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MEMORANDUM

To: City Manager  
From: City Attorney  
Re: Pacific Coast Producers' Parking Problem  
Date: August 24, 1982

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On Friday, August 20, 1982, Jim Schroeder and I met with Wayne Trevena, General Manager of Pacific Coast Producers to discuss the parking problem.

Mr. Trevena has provided parking for his personnel; he has provided parking stalls for car pools; he has provided parking stalls for people who ride bicycles and mopeds; and he has sent out letters asking employees to park in the lot. Frankly, I think that he has gone the extra mile to see that employees park within the lot.

Upon discussing with Mr. Trevena the issue of the barrels alleged to be stored in the parking lot, Mr. Trevena said that the barrels that were on the parking lot amounted to approximately 3 or 4 parking spaces. At the time of our visit, they were gone and quite frankly, Hank, with over 200 spaces there, having barrels on 3, 10 or even 20 spaces should not make a difference as to whether people park in the lot.

It seems to me that the two resolutions of this problem might be to:

- (a) Speak with the Union and see if they would agree to allow some kind of monitoring and pay docking system for persons not parking in the lot (which the City would have no way of enforcing); or
- (b) Provide for permit parking pursuant to Section 14-84.1 et seq. of the Lodi City Code. This Section would require the City by ordinance to designate an area for preferential parking that would require us to issue permits and, of course, require our Police Department to enforce the same.

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I would ask that this matter be put on the Council Agenda for September 1, 1982 so that the Council can be asked to give further direction.



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RONALD M. STEIN  
City Attorney

RMS:vc

cc: James B. Schroeder

## COUNCIL COMMUNICATION

TO: THE CITY COUNCIL

DATE

NO.

FROM: THE CITY MANAGER'S OFFICE

September 1, 1982

SUBJECT: Pacific Coast Producers - Parking

For the benefit of the new Council members, I thought that I would discuss the parking problem near Pacific Coast Producers, and the one solution of having permit parking, and use this situation to show some of the thoughts which must go into determining whether or not to put a particular ordinance into effect.

Since the City does have within the Lodi City Code, Section 1484.1 et seq. dealing with permit parking, it would seem that it would be an easy solution to the Pacific Coast Producers' problem, to put an ordinance into effect designating the streets at or near the PCP as permit parking only. Section 1484.1 et seq. requires that we may designate by ordinance, certain residential streets wherein there shall be preferential parking for the residents only. Of course, the City Attorney must prepare the ordinance, but prior to preparing the ordinance, the area to be permit parking must be designated. This would require the Engineering Department to determine which area or areas should be designated as residential parking only.

The reason why the Engineering Department would be required to become involved would be that that Department would have to determine from a traffic standpoint, how far away people would necessarily park their vehicles and walk; and map out that area for the Council. It should be noted that the area that the Engineering Department determines is the proper area, must take into account that the vehicles might then park on other streets, so that Engineering would be required to determine the area from which persons would no longer park their vehicles and walk, and will in effect use the parking lot. Further, the Engineering Department or Public Works Department would be required to get involved in signing the area.

If the City decides to have permit parking, the question must then be asked of where residents' guests are going to park. The Ordinance has no provision for guest parking, so then, either the Engineering Department or the Planning Department must determine the number of driveways and other areas available where additional people could park if this ordinance went into effect.

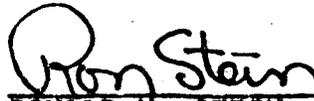
The next area that must be considered is the fact that the Finance Director must then sell permits, and at the present time there is a fee of \$3.00 per permit. It is not merely selling the permits that becomes involved - each resident must bring in proof of residency and motor vehicle ownership in order to have permit control. If we are going to have this ordinance, then we must have enforcement and the Police

Department must be prepared to enforce this ordinance on a 24-hour-day basis during the times in which the Cannery is in operation.

What are the costs to the City in putting this ordinance into effect? Of course, there is the cost of printing the permits, the cost of signing the area, and perhaps the necessity of adding a patrol unit to enforce the ordinance.

It has also been suggested in lieu of doing this permit parking, perhaps we might consider doing a limited time parking. Again, we must consider the cost of signing the area; we must determine the driveways in the area which again, would involve the Planning and/or Engineering Department; and we must also consider the cost of enforcement of a 4, 6, or 8-hour limited parking area.

It is my recommendation that you consider the aforementioned issues prior to recommending the use of a permit parking or limited time parking solution.



RONALD M. STEIN  
City Attorney

RMS:vc

MEMORANDUM, CITY OF LODI, COMMUNITY DEVELOPMENT DEPARTMENT

TO: Ron Stein, City Attorney  
FROM: David Morimoto, Planning Department  
DATE: August 30, 1982  
SUBJECT: P.C.P. Cannery, On Street Parking

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The Planning Department conducted a study of the parking situation adjacent to the P.C.P. Cannery. The study was to determine the number of residences in the area that had no off-street parking available and relied totally on street parking for their vehicles.

The survey area included the area from Tokay Street to Mission Street and from Stockton Street to Washington Street (See attached map).

Within the survey area, we found only four (4) parcels that did not appear to have any area on the lot to park a vehicle. The remaining parcels had an average of two (2) spaces per lot for off-street parking. These spaces were garages, driveways, or in some cases, simply dirt being used for parking. These spaces often did not meet the legal definition of an off-street space. In some cases the cars were stacked down a long, narrow driveway or parked on a dirt or grass area adjacent to the house. They did, however, appear to be used by the residents.

Besides the cannery workers, factors that compound the parking problem appear to include narrow streets, narrow lots and a high number of cars per household. Most of the streets adjacent to the cannery have less than standard street widths. The narrow streets make going in and out of driveways difficult when cars are parked on both sides of the streets. The narrow lots also mean that driveways are often narrow and in some cases two (2) lots may share a driveway. Finally, it appears that many of the households have more than two (2) vehicles so some of the vehicles must be parked on the street.

DM/ns

Attachment



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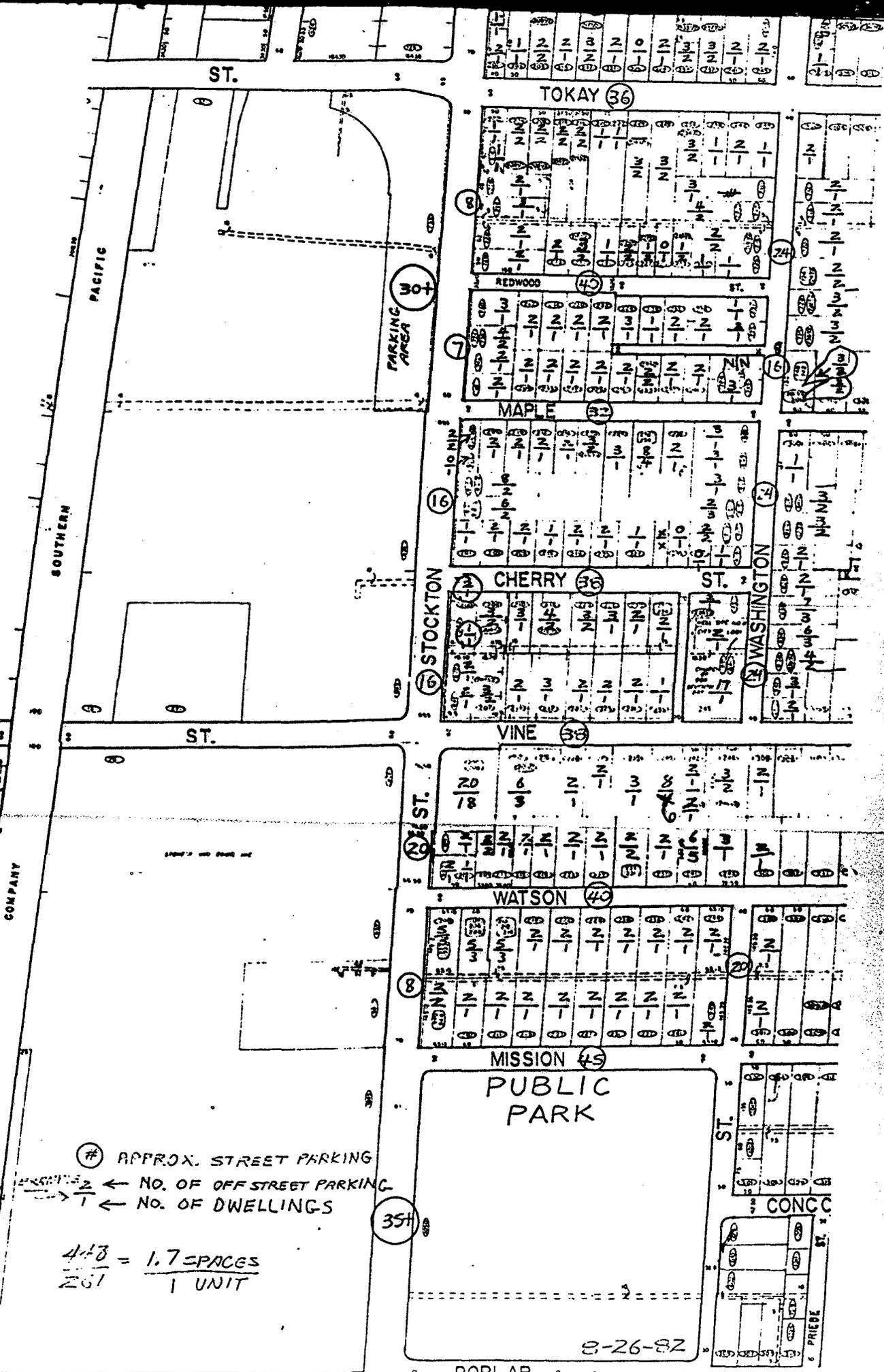
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DM/ns

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(#) APPROX. STREET PARKING  
 ← NO. OF OFF STREET PARKING  
 → NO. OF DWELLINGS

$$\frac{478}{261} = 1.7 \text{ SPACES} \\ \text{1 UNIT}$$

8-26-82

POPLAR