

CITY COUNCIL, CITY OF LODI
 CITY HALL COUNCIL CHAMBERS
 WEDNESDAY, JANUARY 6, 1988
 7:30 P.M.

ROLL CALL Present: Council Members - Hinchman, Pinkerton, Reid
 (arrived 7:45 p.m.), Snider, and Olson
 (Mayor)
 Absent: Council Members - None
 Also Present: City Manager Peterson, Assistant City
 Manager Glenn, Community Development
 Director Schroeder, Public Works Director
 Ronsko, City Attorney Stein, and City Clerk
 Reimche

INVOCATION The invocation was given by Dr. Wayne Kildall of the
 Center of Hope

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

PRESENTATIONS There were no awards, presentations or proclamations
 presented at this meeting.

CONSENT CALENDAR In accordance with report and recommendation of the City
 Manager, Council, on motion of Mayor Pro Tempore Snider,
 Hinchman second, approved the following items on the
 Consent Calendar hereinafter set forth with the exception
 of agenda item E-11 - "Approve terms and conditions of
 settlement of the William G. Holz estate" which was removed
 from the Consent Calendar and discussed under the Regular
 Calendar.

CLAIMS CC-21(a) Claims were approved in the amount of \$2,591,085.82.

MINUTES The minutes of the regular Council Meeting of December 2,
 1987 were approved as written.

AWARD CONTRACT FOR
 ASPHALT MATERIAL
 FOR THIRD AND
 FOURTH QUARTERS
 OF FISCAL YEAR
 1987/88

RES. NO. 88-01 City Manager Peterson presented the following bids which
 had been received for asphalt material for the third and
 fourth quarters of fiscal year 1987-88:

12 (d)
 CC-23 (d)
 CC-90

SUPPLIER	ITEM NO. 1			ITEM NO. 2		
	A	B	C	A	B	C
C.C. Wood	\$35.47	\$28.26	\$31.01	\$34.67	\$27.56	\$30.21
Granite Constr.	\$32.24	\$30.38	\$31.38	\$31.71	\$29.85	\$30.85
Teichert Aggreg.	\$35.47	\$28.36	\$31.01	\$34.67	\$27.56	\$30.21

On recommendation of the City Manager, Council adopted
 Resolution No. 88-01 awarding the contract for asphalt
 materials for the third and fourth quarters of fiscal year

Continued January 6, 1988

1987-88, item No. 1 A and C and Item No. 2 A and C, to Claude C. Wood Company and Item No. 1 B and Item No. 2 B, to Teichert Aggregates.

PURCHASE OF
AUTOMOTIVE
DIAGNOSTIC
ANALYZER
APPROVED

CC-20
CC-47

The City Council authorized the purchase of a Bear Automotive Diagnostic Analyzer under the provisions of Section 3.20.070 of the Lodi Municipal Code.

Council was informed that the 1987/88 Budget included \$19,800 for the purchase of an automotive diagnostic analyzer for the Equipment Maintenance Shop. There are presently three analyzers on the market. Shop personnel have had in-house hands-on demonstrations on two analyzers, the Bear and the Allen. The Sun analyzer, which was not available for demonstration, is a new model with no history. From what Staff can determine, the Sun would not be up-gradeable to meet changes that will be taking place within the next year or two and would be outdated within a short time.

The Bear analyzer has features that the other analyzers do not have and which are needed in our operation. These features include:

1. A front end adapter for aligning on the scope.
2. The ability to interface with the City's IBM computer system.
3. The ability to test batteries on the shelf as well as in the vehicle.
4. An 80-column printer which uses 8 1/2" paper with standard printing and the diagnosis completely spelled out versus a 40-column printer which uses 4" paper with hard to read print and the diagnosis given in abbreviations and referral numbers.

In addition to these items which the other analyzers do not have, the Bear was also much easier to use and to understand than the Allen. The Bear's resistance (OHMS) sensitivity range allows greater flexibility than the Allen. San Joaquin County and Caltrans are presently using the Bear and are very satisfied with its operation. The City of Stockton, however, purchased an Allen but is not satisfied with the Allen and finds that it is too sensitive for municipal operations.

These analyzers are not handled through dealers. They are sold by the manufacturer's area representatives. Because the city's specifications would be written around the Bear, we would receive only one bid. Staff asked that the City Council approve the purchase of the Bear Automotive Analyzer pursuant to Lodi Municipal Code Section 3.20.070, "Bidding shall be dispensed with only when... the commodity can be obtained from only one vendor or when the City Council determines that the purchase or method of purchase would be in the best interest of the City." The Finance Director is in agreement with this recommendation.

The cost of the analyzer as of December 18, 1987 was \$17,995.

Continued January 6, 1988

APPROVED AMENDED
SALARY SCHEDULE
FOR FIRE INSPECTORRES. NO. 88-02 Council adopted Resolution No. 88-02 establishing the
following salary range for Fire Inspector:

CC-34	A	B	C	D	E
	\$922.68	\$968.81	\$1,017.25	\$1,068.11	\$1,121.52

APPROVE TEMPORARY
SALARY ADJUSTMENTS
FOR EQUIPMENT
MAINTENANCE
SUPERVISOR AND
SENIOR BUILDING
MAINTENANCE WORKERRES. NO. 88-03 Council adopted Resolution No. 88-03 approving temporary
salary adjustments for Equipment Maintenance Supervisor and
Senior Building Maintenance Worker to compensate for extra
duties and responsibilities until the Building and
Equipment Maintenance Superintendent position is filled.PLANS AND
SPECIFICATIONS
FOR ELEVATED
WATER TANK
APPROVED

CC-12.1(a)

Council approved the plans and specifications for an
Elevated Water Tank.

Council was apprised that this project is the construction of a new elevated water tank. The tank will be located slightly north and west of the existing tank at the Parks & Recreation Corporation Yard. The old tank will be removed next year after the new tank is functional.

The basic design of the tank was approved by the City Council earlier in the year. The cost analysis and budget amounts were based on the tank with contingencies. Now that the complete installation is designed, including external piping, tie-ins, electrical, etc., the project cost has increased. A recommendation for appropriation of additional funds will be made at the time of award.

The project will be a long one (nine months) and includes time for shop drawing preparation and review. Thus, the schedule overlaps the demolition project in order to allow painting of the tank before winter of 1988.

The plans include an alternate bid for one or two City logos, which will be discussed further at the time of the award.

FUNDING FOR POOL
COVER FOR ENZI
POOL AT BLAKELY
PARK APPROVEDCC-20
CC-47

Council was apprised that when Blakely Park Pool and the MelEnze Pool construction and remodeling project took place, Staff chose to not include all miscellaneous items in the bid specs in order to help hold down costs and to not add to additional marking up of various items that staff felt the City could bid and purchase independently of this major project and possibly secure a better price.

One of these items that is now very obviously needed due to our use during these winter months, as well as possible use by the public and year-round school children on an in-season and out-of-season basis, is a pool cover.

The cover that Staff is requesting would be for the new Mel Enze Pool, which is in daily use by the U.S. Swim Team, and in the near future, the public use. The cost according to bids received would be \$5,300.78 for the cover, winder, and a cover for the winder.

Council approved the purchase of a pool cover for the Mel Enze Pool at Blakely Park and appropriated \$5,300 from the Capital Outlay Reserve Fund for this expenditure.

RIGHT OF WAY ENTRY
AGREEMENT FOR
PROPOSED WELL
SITE ON MAGGIO
INDUSTRIAL PARK,
LOT 23 APPROVED

CC-27(a)
CC-183(b)

The City Council approve a right of entry agreement between the City of Lodi and Lodi Development, Inc. for the purpose of drilling a test well on property within Maggio Industrial Park Lot 23, located approximately 525 feet east of the Southern Pacific Railroad right of way on the north side of Harney Lane.

The City is proposing to acquire a well site on the proposed Lot 23 of Maggio Industrial Park. Before the City actually purchases the property, a test well must be drilled to show the suitability of this location. This agreement gives the City the right to drill the test well. If the site is acceptable, the City will acquire the property shown on an exhibit which was presented to Council. The agreement states that should the test well prove unacceptable, the well will be filled and the site left similar to the pre-existing condition.

PUBLIC HEARING
SET TO REVIEW
UNMET TRANSIT
NEEDS

CC-50(b)

Council set the following times and places for Public Hearings to obtain citizens input on unmet transit needs.

First Hearing - Wednesday, January 20, 1988 at 11:00 a.m. at Loel Center 105 South Washington Street, Lodi

Second Hearing - Wednesday, January 20, 1988 at 7:30 p.m. in conjunction with the Regular meeting of the City Council City Hall, 221 West Pine Street, Lodi

Council was reminded that each year the City has a requirement to obtain public input to determine if the City has any unmet transit needs. This hearing must be held and unmet needs determined in order to obtain our allocations of transit funds.

Unmet needs must be accomplished before the unused funds can be utilized for street improvement projects.

COMMENTS BY CITY
COUNCIL MEMBERS

COUNCIL MEMBER
HINCHMAN COMMENTS
ON RECENT TRIP TO
JAPAN

Council Member Hinchman spoke briefly about his recent trip

Continued January 6, 1988

to Japan to attend the wedding of his son.

FIRE DEPARTMENT
CHRISTMAS PROGRAM
APPLAUDED

On introduction of Mayor Pro Tempore Snider, Council applauded the Fire Department on its wonderful community Christmas program.

CC-39

COMMENTS BY THE
PUBLIC ON NON AGENDA
ITEMS

There were no persons in the audience wishing to address the Council under this segment of the agenda.

PUBLIC HEARINGS

PROPOSED 230-KV
ELECTRIC INTER-
CONNECTION PROJECT

An Administrative Hearing was held regarding the proposed 230-KV electric interconnection between the City of Lodi and the Western Area Power Administration (Western).

CC-51(d)

The matter was introduced by City Manager Peterson and Utility Director Henry Rice.

COUNCIL MEMBER REID
ARRIVES

Council Member Reid arrived at the meeting at approximately 7:45 p.m.

Mr. Frank Rowland of Power Engineers, Inc. also addressed the Council and responded to questions.

Council was apprised that the City of Lodi, through its membership in the Northern California Power Agency (NCPA), is proposing to construct an electrical transmission line direct interconnection with Western Area Power Administration's (WESTERN) existing transmission line system. The proposal, if approved and implemented, would consist of a double circuit 230kv, single steel pole line and a 230kv-60kv substation. The Project will be financed entirely by the City of Lodi. Because of indirect federal participation in the project via WESTERN, a joint Environmental Assessment/Environmental Impact Report is being prepared pursuant to the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA); (40 CFR Part 1500, Sec. 102(2), and CA PRC Sec. 21000). That document will be available in draft form to the public about mid-January. If the City decides to proceed with the project after receiving environmental clearance, construction of project facilities could begin in December 1988.

Purpose and Need

Construction of their direct Interconnection Project with WESTERN would allow the City to meet its long range electric service cost, capacity and reliability goals by:

1. Minimizing the long-term cost of service to the City's electric customers, through rate stabilization, by reducing transmission service charges.
2. Enabling the City to purchase power on a direct basis from the lowest cost available source.
3. Providing additional firm, reliable transmission capacity to serve new consumers, particularly for anticipated growth.

Alternatives

The assessment of the proposed action considers four alternative actions:

- A. No Action
- B. Energy Conservation
- C. Alternative Technologies
- D. The Proposed Action with Routing and Siting Alternatives

No Action

By maintaining the status quo, the City would continue with its connection to the PG&E system

No action would preclude the City from providing the project's benefits to the City's rate payers, and is therefore not considered a viable alternative action for meeting the stated need.

Energy Conservation

The City Electric Utility Department has instituted a variety of energy conservation programs. However, the City's purpose as stated is not to reduce energy consumption through the proposed action, but to provide electric service for a growing population. Because energy conservation can help reduce energy demand but not provide a transfer path for electric power, conservation cannot be considered as an alternative action for meeting the project purpose.

Alternative Technologies

Available technologies for meeting increased demand would include the installation of City-owned thermal generation within, or immediately adjacent to the city. The high capital investment and environmental quality costs, as well as the inherent increase in cost to rate payers, combine to preclude this option from consideration.

An additional alternate technology to be considered is that of underground construction. The basic cost of undergrounding a 230kv line would be at least four to ten times the cost of building an overhead line. Underground lines remain vulnerable to leaks, dig-ins, washouts, seismic events and cooling-system failures. These complications can result in service outages lasting days or weeks, rather than the hours usually required to locate and correct overhead failures. Outages of long duration would be unacceptable for the City.

Considering the technical complications, economic considerations and environmental impacts, and accessibility requirements, an underground transmission system--either in part or in total--is not a viable alternative for the proposed action.

The Proposed Action with Routing and Siting Alternatives

Based upon preliminary evaluations, it appears the City's interests would best be served by constructing and operating a double circuit 230kv overhead transmission line. The line could originate at a point of

interconnection with a WESTERN line located approximately five miles west of Lodi. Alternative points of interconnection exist adjacent to Thornton Road between Highway 12 and Turner Road. From the point of interconnection the line would extend easterly approximately five miles to a new substation.

If this plan were ultimately selected, the double circuit transmission line would effectively form an electrical loop from WESTERN through City facilities and back to WESTERN.

Two alternative points of WESTERN interconnection were identified, those being.

IC-1 is located just east of Thornton Road on the south side of Turner Road. IC-2 is approximately three-quarters of a mile north of Highway 12 between I-5 and Thornton Road.

New substation facilities would be required to provide stepdown transformation of the 230KV to 60KV. The City currently accepts power delivery at 60KV; therefore, modifications to existing substation facilities would be minor, or not be required.

Three alternative substation sites, each requiring approximately four acres, were considered: SS-1, a site at the southwest corner of Highway 12 and Lower Sacramento Road, SS-2, on the southeast corner of this intersection; and SS-3, a site adjacent to the west side of the Henning Substation. All three sites are presently outside the Lodi City Limits and are zoned GA-40. The proposed substation represents a permitted use within this zoning designation as described in the Planning Code of San Joaquin County.

Transmission line routing alternatives were considered based upon their ability to satisfy the purpose and need, and the City's routing criteria as follows:

- * Avoid excessive impacts upon agricultural lands.
- * Utilize existing access.
- * Minimize routing through areas of general residential and commercial development.
- * Avoid areas representing engineering hazards or requiring costly design measures.
- * Minimize the line length.
- * Avoid areas of critical environmental concern.

Three primary routing alternatives have so far been identified. These routes are Turner Road Alternative, Sargent Road Alternative, and Highway 12 (Kettleman Lane) Alternatives. In addition to the major alternative routes, several cross link routes are being examined that would serve as alternative north-south running segments to connect the east-west running segments.

Alternative cross links under examination are as follows: Western Pacific Railroad alignment; Davis Road; and Lower Sacramento Road.

An additional alternative is under consideration that would provide added reliability to the WESTERN system in the event the City's proposed 230KV line experienced an outage. Two separate scenarios are possible for addressing this alternative:

- * Using any combination of route alternatives, construct a single circuit loop, separating the incoming source circuit from the return circuit on two individual sets of poles.
- * Build a 230-60KV substation at the point of interconnection, and construct three 60KV lines to the City's existing 60KV transmission system.

A typical transmission line structure consists of a single tubular steel pole approximately 100 feet in height above ground line and about four feet in diameter at the base. Davit arms, approximately twelve feet long on each side of the pole would support the conductors. Typical spacing between structures would be 900 to 1,200 feet.

A fifty foot wide right of way on private land would be required to accommodate the transmission line with an additional twenty foot overhang easement required from CALTRANS. The total amount of private land required for the preferred route right of way would be approximately 33 acres. The right of way would be acquired by the City as an easement. Negotiations with landowners for easement rights would be conducted according to the California Uniform Relocation and Property Acquisition Act. Landowners would be compensated for the easement on a basis of fair market land value. While many uses are allowed within transmission line easement, certain restrictions are imposed. These would primarily concern the erection of structures within the easement, or the conduct of activities that might pose a safety hazard or impede the operation and maintenance of the line.

The City of Lodi is committed in so far as possible to avoiding structure placement in front of any residential or commercial dwelling. The desires of the local landowners and residents will be considered when making those placement decisions.

The following persons who were in the audience addressed the Council regarding the matter:

- a) Mr. Ray Coldani, 13411 North Ray Road, Lodi, representing the Bulleri Ranches
- b) Mr. John Lagna, property owner on Highway 12
- c) Mr. Wilbur Ruhl, 3933 Almond Drive, Lodi
- d) Mr. Michael Mills, 2951 West Sargeant, Lodi
- e) Mr. Bill Butcher, representing the Church of the Nazarene, West Kettleman Lane, Lodi

The public was advised that they could contact the City Clerk's Office if they were interested in receiving a copy of the Environmental Impact Report that is being prepared for the project.

No formal action was taken by the Council on the matter.

RECESS

Mayor Olson declared a five-minute recess and the Council reconvened at 9:05 p.m.

PUBLIC HEARINGS

Notice thereof having been published according to law, an affidavit of which publication is on file in the office of the City Clerk, Mayor Olson called for the Public Hearing to consider the Planning Commission's

recommendation that Lots 1 through 17, as shown on the revised tentative map of the Apple Orchard Subdivision (i.e. south side of West Tokay Street, east of Lower Sacramento Road), be rezoned from R-1, Single-Family Residential to R-2, Single-Family Residential.

LOTS 1 THROUGH 17
OF APPLE ORCHARD
SUBDIVISION REZONED
FROM R-1, SINGLE-
FAMILY RESIDENTIAL
TO R-2, SINGLE-
FAMILY RESIDENTIAL

ORDINANCE NO. 1411
INTRODUCED

CC-53(a)

The matter was introduced by Community Development Director Schroeder who presented diagrams of the subject area and responded to questions posed by the Council.

Mr. Ted Katzakian, 777 South Ham Lane, Lodi, addressed the Council on behalf of Mr. James Sanguinetti, the developer of the subject subdivision, and spoke in favor of the Planning Commission's recommendations.

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

On motion of Council Member Pinkerton, Reid second, Council introduced Ordinance No. 1411 approving the Planning Commission's recommendation that Lots 1 through 17, as shown on the revised tentative map of the Apple Orchard Subdivision (i.e. south side of West Tokay Street, east of Lower Sacramento Road) be rezoned from R-1, Single-Family Residential to R-2, Single-Family Residential. The motion carried by unanimous vote.

PLANNING COMMISSION
REPORT

CC-35

City Manager Peterson presented the following Planning Commission Report of the Planning Commission Meeting of December 14, 1987.

The Planning Commission -

1. Conditionally approved the request of Joseph Canepa for a Use Permit to allow a Billiard and Pool Lounge at 400 East Kettleman Lane (i.e. Kettleman Station Shopping Center) in an area zoned C-2, General Commercial.
2. Set a Special meeting for 7:30 p.m., Wednesday, January 13, 1988 with the City Council to receive the Measure A Task Force recommendations with the presentation to be made by Ron Bass, Jones and Stokes Associates.

ITEMS OF INTEREST

City Manager Peterson presented the following Planning Commission Report of the Planning Commission Meeting of December 21, 1987:

The Planning Commission -

1. Conditionally approved the Tentative Parcel Map to divide 110 North Cherokee Lane (APN 043-210-24) into Parcels "A", "B" and "C" in an area zoned C-2 General Commercial and M-1, Light Industrial as requested by Ken Glantz, Glantz-Diemler and Associates, Consulting Civil Engineers on behalf of Mr. and Mrs. Donald York.

Continued January 6, 1988

2. Set a Public Hearing for 7:30 p.m., Monday, January 11, 1988 to consider the Sign Ordinance Amendments as prepared by the City Attorney.

COMMUNICATIONS
(CITY CLERK)

CLAIMS

On motion of Council Member Reid, Hinchman second, Council denied the following claim and referred it back to the City's Contract Administrator:

CC-4(c)

Rick Almstrom DOL 10/16/87

ABC LICENSES

City Clerk Reimche presented the following applications which had been received for alcoholic beverage licenses:

CC-7(f)

- a) Geronimos
15 North Sacramento Street, Lodi
Original license
On sale beer and wine public premises
- b) The Stuffery
550 South Cherokee Lane, Suite J, Lodi
Person to person transfer
On sale beer and wine eating place

APPEAL OF YOSH
MATAGA, MATAGA
OLDS/BUICK
REGARDING ON SITE
DRAINAGE REQUIRE-
MENTS GRANTED

City Clerk Reimche presented a letter which had been received from Yosh Mataga, Mataga Olds, Buick, Inc., 880 Beckman Road, Lodi, requesting a one year extension on completing the on site drainage through an approved sand and oil trap and the sewer cleanout conforming to Std. Plan 201.

CC-6

CC-14(d)

CC-46

CC-51(a)

Mr. Mataga addressed the Council regarding his request and responded to questions as were directed by Council.

Following discussion with questions being directed to Staff, Council, on motion of Council Member Pinkerton, Hinchman second, granted Mr. Mataga's request.

STOP SIGNS REQUESTED
AT THE INTERSECTION
OF DONNER DRIVE
AND CALAVERAS STREET
AND PIONEER DRIVE
AND CALAVERAS
STREET

City Clerk Reimche presented a petition which had been received bearing 136 signatures requesting stop signs at the intersection of Donner Drive and Calaveras Street and Pioneer Drive and Calaveras Street.

CC-45(a)

CC-48(h)

Speaking on behalf of the request were:

- a) Darlene Stapleton, 400 Pioneer Drive, Lodi
- b) Ida Thusher, 327 Donner Drive, Lodi
- c) Cheri Gribaydeoff, 712 Calaveras
- d) Bev Gabrielson, Principal, Lawrence School

Discussion followed with questions regarding the matter being directed to staff and to those who had given testimony.

Continued January 6, 1988

On motion of Mayor Pro Tempore Snider, Hinchman second, Council referred the matter to staff asking that Staff's report regarding the matter be made to Council as soon as possible. It was suggested that the location of the school in the area and the number of children attending that school be given consideration in Staff's recommendation regarding the matter.

Mayor Olson also suggested that extra patrol be provided for the subject area.

Further, it was suggested that Staff members meet with representatives from Lawrence School to explain traffic analysis procedures.

REGULAR CALENDAR

TERMS AND CONDITIONS
OF SETTLEMENT OF
THE WILLIAM G.
HOLZ ESTATE
APPROVED

CC-6
CC-27(e)

City Manager Peterson and City Attorney Stein reported that, in action taken in the announced "Closed Session" of December 19, 1987, the City Council determined to settle the dispute in the matter of the William G. Holz Estate.

The City Council will accept from St. Anthony's Dining Room, San Mateo, Stockton Community Blind Center, Stockton, and St. Anne's Catholic Church, Lodi, an assignment of their residual interest in the estate of William G. Holz.

The City of Lodi in settlement of this dispute will pay to the respective charities the following sums:

- a) \$125,000 to St. Anthony's
- b) \$125,000 to Blind Center
- c) \$250,000 to St. Anne's

Mr. Edward Dourgarian, Jr., 1217 Chapprell Way, Stockton, Executor of the William G. Holz Estate, addressed the Council stating that he feels that there is no dispute and that if the City settles this matter as outlined above, it would be an inappropriate expenditure of City funds.

On motion of Council Member Hinchman, Reid second, Council approved the terms and conditions of the settlement of the William G. Holz Estate as heretofore set forth. The motion carried by the following vote:

Ayes: Council Members - Hinchman, Pinkerton, Reid,
and Olson (Mayor)

Noes: Council Members - Snider

Absent: Council Members - None

AMENDED REFUSE
RATES ADOPTED

ORDINANCE NO.
1412, 1413,
AND 1414
INTRODUCED

CC-22(b)

Following introduction of the matter by City Manager Peterson, and Assistant City Manager Glenn, Council continued its discussion regarding proposed amended refuse rates.

The following persons addressed the Council regarding the subject:

- a) Eileen St. Yves, 310 South Orange Street, Lodi
- b) Larry Redman, 801 West Elm Street, Lodi
- c) Elvia Dean, 225 Olive Court, Lodi
- d) Eunice Fredricks, 425 East Oak Street, Lodi
- e) Art Raab, 1800 West Walnut Street, Lodi
- f) Marie Elena Serna, 801 West Elm Street, Lodi
- g) Reid Cerney, 900 West Vine Street, Lodi
- h) Mary Ann Torne, 613 West Elm Street, Lodi
- i) Mike Bradley, Executive Director, Lodi District Chamber of Commerce

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

Council Member Hinchman then moved introduction of Ordinance No. 1412, An Ordinance, entitled, "An Ordinance of the Lodi City Council Amending Lodi Municipal Code Chapter 13.16, Section 13.60.030 Regarding Residential Solid Waste Collection Monthly Rates". The motion was seconded by Council Member Pinkerton and carried by the following vote:

The amended rate schedule is as follows:

- 1 can service \$7.00 per month
- 2 can service \$11.50 per month
- Waste Wheeler \$11.50 per month
- 3 cans \$16.00 per month
- each additional can - \$4.50 per month

- Ayes: Council Members - Hinchman, Pinkerton, Reid, and Snider
- Noes: Council Members - Olson (Mayor)
- Absent: Council Members - None

NOTE: A rate of return on costs of 12% on all pick-up costs is included in this rate. Also, a franchise fee of 8% is included in the rate.

On motion of Council Member Hinchman, Reid second, Council also included in the Ordinance approval of a 40% increase in the special service request rates and bin pickup.

Mayor Pro Tempore Snider then introduced Ordinance No. 1413, entitled, "An Ordinance of the Lodi City Council Amending Lodi Municipal Code Chapter 13.16, Section 13.60.030 Regarding Commercial Solid Waste Collection Monthly Rate" This rate was set forth in schedule D as presented by staff to the Council.

The motion was seconded by Council Member Reid and carried by the following vote of the Council.

Ayes: Council Members - Hinchman, Pinkerton, Reid, and Snider

Noes: Council Members - Olson

Absent: Council Members - None

Council Member Hinchman then introduced Ordinance No. 1414, entitled, "An Ordinance of the Lodi City Council Amending Chapter 13.16.070 Relating to Permit to Remove Solid Waste". The motion was seconded by Council Member Reid and carried by unanimous vote of the Council.

RECESS

Mayor Olson declared a five-minute recess, and the meeting reconvened at approximately 12 midnight.

FEES AND CHARGES FOR PARKING, BOAT LAUNCHING, USE OF GROUP PICNIC AREA, RESERVATIONS FOR TRAILER OVERNIGHT STAYS AT LODI LAKE PARK APPROVED

RES. NO. 88-04

Following introduction of the matter by staff, and discussion, Council, on motion of Mayor Pro Tempore Snider, Hinchman second, adopted Resolution No. 88-04 approving fees and charges for parking, boat launching, use of group picnic area and reservations for trailer overnight stays at Lodi Lake Park.

CC-6
CC-27(c)
CC-40

PROPOSALS FOR DEVELOPING A PUBLIC FACILITIES FINANCING PLAN AND A GENERAL PLAN FISCAL IMPACT ANALYSIS AND RECOMMENDED FUNDING APPROVED

On motion of Council Member Reid, Hinchman second, the City Council voted to retain Nolte and Associates to prepare a public facilities financing plan and a fiscal impact analysis for the General Plan revision and allocated \$78,000 to cover related costs.

CC-6
CC-46
CC-51(a)
CC-158

Public Works Director Ronsko advised the Council that it was pointed out in the Century Meadows, Batch, and Bridgetowne Estates Final Environmental Impact Reports that the accumulated impacts would require the City to make major expenditures in the area of traffic mitigation, water system improvements, sewage treatment plant expansion, police and fire protection, and park improvements. The method in which the City obtained the required funds for these improvements was not covered. It was recommended that a consulting firm be retained to evaluate various types of fee structures that would allow new developments to pay their own way. The cost of preparing the financing plan can be recovered under the fee structure that is developed.

Mr. Ronsko advised that the City Manager and he had interviewed the consulting firms of Nolte and Associates and BSI Consultants, Inc. and are recommending that the Council approve the hiring of Nolte and Associates to

perform the public facilities financing plan for the City of Lodi. Their scope of work was included in a proposal presented to Council for review. They were both impressed with the scope of services which included providing different types of funding alternatives and having three workshops and/or public hearings with the development community during the process. Nolte and Associates will be using Angus McDonald and Associates as financial consultants. Angus McDonald was one of the participants at the League of California Cities Conference in San Francisco on a panel entitled, "The Future of Infrastructure Financing".

Mr. McDonald made it very clear in his presentation that a new fee structure could be implemented at any time, however, the best timing would be in conjunction with the development or updating of an agency's General Plan. Since Lodi is updating its General Plan, the City Manager and Public Works Director then met with Mr. McDonald and representatives from Nolte and Associates and Jones and Stokes. From this meeting, the City received a proposal for developing a fiscal impact analysis for each General Plan alternative being developed by Jones and Stokes, and for the actual General Plan finally adopted by the City Council. This fiscal analysis will ensure that, as the General Plan area is developed, the City will be able to provide the required services and remain in fiscal balance. It was recommended that Nolte and Associates, using Angus McDonald and Associates, be retained to provide this fiscal impact analysis.

The estimated cost and proposed funding for this work is shown below.

<u>Cost Breakdown</u>		<u>Funding Breakdown</u>	
Public Facilities Financing Plan		32 Fund - Gas Tax (40%)	\$25,000
Consultant Fee			
	50,230 to 58,230 (max)		
City Staff	<u>4,770</u>	18.0 Water Utility (30%)	19,000
		121 COR Fund (30%)	<u>19,000</u>
TOTAL	\$63,000 (max)	TOTAL	\$63,000
Fiscal Impact Analysis of General Plan	\$15,000	General Fund (100%)	\$15,000

All billing would be on a time and material basis up to the amounts shown above.

Mr. William Ismael and Mr. Angus McDonald addressed the Council regarding the proposal and responded to questions as were posed.

NAME CHANGE OF
LODI LAKE PARK
WILDERNESS AREA
TO LODI LAKE
PARK NATURE AREA
APPROVED

RES. NO. 88-05

CC-27(c)

Following introduction of the matter by staff, Council, on motion of Council Member Hinchman, Reid second, adopted Resolution No. 88-05 approving changing the name of the Lodi Lake Park "Wilderness" Area to Lodi Lake Park "Nature" Area.

COUNCIL DECLINES
OFFER TO JOIN
CALIFORNIA JOINT
POWER INSURANCE
AGENCY (CJPIA)
FOR AUTO-PHYSICAL
DAMAGE COVERAGE

CC-21.1(e)
CC-21.1(f)

Council was apprised that through group purchase arrangements and high deductibles (\$15,000) the City of Lodi can purchase property insurance on selected pieces of equipment. The City has self insured this risk before, primarily because of the expense involved.

The City now has the availability of this insurance at a rate of \$.75 per \$100. The cost of insuring \$2,000,000 of equipment would be \$15,000 per year.

Staff advised Council that to its best recollection the City has never lost a major piece of equipment due to accident or fire. Whether or not the City has been fortuitous or the risk is minimal is anyone's guess.

After consultation with the City's insurance consultant it was determined that the City would have to experience a property loss in excess of \$30,000 to make this a viable option. Due to the fact that the City has not had the loss of a major piece of equipment and the fact the City does have some reserve funds to replace a major piece of equipment if necessary. It was staff's recommendation that the City continue to self insure its vehicles against loss.

No formal action was taken by the Council on the matter.

RESOLUTION ADOPTED
AUTHORIZING
APPLICATION FOR
GRANT FUNDS URBAN
STREAM RESTORATION
PROGRAM

RES. NO. 88-06

CC-7(f)
CC-24(b)
CC-119
CC-175

Council was advised that the Department of Water Resources (DWR) Urban Stream Restoration Program began in 1985 through the efforts of a coalition of local water districts, neighborhood organizations, environmental groups, and city and county government. The objectives of the program are to assist communities in reducing damages from stream bank and watershed instability and floods, while restoring the environmental and aesthetic values of streams.

On December 11, 1987, the City of Lodi submitted to DWR a total grant request of \$50,000 to stabilize the stream banks of the Mokelumne River and enhance its surrounding watershed environment within the Lodi Lake Wilderness Area, in a manner consistent with the Lodi Lake Master Plan.

As was the case with Lodi, resolutions cannot always be attained in time to meet the grant submission deadline. Therefore, the subject grant application was submitted with the contingency that a City Council resolution would be adopted at the next regularly scheduled Council meeting.

On motion of Council Member Pinkerton, Hinchman second, Council adopted Resolution No. 88-06 authorizing application for grant funds provided by the Department of Water Resources Urban Stream Restoration Program, for the proposed Mokelumne River-Lodi Lake Wilderness Area Stream Restoration Project.

REVIEW OF VARIOUS TRAFFIC STUDIES

WALNUT STREET AND GARFIELD STREET INTERSECTION CONTROL

RES. NO. 88-07

- CC-45(a)
- CC-48(a)
- CC-48(e)
- CC-48(h)

Council was reminded that, in response to a citizen complaint, City Council directed staff to study the Garfield/Walnut intersection. Based on the traffic counts and safe approach study performed recently, staff recommends relocating the yield signs to Walnut Street. The yield signs should control the lower volume street; however, Garfield Street has a higher daily traffic volume than Walnut Street (690 vehicles per day vs. 500 vehicles per day).

The accident records were reviewed which indicated four of seven accidents in less than four years (January 1984 - October 1987) were caused by failure to yield. These types of accidents should be corrected with the yield signs controlling the proper street.

On motion of Council Member Hinchman, Pinkerton second, Council adopted Resolution No. 88-07 relocating the "Yield" sign from Garfield to Walnut Street.

Council was advised that, based on Vehicle Code Section 40802, in order to use radar enforcement it is necessary to conduct engineering and traffic studies every five years on "non local" streets. "Non local" streets are the collector and arterial streets shown on the Federal Aid System Maps. The engineering studies include measurement of prevailing speeds by a radar survey and review of accident data.

LODI AVENUE, HAM LANE TO LOWER SACRAMENTO ROAD, SPEED LIMIT

RES. NO. 88-08

At the December 2, 1987 Council meeting, Council requested staff to redo the survey on Lodi Avenue from Lower Sacramento Road to Ham Lane. Staff has performed six additional radar surveys (three surveys in each direction). These surveys were similar to the previous surveys. The accidents per year are decreasing and the 85th percentile speed is slightly decreasing also.

Staff requested that Council approve the 40 mph speed zone. If Council approved changes to the recommended limit, Lodi Avenue from Lower Sacramento Road to Ham Lane, will not be radar enforceable. Staff feels the radar enforcement has kept this segment from being a 45 mph speed zone.

On motion of Mayor Olson, Snider second, Council adopted Resolution No. 88-08 establishing a speed limit of 40 mph on Lodi Avenue between Ham and Lower Sacramento Road.

The motion carried by the following vote:

- Ayes: Council Member - Pinkerton, Snider, and Olson (Mayor)
- Noes: Council Members - Hinchman and Reid
- Absent: Council Members - None

LAKESHORE DRIVE TIMBERLAKE CIRCLE, INTERSECTION CONTROL

RES. NO. 88-09

Council was reminded that at the request of a AND Councilmember, staff evaluated the sight obstruction on Lakeshore Drive at Timberlake Circle. The Councilmember received numerous complaints regarding the sight obstruction at the southeast corner of the intersection. Staff performed a sight distance study at the intersection using the method from the Institute of Transportation Engineers publication, Transportation and Traffic Engineering Handbook.

The two primary sight obstructions at this corner are the transformer enclosure and the Timberlake median sign. Staff and residents have also observed a van frequently parked on Lakeshore Drive which causes a sight distance problem.

Exhibits were shown indicating the various sight distances a motorist on Timberlake experiences. In this analysis, staff assumes the motorist does not remain stopped behind the limit line. It is assumed that after a complete stop, the motorist moves forward past the limit line until their view is not obstructed. If the motorist must move into the travel lane in order to see, the obstruction needs to be eliminated or other actions are needed such as installing four way stop signs.

When the motorist stops behind the limit line, the Timberlake median sign and transformer enclosure cause a sight problem. When the motorist stops behind the concrete crosswalk (eye location approximately 7 feet behind crosswalk), the transformer enclosure causes a sight distance problem. As the motorist rolls forward and their eye location is at the crosswalk backline, parked vehicles are a problem, not the transformer enclosure.

Council was apprised that regardless of action on the red curb or transformer enclosure, the Public Works Department will move the stop limit line forward to the concrete crosswalk.

The Timberlake fence was installed with corner cutoffs (angled) to improve the sight distance. The transformer enclosure was not constructed with the same angle and extends approximately 6 to 12 inches beyond the fence. The Timberlake Homeowners Association constructed the enclosure to meet Utility Department enclosure standards. The fence could be modified to slightly improve sight distance. The modifications would have to meet Utility Department clearance and access requirements.

The motorists can roll forward and see past the transformer enclosure, however, the parked vehicles cause a sight problem. Staff recommends installing a 90-foot no parking zone on Lakeshore Drive south and north of Timberlake Circle to improve sight distance. No parking zones are ordinarily not recommended under these circumstances. However, the way Timberlake intersects Lakeshore Drive on the inside of a curve is unusual. Timberlake Circle has reverse frontage and the no parking zone would not cause a major inconvenience to residents.

If residents still feel the enclosure causes a sight obstruction, they should contact the Homeowners Association. The Homeowners Association should review fence plans with the Utility Department.

A motion was made by Council Member Reid, Hinchman second, to adopt Resolution No. 88-09 establishing 90 feet of "No Parking" zones on the east side of Lakeshore Drive, north and south of Timberlake Circle. A substitute motion was made by Mayor Pro Tempore Snider, Reid second, to also include the installation of stop signs at this intersection. The motion carried by unanimous vote of the Council.

TOKAY STREET AND
CRESCENT AVENUE
INTERSECTION
CONTROL

Council was advised that, due to the number of accidents at the intersection of Tokay Street and Crescent Avenue and citizen complaints, Public Works staff performed an intersection study at the subject location. Currently,

Continued January 6, 1988

RES. NO. 88-10 Crescent Avenue stops for Tokay Street. Crescent Avenue and Tokay Street have total daily volumes of 2060 and 4470 vehicles, respectively. This volume split is usually not appropriate for four-way stop signs.

However, based on the high number of accidents, staff recommended installing four-way stop signs. In the recent 12-month period, there have been a total of 8 accidents and 7 of those accidents are correctable by four-way stop signs.

On motion of Mayor Pro Tempore Snider, Hinchman second, Council adopted Resolution No. 88-10 establishing a four-way stop at the subject intersection.

STOCKTON STREET THROUGH STREET DESIGNATION AND CHEROKEE/ FOUR-WAY STOP, TRAFFIC RESOLUTION AMENDED RES. NO. 88-11 Council was apprised that Stockton Street stops for Harney Lane and was added to the City as part of the Maggio annexation. The Century/Cherokee intersection was overlooked and not included in the original Traffic Resolution.

On motion of Council Member Hinchman, Reid second, Council adopted Resolution No. 88-11 amending Traffic Resolution No. 87-163 as follows:

Revising Section 2B, "Through Streets", Stockton Street, to read ".....to Harney Lane" instead of "...to south City Limit" and add to Section 2C, "Multi-Way Stop Intersections", Century Boulevard and Cherokee Lane.

CITY MEMBERSHIP APPROVED IN CALIFORNIA IDENTIFICATION SYSTEM CC-6 CC-7(f) CC-152

In the fall of 1985, the State of California initiated advanced computer technology to criminal fingerprint identification. The new computerized identification system (CAL. I.D.) is being offered to California law enforcement agencies. This program utilized computer technology to conduct fingerprint searches of massive data basis of known suspects who have been arrested in the State of California.

San Joaquin County has opted to participate in this program. The City of Lodi's share of the cost would be a minimum of \$13,434.00. (This pays for the cost of equipment and participation in the program.) There is also a possible yearly maintenance cost of \$2,000 per year.

If the City does not elect to participate in this program, the Department of Justice will no longer process its fingerprints for a record search. Last year the Lodi Police Department submitted 71 fingerprints for processing and anticipate an annual increase in the number of prints that would be submitted.

Following discussion, on motion of Council Member Reid, Hinchman second, Council approved the City's membership in the California Identification System and approved appropriation of the appropriate funds (\$15,434.00) from the Contingency Fund.

ORDINANCES There were no ordinances presented for Council adoption.

Continued January 6, 1988

ADJOURNMENT

There being no further business to come before the Council, Mayor Olson adjourned the meeting at approximately 1:00 a.m., January 7, 1988.

ATTEST:

Alice M. Reimche
Alice M. Reimche
City Clerk