

SACRAMENTO CITY PLANNING COMMISSION

- Synopsis -

Thursday - July 30, 1987 - 5:30 p.m.

Commission Hearing Room - First Floor

Item 1

Proposal for the Midtown Residential Permit Parking Program.

Requested action: Hold public hearing, receive comments, approve Midtown Parking Committee Proposal.

Commission action: Heard staff report, held hearing, and adopted the following recommendation:

- o Adopt Phase I of the Residential Permit Parking Program
- o Conduct a survey after six months to determine if other phases are necessary to achieve the purpose of the parking program.
- o Adopt a \$40 permit parking fee.

SUZANNE/TERRY

CITY PLANNING COMMISSION

Special Meeting

- Agenda -

Thursday, July 30, 1987 - 5:30 pm, Commission Hearing Room, 1st Floor, 1231 I Street

Item 1

Proposal for the Midtown Residential Permit Parking Program.

Requested Action: Hold public hearing, receive comments, approve Midtown Parking Committee Proposal.



DEPARTMENT OF
PUBLIC WORKS

PARKING DIVISION

CITY OF SACRAMENTO
CALIFORNIA

1023 J STREET
SUITE 202
SACRAMENTO, CA
95814-2877

916-449-5354

July 30, 1987

REF: 87-07-85

Planning Commission
Sacramento, California

Honorable Members in Session:

SUBJECT: PROPOSAL FOR A MIDTOWN RESIDENTIAL PERMIT PARKING
PROGRAM

SUMMARY:

This is a proposal for implementation of residential permit parking in the Northeast Area of the Central City between F, L, 16th and 29th Streets, based on recommendations and information from the Midtown Parking Committee and related staff assistance.

BACKGROUND:

On December 23, 1986, the City Council referred the Northeast Area Residential Permit Parking Program to the Planning Commission for further study, due to the magnitude of the area proposed for the program, and the proportion of business land uses therein that would be impacted by the elimination of all-day on-street commuter parking.

In a public meeting held on March 5, 1987, the Planning Commission referred the program to the Midtown Parking Committee for study of viable alternatives by which the parking areas of business employees of the Midtown Area could be facilitated.

At the outset, the Midtown Parking Committee decided that the various factors of impact and those being impacted should be quantified through surveys and studies of the area, including the midtown employees, businesses, the parking supply, and parking regulations.

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The program proposal thereby developed by the Midtown Parking committee is based on information from the following:

1. An employee survey conducted by Sacramento Rideshare, an agency of the California State Department of Transportation.
2. On-street and off-street parking surveys by the City Parking Division.
3. Business and employee surveys by the City Parking Division.
4. Presentations and graphic illustrations by Regional Transit which show extensive bus and light rail service to the Midtown Area from throughout the Sacramento area.
5. Various proposals by Sacramento Rideshare and the Transportation Coalition in regards to transportation principles, interpretation of the issues of concern, and methods for operation and administration of a rideshare program in the study area.
6. Extensive discussion, analysis, and proposals of the Midtown Parking Committee members.

The area of study has been divided into two sub-areas for consideration, due to the distinction in land use between the two. That part of the area north of approximately I Street is referred to as Zone A and is predominately residential. That part of the area south of approximately I Street is referred to as Zone B and is predominately commercial, but Zone B does include a significant number of residential units.

The factors that must be considered in determining the residential permit parking plan for this area are as follows:

1. There are a total of 3,581 on-street parking spaces in the total study area, as shown in Exhibit "A" which gives details of both regulated and unregulated parking spaces in both zones.
2. There are 5,305 employees who work in the study area.
3. There are 5,688 off-street parking spaces in the total area, of which 3,698 are located in Zone B and 1,990 are located in Zone A (also shown in Exhibit A). Of the total off-street spaces, 3,485 are owned and/or controlled by midtown businesses.
4. The rideshare survey of the study area estimates the following:

- A. An estimated 2,178 employees would use their vehicle during the work day for business purposes.
- B. An estimated 2,296 employees show interest in either carpooling or riding regional transit.
- C. 636 employees already do use alternative means of transportation rather than driving alone to and from work.

Based on the foregoing, a transportation program for the proposed residential permit parking area is necessary, in order to facilitate the transportation needs of midtown employees in conjunction with the institution of residential permit parking. The essential element of the transportation program are proposed as follows:

1. Usage of the privately-owned, business off-street parking supply to facilitate business operators and employees who use their vehicles during the day for business related purposes which preclude ridesharing.
2. Usage of the privately-owned business parking lot spaces not required for purposes in item #1 above, for carpools, to the extent that said parking spaces are available.
3. Carpooling by those businesses owners/operators in item #1 above who are not precluded by business hours of operation from ridesharing with other midtown employees.
4. Designation of on-street parking spaces for carpools, by installation of ten-hour parking meters which are reserved for vehicles with carpool permits between 7 a.m. and 10 p.m. No ten-hour parking meters shall be located at residential frontages.
5. Intensive marketing of Light Rail and bus services by Regional Transit.
6. Designation of additional on-street parking spaces for short-term parking of business customers, by short-term parking regulations.
7. Single-occupant vehicle permits to any vehicle registered to a business with an address within the area (as provided for in the City's existing Residential Permit Parking Ordinance).

In order to implement a transportation program with these elements, there must be not only careful planning and well-executed coordination, but there must be an officially designated group of individuals that oversee the process of coordination. There must also be an adequate time period prior to implementation, to have all components of the program ready for operation.

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In order to have the midtown transportation program properly coordinated and overseen, both during the time period for preparation and for on-going coordination and oversight thereafter, a transportation program coordinator and a midtown transportation committee are recommended. The Midtown Transportation Committee will be advisory to the City Council's Transportation and Community Development Committee.

The Midtown Parking Committee should be established as the Midtown Transportation Committee which shall be officially designated in membership by the City Council on the basis of local residence (3 members) and local business interest (3 members). The Chairman shall be a member of the Planning Commission. The Parking Division Manager shall serve as City staff liaison to the Midtown Transportation Committee. The Transportation Coordinator shall provide services to the City as set forth in contractual agreement, under which the City shall be the client.

A tabulation of the information on page 2 pertaining to the parking supply, employees in the study area, potential for ridesharing and Regional Transit ridership, and other features is shown in Exhibit "B" attached hereto. This is to illustrate that, given those factors, a compromised solution is feasible within the guidelines set by available resources and their utilization on a mutual basis.

A key component will be the cooperative, mutual participation of the midtown business community in this program, to the extent that private parking areas need be shared with employees of different businesses.

It is proposed that the area be divided into Zones A and B as shown on Exhibit "C", which also illustrates the proposed on-street parking regulations for the proposed program.

Due to the magnitude of this program in terms of the large number of residences and businesses within the midtown neighborhood, a three-phase implementation is recommended as follows:

Phase I:

Phase I would be a 6-month period wherein on-street parking permits would be issued to both residential vehicles and vehicles of employees who are employed by businesses located in the Midtown Area. The intent of Phase I is to not only provide a transition period for residents and businesses of the area, but even more importantly, to determine the impact of displacing those commuter vehicles generated by employers located outside of the Midtown Area (primarily west of 16th Street and south of L Street). A parking survey would be performed during Phase I to quantify the impact by an inventory of cars parked on-street and the ratio of residents to commuter vehicles.

During Phase I, the transportation program coordination for Zone B (south of I Street) would be initiated, in order to be ready for implementation within six months. Sacramento Rideshare would coordinate the rideshare program for the area. Regional Transit would provide assistance to employers for orientation to bus and light rail services into the Midtown Area. The City Parking Division would set up a temporary office in midtown to issue on-street parking permits to resident and midtown business employees.

Based on the rideshare survey and other statistics, out of 5,305 midtown employers, an estimated 2,479 would park off-street in Phase I, 636 would use other modes of transportation (bus, walk, bicycle, etc.), 700 would use ten-hour parking meters on-street (average two per ten-hour meter space), leaving approximately 1,490 employees who would apply for single-occupant vehicle on-street employee permits. Under Phase I, there would be an average 68% occupancy of residential permit parking spaces by employee vehicles, assuming a 20% vacancy factor (due to sick leave, vacation, personal business, etc.).

The occupancy of so much residential permit parking space by employee vehicles is obviously not the intent of the City's Residential Permit Parking Program. A reduction in on-street employee parking permits would be programmed for Phases II and III.

Within six months from the inception of Phase I, Sacramento Rideshare, under contract with the City, would coordinate carpools to use all 357 ten-hour parking meters and to use 301 parking spaces in off-street business-owned and/or operated parking lots in midtown. Potentially, this equates to 658 carpools or 1,974 employees if carpools are defined as having at least three riders. To use a lower required number of riders (2) per carpool could potentially create the need for 658 more employee parking spaces in the area.

Along with the coordination of ridesharing by Sacramento Rideshare, Regional Transit has also agreed to assist in the coordination, orientation, and marketing of bus ridership in midtown. There is a vast potential for usage of Regional Transit by midtown employees due to the extensive bus routes currently serving the area.

Phase II:

Having undertaken the transportation coordination measures of Phase I, single-occupant vehicle on-street parking permits would be reduced upon the inception of Phase II. There are 880 businesses in the Midtown Area. In Phase II, on-street parking permits for employees' single-occupant vehicles would be reduced

to one per business (880). These permits could be pooled and used jointly by multiple businesses in conjunction with off-street parking supply and deficiencies. This would reduce the employee permit parking in residential permit parking space to 50% (40% if a 20% vacancy factor is projected). Meanwhile, in Phase II, coordination by Sacramento Rideshare and marketing by Regional Transit would continue in an effort for further reduction in usage of on-street parking by midtown employees. It is recommended that Phase II extend for a 7-month period immediately after Phase I. Another survey of on-street parking conditions would be conducted during Phase II, to determine on-street parking conditions.

Phase III:

It is recommended by City staff that, prior to the implementation of Phase III, a status report be made to the City Council advising of on-street parking conditions in Phases I and II as surveyed in the area.

Upon implementation of Phase III the 880 on-street employee parking permits for single-occupant vehicles would be discontinued.

There would be, however, the provision for any vehicle (single-occupant or otherwise) to qualify for an on-street parking permit if registered to a business with an address within the Midtown Residential Permit Parking Area. This is an existing provision within the scope of the existing ordinance as it is now written.

There is also a section (25.175 b.4) in the existing ordinance which states that there is entitlement of an on-street parking permit for "a non-resident of the residential permit parking area who pays the non-resident fee in those areas where the city council has authorized the usage of non-resident permits by resolution." This section has not been used in any of the eight residential permit parking areas of the City as currently implemented. Consideration of this section was given in the implementation of the State Capitol Residential Permit Parking Area in 1980. The City attorney at that time, however, ruled that on-street parking permits so issued would constitute inappropriate use of the public right-of-way. City staff has proceeded on that basis since that time. In effect, residential permit parking becomes a meaningless program if permits are issued to commuters and the original conditions that generated the program are reproduced.

FINANCIAL DATA:

Initial costs and operating costs were originally budgeted during the 1986/1987 fiscal year. While on-going operating costs were budgeted in FY 87/88, start up costs were not carried over and must be requested as a 1987-1988 budget augmentation, as follows:

Start up Costs

Signs & Related Hardware	\$ 20,864	
Parking Meter Stanchions (pipe)	4,200	
Installation (labor)	15,016	
Parking Meters	35,994	
Operating Supplies	<u>14,387</u>	
Total		\$ 90,461

Operating Costs

On-going operating costs and enforcement and clerical service for the 1987-1988 fiscal year are as follows:

1 Parking Enforcement Officer	\$ 29,778	
1 Typist Clerk II	25,414	
Operating Services & Supplies	<u>5,215</u>	
Total		\$ 60,407

Additional funds must also be requested in the amount negotiated for any contractual services to be rendered by Sacramento Rideshare to the City of Sacramento in the initial coordination of the program and for any on-going services to be rendered thereafter.

Revenues

Revenues are estimated on the basis that the program would be implemented on January 1, 1988. The monthly fees recommended under Phase I would be \$60 for a single-occupant on-street permit and \$20 for a carpool permit (valid at ten-hour parking meters only). Carpoolers would be required to pay the ten-hour parking meter daily fee in addition to the carpool application fee. Phase I revenues are estimated as follows:

Citations	\$ 48,000	
Conventional Parking Meters	5,000	
Ten-hour Parking Meters	75,000	
Parking Permits (Phase I)	<u>500,000</u>	
Total		\$628,000

Phase II would begin June 30, 1988 (providing Phase I begins on January 1, 1988). A continued \$60 fee is recommended for employee on-street permits. Revenues would be as follows:

Citations	\$ 56,000	
Conventional Parking Meters	6,000	
Ten-hour Parking Meters	88,000	
Permits (880 permits x \$60 x 7 mo.)	<u>370,000</u>	
Annual Total		\$ 520,000

It is estimated that Phase III revenues would begin on February 1, 1989 (as all on-street employee permits are phased out). Annual revenues thereafter, would be as follows:

Citations	\$ 95,000	
Conventional Parking Meters	10,000	
Ten-hour Parking Meters	150,000	
Permits	<u>0</u>	
Annual Total		\$ 255,000

It is recommended that all revenues from this program generated in addition to the existing sources of revenue be allocated for a Midtown Parking Fund, with covenants that would restrict the usage of such funds specifically for transportation and parking improvements in the Midtown Area. Revenue from parking citations and existing ten-hour parking meters would not be included. Revenues from new, additional parking meters and any parking permit fees would be included as follows:

Phase I and II:

Conventional Parking Meters	\$ 104,000	
Ten-hour Parking Meters	163,000	
Parking Permits	<u>1,020,000</u>	
Total Phase I/II Revenues		\$1,287,000

Annual Revenues
Thereafter (Phase III)

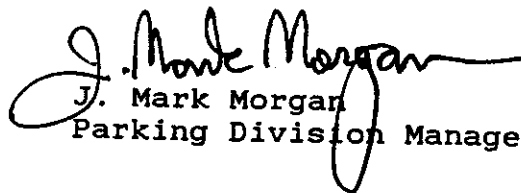
Conventional Parking Meters	\$ 10,000	
Ten-hour Parking Meters	<u>158,000</u>	
Total		\$ 168,000

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RECOMMENDATION:

It is recommended that the Planning Commission endorse the three-phase transportation program as outlined herein, with the designation of a Midtown Transportation Committee appointed by the City Council, and designation of a Midtown Parking Fund which derives revenues from new sources of on-street parking meter and permit revenues.

Respectfully submitted,


J. Mark Morgan
Parking Division Manager

JMM:js:rh

Attachments: Exhibit A
Exhibit B
Exhibit C
Exhibit D

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Exhibit A

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PARKING SPACE SUMMARY
NORTHEAST AREA

	<u>Existing</u>	<u>Zone A</u>	<u>Zone B</u>	<u>Proposed</u>	<u>Zone A</u>	<u>Zone B</u>
Total Area on-street parking spaces	3,581	1,955	1,626	3,581	1,955	1,626
Regulated on-street spaces	1,467	188	1,279	1,824	295	1,529
"Unregulated" on-street spaces (*RPP)	2,114	1,767	347	1,757	1,660	97
Total Area off-street parking spaces	5,688	1,990	3,698	5,688		
Off-street business parking spaces	3,485	610	2,875	3,485		
Off-street residential parking spaces	2,203	1,380	823	2,203		
Total area parking supply	4,317			3,960		

* Unregulated spaces become residential permit parking (RPP) and customer parking.

	<u>EXISTING</u>			<u>PROPOSED</u>	
	<u>Total Area</u>	<u>Zone A (No. of I)</u>	<u>Zone B (So. of I)</u>	<u>Zone A</u>	<u>Zone B</u>
Total Parking Spaces On-Street	3,581	1,955	1,626	1,955	1,626
Meters on street					
15-minute meters	2		2		2
30-minute meters	25		25		25
1-hour meters	189		189		201
2-hour meters	458	31	427	21	495
4-hour meters	104		104		93
10-hour meters	-	-	-	117	240
Total Meters	778	31	747	138	1,056

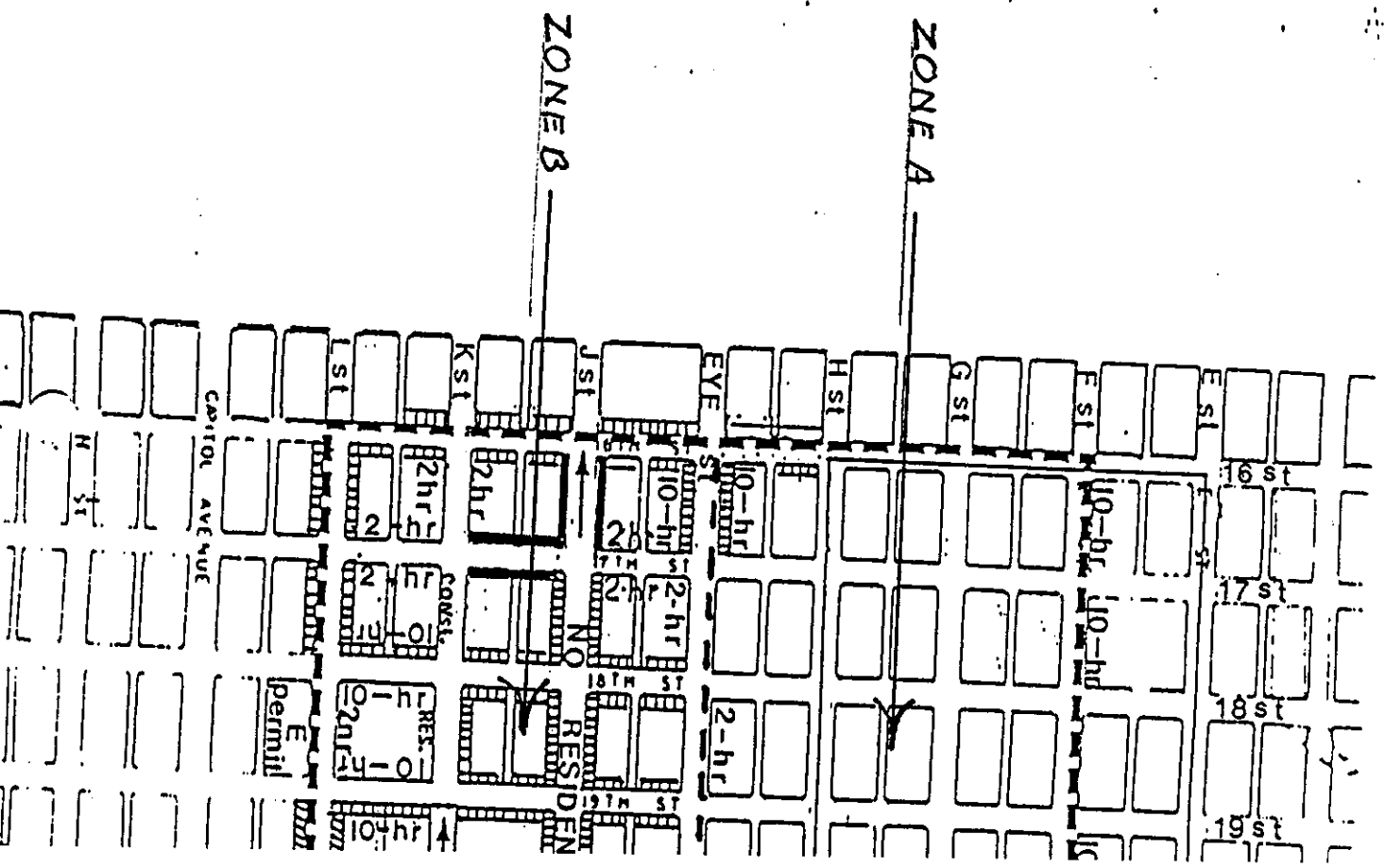
	<u>EXISTING</u>			<u>PROPOSED</u>	
	<u>Total Area</u>	<u>Zone A (No. of I)</u>	<u>Zone B (So. of I)</u>	<u>Zone A</u>	<u>Zone B</u>
Parking spaces regulated					
1-hour spaces	198	48	150	48	150
2-hour spaces	279	58	221	58	162
Yellow zones	60	8	52	8	52
Green zones	52	11	41	11	41
White zones	36	2	34	2	34
Bus zones	59	30	29	30	29
Blue zones	<u>5</u>	<u>0</u>	<u>5</u>	<u>5</u>	<u>5</u>
Total Regulated Spaces	689	157	532	157	475
Total of Regulated Spaces and Meters	1,467	188	1,279	295	1,529
Residential Off-Street Spaces	2,203	823	1,380		
Business Off-Street Spaces	2,479	1,869	610		
Business Unavailable Spaces	1,006	1,006			

MIDTOWN TRANSPORTATION PROGRAM PROJECTIONS

A. Total midtown <u>employees</u> .		5,305
B. Total off-street <u>spaces</u> owned and/or controlled by businesses.	3,485	
C. Business parking lot spaces for customer parking.	<u>-1,006</u>	
D. Employee off-street <u>parking spaces</u> .	2,479	
E. Ten-hour parking meters.	<u>+ 357</u>	
F. Total employee parking space supply.	2,836	
<hr/>		
G. Employees who drive alone due to business usage. ¹		2,178
H. Potential carpool employees in off-street parking lots.		903
2,479 Total Spaces		
<u>-2,178</u> Business Use Vehicles		
301 spaces x 3 carpoolers = 903 employees		
I. Potential carpool employees at ten-hour parking meters.		1,071
357 Parking Meters		
<u>x 3</u> Carpoolers		
1,071 Total		
J. Estimated midtown employees who walk, ride bicycles, etc. to and from work.		514
K. Estimated number of midtown employees who would use Regional Transit. ²		<u>322</u>
L. Total estimated employees facilitated under midtown transportation program.		4,988
M. Midtown employees not accounted for in transportation program projections. ³		317
5,305 Total employees		
<u>-4,988</u> Employees facilitated (item L)		
317		

- 1 The Rideshare Survey indicates that 41% of the midtown employees use their cars in business on a daily basis, which is likely an inflated figure in terms of accounting for employees who must, of job-related necessity, use their vehicles on this basis. Many of these vehicles may have the potential for ridesharing with other midtown employees.
- 2 The Rideshare Survey estimates that 2,296 employees would consider either/or carpooling or Regional Transit (RT).
- 3 Using Rideshare Survey statistics, this is the number of employees that are not facilitated in terms of willingness to rideshare or use regional transit. This does not preclude the potential for either alternative, nor does it account for vehicles that would qualify for on-street parking permits under the existing ordinance due to being registered to a business with an address within the area.

- 1-Hour Meters
- 2-Hour Meters
- 4-Hour Meters
- 1-Hour Regulations
- 2-Hour Regulations
- Proposed 10-Hour Meters



These street segments within the northeast residential parking permit boundaries front non-residential properties and are currently unregulated (no parking restrictions) or they are regulated with parking time limits (signs). These street segments will not be incorporated into the Residential Permit Parking Program. However, in order to facilitate and control parking in conjunction with the Residential Permit Program, these conventional parking regulations must be added.

The following streets are currently unregulated. Parking regulations will be added as follows:

10-hour Parking Meters

- F Street, north side, from 16th Street to 18th Street;
- F Street, north side, from 19th Street to 20th Street;
- F Street, north side, from 22nd Street to 23rd Street;
- G Street, south side, from 27th Street to 28th Street;
- 28th Street at G, to G/H Alley, westside;
- H Street, south side, from 26th Street to 27th Street;
- H Street, south side, from 28th Street to 29th Street;
- L Street, north side, from 25th Street east 150 feet;
- 18th Street, east side, from K Street to L Street;
- 18th Street, west side, from K Street to L Street;
- 19th Street, west side, from K Street to L Street;
- 19th Street, east side, from K Street to L Street;
- 29th Street, west side, from H Street south to H/I Alley;

1600 block of I Street, both sides;
17th Street, east side, H/I Alley south
to I Street;
17th Street, both sides, from I Street
to J Street;
17th Street, west side, from K Street
to K/L Alley south;
17th Street, east side, from K Street
to L Street, south to L Street;
20th Street, west side, from J Street
to K Street;
K Street, both sides, from 19th Street
to 20th Street;
21st Street, east side, from I Street
south to I/J Alley;
21st Street, east side, from J Street
to K Street;
21st Street, west side, from K/L Alley
south to L Street;
2000 block of L Street, both sides;
L Street, north side, from 22nd Street
to 23rd Street;
22nd Street, east side, from K/L Alley
south to L Street;
28th Street, east side, from I/J Alley
south to J Street;
29th Street, 2-meters, J Street
south to K Street
K Street, north side, from 25th Street
to 26th Street;
K Street, south side, from 25th Street
to 26th Street;
L Street, north side, from 25th Street
to 26th Street;

20th Street, west side, from G/H Alley
south to H Street;

25th Street, east side, from K/L Alley
south to L Street;

28th Street, west side, from I Street
to J Street;

22nd Street, west side, from J Street
to K Street;

16th Street, east side, from G Street
to H Street;

26th Street, west side, from J Street
to K Street;

J Street, south side, from 21st Street
to 22nd Street;

20th Street, west side, from H/I Alley
south to I Street;

22nd Street, east side, from I/J Alley
south to J Street.

The following streets are currently regulated with one-hour parking time limits. One-hour parking meters will be added to these streets as follows:

J Street, both sides, from 24th Street
to 26th Street;

L Street, both sides, from 19th Street
to 20th Street.

The following streets are currently regulated with two-hour parking time limits. Two-hour parking meters will be added to these streets as follows:

I Street, north side, from 18th Street
to 19th Street;

I Street, south side, from 17th Street
to 18th Street;

20th Street, both sides, from K Street
to L Street.

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

A RESOLUTION ESTABLISHING MONTHLY
NON-RESIDENT ON-STREET PARKING FEES AND
REPEALING RESOLUTION NO. 86-479

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

SECTION 1.

Pursuant to Section 25.135 of the Sacramento City Code, the rates for On-Street Parking shall be as follows:

Green Metered Spaces	\$.05 for 7.5 minutes; \$.10 for 15 minutes (in \$.05 and \$.10 United States coins).
Ten-Hour Meter Spaces	\$.25 for one hour. Upon inserting the 8th quarter (\$.25), the time will increase to ten hours.
Other Metered Spaces	\$.05 for 10 minutes; \$.10 for 20 minutes; \$.25 for 50 minutes or multiples thereof, but only to the maximum time indicated on the meter (in \$.05, \$.10 or \$.25 United States coins).

SECTION 2.

Pursuant to Section 25.122.1 of the Sacramento City Code, the rates for removal and replacement of parking meters in construction zones shall be as follows:

REMOVAL AND REPLACEMENT FEE

<u>Description of Service</u>	<u>First Meter</u>	<u>Each Additional Meter</u>
Meter hood, installation and removal	\$ 23.00	\$ 5.00
Meter head, removal only	\$ 14.00	\$ 3.00
Meter head, removal and reinstallation	\$ 28.00	\$ 6.00
Meter head and post, removal only	\$ 38.00	\$ 11.00
Meter head and post, removal and reinstallation	\$ 71.00	\$ 37.00

DAILY FEE

<u>Parking Meter Zone*</u>	<u>Daily Fee Per Meter Removed</u>
A	\$2.25 - Monday thru Saturday, except holidays
B	\$1.50 - Monday thru Saturday, except holidays
C	\$1.25 - Monday thru Saturday, except holidays
Ten-Hour Meters	\$1.00 - Monday thru Saturday, except holidays

*Refer to Parking Meter Zone Map attached.

Section 3.

Pursuant to Section 25.120(c) of the Sacramento City Code, the rates for delivery parking permits and emergency parking permits shall be as follows:

Delivery	\$30.00 per year
Emergency	\$30.00 per year

SECTION 4.

Pursuant to Section 25.122.2 of the Sacramento City Code, the fees and security deposits for portable construction zone signs shall be as follows:

Monthly Fee	\$30.00 per month per sign
Security Deposit	\$65.00 per sign, refunded if sign is returned in same condition as when issued

SECTION 5.

Pursuant to Section 25.175 (b) (4) of the Sacramento City Code, the fees for non-resident on-street parking permits shall be as follows:

Monthly Fee	\$60.00 per single-occupant vehicle permit
	\$20.00 per carpool vehicle permit

SECTION 6.

Resolution No. 86-479 is hereby repealed.

MAYOR

ATTEST:

CITY CLERK

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

A RESOLUTION TO TENTATIVELY ESTABLISH A
RESIDENTIAL PERMIT PARKING AND
TRANSPORTATION PROGRAM IN THE NORTHEAST
AREA

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

Pursuant to Section 25.174 of the Sacramento City Code, the area known as the Northeast (as shown on the attached map) is hereby tentatively established as a residential permit parking area. Parking on the public streets, within the area boundaries, shall be regulated by parking restrictions. Vehicles displaying valid residential parking permits or visitor permits issued for use in the Northeast Area shall be exempt from said parking limitations and meter fees in appropriately designated areas.

There shall be a transportation program, in conjunction with residential permit parking in this area. The transportation program shall be in effect immediately upon implementation and throughout all phases of this Residential Permit Parking and Transportation Program. The basis components of the transportation program shall be as follows:

1. There shall be established a Midtown Transportation Committee, for which membership shall officially designated by the City Council on the basis of residence and business interest in the area. There shall be three business members and three residence members. There shall be a chairman, who shall also be a member of the City Planning Commission. The Midtown Transportation Committee shall meet periodically, shall oversee the Midtown Residential Permit Parking Program throughout all phases and shall be advisory to the City Council's Transportation and Community Development Committee.
2. A Transportation Coordinator shall be appointed or hired by contractual agreement with the City. The Transportation Coordinator shall pro-actively and aggressively, coordinate the formation of carpools and Regional Transit ridership for midtown employees with the boundaries of the Northeast Area as set forth

herein. The Transportation Coordinator shall also coordinate ridesharing for on-street parking spaces as designated by the City for carpooling and in off-street parking lots that are privately-owned and/or controlled in said area. The city shall be the client of the Transportation Coordinator under contractual agreement.

3. The City shall designate on-street ten-hour parking meters which shall be restricted from 7 a.m. to 10 a.m. to vehicles that are identified as carpools by permits issued by the City Parking Division.
4. Voluntary usage of privately-owned off-street parking facilities in the program area for midtown employees who use their vehicles in the course of business throughout the workday and are thereby precluded from ridesharing.
5. Voluntary usage of privately-owned of some street parking space in the program area for ridesharing, to the extent that such privately-owned off-street parking space is available for this phase.
6. Designation, by the City Parking Division, of additional on-street parking space for short-term customer parking in the program area.
7. Planning and coordination by the Midtown Transportation Committee and the Midtown Transportation Coordinator in overseeing the process of coordinating and implementing the transportation program for the program area, including soliciting, promoting and coordination the cooperative mutual participation of the midtown business community in the usage of privately-owned off-street parking facilities for ridesharing.

This Residential Permit Parking and Transportation Program shall be implemented in three phases:

Phase I:

This shall be a six month period wherein on-street parking permits shall be issued to residents vehicles and vehicles of employees within the area. A current California Vehicle Registration, indicating an address within the area, or varifiable proof of employment within the area will be required in order to qualify for a parking permit issued under this program. In

addition, each residence shall be entitled to one (1) annual visitor permit for which proof of residency shall consist of: a current utility bill, rental agreement or tax bill. Temporary visitor permits shall be issued at the discretion of the Parking Manager. Vehicles with a valid residential parking permit or visitor permit shall be exempt only in the signed designated areas.

Employees of midtown businesses shall qualify for on-street parking permits for single-occupant vehicles. The manner of qualification shall be by affidavits from midtown employers, listing all respective midtown employees who drive alone to work. Said affidavits shall be submitted to the Parking Division Manager during a pre-designated period of time for which 15 days advance notice shall be given to said employers of the Midtown Area. Employers' affidavits shall be provided by the City Parking Division. Employees who use alternative transportation to the single-occupant vehicle shall not be listed. Any employees or persons who are not employed by a midtown business shall not be listed. If otherwise, the employer submitting any such false information shall be immediately given notice that any and all on-street parking permits issued thereunder shall be permanently invalid and no future on-street permits shall be issued under any affidavit submitted by said employer thereafter. Employers shall be required to perform prerequisites to obtaining on-street employee parking permits from the City as follows:

- o Distribute and collect on an annual basis, ridesharing applications from all employees.
- o Distribute and collect ridesharing information/applications to all newly hired midtown employees.
- o Designate preferential parking spaces in employer operated parking lots.
- o Distribute Regional Transit orientation information and materials to all employees of their respective businesses.
- o Cooperation with Midtown Transportation Committee in the formation and implementation of the transportation program for the program area.

These terms and conditions shall be in effect throughout Phase I. Employee permits shall be valid only in parking space regulated by residential permit parking signs during Phase I. A monthly fee for employee permits shall be set at \$60 per month for single-occupant vehicles and \$20 per month for carpool vehicles. Carpool permits shall be valid at ten-hour parking meters only, as designated by signs, and carpool vehicles shall pay the hourly parking meter fees.

A Transportation Program Coordinator shall be hired by contract and a Midtown Parking Committee consisting of three resident members, three business interest members and a chairman shall be established. Committee membership shall be designated by the City Council. The Parking Division Manager shall serve as City staff liaison. The Transportation Coordinator shall provide services to the City as set forth in contractual agreement, under which the City shall be the client.

Phase II:

Immediately after Phase I, on-street parking for employee single-occupant vehicles shall be reduced to one permit per business (880). Each business shall be provided an application upon request for the issuance of one on-street parking permit, the usage of which shall be at the discretion of the business to which it is issued. Each permit shall be valid only in parking space regulated by residential permit parking signs, during Phase II. Phase II will continue for seven months.

Phase III:

After 13 months (6 months for Phase I and 7 months for Phase II), a staff report shall be presented to the City Council describing the on-street parking conditions as surveyed during Phase I and during Phase II, and advising the City Council on the status of the rideshare program and Regional Transit ridership in the Midtown Area.

Based on the information presented, the Parking Division Manager shall make a recommendation to the City Council for implementation of Phase III. All conditions in Phase II shall remain in effect until the City Council adopts Phase III.

The Northeast Area shall be divided into two zones, specifically Zones A and B as shown on the attached map. Zone A shall be identified as primarily residential land uses, while Zone B shall be identified as a mixture of commercial and residential land uses, with the large proportion of commercial land uses in Zone B as a distinctive characteristic to Zone A.

The following public streets in the Northeast Area shall be regulated by two-hour parking 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 Northeast Area shall be exempt from said parking limitations.

- F Street, south side, from 16th Street to 18th Street;
- F Street, both sides, from 18th Street to 19th Street;
- F Street, south side, from 19th Street to 20th Street;
- F Street, both sides, from 20th Street to 22nd Street;
- F Street, south side, from 22nd Street to 23rd Street;
- F Street, both sides, from 23rd Street to 29th Street;
- G Street, both sides, from 16th Street to 27th Street;
- G Street, both sides, from 28th Street to 29th Street;
- G Street, north side, from 27th Street to 28th Street;
- G Street, both sides, from 28th Street to 150 feet west of 29th Street;
- H Street, both sides, from 16th Street to R.R. crossing between 19th and 20th Streets;
- H Street, both sides, from 21st Street to 26th Street;
- H Street, north side, from 26th Street to 27th Street;
- H Street, both sides, from 27th Street to 28th Street;
- H Street, north side, from 28th Street to 29th Street;
- I Street, both sides, from 21st Street to 26th Street;
- I Street, south side, from 26th Street to 27th Street;
- I Street, north side, from 27th Street to 28th Street;

I Street, both sides, from 28th Street
to 29th Street;

L Street, north side, from 22nd Street
to 25th Street;

L Street, south side, from 22nd Street
to 25th Street;

17th Street, east side, from F Street
to the H/I Alley;

17th Street, west side, from F Street
to I Street;

18th Street, both sides, from F Street
to I Street;

19th Street, both sides, from F Street
to H Street;

19th Street, east side, from H Street
to I Street;

20th Street, east side, from F Street
to the G/H Alley;

20th Street, west side, from G Street
to the G/H Alley;

21st Street, both sides, from F Street
to H Street;

21st Street, east side, from H Street
to I Street;

22nd Street, both sides, from F Street
to I Street;

23rd Street, both sides, from F Street
to the I/J Alley;

23rd Street, both sides, from J Street
to L Street;

24th Street, both sides, from F Street
to J Street;

25th Street, both sides, from F Street
to K Street;

25th Street, west side, from K Street
to L Street;

26th Street, east side, from J Street
to K Street;

26th Street, west side, to the
J/K Alley

26th Street, both sides, from F Street
to J Street;

27th Street, west side, from F Street
to I Street;

27th Street, both sides, from J Street
to K Street;

28th Street, both sides, from F Street
to I Street;

28th Street, east side, from the
I/J Alley south

29th Street, west side, from F Street
to the H/I Street Alley.

The following public streets are currently regulated with one-hour, two-hour or four-hour parking meters or non-metered parking time limits. Vehicles displaying residential or visitor parking permits issued for use in the Northeast Residential Permit Parking Area shall be exempt from said parking time limit regulations and parking meter fees.

Two-hour Time Limits

I Street, north side, from 17th Street
to 18th Street;

I Street, south side, from 18th Street
to 19th Street;

I Street, north side, from 19th Street
to 21st Street;

17th Street, west side, from K Street
Alley to L Street;

19th Street, west side, from H Street
to I Street;

20th Street, east side, from I Street
to J Street;

22nd Street, both sides, from I Street
to L Street;

23rd Street, both sides, from the
I/J Street Alley south to J Street;

24th Street, west side, from K Street
to L Street;

24th Street, east side, from the
K/L Street Alley south to L Street;

L Street, north side, from 18th Street
to 19th Street;

L Street, both sides, from 21st Street
to 22nd Street;

20th Street, east side, from J Street
to K Street.

Two-hour Parking Meters

K Street, north side, from 26th Street
to 27th Street;

29th Street, west side, from I Street
to J Street.

One-hour Parking Time Limits

H Street, north side, from 20th Street
to 21st Street;

21st Street, west side, from H Street
to I Street;

24th Street, west side, from J Street
to K Street.

One-hour Parking Meters

21st Street, both sides, from the
I/J Street Alley north to I Street.

Four-hour Parking Meters

L Street, south side, from 26th Street
to 28th Street.

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.

Upon receiving a final supplemental petition from the residents which, when combined with the initial petition, represents over 50% of the residential units in the area, and upon the completion of the installation of signs and parking meters, and the issuance of all permits, a staff report shall be presented recommending that the City Council adopt a resolution to implement Phase I of this residential permit parking and transportation program for the Northeast Area between the boundaries of F, L, 16th and 29th Streets.

MAYOR

ATTEST:

CITY CLERK