

CITY COUNCIL, CITY OF LODI
CITY HALL COUNCIL CHAMBERS
WEDNESDAY, AUGUST 19, 1987
7:30 P.M.

ROLL CALL Present: Council Members - Hinchman, Pinkerton, Reid, and Olson (Mayor)
Absent: Council Members - Snider
Also Present: 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 Pastor Darrell Thomas, First United Methodist Church.

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

PRESENTATIONS

REPORTS OF THE CITY MANAGER

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

Agenda items E-1-G - "Approve purchase of Aeration Diffusers for White Slough Treatment Facility (area located west of Thornton Road approximately two miles south of Highway 12" and E-1-N - "Approve agreement between the City of Lodi and George Sakurai and Ken Wollenberg to operate the Golf Driving Range located at 531 East Lockeford Street, Lodi" were removed from the Consent Calendar and placed on the Regular Calendar.

CLAIMS CC-21(a) Claims were approved in the amount of \$1,363,150.82.

MINUTES No minutes were presented for Council approval at this meeting.

VARIOUS SPECIFICATIONS

APPROVED Council approved the following specifications and authorized advertising for bids thereon:

- CC-12.1(b) I. One Digger Derrick/Bucket Truck Combination
- II. Three 15 - KV Vacuum Circuit Breakers
- III. One 69-KV SF6 Circuit Breaker

PLANS AND SPECIFICATIONS FOR WELL 10R PUMP AND MOTOR AND SITE IMPROVEMENTS APPROVED

CC-12.1(a) Council approved the plans and specifications for Well 10R Pump and Motor and Site Improvements (located east side of Central California Traction Line at Lime Street off of Guild Avenue) and authorized advertising for bids thereon.

Continued August 19, 1987

AWARD BID FOR
PURCHASE OF 60-12
KV POWER
TRANSFORMER

RES. NO. 87-104
CC-12(d)

City Manager Peterson presented the following bids which had been received for one 60-12 KV Power Transfer:

PRICE INCL.TAX WITHOUT SPARE PARTS	PRICE FOR SPARE PARTS INCL.TX.	"A" PRICE WITH MANUFAC. STANDARD PAINT INC. SPARE PARTS & TAX	"B" COST OF LOSSES	"A" + "B" LIFE-CYCLE COST
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ASEA Electric

\$301,980.22 \$2,994.50 \$294,374.72 \$103,680.00 \$398,054.72

Westinghouse Electric Supply Co.

\$324,435.26 \$3,023.12 \$304,138.38 \$ 97,295.00 \$401,433.38

General Electric Supply Co.

\$318,650.84 \$2,347.90 \$320,998.74 \$ 91,070.00 \$412,068.74

On recommendation of the City Manager, Council adopted Resolution No. 87-104 awarding the bid for the purchase of a 60-12 KV Power Transformer to ASEA Electric in the amount of \$294,374.72.

AWARD CONTRACT FOR
LINCOLN AVENUE
STORM DRAIN OUTFALL
STRUCTURE LOCATED
550 FEET NORTH OF
TURNER ROAD

RES. NO. 87-105
CC-12(c)

City Manager Peterson presented the following bids which had been received for the Lincoln Avenue Storm Drain Outfall Structure located 550 feet north of Turner Road:

<u>BIDDER</u>	<u>LOCATION</u>	<u>BID</u>
Engineer's Estimate		\$16,000.00
Crutchfield Construction	Stockton	19,036.00
Brock Construction	Stockton	33,154.00
Claude C. Wood Company	Lodi	41,900.00
Moody Construction	Sacramento	49,950.00
Strateline Construction	Rio Vista	81,506.85

This project consists of the construction of a large manhole and screw gate in Lincoln Avenue north of Turner Road for control of possible toxic spills. Also included is a large gate to be installed on the Awani Drive outfall line at a later date.

Plans and specifications for this project were approved on July 15, 1987.

Council adopted Resolution No. 87-105 awarding the contract for the above project to Crutchfield Construction Company in the amount of \$19,036.00 and appropriate an additional \$8,000.00 from the Master Drainage Program fund to complete the project.

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IMPROVEMENTS UNDER
SOFTBALL COMPLEX
RESTROOMS, 401 NORTH
STOCKTON STREET,
AND ARMORY PARK
RESTROOMS, 333
NORTH WASHINGTON
STREET, CONTRACT
APPROVED

CC-12(c)

City Council accepted the improvements under the "Softball Complex Restrooms and Armory Park Restrooms" contract and directed the Public Works Director to file a Notice of Completion with the County Recorder's office.

The contract was awarded to Diede Construction of Woodbridge on March 4, 1987 in the amount of \$139,988.00. The contract has been completed in substantial conformance with the plans and specifications approved by the City Council.

The contract completion date, including approved extensions, was August 6, 1987, and the actual completion date was August 6, 1987. The final contract price was \$145,862.89. The difference between the contract amount and the final contract price is mainly due to additional paving at Armory Park to make the restrooms fully handicap accessible, providing temporary power to the pressbox at Armory Park during the construction, some changes in electrical work to compensate for existing field conditions, and a minor change in a roof sheathing detail.

1987-88 TAX RATE
ESTABLISHED FOR
BOND INTEREST
AND REDEMPTION

RES. NO. 87-106

CC-6
CC-177

Council was apprised that it will be necessary to set a property tax rate for 1987-88 in order to return sufficient funds to pay City of Lodi's annual debt service. The debt service is for the bonds authorized by the voters in 1965.

The 1987-88 net secured roll for Lodi is estimated to be \$1,360,905.21. The tax rate needed to generate sufficient funds for bond debt service is calculated to be \$.0281 per \$100 of assessed value. The rate remains unchanged from the previous year.

Council adopted Resolution No. 87-106 - "Resolution Establishing the 1987-88 Tax Rate for Bond Interest and Redemption" as set forth above.

APPEAL OF MR. TOM
SAKODA OF PLANNING
COMMISSION DENIAL
OF REQUESTED VARIANCES
AT 418 SOUTH LEE
STREET SET FOR
PUBLIC HEARING

CC-53(b)

Council was apprised that at its meeting of July 27, 1987 the Planning Commission determined that a "zoning hardship" did not exist and denied the request of Mr. Tom Sakoda to vary the required setback requirements to provide for a new carport. Mr. Sakoda's variance request was to (1) reduce the sideyard adjacent to an alley from 5 feet to 2 feet, and (2) reduce the front yard from 23 feet to 16 feet to permit the erection of a new carport at 418 South Lee Street in an area zoned R-2, Single-Family Residential.

Mr. Sakoda has appealed the Planning Commission's denial of his request pursuant to section 17.72.110 of the Lodi Municipal Code.

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Council set this appeal for Public Hearing at the regular Council meeting of September 2, 1987.

CITY CLERK SETS
PUBLIC HEARING FOR
COUNCIL REVIEW OF
REQUEST FOR PERMIT
TO OPERATE A
LIMOUSINE SERVICE

CC-132

City Clerk Reimche apprised that Council that, pursuant to the Lodi Municipal Code, she had set a public hearing for September 2, 1987 to consider the application received from Vernon J. Stannard, 9248 Premiere Way, Sacramento (Cavalier Limousine Service), to operate a limousine service within the City of Lodi.

IMPROVEMENT ACCEPTED
IN JOHNSON RANCH
UNIT NO. 1,
LOCATED ALONG
CENTURY BOULEVARD,
WEST OF CHEROKEE
LANE

RES. NO. 87-107

CC-46

Council adopted Resolution No. 87-107 accepting the subdivision improvements included in Tract Map No. 2033, Johnson Ranch Unit No. 1, and also accepting the improvements included in the Subdivision Improvement Agreement Addendum dated December 3, 1986 for the reconstruction of the Cherokee Lane/Century Boulevard intersection.

Improvements in Johnson Ranch Unit No. 1 have been completed in substantial conformance with the requirements of the Subdivision Agreement and Addendum between the City of Lodi and Verner Construction dated May 6, 1986, and as specifically set forth in the plans and specifications approved by the City Council.

IMPROVEMENTS ACCEPTED
IN NOMA RANCH UNIT
NO. 2 AT NORTHWEST
CORNER OF ALMOND
DRIVE AND COVENTRY
WAY

RES. NO. 87-108

CC-46

Council adopted Resolution No. 87-108 accepting the subdivision improvements included in Tract Map No. 2082, Noma Ranch Unit No. 2.

Improvements in Noma Ranch Unit No. 2 have been completed in substantial conformance with the requirements of the Subdivision Agreement between the City of Lodi and Bennett and Compton, Inc. dated February 25, 1987, and as specifically set forth in the plans and specifications approved by the City Council.

FINAL MAP AND
SUBDIVISION AGREEMENT
FOR LAKESHORE GARDENS
APPROVED

CC-46

Council approved the final map for Lakeshore Gardens and directed the City Manager and City Clerk to execute the subdivision agreement and map on behalf of the City.

Council was apprised that Lakeshore Gardens Group and Ford Construction Company, Inc., the developers of this subdivision, have furnished the City with the improvement plans, the necessary agreements, guarantees, insurance certificates and fees for the proposed subdivision.

The subdivision is located on Sylvan Way, Sage Way and Century Boulevard and contains a total of 66 zero lot-line residential lots and 2 lots designated as common areas.

AGREEMENT APPROVED FOR MAINTENANCE OF STATE HIGHWAYS IN THE CITY OF LODI

RES. NO. 87-109 Council adopted Resolution No. 87-109 approving the agreement for maintenance of State Highways between the State of California and the City of Lodi and authorized the Mayor and City Clerk to execute the agreement.

CC-7(f)

This agreement covers sweeping of Highway 12 within the City limits. It also covers the sweeping of Highway 99 ramps at Turner Road and Cherokee Lane. The City will bill the State \$4,627 annually for the sweeping of these areas.

PUBLIC HEARINGS

CONSIDER EXTENDING THE MORATORIUM ESTABLISHED PURSUANT TO ORDINANCE NO. 1387 ON THE CONSTRUCTION OR RECONSTRUCTION OF OFF-PREMISE SIGNS

URGENCY ORDINANCE NO. 1405 ADOPTED

CC-53(a) CC-171

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 extending the moratorium established pursuant to Ordinance No. 1387 adopted by the Lodi City Council on August 6, 1986 on the construction or reconstruction of off-premise signs as defined in Lodi Municipal Code Section 17.63.370.

Council was reminded that on August 6, 1986, pursuant to Government Code Section 65858, Ordinance No. 1387 was adopted establishing a twelve-month moratorium on the issuance of building permits for construction or reconstruction of off-premise signs as defined in Lodi Municipal Code Section 17.63.370 within the City of Lodi, so that the sign requirements could be reviewed and improved. Council is now asked to consider extending this moratorium for a period of six months.

The extension of the moratorium will provide the necessary time for staff to complete a draft sign ordinance which requires a number of public hearings before the Planning Commission and the City Council, as well as a review by Jones and Stokes of Sacramento, consultants. This review is indicated because the Council, in updating of the City's general plan, has included an aesthetic element, and in order to properly evaluate the draft sign ordinance, it should be reviewed for consistency with the aesthetic element. Further, the Assistant Planner who was working with the City Attorney on the development of the draft sign ordinance, moved away from the City, and the Community Development Director now has taken on this responsibility, along with his numerous additional responsibilities.

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

Following discussion, with questions being directed to Staff, Council, on motion of Council Member Reid, Hinchman second, adopted Ordinance No. 1405 entitled, "An Urgency Ordinance of the Lodi City Council Extending for Six Months, the Moratorium on the Construction or Reconstruction of Off-Premise Signs Within the City of Lodi". The motion carried the following vote:

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

Noes: Council Members - None

Absent: Council Members - Snider

PUBLIC HEARING TO
CONSIDER REVENUE
SHARING FUNDS AS
THEY PERTAIN TO
THE PROPOSED CITY
OF LODI 1987-88
CAPITAL IMPROVEMENT
PROGRAM

CC-6
CC-15

Notice thereof having been published according to law, an affidavit of which is on file in the office of the City Clerk, Mayor Olson called for the public hearing to consider recommended uses of Revenue Sharing Funds as they pertain to the proposed City of Lodi 1987-88 Capital Improvement Program.

The following report was presented by the City Manager:

With the adoption of the 1987-88 Capital Improvement Program there will remain in the General Revenue Sharing Fund \$673,160 available for capital projects or other City Council-approved uses. The General Revenue Sharing program has been terminated by the Federal Government. Expenditure of this balance will close the books on that source of funding. This is the second of two public hearings required in accordance with General Revenue Sharing regulations prior to the expenditure of these funds. Previously allocated to the City Council Chambers (Carnegie Building) rehabilitation, the expenditure of these monies requires new hearings because of the staff recommendation to allocate these remaining funds elsewhere. The first public hearing was held, as required, at the staff level last Wednesday morning in the Community Room, Lodi Public Library. The hearing was before the City Manager, Assistant City Manager, Finance Director and City Clerk.

It is recommended that Council approve a series of fund transfers, the end result of which will be an amount equal to the Revenue Sharing balance finding its way into the Capital Outlay Reserve Fund where it will be available for capital expenditures minus some rather onerous Federal Government regulations. The recommendation is to transfer Police Department salary expenditures to the General Revenue Sharing Fund until that fund balance is exhausted. This will free a like amount of money to be transferred from the Police Department's budget to the General Fund Operating Reserve. From that fund, it will be transferred to the Capital Outlay Reserve Fund. It is all quite legal and simple, and will save the City a lot of grief in the expenditure of the remains of the City's Revenue Sharing monies.

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To this date, the City has never expended Revenue Sharing monies for salaries or other facets of on-going programs, but for capital expenditures only. This position was taken at the start of the program in 1972 because there was no guarantee that this program would be with us forever. That proved to be a very wise policy, and one that very few cities, because of financial constraints, were able to maintain through the life of the program. As a result, termination of the program did not translate in the City of Lodi to reduced levels of service. However, with the program now ended, it is in the City's best interest to accomplish the fund transfers as recommended to provide the City Council with maximum flexibility in the utilization of the balance.

This hearing is for the purpose of obtaining public input with regard to the use of these funds. At the close of the hearing the City Council is then free to determine in its own best judgement, the appropriate allocation of these funds.

There were no persons in the audience wishing to address the Council on this matter.

Following a lengthy discussion with questions being directed to staff, Council on motion of Council Member Pinkerton, Reid second, directed the staff to accomplish the fund transfers as set forth in staff's recommendations heretofore set forth.

The motion carried by the following vote:

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

PUBLIC HEARING
CALLED PURSUANT TO
STATE OF CALIFORNIA
GOVERNMENT CODE
SECTION 39576 TO
RECEIVE A REPORT
OF THE COST OF
ABATING WEEDS IN
FRONT OF OR ON EACH
SEPARATE PARCEL OF
LAND WHERE THE WORK
WAS DONE BY THE
CITY OF LODI

RES. NO. 87-110

CC-24(b)

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 called pursuant to the State of California Government Code Section 39576 to receive a report of the cost of abating weeds in front of or on each separate parcel of land where the work was done by the City of Lodi.

Council was reminded that several months ago the Council initiated weed abatement proceedings on various parcels throughout the City. According to the Government Code of the State of California legal noticing, including letters to the subject property owners, publications, and postings, were made regarding the matter. Various public hearings regarding the program were conducted by the City Council.

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Ultimately, the City abated weeds on the following four parcels:

1. A5-20.87, 257 Royal Oaks Court, Lodi
P.N. 041-290-05
John Cope
P. O. Box 1318
Woodbridge, CA 95258
2. A5-21.87, 258 Royal Oaks Court, Lodi
P.N. 041-290-04
Rivergate Development Co.
1517 Via Arco
Palos Verdes, CA 90274
3. A5-22.87, 250 Royal Oaks Court, Lodi
P.M. 041-290-03
Roy Irick
1517 Via Arco
Palos Verdes, CA 90274
4. A4-03.87, 713 South Sacramento Street, Lodi
P.N. 045-240-07
Angelantonio DeRubis
2755 Ordway Street, NW 406
Washington, D. C. 20008

The Government Code provides that the City Council shall set a public hearing to receive a report of the cost of abatement in front of or on each separate parcel of land where the work was done by the City. Council set this matter for Public Hearing at the regular meeting of August 19, 1987.

Pursuant to the State Government Code, at the time fixed for receiving and considering the report, the legislative body shall hear it with any objections of the property owners liable to be assessed for the abatement. After confirmation of the report by the Council a copy shall be forwarded to the County Assessor and Tax Collector who shall add the amount of the assessment to the next regular tax bill levied against the parcel for municipal purposes.

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

Following discussion, on motion of Council Member Reid, Pinkerton second, Council adopted Resolution No. 87-110 - Resolution Confirming the Cost of Weed Abatement for 1987 and Providing for Collection. The motion carried by unanimous vote of all Council Members present.

PLANNING COMMISSION City Manager Peterson presented the following Planning
REPORT Commission Report of the Planning Commission Meeting of
August 10, 1987:

CC-35 The Planning Commission -

1. Determined that the Capital Improvement Program for July 1, 1987 to June 30, 1988 was in conformance with the Lodi General Plan.
2. Conditionally approved the Amended Tentative Map of Maggio Industrial Park, a 37.6 acre, 23 lot project proposed for the northwest corner of East Harney Lane and South Stockton Street as requested by Baumbach and Piazza, Consulting Engineers on behalf of Rudy Maggio.

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3. Conditionally approved a Use Permit to install a temporary concrete batch plant and portable office at 1360 East Turner Road in an area zoned M-2, Heavy Industrial, as requested by Larry Busch on behalf of Concrete, Inc.

COMMUNICATIONS
(CITY CLERK)

CLAIMS

CC-4(c)

On motion of Council Member Reid, Hinchman second, Council on recommendation of the City Attorney denied the following claims filed against the City of Lodi and referred them to Leonard J. Russo, Inc., the City's Contract Administrator:

A) Alfred Press, DOL 4/10/87

B) Ruth Gipson, DOL 6/11/87

ABC LICENSE
APPLICATION

CC-7(f)

City Clerk Reimche presented the following application which had been received for an Alcoholic Beverage License:

Juarez Mexican Food
107 Lakewood Mall, Lodi
On Sale Beer and Wine Eating Place
Person to Person Transfer

COUNCIL SUPPORTS
CONCEPT OF POTENTIAL
MASS TRANSIT LINK TO
PROPOSED SUPER-
CONDUCTING SUPER-
COLLIDER PROJECT

CC-50(b)

Following receipt of a letter from the Bay Area Rapid Transit District advising of the Board of Directors position on a potential mass transit link to the proposed Superconducting Super-Collider Project, Council on motion of Mayor Olson, Hinchman second, directed the City Clerk to forward a letter to the Bay Area Rapid Transit District advising of the Council's support of the concept.

PETITION RECEIVED
REQUESTING RENT
CONTROL

CC-16

CC-25

Council on motion of Council Member Hinchman, Reid second, referred to staff, a petition received requesting rent control be established in the City of Lodi. Further,

Council directed the City Clerk to forward a letter to the circulator of the petition advising of the action of the Council in this matter.

COMMENTS BY CITY
COUNCIL MEMBERS

COMMUNITY APPLAUDS
ALL INVOLVED IN
A.S.A SENIOR GIRLS
FAST PITCH NATIONAL
TOURNAMENT

CC-40

On introduction of Mayor Olson, Council applauded all those involved in the A.S.A. Senior Girls Fast Pitch National Tournament. It was a wonderful event!

INCREASED USAGE OF
LODI LAKE PARK

CC-27(c)

CC-40

Council Member Hinchman commented on the increased usage of Lodi Lake Park this year.

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COMMENTS REGARDING
PROPOSED NAME CHANGE
FOR LODI UNIFIED
SCHOOL DISTRICT

CC-43

Following introduction of this matter by Council Member Hinchman, Council urged citizens to contact members of the Governing Board of the Lodi Unified School District regarding their feeling on the proposed name change of the district.

COUNTYWIDE ELDERLY/
HANDICAPPED PRIORITY
MEDICAL ESCORT SERVICE
NOW AVAILABLE IN
COUNTY

CC-50(b)
CC-169

Following introduction of the matter by Council Member Hinchman, an announcement was made regarding countywide elderly/handicapped priority medical escort service that is now available through County Area Transit.

COMMENTS BY THE
PUBLIC ON NON AGENDA
ITEMS

A.S.A. FAST PITCH
NATIONAL TOURNAMENT
COMMENTS

CC-40

Under this segment of the agenda, Parks and Recreation Director Ron Williamson addressed the Council regarding the A.S.A Senior Girls Fast Pitch National Tournament. Mr. Williamson thanked all those who were involved, stating that everyone had worked hard, but had lots of fun. Further, Mr. Williamson commented on the outstanding cooperation of the volunteers.

REPORTS OF THE
CITY MANAGER

REGULAR CALENDAR

REVIEW OF THE LODI
PARKS AND RECREATION
COMMISSION'S
RECOMMENDATION
REGARDING MOTORIZED
BOATING ON LODI
LAKE

CC-27(c)
CC-40

Council was reminded that at its regular meeting of June 3, 1987 the City Council heard a recommendation from the Parks and Recreation Commission that motorized boating be prohibited on Lodi Lake. The matter was set for public hearing June 17, 1987 and was held on that date. At the conclusion of that hearing, at which considerable testimony was presented, the City Council referred the matter back to the Parks and Recreation Commission with a request that the Commission consider a compromise solution which might provide for non-conflicting use of the lake by both motorized and non-motorized craft.

The Commission again heard this matter at its regular meeting of July 7, 1987 and voted unanimously to return its original recommendation to the City Council. The recommendation is that all motorized boating be eliminated from Lodi Lake with certain exceptions (i.e. Fourth of July races); and that the boat launching ramp remain open to provide access to the Mokelumne River with the prohibition of certain types of high-performance boats.

Addressing the Council regarding the matter were:

A) Mr. Les Kolb, 303 Acacia Street, Lodi

- b) Mr. Adam Farrow, 29 Kelly Street, Lodi
- c) Mr. Paul Wood 251 Corinth Avenue, Lodi

Responding to questions as were posed by the Council were Parks and Recreation Director Ron Williamson and Parks Superintendent Scott Essin.

Following a lengthy discussion, Council on motion of Council Member Hinchman, Pinkerton second, established the following schedule for boating on Lodi Lake:

- A) Power craft will be allowed to use the lake from 8:00 a.m. to noon and 6:00 p.m. to dusk on Mondays, Wednesdays, and Fridays.
- B) Non-power craft will be allowed to use the lake from 8:00 a.m. to noon and 6:00 p.m. to dusk on Tuesdays, Thursdays, Saturdays, and Sundays.

Further, Council directed that a survey be conducted on the lake's usage by non-power craft.

The motion carried by the following vote:

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

On motion of Council Member Hinchman, Olson second, Council voted to close the boats' access from the launch on the lake to the Mokelumne River next March.

The motion carried by the following vote:

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

Council Member Hinchman then moved that all V-Drive, and inboard jet craft be restricted from using the lake. The motion was seconded by Council Member Pinkerton. (Following additional discussion, the maker of the motion and the second agreed to withdraw the motion).

Mayor Olson then directed staff to bring back to the Council a recommendation on the types of power craft that should be prohibited from using the lake.

RECESS

Mayor Olson declared a five-minute recess and the meeting reconvened at approximately 9:35 p.m.

REVIEW OF EILERS LANE STREET CLOSURE STUDY

CC-45(a)
CC-48(a)

Council was reminded that at the July 15, 1987 Council meeting, City Council requested staff evaluate the request from the Eilers Lane residents to close Eilers Lane E/Lilac Street.

A vicinity map and the requested street closure configuration were presented for Council's approval. To evaluate this request, staff performed the following tasks with the results indicated:

Continued August 19, 1987

1. Five-day traffic volume count (Wednesday - Sunday);
2. Peak hour turning movement count;
3. Speed survey;
4. Accident record review; and
5. Physical analysis of installing a street closure.

Volumes: The weekday average daily volume is approximately 1,200 vehicles. The weekend volumes are somewhat high compared to the weekday counts (Saturday, 1,200; Sunday, 900). The traffic volume on Eilers Lane, while high compared to a cul-de-sac, is lower than other through residential streets such as California S/Turner (1,600) and Lakeshore Drive (2,280).

Destinations: Peak hour turning movement counts showed that a majority of the motorists using Eilers Lane are not single-family home residents between Lilac Street and Lower Sacramento Road.

A number of the residents of Woodlake Place Condominiums (located at the northwest corner of Eilers Lane/Lilac Street) use Eilers Lane between Lilac Street and Lower Sacramento Road. In addition, Woodbridge residents use this segment of Eilers Lane. The peak hour totals are:

Single-Family Home Residents:	11
Woodlake Place:	21
Woodbridge:	28
Other North County:	11

Almost every street in Lodi has motorists other than the residents of the particular street segment traveling on it except for cul-de-sacs. For example, Lakeshore Drive has a daily volume of 2,280 vehicles and a large portion of the motorists are residents of adjacent subdivisions, Whispering Oaks and The Meadows, located south and west of Lakeshore Drive.

Speed: The results of the recent speed survey were compared to a survey taken in May 1986:

	<u>May 1986</u>	<u>July 1987</u>
85th percentile speed* Westbound	33 mph	32 mph
Eastbound	34 mph	34 mph

*85th percentile speed is the speed at or below which 85% of the traffic is moving. This speed is a major factor in determining the posted speed limit.

The highest speeds observed during the radar survey were 37 mph (westbound) and 38 mph (eastbound). The lowest speeds observed were 15 mph (westbound) and 19 mph (eastbound). These speeds are not unusually high. For example, Staff recently studied Lakeshore Drive at Timberlake Circle. The 85th percentile speed on Lakeshore Drive was 31 mph (southbound) and 33 mph (northbound).

Accidents: Since construction of Eilers Lane in 1985, there has been a total of three accidents. All three accidents occurred in 1987 (January - July). One accident occurred at Eilers Lane/Lilac Street, one accident occurred at Eilers Lane/Lower Sacramento Road, and another accident occurred on Eilers Lane W/Lower Sacramento Road. Both accidents at or near Eilers Lane/Lower Sacramento Road were bicycle versus vehicle accidents and the bicyclists were riding on the wrong side of the road.

Closure: The cost to install a street closure as requested includes materials for posts, directional and warning signs, sandblasting existing markings (stop signs, left and right turn lanes, and centerlines), and painting of new markings. It is estimated that the cost would range between \$1,500 and \$2,300, depending on the type of material used to barricade the street. The cheapest is wood posts; metal guard rail is more expensive. The maintenance cost was not included in the price. Wood posts would have higher maintenance costs than a metal guard rail. Cleaning of debris from the street in the closure area would have to be done by hand.

If the street is closed according to the request, the Fire Department would have trouble using the fire hydrant located at Lilac Street. The fire trucks need a proper turn-around and direct access to the fire hydrants. The Lilac Street fire hydrant supplies fire protection to a portion of the Eilers Lane residents.

Additionally, there would be a major problem backing out of the driveway on the south side of Eilers Lane at Lilac Street.

To properly close the street, a cul-de-sac should be constructed. The City would need to acquire right-of-way, relocate a street light and other utility connections, and residents would need to relocate their driveways. No cost estimate was made for this work.

As stated in the Eilers Lane residents' request, their main concern was the safety of their children. They felt that, "Many Woodbridge residents use Eilers Lane when traveling to Lodi and are driving through our neighborhood at excessive speeds." Every resident in Lodi is concerned for the safety of their children. The volumes and speeds on this street are similar to the speeds of other residential streets.

The request stated, "Closing Eilers Lane at Lilac Street would not only protect the safety of our children, but also the children going to the Woodbridge School." The street closure would eliminate some traffic on Eilers Lane; however, it would not eliminate the previous crossing problem at Lower Sacramento Road/Eilers Lane. The problem was that students were riding their bicycles on the sidewalks on the wrong side of traffic and motorists were unaware of these bicyclists. With the improvements on the north side of Turner Road east of Lower Sacramento Road, a paved walk on the east side of Lower Sacramento Road, and a crosswalk at Eilers, the suggested route to school will eliminate this problem.

With the street closure, the stop signs would be removed at Eilers Lane/Lilac Street and a 90° bend would be created. Students coming from the north side of Eilers Lane west of Lilac Street would not have as safe a crossing as with the existing multi-way stop intersection.

The traffic patterns in the area will change when the Woodhaven/Chestnut bridge is constructed. San Joaquin County and various developers in the Woodbridge area have made a cost sharing agreement for this WID crossing.

A majority of through trips to/from Woodbridge on Eilers Lane/Lilac Street should be eliminated with this construction in the next few years.

If the City was to consider closure of every residential street that has motorists other than the immediate residents using it, every street longer than one block would be a candidate.

It was staff's recommendation that Eilers Lane east of Lilac Street not be closed.

The following persons addressed the Council regarding the matter:

- A) Thomas Gau, 2336 Eilers Lane, Lodi
- b) Steven M. Galvin, 2329 Eilers Lane, Lodi
- c) Gary Wright, 2342 Eilers Lane, Lodi
- d) Jim Reed, 2330 Eilers Lane, Lodi
- e) Russ Munson, 1530 Edgewood Drive, Lodi
- f) Mark Ehlers, 2311 Eilers Lane, Lodi
- g) Martin Oeltjen, 2348 Eilers Lane, Lodi
- h) Debra Gesler, 2305 Eilers Lane, Lodi
- i) James Hill, 2366 Eilers Lane, Lodi

A lengthy discussion followed with questions being directed to staff. On motion of Council Member Pinkerton, Hinchman second, Council directed the Public Works Director to work with the residents of the area in preparing a concept for Council review at the Regular Council Meeting of September 2, 1987 that would include:

- A) A No Left Turn sign on Lilac Street at Eilers Lane
- B) Establishing a 25 mile per hour zone in the subject area
- C) Possible installation of a berm

Council further directed that a speed study of the area be conducted on Friday, August 21, 1987 between the hours of 4:00 p.m. and 8:00 p.m.

Council indicated the need to receive clarification from San Joaquin County on the plan to construct a bridge on Chestnut Street over the Woodbridge Irrigation Canal following receipt of the following letter from George L. Barber, Chairman of the San Joaquin County Board of Supervisors:

"It has been brought to our attention that the City of Lodi is considering a request to close Eilers Lane between Woodhaven Lane and Lower Sacramento Road. On July 2, 1987, an Agreement was executed between San Joaquin County and various property owners in the Woodbridge area. In essence, the Agreement provides that all the participants in the Agreement will contribute a proportionate share for the design and construction of a bridge and related road work on the Chestnut Street alignment over the Woodbridge Irrigation District Canal. San Joaquin County will also contribute to the construction fund for the bridge and related facilities. The County will design and award a contract for the construction of the structure during the 1988 construction season.

Continued August 19, 1987

Due to the abandonment of Lilac Street by the City, in conjunction with the Final Map of Woodlake North Unit No. 2, the traffic circulation in that area was deprived of an important north/south street. It is anticipated that with the construction of the Chestnut Street Bridge, the circulation for this entire area will be significantly improved. Therefore, in our opinion, the proposed closure of Eilers Lane is not an appropriate method of providing adequate circulation for that area and recommend that the requested closure not be approved by the City of Lodi.

Thank you for this opportunity to respond to an important issue, and for your anticipated favorable consideration."

Council also expressed a need for additional traffic enforcement in the subject area.

REVIEW OF EL PORTAL
TRAFFIC STUDY

RES. NO. 87-111

CC-45(a)
CC-48(a)

Council was reminded that at the regular Council meeting of July 15, 1987, the City Council received a letter from the El Portal Homeowners' Association outlining their concern regarding the following items:

- A) 25 MPH signs on Aspen Grove Drive as well as on Gateway Circle.
- B) A Stop or Yield sign on Ridge Drive and Aspen Grove Drive intersection.
- C) Parking in front of or too close to fire hydrants.
- D) On the west side of Church Street between Kettleman and Century, the growth of trees so far out into the street area that it seems to create traffic problems not only for vehicles, but pedestrian and bicycle travel.
- E) In the Banyan, Meadow Drive, Vineyard, and Gateway Circle area, many people park their cars on part of the sidewalk.

At the request of the City Council, staff reviewed the request and notified the Police and Fire Departments for their input.

The following points were presented in the Staff report regarding this matter:

Request No. 1 - 25 Mph Signs

The City's policy has been not to post streets with 25 mph prima facie speeds. Recently, staff informed City Council of a policy whereby streets having 25 mph prima facie limits would be posted when they intersect with a street with a speed limit of 40 mph or more. The reason for this suggestion is that motorists traveling from a 40 mph street to a 25 mph street may tend to drive faster and are inattentive to the speed limit than if they were traveling from a 25 mph street to a 25 mph street. Council asked to have this policy reviewed at a later meeting.

Staff does not recommend installing 25 mph speed signs on Aspen Grove Drive and Gateway Circle since they are streets that intersect with 25 mph streets. However, Banyan Drive N/Harney Lane would be posted with a 25 mph sign if the policy becomes effective. No further action is recommended at this time.

Request No. 2 - Control @ Aspen Grove Drive and Ridge Drive

To determine whether a yield or stop sign is needed at Aspen Grove/Ridge Drive, the safe approach method was used and the accident records reviewed. There has been one accident at this intersection in 1984, none in 1985, one in 1986, and one in 1987 (January through mid-June). Two of the three accidents are not correctable with the installation of a yield or stop sign. Based on the safe approach method, a yield sign is warranted on Ridge Drive at Aspen Grove Drive.

Request No. 3 - No Parking at Fire Hydrants

Vehicle Code Section 22514 states that no person shall stop, park, or leave standing a vehicle within 15 feet of a fire hydrant. The curb does not have to be painted red. The City's general policy is to not paint curbs at fire hydrants in residential areas. However, the City does paint red curbs in areas with high parking demand or where the Fire Department has experienced continual problems.

The Fire Department indicated there is a problem at one location and presented a diagram of the subject area for Council's perusal.

Due to the single-family use, staff would first recommend police enforcement on parking in front of fire hydrants in this area. If this does not resolve the problem, then the curb could be painted red.

Request No. 4 - Trees on Church Street

The Public Works Street Superintendent reviewed Church Street and felt only one tree needed trimming. It was on the east side near Kettleman Lane and it has now been trimmed. The trees on the west side have sufficient clearance from travel way. No further action was recommended at this time.

Request No. 5 - Vehicles Parked on Sidewalk

On streets with rolled-type curbs, many motorists do park their vehicles over portions of the sidewalk. The Police Department is aware of this problem and enforces areas when the vehicle interferes with pedestrian traffic. Increased enforcement is needed.

Mrs. Evelyn R. Thomas, President of the El Portal Homeowners' Association addressed the Council regarding the matter.

Following discussion, on motion of Council Member Reid, Hinchman second, Council adopted Resolution No. 87-111 approving the installation of a "Yield" sign on Ridge Drive at Aspen Grove Drive. Further, Council concurred with staff's recommendation for police enforcement on parking in front of fire hydrants and vehicles parked on sidewalks in the area.

COUNCIL MEMBER
HINCHMAN APPOINTED
AS CITY'S
REPRESENTATIVE TO
SERVE ON THE SAN
JOAQUIN COUNTY
HAZARDOUS WASTE
MANAGEMENT PLAN
ADVISORY COMMITTEE

CC-7(q)
CC-24(a)

Council was apprised that recently adopted legislation requires that all counties put in place a Hazardous Waste Management Plan. The key points of the plan process are as follows:

. Assembly Bill 2948 (Tanner) calls for the preparation of county hazardous waste management plans pursuant to guidelines established by the State Department of Health Services. These plans will contain:

- a) An analysis of the hazardous waste stream.
- b) A determination of the need for facilities to manage the waste.
- c) Identification of potential sites for new facilities or general siting criteria.

. As a part of the planning process the County of San Joaquin must consider input from the cities within the County in preparing the plan, and the final plan must be ratified by a majority of the cities within the County containing a majority of the population of the incorporated portions of the County.

. The plan must be approved by the State Department of Health Services.

. After approval, each County must either incorporate the Hazardous Waste Management Plan into its general plan or adopt an ordinance requiring its land use decisions to be consistent with the approved plan.

The County has designated its Public Works Department as the lead agency and will be meeting on August 24, 1987 with the mayors of all cities (City Selection Committee) in the County for the purpose of compiling the names of each city's representative to an Advisory Committee which will assist the County in the preparation and administration of the plan.

The estimated cost to prepare the plan is \$161,000 of which \$100,000 is anticipated to be funded by the State of California. The balance of \$61,000 is proposed to be distributed between the County and the six cities within the County based on the most recent population percentages. Our city's portion of the balance is estimated at \$6,240, which does not include staff time of City employees.

In addition to the Advisory Committee, which most likely will be comprised of elected officials, there will be a number of more specialized and technical committees made up of staff people who will serve in support roles to the Advisory Committee.

On motion of Mayor Olson, Reid second, Council concurred with the Mayor's appointment of Council Member Hinchman as the City's representative to serve on the San Joaquin County Hazardous Waste Management Plan Advisory Committee.

AGREEMENT APPROVED
TO FORM A COMBINED
RURAL AND CITY
NARCOTICS ENFORCEMENT
TEAM (CRACNET)

CC-24(b)
CC-105
CC-152

Council was apprised by Assistant City Manager Glenn that no single agency within San Joaquin County has the resources necessary to combat the narcotics problem on their own. During the past few years numerous potential narcotics investigation cases have been left on the "back burner" because of the lack of manpower, vehicles or money to sustain adequate investigation.

In light of this, the San Joaquin County Sheriff's Department, the police departments of Stockton, Lodi,

Continued August 19, 1987

Manteca, Tracy, Escalon and Ripon, the California Highway Patrol, the San Joaquin County District Attorney have agreed to work together with the California Bureau of Narcotics Enforcement to form a task force to collectively and co-operatively increase public awareness of drug problems, and to investigate and enforce controlled substance laws and other drug related criminal activity.

This formalized drug enforcement task force will be known as the Combined Rural and City Narcotics Enforcement Team (CRACNET).

On motion of Council Member Pinkerton, Hinchman second, Council approved an agreement to form a county-wide drug enforcement team (CRACNET) and authorized the Chief of Police to execute the agreement on behalf of the City.

PURCHASE OF TWO
ADDITIONAL VEHICLES
FOR POLICE DEPARTMENT
APPROVED

CC-20
CC-47

Following introduction of the matter, Council on motion of Council Member Reid, Hinchman second, approved the purchase of two additional vehicles and radios for the Police Department and authorized the transfer of \$15,000 from the General Fund Operating Reserve to the Equipment Fund.

ACTION DEFERRED ON
PROPOSED AGREEMENT
BETWEEN CITY OF LODI
AND GEORGE SAKURAI
AND KEN WOLLENBERG
TO OPERATE THE GOLF
DRIVING RANGE LOCATED
AT 531 EAST LOCKEFORD
STREET, LODI

CC-27(a)

Agenda item e-1-N - "Approve Agreement between the City of Lodi and George Sukurai and Ken Wollenberg to operate the Golf Driving Range located at 531 East Lockeford Street" was removed from the Consent Calendar and discussed under the Regular Calendar. Council expressed concern regarding certain language in the proposed agreement and requested that the City Attorney amend the Agreement and bring back an amended draft for Council review at the Regular Council Meeting of September 2, 1987.

ORDINANCES

URGENCY ORDINANCE
ADOPTING A CAPITAL
IMPROVEMENT PROGRAM
BUDGET FOR THE CITY
OF LODI FOR FISCAL
YEAR 1987-88 ADOPTED

ORDINANCE NO. 1404
ADOPTED

CC-15
CC-149

Ordinance No. 1404 - An Ordinance Adopting a Capital Improvement Program Budget for the City of Lodi for Fiscal Year 1987-88, having been introduced at the Regular meeting of the Council held August 5, 1987 was brought up for passage as an urgency ordinance on motion of Council Member Pinkerton, Reid 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 - Hinchman Pinkerton, Reid
and Olson (Mayor)

Noes: Council Members - None

Absent: Council Member - Snider

Continued August 19, 1987

PURCHASE OF AERATION
DIFFUSERS FOR WHITE
SLOUGH WATER POLLUTION
CONTROL PLAN
APPROVED

CC-20
CC-47

Following introduction of the matter Council, on motion of Council Member Hinchman, Reid second, approved the purchase of Aeration Diffusers for the White Slough Water Pollution Control Plant from the Parkson Corporation, the sole supplier, in the amount of \$86,464.20.

CLOSED SESSION -
LITIGATION

CC-4(c)

At 11:50 p.m. Council adjourned to a Closed Session regarding litigation in the matter of Ronald Flaherty, DOL 3/21/86.

Council reconvened at approximately 11:54 p.m. and Mayor Olson announced that, by unanimous vote of the Council Members present at this meeting, Council had approved settlement in this matter.

ADJOURNMENT

There being no further business to come before the Council, Mayor Olson adjourned the meeting at approximately 11:55 p.m.

ATTEST:

Alice M. Reimche
ALICE M. REIMCHE
City Clerk