

CITY COUNCIL, CITY OF LODI
CARNEGIE FORUM, 305 WEST PINE STREET
WEDNESDAY, OCTOBER 2, 1991
7:30 P.M.

ROLL CALL Present: Council Members - Pennino, Pinkerton,
Sieglock, Snider, and Hinchman (Mayor)
Absent: Council Members - None
Also Present: City Manager Peterson, Assistant City
Manager Glenn, Community Development
Director Schroeder, Public Works Director
Ronsko, City Attorney McNatt, and City Clerk
Reimche

INVOCATION The invocation was given by Reverend David S. Hill, Grace
Presbyterian Church.

PLEDGE OF ALLEGIANCE The Pledge of Allegiance was led by Mayor Hinchman.

PRESENTATIONS

PROCLAMATIONS Mayor Hinchman presented the following proclamations:

- CC-37 a) "Lodi Business and Professional Women's
Week"; and
- b) "Public Power Week".

CONSENT CALENDAR In accordance with report and recommendation of the City
Manager, Council, on motion of Mayor Pro Tempore
Pinkerton, Sieglock second, approved the following items
hereinafter set forth.

Council Member Snider abstained from voting on Agenda Item
#E-3 entitled, "Initiate annexation/reorganization
proceedings for Anagnos Addition" because of a possible
conflict of interest.

CLAIMS CC-21(a) Claims were approved in the amount of \$4,076,699.96.

MINUTES The Minutes of the Regular Meetings of August 21, 1991 and
September 4, 1991 were approved as written.

ANNEXATION/REORGANIZATION
PROCEEDINGS INITIATED FOR
ANAGNOS ADDITION

RESOLUTION NO. 91-180

CC-8(a) Council Member Snider abstained from voting on the
CC-300 following matter, because of a possible conflict of
interest.

The City Council was advised that the Anagnos Addition encompasses three parcels, 801 East State Route 12 (APN 027-040-30), 901 East State Route 12 (APN 027-040-29) and 1081 East State Route 12 (APN 027-040-14). It contains approximately 26.8 acres and is located at the northeast corner of Lower Sacramento Road and State Route 12 (Kettleman Lane).

At its meeting of September 4, 1991 the City Council introduced Ordinance No. 1520 which rezoned 801 and 901 East State Route 12 to C-S, Commercial Shopping Center, as requested by A. and O. Anagnos, et al and Charles A. Wentland, and at its meeting of September 18, 1991 introduced Ordinance No. 1524 which rezoned 1081 East State Route 12 to C-S as requested by Browman Development Co. on behalf of Manuel A. and Jane Hughes. These rezonings are required by the San Joaquin Local Agency Formation Commission and is the first step in the annexation process.

The City Council adopted Resolution No. 91-180 entitled, "A Resolution of the Lodi City Council for Application to the San Joaquin County Local Agency Formation Commission in the Matter of the Proposed 'Anagnos Addition' Including the Detachment of Certain Territory within the Area Proposed for Annexation to the City of Lodi".

PUBLIC HEARING SET REGARDING THE
UNIFIED SCHOOL DISTRICT 1991
DECLARATION OF IMPACTION

CC-7(e) The City Council was advised that it had received
CC-43 information from the Lodi Unified School District regarding
the Declaration of Impacted School Attendance Areas for the
1991-92 year.

Section 15.48.150 of the Lodi Municipal Code entitled, "Designation of Overcrowded School" sets forth that upon receipt of a notice as described in Section 15.48.130, the City Council shall schedule and conduct a public hearing on the notification for the purpose of allowing interested parties to comment on the matter.

Following such hearing the City Council shall determine whether it concurs with such findings. If the City Council concurs, it shall by resolution designate the school as an overcrowded school.

It was therefore recommended that the matter be set for public hearing at the regular City Council meeting of October 16, 1991.

The City Council set for public hearing on October 16, 1991 consideration of the Lodi Unified School District 1991 Declaration of Impaction.

SPECIFICATIONS APPROVED FOR
VIBRATORY ROLLER WITH TANDEM
TRAILER

CC-12.1(b) The City Council approved the specifications for a vibratory roller with tandem trailer for the Street Division and authorized advertising for bids.

Funds to purchase a vibratory roller with tandem trailer for the Street Division were approved in the 1991-92 Operations/Maintenance Budget. This unit will be used on a daily basis by Street Division personnel to perform street maintenance.

PURCHASE OF TWO PORTABLE AIR
COMPRESSORS FOR ELECTRIC UTILITY
AND WATER/WASTEWATER DIVISIONS

RESOLUTION NO. 91-181

CC-12(d) The City Council adopted Resolution No. 91-181 awarding the
CC-300 purchase of two portable air compressors for the Electric Utility Department and Water/Wastewater Division from Edward R. Bacon Co., Sacramento, California, in the amount of \$25,574.46.

Funds to purchase the two air compressors were approved in the 1991-1992 budget for both the Electric Utility Department and the Water/Wastewater Division to replace existing units. While preparing specifications it was discovered that one potential bidder had two "almost new" rental units available for purchase with minimum hours on each. Both units meet the City's requirements completely, and would be furnished with full warranties as new equipment. The price of each 185cfm compressor (at \$11,612.00 and \$12,123.00, plus tax) is approximately \$500.00-\$1,400.00 less than we would expect to pay if formal bids are received.

The same model portable air compressor was purchased two years ago (7/21/89) at a cost of \$13,356.00 (\$12,600.00

plus tax), from the low bidder out of Fresno, California. While under warranty a problem developed with the unit. It was very difficult to get the closer Sacramento firm to complete repairs since the manufacturer's policy is to not reimburse a dealer for warranty work unless they are the seller.

Since these units will match the currently owned one, their operation and service requirements will be familiar to field crews and maintenance staff. Dealing with the closest vendor will prevent a reoccurrence of out-of-area warranty problems. Finally, saving \$1,000.00-\$2,300.00 in purchase costs warrant these be bought as in the best interest of the City, waiving the formal bidding procedure in this instance. The Purchasing Officer concurs with this recommendation.

NOTE: Necessary tools, hoses, and associated requirements will be purchased separately from within the balance of budgeted funds.

CONTRACT AWARD FOR LANE LINE
PAINTING, VARIOUS CITY STREETS, 1991

RESOLUTION NO. 91-182

CC-12(a) The City Council adopted Resolution No. 91-182 awarding the
CC-300 contract for Lane Line Painting, Various City Streets, 1991
to Traffic Limited, Lodi, California, in the amount of
\$21,899.66.

This project provides painting of lane lines on arterial and collector streets on an annual basis and approximately 50 percent of lane lines on residential streets. Bids were opened on September 18, 1991 and one bid was received. The cost of painting a mile of lane line has increased approximately three percent since the last time the City requested bids, which was October, 1990.

AGREEMENT WITH WOODBRIDGE IRRIGATION
DISTRICT FOR THE GRANULAR ACTIVATED
CARBON FILTER SYSTEM AT WELL #16 APPROVED

RESOLUTION NO. 91-183

CC-90 The City Council adopted Resolution No. 91-183 authorizing
the City Manager and the City Clerk to execute an agreement
with the Woodbridge Irrigation District for the
installation of a granular activated carbon filter system
at Well #16, 1426 West Century Boulevard.

The Woodbridge Irrigation District (WID) is allowing the City to use a portion of its right-of-way to install a state required granular activated carbon filter system at

Well #16. This agreement gives the City permission to install the filter system and enter the WID right-of-way for inspection and maintenance purposes.

This WID agreement will expire in ten years. Staff is expecting Well 16 to be free of dibromochloropropane (DBCP) by that time. If additional filtering is required, a new agreement will be negotiated.

This agreement has been reviewed and approved by the City Attorney.

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COMMENTS BY CITY COUNCIL MEMBERS

The following comments were received under the "Comments by City Council Members" segment of the agenda:

COMPLIMENTS EXTENDED TO MEMBERS OF LODI POLICE DEPARTMENT FOR PARTICIPATION IN GRAPE FESTIVAL ACTIVITIES

Mayor Hinchman complimented the members of the Lodi Police Department who participated at the Lodi Grape Festival and Harvest Fair in a local service club dunk tank.

COMMENTS BY THE PUBLIC ON NON AGENDA ITEMS

The following comments were received under the "Comments by the public on non-agenda items" segment of the agenda:

CONCERNS EXPRESSED REGARDING CITY'S REGULATION OF A-FRAME SIGNS AND ENCROACHMENTS INTO THE PUBLIC RIGHT-OF-WAY

CC-16

Grady Morgan, Casually Elegant Flowers, 2401 West Turner Road, Lodi addressed the City Council regarding a Notice of Violation he received on an A-Frame sign he placed in front of his business.

RED RIBBON MONTH KICKOFF ANNOUNCED

Paula Aguinaga of the San Joaquin County Department of Aging invited the community to attend the Red Ribbon Month Kickoff being held at Hale Park, Saturday, October 5, 1991 from 10:00 a.m. to 2:00 p.m.

CONCERNS EXPRESSED REGARDING
NARROW WALKING AREA ON CERTAIN
SIDEWALKS IN LODI

CC-16 Clifford Nitschke, 62 Corinth Street, Lodi addressed the City Council regarding the narrow walking area on sidewalks in the vicinity of Lyons Restaurant and Needham School because of light standards and fire hydrant installations at those locations.

REPRESENTATIVE OF PACIFIC TOWING
ADDRESSES CITY COUNCIL REGARDING
HAULING OF ABANDONED VEHICLES

CC-6 A representative of Pacific Towing addressed the City
CC-16 Council regarding the recent approval of an agreement with Stubbs Paint and Body for hauling of abandoned vehicles, asking whether or not the City Council might reconsider this matter.

The City Attorney responded that the City now has a three-year agreement in place with Stubbs Paint and Body and that the matter is not open for reconsideration.

The City Council requested that the policy and procedure for the granting of such an agreement be placed on a future agenda for review.

INSTALLATION OF DRINKING
FOUNTAIN REQUESTED FOR PARKWEST

CC-6 Master E. Bellumini, 3030 Park Oak Drive, Lodi asked if it would be possible to install a drinking fountain in Parkwest and asked what the cost factor would be. The matter was referred to staff.

CLOSED SESSION

CC-200(d) The City Council adjourned at approximately 7:50 p.m. to a Closed Session regarding City of Lodi v. Dow Chemical Company, et al.

At approximately 8:15 p.m., the City Council reconvened.

PUBLIC HEARINGS There were no public hearings scheduled for this meeting.

PLANNING COMMISSION REPORT The City Council was advised that the Planning Commission had not met since the City Council received its last report.

COMMUNICATIONS
(CITY CLERK)

CLAIMS CC-4(c) On motion of Council Member Sieglock, Pennino second, the City Council denied the following verified claims and referred them back to the City's Contract Administrator:

- a) Marjorie Dyer, Date of loss 8/13/91; and
- b) Ronnie S. Schopp, Date of loss 6/26/91.

SPEED, SIGNAGE CONCERNS EXPRESSED
REGARDING TURNER ROAD

CC-16 The City Council received a letter from Tamara Bauer, 1029
CC-45(a) Yuloni Drive, Lodi expressing concerns regarding Turner
CC-48(a) Road just west of Highway 99 as it pertains to posted
speed, signage, etc. The matter was referred to staff.

PETITION RECEIVED REGARDING PERCEIVED
DISCRIMINATION AGAINST HISPANICS AT LODI
HIGH SCHOOL

CC-16 The City Clerk advised the City Council that a petition had
been received regarding perceived discrimination against
Hispanics at Lodi High School

Ms. Tammie Patton, 510 West Vine Street, Lodi addressed the
City Council regarding the matter.

LETTER RECEIVED FROM SAN JOAQUIN
FARM BUREAU FEDERATION COMMENDING
THE CITY COUNCIL ON ITS PASSAGE
OF THE RIGHT TO FARM ORDINANCE

CC-6 The City Clerk read a letter that had been received from
CC-61 the San Joaquin Farm Bureau Federation commending the City
Council on its passage of the Right to Farm Ordinance.

REGULAR CALENDAR

ADULT CROSSING GUARD - RESTUDY
OF CHEROKEE LANE AND HALE ROAD
INTERSECTION AND LOWER SACRAMENTO
ROAD AND ELM STREET INTERSECTION

CC-48(m) The City Council was reminded that at the July 17, 1991
meeting, it reviewed an adult crossing guard study at the
subject locations due to the elimination of the majority of
school busing within the city limits. At the time busing
was eliminated, the track with the largest number of
students was not in session and Caltrans guidelines for
adult crossing guards were not satisfied at either
location. As indicated by staff at that meeting, these

Locations would be resurveyed later when another track is in session. The results of the resurvey are as follows:

° Cherokee Lane at Hale Road

At uncontrolled crossings, Caltrans guidelines are satisfied when there are at least 40 elementary school pedestrians and 350 vehicles through the crosswalk for each of any two hours of the day. The totals at both the Hale Road and Eden Street crossings on Cherokee Lane are:

Pedestrians		Vehicles	
AM	PM	AM	PM
36	34	871	1,183

In reviewing available accident records for a 4-1/2 year period (1987 through March 1991), both intersections have pedestrian accidents. At the Cherokee and Hale intersection, there were 6 pedestrian/vehicle accidents. Three of the 6 accidents involved a child under 13 with one occurring near school hours. At the Cherokee and Eden intersection, there were 5 pedestrian/vehicle accidents. None of these accidents involved elementary school age children. The posted speed limit on this section of Cherokee Lane is 35 mph. The curb-to-curb street width is 75 feet.

The Council approved yellow flashing beacon was installed at Cherokee Lane and Hale Road on August 20, 1991. Staff also intends to recommend a yellow flashing beacon at Cherokee Lane and Eden Street in the 1991/92 Capital Improvement Program to service the shopping center on the east side.

° Lower Sacramento Road at Elm Street

At signalized intersections, Caltrans guidelines are satisfied when there are at least 40 elementary school pedestrians and 300 vehicular uncontrolled turning movements (right turns) over the crosswalk for each on any two hours of the day, or circumstances not normally present such as crosswalks over 80 feet long with no intermediate refuge area or a high proportion of large commercial vehicles. The totals at this intersection are:

Pedestrians		Turning Vehicles	
AM	PM	AM	PM
51	51	133	155

The truck percentages on Lower Sacramento Road at Elm Street comprise 4% of the total amount of vehicles. On other arterial streets such as Cherokee Lane, Harney Lane, Lodi Avenue, and Stockton Street the percent of trucks range from 3.5% to 8%. Truck percentages on Lower

Sacramento Road at Elm Street fall within this range and are not abnormally high.

Available accident records from 1987 through March 1991 indicate that there have been no pedestrian accidents at this location. The traffic signal at this intersection was activated in July 1990. The posted speed limit on Lower Sacramento Road is 45 mph. The curb-to-curb street width measured at the crosswalk is 86 feet which includes approximately 50 feet of paved shoulder.

The adult crossing guard agreement between the City and the School District states that the City will fund an adult crossing guard at any location satisfying Caltrans minimum guidelines. This does not prevent the school district from providing an adult crossing guard at any location at the expense of the school district. The school district has been funding an adult crossing guard at both of these intersections while the City's adult crossing guard study was performed. The school district has not determined if adult crossing guards will remain at locations not approved for funding by the City.

° Cherokee Lane at Hale Road - Pedestrian volumes are slightly below the minimums specified by Caltrans, however, since only a few pedestrians are needed to satisfy the guidelines, the high number of pedestrian accidents and traffic volumes (up to three times the minimum specified by Caltrans) staff recommends that the Council seriously consider approving of an adult crossing guard at this location.

° Lower Sacramento Road at Elm Street - Pedestrian volumes have doubled since the previous survey, however, traffic volumes remain far below the minimums specified by Caltrans. There are no unusual circumstances at this location that differ from other signalized intersections. Although the street width is greater than 80 feet, there is only 36 feet of travel lanes. The remainder is shoulder width for Adult Crossing Guard - Restudy of Cherokee Lane and Hale Road Intersection and Lower Sacramento Road and Elm Street Intersection right turning vehicles. After discussion with Caltrans staff, it is felt the criterion for 80 feet of crosswalk area pertains to multiple-lane streets. An 80 foot curb-to-curb street would accommodate five travel lanes with 10 foot shoulders. As mentioned above, there is not an

abnormally high percentage of trucks as compared to other similar streets. The staff does not feel this location meets the criteria under the terms of the agreement. However, Council may wish to interpret the criteria more literally and approve the request.

As we previously mentioned in this report, the City uses the Caltrans guidelines to determine the funding for adult crossing guards. The LUSD can continue to provide adult crossing guards at both of these locations at its expense.

Also, Public Works staff is in the process of studying traffic signal location(s) for the segment of Cherokee Lane between Lodi Avenue and Kettleman Lane. Upon completion of this study later this year, staff will present the findings to the City Council.

Addressing the City Council regarding the matter were the following persons:

- a) Mike Kahl, 3060 White Oak Way, Lodi;
- b) Kenny Krenz, 1239 South Washington Street, Lodi; and
- c) Clifford Nitschke, 62 South Corinth Ave., Lodi.

On motion of Council Member Snider, Hinchman second, the City Council determined that it would deny requests for the City of Lodi to place Crossing Guards at Cherokee Lane and Hale Road and Lower Sacramento Road and Elm Street and directed that staff immediately enter into discussions with the Lodi Unified School District on future bussing levels and crossing guard placement criteria. It should be noted that a representative of the School District advised the City Council that its Governing Body had voted to retain crossing guards at these two locations through June 1991.

KOFU PARK SCOREBOARD PROJECT

CC-16
CC-27(c)
CC-171

The City Council was advised by Parks and Recreation Director Ron Williamson that in October of 1990, the City of Lodi signed a contract with Professional Sports Marketing, Inc., (PSM) for them to purchase and install scoreboards at the Grape Bowl and Kofu Park. As part of this contract, we gave them sponsor rights for twelve years from date of installation, etc. The location of the boards was left to our discretion as we knew where to access electrical services, etc.

The Stadium board was no problem since the scoreboard would go in the same location as the old board with electrical service already in place. At Kofu Park, we chose not to locate the board where it had been because we are currently relighting the ballfield and soccer field and given this opportunity we wanted to place the scoreboard in a spot where it could be used not only during baseball games, but during soccer games. The new location also gave us an opportunity to coordinate the necessary electrical hookups with the new wiring locations as called for in the lighting project. We also had received over the years complaints from coaches, spectators, parents, and ball players that the "old scoreboard could not be seen because of it facing the late afternoon sun". "Therefore, whenever you install a new board, please make sure it is put in left field so sunlight won't be directly on the board and it can be usable during all hours of the day." The Professional Sports Marketing, Inc. firm told us that the new board did have a sunscreen but that it still was not that effective when boards were placed in direct sunlight.

We did not contact the residents on Cardinal Street asking if we could move the scoreboard. A simple solution is to leave it where it is at left field, plant fast-growing large canopy trees along the street (as is already the case from Ham Lane to a midway point down the street), and/or paint the back of the board, if necessary, a dark green to match the tree cover in the area.

To move the board, the total cost would be \$5,000.00, plus additional trenching for electrical and coax cable wiring would be required.

If it's at all possible, I would suggest leaving it right where it's at--it is what our users have asked for over all these years and this was taken into account when we dealt with our current installation.

Addressing the City Council regarding the matter were:

- a) Clifford Nitschke, 62 South Corinth Avenue, Lodi;
- b) Erwin Rall, 1401 Cardinal Street, Lodi;
- c) David Akin, 141 South Avenue Avenue, Lodi;
- d) Pat Lavotti, 8439 Leale Street, Stockton;
- e) Dan Ochsner, 17699 North Kennison Lane, Lodi; and
- f) David Wong, (no address given).

Following discussion, on motion of Council Member Snider, Hinchman second, the City Council directed staff to look at various alternatives to resolve the problem being encountered including either moving the subject sign or raising it. Staff is to bring back to the City Council various alternatives reviewed.

INTERSECTION CONTROL -
ACACIA STREET AND WASHINGTON STREET

CC-16
CC-48(h)

Public Works Director Ronsko reminded the City Council that at the August 21, 1991 City Council meeting, a citizen expressed a concern regarding speed control on South Washington Street in the vicinity of Acacia Street. At that meeting City Council directed Public Works staff to resurvey this location for four-way stops. This location was previously studied for four-way stops at the request of citizens in the area (by petition) and was presented to City Council at the January 2, 1991 meeting. Four-way stop guidelines (Caltrans) were not satisfied; however, Council did approve the conversion from yield signs to stop signs on Acacia Street at Washington Street.

Another concern expressed at that meeting was the slight alignment offset of Washington Street at Acacia Street. At the February 20, 1991 meeting, City Council approved the modification of the street centerlines on Washington Street at Acacia Street to provide a smoother transition through the intersection. This work was completed in March of 1991.

Staff reviewed accidents on the segment of Washington Street from Kettleman Lane to Watson Street. Two-way traffic is permitted along the entire length of this segment with the exception of the portion between Concord Street and Poplar Street which is one-way for southbound traffic.

A review of available accident records on the segment of Washington Street from Kettleman Lane to Watson Street indicates there has been two accidents since the previous study in January. In total, from 1987 to the present there have been eleven accidents in this segment. None of these accidents were identified as being speed related. Poplar Street was the only intersection in this segment of Washington Street with accidents (right angle) that would be correctable with the installation of four-way stops. These two accidents occurred in 1987 and both involved westbound drivers failing to yield to southbound vehicles. No accidents have occurred at this intersection since the yield signs were changed to stop signs.

Staff previously surveyed vehicle speeds on Washington Street over a three-day period from July 18-20, 1989. The

results of this survey were presented for the City Council's review.

Resurvey Results

Caltrans guidelines for the installation of four-way stops are not satisfied at this location. There have been no accidents correctable with the installation of four-way stops at this intersection and traffic volumes are far below the required minimums. The volume split on Washington Street and on Acacia Street is 68% and 32%, respectively. Ideally, volume splits at four-way stop locations should be equal. Four-way stop warrants were also performed for the intersection of Poplar Street and Washington Street as part of a 1989 study. Correctable accidents and traffic volumes were far below the required minimums at this location also. Council did approve the conversion from yield to stop controls on Poplar Street at Washington Street at that time. Since the time of this study, there have been no additional correctable accidents.

The result of staff's survey of vehicle speed for approximately 1,600 vehicles on Washington Street in the vicinity of Acacia Street indicates that 92% of the motorists drive 31 mph or less and 63% at 25 mph or below. This is not unusual for streets with 25 mph speed limits.

Discussion

As Council is aware, studies indicate that the installation of stop signs has little or no effect on reducing overall vehicle speeds except at the immediate vicinity of the stop sign. In many cases, speeds will increase on segments adjacent to stop signs as drivers will attempt to "make-up" travel time after having to stop at an unwarranted stop sign. In addition to an increase in speeds, unneeded stop signs may increase accidents (particularly rear-end accidents), waste time and energy, create air and noise pollution, and encourage noncompliance at needed stop signs.

Recommendation

Based on the study results and the proven ineffectiveness of stop signs used for speed control, staff does not recommend the installation of four-way stop signs at Acacia Street and Washington Street or any other intersection along this segment. Increased enforcement is the most effective way to control excessive speeds. The speed data used in this study will be sent to the Police Department for their review.

Addressing the City Council regarding the matter was Mr. Kenny Krenz, 1239 South Washington Street, Lodi.

Following discussion with questions being directed to staff and to Mr. Krenz, the City Council on motion of Council Member Snider, Pinkerton second, determined to take no action on the matter.

RECESS Mayor Hinchman declared a five-minute recess and the City Council reconvened at approximately 10:10 p.m.

LEFT-TURN ACCESS - HAM LANE
NORTH OF KETTLEMAN LANE

CC-45(a) Public Works Director Ronsko addressed the City Council advising that at the August 21, 1991 City Council meeting, it directed staff to evaluate methods of providing access into the Chamber of Commerce driveway. With the dual left-turn lane installation on Ham Lane at Kettleman Lane, southbound U-turns are not allowed. The raised bumpers on Ham Lane replaced the raised concrete median which does not allow left turns at the Chamber of Commerce's driveways.

To allow left turns at the driveway, the raised bumpers would need to be removed and the striping modified. Staff determined there are three design methods that would allow left turn access into the driveway:

- ° Remove 60 feet of concrete bumpers only - no striping modifications.
- ° Remove 60 feet of concrete bumpers and convert left-turn lane into a two-way left-turn lane.
- ° Remove 60 feet of the concrete bumpers and convert the centerlines to a two-way left-turn lane.

The impacts of these three designs are discussed below.

Alternative A - Removal of 60 feet of concrete bumpers only.

With the removal of the raised bumpers, southbound motorists wanting to turn left into the Chamber's driveway would not have a storage lane. This increases the possibility for rear-end accidents. One of the reasons for the dual left-turn lane installation was to eliminate the left-turn vehicles from blocking the through lane. The overall signal timing will also be affected if vehicles are delayed waiting for vehicles to turn left. The approximate cost for this alternative is \$200.

Alternative B - Removal of 60 feet of concrete bumpers and convert the left-turn lane into a two-way left-turn lane.

This alternative will require sandblasting and restriping a two-way left-turn lane. This would allow a storage area for vehicles turning left into the Chamber of Commerce

driveway. However, the distance between the center of the Chamber's and the MSC's driveway is about 100 feet. Due to the short distance between driveways, this could cause head-on collisions between left turning motorists. This alternative will cost approximately \$1,200.

Alternative C - Removal of 60 feet of concrete bumpers and convert the centerlines to a two-way left-turn lane.

This alternative will require less sandblasting than Alternative B. This alternative maintains the separate turn lane for MSC/Kofu motorists and provides a short two-way left-turn lane for Chamber of Commerce motorists. The left-turn lane will need to be shortened to allow an opening between the two-way left-turn lane and the left-turn lane. This allows some room for motorists to turn into the MSC and Kofu Park turn lane as well as into the Chamber of Commerce. At best, it is a compromise for the drawbacks between Alternatives A and B. The estimated cost for this modification is \$750.

In reviewing the accidents from the last four years (1987-1990), there have been a total of three accidents at the MSC/Kofu Driveway. Two of these accidents were rear-ends due to motorists turning into these driveways. Since the left-turn lane was installed, there have been no accidents of this type.

There has been a total of two accidents at the Chamber of Commerce driveways. These involved motorists exiting the driveways and northbound motorists. Since left turns into these driveways have not been allowed, there have been no rear-end accidents.

Staff still prefers the existing striping to any modifications. However, Alternative C appears to be the best method of providing left turn access to the Chamber of Commerce driveway.

Addressing the City Council regarding the matter was Deanna Enright, President of the Lodi District Chamber of Commerce.

On motion of Mayor Pro Tempore Pinkerton, Snider second, the City Council approved Alternate C as presented by staff.

ELECTRIC RATE ADJUSTMENT

ORDINANCE NO. 1525

CC-51(d)
CC-56
CC-149

Electric Utility Director Henry Rice addressed the City Council advising that the 1991-92 City of Lodi budget approved by the City Council specifically recognized that the present electric rates charged to consumers do not provide sufficient funds to cover the cost of power,

operations, capital replacements and a \$3,000,000 contribution to the General Fund of the City.

In order to keep the Electric Utility on a sound economic footing, that budget included additional revenue which was to be produced by an adjustment to increase electric rates November 1991 to a level where revenue collections adequately cover costs and contributions.

An overall rate revenue adjustment of 7% was included in the 1991-92 budget as the minimum to meet projected revenue requirements through a full rate period (November 1991 through October 1992). Translation of this overall 7% revenue adjustment into customer rate classes is shown in the following table:

	November 1991 Increase	Savings (Comparison to PG&E)	Change From Existing (with PPCA)
Residential	9.56%	18.5%	- 1.62%
Small Commercial	15.00%	19.1%	+ 4.91%
Large Commercial	2.00%	16.0%	- 8.35%
Industrial	<u>2.98%</u>	<u>17.3%</u>	- 8.17%
Revenue Aggregate	7.00%	17.5%	

Note: "Savings" based on PG&E rates estimated effective January 1, 1992.

No change in the basic rate form or application has been made or is proposed. The required 7% revenue increase has been apportioned among the various customer classifications based upon each customer class comparison to the level of saving each enjoys relative to PG&E. We have been able to achieve an equitable comparison of each customer on a levelized basis as shown above.

The final column in the table above shows the difference between the proposed rate and the existing rate including the recent Purchase Power Cost Adjustment (PPCA) calculated for each customer class.

Purchases of supplemental energy which occurred during the 1991 peak load season required imposing the PPCA clause to protect against revenue erosion. Adjustments have been made in projected revenue requirements to provide adequately for peak load period purchases. Therefore, no imposition of the PPCA is anticipated during the next rate period (November 1991 through October 1992).

The Lodi Electric Utility Department's goal is to maintain our lower rates while not decreasing the level of comfort

The Lodi Electric Utility Department's goal is to maintain our lower rates while not decreasing the level of comfort of reliability of our service. Electric rates are necessary to collect for the services we provide. Different rate classes or categories of service are utilized to ensure as much equity among the various classes as possible. Different rate categories exist because the electric power usage of each customer group is different. The issue in ratemaking is "how to recover the costs of service from those responsible" - a deceptively simple concept. Industrial customers tend to use power on a continuous annual basis while Residential customers tend to use power on a seasonal intermittent basis. Such usage patterns are taken into account in structuring electric rates.

Rates may also recognize social impact of dependency upon electricity. We have a medical rider on our residential rates which is intended to assist those households which include a member reliant upon an electrically-powered device for life support. There are presently 84 qualified participants in this program.

We propose your consideration of a modest change in our Residential classification which would track what the other City of Lodi utilities have done for those citizens who receive Supplemental Security Income (SSI) or Supplemental Security Payments (SSP). SSI or SSP recipients now receive a 10% discount on their water, sewer and refuse bills from the City. We propose that this program be extended to include the electric bill as well. There are presently 107 recipients registered within the City. The revenue shift associated with this proposed is projected to be less than \$10,000 annually.

Discussion followed with questions regarding the matter being directed to Mr. Rice and other members of the staff.

On motion of Mayor Hinchman, Snider second, the City Council introduced Ordinance No. 1525 entitled, "An Ordinance of the Lodi City Council Repealing Ordinance No. 1507 and Enacting a New Ordinance Establishing Rates for the Sale of Electric Energy by the City of Lodi to Become Effective on all Electric Utility Billings Prepared by the City on or after November 1, 1991".

The motion carried by the following vote:

Ayes: Council Members - Pinkerton, Sieglock, Snider and Hinchman (Mayor)

Noes: Council Members - Pennino

Absent: Council Members - None

THE PUBLIC IMPROVEMENT REIMBURSEMENT
ORDINANCE

CC-6
CC-14(c)
CC-149

The City Council was advised that Developers are required to install water, sewer and drainage lines and street improvements necessary to serve their development. These improvements are made within the project and along the frontage of the parcel being developed thus parcels on the opposite side of the street then have those improvements available. Occasionally these improvements extend across other parcels. In either case, it is reasonable to require subsequent developers of the other parcels to reimburse the first developer for their appropriate share of the improvements. Although this reimbursement is not required by state law, it has been the City's practice to do so for many years.

In addition to the above scenario, developers are sometimes required to "oversize" a utility to provide "upstream" capacity. In this case, State law requires that the developer be reimbursed, either by the City or the upstream property.

The Development Impact Mitigation fees address some of these issues, mainly oversize sewers, water mains and master storm drains required by the City Master Plans. The existing Municipal Code only addresses water and sewer extensions and does not fully comply with state law.

The proposed ordinance will include the following:

- 1) Create a unified reimbursement procedure for improvements not covered under the Development Impact Mitigation Fee Ordinance;
- 2) Add storm drainage and street installations as improvements eligible for reimbursement;
- 3) Repeal and/or amend existing code sections as needed to comply with the Development Impact Fee Study and the new Reimbursement Ordinance; and
- 4) Provide for a public hearing process.

On motion of Council Member Snider, Pinkerton second, the City Council set a public hearing for October 16, 1991 to discuss the Public Improvement Reimbursement Ordinance.

ORDINANCES

ORDINANCE ADDING CHAPTER 8.18
TO THE LODI MUNICIPAL CODE
REGARDING NOTICE OF AGRICULTURAL
OPERATIONS AFFECTING OTHER PROPERTY

ORDINANCE NO. 1519 ADOPTED

CC-6 Ordinance No. 1519 entitled, "An Ordinance of the Lodi City
CC-27(a) Council Adding Chapter 8.18 to the Lodi Municipal Code
CC-149 Regarding Notice of Agricultural Operations Affecting Other
Property" having been introduced at a regular meeting of
the Lodi City Council held September 18, 1991 was brought
up for passage on motion of Mayor Pro Tempore Pinkerton,
Pennino second. Second reading of the ordinance was omitted
after reading by title, and the ordinance was then adopted
and ordered to print by unanimous vote of the Council.

ORDINANCE AUTHORIZING DELIVERY OF
UNCLAIMED BICYCLES AND TOYS FOR
THE MAYOR'S ANNUAL HOLIDAY CHILD
SHARE PROGRAM

ORDINANCE NO. 1523 ADOPTED

CC-6 Ordinance No. 1523 entitled, "An Ordinance of the Lodi City
CC-149 Council Authorizing Delivery of Unclaimed Bicycles and Toys
for the Mayor's Annual Holiday Child Share Program" having
been introduced at a regular meeting of the Lodi City
Council held September 18, 1991 was brought up for passage
on motion of Mayor Pro Tempore Pinkerton, Sieglock
second. Second reading of the ordinance was omitted after
reading by title, and the ordinance was then adopted and
ordered to print by unanimous vote of the Council

ORDINANCE PREZONING 1081 EAST
STATE ROUTE (COUNTY ADDRESS)
AKA APN 027-040-14 FROM GA-40,
GENERAL AGRICULTURE TO C-S,
COMMERCIAL SHOPPING CENTER

ORDINANCE NO. 1524 ADOPTED

CC-53(a) Ordinance No. 1524 entitled, "An Ordinance of the Lodi City
CC-149 Council Amending the Official District Map of the City of
Lodi and Thereby Prezoning the Approximately One Acre
Parcel Located at 1081 East State Route 12 (County Address)
AKA APN 027-040-14 From GA-40, General Agriculture to C-S,
Commercial Shopping Center" having been introduced at a
regular meeting of the Lodi City Council held September 18,
1991 was brought up for passage on motion of Council Member
Pennino, Hinchman second. Second reading of the ordinance

was omitted after reading by title, and the ordinance was then adopted and ordered to print by the following vote:

Ayes: Council Members - Pennino, Pinkerton, Sieglock,
and Hinchman (Mayor)

Noes: Council Members - None

Absent: Council Members - None

Abstain: Council Members - Snider

CLOSED SESSION

CC-200(a)

At approximately 10:50 p.m., the City Council adjourned to a Closed Session regarding labor relations.

At approximately 11:50 p.m., the City Council reconvened.

ADJOURNMENT

There being no further business to come before the City Council, Mayor Hinchman adjourned the meeting at approximately 11:50 p.m.

ATTEST:

Alice M. Reimche
Alice M. Reimche
City Clerk