. Single direction, peak hour volumes have increased at a slightly lower rate from 400 to 600. Peak volumes are slightly higher. This information is shown graphically in Figure 4. This Figure also shows a straight line projection of volumes to the year 2005. Actual traffic growth rate will depend on many factors including overall development in the City and redevelopment in the center of City.

The approximate capacity of the present street is 800 vehicles per hour in one direction. This level of traffic will likely be reached by the year 2000. The existing Level of Service (LOS) is C, stable operations and light congestion. Table 1 presents the definitions of LOS. The addition of a two-way left-turn lane will increase the capacity approximately 15%.

In addition to total and directional traffic, peak hour turning movements were checked at Hutchins and Park. There were 19 left-turning vehicles or 2% of the total. This left-turn volume is relatively low. Other than relying on "professional judgment," there are no generally accepted criteria for the installation of two-way left-turn lanes. Two articles have appeared in recent issues of the Institute of Transportation Engineers Journal suggesting quantitative means of evaluating such installations. In both cases, with present volumes, the analysis shows little benefit.

Figure 4



Dr. R.K.	No.	Date	Description	Appr.
8/86				

Approved By _____
 Public Works Director
 Date _____

 **CITY OF LODI**
 PUBLIC WORKS DEPARTMENT

TRAFFIC VOLUMES
 HUTCHINS STREET
 RIMBY - VINE

Table 1
LEVEL OF SERVICE DEFINITIONS¹

Level of Service	Traffic Flow Characteristics
A	Free-flowing with no congestion. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream (average overall travel speed of 35 mph or more).
B	Free-flowing conditions. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not subjected to appreciable tension (average overall travel speed of 28 mph or more).
C	Stable operations and light congestion. The ability to maneuver within the traffic stream and select an operating speed is affected by the presence of other vehicles. Motorists will experience an appreciable tension while driving (average overall travel speed of 22 mph or more).
D	Significant congestion and unstable flow. Speeds and ability to maneuver are severely restricted because of traffic congestion (average overall travel speed of 17 mph or more).
E "capacity"	Severe congestion. Operations at or near capacity and flow is quite unstable (average overall travel speed of 13 mph or more).
F	Forced or break-down flow (average overall travel speed of less than 13 mph).

¹Levels of Service are designated by the Letters A through F. "A" Level of Service means there is very little congestion and the traffic can move easily. "F" Level of Service, at the other extreme, means the road is over capacity, with very little movement and considerable congestion.

Adapted from Transportation Research Board, Highway Capacity Manual - 1985.

However, in the judgment of City staff, there is some benefit to a two-way left-turn lane in this segment of Hutchins Street and there will be even more benefits as traffic volumes increase.

Accidents

A five-year accident history for this segment of Hutchins Street was evaluated. The following points can be made from this data.

- o 17 of the 39 accidents (44%) are rear end accidents.
- o 8 accidents (21%) are sideswipe accidents.
- o The overall accident rate - 7.6 accidents per million vehicle miles - is near the average for all the streets recently studied for speed zones. Thus the overall accident rate is not a significant problem.

However, it can be assumed that most of the sideswipe and rear end accidents should be eliminated with a two-way left-turn lane. This would provide a significant reduction in the accident rate.

IMPACT

Pedestrian Safety

In the previous EIR a concern was raised about decreased pedestrian safety due to increased vehicle speeds and increased road widths. As Alternate II adds only 7 feet in width and traffic speeds are not expected to increase due to the relatively narrow lane widths (Prima, verbal communication based on Ham Lane north of Lodi), this is not a concern of this project.

Mitigation

- 1) No mitigation required.

On-Street Parking

Alternate II does not result in the loss of any parking spaces. Alternate I results in the loss of 55 spaces on the west side of the street. However, a survey of on-street parking was conducted along the entire street between October 17-23, 1986. This survey, shown below, indicates that a maximum of 5 spaces were in use on this side of the street. All but one parcel on the west side are corner lots and have side street parking. There is also available parking on the east side of the street.

hours. This affects 11 driveways. One additional driveway is for a parking lot and would not be so affected. Since more residential exiting is done in the morning than the late afternoon and the morning southbound volumes are approximately half of the late afternoon peak volumes, this should not be a significant problem.

Mitigation

None

Reduced Driveway Length

As a result of the road widening under Alternate II, all of the driveways will be shortened by 7 feet. Three driveways are presently 18', 19' and 20' long. The widening will result in lengths of 11', 12' and 13' which is too short for a car. Thus residents will have to park on the side street or Hutchins Street or in their garage to avoid blocking the sidewalk. This impact would also occur under the ultimate widening although the driveways would be shortened 5 feet instead of 7.

Mitigation

- 3) Provide electric garage door openers to affected residences to facilitate entry.

Noise

SETTING

Hutchins Street is defined as a "problem" noise route in the County Noise Element.¹ Generally, problem noise routes carry 100 to 300 trucks per day and/or over 10,000 vehicles per day on an annual average. The existing volume of traffic on Hutchins is 12,500 vehicles per day. In this case, the noise problem is characterized by noise disturbances during the day and early evening with some sleep disruption in the later evening hours.

Noise levels on Hutchins are a function of automobiles, trucks, and motorcycle traffic. However, noise complaints registered by Hutchins Street residents usually specify speeding cars or cars with modified mufflers as the cause of the problem.²

Noise on Hutchins Street was measured for the previous EIR to provide an accurate assessment of existing noise levels. A Friday afternoon and evening were chosen for the monitoring period since this is when most complaints have been registered. Using the noise measurements, average day/night noise levels (Ldn) on Hutchins Street were calculated for a typical 24-hour day.³ For a discussion of the noise monitoring survey and the calculation of noise levels, see Appendix B in the 1981 EIR. Discussions with the noise consultant indicate that the results of the survey are still valid given recent traffic counts.

¹San Joaquin County Council of Governments Noise Element, adopted July 23, 1974

²Noise complaints by Hutchins Street residents have been registered over the years by the City of Lodi. These date back as far as 1973 when a noise survey of Lodi for the County Noise Element was conducted and as recent as July 1981 when a public informational meeting was held for the Hutchins Street improvement project.

³Noise levels and noise standards are expressed in day/night average levels (Ldn). Ldn means the average equivalent A-weighted sound level in decibels (dB) during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night after 10:00 PM and before 7:00 PM.

Table 3 shows the results of the measured and calculated existing noise levels in the segment including Rimby to Vine.

Table 3
EXISTING NOISE LEVELS ALONG
HUTCHINS STREET^a

<u>Hutchins Street Segment</u>	<u>Measured^b Peak Period Noise Levels</u>	<u>Calculated Average Day/Night Noise Levels (in Ldn)</u>
Kettleman to Lodi	68 dB ^c	65 dB

^aAll noise levels are for common point 50 feet from the street centerline.

^bPeak period is a Friday afternoon between 4:00 and 6:00 PM.

^cdB = decibels.

The City of Lodi has adopted exterior design noise standards for various land uses. These standards are used to determine traffic noise impacts and the need for abatement measures. The standards (in Ldn) are 60 dB for single-family uses, 65 dB for multi-family uses (i.e., apartments), and 70 dB for commercial and office uses.

Hutchins Street is presently bordered by all of the above land uses, but is lined mainly with single- and multi-family residences.

Comparing existing noise levels in Table 3 to the City's standards shows where noise problems are occurring. Along Hutchins, between Kettleman and Lodi, the standards for single- and multi-family land uses (only) are being exceeded today. (An actual lot-by-lot land use analysis was not performed. For locations of land uses on Hutchins, see Figure 5 in the Land Use section of this report.)

Traffic on Hutchins Street is projected to increase by the year 2000. However, there will be only a minor corresponding increase in future noise levels as shown in Table 4.

Table 4
EXISTING VERSUS FUTURE NOISE LEVELS
ALONG HUTCHINS STREET^a

<u>Hutchins Street Segment</u>	<u>Existing Noise Levels</u>	<u>Future Noise Levels^b</u>
Kettleman to Lodi	65 dB	65 dB no widening 68 dB widening to ultimate

^aNoise levels calculated as day/night average levels (Ldn) for a common point 50 feet from the street centerline.

^bFuture noise levels year 2000.

IMPACTS

The projected increase in Hutchins Street traffic will occur at the same rate with or without the street improvement project. Therefore, the improvement will not add to traffic-generated noise. However, the proposed street widening will move vehicle traffic, and therefore, noise close to the noise receptors (i.e., residences), in effect increasing noise levels at those locations. Both Alternate I and II will put the southbound travel lane at approximately the same location relative to the residences as the ultimate widening described in the 1981 EIR.

Table 4 shows that on Hutchins Street, between Rimby and Vine, a 3 dB increase in day/night average levels (Ldn) will result from the project. This increase will add to the noise level that already exceeds the City's standards for single- (60 dB) and multi-family (65 dB) land uses. The 3 dB increase will not cause any new violations of noise standards for other adjacent land uses. This increase should not be noticeable because an increase

of less than 4 dB cannot be perceived by the human ear (San Joaquin County Noise Element, 1974).

Mitigation

Mitigation measures for noise impacts are usually discussed in terms of reducing the sound at the source (reducing vehicle noise), insulating the receptor from the sound (building insulation), and shielding the receptor from the sound wave path (sound walls). However, the practical value of these measures is questionable. For example, sound walls would have openings for walks and driveways, rendering them ineffective.

- 4) Strictly enforce the speed limit (35 mph) for Hutchins Street at all times of the day.
- 5) Enforce laws on modified mufflers on autos and motorcycles.
- 6) Require wider setbacks and good sound insulation before allowing any new single- or multi-family residences to be built on the street. Sound insulation methods will meet the State of California's Noise Insulation Standards (California Administrative Code, Title 25, Chapter 1, Article 4).

Land Use

SETTING

Current land uses along this segment of Hutchins Street vary from low and medium density residential to commercial. A majority of the uses are older single-family detached units with some duplex and apartment uses. Commercial sites are located on the corner of Hutchins and Park. The uses of this site includes a health club and barber and beauty salons.

The City of Lodi General Plan designates most of the corridor as residential with commercial areas located on the corner of Park Street. The residential designations are for Medium Density Residential on both sides of the street from Kettleman to Park, with low density on the west side of Hutchins from Park to Lodi and Medium Density Residential on the east side of Hutchins from Park to Lodi.

The houses along Hutchins are set well out of the roadway corridor. Few residences are readily visible from the road as most of the houses have at least one, and in several cases, many street trees. Thus, although the use of the street does not imply an intimate residential character, the distance of the houses from the street and the relative density of intervening vegetation creates a pleasant residential atmosphere which is quite different from the "boulevard" feeling evoked by the widened section of Hutchins located south of Kettleman.

IMPACT

Neighborhood Character

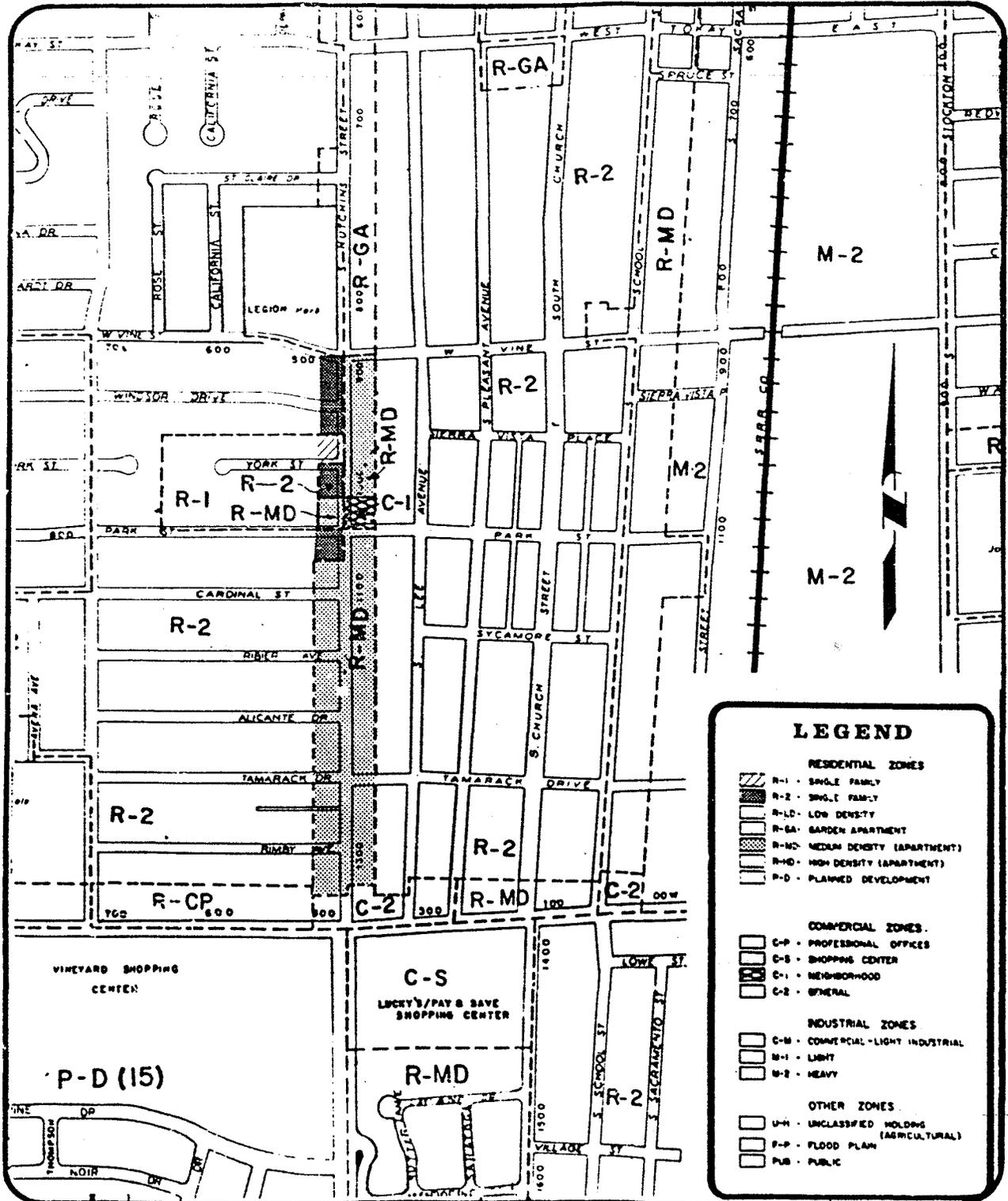
Widening of the street will require the removal of approximately 10 to 15 mature street trees. The trees, though not a valuable wildlife habitat, do contribute significantly to both the visual atmosphere of the street and to the perceived quality of life for those who live along the street. The loss of these trees will result in the houses being more visible to, and from, the street.

Residents will, most probably, be more aware of the traffic along the street as the privacy afforded by these trees is removed. The character of the neighborhood will also be significantly altered when the travel lanes are moved closer to the houses lining Hutchins. The distance between the front door and the

Figure 5



Land Use Map



LEGEND

RESIDENTIAL ZONES

- R-1 - SINGLE FAMILY
- R-2 - SINGLE FAMILY
- R-LD - LOW DENSITY
- R-GA - GARDEN APARTMENT
- R-MD - MEDIUM DENSITY (APARTMENT)
- R-HD - HIGH DENSITY (APARTMENT)
- P-D - PLANNED DEVELOPMENT

COMMERCIAL ZONES

- C-P - PROFESSIONAL OFFICES
- C-S - SHOPPING CENTER
- C-1 - NEIGHBORHOOD
- C-2 - GENERAL

INDUSTRIAL ZONES

- C-M - COMMERCIAL-LIGHT INDUSTRIAL
- M-1 - LIGHT
- M-2 - HEAVY

OTHER ZONES

- U-M - UNCLASSIFIED HOLDINGS (AGRICULTURAL)
- F-P - FLOOD PLAIN
- P-B - PUBLIC

back of the sidewalk will be reduced by 7 feet. This, coupled with the loss of streetside vegetation, will constitute a significant change. This change will be experienced primarily by residents as travellers are less likely to perceive the improved travel lanes as a degradation in quality of life.

Mitigation

- 7) Replant with 15-gallon or larger size street trees and shrubs as soon as possible. Use species compatible with/or identical to the existing vegetative cover.
- 8) No effective mitigations exist to minimize the effects of reduced front-yard width. The use of sound walls or visual barriers would be effective for future construction but would not be appropriate given the setback of existing structures. The only real method to regain front-yard amenities would be to move the houses backwards on the lot (a costly and disruptive activity).

General Plans and Policies

The proposed project is consistent with the Lodi General Plan and Circulation Element.

Mitigation

- 9) No mitigation required.

Unavoidable Adverse Impacts

INSIGNIFICANT EFFECTS

The following effects/impacts were deemed insignificant as a result of project review.

- o Coverage of onsite soil with increased impervious surfaces
- o Presence of expansive soils
- o Generation of increased stormwater runoff
- o Loss of wildlife habitat
- o Disruption of public services during construction
- o Generation of vehicular emissions
- o Generation of increased particulates/dust during construction
- o Compatibility of the project with existing General Plan

UNAVOIDABLE ADVERSE EFFECTS

Listed below are the unavoidable impacts that would occur if the project were constructed. These are impacts which would occur regardless of the mitigation measures incorporated into the project design.

- o There will be temporary increases in some pollutants during construction of the street improvements.
- o Future noise levels will continue to grow as traffic volumes increase.
- o Loss of some on-street parking (Alternate I).
- o Loss of street trees resulting in alteration of visual values and neighborhood characteristics.

Growth Inducement

GROWTH INDUCEMENT

Residential growth in Lodi is the result of General Plan designations and densities rather than the level of service on the affected street. Therefore, improvement of Hutchins Street will accommodate planned development rather than generate growth itself. The decision to allow land elsewhere in Lodi to develop, or for uses along Hutchins Street to change (i.e., single family to multiple family, single family to commercial), is a function of the City's planning process, not of the improvement of individual streets or intersections. So, although the improved street section will accommodate increased growth, it will not result in the creation of a facility which would generate growth.

Project Alternatives

NO BUILD

This alternative would result in roadway and striping remaining as currently constructed and marked. The decision to leave the roadway essentially "as is" would result in:

- a) Continued decrease in LOS and increase in congestion and delay within next 10 to 15 years (roadway LOS would lower to E by 2000), necessitating additional improvements.
- b) Potential for increased traffic hazard as volumes increase.
- c) Continuation of existing on-street parking patterns
- d) Retention of mature street trees
- e) Elimination of land use impacts
- f) Create potential for fragmented approach to street planning and reconstruction (i.e., solve each problem as it arises without integration of overall design)
- g) Increased maintenance costs and cost to vehicle owners due to poor condition of street

REBUILD AND RESTRIPE EXISTING STREET

As identified in the 1981 EIR and adopted by the City Council, this would include utilizing the existing right-of-way, curb to curb width and lane striping.

Implementation of this alternative would:

- a) Same as a through f above
- b) Alleviate roadway deterioration by reconstruction

BUILD STREET TO "MINIMUM RECOMMENDED PROJECT" STANDARDS (56 FOOT PAVEMENT IN 72 FOOT RIGHT-OF-WAY)

This is the minimum recommended project proposed in the 1981 EIR. The 56 foot project consisting of rebuilding and widening the street from Kettleman to Lodi, would result in:

- a) Significant street tree loss
- b) Increase in future noise levels
- c) Loss of some onstreet parking
- d) Slight increase in vehicle speeds
- e) Significant change in neighborhood characteristics

BUILD STREET TO FULL 64 FOOT PAVEMENT IN 80 FOOT RIGHT-OF-WAY

This is the project proposed in the 1981 EIR. Following review of this project the City Council elected to pursue a smaller project, resulting in this EIR Addendum. The 64 foot project, consisting of rebuilding and widening the street from Kettleman to Lodi, would result in:

- a) Significant street tree loss
- b) Increase in future noise levels
- c) Loss of some onstreet parking
- d) Slight increase in vehicle speeds
- e) Significant change in neighborhood characteristics

Report Authors, Persons Contacted, and References

Project Manager - Kate Burdick
Traffic Analysis - City of Lodi
Noise and Air Quality Analysis - Stan Shelley
Miscellaneous Section Work - Stephanie Strelow
Graphics - City of Lodi
Word Processing - Ana Chou .