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REF: 91-05-132

DEPARTMENT OF  
PUBLIC WORKS

CITY OF SACRAMENTO  
CALIFORNIA

1023 J STREET  
SUITE 202  
SACRAMENTO, CA  
95814-2877

PARKING DIVISION  
June 18, 1991

916-449-5354

Budget & Finance  
Transportation and Community Development Committee  
Sacramento, California

Honorable Members in Session:

SUBJECT: RESOLUTIONS ESTABLISHING A RESIDENTIAL PERMIT PARKING PROGRAM  
IN NEIGHBORHOODS ADJACENT TO SACRAMENTO CITY COLLEGE

**SUMMARY**

This report recommends the establishment of a residential permit parking program in the Land Park/City College area of the City. The general boundaries of the area are Land Park Drive, Western Pacific Railroad tracks, Bidwell Way, and 20th Avenue. (Please see Exhibit A for map of area.)

**BACKGROUND**

**History:** The City of Sacramento, like many other cities throughout the United States, has been contending with the increasing problems of all day commuter parking on residential streets. On November 21, 1978 the City of Sacramento enacted an ordinance establishing a city wide residential permit parking program in response to this problem. Residential permit parking was first implemented in May of 1979 in the Sutter Memorial Hospital area. Since that time eight other areas have been established. Currently over 15,000 parking spaces are regulated by residential permit parking regulations throughout the City of Sacramento.

**Proposed Area:** The proposed Land Park/City College residential permit parking area includes three distinctive residential neighborhoods surrounding Sacramento City College (Exhibit B). The area north of the campus, area 1, is bounded by Bidwell Way, the Western Pacific Railroad tracks, Sacramento City College (SCC), and Freeport Boulevard. The area south of the campus, area 2, is bounded by Sutterville Road, 23rd Street, 20th Avenue, and Freeport Boulevard. The boundaries of the Land Park neighborhood, area 3, are Bidwell Way, Freeport Boulevard, 13th Avenue, and Land Park Drive. There are approximately 60 square blocks in the three areas.

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Over the last decade, these neighborhoods have experienced increasing parking congestion. As College enrollment has increased to the current level of approximately 11,000 day students, the campus parking supply has not changed. There are 1,211 student parking spaces within the college. Students pay \$26.00 per semester for a parking pass or daily parking may be purchased for \$.75 per day. Semester parking passes are sold to as many students as are willing to purchase them. In general, student parking space is available on a first-come-first-served basis. Students unwilling to pay for parking or unable to find a parking space on campus, park in the surrounding residential neighborhoods.

Parking Task Force: City Staff, College officials, and neighborhood representatives met initially to discuss various solutions to the parking problem. Subsequently, Councilmember Tom Chinn chaired a Parking Task Force in July 1990 to develop solutions to the neighborhood and college parking congestion. The Task Force consists of representatives from Sacramento City College Administration, Faculty, Students, Regional Transit, the Sacramento Air Quality Management District, Sacramento Ride Share, the three impacted neighborhoods, and City Transportation Division Staff.

The Parking Task Force met periodically to discuss and explore parking and transportation options. A final report of the Task Force's recommendations was prepared (see Exhibit C for Executive Summary). The Task Force's various alternatives and recommendations are as follows:

Angle Parking: A parking study was conducted in William Land Park to determine the feasibility of increasing parking by restriping for angle parking on certain congested streets within the park (Exhibit D). Based upon the way students currently park in the study area, there is currently potential parking for 380 vehicles. Because of the width of the street and the space needed for maneuvering, a plan design of 30° angle parking on one side of the street and parallel parking on the opposite side of the street was designed. It was determined that angle parking spaces would yield an increase of only 12 parking spaces.

Given the small increase in the number of parking spaces and the traffic problems associated with angle parking on the street, it was recommended that angle parking not be installed.

Reserved Parking for Residents: A proposal was made by the student task force members to reserve certain, designated on-street parking space for exclusive use by residents in the Land Park neighborhood.

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The balance of on-street parking would be available to commuters (students). A legal opinion was requested on this issue from the City Attorney. The City Attorney's office determined that reserving parking space, as proposed, is not permitted under the City Code and would not be authorized under state law.

Ride Share Program: Shortly after formulation of the Transportation Task Force, Sacramento Ride Share Office and Sacramento City College began a cooperative effort to reduce automobile trips to the college. The Ride Share program was encouraged through the college newspaper and in the Spring 1991 registration materials. The Ride Share marketing approach included not only carpooling, but other alternative modes of transportation including bicycles, and transit.

Two tabloids were published to encourage and market alternate forms of transportation for the Spring 1991 semester. One eight page publication was sent to the 18,000 fall 1990 SCC students. The second 16 page publication was sent to 260,000 homes in the SCC service area. The publications included ride share applications, Regional Transit maps, bicycle route maps and alternate transportation mode articles. Free bus passes were offered as an incentive to those who filled out the ride share application.

The Sacramento City College Student Development Office maintains a ride share bulletin board and distributes Sacramento Ride Share brochures and applications. The SCC Public Information Office has published bus route maps and bicycle maps in the Spring schedule of classes and the SCC telephone directory.

Peripheral Parking/Shuttle Bus Service: The Task Force studied a concept of combining peripheral parking at a midtown site, and shuttle bus service to the college. The available sites surveyed were those under Interstate 80 between W and X, 18th and 19th Streets and between 20th, 21st, W, and X Streets. The two proposed parking areas would provide a combined total of 529 parking spaces.

A detailed cost estimate was prepared for rental of the sites from CalTrans and improvements needed for parking. It was estimated that the cost per space would run \$97.18 per month at the 18th/19th Street site, and \$71.11 per month at the 20th Street site. Even if improvements were subsidized, the rental alone for each parker would cost approximately \$60 per month. The cost of the shuttle bus service was not included in the estimate.

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The concept of peripheral parking/shuttle service was not pursued due to the associated costs.

Regional Transit Services: Regional Transit (RT) has responded positively to assist in solving the transportation problem at SCC. RT has promoted increased ridership and is considering changes to current bus routes and frequency of schedules to better serve SCC and the surrounding area. Ridership on the various bus routes serving SCC has shown increases in the past year.

The Parking Task Force recommended that SCC continue direct sales of bus passes and consider expansion of transportation/parking counseling for new students.

Other Alternatives: Other alternatives discussed and explored were those which would reduce the use of the single occupant automobile, as follows:

- Preferential parking areas for students who carpool
- Improved bicycle lanes to the college campus
- Increased bicycle parking and security
- Student bus pass program
- Informational counter during registration for Student Development, RT, Ride Share, and Bicycling.

Area Businesses: There are 26 businesses, agencies, and offices within the proposed area boundaries. The area businesses were contacted and asked for their input regarding short term (non-residential) parking regulations adjacent to their place of business if a residential permit parking program were implemented. The range of responses are as follows:

Support short term parking time limits	14	53.8%
No opinion	2	7.7%
Total support or no opinion	16	61.5%
Oppose parking time limits	4	15.4%
Unable to contact	4	15.4%
Businesses vacant	<u>2</u>	<u>7.7%</u>
Total	26	100%

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Short term parking regulations will be needed to facilitate customer parking due to the displacement of commuter parking from the residential neighborhoods.

Parking Surveys and Studies: Parking on the college campus and in the surrounding residential community is at its peak during the first few weeks of each new semester. A typical college schedule has classes which meet Monday, Wednesday, and Friday and classes which meet Tuesday and Thursday. A parking occupancy survey of the campus student parking lot was conducted early in the spring semester. The lot was surveyed on Tuesday and Wednesday in order to record student parkers with varying schedules. The peak parking demand was approximately 11:00 a.m. with 94.9% of the parking spaces occupied. By 1:30 p.m. parking occupancy had decreased to 58.5%. At this level parking is readily available. Late in the semester an additional student parking survey was completed. Again, peak parking occupancy occurred at approximately 11:00 a.m., but occupancy had decreased to 67.3%.

The streets within William Land Park (the Park, not the neighborhood) were surveyed and parking occupancy calculated. Peak parking occupancy occurred at 11:00 a.m. Of the 795 parking spaces available, 385 or 48.4% were occupied. Parked vehicles were concentrated on the streets closest to the college. Most of the available parking spaces were occupied within a distance of between two to three blocks. (See Exhibit E for map of Park's vehicle occupancy.)

In September 1990, neighborhood representatives presented City Parking staff with a petition containing signatures from 616 area households requesting residential permit parking. The designation process required for the implementation of residential permit parking began immediately.

Parking surveys and studies of the three neighborhood areas showed results as follows:

TABLE I  
 PEAK PARKING OCCUPANCY 11:00 A.M.

AREA	TOTAL ON-STREET SPACES	TOTAL VEHICLES PARKED	% OCCUPIED
1	849	540	63.6%
2	657	427	65.0%
3*	1,345	486	36.1%*
Total	2,851	1,453	51.0%

\* Parking occupancy is 73.5% in the area of concentrated parking of the Land Park neighborhood, area 3.

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TABLE II  
 TOTAL LONG TERM VEHICLES PARKED  
 MORE THAN FOUR HOURS

AREA	RESIDENT VEHICLES	%	COMMUTER VEHICLES	%	MISC. VEHICLES	%	TOTAL	%
1	57	12.2%	355	76.2%	54	11.6%	466	39.7%
2	54	16.0	270	80.1	13	3.9	337	28.6
3	57	15.3	291	78.2	24	6.5	372	31.7
Total	168	14.3	916	78.0	91	7.7	1,175	100

TABLE III  
 PARKING SUPPLY/DEMAND

Parking supply	Number of Parking Spaces	
College student parking lot	1,211	
Proposed ten-hour meters	30	
On-Street parking	2,821	
William Land Park	795	
Total long term parking supply		4,857
Parking demand	Cars Parked	
Peak student parking demand (college parking lots)	1,087	
On-Street parking displaced (Residential neighborhoods)	916	
William Land Park	385	
Total parking demand		2,388
Parking Demand/Supply Inventory		
Total supply	4,857	
Residential Permit Program	(2,821)	
Net Supply		2,036
Total Demand		
Parking Supply Deficiency		352

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Proposed Residential Permit Parking Regulations: The residents of the area have expressed the desire to regulate all residential streets with "No Parking Except with Permit" signs. This would essentially prohibit all on-street parking, short and long term, except for vehicles displaying residential or visitor permits. Given the intensity of student parking demand, parking prohibitions are considered to be the most feasible means of curtailing the problem. A map of the parking regulations proposed for the total residential area is shown in Exhibit B1.

One and two hour parking time limits have been used successfully in other residential permit parking programs. Parking prohibitions have been a subject of disagreement among residents in residential permit parking areas. Such short term parking provisions facilitate a variety of parking demands relating to residential needs, such as repair vehicles, service deliveries, guest parking (when visitor permits are already in use), and other short term demands.

The three residential areas (areas 1, 2, and 3) have most of the parking congestion concentrated on the streets closest to the college campus. It is appropriate to use a combination of parking regulations in this area. Non-resident parking would be prohibited on streets closest to the campus; while streets further from the campus would be regulated with one hour parking time limits. This combination of parking regulations would protect residential streets that are currently congested and protect other areas from parkers who are willing to walk the extra distance. (Exhibit G).

Parking is currently regulated with either "No Parking Any Time" or "No Parking" certain hours on Sutterville Road, Freeport Boulevard, and adjacent to the park on 13th Avenue to facilitate the flow of traffic. Parking, along one side of Bidwell Way and Weller Way, has been prohibited to provide adequate street width for moving traffic lanes.

To help mitigate the long term parking demand, 30 ten-hour parking meters are proposed for installation on the south side of 12th Avenue. These ten hour meters will be reserved for carpools only. Carpools are defined as vehicles with two or more riders regularly commuting to and from the college together. Carpools are required to apply for and display the proper permit. There is no charge for the carpool permit, but they are required to pay the daily meter fee, currently set at \$3.00 per day. Priority will be given to vehicles with the largest number of riders. A waiting list will be established and any vacant spaces will be filled from that list.

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Providing the City Council concurs with the recommendation of staff and after receiving a final supplemental petition from the residents, which when combined with the initial petition, represents over 50% of the residences, the area may be designated for Residential Permit Parking by resolution.

Parking on the public streets within the area will be regulated by parking restrictions. Vehicles displaying valid residential parking permits, visitor permits, or temporary permits are exempt from the parking time limits. A current, valid California Registration, indicating a residential address within the area is required in order to qualify for an on-street parking permit issued under this program. In addition, it is recommended each residence be entitled to two (2) annual visitor permits 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 Administrator.

Environmental: A Negative Declaration was prepared and filed with the County Clerk of Sacramento County on February 19, 1991. It was determined that a residential permit parking program in the proposed area will not have a significant adverse impact on the environment.

Neighborhood Public Hearing: On Thursday, May 16, 1991, a public hearing was held to take testimony regarding the proposed Residential Permit Parking Program. Councilmember Tom Chinn presented an executive summary of the Parking Task Force report. City staff outlined the proposed residential permit parking program. Area boundaries, petition requirements, parking regulations and permit requirements were addressed. Representatives of the Parking Task Force, Regional Transit, Sacramento Ride Share, Sacramento City College Administration, Sacramento City College Associated Students and, the neighborhood association, gave presentations. Citizens having an interest were given a opportunity to present their views and ask questions of City Transportation Division staff and Task Force members. A questionnaire was circulated soliciting comments from those in attendance.

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Surveys were received from 164 people. A summary of those comments are as follows:

<u>Preferred Parking Regulation</u>	<u>Residents</u>	<u>Students</u>	<u>Businesses</u>	<u>Other</u>
No Parking except with permit	111 67.7%	2 1.2%	2 1.2%	
Time limits 1 or 2 hr except with permit	15 9.1%	6 3.7%	3 1.8%	1 .6%
No Restrictions	10 6.1%	11 6.7%		
No Opinion	2 1.2%			
Permits for students		1 .6%		
<b>Total</b>	<b>138 84.1%</b>	<b>20 12.2%</b>	<b>5 3%</b>	<b>1 .6%</b>

FINANCIAL DATA

To provide adequate enforcement of the additional regulations for residential permit parking, one additional Parking Enforcement Officer position would be required. This additional position is not contained on the FY 91-92 Proposed Budget. A September 3, 1991 implementation date is anticipated.

Funds are required for the initial costs and first year operating expenses as follows:

INITIAL COSTS

Regulatory signs and related hardware	\$24,000
Equipment and supplies	\$17,457
<b>Total</b>	<b>\$41,457</b>

FIRST YEAR OPERATING COSTS

1 Parking Enforcement Officer (9 months)		
Salary and benefits	\$26,750	
Equipment and supplies	\$ 4,231	
Operating supplies	\$270	
<b>Total</b>		<b>\$31,251</b>

SUMMARY OF FIRST YEAR COSTS

Initial start-up costs	\$41,457	
First year operating costs	\$31,251	
<b>Total</b>		<b>\$72,708</b>

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ANNUAL OPERATING COSTS

1 Parking Enforcement Officer		
Salary and benefits	\$35,662	
Equipment and supplies	\$4,772	
Operating supplies	\$1,700	
Total		\$42,134

REVENUES

Based on the current parking occupancy, it is estimated that 30 citations for permit parking violations will be issued per day. Due to increased enforcement, an additional 20 citations will be written for other parking infractions.

Total annual citations	12,500
Average net revenue per citation (based on \$16 average fine)	<u>x \$6.50</u>
Annual citation revenue	\$81,250
Meter revenues	
30 meters x 5 days per week	\$16,200
x 36 weeks x \$3.00	
75 % Estimated occupancy	<u>x 75%</u>
Net meter revenues	\$12,150

SUMMARY OF REVENUE & EXPENSES

Total annual citation revenue	\$81,250
Annual meter revenues	\$12,150
Total revenues	\$93,400
Annual operating expenses	<u>-42,134</u>
Annual net revenues	\$51,266

DISCUSSION

1. The residents of the neighborhoods adjacent to Sacramento City College are contending with the problems associated with students parking on residential streets. Area residents are unwilling to compromise with the present parking conditions

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and have petitioned the City to implement Residential Permit Parking.

2. Sacramento City College student enrollment has increased to the current level of 11,000 day students. Students have used the surrounding residential neighborhoods as a convenient supply of free parking. Even when campus parking is available, students utilize residential streets for parking because of the convenient access to the campus and because there are no fees associated with parking on these residential streets.
3. The College Administration's position is that the residential neighborhoods have co-existed with the college. Parking should not instantly be removed without time for alternative solutions to be developed. They feel that some students may not continue their education because of the lack of parking and convenient access to the college. The College Administration has worked diligently with the parking task force during the past year. At this juncture, the College wants to delay residential permit parking for two more years to provide a period of transition for implementation of alternatives to students parking in the adjacent neighborhoods. The College recommends a "phasing in" of the program during the two years of transition into alternatives. Phasing in the program would involve a staged implementation, which would increase student parking congestion on those streets where regulation is delayed while other streets are phased in. A two year delay is considered to be totally unacceptable by the residents.
4. An estimated parking supply deficiency of 352 spaces will occur within the City College Campus and adjacent proposed program neighborhoods if Residential Permit Parking is implemented by the beginning of the 1991 Fall semester. This is a deficiency of 14.7% of the total commuter parking demand in the combined areas of the campus and neighborhoods. A possible distribution of alternative modes might result in up to 50% (176) of the displaced commuters converting to R.T. One half of the remaining 50% (25% of the total or 88) might carpool which would result in 88 carpool vehicles, that could perhaps be facilitated by campus parking arrangements. The remaining 25% or 88 vehicles might change to bicycles, walking, or parking outside of the program area.

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5. Sacramento City College should prepare a transportation management plan that would include carpool parking for its existing parking supply and shuttle bus parking on a lease basis with State parking lots located under the W/X Freeway. If necessary, funding sources should be achieved through the state legislation.

**POLICY CONSIDERATIONS**

This recommendation is consistent with Sacramento City Code 25.174 which provides for the designation of Residential Permit Parking Areas when established criteria are satisfied. Currently there are nine Residential Permit Parking Areas in operation throughout the City. The Southeast area of the central city is now going through the designation process and will be brought before the City Council in September 1991.

**MBE/WBE**

Procurement of materials and services will be in accordance with the City's MBE/WBE policies.

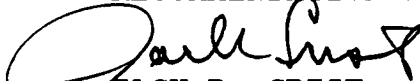
**RECOMMENDATIONS**

It is recommended that the Joint Committee forward the attached resolutions to establish Residential Permit Parking in the Land Park/City College neighborhoods as shown therein to the full City Council with a recommendation for adoption.

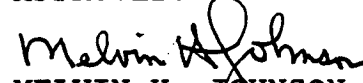
Respectfully submitted,

  
J. Mark Morgan  
Parking Administrator

RECOMMENDATION APPROVED:

  
JACK R. CRIST  
Deputy City Manager

APPROVED:

  
MELVIN H. JOHNSON  
Director of Public Works

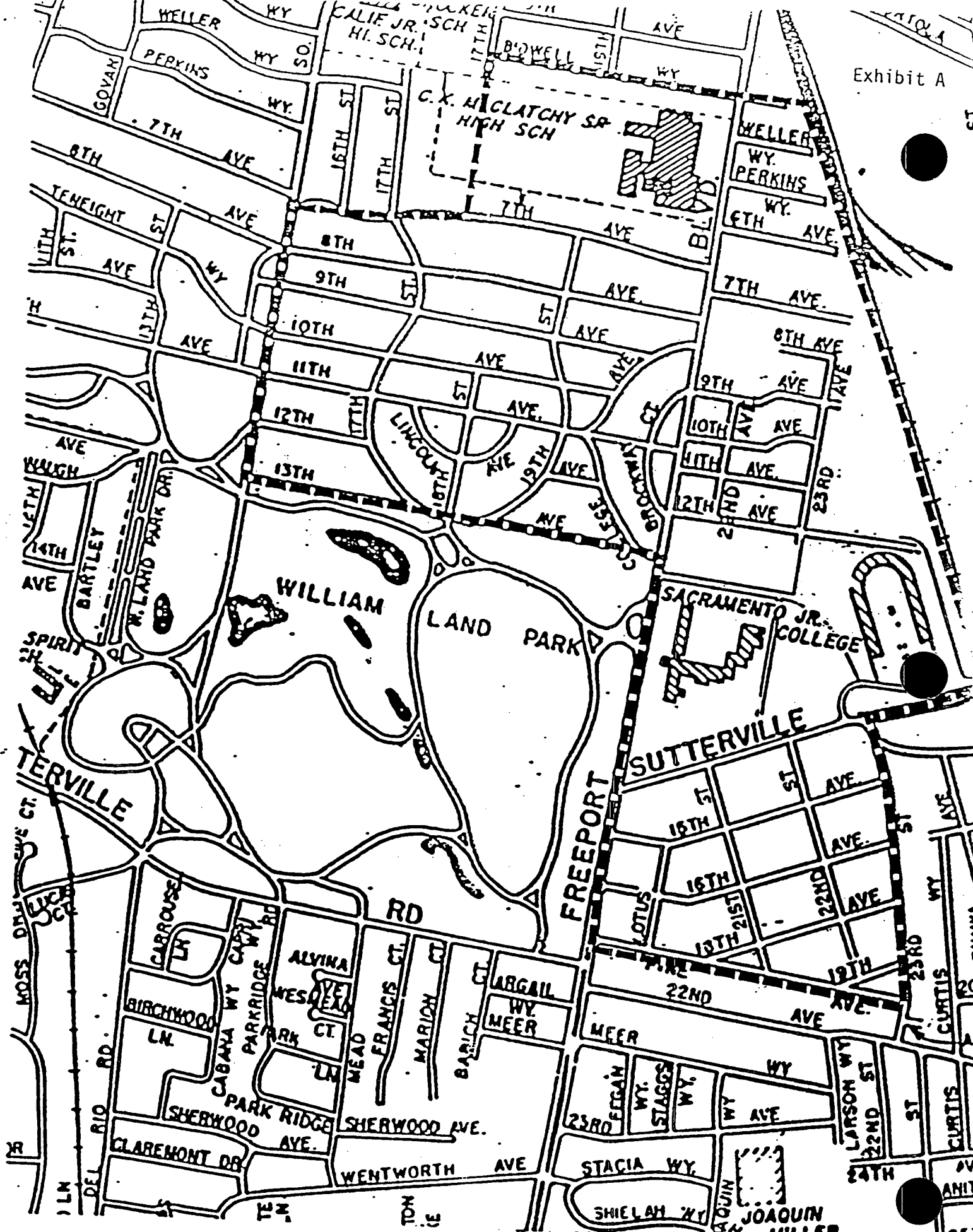
Contact Person:

J. Mark Morgan  
Parking Administrator  
449-5354

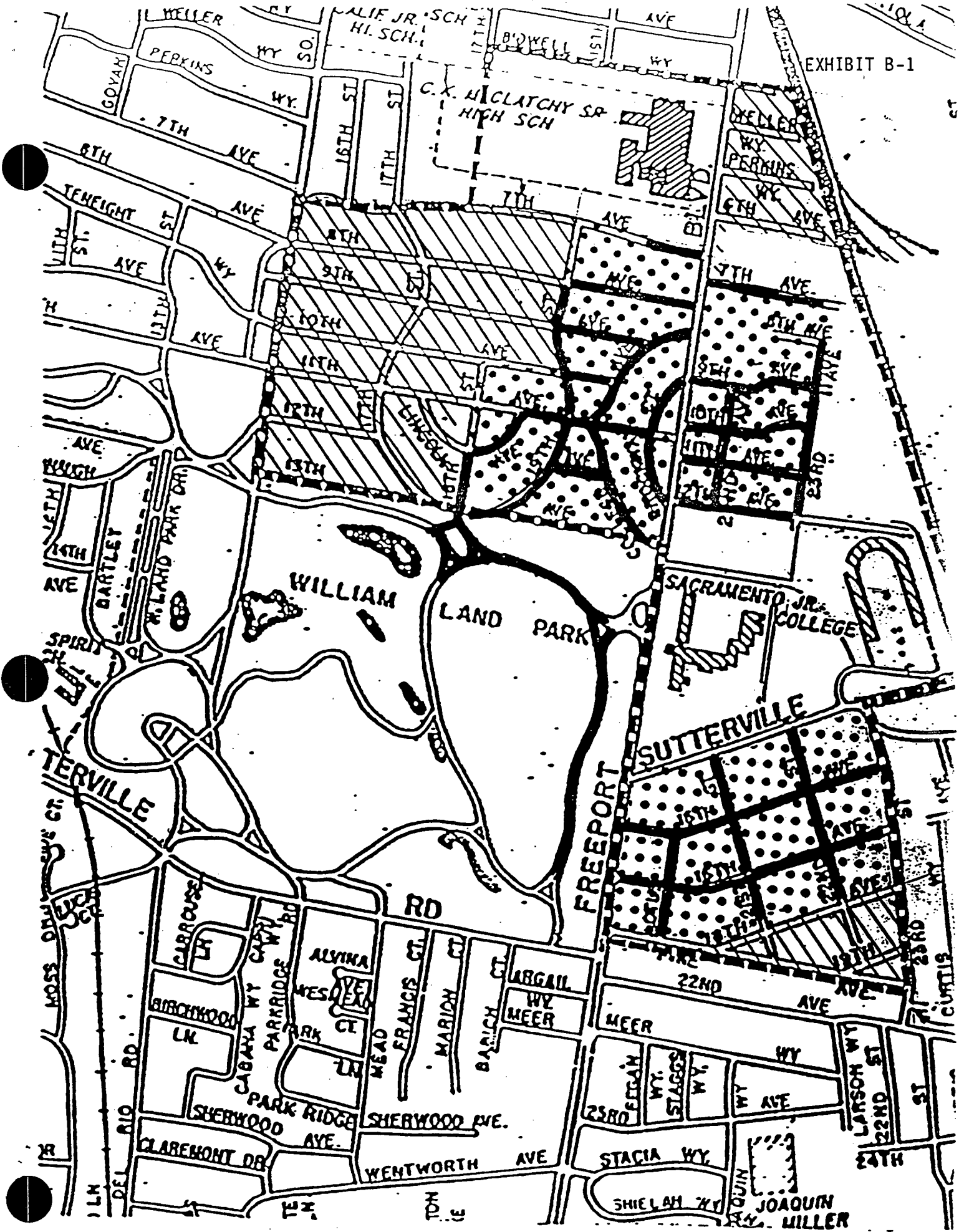
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Attachments

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Proposed Residential Permit Parking Boundaries



Proposed Residential Permit Parking Boundaries -----

Areas of Parking Congestion . . . . .

"No Parking except with Permit" / / / / /

One-Hour Parking Except with Permit \ \ \ \ \



SCC Parking  
Executive Summary

SCC is a unique college because a majority of the 18,000 students are in trying situations which require intermittent trips to the campus in their attempt at educational improvement to better the lives of their families and therefore the future of society as a whole. Most are part-time students, employed off campus, and many have to deal with single parent childcare problems which further complicates their lives. Students generally arrive at SCC by automobile, bus, bicycle and walking. There are only 1,217 parking spaces within the campus, mostly located next to Hughes Stadium on the east side of the campus. Because of the limited on-campus parking, students have been parking within William Land Park and in surrounding neighborhood public on-street parking for the past forty years.

The neighborhood has become increasingly intolerant of student parking on the publicly owned streets in front of their homes. This limits the public parking provided for their own visitors or additional vehicles. The neighborhood landowners have petitioned the City Council to establish a permit parking district.

Therefore, short range solutions must be found. It was for that purpose that Councilmember Tom Chinn, with the concurrence of Councilmember Joe Serna, whose district borders SCC, established a Task Force on July 18, 1990 to develop solutions.

The keynote to the purpose of the Task Force is to achieve a "win-win" situation for all. Further, it is recognized that there will not be a single solution.

The charge of the Task Force has been to look into all possible alternatives to the parking situation.

The problems and recommendations are summarized below:

**A. Residential Permit Parking**

Consideration be made in the implementation time frame which allows for alternative trip reduction proposals to take effect. Further, consideration need to be made for gradual phase-in over a period of approximately 2 years.

**B. Light Rail Extension using UP Corridor Alternatives**

U.P. light rail corridor be selected over other competing alternatives because of the immediacy and of this area's problem and because of the economic stability the light rail system would obtain by serving a larger ridership who uses the system over a wider range of operating time.

**C. Alternatives which provide additional parking for SCC**

1. Temporary parking on the U.P. site/World Football League.

Support the temporary establishment of a parking area on the U.P. yard site which would provide a TEMPORARY parking area to SUPPLANT neighborhood parking during the time it takes to implement and insure effectiveness of all other alternatives for trip reduction.

2. Parking within William Land Park.

- a. It is anticipated that students within William Land Park particularly those further to the west of SCC will be held to a greater extent. The two City parking lots for the golf course and the Zoo/Fairytale Town should remain for general public use, rather than also being made available for SCC student use.

- b. Angle parking within Land Park. Parking within Land Park through the use of angle parking is not a viable alternative and should be dropped from further consideration.

3. Parking on the SCC Campus.

- a. Existing parking on the SCC Campus. No additional parking is available.

4. Additional Parking.

Construction of a multi-level parking garage on the SCC campus. This is not a viable alternative.

5. Peripheral parking/Shuttle bus service.

The concept of peripheral parking/shuttle service - between under freeway 19/X, - should be put on hold at this time, since the cost to the students would be prohibitive.

**D. ALTERNATIVES WHICH REDUCE THE USE OF THE AUTOMOBILE**

1. Ride Share Program. SCC, Caltrans Sacramento Rideshare and Regional Transit continue to work in the outstanding partnership they began with the projects mentioned here.

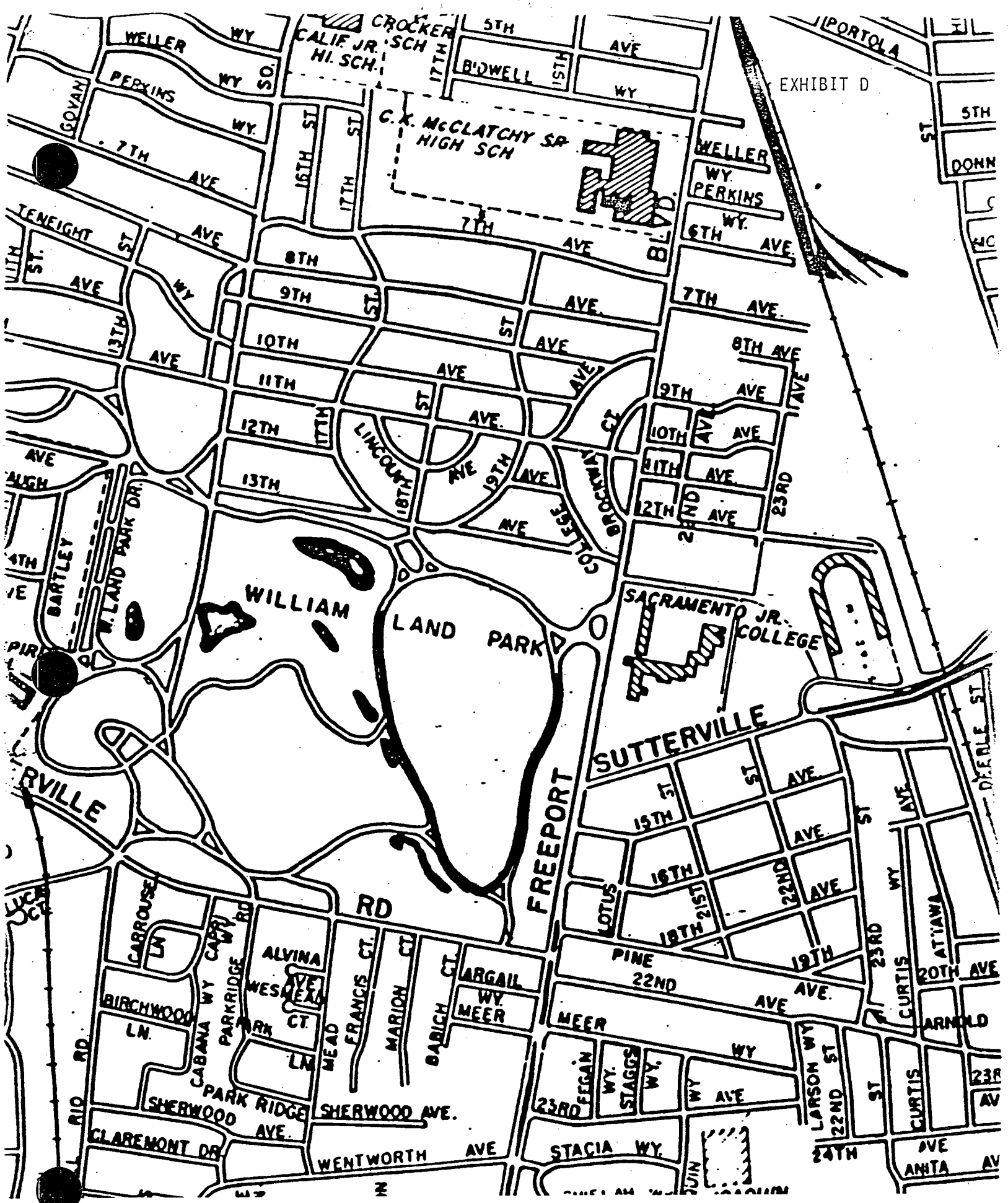
2. Create Preferential parking areas for rideshare students. Planned and implemented as soon as possible.
3. Bicycle Lanes.

Add the following to the Sacramento Bikeway Master Plan Update:

- a. 11th Avenue between Riverside Boulevard and Land Park Drive to be designated as a bicycle route.
  - b. Freeport Boulevard between Meadowview Road and Sutterville Road to be designated for bicycle lanes.
  - c. Freeport Boulevard between Sutterville Road to Vallejo Way to be designated as a bicycle route.
  - d. Parking be removed on Freeport Boulevard from Meadowview Road to Vallejo Way.
  - e. Implement bicycle route and bicycle lanes on 11th Avenue between Freeport Boulevard and Land Park as described in the recommendation above.
4. Increase Bicycle Parking and Security at SCC. SCC continue with their plans and implementation of these additional facilities for bicycle commuters.
  5. Increase Bus Service by RT. RT continue to work closely with SCC and the Los Rios Community College District to promote the use of bus/light rail and to identify a solid list of additional routes which may prove to be feasible additions to current schedules.
  6. Student Pass Proposal. These options have merits in some form of an agreement for bringing many students into the RT/RT Metro commuting public. RT and SCC/Los Rios need to continue work toward an agreement which could receive favorable acceptance by the students and faculty.
  7. Regional Transit Line Marketing. A marketing station be set up during peak registration times using resources from Regional Transit, Caltrans Sacramento Rideshare, SCC Associated Students, SCC Student Development and possibly an SCC Bicycle Club.

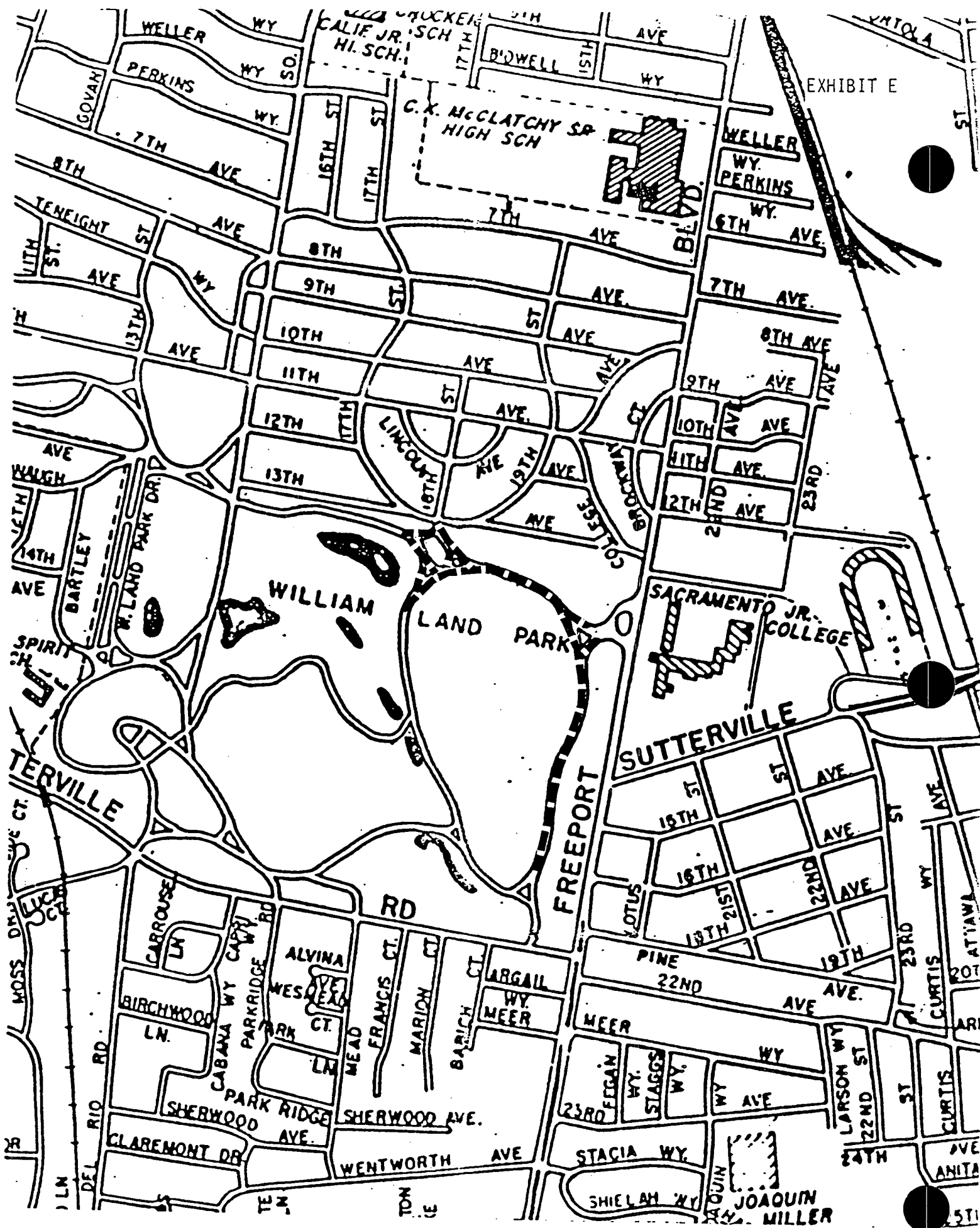
8. The Next Step. The Task Force should continue to work as a cohesive group and continue to meet at least quarterly to communicate any problems and to monitor and modify solutions as appropriate.

EXHIBIT D



Angle Parking Study Area





Area of Parking Congestion Within William Land Park



LAND PARK/CITY COLLEGE

RESIDENTIAL PERMIT PARKING STUDY

SUMMARY

Total Area

A = Total on street parking spaces available per day	<u>2851</u>
B = Average vehicles parked during the peak parking occupancy time of 11:00 am	<u>1453</u>
B/A = Total parking occupancy percentage	<u>51.0%</u>

Analysis of the total vehicles parked during the peak occupancy time

<u>1188</u> Non Resident Vehicles or	<u>81.8%</u>
<u>154</u> Resident Vehicles or	<u>10.6%</u>
<u>111</u> Misc (*) Vehicles or	<u>7.6%</u>

Analysis of the total vehicles parked within the study hours

Long Term Vehicles Parked  
4 Hours or more

Short Term Vehicles Parked  
4 Hours or less

<u>916</u>	<u>78.1%</u>	.....Non Resident.....	<u>961</u>	<u>85.3%</u>
<u>168</u>	<u>14.3%</u>	.....Resident.....	<u>71</u>	<u>6.3%</u>
<u>91</u>	<u>7.6%</u>	.....Misc.....	<u>95</u>	<u>8.4%</u>

\* Miscellaneous vehicles fall within the following categories

- A) Out of state license plates
- B) No license plate on the vehicle
- C) Registration not available at Sacramento DMV

# RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

## A RESOLUTION TO ESTABLISH A RESIDENTIAL PERMIT PARKING PROGRAM IN THE LAND PARK/CITY COLLEGE AREA

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

Pursuant to Section 25.174 of the Sacramento City Code the area know as the Land Park/City College (as shown on the attached map) is hereby established as a residential permit parking area. Parking on the public streets within the area boundaries shall be regulated by parking restrictions. Vehicles displaying residential parking permits, visitor permits, or temporary permits issued for use in the Land Park/City College Area shall be exempt from said parking limitations as designated by parking regulation signs.

Residential parking permits shall be issued to each vehicle registered to an address in the area. A current California vehicle registration, indicating an address within the area, shall be required in order to qualify for a parking permit issued under this program. In addition, each residence shall be entitled to two (2) annual visitor permits 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 Administrator. Vehicles with a valid residential parking permit, visitor, or temporary permit shall be exempt only in the signed designated areas.

An initial petition has been received from the residents in the Land Park/City College Area showing significant interest in a Residential Permit Parking Program. Upon receipt of a second petition for the Land Park/City College Area residents, which, when combined with the initial petition represents, over fifty percent (50%) of the dwelling units within the area boundaries, the Parking Administrator 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.

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FOR CITY CLERK USE ONLY

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

The following public streets in the Land Park/City College Area shall be regulated by "No Parking" from 8:00 a.m. to 7:00 p.m., Monday through Friday. Vehicles displaying residential, visitor, or temporary permits issued for use in the Land Park/City College Area shall be exempt from said parking limitations.

- Seventh Avenue, both sides from Freeport Boulevard to the tracks.
- Seventh Avenue, both sides, 19th Street to Freeport Boulevard
- Eighth Avenue, from cul-de-sac to 23rd Street, both sides.
- Ninth Avenue, both sides, from Freeport Boulevard to 23rd Street.
- Tenth Avenue, North side, from Freeport Boulevard to 23rd Street.
- Eleventh Avenue, both sides, from 22nd Street to 23rd Street.
- Twelfth Avenue, North side, from Freeport Boulevard to 23rd Street.
- Twenty Second Street, East side, from 10th Avenue to 11th Avenue.
- Twenty Second Street, both sides from 11th Avenue to 12th Avenue.
- Twenty Second Street, both sides, from 9th Avenue to 10th Avenue.
- Twenty Third St., both sides, from 12th Avenue to 8th Avenue.
- Seventh Avenue, both sides, from 19th Street to the tracks.
- Eighth Avenue, both sides, from 19th Street to Freeport Boulevard.
- Ninth Avenue, both sides, from 19th Street to College Avenue.
- Tenth Avenue, both sides, from 19th Street to College Avenue.
- Eleventh Avenue, both sides, from 18th Street to College Avenue.
- Twelfth Avenue, both sides, from 19th Street to Brockway Court.
- Eighteenth Street, both sides, from 19th Street to 11th Avenue.
- Nineteenth Street, both sides, from 13th Avenue to 7th Avenue.
- College Avenue, both sides, from 13th Avenue to Freeport Boulevard.
- Freeport Boulevard, West side, from Bidwell Way to 13th Avenue.
- Freeport Boulevard, East side, from Perkins Way to 12th Avenue.
- East Lincoln Avenue, both sides, from 18th Street to 11th Avenue.
- Brockway Court, West side, from Freeport Boulevard to Freeport Boulevard.
- Fifteenth Avenue, both sides, from Freeport Boulevard to 23rd Street.
- Sixteenth Avenue, both sides, from Freeport Boulevard to 23rd Street.
- Eighteenth Street, both sides, from 13th Avenue to Lincoln Way.
- Lotus Avenue, both sides, from 20th Avenue to 15th Avenue.
  
- Twenty First Street, both sides, from Sutterville Road to alley (16th Avenue/18th Avenue/Lotus Avenue/23rd Street).
- Twenty Second Street, West side, Sutterville Road to alley (16th Avenue/18th Avenue/Lotus Avenue/23rd Street).

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FOR CITY CLERK USE ONLY

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

The following public streets in the Land Park/City College Area shall be regulated by One-hour parking time limits from 8:00 a.m. to 7:00 p.m., Monday through Friday. Vehicles displaying residential, visitor, or temporary permits issued for use in the Land Park/City College Area shall be exempt from said parking limitations,

- Bidwell Way, both sides, from 17th Street to 19th Street.
- Bidwell Way, South side, from 19th Street to Freeport Boulevard.
- Bidwell Way, both sides of Cud-De-Sac.
- Weller Way, both sides, from Freeport Boulevard to the tracks.
- Perkins Way, both sides, from Freeport Boulevard to the tracks.
- Sixth Avenue, both sides, from Freeport Boulevard to the tracks.
- Eighth Avenue, both sides, from Land Park Drive to 19th Street.
- Ninth Avenue, both sides, from Land Park Drive to 19th Street.
- Tenth Avenue, both sides, from Land Park Drive to 19th Street.
- Tenth Avenue, South side, from Freeport to 22nd Street.
- Eleventh Avenue, from Land Park Drive to 18th Street.
- Eleventh Avenue, North side, Freeport to 22nd Street.
- Twelfth Avenue, both sides, from Land Park Drive to 17th Street.
- Freeport Blvd, (Frontage Road) both sides, from 10th Avenue to 11th Avenue.
- Thirteenth Avenue, both sides, from Land Park Drive to 17th Street.
- Seventeenth Street, both sides, from 7th Avenue to 13th Avenue.
- West Lincoln, both sides, from 11th Avenue to 18th Street.
- Eighteenth Avenue, both sides, from 20th Avenue to 23rd Street.
- Twentieth Avenue, both sides, from Lotus to 23rd Street.
- Twenty First Street, both sides, from alley (16th Avenue/28th Avenue/Lotus Avenue/23rd Street) to 20th Avenue.
- Twenty Second Street, both sides, from 19th Avenue to alley (16th Avenue/18th Avenue/Lotus Avenue/23rd Street).
- Twenty Second Street, West side, From 10th Avenue to 11th Avenue.
- Twenty Third Street, both sides, from 20th Avenue to alley (16th Avenue/18th Avenue/Lotus Avenue/23rd Street).
- Nineteenth Avenue, both sides,, from 20th Avenue to 23rd Street.

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RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

The following street in the Land Park/City College Area shall be regulated by one-hour parking from 8:00 a.m. to 6:00 p.m. Monday through Friday.

Freeport Boulevard, East side, from 20th Avenue to Sutterville Road.

The following street in the Land Park/City College Area shall be regulated by ten-hour parking from 8:00 a.m. to 6:00 p.m. Monday through Saturday and shall be restricted to vehicles that are identified as carpools by permits issued by the City Transportation Division.

Twelfth Avenue, South Side from Freeport Boulevard to 23rd Street.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

\_\_\_\_\_  
FOR CITY CLERK USE ONLY

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

# RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

A RESOLUTION AMENDING THE OPERATING BUDGET BY ADDING \$72,708 FOR FISCAL YEAR 91/92 FOR THE IMPLEMENTATION OF THE LAND PARK/CITY COLLEGE RESIDENTIAL PERMIT PARKING PROGRAM

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

1. Funds are required for the initial start-up cost and operational expenses to implement the Land Park/City College Residential Permit Parking Program.
2. The Revenue Budget estimates for Fiscal Year 1991-1992 is increased by \$73,150 in the following distribution: citations \$61,000 (101-310-3124-3301), ten-hour parking meters \$12,150 (101-310-3124-3659).
3. The On-Street Parking operating budget for fiscal year 91/92 is amended by transferring \$48,708 from the General Fund Contingency (101-310-7012-4999) to the On-Street Parking operating budget for the addition of 1.00 FTE Parking Enforcement Officer and associated equipment and supplies as detailed:

Enforcement Officer	(101-310-3124-4101)	26,750
Printing	(101-310-3124-4213)	1,456
Rental of Equipment	(101-310-3124-4234)	3,600
Equipment Maintenance	(101-310-3124-4241)	151
Registration	(101-310-3124-4272)	36
Safety Equipment	(101-310-3124-4431)	135
Small Tools	(101-310-3124-4461)	50
Clothing/Uniform	(101-310-3124-4492)	630
Equipment	(101-310-3124-4630)	15,900

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FOR CITY CLERK USE ONLY

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DATE ADOPTED: \_\_\_\_\_

4. The Transportation Division operating budget be amended by transferring \$24,000 from the General Fund Contingency (101-710-7012-4999) to the Traffic Signs and Markings Unit (101-310-3122-4471).

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MAYOR

ATTEST:

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CITY CLERK

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FOR CITY CLERK USE ONLY

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_