53

CITY OF SACRAMENTO

TRAFFIC ENGINEERING DIVISION
1023 J STREET — SUITE 202 SACRAMENTO, CALIF. 95814

TELEPHONES (916)
TRAFFIC ENGINEERING 449-5307
OFF-STREET PARKING 449-5354
ON-STREET PARKING 449-5644

July 14, 1982

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: Recommendation to Establish the Southside Area as a Residential Permit Parking Area, Including Recommendations for Funding and Related Budget Amendments

SUMMARY

This report is a funding recommendation for the Southside Residential Permit Parking Area. This item is presented to the Council as recommended by the Budget & Finance Committee.

BACKGROUND

On June 9, 1982, a staff recommendation was made to the Council to adopt a resolution tentatively establishing the Southside Residential Permit Parking Area. Implementation of the program was to be contingent on receipt of a final petition from the area showing over 50% of the residents in support of the program. The Council requested that staff report back with a recommendation for funding and referred the matter to the Budget & Finance Committee.

A report for funding the program was presented to the Budget & Finance Committee on July 13, 1982. The table attached to that report, illustrating the costs and revenues of the program, is attached hereto. The Committee approved the staff recommendation, with the exception of charging fees for residential parking permits. At request of Southside residents, the Committee also approved of proceeding with implementation without delaying for delivery and installation of the 10-hour parking meters recommended for Southside and Alkali Flats.

FINANCIAL DATA

The initial costs for implementing the Southside Area and installing 10-hour meters are as follows:

Parking regulation signs	$10,915	
Permits	830	
Temporary permit office	150	
Cushman scooter	5,605	
2-way radio	2,100	
Subtotal		$19,600
10-hour meters		85,000
Grand total		$104,600

At this time, funding for only the subtotal amount ($19,600) is requested. Funding for the meters ($85,000) will be included next month in the City's proposed CIP.

CDBG funds in the amount of $12,000 are available to be applied to the subtotal amount. It is recommended that the remaining balance of $7,600 be absorbed in the General Fund on an interim basis, until appropriation can be made in the forthcoming CIP along with the 10-hour meter costs. The Budget & Finance Committee recommends that these two items, in the total amount of $92,600, be funded by appropriation from the off-street parking fund (as a part of the CIP).

One additional parking enforcement officer and related costs will be required for the Southside Area at this time. Costs are itemized as follows:

Salary	$13,435
Benefits	5,465
Uniforms	615
Scooter maintenance	2,975
Radio maintenance	110
	$22,600

Upon installation of the additional 10-hour meters in the Alkali Flats and Southeast Areas, one additional full-time career parking meter coin collector will be required for a further additional annual cost of $18,616 (salary and benefits).

RECOMMENDATION

Based on the Budget & Finance Commitee approval, recommendations are as follows:

1. That the Southside Residential Permit Parking Area be established and implemented. (A final petition has been received from the residents, showing 51.8% in support of the program.)

2. That $12,000 in CDBG contingency allocations be applied to the initial costs of implementing Residential Permit Parking in the Southside Area.

3. That the 1982-1983 Traffic Engineer's operating budget be amended by appropriating $30,200 out of the General Fund for (a) the balance of implementation costs ($7,600) and for (b) adding one full-time career parking enforcement officer with related services and supplies ($22,600).

4. That the City Council approve of the installation of 10-hour meters in the Southside and Alkali Flats Residential Permit Parking Areas in order to generate adequate revenues to pay for the Residential Permit Parking Program.

5. That the City Council approve of the addition of one full-time career parking meter coin collector as a necessary condition for adding the 10-hour meters in the Southside and Alkali Flats Areas, for a total annual cost of $18,616 (salaries and benefits).

The resolutions necessary to enact recommendations 1, 2 and 3 will be brought back to the Council for adoption within two weeks if approved. Resolutions for recommendations 4 and 5 will be brought to the Council after approval of funding for the additional meters in the forthcoming 1982-1983 CIP.

Respectfully submitted,

L. M. Frink

L. M. Frink
Traffic Engineer

By J. M. M.

Recommendation Approved:

Walter J. Slipe

Walter J. Slipe, City Manager

LMF:JMM/mf
Attachment

July 20, 1982
All Districts

RESIDENTIAL PERMIT PARKING COST vs. REVENUES

	Prior to Reimbursement for State Capitol Area		After Reimbursement for State Capitol Area	
	All Areas Except Southside Area	All Areas Including Southside Area	All Areas Except Southside Area	All Areas Including Southside Area
Revenue:[1]	$100,000	$117,000	$131,500	$148,000
Operating Costs:[1]	151,850	175,650	162,850	186,650
Net Loss (-)	- 51,850	- 58,650	- 31,350	- 38,650
Optional Revenues:				
Permit Fees	20,500	24,000	20,500	24,000
Additional Meters (Net)[2]	33,000[3]	57,000[4]	33,000[3]	57,000[4]
Total	$ 53,500	$ 81,000	$ 53,500	$ 81,000
Adj. Net Gain (+)	+ 1,650	+ 22,350	+ 22,150	+ 42,350
Initial Costs:				
Additional Meters	38,500	85,000		
Southside Implementation[5]	7,600	7,600		
	$ 46,100	$ 92,600		

[1] No adjustments included for inflation.

[2] Operating costs deducted.

[3] Alkali Flats only.

[4] Alkali Flats and Southside.

[5] $12,000 not included, to be paid out of CDBG funds.

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CITY OF SACRAMENTO

CITY MANAGER'S OFFICE
RECEIVED
JUN 2 1982

TRAFFIC ENGINEERING DIVISION
1023 J STREET — SUITE 202 SACRAMENTO, CALIF. 95814

TELEPHONES (916)
TRAFFIC ENGINEERING 449-5307
OFF-STREET PARKING 449-5354
ON-STREET PARKING 449-5644

June 2, 1982

APPROVED BY THE CITY COUNCIL
JUN 9 1982
OFFICE OF THE CITY CLERK

Cont. to 7-13-82

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: Residential Permit Parking - Southside Area

SUMMARY

This report recommends a Residential Permit Parking Program for the Southside area (map attached to accompanying Resolution).

BACKGROUND INFORMATION

On April 15, 1981, the City Traffic Engineer received petitions from the residents of this area for a Residential Permit Parking Program. Surveys and studies of on-street and off-street parking conditions in the area were conducted. The results of these surveys and studies are attached as Exhibit "A". Based on these results, it was determined that the area is eligible for this program. The parking regulations recommended for this area are two-hour time limits, Monday through Friday, from 8:00 a.m., to 6:00 p.m., with Residential and Visitor's Parking Permits exempt.

For the concentrated area, where parking congestion was prevalent throughout the time surveyed, non-residential vehicles were estimated to represent about 90% of all vehicles parked on-street. There were 1,310 total vehicles parked on-street in the congested area, occupying approximately 79% of the 1,663 on-street parking spaces available.

A public hearing was held on May 12, 1982. Thirty-six persons attended the hearing. Comments made at the hearing are summarized in Exhibit "B" of this report. There was full support of the proposed program by the residents attending the hearing. A representative for the Sacramento City Unified School District expressed concern for the employees of the neighborhood schools who park on-street in the vicinity. The proposed plan does not provide for any parking regulations immediately adjacent to any of the schools in the area. The school frontages are left unregulated for non-residential usage, for a first-come-first-serve basis. Some business owners in the area have also expressed their concern regarding the effect the program could have on their business operations. There was concern that some customers or clients may be discouraged from doing business in this area where they may be subject to overly restrictive parking measures. It was explained that 2 hour time limits as recommended should be beneficial to businesses.

At the public hearing the residents showed full support for the program as recommended, but there was also support for a one hour time limit regulation next to State Office Buildings. This possibility has been considered by the staff, but it has been found that there are numerous leased State Offices along both "R" an "S" Streets where implementation of a shorter time limit would likely have adverse effects on many businesses. Therefore, a two-hour time limit is recommended as most appropriate for this area. Modifications can be made at a later date after determinations can be made based on experience.

A very important factor that should be given consideration is that this will be the second program that would displace employee parking with insufficient alternative off-street parking available. Surveys of the major off-street parking facilities in or near the area show that available monthly parking space is not adequate to meet the displaced all-day employee demand. It is estimated that the proposed Residential Permit Parking Program would displace about 1,330 non-residential vehicles that park daily in the total Southside Area on an all-day basis, of which approximately 300 would be without alternative parking.

FINANCIAL DATA

With implementation of this area, approximately 1,075 on-street parking spaces will be added to the City's parking enforcement program. Therefore, one additional parking enforcement officer will be requested in order to enforce Residential Permit Parking regulations in this area. It is estimated that revenues generated by citations will meet the cost of the proposed additional position.

The total cost of implementing this program is itemized as follows:

One Parking Enforcement Officer (1st year):	
*Salary	$ 13,435
*Benefits	5,465
*Uniform Allowance	618
Purchase of Scooter	5,512
*Equipment Maintenance	2,975
Purchase of Radio	2,100
*Radio Maintenance	110
Parking Regulations signs	10,915
*Parking Permits	830
*Temporary Office (rental)	150
TOTAL	$ 42,110

*ongoing annual operating costs - $23,583 total.

Upon receiving a supplemental petition from the residents, staff will report back to Council requesting this required funding.

[illegible]

RECOMMENDATION

It is recommended that the attached resolution, tentatively establishing the Southside Residential Permit Parking Area be adopted.

Respectfully submitted,

L. M. Frink
Traffic Engineer

Recommendation Approved:

Walter J. Slipe, City Manager

LMF:FB/ead

Attachments: 3

June 9, 1982
District 1

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

A RESOLUTION ESTABLISHING THE SOUTHSIDE AREA AS A RESIDENTIAL PERMIT PARKING AREA.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

That pursuant to Section 25.174 of the Sacramento City Code, the area known as the Southside area is hereby established as a Residential Permit Parking area. Parking on the public streets within the area boundaries, as shown on the attached map, shall be regulated by parking restrictions. Vehicles which display valid Residential Parking Permits or Visitor Parking Permits issued for use in the Southside area shall be exempt from said parking restrictions in appropriately designated areas.

Residential Parking Permits shall be issued to each residential vehicle of the area, upon application by the resident owner to the office of the Traffic Engineer. Current vehicle ownership registration, issued by the State of California, shall be required as proof of residential vehicle ownership and residence. The applicant shall also provide proof of residency by presenting a tax bill, rental agreement, utility bill, or other document required at the discretion of the Traffic Engineer. Each residence shall be entitled to one annual Visitor Permit upon application by the respective resident to the office of Traffic Engineer and by showing proof of residence in the area by current California vehicle ownership registration, a current California driver's license, or other proof as deemed appropriate by the Traffic Engineer. Said temporary Visitor Permits shall be issued at the discretion of the Traffic Engineer.

An initial petition has been received from the residents of the Southside area, showing significant interest in a Residential Permit Parking Program. Upon receipt of a second petition from the Southside residents, which, when combined with the initial petition, represents over fifty percent (50%) of the dwelling units within the area boundaries, the Traffic Engineer shall implement the Residential Permit Parking Program as described herein.

All red, yellow, blue, white, and green zones, and all parking prohibitions will remain in effect if located on a block designated for Residential Permit Parking. Vehicles with Residential Parking Permits shall be exempt from meters and time-limit regulations only.

The following public streets in the Southside area shall be regulated by two-hour time limits from 8:00 a.m., to 6:00 p.m., Monday through Friday. Vehicles displaying Residential or Visitor Parking Permits issued for use in the Southside area shall be exempt from said parking prohibitions.

S Street, north side, from 11th Street to ½ block east of 10th Street;

S Street, south side, from 5th Street to ½ block east of 4th Street:

S Street, south side, from 6th Street to ½ block east of 5th Street;

S Street, south side, from 6th Street to 7th Street;

S Street, south side, from 10th Street to ½ block east of 9th Street;

S Street, south side, from 11th Street to ½ block east of 10th Street;

S Street, south side, from 11th Street to ½ block east of 11th Street;

T Street, north side, from 3rd Street to 7th Street;

T Street, north side, from 9th Street to 12th Street;

T Street, south side, from 3rd Street to 6th Street;

T Street, south side, from 8th Street to ½ block east of 8th Street;

T Street, south side, from 9th Street to 11th Street;

T Street, south side, from 12th Street to ½ block east of 11th;

U Street, north side, from 3rd Street to 6th Street;

U Street, north side, from 8th Street to 12th Street;

U Street, south side, from 3rd Street to 6th Street;

U Street, south side, from 8th Street to 11th Street;

V Street, north side, from 3rd Street to ½ block east of 3rd Street;

V Street, north side, from ½ block east of 4th Street to 6th Street;

V Street, north side, from 8th Street to ½ block east of 9th Street;

V Street, north side, from 10th Street to 11th Street;

V Street, south side, from 3rd Street to 6th Street;

V Street, south side, from 9th Street to 12th Street;

W Street, north side, from 8th Street to ½ block east of 8th Street;

W Street, north side, from 9th Street to ½ block east of 9th Street;

W Street, north side, from ½ block east of 10th Street to 12th Street;

3rd Street, east side, from S Street to alley south of S Street;

3rd Street, east side, from alley south of T Street to V Street;

4th Street, west side, from S Street to alley south of V Street;

4th Street, east side, from S Street to alley south of S Street;

4th Street, east side, from T Street to alley south of V Street;

5th Street, west side, from S Street to U Street;

5th Street, west side, from alley south of U Street to V Street;

5th Street, east side, from alley south of S Street to alley south of V Street;

6th Street, west side, from alley south of S Street to alley south of V Street;

6th Street, east side, from S Street to T Street;

7th Street, west side, from S Street to T Street;

8th Street, east side, from T Street to alley south of U Street;

8th Street, east side, from alley south of V Street to W Street;

9th Street, west side, from alley south of T Street to V Street;

9th Street, west side, from alley south of V Street to W Street;

9th Street, east side, from S Street to W Street;

10th Street, west side, from S Street to alley south of S Street;

10th Street, west side, from T Street to W Street;

10th Street, east side, from S Street to alley south of V Street;

11th Street, west side, from alley south of Q street to R Street;

11th Street, west side, from alley south of R Street to W Street;

11th Street, east side, from alley south of R Street to U Street;

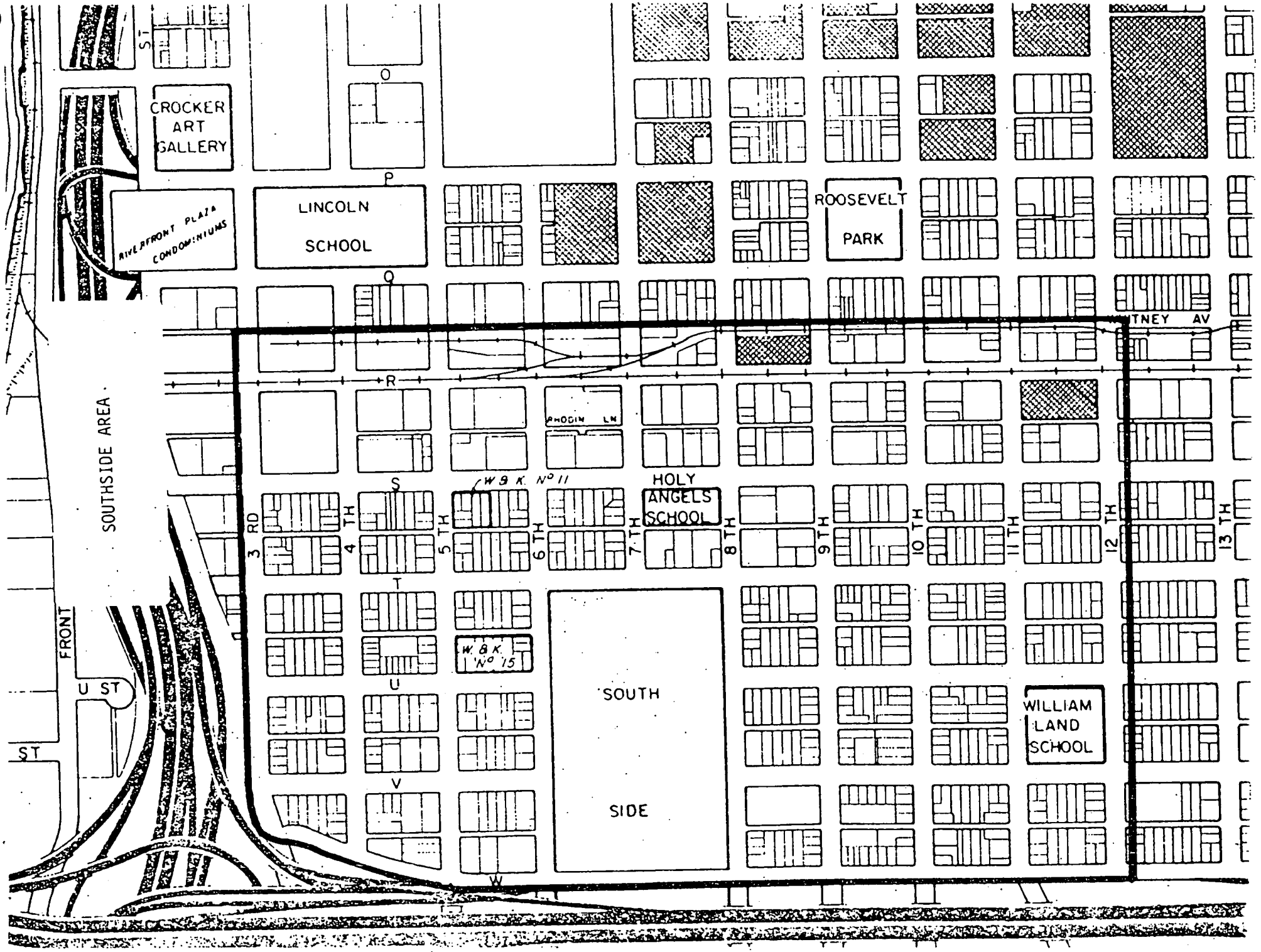
11th Street, east side, from V Street to W Street;

12th Street, west side, from alley south of Q Street to R Street;

12th Street, west side, from S Street to U Street;

12th Street, west side, from V Street to W Street;

12th Street, east side, from S Street to W Street.


CROCKER ART GALLERY
RIVERFRONT PLAZA CONDOMINIUMS
LINCOLN SCHOOL
ROOSEVELT PARK
SOUTHSIDE AREA
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WHITNEY AV
RHODIN LN
W & K. No 11
HOLY ANGELS SCHOOL
W. & K. No 15
SOUTH SIDE
WILLIAM LAND SCHOOL
3 RD
4 TH
5 TH
6 TH
7 TH
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10 TH
11 TH
12 TH
13 TH

PREFERENTIAL PARKING
STUDY SUMMARY

SOUTHSIDE AREA (CONCENTRATED)

DAYS SURVEYED: 7/7 7/9 7/14 7/16 7/21 7/23 7/28 7/30

TIMES SURVEYED: 8:30 a.m., 10:30 a.m., 2:30 p.m.

PEAK PARKING PERIOD: 10:30 a.m.

TOTAL ON-STREET PARKING SPACES	1,663
TOTAL VEHICLES PARKED ON-STREET	1,310 (78.7%)
TOTAL VEHICLES IDENTIFIED	788 (60.2%)
TOTAL RESIDENTIAL VEHICLES	129 (9.8%)
TOTAL NON-RESIDENTIAL VEHICLES*	1,181 (90.2%)

MAJOR OFF-STREET PARKING FACILITIES

State Parking	Number of Spaces	Monthly Permits Available	Avg. No. Pkg. Spaces Available During Peak Period
lot at W-X-6-8 Sts.	663	0	294
lot at 1918 19th St.	54	-	14
lot at 1818 12th St.	35	-	18
lot at 1131 S Street	18	-	8
lot at 830 S Street	25	-	4
PRIVATE PARKING			
lot at 1101 S Street	45	-	11
lot at 1801 10th St.	45	0	0
TOTAL OFF STREET SPACES:	885	-	349

Number of un-regulated on-street spaces: 684

Total number of available alternative spaces: 1,033

SUMMARY OF ALTERNATIVE PARKING AVAILABLE DURING PEAK PERIOD

It is estimated that of all non-residential vehicles parking in the Total Southside area, 297 can not be accomodated in off-street or un-regulated on-street spaces.

*Based on estimates derived from identified vehicle registration data provided by the Department of Motor Vehicles. For the Total Southside area, there was an estimated 1,330 non-residential vehicles.

EXHIBIT "B"

WRITTEN COMMENTS SUBMITTED BY RESIDENTS AT PUBLIC HEARING (1)

Residents have always experienced problems finding space to park their vehicles near their place of residence due to all-day parking by employees in the area. It is requested that the City do something about it.

Clients of small businesses are unable to find parking because employees use most of the nearby parking spaces.

Due to the parking supply shortage in the area, people park anywhere they can, in alleys, front yards, etc. and react belligerently when asked to move their cars. The State should be required to provide (Off-Street) parking space for its employees as they construct new office buildings.

We support the residential permit parking program, but recommend that the streets, nearest the State offices, be regulated by one-hour time limits.(2)

We support the City's recommendation to regulate the proposed streets for Residential Permit Parking with 2-hour time limits.(3)

---

* (1) There were a total of 24 written comments submitted by the residents in attendance at the May 12, 1982 Public Hearing.

(2) There were five residents in favor of one-hour time limits.

(3) There were six residents in support of staff's recommendations for two-hour time limits.

(1)

(54)

CITY OF SACRAMENTO

OFFICE OF THE CITY CLERK
915 I STREET
CITY HALL ROOM 203
SACRAMENTO, CALIFORNIA 95814
TELEPHONE (916) 449-5426

LORRAINE MAGANA
CITY CLERK

July 13, 1982

Mayor and City Council
City Hall
Sacramento, CA 95814

Members in Session:

SUBJECT: Appeal of Jim Furry, Grand American Fare, Inc., from the decision of the Chief of Police denying an Amusement Arcade Permit

SUMMARY

Attached is the appeal of Jim Furry, Executive Vice President of Grand American Fare, from the decision of the Chief of Police denying a permit to operate an amusement arcade at Fanny Ann's Saloon, 1023 Second Street, Old Sacramento, as required by Section 5.74 of the Sacramento City Code.

BACKGROUND

Under Sections 2.323 and 2.324 of the City Code, the Council may appoint a hearing examiner to hear the appeal if it finds that "the appeal may involve a lengthy factfinding process which would be more appropriately accommodated by a formal hearing before a hearing examiner."

FINANCIAL DATA

The estimated cost would be $100.00 and would be available from the Chief of Police's budget.

RECOMMENDATIONS

1. If the Council should decide to appoint a hearing examiner, it is recommended that the following motion be adopted: "The Council hereby determines pursuant to Section 2.324, City

Code, that this appeal will involve a lengthy factfinding process which will be more appropriately accommodated by a formal hearing before a hearing examiner. Therefore, the Council appoints A.J. Weiglein as hearing examiner to hear the appeal on August 10, 1982, at the hour of 9:00 a.m., and at 3287 Fifth Avenue, Sacramento, California."

2. If the Council should decide to consider the appeal itself, it is recommended that the hearing be set for August 10, 1982.

Respectfully submitted,

Lorraine Magana
City Clerk

LM/mm
Attachment

cc: Jim Furry (3008 Main St., Santa Monica 90405)
Chief of Police
A. J. Weiglein

RECOMMENDATION APPROVED:

Walter J. Slipe
City Manager

July 13, 1982
District 1

Clair, Gary

54

RECEIVED
CITY CLERKS OFFICE
CITY OF SACRAMENTO
JUL 12 3 34 PM '82

NOTICE OF APPEAL

DATE: 7-10-82

Pursuant to Section 2.320, City Code, I wish to appeal the decision _____

_____ made on _____

regarding AN ARCADE LICENSE AT FANNY ANNS SALOON 1023 2nd ST OLD SACTO.

as required by Code § 5.74, City Code.

My reason for appealing is as follows: THE GAMES HAVE BEEN IN FANNY ANNS FOR APPROX. 10 YRS. THEREFORE WE WOULD LIKE TO COMPLY WITH CITY PERMIT REQUIREMENTS. WE DONT SEE THE INCREASE IN CRIME IN OLD SACTO AS BEING CAUSED BY THE GAMES AT FANNY ANNS.

****

PLEASE PRINT:

NAME: JIM FURRY

ADDRESS: 3208 MAIN ST.

CITY: SANTA MONICA STATE: CA ZIP CODE: ~~90405~~ 90405

TELEPHONE NUMBER: 213 450-4900

Gary Clair

SIGNATURE

54

GRAND AMERICAN FARE
INCORPORATED

3008 MAIN STREET
SANTA MONICA, CALIFORNIA 90405
(213) 450-4900

CALIFORNIA
OAR HOUSE
FOGGY'S NOTION
BUFFALO CHIPS
ST. JAMES INFIRMARY
J. SLOAN'S
BULL & MOUTH
FANNY ANN'S
MADISON BEAR GARDEN
WEBER'S PLACE
OCEAN PARK
OMELETTE PARLOR
SUMMERLAND

COLORADO
DARK HORSE
WASHINGTON'S BAR & GRILL
STATE ARMORY
MEADOW MUFFINS
NO FRILLS GRILL

ARIZONA
BUM STEER
MINDER BINDER'S

NEBRASKA
P.O. PEAR'S

July 8, 1982

City Clerk
City of Sacramento
915 I Street Room #203
Sacramento, CA 95814

Gentlemen:

I wish to appeal the decision of the Chief of Police in denying the application for an arcade permit for Fanny Ann's located at 1023 2nd Street, Old Sacramento, CA.

I wish to address the City Council and would appreciate being notified when this matter will be heard.

Sincerely,

James H. Furry
Executive Vice-President

JHF:ll
cc: Fanny Ann's