

CITY COUNCIL, CITY OF LODI
CITY HALL COUNCIL CHAMBERS
WEDNESDAY, MAY 6, 1987
7:30 P.M.

ROLL CALL Present: Council Members - Hinchman, Pinkerton,
Reid, Snider, and Olson (Mayor)
Absent: Council Members - None
Also Present: City Manager Peterson, Assistant City
Manager Glenn, Public Works Director Ronsko,
City Attorney Stein, and City Clerk Reimche

INVOCATION The invocation was given by Reverend Darrell Thomas, 1st
United Methodist Church.

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

PRESENTATIONS

PROCLAMATIONS Mayor Olson presented the following proclamations:

- CC-37 A) "Children's Miracle Network Telethon Week"
- B) "California Vietnam Veteran Week"

REPORTS OF THE CITY MANAGER

CONSENT CALENDAR In accordance with report and recommendation of the City
Manager, Council, on motion of Council Member Reid,
Hinchman second, approved the following actions hereinafter
set forth with the following exceptions:

- a) Agenda item e-1-C -"Approve plans and specifications
for Softball Complex Shade Structure, and authorize
advertising for bids" was removed from the agenda.
- b) Agenda item e-1-H - "Approve hiring of consultant for
development of wastewater discharge requirements for
petroleum hydrocarbons" was removed from the Consent
Calendar.
- c) Council Member Pinkerton and Snider asked to abstain
from discussion and voting on agenda item e-1-I -
"Adopt resolution declaring weeds a public nuisance and
initiating abatement proceedings on various parcels
throughout the City" because of a possible conflict of
interest.

CLAIMS CC-21(a) Claims were approved in the amount of \$2,271,816.00.

MINUTES The Minutes of April 1, 1987, April 15, 1987 - Regular
Meeting, and April 15, 1987 - Special Meeting, were
approved as written.

ACCEPT IMPROVEMENTS
UNDER TRAFFIC SIGNAL
INSTALLATIONS, HAM
AND LOCKEFORD,
TURNER AND CHURCH,
CONTRACT

CC-20 Council was apprised that the contract for "Traffic Signal
CC-47 Installations, Ham and Lockeford, Turner and Church,
Contract" was awarded to Collins Electric of Stockton on
October 1, 1986, in the amount of \$114,441.50. The

contract has been completed in substantial conformance with the plans and specifications approved by the City Council.

The contract completion date was March 10, 1987, and the actual completion date was April 17, 1987. The final contract price was \$118,846.73. The difference between the contract amount and the final contract price is mainly due to additional curb, gutter, and sidewalk and driveway work.

Council accepted the improvements for the "Traffic Signal Installations, Ham and Lockeford, Turner and Church, Contract" and directed the Public Works Director to file a Notice of Completion with the County Recorder's Office.

AWARD - CONTRACT
FOR TOKAY STREET
RECONSTRUCTION,
SPRR TO STOCKTON
STREET

RES. NO. 87-50
CC-12 (a)
CC-12 (c)

City Manager Peterson presented the following bids which had been received for the contract for "Tokay Street Reconstruction, SPRR to Stockton Street":

BIDDER	BID
Teichert Construction	\$62,323.00
Claude C. Wood Company	\$66,974.00
Granite Construction Company	\$78,200.00
Engineers Estimate	\$58,010.00

This project includes minor storm drain work and reconstruction of the pavement. A minor amount of curb and gutter work will be done prior to the reconstruction under a separate purchase order. Plans and specifications for this project were approved on April 1, 1987.

Council adopted Resolution No. 87-50 awarding the contract for the above project to Teichert Construction in the amount of \$62,323.00.

SALE OF POLICE
DEPARTMENT CONFISCATED
AND OBSOLETE WEAPONS
AT AUCTION APPROVED

RES. NO. 87-51
CC-6
CC-24 (b)
CC-185

City Manager Peterson reported that it is the recommendation of the Chief of Police that the Police Department sell, at auction, confiscated and obsolete weapons. This sale will be held in accordance with the procedures set forth in California Penal Code Sections 12020 through 12032.

Proceeds from the sale will be used by the police department to purchase new weapons.

Council adopted Resolution No. 87-51 authorizing the sale, at auction by the Police Department, of confiscated and obsolete weapons.

PUBLIC HEARING SET
ON TRAFFIC ORDINANCE
AND TRAFFIC
RESOLUTION

City Manager Peterson advised the Council that the adoption

Continued May 6, 1987

CC-48 (a)
CC-149

of a new Traffic Ordinance and accompanying Traffic Resolution are being recommended for the following reasons:

1. Some sections of the present ordinance are obsolete with respect to the California Vehicle Code and should be revised or deleted.
2. Our present ordinance is written such that it must be revised frequently in areas where the Vehicle Code allows changes to be made by resolution or by staff. By taking advantage of all, or some, of these situations Council and staff time will be saved and there will be a small savings in actual expenditures (i.e., publication of ordinances, revising code book).
3. Revision of the outdated ordinance has been recommended by the Institute of Transportation Studies under the auspices of the State Office of Traffic Safety.

To accomplish the above, sample ordinances from the League of California Cities and a model ordinance from the Southern California Chapter of the American Public Works Association were reviewed. The City's ordinance was reorganized to follow the order of the applicable sections of the model ordinance. Revisions were made to meet Lodi's needs and the draft was reviewed by all affected departments.

The major change is the use of the "Traffic Resolution". It contains items now done by ordinance (one-way streets and alleys, through streets, speed limits, prohibitions on commercial vehicles, parking regulations). In general, it includes all traffic restrictions which are controlled on the street by signs. Citations can be issued under the appropriate Vehicle Code section or the City ordinance section requiring obedience to official traffic control devices.

The resolution compiles other actions now done by separate resolution. Its use will eliminate the need for frequently revising the City Code in order to make changes in these areas. In fact, some ordinances (i.e., through streets and stop intersections) have not been placed in the Code because of the difficulty and expense in revising the Code with every change.

Because of the sections on prohibitions of commercial vehicles, a special hearing must be held on this ordinance. Pursuant to State statute, the time for submission of objections shall not expire, and the hearing may not be held less than 60 days after the first publication of notice.

Council initiated adoption proceedings of a new Traffic Ordinance and accompanying Traffic Resolution and set the matter for public hearing at the regular meeting of July 15, 1987, pursuant to Streets and Highways Code Section 35705.

RESOLUTION, DECLARING
WEEDS A PUBLIC
NUISANCE AND
INITIATING ABATEMENT
PROCEEDINGS ON VARIOUS
PARCELS THROUGHOUT
THE CITY, ADOPTED

RES. NO. 87-52 Throughout the spring and summer months, the Lodi Fire

CC-24 (b) Department has an ongoing program of contacting property owners to remove weeds on property they own within the City. Follow-up contacts are made in an effort to have the weeds removed at the earliest possible date.

The City is in receipt of a list from the Fire Department of 338 parcels within the City that are not in compliance with weed abatement requirements. Numerous contacts have been made with the property owners seeking compliance. It is recommended that Council adopt Resolution No. 87-52 - Resolution Declaring Weeds a Public Nuisance and Initiating Abatement Proceedings as provided under the State of California Government Code Section 39501, et seq. The subject Resolution also calls for a public hearing to be held concerning this matter at the Regular Council Meeting of June 3, 1987.

Council adopted Resolution No. 87-52 - Resolution Declaring Weeds a Public Nuisance and Initiating Abatement Proceedings on Various Parcels Throughout the City and set the matter for Public Hearing at the Regular Council Meeting of June 3, 1987.

Council Member Pinkerton and Snider abstained from discussion and voting on the above matter because of possible conflict of interest.

PUBLIC HEARINGS There were no Public Hearings scheduled for this meeting.

PLANNING COMMISSION REPORT City Manager Peterson presented the following Planning Commission Report of the Planning Commission Meeting of April 13, 1987:

CC-35 The Planning Commission -

- ITEMS OF INTEREST
- 1. Continued the request of PASCO Enterprises for a Use Permit for a 22 unit planned unit development of Lot 86, Johnson Ranch, Unit #1, in an area zoned P-D (19), Planned Development No. 19.
- 2. Conditionally approved the request of Terry Piazza, c/o Baumbach and Piazza, Consulting Engineers, on behalf of Daryl Geweke for a Tentative Parcel Map to resubdivide 1140 South Cherokee Lane and 1150 South Cherokee Lane into 3 parts with Parcel "A" containing 1.90 acres, Parcel "B" 1.86 acres and Parcel "C" 1.28 acres in an area zoned C-2, General Commercial.
- 3. Conducted a community meeting regarding the revision of the City General Plan.
- 4. Heard a presentation from Jones and Stokes, Associates, and took comments on the Notice of Preparation of the Draft Environmental Impact Report for the East Side Residential Density Study.

City Manager Peterson presented the following Planning Commission Report of the Planning Commission Meeting of April 27, 1987:

The Planning Commission -

- ITEMS OF INTEREST
- 1. Conditionally approved the request of PASCO Enterprises for a Use Permit for a 22 unit, planned residential development on Lot 86, Johnson Ranch, Unit No. 1, in an area zoned P-D (19), Planned Development District No. 19.

Continued May 6, 1987

2. Recommended that the San Joaquin County Planning Commission approve the request of Charles Ferdun for a Grading Permit No. GR-87-4 to excavate 179,000 cubic feet of soil on the south side of the Mokelumne River, approximately 400 feet east of the north end of Kennison Lane (i.e. 6600 East Highway 12) for a commercial catfish farm.
3. Heard a presentation by Terry L. Berry, District 10, Department of Transportation, concerning CalTrans desire for precise plans for the section of State Route 12 within the City's General Plan.

COMMUNICATIONS
(CITY CLERK)

CLAIMS

CC-4 (c)

On recommendation of the City Attorney and L.J. Russo Insurance Services, Inc., the City's Contract Administrator, Council, on motion of Council Member Hinchman, Reid second, denied the following Claim and referred same to L. J. Russo Insurance Services, Inc., the City's Contract Administrator.

- a) Lucille Roper, DOL 4/2/87

ABC LICENSE
APPLICATIONS

CC-7 (f)

City Clerk Reimche presented the following applications for Alcoholic Beverage Licenses which had been received:

- a) Sanna Market
10 East Tokay Street, Lodi,
Off Sale Beer and Wine, Original License
- b) Star Market
741 South Cherokee Lane, Lodi,
Off Sale General, Person to Person Transfer

LETTER OF RESIGNATION
RECEIVED FROM LODI
ARTS COMMISSIONER

CC-2 (k)

City Clerk Reimche presented a letter of resignation received from Lodi Arts Commissioner Virginia Rippey.

Following discussion, Council, on motion of Council Member Reid, Hinchman second, asked the City Manager to direct a letter to the Arts Commission asking for its comments and recommendations on the size, status, and future of the Commission. Further, the City Clerk was directed by the Council not to post for this vacancy at this time.

COMMENTS BY CITY
COUNCIL MEMBERS

CONGRATULATIONS
EXTENDED TO CITY
CLERK

On introduction of Council Member Snider, Council extended congratulations to City Clerk Reimche on her efforts on behalf of the California City Clerks' Association and acknowledged a letter of appreciation received from the President of that Association on behalf of Mrs. Reimche.

PRESENTATION RECEIVED
BY COUNCIL MEMBER
HINCHMAN

Mayor Olson presented Council Member Hinchman with a gift which is intended to assist him in being recognized by the Mayor when he wishes to speak at the Council Table.

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LETTER RECEIVED
REGARDING MULTI-
FAMILY ZONING ON
WEST LOCUST AND
HUTCHINS STREET

CC-16
CC-53 (a)

Council Member Hinchman acknowledged receipt of a letter from Joseph K. Handel regarding multi-family zoning on West Locust and Hutchins Street. Council Member Hinchman indicated that he feels the Council needs to address this problem.

City Manager Peterson indicated that he felt the letter should be referred to the Community Development Department.

City Clerk Reimche advised the Council that Mr. Handel had been contacted and advised that, because of recent revisions to the Brown Act, his letter was being placed on the agenda for the next Regular Council Meeting. Mr. Handel indicated that he had no problem with that schedule.

Additional discussion followed with Council Member Pinkerton indicating his consternation with the Brown Act and suggesting that the City Attorney coordinate an effort with the League of California Cities to attempt to draft legislation which would rescind the present restrictive provisions of the Brown Act relating to discussion and action on non-agenda items, 72 hour posting requirements of agendas, etc.

COMPLAINTS RECEIVED
REGARDING CABLE
TELEVISION

CC-16
CC-22 (c)

Council Member Hinchman indicated that he had again received complaints regarding Cable television and the lack of communication. Following discussion on the matter, Council requested that the City Manager prepare and present a report for the Council's review on complaints received regarding cable television. The report is to enumerate the number of complaints which have been received and the type of complaints.

WORLD RENOWN FOLK
DANCE INSTRUCTOR
HENRY "BUZZ" GLASS
PRESENTS WORKSHOPS
IN LODI

CC-97
CC-107

Council Member Hinchman announced that former Lodi educator and world renown folk dance instructor Henry "Buzz" Glass presented a workshop at Parklane Elementary School. Glass, now on the verge of his 72nd birthday, decided long ago to put his love for folk dance to good use. Glass has helped produce more than 20 educational records, has authored several books and magazine articles and served as the editor for "Let's Dance Magazine". Much of what Glass teaches and promotes as part of his movement education is used by the Lodi Unified School District physical education specialists. Mr. Glass plans to return to Lodi in the near future to put on additional workshops.

CONCERN EXPRESSED
REGARDING EXPENSE OF
RELOCATING PAROLEE
STAPLETON

CC-16

Mayor Olson expressed her concern on the amount of dollars which have been expended to relocate Parolee Stapleton.

COMMENTS BY THE
PUBLIC ON NON
AGENDA ITEMS

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

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REPORTS OF THE
CITY MANAGER

REGULAR CALENDAR

HIRING OF CONSULTANT
FOR DEVELOPMENT OF
WASTEWATER DISCHARGE
REQUIREMENTS FOR
PETROLEUM HYDROCARBONS
APPROVED

CC-88

Council was apprised that, at the present time, there are a number of locations within the City's service area that have known groundwater contamination due to leaky underground fuel tanks. One of the most economical methods of cleaning up this type of contamination includes the removal of the groundwater from the immediate area, performing on-site filtering and clean up, and then discharging into the City's wastewater system.

The City has been approached by one firm requesting discharge into the City's wastewater system and it is anticipated that additional requests will be received in the near future. The City should have standards which cover this type of discharge. The present City Code only vaguely addresses hydrocarbon discharges which could have a major impact on the City's collection system, the treatment plant operation, and the usability of waste sludges.

A Request for Proposal (RFP) was sent to three consulting firms and included the following three major tasks:

- Recommendation on acceptable limits which would not impact the collection system (explosive atmosphere), the treatment system (effects on biochemical process), and the disposal system (sludge contamination).
- Recommendation on safeguards to ensure limits are not exceeded.
- Recommendation on methods of determining actual flows.

The City received proposals from the three firms, all of which met the requirements of the RFP and all were qualified to do this project. Listed below is a breakdown of the fees for the proposals submitted:

Black & Veatch	\$4,500
Environmental Science and Engineering, Inc.	\$5,442
Environmental Resource Management - West	\$8,000

It is recommended that Black & Veatch be retained by the City to do this work and that the City Council authorize the allocation of \$5,000 for this study. The additional \$500 is for minor work which will have to be done by City personnel which will also be charged to the project.

Following discussion, with questions being directed to Staff, Council, on motion of Council Member Reid, Snider second, authorized the Public Works Department to retain the firm of Black & Veatch for the development of petroleum hydrocarbon discharge standards and approved an allocation from the Wastewater Reserve in the amount of \$5,000 for this study.

AGREEMENT APPROVED
FOR WELL 10R
ACQUISITION

Council Member Pinkerton asked to abstain from discussion and voting on the following item because of a possible

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CC-27 (a) conflict of interest. Council Member Pinkerton then left
 CC-183 (a) the Council Table.

Following introduction of the matter by the City Manager, Council, on motion of Council Member Snider, Hinchman second, approved the agreement for Well 10R site acquisition, eastside of Central California Traction line at Lime Street off of Guild Avenue, and authorized the City Manager and City Clerk to execute the subject document on behalf of the City.

The motion carried by the following vote:

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

Noes: Council Members - None

Absent: Council Members - None

Abstain: Council Members - Pinkerton

AWARD - CONTRACT FOR
 WELL 10R DRILLING

RES. NO. 87-53 Council Member Pinkerton asked to abstain from discussion
 CC-12 (a) and voting on the following agenda item and then left the
 Council Table.

City Manager Peterson presented the following bids which had been received for the contract for Well 10R Drilling, East Side of Central California Traction Line at Lime Street off of Guild Avenue:

BIDDER	BID
Hennings Bros. Drilling Co., Inc.	\$48,270
Arthur & Orum Well Drilling	\$49,751
Myer Bros. Farming and Well drilling	\$59,998
Clark Well and Equipment Co., Inc.	\$64,000
Engineer's Estimate	\$49,500

Council was apprised that this project includes the drilling of a replacement Well No. 10. Plans and specifications for this project were approved on February 4, 1987.

On motion of Mayor Pro Tempore Snider, Reid second, Council adopted Resolution No. 87-53 awarding the contract for "Well 10R Drilling, East Side of Central California Traction Line at Lime Street off of Guild Avenue" to Hennings Bros. Drilling Co., Inc. in the amount of \$48,270.00.

REQUEST FOR FOUR-WAY
 STOP SIGNS AT
 WASHINGTON STREET
 AND TOKAY STREET
 DENIED

CC-48 (h) Council was apprised that, at the regular Council meeting of April 1, 1987, the City Council received a request for four-way stop signs at Washington Street and Tokay Street.

At the request of City Council, staff performed an intersection study at this location which is currently controlled with two-way stop signs.

The study concludes that four-way stop signs at this location are not warranted. The accepted warrants for installing four-way stop signs and their applicability to this location are as follows:

1. Interim measure to signal installation - signals not needed
2. High number of accidents (five in 12 months) - none last year; only two in the last 3 years
3. High volumes (500 per hour total with 200 on minor street) - 370 total, less than 100 on Washington Street
4. High speed on major street (over 40 m.p.h.), above criteria is reduced - not applicable
5. Volumes on both streets should be somewhat equal - Tokay Street, 81%; Washington Street, 19%

Staff reviewed and commented on the reasons cited in the request as follows:

1. School children crossing - "Suggested Route to School" which was developed by the Chamber's Highway and Transportation Committee working together with the School District. The "Suggested Route to School" was implemented in the fall of 1986. Teachers discussed the routes with the students and pamphlets were sent home to parents.

Staff presented "Suggested Route to School" which indicates that the students should be crossing Washington Street at Tokay Street where the Washington traffic stops for the Tokay traffic. It also shows that students should not cross Tokay Street at Washington, but should cross at Garfield Street where there is presently a four-way stop sign. Based on a recent pedestrian count it appears the majority of the students are following the "Suggested Route."

2. Speeding - The radar survey performed in 1986 shows the 85th percentile speeds are 26 M.P.H. (west bound) and 29 M.P.H. (east bound). This is among the lowest speeds of residential streets surveyed in the last year.
3. Right angle accidents - The accident rate at this location is well below the average for two-way stops in Lodi.
4. The daily traffic volumes on Tokay Street and Washington Street are 4,100 vehicles and 1,000 vehicles respectively. Again, students should be crossing Tokay at Garfield Street, not at Washington Street.
5. Additional traffic - Additional residential units will cause the traffic to increase, although it is unlikely the increase will significantly change the above figures.
6. Truck traffic - This street has a weight limit. Trucks should not be using this segment of Tokay Street; apparently additional enforcement is needed.
7. The suggested route suggests students cross Tokay Street at Garfield Street since it is controlled by four-way stop signs. Heritage School is located on Garfield Street.

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8. Police Department prepares an accident report on all accidents called in, no matter what the damage is. It is true that there may have been some unreported accidents.

Discussion followed regarding the matter with questions being directed to Staff.

On motion of Mayor Pro Tempore Snider, Reid second, Council denied the request.

REQUEST FOR "NO
PARKING" ZONE ON
WASHINGTON STREET
SOUTH OF WALNUT
STREET DENIED

CC-48 (e)

Council was apprised that Shirley Kleim, the Site Coordinator of Loel Center, requested the existing loading zone, which was previously requested by them, be replaced with a "No Parking" zone on Washington Street. An area for unloading and loading of passengers using Dial-a-Ride is needed.

Apparently the Senior Citizens have difficulty seeing the white passenger loading zone and tend to park in this area. Since this is the appropriate curb marking for this purpose, Staff does not recommend changing the zone.

However, if Council wishes to establish the "No Parking" area, Staff recommended that Loel Center be charged for the installation of the "No Parking" zone (includes 36 feet of red paint and one sign).

A lengthy discussion followed with questions regarding the matter being directed to Staff.

Mr. Dorance Ochs, Loel Center Board of Director, 1812 Burgundy Lane, Lodi, addressed the Council speaking on behalf of the request.

Council, on motion of Mayor Pro Tempore Snider, Hinchman second, determined to erect a permanent sign in the subject area reading "PASSENGER LOADING AND UNLOADING ONLY", suggesting that the Loel Center install temporary signing, and implement other ideas that will serve to resolve the problem.

DOWNTOWN PARKING
STUDY REVIEW SET
FOR PUBLIC HEARING

CC-48 (a)

The City Council was reminded that it had approved various recommendations on the Downtown Parking Study which was prepared by the City of Lodi Engineering Division with the UDID Committee. The new controls were implemented in October 1986 as shown on a map of the downtown area presented for Council's perusal. Staff had indicated the new controls would be reviewed after a six-month period.

Staff has performed two parking surveys (day after Thanksgiving and Friday before Christmas). Bar charts showing the before and after peak parking use in the parking lots and the on-street permit areas were presented for Council review. The City has received various comments and complaints in the last six months. The City had not solicited a formal public review. Many of the comments were received verbally by the City's Parking Enforcement Assistants.

The City of Lodi Finance Department began selling permits quarterly in September 1986. The number of permits sold has increased from approximately 215 to 250.

The following list of the comments received, together with staff responses were reviewed overall, it appears that the parking changes that were implemented in October of 1986 have improved the parking in the downtown area.

DOWNTOWN PARKING STUDY - REVIEW

April 1987

1. COMMENT: Request to modify parking time limit from 2 hours to 3 hours at the NW corner of Locust and School Streets.

RESPONSE: Staff originally recommended converting 2-hour to all-day parking on School Street N/Locust. The average parking occupancy on School Street and Locust Street was 21% (north side) and 7% (west side), respectively. However, since the northwest corner of Locust and School was being developed with a residential/commercial project, no recommendation was made. This request came from the owners of the northwest building which included a petition with signatures of owners of other businesses in the area. If Council approves this request, it is recommended at least half of the block faces be converted. It is also more difficult for the Parking Enforcement Assistants to enforce 3 hours than 4 hours.

2. COMMENT: Request for enforcement on 12-minute parking stall adjacent to PG&E building at 12 West Pine Street.

RESPONSE: One parking space is currently painted green. However, the current ordinance refers to time zones at metered locations and there is no time limit marked. If Council wishes to officially establish a short time zone, an ordinance revision is necessary.

3. COMMENT: Request for 2-hour parking on Sacramento Street S/Lodi Avenue.

RESPONSE: Since the parking was removed on Lodi Avenue in order to install left turn lanes, motorists are parking on Sacramento Street. The business located on the southwest corner of the Sacramento/Lodi intersection requested this area be changed to 2-hour parking. Staff performed two parking surveys and verified the problem. However, staff does not recommend installing 2-hour parking. The business does have some off-street parking. Implementing 2-hour parking on-street would most likely push the problem southerly into the residential area.

4. COMMENT: Install 2-hour plus all-day parking with Zone B permit on Church Street from Elm Street to Pine Street on the east side.

RESPONSE: Staff originally recommended 2-hour or all-day (Zone B) permit parking in areas which had low parking demand and were not adjacent to businesses.

This parking area has businesses adjacent to it but the businesses have entrances on other streets. The parking occupancy varied considerably in both the before and after surveys. Staff recommends installing 2-hour or all-day (Zone B) permit parking at all, or a portion of, this location.

5. COMMENT: Remove the 2-hour parking and reinstall permit parking at Lots 3 and 4 on both sides of westerly aisle (same as before).

RESPONSE: This request was received verbally from the Parking Enforcement Assistants. The recent surveys taken the day after Thanksgiving and the Friday before Christmas showed the parking usage was low compared to when this area was permit parking. It is felt that expanding permit parking in this area should be considered. An option would be to make this area 2-hour or all-day (Zone B) permit parking, however, it would probably be filled with permit users.

6. COMMENT:

- A. Replace 2-hour parking zone with 4-hour parking on Elm Street from School to Sacramento on the north side (adjacent to Beauty College).
- B. Reinstall the 5-hour parking zone at Lot 5 (4-hour).

RESPONSE: The Parking Enforcement Assistants have received a number of requests from the Beauty College students that longer time limits are needed. Staff has no position on this matter. If City Council wishes to pursue this matter, the businesses in the vicinity should be notified of the hearing date.

7. COMMENT: Improve the Southern Pacific lot.

RESPONSE: The City does not have a long-term lease with Southern Pacific Railroad Company. Therefore, staff does not recommend making any substantial improvements.

On motion of Mayor Pro Tempore Snider, Pinkerton second, the Downtown Parking Study Review was set for public hearing at the Regular Council Meeting of June 3, 1987.

A discussion regarding the United Downtown Improvement District (UDID) Committee followed with questions being directed to Staff. Council then requested that the City Manager provide a report on the status of the United Downtown Improvement District Committee, if the group should formally be disbanded, what the assessment district fund balances are being used for, and requested information regarding the installation and serving of waste receptacles.

TOKAY STREET
OVERLAYS, STOCKTON
TO CHEROKEE

CC-45 (a)

Council was reminded that, at a recent shirtsleeve meeting, staff presented a problem on the Tokay Street overlay project. The problem involved the large amount and high cost of curb and gutter replacement. Council requested that the matter be given additional study and brought back at a regular meeting.

To put the problem in perspective, the following is a brief description, as presented by Public Works Director Ronsko, of the normal maintenance program on a typical street:

Age of Street	Description of Work	Cost	Remarks
1 year	Seal Coat	\$0.01/SF	
5 to 10 years	Crack Seal	Varies	
10- years	Slurry Seal	\$0.05/SF	
20- years	Thin Overlay (Minor St.)	\$0.20/SF	Little or no curb gutter work done

20- years	Thick Overlay (Major St.)	\$0.40 to \$1.00/SF	Curb & gutter?
30- years	Reconstruct	\$3.00+/SF	Usually widening so all curb & gutter is new, or major repairs to new standard

The "curb and gutter" under the thick overlay remarks is shown with a "?" because there has been no formal procedure established for the following reasons:

-The City has done very few thick overlays over the last 10 years; usually the major streets needed widening or reconstruction.

-The thick overlays that have been done were on streets that needed relatively little curb and gutter replacement.

Reduced funding levels have made the use of thick overlays imperative. We are now using these on older streets that, 10 years ago we would have considered candidates for reconstruction. (Example - Pine Street between Cherokee and Highway 99.) As we use thick overlays on older streets, we are and will continue to find extensive amounts of poor curb and gutter. Broken and depressed curb and gutter allows water to pond and weakens the edge of the street subgrade (aside from being a nuisance). In the past, we have been attempting to repair gutters when the ponded water extends out of the gutter into the street. This is referred to as the "Std. Design" in the remaining discussion.

On a street with few driveways and reasonable grade, replacing curb and gutter is fairly straightforward. On a flat, old street with lots of driveways (like Tokay Street), curb and gutter repair becomes a major project. There are four construction alternatives which are described below.

Construction Alternatives

<u>Alternative</u>	<u>Description</u>	<u>Advantages</u>	<u>Disadvantages</u>
1. Std. Design	Replace curb & gutter where ponding exceeds gutter width	Improves drainage and street shoulder life	High cost, still only a partial fix compared to complete replacement, affects driveway access
2. Pave the gutter	By replacing the high spots in the gutter and paving from curb to curb, the depressions will be filled and a marginal flow line could be established.	Relatively low cost, improves driveway access	Will not hold up to street sweeper broom, will require additional maintenance (patching)

Some older examples include:
Hutchins Street (E)
S/Pine, Elm Street (S)
E/Sacramento, and
Sacramento (E) S/Elm

- | | | | |
|-------------------------------|---|------------------------------------|--|
| 3. Fix worst gutter | Replace only the absolute worst depressed or raised gutters | Relatively low cost | Difficult to select from which gutter to replace, leaves significant amount of poor gutter affects driveway access |
| 4. Do nothing with the gutter | | | |
| a) pave center of street only | Pave the travel lanes, leaving the parking lanes as is | Least cost, no affect on driveways | Leaves poor gutter |
| b) pave full width | Pave gutter toe to gutter toe | Low cost | Leaves poor gutter, affects driveway access |

The costs of the alternatives applied to the Tokay Street project were presented for Council's perusal. They would be representative of similar projects on other older, residential streets.

Another alternative involves financing. Presently, these projects are funded out of the various street funds, which mainly come from taxes on fuel. The City could require the property owners to pay for the sidewalk and driveway work.

Driveways

A related problem is that of driveway access. Older streets generally have a higher crown than the newer design streets and, in some cases, have higher curbs. Many modern vehicles scrape the pavement when using a driveway. An overlay only makes this problem worse.

Staff feels that this problem is not one that the City should spend additional money to correct. Overlays are a normal, accepted street maintenance technique. Insuring that vehicles will not scrape is nearly impossible and even attempting to do so would take an enormous amount of engineering time and construction expense in driveway replacement.

In some instances, property owners have installed illegal ramps with or without culverts in the gutter. These are a maintenance problem and often are a safety hazard. The policy has been to have any new ramps removed and for ones that have been in place, they will be removed when the curb and gutter is replaced.

Summary

Staff feels that street maintenance is very important and should not be neglected. Street maintenance has a much higher priority than curb and gutter maintenance. Thus,

the additional money that could be spent on curb and gutter replacement is better spent on pavement maintenance and reconstruction. The City of Lodi does budget a minor amount of funds for curb and gutter replacement. Initially, we were recommending that we pave over the gutter portion of the curb; however, after further evaluation, it is felt that Alternative 4b, paving the full street width with no curb and gutter replacement, is in everyone's best interest. This alternative provides the property owner with a new street, allows the City to do curb and gutter repair in the future under our existing curb and gutter replacement program, and provides additional funds over the standard design for needed street maintenance in other areas.

Public Works Director Ronsko presented diagrams and responded to questions as were posed by the Council regarding the matter.

Following a lengthy discussion, Council, on motion of Mayor Pro Tempore Reid, Snider second approved paving alternate 4.b - paving gutter toe to gutter toe. Further, Council approved certain curb, gutter, and handicapped installations in the subject area at a total cost of \$106,000.

The motion carried by the following vote:

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

Noes: Council Members - Hinchman

Absent: Council Members - None

COUNCIL APPROVES
RETAINING ERNST
AND WHINNEY TO
PERFORM AUDITING
SERVICES

CC-21 (a)

Council was reminded that, at the February 18, 1987 Council meeting, Council approved the Request for Proposals for Audit Services and authorized the Finance Director to advertise and solicit proposals. At February 18, 1987 meeting, Mayor Fred Reid, with Council approval, appointed the following screening committee of five persons to review proposals submitted:

- . Mayor Fred M. Reid
- . Councilmember John R. (Randy) Snider
- . Assistant City Manager Jerry Glenn
- . Finance Director Robert Holm
- . Rich Emde, Plant Controller--General Mills, Inc.

On March 30, 1987, proposals were received from the following firms:

- | | |
|-----------------------------|----------------|
| . Bartig, Basler & Ray | Citrus Heights |
| . Deloitte, Haskins, Sells | Sacramento |
| . John Donovan & Co. | Lodi |
| . Ernst & Whinney | Sacramento |
| . Peat, Marwick, Main & Co. | Sacramento |
| . Price Waterhouse | Sacramento |
| . Touche Ross & Co. | Sacramento |

The screening committee met April 15, 1987. After careful review and evaluation of each proposal in the areas of technical experience, qualifications of the audit team and comparison of costs, it was the unanimous agreement of the committee to continue with the services of Ernst & Whinney.

Continued May 6, 1987

Each respondent was notified of the committee's recommendation by letter on April 28, 1987.

On motion of Council Member Reid, Snider second, Council accepted the proposal from Ernst and Whinney to provide audit services for fiscal year 1986-87 at a cost of \$22,500 with an option to renew the contract for an additional four years.

REPORT REGARDING
AMBULANCE SERVICE
WITHIN THE CITY

CC-22.1 (a)

As requested by Council, at an earlier Council Meeting, City Manager Peterson gave a report regarding ambulance service within the City of Lodi. Also speaking to the Council regarding the matter was Mr. Louis K. Meyer, Chief Administrative Officer of Life Medical Industries. Discussion followed with no formal action being taken by the Council on the matter.

ADJOURNMENT

There being no further business to come before the Council, Mayor Reid adjourned the meeting at approximately 9:20 p.m.

ATTEST:

Alice M. Reimche
Alice M. Reimche
City Clerk

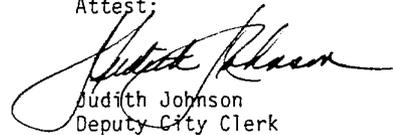
SEE PAGE 35 FOR MINUTES OF MAY 15, 1987

CITY COUNCIL, CITY OF LODI
CITY HALL COUNCIL CHAMBERS

WEDNESDAY, MAY 20, 1987

Wednesday, May 20, 1987 at 7:30 p.m. in the Council Chambers, City Hall, being the time and place of a regular meeting of the City Council of the City of Lodi, I appeared on said date at said hour and place and finding no members of the City Council in attendance, did then and there adjourn said regular Council meeting, all in accordance with Section 36811 of the Government Code of the State of California.

Attest:

A handwritten signature in cursive script, appearing to read "Judith Johnson".

Judith Johnson
Deputy City Clerk

for
Alice M. Reimche
City Clerk