

CITY COUNCIL MEETING
AUGUST 6, 1986

15

DESIGNATED PARKING
SPACES REQUESTED BY
H & R BLOCK

CC-16
CC-27(a)
CC-48(f)

Following receipt of a letter from Mr. Edward S. Gibbons of H & R Block, 8 West Pine Street, Lodi, requesting they be allowed to lease sixteen specific parking spaces in the Southern Pacific lot to be marked "Reserved for H & R Block", Council asked that this request be directed to the Lodi Downtown Business Association and to Staff for review and recommendation.

H&R BLOCK

THE INCOME TAX PEOPLE

8 West Pine Street
Lodi, Ca. 95240
July 18, 1986

RECEIVED

JUL 18 AM 1986

ALICE M. LYNCH
CITY CLERK
CITY OF LODI

To: Mayor Fred Reid and the Lodi City Council:

As way of background I would like to mention that, outside of the banks, we are probably the largest employer in downtown Lodi. During the tax filing season we have up to twenty-five employees working various hours and days during our 9:00 AM to 9:00 PM week days and 9:00 AM to 5:00 PM Saturday and Sunday schedules. Also clients bring an average of approximately 100 cars per day into the downtown area. Many of these people come in from outlying areas and also make a day of shopping and eating, in addition to having their taxes prepared. Many local people, of course, do the same.

During September through November we conduct our tax school two or three days a week - mornings from 10:00 to 1:00, and evenings from 7:00 to 10:00. The evenings, of course, are no problem, but the three hour morning sessions do not fit into the two hour limit established in our area. This means that the approximately fifteen to twenty day students will move their cars from one two hour spot to another during the hourly rest breaks. The students are not employees, so there is no way we can forbid the practice, nor is it possible for us to offer an alternative under the present system.

During tax season we are faced with the same problem, except that the people are employees. Those coming to work after 9:00 AM, those that temporarily leave for one reason or another, and come back to a full All-Day Lot, have no other choice but to park in a two hour zone. This is particularly true if they are returning after their half-hour lunch break, where time is an important factor.

The other problem we face is the character of the neighborhood where this S.P. lot is located. Most of our employees are women and often they don't get away until 10:00 or 11:00 PM (and sometimes later). After 4:00 PM many of them will move their cars into a two hour zone they consider to be a safer area.

To sum up, we have a large number of employees and customers during certain times of the year -

1/15 to 4/15	25 employees	- Approx. 100 client cars per day
4/15 to Labor Day	- 3 "	- A few clients
to 11/20	3 employees	- A few clients, plus approx. 15 to 20 students two or three days per week

To: Mayor Reid and City Council

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July 18, 1986

12/ 1 to 12/25	3 employees	Various training sessions
1/ 1 to 1/14	Varies	From 12/26 to 1/10

Under the present system of monthly passes, we would buy permits for January, February, March and April. Under the proposed system we would have to buy for the first two quarters to cover the 1/15 to 4/15 tax season, then, if we were to cover our students we would need the third quarter to cover September and the fourth quarter to cover the balance of the school term. This would still not really help those coming in after the lot was full - either the 10:00 AM students, or employees - nor would it alleviate cars being moved to a different area before dark.

I would appreciate your considering the following ideas as a solution to the problem. We would like to lease sixteen specific parking spaces in the S.P. lot marked "Reserved for H & R Block". This could be done on the basis of four months January through April, and the four months September through December, which would leave open the May to August period for others. Administratively it would probably be much easier if we rented the sixteen spaces on a year-round basis. Our suggestion would be on the current basis of \$5.00 per space. Also we could add \$1.00 per space for police enforcement. Our cars could be identified with colored placards and placed in the window of the car for ready identification. Payment could be made in advance for whatever period would be acceptable. This would, I feel, be the best solution to the above problem, but I certainly am open to any other solution from the Council:

We would be cooperative toward any parking needs of our neighboring businesses during our slow periods, and during the Christmas shopping season.

I will be at the meeting to answer any questions, or I can be reached at any earlier date at the office at 8 West Pine Street (368-9614), or at my home at 818 West Pine Street (369-2401).

Thank you for your consideration.



Edward S. Gibbons
Owner

Wright Insurance Agency

Two West Pine Street
Lodi, California 95240
Telephone: (209) 334-0870
P.O. Box 40, Lodi, CA 95241

RECEIVED

1986 AUG -7 AM 8 20

ALICE H. PERONE
CITY CLERK
CITY OF LODI

Copy of this document forwarded

8-7-86

Date

August 4, 1986

- District Attorney
- City Manager
- City Engineer
- City Planner
- Council Member - Street
- City Manager Peterson

To: Mayor Fred Reid and the Lodi City Council:

Re: Parking Lot -- Northeast Corner Pine & Sacramento Streets, Lodi

I have had a chance to review Mr. Gibbons' letter of July 18, 1986 and, in general, echo support for his proposal.

However, while we appreciate the fact that Mr. Gibbons is a seasonal operation and a system of buying passes on a monthly basis for his business is more equitable to him, we find paying for parking permits on a monthly basis unnecessary and time-consuming. My suggestion would be that you offer the businesses the option of paying on a monthly, quarterly, semi-annual or annual basis. We have been at our location at Two West Pine Street for 20 years. We have no plans on moving. The advantage to the City in allowing us to pay on an annual basis would be the obvious ability to invest our cash in an interest-bearing account. The loss of investment income to us is more than offset by the inconvenience of having to purchase permits on a monthly basis. A further suggestion would be a partial refund of money should the business move and no longer require the parking. A "short rate" or 10% penalty could be assessed on the amount of monies due for refund to cover the City's administrative cost. This should be palatable to the original parking permit owner and would also free up the spaces for any other people that may wish to use them.

A major problem exists when we leave the parking lot at lunch time. We often return to find the lot full and no place to park but the street. The street has a 2-hour parking limit and, of course, using it takes away spaces from shoppers, etc.

One of our greatest concerns has always been the condition of this parking lot and the vagrants and itinerants it attracts. In addition to parking, it is presently being used as an area to change oil, work on cars, sleeping in vehicles, a urinal, and a general gathering place to drink wine out of paper bags. Lodi has tried to improve its downtown image. This area still remains an eyesore. The people in our office would certainly be happier if we moved our location. We have considered this in the past. We are currently negotiating with our landlord for additional space and improvement of the exterior of our building. Parking is a very sore subject to not only our staff but

Working for people & business.

August 4, 1986

Mayor Fred Reid and the Lodi City Council

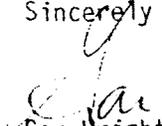
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also our clients. The neighborhood needs to be improved. I am certain it would not do much for the area if we were to move since there are few businesses that can operate in our location where customer parking is not an absolute priority. Only another professional office, such as an attorney, doctor, real estate broker, etc. can operate from this area due to the parking problem. Most of them would prefer to be in the "new professional" area on Ham or Fairmont. We may be forced into this as well, depending on your decision as to parking.

Finally, may I suggest that the parking lot on the southeast corner again be looked at for the same reasons previously mentioned. Lodi is not getting smaller and if you do not address the needs of parking more businesses will move out of the downtown area.

Thank you for your consideration.

Sincerely yours,


Gar Wright

GW/jlg