

CC 33

CITY COUNCIL MEETING  
SEPTEMBER 4, 1985

PUBLIC HEARINGS  
PERMIT PARKING  
AREA OF CANNERY

Notice thereof having been published according to law, an affidavit of which publication is on file in the office of the City Clerk, Mayor Hinchman called for the Public Hearing to seek community input regarding the adoption of policy guidelines for the designation as to permit parking only of the residential area adjacent to the Pacific Coast Producers Cannery on South Stockton Street, Lodi, California.

The matter was introduced by Staff who presented diagrams of the subject area and responded to questions as were posed by Council.

The following persons spoke in favor of permit parking in the subject area:

- a) Mr. Ben Kauk, 209 Maple Street, Lodi
- b) Ms. Inez Villa, 817 S. Washington Street, Lodi
- c) Mr. Albert Castro, 206 Maple Street, Lodi
- d) Pastor Loren G. Stacy, Church of God-  
Seventh Day, 245 E. Vine Street, Lodi
- e) Mrs. Darrell Mueller, 412 N. Ham Lane, Lodi,  
owner of property at 735 - 731 S. Washington  
Street, Lodi
- f) Mr. Dale Baumbach, 1453 W. Tokay Street,  
Lodi, owner of property at 814 S.  
Washington Street, Lodi

and to Staff. The following alternatives were

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CITY COUNCIL MEETING  
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- g) Mrs. Arnold Schnaible, 728 S. Washington Street, Lodi

No persons were in the audience wishing to speak in opposition to permit parking in the subject area.

Mr. Mike Bradley, Executive Manager of the Lodi District Chamber of Commerce, addressed the Council regarding the various actions that had been taken by Pacific Coast Producers over the years in attempting to alleviate parking problems in the area of their facility.

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

Council Member Pinkerton proposed various alternatives that could be implemented to remedy the present parking and traffic problems which included amendments to the present ordinance; limited time parking alternatives; a combination of limited time parking and permit parking.

Council Member Pinkerton proposed a permit parking fee of \$1.00 for three years; suggested police department monitoring of the subject area; and proposed that the restrictions be implemented for the yearly 9 month period that the cannery is in operation.

A lengthy discussion followed with questions being directed to those who had given testimony and to Staff. The following alternatives were recapped as possible solutions to the situation:

- 1) No parking for 1 hour
  - a) 2 times/day
  - b) 3 times/day
- 2) 1 hour time limit during 2 hour period
  - a) 2 times/day
  - b) 3 times/day
- 3) Resident Permit plus no parking as set forth in item 1 above
- 4) Resident Permit plus limited parking as set forth in item 2 above.
- 5) Permit Parking with one guest pass per resident
- 6) 2 hour time limit - all day or some portion of day

Additional discussion followed.

On motion of Council Member Snider, Olson second, Council directed Staff to bring back to Council, at the 2nd Council meeting in October, a written report detailing the various proposed solutions and alternates discussed at this meeting and included in testimony received at the Public Hearing regarding this matter.

# COUNCIL COMMUNICATION

TO: THE CITY COUNCIL

DATE

NO.

FROM: THE CITY MANAGER'S OFFICE

September 4, 1985

SUBJECT: PUBLIC HEARING - PERMIT PARKING GUIDELINES

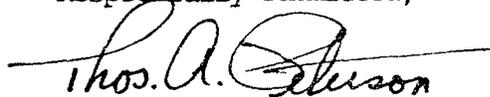
RECOMMENDED ACTION:

That the City Council conduct a public hearing on the proposed guidelines for the designation of permit parking areas and take action as deemed appropriate

BACKGROUND INFORMATION:

At its regular adjourned meeting of July 24, 1985 the City Council heard concerns expressed by residents in the area of the PCP cannery about crowded parking conditions. The Council set this meeting as the date and time for a public hearing to receive input concerning staff recommendations for permit parking guidelines. All area residents have been advised of this hearing and have received copies of the recommended guidelines.

Respectfully submitted,



Thomas A. Peterson  
City Manager

TAP:jj

CITY COUNCIL

DAVID M. HINCHMAN, Mayor  
FRED M. REID  
Mayor Pro Tempore  
EVELYN M. OLSON  
JAMES W. PINKERTON, Jr.  
JOHN R. (Randy) SNIDER

# CITY OF LODI

CITY HALL, 221 WEST PINE STREET  
CALL BOX 3006  
LODI, CALIFORNIA 95241-1910  
(209) 334-5634

THOMAS A. PETERSON  
City Manager

ALICE M. REIMCHE  
City Clerk

RONALD M. STEIN  
City Attorney

To: Residents

From: City Manager

Subject: Residential Permit Parking Guidelines

At its regular meeting of July 24, the City Council heard comments from residents in your area concerning designating your neighborhood as one where street parking would be by permit only. This was a suggestion offered by one of your neighbors as a means to easing the parking problems you are now experiencing when the cannery is in full operation.

Attached are:

A copy of the City's present ordinance concerning permit parking areas.

A copy of a map of the proposed area to be so designated.

A copy of the proposed permit parking guidelines to be discussed by the City Council at its study session Tuesday, August 27, 1985 at 7:00 a.m. in the City Council Chambers.

A copy of the notice of the public hearing on this matter to be held Wednesday, September 4, 1985 at 7:30 p.m. in the City Council Chambers.

The study session (August 27) is primarily a work meeting for the City Council and public input will be limited. This meeting will probably be adjourned around 8:15 a.m. It is at the public hearing (September 4) that the public will have ample opportunity to address the City Council on this matter.

Should you have any questions or have need for any additional information, please do not hesitate to contact the City Clerk's office, at 333-6700.

Chapter 10.32

**RESIDENTIAL PERMIT PARKING**

Sections:

- 10.32.010 Statutory authority.
- 10.32.020 Zone designation.
- 10.32.030 Permit required.
- 10.32.040 Application for permit.
- 10.32.050 Issuance of permit.
- 10.32.060 Term of permit.
- 10.32.070 Display of permit.
- 10.32.080 Fee.
- 10.32.090 Exemptions.
- 10.32.100 Violation—Infraction.

**10.32.010 Statutory authority.**

The ordinance codified in this chapter is enacted pursuant to the authority contained in California Vehicle Code Section 22507. (Prior code § 14-84.10)

**10.32.020 Zone designation.**

A. The council may designate by ordinance certain residential streets or alleys or any portions thereof as a preferential parking zone for the benefit of residents adjacent thereto in which zone vehicles displaying a permit or other authorized indicia may be exempt from parking prohibitions or restrictions otherwise posted, marked or noticed.

B. No preferential parking ordinance shall apply until signs or markings giving adequate notice thereof have been placed. (Prior code § 14-84.1)

**10.32.030 Permit required.**

No person shall park or leave standing on such street or portion thereof any vehicle unless such vehicle has displayed thereon an appropriate permit issued by the finance director which entitles the holder thereof to preferential parking privileges on the street or portion thereof in question. (Prior code § 14-84.2)

**10.32.040 Application for permit.**

Each application for a parking permit shall contain information sufficient to identify the applicant, his residence address on a street within the residential parking permit area, the license number of the motor vehicle for which application is made and such other information that may be deemed relevant by the finance director. (Prior code § 14-84.4)

**10.32.050 Issuance of permit.**

A. Parking permits shall be issued by the finance director. Each such permit shall state the license number of the motor vehicle for which it is issued. No more than one parking permit shall be issued to each motor vehicle for which application is made. The finance director is authorized to issue such rules and regulations, not inconsistent with this chapter, governing the manner in which persons shall qualify for parking permits.

B. Parking permits may be issued for motor vehicles only upon application of a legal resident of property adjacent to a street within the residential permit parking area who has a motor vehicle registered in his name or who has a motor vehicle for his exclusive use and under his control.

C. Proof of residency and motor vehicle ownership or vehicle use and control shall be demonstrated in a manner determined by the finance director. (Prior code § 14-84.3)

**10.32.060 Term of permit.**

Permits issued pursuant to this chapter shall remain effective for a period of one calendar year or fraction thereof, or so long as the applicant continues to reside in a qualified dwelling unit for such permit or until the preferential parking zone for which such permit was issued is eliminated, whichever period of time is less. (Prior code § 14-84.5)

**10.32.070 Display of permit.**

Permits shall be displayed on the left rear bumper of the vehicle for which the permit is issued. (Prior code § 14-84.6)

**10.32.080 Fee.**

The finance director shall collect a fee of three dollars for each original permit issued and one dollar for a renewal permit. (Prior code § 14-84.7)

**10.32.090 Exemptions.**

The provisions of this chapter shall not apply to any delivery vehicle, which vehicle is under the control of an individual providing service to property located on a street in a residential permit parking area; nor to any emergency motor vehicle including, but not limited to, an ambulance, fire engine or police vehicle. (Prior code § 14-84.8)

**10.32.100 Violation—Infraction.**

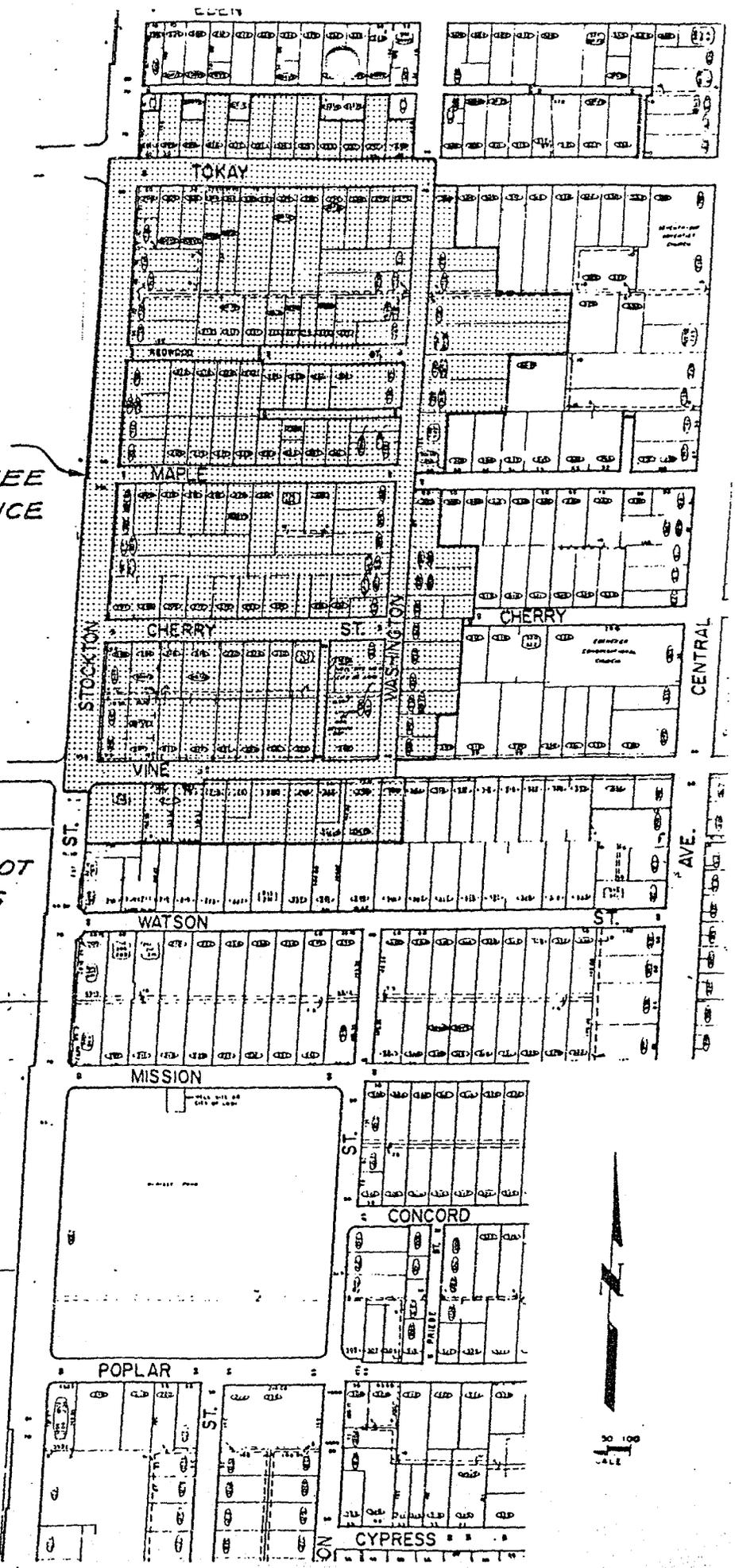
Pursuant to Government Code Section 36900, violations of this chapter are designated infractions. (Prior code § 14-84.9)

 PROPOSED  
RESIDENTIAL  
PERMIT  
PARKING AREA

PCP  
EMPLOYEE  
ENTRANCE

ASPHALT LOT  
W/ PALLETS

PCP  
EMPLOYEE  
PARKING LOT



PROCEDURE FOR ESTABLISHING RESIDENTIAL  
PERMIT PARKING PROGRAMS

OBJECTIVE OF PROGRAM

The general objective of the preferential parking program is to provide on-street parking for residents in their own immediate neighborhoods, to the exclusion of non-resident parking on the street.

The specific social and environmental objectives to be considered in the exclusion of non-resident parking are the reduction of air pollution, excessive noise, traffic hazards and litter, the preservation of the residential character of the neighborhood, and the provision of access for residents to their homes without unreasonable burden.

ORDINANCE

The City Council has enacted an ordinance that will provide the legal basis for the program.

PROCEDURE FOR DETERMINING ELIGIBILITY OF RESTRICTED PARKING NEIGHBORHOODS

- a. Petition: At least 60% of the residents living in a reasonably sized neighborhood shall sign a petition requesting residential permit action. A reasonably sized neighborhood is generally defined as one complete block, including both sides of each block (eight block faces) with a minimum of 50 residents.
- b. Council Referral: Then City Council may direct the Engineering Division of the Public Works Department to conduct surveys and studies to determine the eligibility of the neighborhood for which the petition is submitted.
- c. Scope of Surveys and Studies: The surveys and studies by the Engineering Division shall include:
  1. On-street parking space supply.
  2. Off-street parking space supply and accessibility.
  3. On-street parking supply vs. demand.
  4. Non-resident vehicles vs. residential vehicles during peak hour occupancy.
  5. Percentage of non-resident vehicles that could use off-street parking spaces.
  6. Average vehicle turnover per on-street space.
- d. Report, Recommendation and Council Decision: Upon completion of the surveys and studies, the Engineering Division will submit a written report, together with recommendations, to the City Manager. The City Council, at a regular meeting, will decide whether or not to designate the area for residential permit parking program.
- e. Permits: If the City Council, by ordinance, designates a preferential parking zone, the application for permits, issuance of permits, duration of permits, display of permits, fees, exemptions, penalties, and other conditions shall all be in accordance with Ordinance No. 1158 of the Lodi City Code.

## PREFERENTIAL PARKING

Page 2

- f. Regulation: The permit vehicle will be exempt from the area's signed parking regulations, and all other parked vehicles (except those specified in Sec. 8, "Exemptions") will be in violation of the ordinance.
- g. Fines for Preferential Parking Violations: The fine for a parking violation in a preferential parking area should be set so that it is prohibitive to the extent that it prevents enough violations to meet the primary objective of the program, yet in a range that generates some revenue to pay some of the cost of the program. A fine of at least \$5 is recommended for the reasons mentioned above.

### DISCUSSION

A preferential parking area will, most certainly, create problems for the residents of the area, residents of the surrounding area, enforcement officers, and other citizens of the City. Some of the problems that can be anticipated are:

- a. Some residents of the area will be opposed to paying a fee to park in front of their own homes.
- b. Some residents will object because visitors to their homes will not be able to park on the street.
- c. Some non-residents will contend they are being denied what they consider their rightful access to public streets and complain of inconveniences to them.
- d. Since no arrangements are anticipated for visitors to the area, residents will have to make their own arrangements for visitors by parking in the street to allow visitors to park in their driveway or garage.
- e. Fraudulent use of permits will be difficult to control. It will be easy for a resident to resell permits at a profit. Detection of this kind of violation will be difficult. Counterfeit permits, false proof of residence, resale of resident permits - these are some of the many problems inherent in this kind of program.
- f. In some areas, commuters will walk the extra distance and park on streets just outside of the program area. This will create new parking problems in areas that are now unaffected. It may require preferential parking in areas where there are no parking problems to begin with.
- g. Some problems caused by preferential parking are unknown prior to implementation of the program since some neighborhoods will have unique characteristics in terms of traffic and parking not yet realized.

### COSTS

For the purpose of this report, it is assumed that all costs relating to the project are to be borne by those in the benefit area. It is highly recommended that revenues be set to accomplish this.

NOTICE OF PUBLIC HEARING BY THE CITY COUNCIL OF THE CITY  
OF LODI TO SEEK COMMUNITY INPUT REGARDING THE ADOPTION OF  
POLICY GUIDELINES FOR THE DESIGNATION AS PERMIT PARKING ONLY  
OF THE RESIDENTIAL AREA ADJACENT TO THE PACIFIC COAST  
PRODUCERS CANNERY ON SOUTH STOCKTON STREET, LODI, CALIFORNIA

NOTICE IS HEREBY GIVEN that on September 4, 1985 at the hour of 7:30 pm, or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing in the Council Chambers, City Hall, 221 West Pine Street, Lodi, California, to seek community input regarding the adoption of policy guidelines for the designation as permit parking only of the residential area adjacent to the Pacific Coast Producers Cannery on South Stockton Street, Lodi. The subject area would involve all properties within and having frontage on the streets bounded by Tokay Street on the north, Washington Street on the east, Vine Street on the south and Stockton Street on the west, except those properties fronting the west side of Stockton Street.

Information regarding this item including copies of Ordinance No. 1158 -An Ordinance Amending Lodi City Code Chapter 14, "Motor Vehicles and Traffic" by Adding a New Section Thereto Relating to Permit Parking on Designated Streets" may be obtained in the office of the City Clerk or the Public Works Department at 221 West Pine Street, Lodi, California.

All interested persons are invited to present their views on this matter. Written Statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

Dated: August 7, 1985

By Order of the Lodi City Council

*Alice M. Reimche*  
ALICE M. REIMCHE  
CITY CLERK

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## PREFERENTIAL PARKING

Page 2

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COSTS

Attached is a preliminary rundown on costs and revenues. For the purpose of this report, it is assumed that all costs relating to the project are to be borne by those in the benefit area. It is highly recommended that revenues be set to accomplish this.

PERMIT PARKING AREA (CANNERY AREA)

INITIAL AND ANNUAL COST AND ESTIMATED REVENUE PER YEAR

This typical district would be bounded, approximately, by the north side of Tokay Street, the east side of Washington Street, the south side of Vine Street, and the west side of Stockton Street as shown on the attached map. The area consists of the equivalent of 24 block faces and would affect approximately 130 residents.

INITIAL COST

		<u>1985 update</u>
Studies & Surveys	\$ 700.00	\$ 500
Permits & Administration	800.00	800
Signs (including labor, material and equipment)	7,200.00 +10%	8000
TOTAL	\$ 8,700.00	\$ 9,300

ANNUAL OPERATING COST

Sign Maintenance (10% Replacement)	\$ 700.00	\$ 800
Permits & Administration (50%)	400.00	400
Enforcement - 365 hours @ \$14.00 360 hr @ \$30/hr (officer & veh.)	5,100.00	\$ 10,200
<del>10% of Initial Cost</del>	900.00	-
TOTAL	\$ 7,100.00	\$ 12,000

INITIAL REVENUE

260 Permits @ \$3.00	\$ 780.00	\$ 780
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PREFERENTIAL PARKING

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ANNUAL REVENUE

1985  
update

260 Renewal Permits @ \$1.00 (after 1st yr.)	\$ 260.00	\$ 260
Citations - 500 @ \$5.00 x 82%	2,050.00	3540
360 @ \$12.00 x 82%		
	<hr/>	<hr/>
TOTAL	\$ 2,310.00	\$ 3800

NOTES

- a. Initial Cost: A block face, as used in the estimate, is assumed as 400 lineal feet of one side of a street. Studies and surveys were estimated at \$30 per block face and permits and administration costs at \$35 per block face. Signs were estimated at \$100 each, with three signs to be installed in each block face.
- b. Operating Cost: Sign replacement is estimated to be 10% per year and permits and administration at 50% of the initial cost. Enforcement was calculated on the basis of making one checks of the area per shift or three checks per day. Each check of the area will take 18 to 20 minutes (actual measurement of run) and does not include any time for writing citations. There is also no time figured for call-outs on citizen complaints. The Police Dept. felt that twice this much time should be spent.

It is assumed the permit parking area is to be monetarily self-sufficient and, to recover the installation cost over a 10-year period, 10% of the initial cost has been included as an annual operating expense.

- c. Revenue Per Year: The initial revenue from permits was estimated on the assumption of issuing 260 permits (two per dwelling) at \$3 per permit. Ordinance No. 1158, Section 7, states, "The Finance Director shall collect a fee of \$3 for each original permit and \$1 for each renewal permit."

Since the only revenue from the area will be from permits and citations, and if the area is to be self-sufficient, approximately 1700 citations would need to be issued per year to recover the annual Operating Cost. This does not appear to be a reasonable estimate of the number of citations to be issued, particularly when one realizes that the cannery, and the problem, only operates during a portion of each year.

Four ways, or combinations thereof, exist to fund the district.

- 1. Make up any deficits from the general fund. This solution is not recommended as being difficult to defend in today's tight money situation.
- 2. Raise annual permit fees. While this appears reasonable, the actual amount of money obtained by increasing the fee from \$1 to \$3 is insignificant in relation to the amount of money needed. If it is felt that residents should pay for the initial City costs, the permits would have to be raised to \$33 each.

PREFERENTIAL PARKING

Page 5.

3. Raise the fine from \$5 to a figure which will, in fact, provide the necessary monies to make the district self-sufficient.
4. Decrease the amount of time (and money) spent on enforcement, particularly during off-season at the cannery. While this is the most direct, positive, and controllable way, it does have the disadvantage of probably increasing the number of "call outs" from residents in the area and decreasing the number of citations issued. At the same time, it releases police officers for other work.

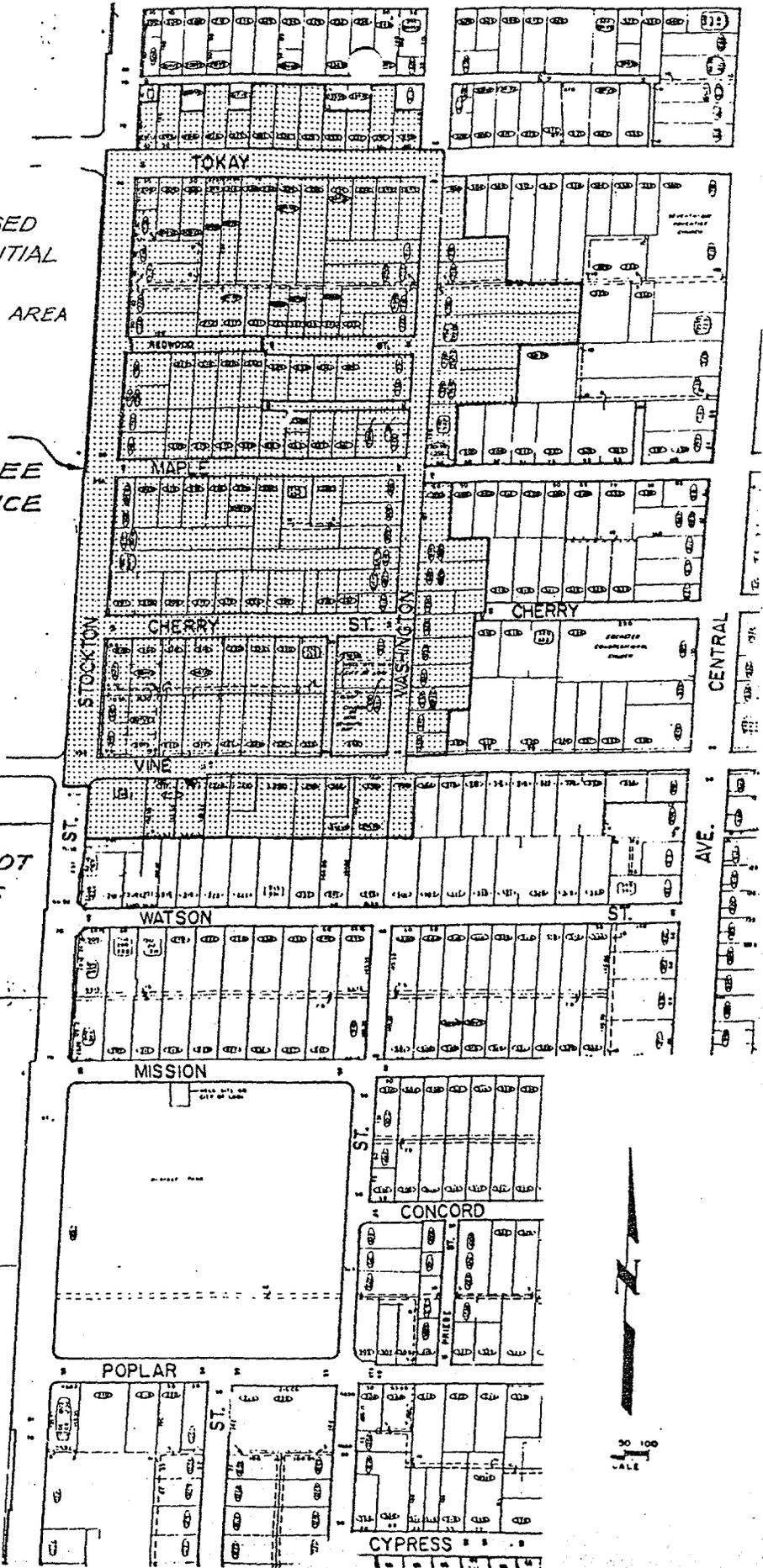
Probably the best solution would be some combination of 2, 3, and 4 above.

 PROPOSED  
RESIDENTIAL  
PERMIT  
PARKING AREA

PCP  
EMPLOYEE  
ENTRANCE

ASPHALT LOT  
W/ PALLETS

PCP  
EMPLOYEE  
PARKING LOT



0 50 100  
SCALE

To: The Honorable Mayor and  
Members of the City Council

② From: City Manager

Subject: Residential Permit Parking

In accordance with the City Council's direction, this topic has been placed on the agenda for the "shirtsleeve" session to be held Tuesday, August 27, 1985. Attached is information compiled for your review. Copies of the present ordinance, the proposed guidelines, the publication notice and a map of the area will be distributed to residents in the area Friday, August 23, 1985 along with a memo explaining the process.

10.28.200

their enforcement of the provisions of this division. The removal, obliteration or concealment of any chalk mark or other distinguishing mark or object used by any police officer or other employee or officer of this city in connection with the enforcement of the parking regulations of this chapter shall, if done for the purpose of evading the provisions of this chapter, constitute such interference or obstruction. (Prior code § 14-84 (part), (a), (b), (c), (e))

**10.28.210 Violation—Infraction.**

The provisions of Chapter 1.08 of this code are inapplicable, and any owner or operator who violates or fails to comply with this chapter is guilty of an infraction punishable by:

A. A fine not exceeding fifty dollars for a first violation;

B. A fine not exceeding one hundred dollars for a second violation of the same ordinance within one year;

C. A fine not exceeding two hundred fifty dollars for each additional violation of the same ordinance within one year. (Prior code § 14-84(d))

**Chapter 10.32**

**RESIDENTIAL PERMIT PARKING**

**Sections:**

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10.32.080 Fee.

10.32.090 Exemptions.

10.32.100 Violation—Infraction.

**19.32.010 Statutory authority.**

The ordinance codified in this chapter is enacted pursuant to the authority contained in California Vehicle Code Section 22507. (Prior code § 14-84.10)

**10.32.020 Zone designation.**

A. The council may designate by ordinance certain residential streets or alleys or any portions thereof as a preferential parking zone for the benefit of residents adjacent thereto in which zone vehicles displaying a permit or other authorized indicia may be exempt from parking prohibitions or restrictions otherwise posted, marked or noticed.

B. No preferential parking ordinance shall apply until signs or markings giving adequate notice thereof have been placed. (Prior code § 14-84.1)

**10.32.030 Permit required.**

No person shall park or leave standing on such street or portion thereof any vehicle unless such vehicle has displayed thereon an appropriate permit issued by the finance director which entitles the holder thereof to preferential parking privileges on the street or portion thereof in question. (Prior code § 14-84.2)

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of the motor vehicle for which application is made and such other information that may be deemed relevant by the finance director. (Prior code § 14-84.4)

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B. Parking permits may be issued for motor vehicles only upon application of a legal resident of property adjacent to a street within the residential permit parking area who has a motor vehicle registered in his name or who has a motor vehicle for his exclusive use and under his control.

C. Proof of residency and motor vehicle ownership or vehicle use and control shall be demonstrated in a manner determined by the finance director. (Prior code § 14-84.3)

#### 10.32.060 Term of permit.

Permits issued pursuant to this chapter shall remain effective for a period of ~~one~~ <sup>three</sup> calendar years or fraction thereof, or so long as the applicant continues to reside in a qualified dwelling unit for such permit or until the preferential parking zone for which such permit was issued is eliminated, whichever period of time is less. (Prior code § 14-84.5)

#### 10.32.070 Display of permit.

Permits shall be displayed on the left rear bumper of the vehicle for which the permit is issued. (Prior code § 14-84.6)

#### 10.32.080 Fee.

The finance director shall collect a fee of three dollars for each original permit issued and one dollar for a renewal permit. (Prior code § 14-84.7)

#### 10.32.090 Exemptions.

The provisions of this chapter shall not apply to any delivery vehicle, which vehicle is under the control of an individual providing service to property located on a street in a residential permit parking area; nor to any emergency motor vehicle including, but not limited to, an ambulance, fire engine or police vehicle. (Prior code § 14-84.8)

#### 10.32.100 Violation—Infraction.

Pursuant to Government Code Section 36900, violations of this chapter are designated infractions. (Prior code § 14-84.9)

### Chapter 10.36

#### ABANDONED, WRECKED AND INOPERABLE VEHICLES

##### Sections:

- 10.36.010 Nuisance.
- 10.36.020 Definitions.
- 10.36.030 Exemptions.
- 10.36.040 Provisions supplementary.
- 10.36.050 Enforcement—Right of entry.

MEMORANDUM, City of Lodi, Public Works Department

TO: City Manager  
City Attorney

FROM: Public Works Director

DATE: August 2, 1985

SUBJECT: Residential Permit Parking

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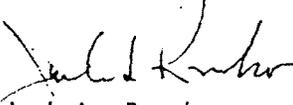
For your information, I have attached the following information:

1. Copy of the City Code outlining the residential permit parking requirements.
2. A memo, dated March 19, 1979, to the City Council recommending that guidelines for preferential parking be adopted. To my knowledge, this has not been acted upon by the City Council.
3. A memo from the City Attorney outlining the parking problem in the area of Pacific Coast Producers and discussing the residential permit parking ordinance that is adopted.

As I indicated in my memo of March 19, 1979, I still feel strongly that guidelines for preferential parking should be approved by the City Council. It is felt that a good way to continue moving ahead on the PCP parking problem is to take the attached guidelines in their present form to the Council for discussion and final approval. Once the guidelines have been adopted, the procedures for moving ahead on this problem should fall into place.

As we discussed at our last meeting on this subject, it appears impossible to implement permit parking in the cannery area this summer in order to benefit the citizens this year. This is due to the fact that it will probably take two Council meetings to implement the Residential Permit Parking in the cannery area and it will then take a minimum of 6 to 8 weeks to obtain the special signing required for the proposed preferential parking.

Please contact me if you need any additional information.

  
Jack L. Ronsko  
Public Works Director

Attachments

JLR/eeh

March 19, 1979

Preferential Parking

---

**RECOMMENDED ACTION:** That the Council discuss and take the appropriate actions with respect to the attached guidelines for preferential parking.

**BACKGROUND INFORMATION:** Based on the request made at the last shirtsleeve session of Tuesday, March 13, 1979, we are presenting the following information:

- o The existing fine established by the court for this type of parking infraction is \$5.00 per citation. Of this amount, the City receives 82%. Attached is a communication from Judge Seibly regarding possible increases in this amount.
- o The existing Ordinance #1158, Section 7, states, "The Finance Director shall collect a fee of \$3 for each original permit and \$1 for each permit renewal. It is recommended that the City Council consider increasing the original permit fee to help recover the initial costs of the program and that the Council also consider an increase in the renewal fee. These changes would require an ordinance revision.
- o It is also recommended that the City staff prepare a form petition which can be used to obtain signatures. In this way, each person signing the petition would have access to all of the information needed to decide whether he/she wanted preferential parking in their neighborhood.

Comments from the Police Department on these proposed guidelines have already been received verbally by the Council.

Jack L. Ronsko  
Public Works Director

Enclosure

JLR:dt

Chambers  
of  
Judge J. Thomas Seibly

March 16, 1979

Mr. Jack Ronsko  
Department of Public Works  
City of Lodi  
City Hall  
Lodi, Ca. 95240

RE: IMPACT OF RESIDENTIAL PERMIT PARKING PROGRAM

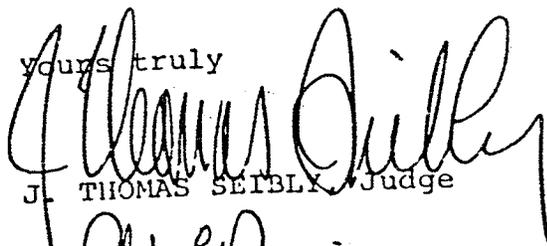
Dear Mr. Ronsko:

In response to the request of Mr. Marvin Davis for input concerning the impact on the Lodi Municipal Court as a result of implementation of the City of Lodi's proposed Residential Permit Parking Program you should be aware of the following:

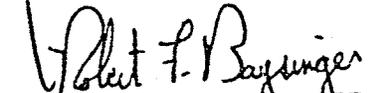
1. The current \$5.00 parking violation fee figure is generally considered sufficient to deter violators and is in fact higher than in neighboring jurisdiction.
2. Implementation of such a program would in itself increase the number of citation filings and correspondingly the work of the Clerk's Office of the Court.
3. An increase in the amount of fee per violation would result in an increase in workload and expense, in addition to the mere filing and handling, in the following areas:
  - a. Court time - as the fee increases, the percentage of persons wishing formal arraignment will increase. It becomes economically feasible for a person to come to Court in hopes that the fine would be lowered by the Judge because of some mitigating factor not amounting to a defense.
  - b. Police time - as the fine increases and more persons are willing to come to Court, you can expect more of the matters to be set for trial. This results in City employees involvement as witnesses and leads to costs of time, overtime, etc.

In general, it is recognized that a problem exists in particular areas of the City and it appears that the proposed program may solve the problem. It is, however, doubtful that the program could be made more economically feasible by an increase of bail.

yours truly

A large, stylized handwritten signature in dark ink, appearing to read "J. Thomas Seibly". The signature is written over the typed name and title.

J. THOMAS SEIBLY, Judge

A handwritten signature in dark ink, appearing to read "Robert F. Baysinger". The signature is written over the typed name and title.

ROBERT F. BAYSINGER, Commissioner

# 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.

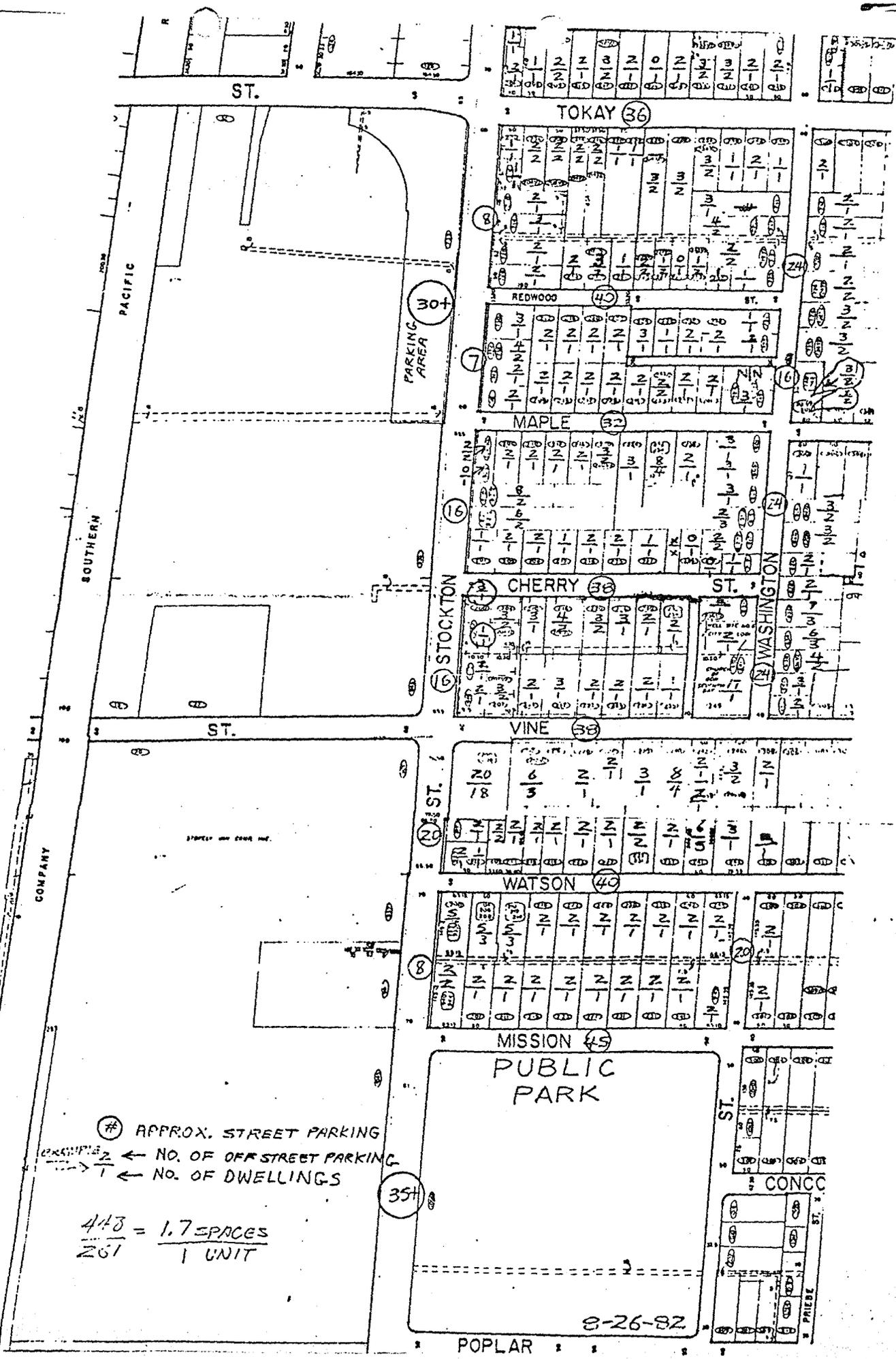
The survey area included the area from Tokay Street to Mission Street and from Stockton Street to Washington Street (See attached map).

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



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

$$\frac{443}{261} = \frac{1.7 \text{ SPACES}}{1 \text{ UNIT}}$$

8-26-82

RAILROAD

COMPANY

SOUTHERN

PACIFIC

PARKING AREA

STOKTON

CHERRY

MAPLE

REDWOOD

TOKAY

WATSON

MISSION

CONCC

PRIEBE

POPLAR

354

304

16

20

20

354

1

8

8

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PROCEDURE FOR ESTABLISHING RESIDENTIAL  
PERMIT PARKING PROGRAMS

OBJECTIVE OF PROGRAM

The general objective of the preferential parking program is to provide on-street parking for residents in their own immediate neighborhoods, to the exclusion of non-resident parking on the street.

The specific social and environmental objectives to be considered in the exclusion of non-resident parking are the reduction of air pollution, excessive noise, traffic hazards and litter, the preservation of the residential character of the neighborhood, and the provision of access for residents to their homes without unreasonable burden.

ORDINANCE

The City Council has enacted an ordinance that will provide the legal basis for the program.

PROCEDURE FOR DETERMINING ELIGIBILITY OF RESTRICTED PARKING NEIGHBORHOODS

- both sides of the street*
- a. Petition: At least 60% of the <sup>parcels</sup> ~~residents living~~ in a reasonably sized neighborhood shall sign a petition requesting residential permit action. A reasonably sized neighborhood is generally defined as one complete block, including both sides of each block (eight block faces) with a minimum of 50 residents.
- b. Council Referral: Then City Council may direct the Engineering Division of the Public Works Department to conduct surveys and studies to determine the eligibility of the neighborhood for which the petition is submitted.
- c. Scope of Surveys and Studies: The surveys and studies by the Engineering Division shall include:
1. On-street parking space supply.
  2. Off-street parking space supply and accessibility.
  3. On-street parking supply vs. demand.
  4. Non-resident vehicles vs. residential vehicles during peak hour occupancy.
  5. Percentage of non-resident vehicles that could use off-street parking spaces.
  6. Average vehicle turnover per on-street space.
- d. Report, Recommendation and Council Decision: Upon completion of the surveys and studies, the Engineering Division will submit a written

PREFERENTIAL PARKING

Page 2

report, together with recommendations, to the City Manager. The City Council, at a regular meeting, will decide whether or not to designate the area for residential permit parking program.

- e. Permits: If the City Council, by <sup>resolution</sup> ~~ordinance~~, designates a preferential parking zone, the application for permits, issuance of permits, duration of permits, display of permits, fees, exemptions, penalties, and other conditions shall all be in accordance with Ordinance No. 1158 of the Lodi City Code.
- f. Regulation: The permit vehicle will be exempt from the area's signed parking regulations, and all other parked vehicles (except those specified in Sec. 8, "Exemptions") will be in violation of the ordinance.
- g. Fines for Preferential Parking Violations: The fine for a parking violation in a preferential parking area should be set so that it is prohibitive to the extent that it prevents enough violations to meet the primary objective of the program, yet in a range that generates some revenue to pay some of the cost of the program. A fine of at least \$~~5~~ is recommended for the reasons mentioned above.

h. *Towing if citations do not work.*

\$25

DISCUSSION

A preferential parking area will, most certainly, create problems for the residents of the area, residents of the surrounding area, enforcement officers, and other citizens of the City. Some of the problems that can be anticipated are:

- a. Some residents of the area will be opposed to paying a fee to park in front of their own homes.
- b. Some residents will object because visitors to their homes will not be able to park on the street.
- c. Some non-residents will contend they are being denied what they consider their rightful access to public streets and complain of inconveniences to them.
- d. Since no arrangements are anticipated for visitors to the area, residents will have to make their own arrangements for visitors by parking in the street to allow visitors to park in their driveway or garage.
- e. Fraudulent use of permits will be difficult to control. It will be easy for a resident to resell permits at a profit. Detection of this kind of violation will be difficult. Counterfeit permits, false proof of residence, resale of resident permits - these are some of the many problems inherent in this kind of program.

- f. In some areas, commuters will walk the extra distance and park on streets just outside of the program area. This will create new parking problems in areas that are now unaffected. It may require preferential parking in areas where there are no parking problems to begin with.
- g. Some problems caused by preferential parking are unknown prior to implementation of the program since some neighborhoods will have unique characteristics in terms of traffic and parking not yet realized.

*proof of residency when enforced? July - September*

COSTS

Attached is a preliminary rundown on costs and revenues. For the purpose of this report, it is assumed that all costs relating to the project are to be borne by those in the benefit area. It is highly recommended that revenues be set to accomplish this.

PERMIT PARKING AREA (CANNERY AREA)

INITIAL AND ANNUAL COST AND ESTIMATED REVENUE PER YEAR

This typical district would be bounded, approximately, by the north side of Tokay Street, the east side of Washington Street, the south side of Vine Street, and the west side of Stockton Street as shown on the attached map. The area consists of the equivalent of 24 block faces and would affect approximately 130 residents.

*who pays? if we pay we've got to charge the ord.*

INITIAL COST

Studies & Surveys	\$ 700.00	<u>1985 update</u> \$ 500
Permits & Administration	800.00	800
Signs (including labor, material and equipment)	7,200.00 + 10%	8000
<b>TOTAL</b>	<b>\$ 8,700.00</b>	<b>\$ 9,300</b>

ANNUAL OPERATING COST

Sign Maintenance (10% Replacement)	\$ 700.00	\$ 800
Permits & Administration (50%)	400.00	400
Enforcement - 365 hours @ \$14.00 360 hr @ \$30/hr (office & veh.)	5,100.00	\$ 10,800
<del>10% of Initial Cost</del>	900.00	-
<b>TOTAL</b>	<b>\$ 7,100.00</b>	<b>\$ 12,000</b>

INITIAL REVENUE

260 Permits @ \$3.00	\$ 780.00	\$ 780
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PREFERENTIAL PARKING  
Page 4

<u>ANNUAL REVENUE</u>		<u>1985 update</u>
260 Renewal Permits @ \$1.00 (after 1st yr.)	\$ 260.00	\$ 260
Citations - 500 @ \$5.00 x 82%	2,050.00	3540
360 @ \$12.00 x 82%		<hr/>
TOTAL	\$ 2,310.00	\$ 3800

NOTES

- a. Initial Cost: A block face, as used in the estimate, is assumed as 400 lineal feet of one side of a street. Studies and surveys were estimated at \$30 per block face and permits and administration costs at \$35 per block face. Signs were estimated at \$100 each, with three signs to be installed in each block face.
- b. Operating Cost: Sign replacement is estimated to be 10% per year and permits and administration at 50% of the initial cost. Enforcement was calculated on the basis of making one checks of the area per shift or three checks per day. Each check of the area will take 18 to 20 minutes (actual measurement of run) and does not include any time for writing citations. There is also no time figured for call-outs on citizen complaints. The Police Dept. felt that twice this much time should be spent.

It is assumed the permit parking area is to be monetarily self-sufficient and, to recover the installation cost over a 10-year period, 10% of the initial cost has been included as an annual operating expense.

- c. Revenue Per Year: The initial revenue from permits was estimated on the assumption of issuing 260 permits (two per dwelling) at \$3 per permit. Ordinance No. 1158, Section 7, states, "The Finance Director shall collect a fee of \$3 for each original permit and \$1 for each renewal permit."

Since the only revenue from the area will be from permits and citations, and if the area is to be self-sufficient, approximately 1700 citations would need to be issued per year to recover the annual Operating Cost. This does not appear to be a reasonable estimate of the number of citations to be issued, particularly when one realizes that the cannery, and the problem, only operates during a portion of each year.

Four ways, or combinations thereof, exist to fund the district.

- 1. Make up any deficits from the general fund. This solution is not recommended as being difficult to defend in today's tight money situation.
- 2. Raise annual permit fees. While this appears reasonable, the actual amount of money obtained by increasing the fee from \$1 to \$3 is insignificant in relation to the amount of money needed. If it is felt that residents should pay for the initial City costs, the permits would have to be raised to \$33 each.

PREFERENTIAL PARKING  
Page 5

3. Raise the fine from \$5 to a figure which will, in fact, provide the necessary monies to make the district self-sufficient.
4. Decrease the amount of time (and money) spent on enforcement, particularly during off-season at the cannery. While this is the most direct, positive, and controllable way, it does have the disadvantage of probably increasing the number of "call outs" from residents in the area and decreasing the number of citations issued. At the same time, it releases police officers for other work.

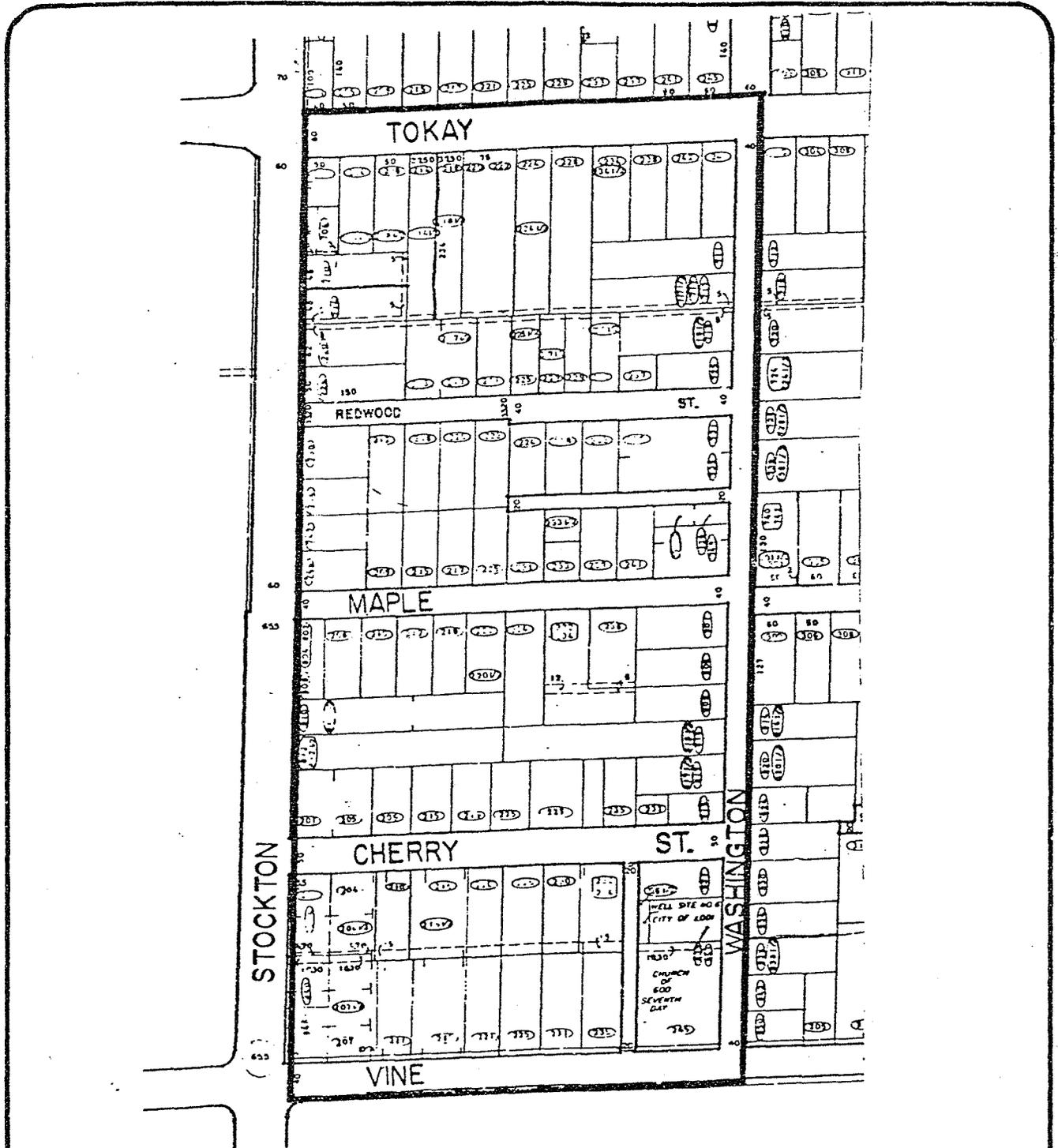
Probably the best solution would be some combination of 2, 3, and 4 above.



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

## PERMIT PARKING AREA GUIDE LINE STUDY AREA



Drawn <b>MED</b>	No	Revised	By	Approved By
Checked				
Date <b>3.5.79</b>				Public Works Director RCE 17509

NOTICE OF PUBLIC HEARING BY THE CITY COUNCIL OF THE CITY  
OF LODI TO SEEK COMMUNITY INPUT REGARDING THE ADOPTION OF  
POLICY GUIDELINES FOR THE DESIGNATION AS PERMIT PARKING ONLY  
OF THE RESIDENTIAL AREA ADJACENT TO THE PACIFIC COAST  
PRODUCERS CANNERY ON SOUTH STOCKTON STREET, LODI, CALIFORNIA

NOTICE IS HEREBY GIVEN that on September 4, 1985 at the hour of 7:30 pm, or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing in the Council Chambers, City Hall, 221 West Pine Street, Lodi, California, to seek community input regarding the adoption of policy guidelines for the designation as permit parking only of the residential area adjacent to the Pacific Coast Producers Cannery on South Stockton Street, Lodi. The subject area would involve all properties within and having frontage on the streets bounded by Tokay Street on the north, Washington Street on the east, Vine Street on the south and Stockton Street on the west, except those properties fronting the west side of Stockton Street.

Information regarding this item including copies of Ordinance No. 1158 -An Ordinance Amending Lodi City Code Chapter 14, "Motor Vehicles and Traffic" by Adding a New Section Thereto Relating to Permit Parking on Designated Streets" may be obtained in the office of the City Clerk or the Public Works Department at 221 West Pine Street, Lodi, California.

All interested persons are invited to present their views on this matter. Written Statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

Dated: August 7, 1985

By Order of the Lodi City Council

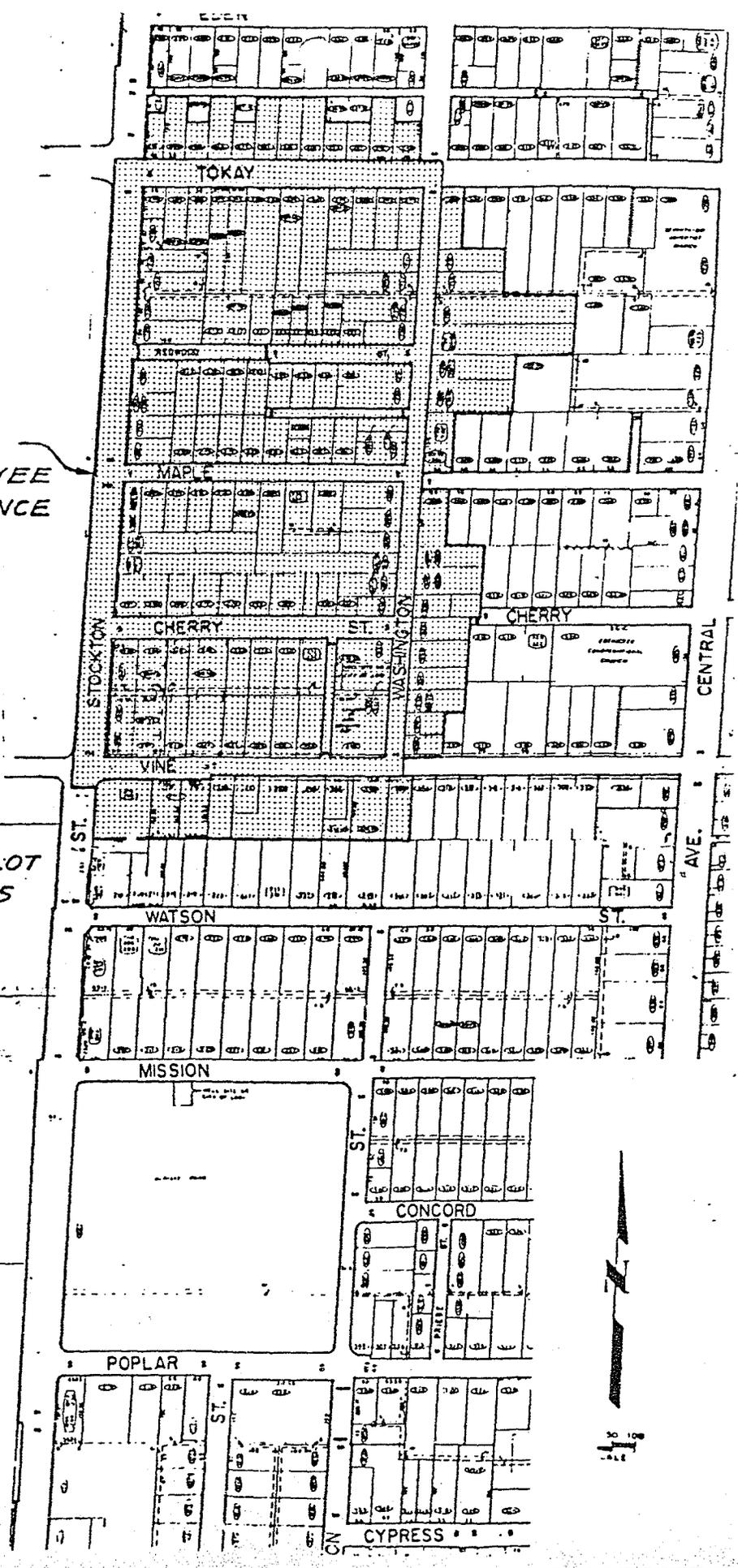
*Alice M. Reimche*  
ALICE M. REIMCHE  
CITY CLERK

 PROPOSED  
RESIDENTIAL  
PERMIT  
PARKING AREA

PCP  
EMPLOYEE  
ENTRANCE

ASPHALT LOT  
W/ PALLETS

PCP  
EMPLOYEE  
PARKING LOT



ORDINANCE NO.

AN ORDINANCE OF THE LODI CITY COUNCIL AMENDING LODI MUNICIPAL CODE  
TITLE 10, CHAPTER 10.32 RESIDENTIAL PERMIT PARKING

BE IT ORDAINED BY THE LODI CITY COUNCIL.

SECTION 1.

This ordinance amendment is enacted pursuant to the authority contained in Title 10, Residential Permit Parking, Chapter 10.32, Section 10.32.010 of the Lodi Municipal Code and California Vehicle Code Section 22507.

SECTION 2.

Title 10, Chapter 10.32 - Residential Permit Parking, Section 10.32.020(A) Zone Designation is amended to read as follows:

"A. The council may designate by resolution from time to time, certain residential streets or alleys or any portions thereof as a preferential parking zone for the benefit of residents adjacent thereto in which zone vehicles displaying a permit or other authorized indicia may be exempt from parking prohibitions or restrictions otherwise posted, marked or noticed, for such periods of time as designated in the resolution."

SECTION 3.

Section 10.32.050(A) Issuance of Permit is amended to delete the requirement that permit shall state the license number of the motor vehicle for which it is issued as follows:

"A. Parking permits shall be issued by the finance director. ~~Each such permit shall state the license number of the motor vehicle for which it is issued.~~ No more than one parking permit shall be issued to each motor vehicle for which application is made. The finance director is authorized to issue such rules and regulations, not inconsistent with this chapter, governing the manner in which persons shall qualify for parking permits."

SECTION 4.

Section 10.32.080 Fee, is amended to read as follows:

"The finance director shall collect a fee for each original permit issued and for each renewal permit issued in an amount to be determined from time to time by resolution of the city council. Fees are payable for three calendar year periods of time only and fees will not be prorated for lesser periods of time."

SECTION 5.

A new section is added to read as follows:

"The permit parking shall be effective for periods of time as designated on the sign giving notice thereof."

SECTION 6.

A new section is added to read as follows:

"No vehicle for which a permit has been issued hereunder shall be parked upon any street or alley in the city in violation of any part of this municipal code or in violation of the California Vehicle Code".

SECTION 7.

Section 10.32.060 Term of permit is hereby amended to read as follows:

"Permits issued pursuant to this chapter shall remain effective for a period of three calendar years, or so long as the applicant continues to reside in a qualified dwelling unit for such permit or until the preferential parking zone for which such permit was issued is eliminated, whichever period of time is less. Said permits are not transferable."

SECTION 8. All ordinances and parts of ordinances in conflict herewith are repealed insofar as such conflict may exist.

SECTION 9. This ordinance shall be published one time in the "Lodi News Sentinel", a daily newspaper of general circulation printed and published in the City of Lodi and shall be in force and take effect thirty days from and after its passage and approval.

Approved this            day of

\_\_\_\_\_  
MAYOR

Attest:

ALICE M. REIMCHE  
City Clerk

State of California  
County of San Joaquin, ss.

I, Alice M. Reimche, City Clerk of the City of Lodi, do hereby certify that Ordinance No. \_\_\_\_\_ was introduced at a regular meeting of the City Council of the City of Lodi held \_\_\_\_\_ and was thereafter passed, adopted and ordered to print at a regular meeting of said Council held \_\_\_\_\_ by the following vote:

Ayes: Council Members - \_\_\_\_\_  
Noes: Council Members - \_\_\_\_\_  
Absent: Council Members - \_\_\_\_\_  
Abstain: Council Members - \_\_\_\_\_

I further certify that Ordinance No. \_\_\_\_\_ was approved and signed by the Mayor on the date of its passage and the same has been published pursuant to law.

ALICE M. REIMCHE  
City Clerk

Approved as to Form

RONALD M. STEIN  
City Attorney

ordpark

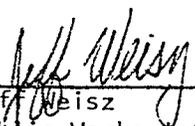
HEARING TO SEEK COMMUNITY  
INPUT ON ADOPTION OF POLICY GUIDELINES  
FOR DESIGNATION OF PERMIT PARKING ONLY  
IN RESIDENTIAL AREA ADJACENT TO  
PACIFIC COAST PRODUCERS CANNERY

AFFIDAVIT OF POSTING NOTICE

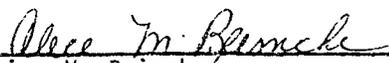
Jeff Weisz, says in accordance with instructions given by the City Council of the City of Lodi, he distributed a hearing notice and information packet to all residents/tenants in the cannery area (see attached map).

The said distribution was completed on the 22nd day of August, 1985, prior to the date of hearing, whereupon he made and filed this affidavit.

Signed:

  
\_\_\_\_\_  
Jeff Weisz  
Public Works Intern

Subscribed and sworn to be before  
me the 23rd day of August, 1985

  
\_\_\_\_\_  
Alice M. Reimche  
City Clerk of the City of Lodi, CA.

MEMORANDUM, City of Lodi, Public Works Department

TO: City Manager ✓  
City Attorney

FROM: Public Works Director

DATE: August 2, 1985

SUBJECT: Residential Permit Parking

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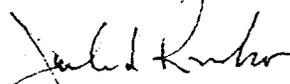
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1. Copy of the City Code outlining the residential permit parking requirements.
2. A memo, dated March 19, 1979, to the City Council recommending that guidelines for preferential parking be adopted. To my knowledge, this has not been acted upon by the City Council.
3. A memo from the City Attorney outlining the parking problem in the area of Pacific Coast Producers and discussing the residential permit parking ordinance that is adopted.

As I indicated in my memo of March 19, 1979, I still feel strongly that guidelines for preferential parking should be approved by the City Council. It is felt that a good way to continue moving ahead on the PCP parking problem is to take the attached guidelines in their present form to the Council for discussion and final approval. Once the guidelines have been adopted, the procedures for moving ahead on this problem should fall into place.

As we discussed at our last meeting on this subject, it appears impossible to implement permit parking in the cannery area this summer in order to benefit the citizens this year. This is due to the fact that it will probably take two Council meetings to implement the Residential Permit Parking in the cannery area and it will then take a minimum of 6 to 8 weeks to obtain the special signing required for the proposed preferential parking.

Please contact me if you need any additional information.

  
Jack L. Ronsko  
Public Works Director

Attachments

JLR/eeh

March 19, 1979

Preferential Parking

---

**RECOMMENDED ACTION:** That the Council discuss and take the appropriate actions with respect to the attached guidelines for preferential parking.

**BACKGROUND INFORMATION:** Based on the request made at the last shirtsleeve session of Tuesday, March 13, 1979, we are presenting the following information:

- o The existing fine established by the court for this type of parking infraction is \$5.00 per citation. Of this amount, the City receives 82%. Attached is a communication from Judge Seibly regarding possible increases in this amount.
- o The existing Ordinance #1158, Section 7, states, "The Finance Director shall collect a fee of \$3 for each original permit and \$1 for each permit renewal. It is recommended that the City Council consider increasing the original permit fee to help recover the initial costs of the program and that the Council also consider an increase in the renewal fee. These changes would require an ordinance revision.
- o It is also recommended that the City staff prepare a form petition which can be used to obtain signatures. In this way, each person signing the petition would have access to all of the information needed to decide whether he/she wanted preferential parking in their neighborhood.

Comments from the Police Department on these proposed guidelines have already been received verbally by the Council.

Jack L. Ronsko  
Public Works Director

Enclosure

JLR:dt

Chambers  
of  
Judge J. Thomas Seibly

MUNICIPAL COURT  
LODI JUDICIAL DISTRICT  
230 WEST ELM STREET  
LODI, CALIFORNIA 93240  
  
TELEPHONE (209) 368-6627

March 16, 1979

Mr. Jack Ronsko  
Department of Public Works  
City of Lodi  
City Hall  
Lodi, Ca. 95240

RE: IMPACT OF RESIDENTIAL PERMIT PARKING PROGRAM

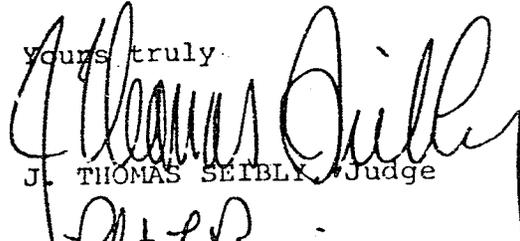
Dear Mr. Ronsko:

In response to the request of Mr. Marvin Davis for input concerning the impact on the Lodi Municipal Court as a result of implementation of the City of Lodi's proposed Residential Permit Parking Program you should be aware of the following:

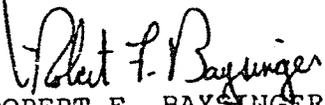
1. The current \$5.00 parking violation fee figure is generally considered sufficient to deter violators and is in fact higher than in neighboring jurisdiction.
2. Implementation of such a program would in itself increase the number of citation filings and correspondingly the work of the Clerk's Office of the Court.
3. An increase in the amount of fee per violation would result in an increase in workload and expense, in addition to the mere filing and handling, in the following areas:
  - a. Court time - as the fee increases, the percentage of persons wishing formal arraignment will increase. It becomes economically feasible for a person to come to Court in hopes that the fine would be lowered by the Judge because of some mitigating factor not amounting to a defense.
  - b. Police time - as the fine increases and more persons are willing to come to Court, you can expect more of the matters to be set for trial. This results in City employees involvement as witnesses and leads to costs of time, overtime, etc.

In general, it is recognized that a problem exists in particular areas of the City and it appears that the proposed program may solve the problem. It is, however, doubtful that the program could be made more economically feasible by an increase of bail.

Yours truly

A large, stylized handwritten signature in cursive script, appearing to read "J. Thomas Seibler".

J. THOMAS SEIBLER, Judge

A handwritten signature in cursive script, appearing to read "Robert F. Baysinger".

ROBERT F. BAYSINGER, Commissioner

## 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.

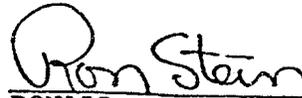
The next area that must be considered is the fact that the Finance Director must then sell permits, and at the present time there is a fee of \$3.00 per permit. It is not merely selling the permits that becomes involved - each resident must bring in proof of residency and motor vehicle ownership in order 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, Or. Street Parking

---

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.

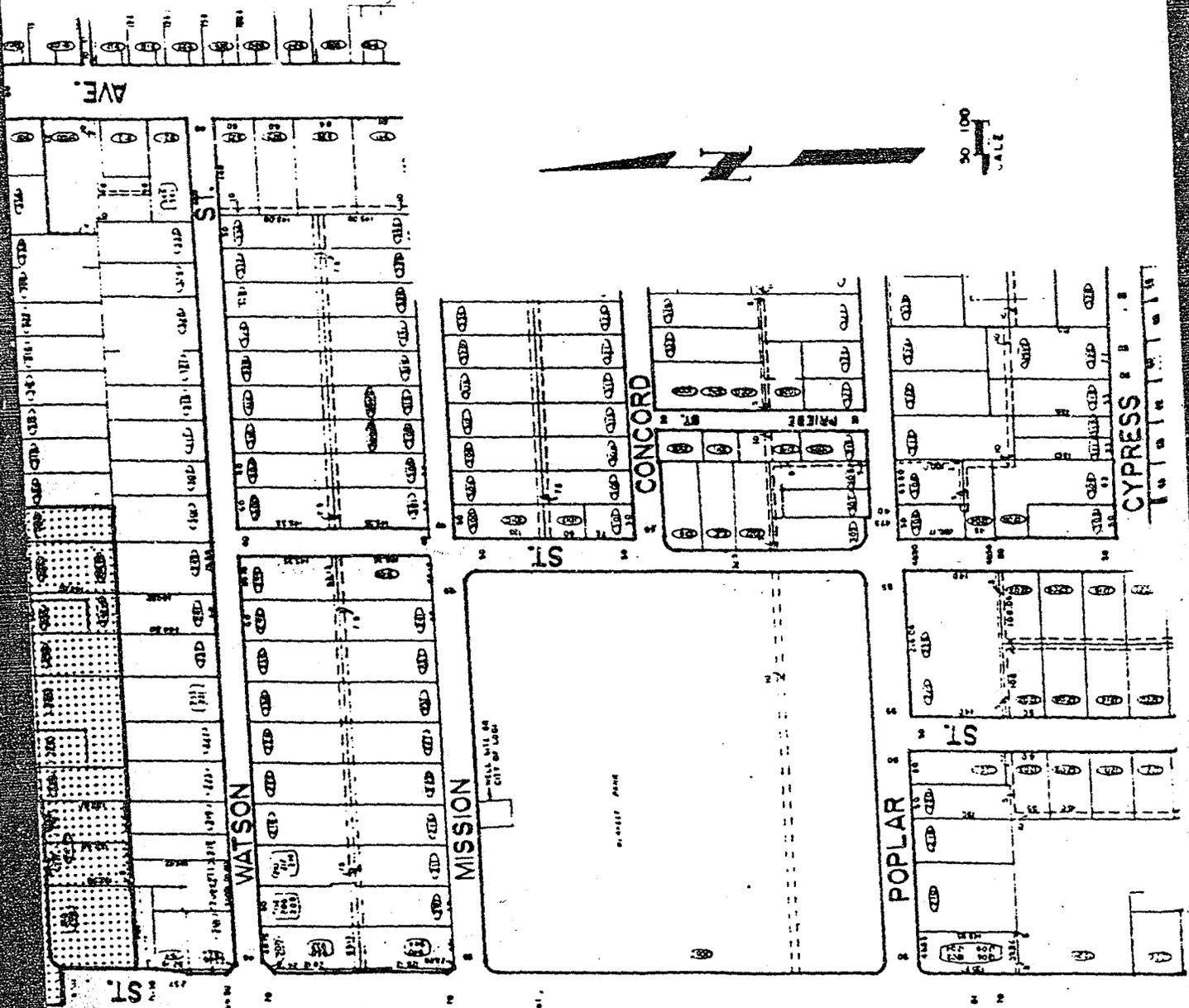
Besides the cannery workers, factors that compound the parking problem appear to include narrow streets, narrow lots and a high number of cars per household. Most of the streets adjacent to the cannery have less than standard street widths. The narrow streets make going in and out of driveways difficult 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

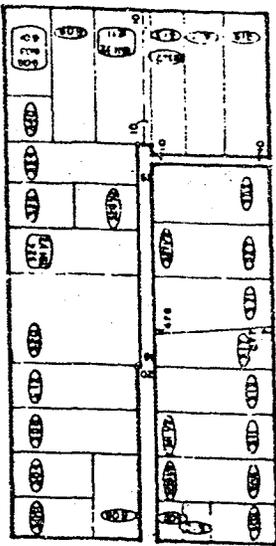
ASPHALT LOT  
W/ PALLETS

PCP  
EMPLOYEE  
PARKING LOT

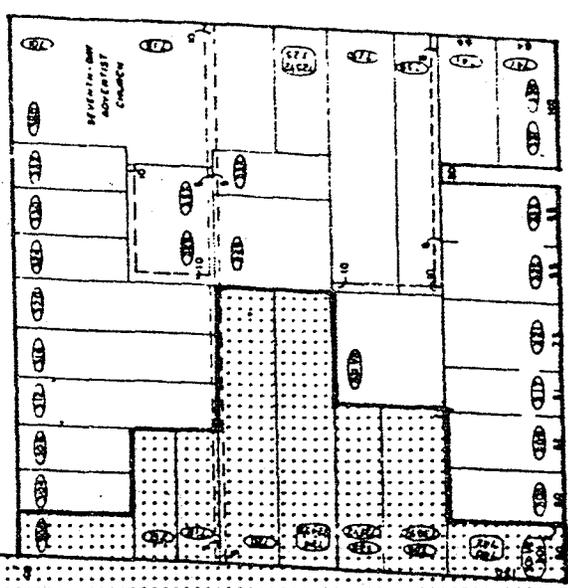


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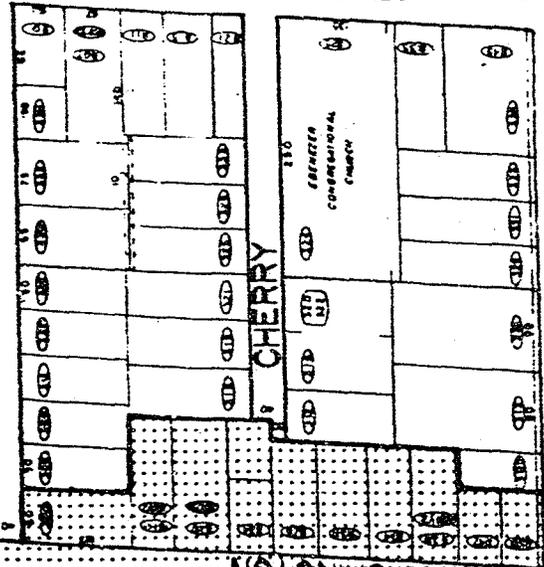
EDEN



TOKAY



CENTRAL



CHERRY

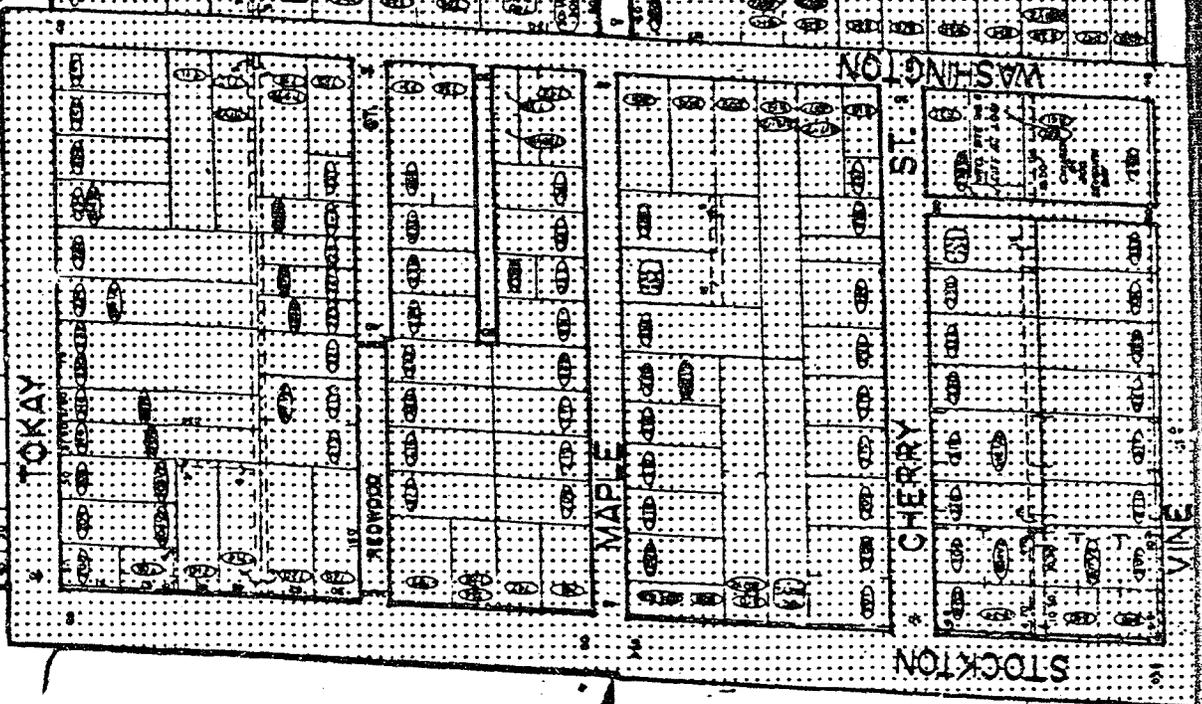
WASHINGTON

ST.

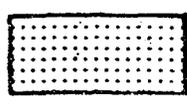
CHERRY

STOCKTON

VINE



PROPOSED  
RESIDENTIAL  
PERMIT  
PARKING AREA

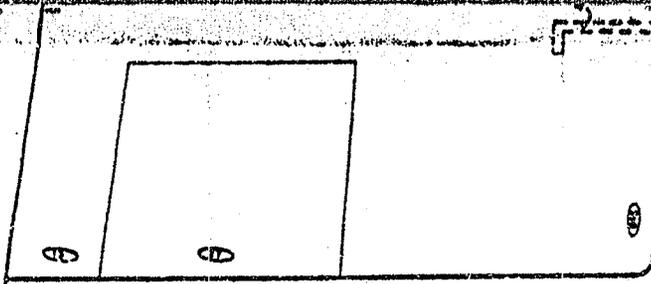


PCP  
EMPLOYEE  
ENTRANCE

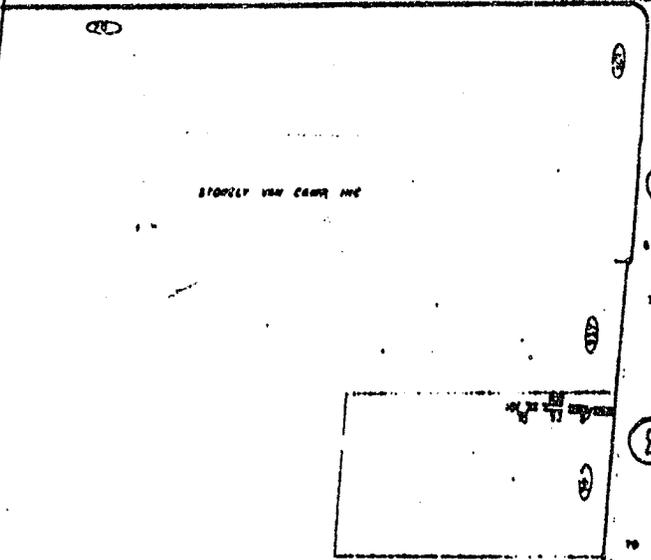


RAILROAD

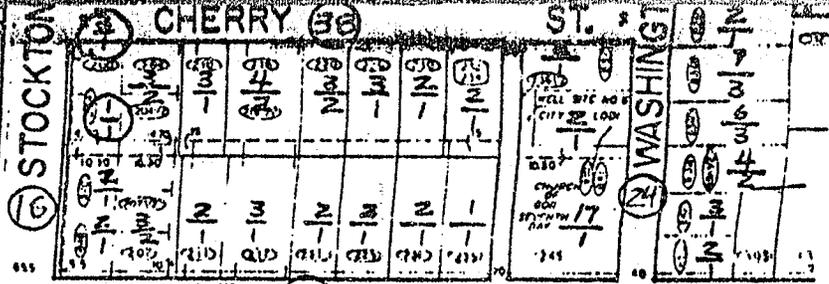
COMPANY



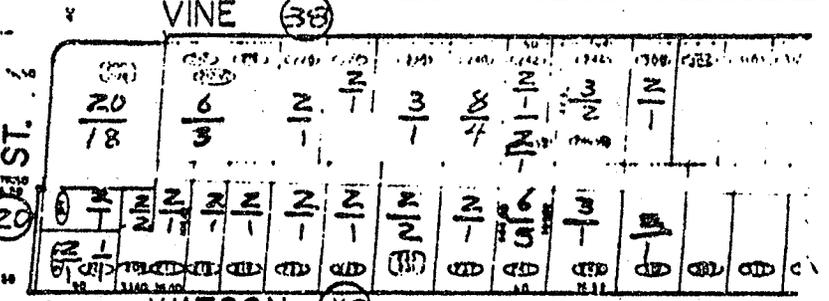
ST.



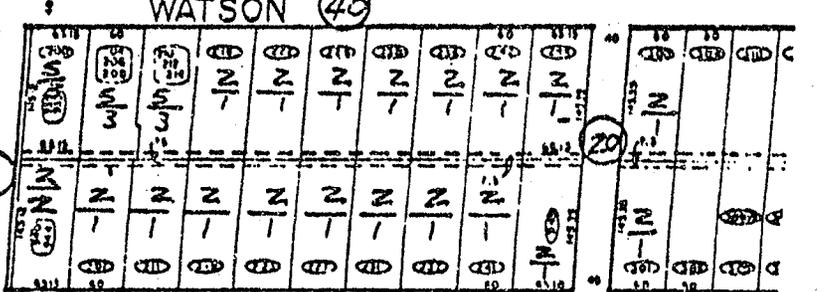
STORLEY VAN CAMP INC



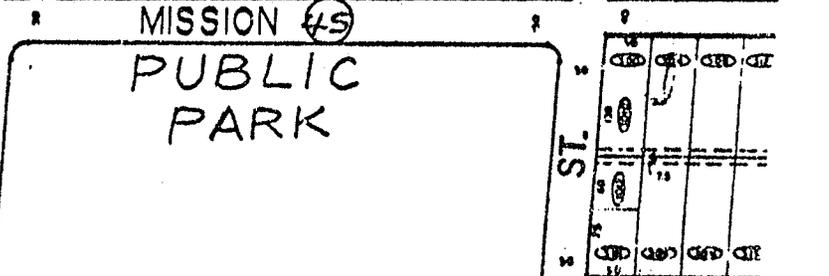
CHERRY ST.



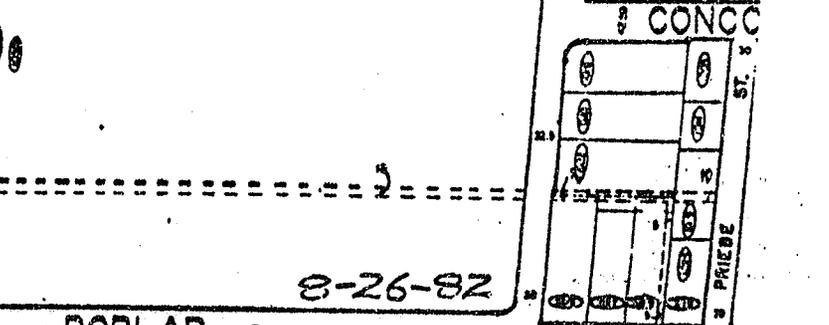
VINE ST.



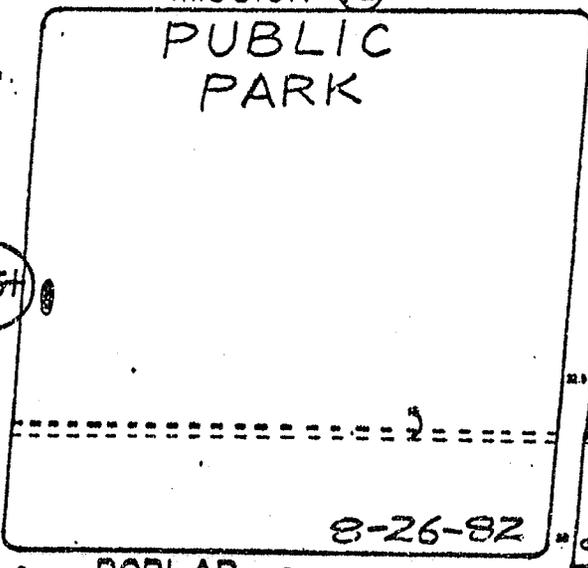
WATSON ST.



MISSION ST.



CONCC ST.



PUBLIC PARK

POPLAR

8-26-82

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

$$\frac{448}{261} = \frac{1.7 \text{ SPACES}}{1 \text{ UNIT}}$$

35



PROCEDURE FOR ESTABLISHING RESIDENTIAL  
PERMIT PARKING PROGRAMS

OBJECTIVE OF PROGRAM

The general objective of the preferential parking program is to provide on-street parking for residents in their own immediate neighborhoods, to the exclusion of non-resident parking on the street.

The specific social and environmental objectives to be considered in the exclusion of non-resident parking are the reduction of air pollution, excessive noise, traffic hazards and litter, the preservation of the residential character of the neighborhood, and the provision of access for residents to their homes without unreasonable burden.

ORDINANCE

The City Council has enacted an ordinance that will provide the legal basis for the program.

PROCEDURE FOR DETERMINING ELIGIBILITY OF RESTRICTED PARKING NEIGHBORHOODS

- a. Petition: At least 60% of the residents living in a reasonably sized neighborhood shall sign a petition requesting residential permit action. A reasonably sized neighborhood is generally defined as one complete block, including both sides of each block (eight block faces) with a minimum of 50 residents.
- b. Council Referral: Then City Council may direct the Engineering Division of the Public Works Department to conduct surveys and studies to determine the eligibility of the neighborhood for which the petition is submitted.
- c. Scope of Surveys and Studies: The surveys and studies by the Engineering Division shall include:
  1. On-street parking space supply.
  2. Off-street parking space supply and accessibility.
  3. On-street parking supply vs. demand.
  4. Non-resident vehicles vs. residential vehicles during peak hour occupancy.
  5. Percentage of non-resident vehicles that could use off-street parking spaces.
  6. Average vehicle turnover per on-street space.
- d. Report, Recommendation and Council Decision: Upon completion of the surveys and studies, the Engineering Division will submit a written

PREFERENTIAL PARKING  
Page 2

report, together with recommendations, to the City Manager. The City Council, at a regular meeting, will decide whether or not to designate the area for residential permit parking program.

- e. Permits: If the City Council, by ordinance, designates a preferential parking zone, the application for permits, issuance of permits, duration of permits, display of permits, fees, exemptions, penalties, and other conditions shall all be in accordance with Ordinance No. 1158 of the Lodi City Code.
- f. Regulation: The permit vehicle will be exempt from the area's signed parking regulations, and all other parked vehicles (except those specified in Sec. 8, "Exemptions") will be in violation of the ordinance.
- g. Fines for Preferential Parking Violations: The fine for a parking violation in a preferential parking area should be set so that it is prohibitive to the extent that it prevents enough violations to meet the primary objective of the program, yet in a range that generates some revenue to pay some of the cost of the program. A fine of at least \$5 is recommended for the reasons mentioned above.

DISCUSSION

A preferential parking area will, most certainly, create problems for the residents of the area, residents of the surrounding area, enforcement officers, and other citizens of the City. Some of the problems that can be anticipated are:

- a. Some residents of the area will be opposed to paying a fee to park in front of their own homes.
- b. Some residents will object because visitors to their homes will not be able to park on the street.
- c. Some non-residents will contend they are being denied what they consider their rightful access to public streets and complain of inconveniences to them.
- d. Since no arrangements are anticipated for visitors to the area, residents will have to make their own arrangements for visitors by parking in the street to allow visitors to park in their driveway or garage.
- e. Fraudulent use of permits will be difficult to control. It will be easy for a resident to resell permits at a profit. Detection of this kind of violation will be difficult. Counterfeit permits, false proof of residence, resale of resident permits - these are some of the many problems inherent in this kind of program.

PREFERENTIAL PARKING  
Page 3

- f. In some areas, commuters will walk the extra distance and park on streets just outside of the program area. This will create new parking problems in areas that are now unaffected. It may require preferential parking in areas where there are no parking problems to begin with.
- g. Some problems caused by preferential parking are unknown prior to implementation of the program since some neighborhoods will have unique characteristics in terms of traffic and parking not yet realized.

COSTS

Attached is a preliminary rundown on costs and revenues. For the purpose of this report, it is assumed that all costs relating to the project are to be borne by those in the benefit area. It is highly recommended that revenues be set to accomplish this.

PERMIT PARKING AREA (CANNERY AREA)

INITIAL AND ANNUAL COST AND ESTIMATED REVENUE PER YEAR

This typical district would be bounded, approximately, by the north side of Tokay Street, the east side of Washington Street, the south side of Vine Street, and the west side of Stockton Street as shown on the attached map. The area consists of the equivalent of 24 block faces and would affect approximately 130 residents.

INITIAL COST

		<u>1985 update</u>
Studies & Surveys	\$ 700.00	\$ 500
Permits & Administration	800.00	800
Signs (including labor, material and equipment)	7,200.00 +10%	8000
TOTAL	\$ 8,700.00	\$ 9,300

ANNUAL OPERATING COST

Sign Maintenance (10% Replacement)	\$ 700.00	\$ 800
Permits & Administration (50%)	400.00	400
Enforcement - 365 hours @ \$14.00 360 hr @ \$30/hr (officer & veh.)	5,100.00	\$ 10300
<del>10% of Initial Cost</del>	900.00	-
TOTAL	\$ 7,100.00	\$ 12,000

INITIAL REVENUE

260 Permits @ \$3.00	\$ 780.00	\$ 780
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PREFERENTIAL PARKING

Page 4

ANNUAL REVENUE

		<u>1985 update</u>
260 Renewal Permits @ \$1.00 (after 1st yr.)	\$ 260.00	\$ 260
Citations - 500 @ \$5.00 x 82%	2,050.00	3540
360 @ \$12.00 x 82%		
	<hr/>	<hr/>
TOTAL	\$ 2,310.00	\$ 3800

NOTES

- a. Initial Cost: A block face, as used in the estimate, is assumed as 400 lineal feet of one side of a street. Studies and surveys were estimated at \$30 per block face and permits and administration costs at \$35 per block face. Signs were estimated at \$100 each, with three signs to be installed in each block face.
- b. Operating Cost: Sign replacement is estimated to be 10% per year and permits and administration at 50% of the initial cost. Enforcement was calculated on the basis of making one checks of the area per shift or three checks per day. Each check of the area will take 18 to 20 minutes (actual measurement of run) and does not include any time for writing citations. There is also no time figured for call-outs on citizen complaints. The Police Dept. felt that twice this much time should be spent.

It is assumed the permit parking area is to be monetarily self-sufficient and, to recover the installation cost over a 10-year period, 10% of the initial cost has been included as an annual operating expense.

- c. Revenue Per Year: The initial revenue from permits was estimated on the assumption of issuing 260 permits (two per dwelling) at \$3 per permit. Ordinance No. 1158, Section 7, states, "The Finance Director shall collect a fee of \$3 for each original permit and \$1 for each renewal permit."

Since the only revenue from the area will be from permits and citations, and if the area is to be self-sufficient, approximately 1700 citations would need to be issued per year to recover the annual Operating Cost. This does not appear to be a reasonable estimate of the number of citations to be issued, particularly when one realizes that the cannery, and the problem, only operates during a portion of each year.

Four ways, or combinations thereof, exist to fund the district.

1. Make up any deficits from the general fund. This solution is not recommended as being difficult to defend in today's tight money situation.
2. Raise annual permit fees. While this appears reasonable, the actual amount of money obtained by increasing the fee from \$1 to \$3 is insignificant in relation to the amount of money needed. If it is felt that residents should pay for the initial City costs, the permits would have to be raised to \$33 each.

3. Raise the fine from \$5 to a figure which will, in fact, provide the necessary monies to make the district self-sufficient.
4. Decrease the amount of time (and money) spent on enforcement, particularly during off-season at the cannery. While this is the most direct, positive, and controllable way, it does have the disadvantage of probably increasing the number of "call outs" from residents in the area and decreasing the number of citations issued. At the same time, it releases police officers for other work.

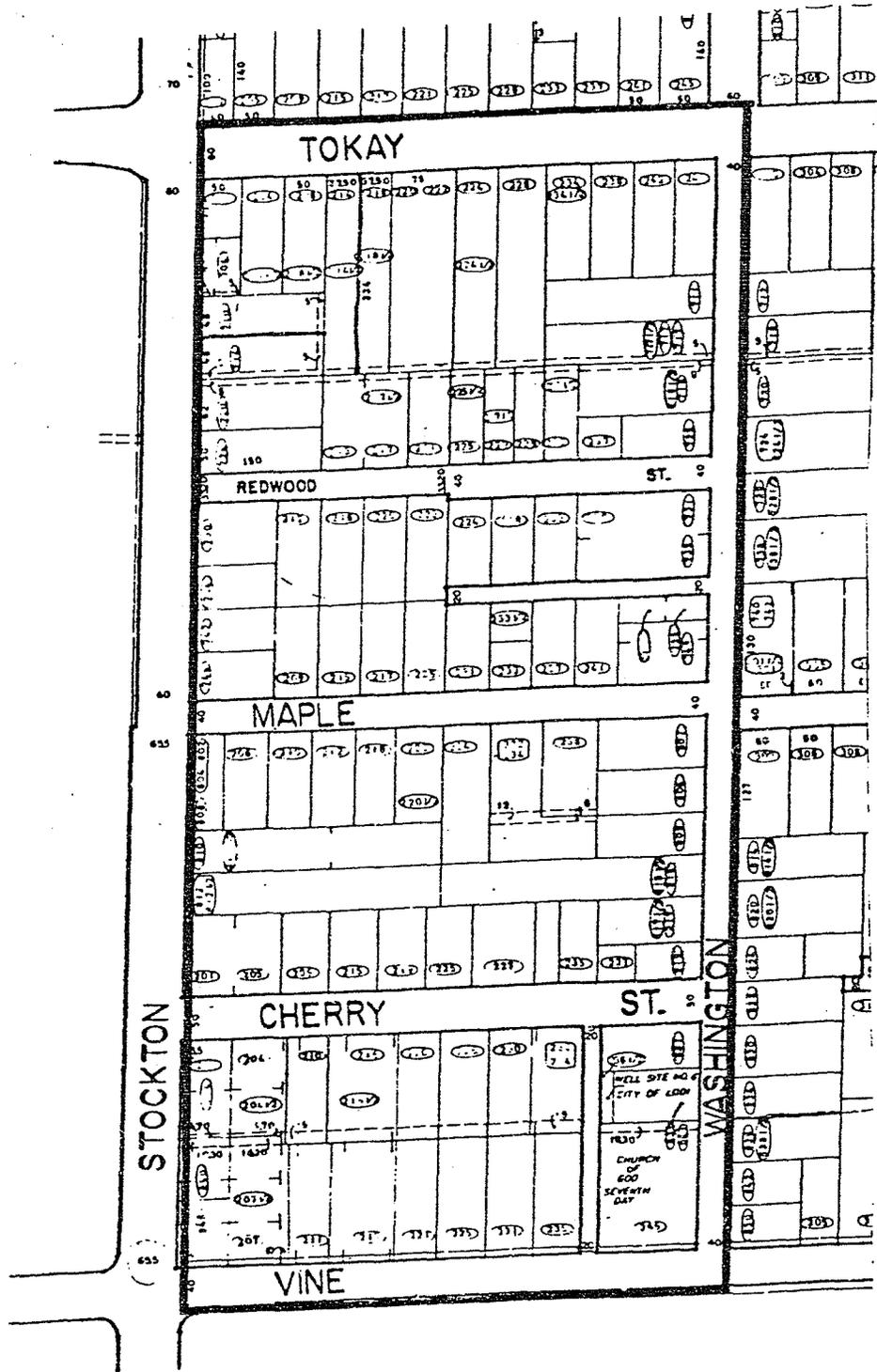
Probably the best solution would be some combination of 2, 3, and 4 above.



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

## PERMIT PARKING AREA GUIDE LINE STUDY AREA



Drawn <b>MED</b>	No	Revised	By	Approved By
Checked				
Date <b>3.5.79</b>				Public Works Director RCE 17509

Continued August 7, 1985

However, the code is quite specific in this area. It provides:

"The Council may designate by ordinance certain residential streets or alleys or any portion thereof as a preferential parking zone for the benefit of residents adjacent thereto in which zone vehicles displaying a permit or other authorized indicia may be exempt from parking prohibitions or restrictions otherwise posted, marked or noticed".

City Manager Peterson suggested that it would seem prudent that prior to the adoption of an ordinance to establish permit parking, that a public hearing be held on the subject. It was also suggested that the proposed preferential parking policy which was developed by the Public Works Director several years ago be reviewed.

Mr. Peterson expressed his concern regarding the amount of time required for this process and the fact that it will take us well beyond this years canning season but indicated that he feels the citizens will be appreciative of the fact that the problem does not lend itself to a quick and easy solution but by taking this more deliberate route not only will provide the Council with maximum public input, but may save us from having to later undo or redo an action which would only confuse all involved.

Following discussion, with questions being directed to Staff, Council, on motion of Council Member Pinkerton, Snider second, directed that this matter be placed on the agenda for the Informal Informational Meeting of August 27, 1985 and set the matter for Public Hearing for the Regular Council Meeting of September 4, 1985.

Mary A. Ramirez  
212 E Maple St.  
Lodi, Calif. 95240

RECEIVED

1985 JUL 17 AM 10:24  
Alice M. Reimche / City Clerk

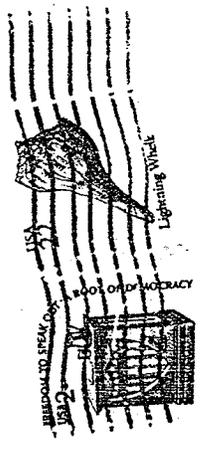
ALICE M. REIMCHE  
CITY CLERK  
CITY OF LODI

I am writing you this letter to show my interest and approval in the proposed one-way street system in the cannery area. I live one half block away from the cannery and know of the traffic and parking problems we have in this area, and would appreciate any proposals that would help with these problems.

I will not be able to attend the public hearing on the matter but hope this letter will help persuade opinion for the proposal.

Thank You  
Mary A. Ramirez

MARY RAMIREZ  
212 E. MAPLE ST.  
LODI, CALIF.  
95240



City Clerk, c/o City Hall  
Call Box 3006, Lodi, Calif.  
95241-1910

7-15-85

Lodi City Council:

Since I am unable to attend the July 24<sup>th</sup> meeting, this is to let you know that my husband and I approve of the plans for one way streets in the cannery area. Many of our neighbors that we have discussed this proposal with, also approve. None have been against it.

Congestion caused by cars meeting cars in so narrow a street would be eliminated. Another problem of workers using our driveway to turn around all day and night would be over, unless illegally done.

We are property owners on Maple Street and have been for more than thirty years.

Gladys + Ben Kark  
209 Maple St.  
phone 369-6963

RECEIVED

1985 JUL 17 AM 10:21

ALICE M. REIMCHE  
CITY CLERK  
CITY OF LODI

B. Kaul,  
209 Maple  
Lodi, Ca.  
95240



Alice M. Reimche  
40 City Hall  
Box 3006  
Lodi, Cal.

95241-1910

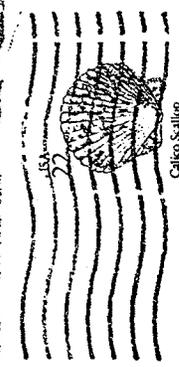
July 15, 1968

City Clerk:  
Alice M. Reimiche

I am Alice Reimiche I reside  
at 242 Watson St. Lodi, Cal. Where I've  
lived for thirty five years. I am very  
much in favor of making Watson  
Street one way drive. The street  
is too narrow for two way traffic  
when considered the cars that are  
parked at the curb. Plus it may  
limit <sup>some</sup> of the hot rod nuts from  
doing their thing.

Yours truly  
Alice M. Reimiche

RECEIVED  
1968 JUL 17 AM 10:23  
ALICE M. REIMICHE  
CITY CLERK  
CITY OF LODI



Alvin Green  
242 Watson St  
Lodi, Cal 95240

City Clerk  
City Hall  
Box 3006  
Lodi, Cal 95241

SAUL RAMIREZ  
212 E. MAPLE ST.  
LODI, CALIF. 95240

RECEIVED

1985 JUL 17 AM 10:21  
Alice M. Reimche / City Clerk

ALICE M. REIMCHE  
CITY CLERK  
CITY OF LODI

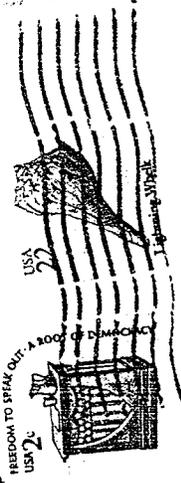
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I will not be able to attend the public hearing on the matter but hope this letter will help persuade opinion in favor of the proposal.

Thank You

Saul Ramirez

SAUL RAMIREZ  
212 E. MAPLE ST.  
Lodi, Calif.  
95240



City Clerk, 40 City Hall  
Call Box 3006, Lodi, Calif.  
95241-1910

July 17, 1985

Dear Members of the City Council,

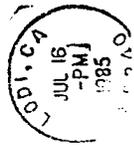
Concerning the idea of one-way streets in the areas between Tokay & Mission and Stockton & Central, I think the council has good intentions, but for people living in this area it's a very poor proposal. The reason being: example - I live on Redwood St. - if I came in on 99 to Lodi Ave crossed to Central and turned down Tokay I would have to either go all the way down Tokay to Stockton down Stockton to Maple down Maple to Washington and finally down Washington to Redwood or turn around and get back on Central go down Central to Vine down Vine to Washington and after going a distance on Washington finally turn on Redwood. It just makes everything more complicated. Coming from the other direction (Highway 12) wouldn't be too bad if you could remember which streets are one-way and which way they go - but it's still a lot of unnecessary hassle. I urge the City Council not to pass this proposal. It will, in effect, hinder the people it's trying to help. I don't know how my neighbors feel about this proposal, but I'm sure once they realize the inconvenience of it; they'll protest. Please don't waste our valuable tax

dollars on this proposal. Thankyou!

Sincerely,

Dandy Kuwamoto

Randy Kowamodo  
224 Redwood St.  
Lodi, CA 95240



City Clerk, c/o City Hall  
Call Box 3006  
Lodi, CA 95241 - 1910

July 17, 1985

Dear Sirs -

I have a business at 209-211 Watson St. It would be very convenient to have Watson St. a one way street -

If I wanted to go down I would have to go two blocks to Central & then back again.

It is almost impossible to get on Kettleman Lane from Central as there is no light there so again you would have to go out of your way to get back to Stockton St. & the signal light.

The traffic is now spread out but if the streets are one way the commuting workers will be

using Watson St. when they get off work at all hours of the day & night -

I use Stockton St. a lot & find the congestion comes from people double parking in the street to pick up, discharge or just congregate & even if you blow your horn they won't move - Washington St. one way by Blakely Park so that you can't get to Watson St. that way -

I hope you will consider these reasons for not making Watson St. one way.

Thank you for your kind attention -

Sincerely

Phyllis O'Connor

We the undersigned residents of the proposed one-way street system, in the cannery area, do protest the proposed plan!

NAME	ADDRESS	DATE
Jane Hanson	328 Watson St.	7/24/85
Janine Hanson	"	"
Richard Hanson	"	"
Dee D. Dyer	325 B. Watson St.	7/24/85
Patricia H. Terry	325 Watson	7/24/85
Ben Wagner	324 Watson St.	
Therma Dellinger	324 Watson St.	
Chris H. Doldor	324 Watson	
Steven Begley	332 Watson St.	
Marcelo Lund	329 Watson St.	
Tina Cooks	333 Watson St.	
Sybil S. Anderson	310 - Watson St.	7-24-85
Joseph F. Ford	304 Watson	
Jerry Sigerson	300 Watson	7-24-85
John Brown	245 Watson St.	7-24-85
Ruby Juvin	245 Watson St.	7-24-85

RECEIVED

DATE: 7/24/85

ALICE M. REIMCHE  
CITY CLERK  
CITY OF LODI

We the undersigned residents of the proposed one-way street system, in the cannery area, do protest the proposed plan!

NAME	ADDRESS	DATE
Cathy Malcolm	308 Mission St.	7/24/85
Lucinda S. Miller	323 E. Vine	7/24/85
Mary Jakobson	333 E Vine st	7/24/85
Elinor Longmire	313 E. Vine St	7/24/85
Allen Kriston	305 E Nine St	7/24/85
David Huntford	231 E Vine St	7-24-85
Andie McDonald	225 E VINE ST	7-24-85
Assunta Capuccini	221 E VINE ST.	7 24 85
Anna Adam	217 E. VINE ST.	7/24/85
Keith Nienhuis	211 E. Vine st	7/24/85
Glady m Sprenger	211 East Vine st	7/24/85
Helmut Dittus	214 E. Vine St.	7/24/85
Eschew Dittus	214 E. Vine St.	7-24-85
Jane Dittus	216 E. Vine St.	7-24-85
Shirley Retherton	220 E. Vine	7-24-85
Norma Everett	220 E Vine	7-24-85
Frank M. Ford	850 S. Washington	7-24-85

RECEIVED

DATE: 7/24/85

ALICE M. REIMCHE  
CITY CLERK  
CITY OF LODI

Leslie Copeland - Ste. Beane

We the undersigned residents of the proposed one-way street system, in the cannery area, do protest the proposed plan!

NAME	ADDRESS		DATE
GARY E Babcock	318 E VINE	LODI	7-24-85
GAYLE BARCOCK	318 E VINE	Lodi	7-24-85
BECKY WARK	328 E. VINE	LODI	7-24-85
Bob Nelson	328 E. VINE	Lodi	7-24-85
Louis Harney	222 E. Vine	Lodi	7-24-85
Alice Hagde	336 E Vine	Lodi	7-24-85
Walter Hagde	336 - E Vine	Lodi	7-24-85
Santiago del Rio	901 S. Centro	Lodi	7-24-85
Leontina Horning	310 E Vine St	Lodi	7-24-85
John Horning	310 E Vine St	Lodi	7-24-85
Rose Albrecht	242 1/2 E Vine St.	Lodi	7-24-85
Joe & Martin	242 E VINE	LODI	7-24-85
Lotte Oakman	242 E. Vine	Lodi	7-24-85
Jill Powell	240 E. Vine	Lodi	7-24-85
W. J. Jackson	#3 240 E Vine	Lodi	7-24-85
Delmar Miller	#4 240 - E Vine		
	#5 240 E Vine		7-24-85

RECEIVED

DATE: 7/24/85

ALICE M. REIMCHE  
CITY CLERK  
CITY OF LODI

# COUNCIL COMMUNICATION

TO: THE CITY COUNCIL	DATE	NO.
FROM: THE CITY MANAGER'S OFFICE	August 7, 1985	
SUBJECT: RESIDENTIAL PERMIT PARKING - CANNERY AREA		

RECOMMENDED ACTION: That the City Council review and consider for adoption policy guidelines for the designation of a residential area as permit parking only.

BACKGROUND INFORMATION: At the regular adjourned City Council meeting of July 24, 1985 the City Council held a public hearing to consider the designation of one-way streets in the residential area adjacent to the Pacific Coast Producers cannery on South Stockton Street. In the course of that hearing, the Council received testimony not only in opposition to the designation of one-way streets, but a request for some type of parking regulation that would best serve the interests of the residents of the area. Street parking in this area by cannery workers not only causes considerable inconvenience to the residents of this neighborhood, but also severely affects the normal traffic flow there because of the narrow street widths. Councilmember Pinkerton suggested that the area be designated for permit parking only, with permits issued only to residents of the area in accordance with a Council-adopted program. Staff has met on several occasions since that Council meeting in an attempt to bring to the City Council a plan of action to resolve what has been an on-going problem for many years. The good news is that the staff has developed a recommendation that addresses the issue hopefully to the satisfaction of the majority of the residents of the area. The bad news is that it appears not to be possible to implement the recommendation prior to the end of this year's canning season.

It is recommended that the City Council designate that area for permit parking. Violators could either be cited and fined, or towed away. California Vehicle Code Section 22651 provides that violators may be towed away provided such procedure is adopted by ordinance. We have no such provision in place at this time.

Enforcement would perhaps best be accomplished on a complaint basis and limited patrolling by police officers and/or parking enforcement assistants. However, the code is quite specific in this area. It provides:

"The Council may designate by ordinance (emphasis added) certain residential streets or alleys or any portion thereof as a preferential parking zone for the benefit of residents adjacent thereto in which zone vehicles displaying a permit or other authorized indicia may be exempt from parking prohibitions or restrictions otherwise posted, marked or noticed"

In the normal course of things, getting an ordinance introduced, adopted and in effect, takes about 45 days. That fact alone carries us past the

end of the canning season. I would have trouble designating this as an urgency ordinance to be effective immediately since the problem has been with us for so long. Additionally, we are advised that it will take about four weeks to get the actual parking permits from the printer, and six to eight weeks to obtain signs for posting the area. The last hurdle is particularly significant, because our Code also provides that:

"No preferential parking ordinance shall apply until signs or markings giving adequate notice thereof have been placed"

It would seem prudent that prior to the adoption of an ordinance to establish permit parking, that a public hearing be held on the subject. While I am sure the majority of the residents would favor permit parking, there could be strong objections to it. Those persons should have the opportunity to be heard also. The Public Works Director, about five years ago, developed a recommended preferential parking policy which was not at that time discussed by the City Council. It is recommended that we "dust off" these proposed permit parking policy guidelines and thoroughly review the proposal at the Council study session of August 13, 1985. Since our own Code imposes some time constraints in the ultimate resolution of this matter, it would be in everyone's best interest to move in an orderly, thorough manner to have a system of preferential parking in place within the next three to four months. I am aware that takes us well beyond the canning season. However, I am advised by Pacific Coast Producers officials that there are some 270 to 300 people employed at the cannery year around. Thus, while the problem is diminished considerably in the "off-season" there is still some on-street parking by cannery employees. The employment figures are these:

Currently	1,500
After August 26	850
After September 20	425
After October 1	270 - 300 (year around)

These numbers raise another point for consideration: if implemented, should a preferential parking plan be limited to the canning season, some longer period, or year around? I believe the City Council would want to hear from the residents in this regard. While this whole process sounds frightfully bureaucratic, taking this more deliberate route not only will provide the Council with maximum public input, but may save us from having to later undo or redo an action which would only serve to confuse all involved. While it appears we will be unable to respond quickly to the pleas of those who appeared at the last City Council meeting, I think they will be appreciative of the fact that the problem does not lend itself to a quick and easy solution, and pleased that at an ultimate resolution to the problem is in process.

The staff will be pleased to provide additional information and answer any questions Councilmembers may have.

Respectfully submitted,

  
Thomas A. Peterson  
City Manager

NOTICE OF PUBLIC HEARING BY THE CITY COUNCIL OF THE CITY  
OF LODI TO SEEK COMMUNITY INPUT REGARDING THE ADOPTION OF  
POLICY GUIDELINES FOR THE DESIGNATION AS PERMIT PARKING ONLY  
OF THE RESIDENTIAL AREA ADJACENT TO THE PACIFIC COAST  
PRODUCERS CANNERY ON SOUTH STOCKTON STREET, LODI, CALIFORNIA

NOTICE IS HEREBY GIVEN that on September 4, 1985 at the hour of 7:30 pm, or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing in the Council Chambers, City Hall, 221 West Pine Street, Lodi, California, to seek community input regarding the adoption of policy guidelines for the designation as permit parking only of the residential area adjacent to the Pacific Coast Producers Cannery on South Stockton Street, Lodi. The subject area would involve all properties within and having frontage on the streets bounded by Tokay Street on the north, Washington Street on the east, Vine Street on the south and Stockton Street on the west, except those properties fronting the west side of Stockton Street.

Information regarding this item including copies of Ordinance No. 1158 -An Ordinance Amending Lodi City Code Chapter 14, "Motor Vehicles and Traffic" by Adding a New Section Thereto Relating to Permit Parking on Designated Streets" may be obtained in the office of the City Clerk or the Public Works Department at 221 West Pine Street, Lodi, California.

All interested persons are invited to present their views on this matter. Written Statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

Dated: August 7, 1985

By Order of the Lodi City Council

*Alice M. Reimche*  
ALICE M. REIMCHE  
CITY CLERK