

**CITY OF SACRAMENTO
DEPARTMENT OF PLANNING & DEVELOPMENT
ZONING ADMINISTRATOR
1231 I Street, Sacramento, CA 95814**

ACTION OF THE ZONING ADMINISTRATOR

On Tuesday, April 9, 1996, the Zoning Administrator approved with conditions, a special permit to waive required parking for a 56 seat restaurant for the project known as Z96-024. Findings of Fact and conditions of approval for the project are listed on pages 3 and 4.

Project Information

Request: Zoning Administrator Special Permit to waive 4 required parking spaces for a 12 seat addition to an existing restaurant in the Del Paso Boulevard Special Planning District (SPD) on 0.10 \pm developed acres in the General Commercial, C-2 (SPD) zone.

Location: 1433 Del Paso Boulevard

Assessor's Parcel Number: 275-0124-002

Applicant: Thomas Steiner
1433 Del Paso Blvd.
Sacramento, CA 95815

Property Owner: William Farrell
283 Arden Way
Sacramento, CA 95815

General Plan Designation: North Sacramento	Community Neighborhood Commercial and Offices
Community Plan Designation:	Retail- General Commercial
Existing Land Use of Site:	Existing Restaurant (Enotria Cafe)
Existing Zoning of Site:	General Commercial, C-2 (SPD)

Surrounding Land Use and Zoning:

North: C-2 (SPD); Commercial
South: C-2 (SPD); Commercial
East: C-2 (SPD); Commercial
West: C-2 (SPD); Commercial

Property Dimensions:	Irregular
Property Area:	0.10± acres
Number of Seats:	56 (44 existing, 12 proposed)
Parking Required:	19 spaces
Parking Credit:	15 spaces
Square Footage of Building:	2,600 square feet
Height of Building:	Single Story, 12± feet
Exterior Building Materials:	Stucco
Roof Materials:	Built-up
Topography:	Flat
Street Improvements:	Existing
Utilities:	Existing

Project Plans: See Exhibit A

Additional Information: The applicant is requesting to waive the required 4 parking spaces for a 12 seat outdoor seating expansion of the existing 44 seat Enotria Cafe. The existing 2,600 square foot restaurant was previously occupied by a restaurant (Cafe Montreal). The applicant proposes to locate 12 additional seats in a covered 525± square foot outdoor area. There is no on-site parking for the building. The site is granted a parking credit of 15 spaces based on the previous restaurant use. The City of Sacramento Zoning Ordinance requires one parking space for every three seats in a restaurant. The existing restaurant plus the proposed additional seats would require a total of 19 parking spaces, which can be reduced to 4 spaces after applying the parking credit. The site is located within the Del Paso Boulevard Special Planning District (SPD). The Zoning Ordinance stipulates that the Zoning Administrator can issue a Special Permit to approve deviations from certain development requirements for the C-2 zone within the Del Paso Boulevard SPD to include waiving off-street vehicle parking for small buildings (less than 10,000 square feet). In addition to the findings required for approval of a Special Permit, findings must also be made that the granting of the deviation will not be materially detrimental to other properties or land uses in the area.

The site is located within Del Paso Boulevard Design Review Area. An application has been submitted to Design Review staff (DR96-124). The proposed plans have been submitted to the North Sacramento Project Area Committee (PAC) and the Sacramento Housing and Redevelopment Agency (SHRA) and they have submitted their letter of support (see Exhibits B and C). The PAC commented that the Enotria Cafe has been a very successful new small business which supports the on-going trend of revitalizing Del Paso Boulevard. The PAC requested that the application be acted on as soon as possible, and requested that the property owner work with the City to determine mitigation measures for parking problems which may arise with surrounding businesses.

Based upon a parking information provided by the applicant (See Attached Exhibit D), on-street parking spaces are primarily used by patrons of the Enotria Cafe. In January 1996,

curbs and gutters were put in along Arden Way, near the rear of the cafe. These improvements created approximately thirteen new parking spaces. Furthermore, Enotria Cafe has valet parking, which maximizes the currently available on-street parking spaces. The peak time for the Enotria Cafe is in the evenings when many of the adjacent businesses are closed.

The property owner and business owners in the area, have formed a working committee to develop a comprehensive parking plan and long-term solutions for the businesses that front Del Paso Boulevard. The committee has developed and agreed upon a policy to leave Del Paso Boulevard available for customer use, not for employees. Furthermore, the committee is in the process of investigating the potential of improving vacant lots to meet additional parking needs. The working committee will continue to work with City Planning, Traffic Engineers, and the Redevelopment Agency to develop permanent parking sites that meet the City's requirements.

The applicant also indicated that the committee would rely upon a 1986 parking study (See Exhibit E). The 1986 Del Paso Boulevard Parking study evaluated the on- and off-street parking supply prior to construction of the Light Rail Tracks (LRT) and post LRT construction. A statement was made in the study that the requirements of the City Zoning Ordinance for off-street parking can present a hardship and impede the prospect of improving an existing business where vacant land is not readily available for off-street parking. Such is the case with the Enotria Cafe. The study concluded that there was adequate supply to serve the pre- and post LRT construction conditions, however, that as business conditions change along Del Paso Boulevard that additional off-street parking facilities would be needed. It was suggested in the study that possible financing solutions for the acquisition funding for these parking lots could include the installation of parking meters and/or the creation of a parking assessment district.

The City Police Department has reviewed the subject proposal and has concerns regarding public entry to the patio area, fire exiting, the actual seating capacity of the outdoor area and parking availability (See Exhibit F). The Police Department suggestions are included as conditions of approval.

Environmental Determination: This project will not have a significant effect on the environment and is exempt from environmental review pursuant to State EIR Guidelines {California Environmental Quality Act, Section 15301(e)(1)}.

Conditions of Approval

1. This permit allows for a maximum of 56^a seats for the restaurant. There shall be no further expansion of the building for restaurant use without further Planning review. The applicant may vary the number of seats used indoors and outdoors, as long the number of seats does not exceed 56 and all applicable building and fire codes, and

ABC requirements are met (for example, during the summer months the applicant may wish to have 20 seats outside and 36 seats inside).

2. Size of use areas and floor plans of the structure shall conform to the plans submitted.
3. The applicant shall obtain all necessary building permits prior to Certificate of Occupancy.
4. The applicant shall submit for approval of a Valet Operations Plan to the City Traffic Engineer (Contact: Marty Hanneman, 264-7482).
5. The valet parking shall utilize on-street parking and/or parking stalls on improved parking surfaces. The valet parking shall not utilize parking that is required parking for other businesses or park on unimproved lots (violation of Zoning Ordinance).
6. Planning staff (Hilary Perry, 264-5698) shall be contacted by the applicant for the purpose of reporting back on the meeting with Traffic Division regarding remarking parking spaces on Del Paso Boulevard.
7. As per comments from the Police Department, the patio area must be completely enclosed in order to allow alcohol consumption to be allowed in this part of the restaurant. Gates on the north must be closed during all business hours and is not to be used as a public entrance. The gate is to be equipped with panic hardware to serve as a fire exit for the building and should have an audible alarm to prevent patron or staff from propping open the gate at any time. As the fire exit is not in a direct line of sight of the rear exit of the building, the applicant should identify on the pavement, the path a patron needs to follow to exit during emergency situations. The applicant shall contact the Police Department (Lynne Ohlson, 264-5787) to inspect the premises when the panic hardware has been installed.

Findings of Fact:

1. The proposed project, as conditioned, is based upon sound principles of land use in that:
 - a. the existing commercial building covers a majority of the entire property and does not provide any on-site parking; and
 - b. there are many other properties along Del Paso Boulevard that have little or no on-site parking in the surrounding neighborhood.
2. Waiving the parking will not be materially detrimental to the other properties or uses in the area in that the building will be primarily used in the evening for larger events

when surrounding businesses will be closed.

3. Granting the request will not be injurious to public health, safety, or welfare nor result in a nuisance in that:
 - a. the proposed use of the building will primarily be in the evening when surrounding businesses are closed; and
 - b. there is nearby off-street parking associated with other commercial uses is available.
4. The project is consistent with the General Plan and the North Sacramento Community Plan which designate the subject site as Community Neighborhood Commercial and Offices and Retail- General Commercial respectively.
5. The project is consistent with the stated goal of properties in the Del Paso Boulevard SPD to: maintain and improve the character, quality, and vitality of this unique commercial neighborhood, drawing on the opportunities for an arts and entertainment orientation.

Joy D. Patterson

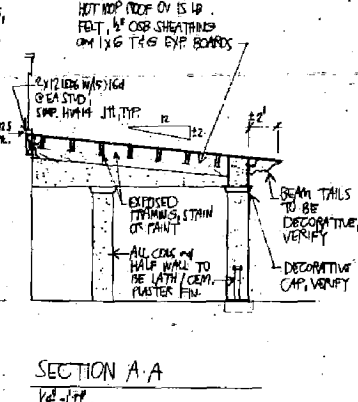
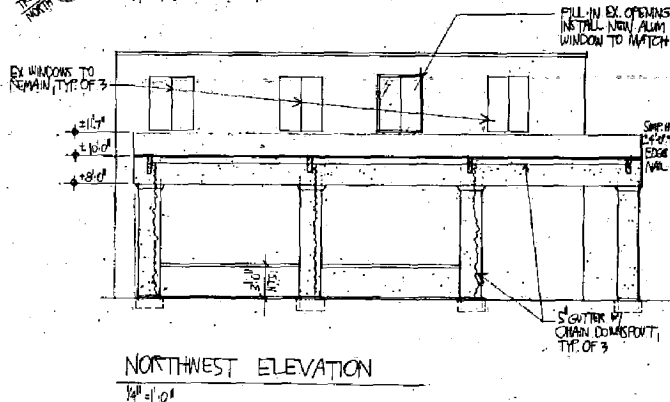
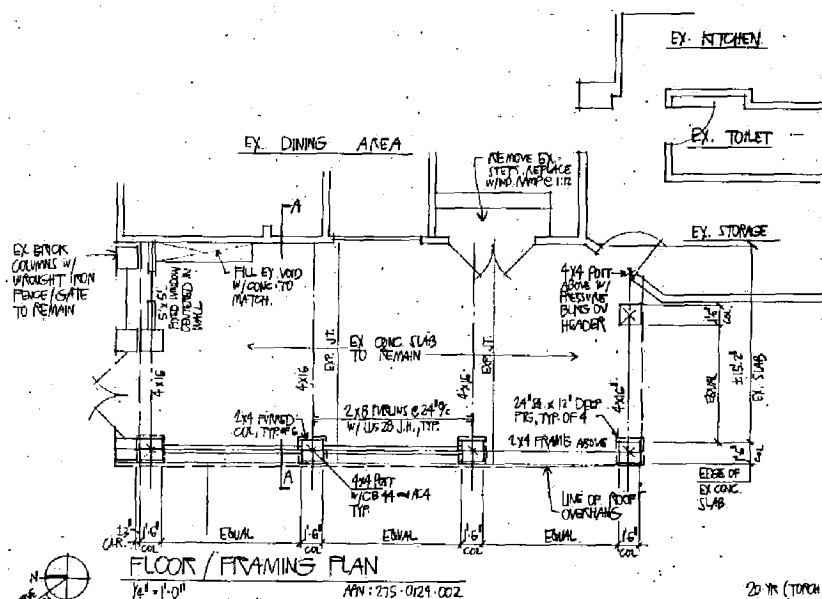
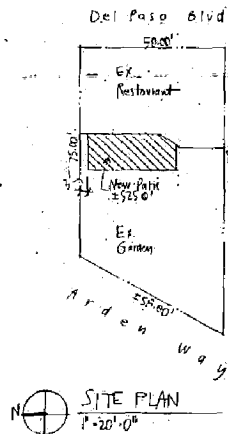
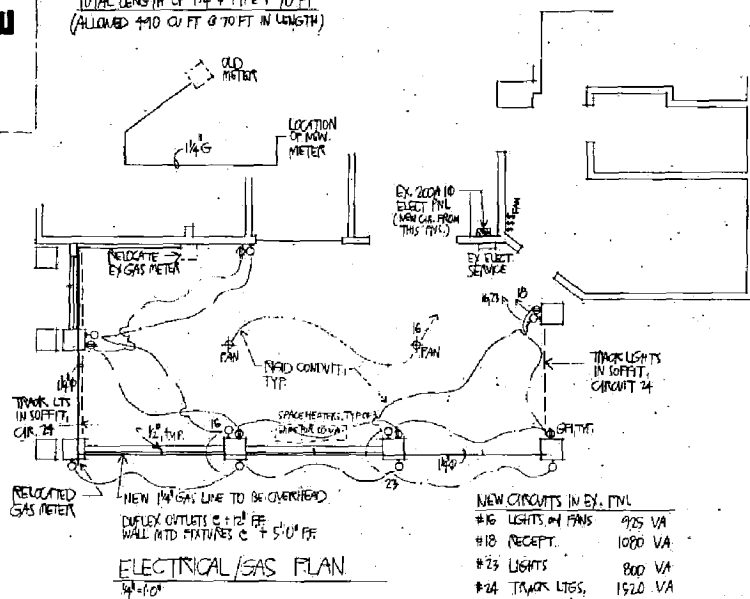
Joy D. Patterson
Zoning Administrator

A use for which a Special Permit is granted must be established within two years after such permit is approved. If such use is not so established the Special Permit shall be deemed to have expired and shall be null and void. A Special Permit use which requires a Building Permit shall be deemed established when such Building Permit is secured and construction thereunder physically commenced. If no building permit is required, the use shall be deemed established when the activity permitted has been commenced.

The decision of the Zoning Administrator may be appealed to the Planning Commission. An appeal must be filed within 10 days of the Zoning Administrator's hearing. If an appeal is not filed, the action of the Zoning Administrator is final.

cc: >File
>Applicant-Thomas Steiner
>Owner-Bill Farrell
>ZA Log Book
>SHRA-Elizabeth Cook
>Police-Lynne Ohlson
>Traffic Engineer-Marty Hanneman
>Area Manager-Kelly Montgomery

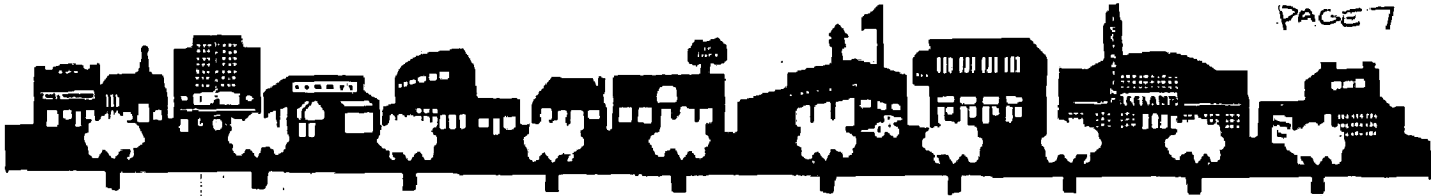
TOTAL GAS USED: 750,000 BTU = 350 CU.FT.
 TOTAL LENGTH OF 1/4" Ø PIPE: 170 FT.
 (ALLOWED 410 CU.FT @ 70 FT IN LENGTH)



ITEM # 2

DATE: 26 JAN. 1966
 DRAWN BY: I.E.
 CHECKED BY: CHINN
 PROJ. NO.: 9528

DINING LOGGIA FOR
 MR. THOMAS STEINER
 ENOTRIA CAFE and WINE BAR
 1433 DEL PASO, CA
 SAC, CA 95015 916-447-0463



North Sacramento Project Area Committee

March 13, 1996

Hillary Perry
Planning Department
City of Sacramento

VIA FACSIMILE
264-5328

Re: Parking Waiver for Enotria

Dear Hillary:

On March 12, 1996 the Project Area Committee for the North Sacramento Redevelopment Project Area voted in support of the propose waiver of the four required parking spaces for the Enotria Restaurant.

General comments reflected that Enotria has been a very successful new business in support of the North Sacramento community.

The PAC voiced the request that the application be acted on as soon as possible.

The PAC also requested that Bill Farrell work with the City to determine some mitigation measures for parking problems which may arise with surrounding businesses.

If you have any questions, please do not hesitate to contact me.

Very truly yours,

Stephen J. Lemmon, Chairman
Project Area Committee

SJL:elo

ITEM #2

March 15, 1996

City of Sacramento
Dept. of Planning and Development
Hillary Perry
1231 I Street
Sacramento CA 95814

Dear Hillary,

Thank you for forwarding the Special Permit Application for the Enotria Cafe (Z96-024) to my office. I was able to review the application and feel that the application should be approved as expediently as possible. The Project Area Committee (PAC) discussed the application on March 11, 1996 and they too would like to see the application approved. There were no dissenting opinions expressed by the PAC.

Parking will be an ever increasing concern as the commercial corridor is redeveloped. The property owner, William Farrell, is a great advocate of the redevelopment of the boulevard. As he mentions in the application he is working toward an overall parking plan that will assist all of the area businesses over the long term. We support his efforts to find a solution and plan to be involved as the solution is formulated.

Sincerely,



Elizabeth J. Cook
Project Development & Implementation

P.O. Box 1834

Sacramento

CA 95812-1834

916-444-9210

ITEM #2



WM FARRELL

ASSOCIATES

PAGE 9

Committed to the Renaissance of North Sacramento

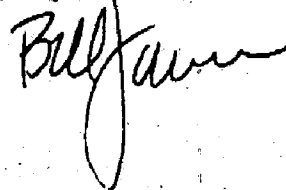
Attention: Hillary Perry
RE. 1431 Del Paso Blvd. parking

Historically this site has always used on-street parking. In January, this year, the curbs and gutters were put in along Arden Way (in the rear of the building) which created approximately thirteen new parking spaces. Enotria Wine Bar and Cafe has since it's opening used a valet parking service. The services uses Arden Way and vacant lots for 'stacking' cars. They do not use Del Paso Blvd.

Property and business owners in the area, knowing that future development is eminent, have come together to form a working committee to address current and future parking situations as they arise. The committee realizes the importance of street front parking for the businesses along Del Paso Blvd., and has developed and agreed upon a policy to leave Del Paso Blvd. available for customer use, not for employees. Furthermore, the group has identified two vacant properties that could be better utilized as parking. The group is interested in pursuing the the use of these sites for additional parking needs. In the interim Enotria Wine Bar and Cafe will continue to use a valet service for their customers, which has the ability to maximize the current available space.

The group will continue to work with planning, traffic engineers, and the redevelopment agency, using a parking study that was completed in 1986, to develop permanent parking sites that meet the City's requirements.

Sincerely, Bill Farrell



DEL PASO BOULEVARD

PARKING STUDY

IN THE

CITY OF SACRAMENTO

MARCH 1986



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TRANSPORTATION CONSULTANTS
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PLEASANTON
SACRAMENTO
FRESNO
CONCORD

March 12, 1986

Mr. Mark Morgan
Parking Division Manager
City of Sacramento
1231 I. Street
Sacramento, CA 95814

Dear Mr. Morgan:

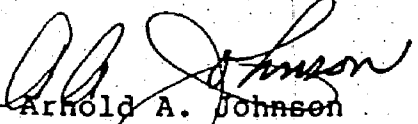
Enclosed for your review is our final report for the Del Paso Boulevard parking study. We have enclosed six copies for use by your office and distribution to other interested agencies.

The results of this parking analysis have determined that the existing on-street and off-street parking supply is adequate to handle present parking needs and those anticipated within the next one to two years after construction of the Light Rail Transit facility in the southerly portion of the study area along Del Paso Boulevard.

In the future, as business conditions change along Del Paso Boulevard, additional off-street parking facilities probably will be needed. Suggestions have been provided in the report concerning recommended options for parking improvements and suggested financing procedures. After the first year operation of LRT, you may wish to consider the possibility of a Phase II parking study.

In the preparation of this report, the consultant obtained input from City of Sacramento staff, the Redevelopment Agency, Regional Transit, and the Del Paso Boulevard business community. We appreciate the opportunity of being involved in this parking study.

Very truly yours,


Arnold A. Johnson

AAJ:wsr
4139
Attachments

JKM#7

**DEL PASO BOULEVARD
PARKING STUDY**

**IN THE
CITY OF SACRAMENTO**

BY

**TJKM TRANSPORTATION CONSULTANTS
9801 FAIR OAKS BLVD., SUITE 300
FAIR OAKS, CALIFORNIA 95628**

MARCH 1986

4139/GJ

L I S T O F F I G U R E S

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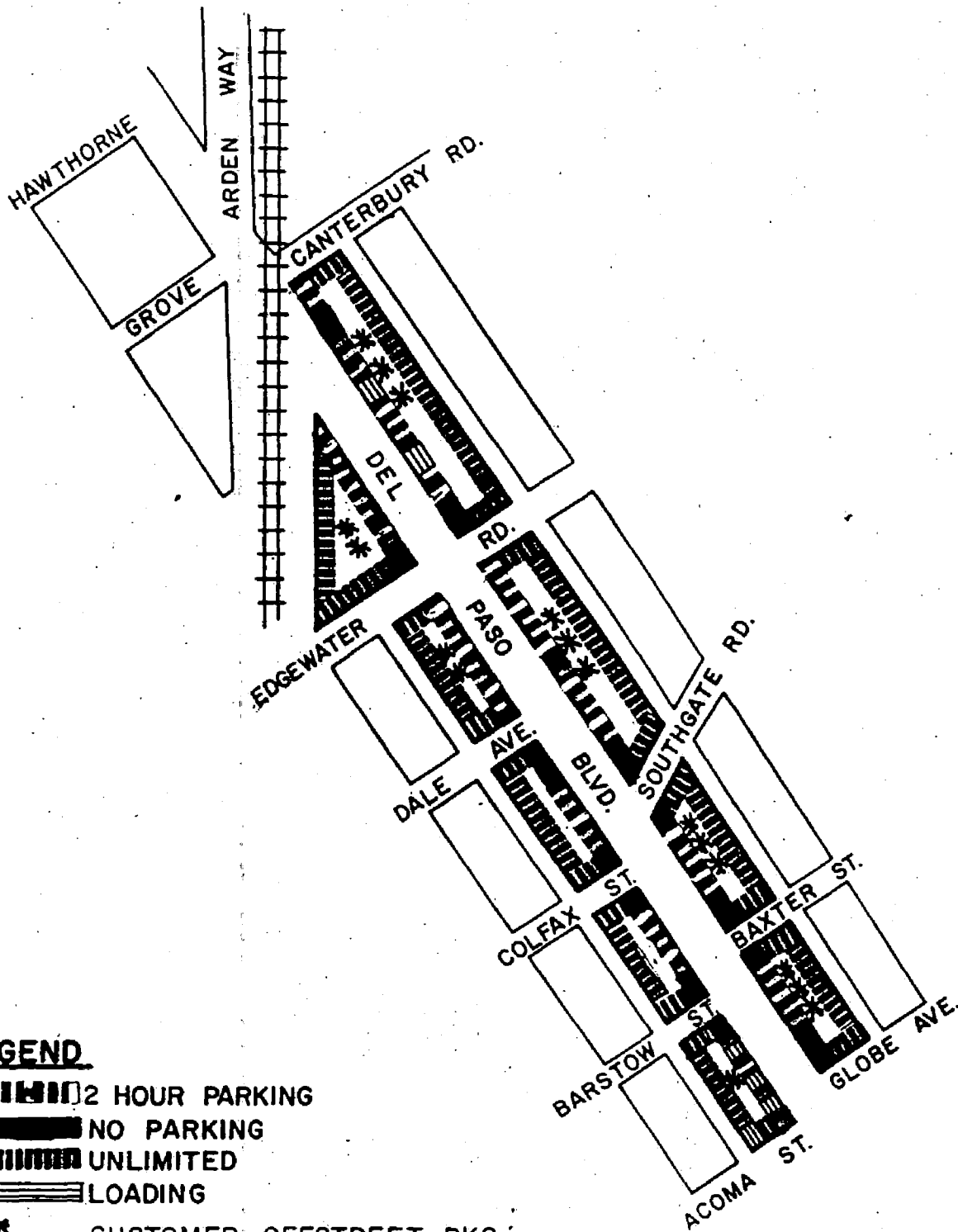
Of the available options for handling future parking improvements, it is felt that a parking assessment district would be the best method for financing off-street parking facilities. This could be supplemented by the use of on-street parking meters which would be a good tool to provide some of the revenue needed to develop off-street parking. Other methods for financing off-street parking include the sale of parking revenue bonds and a surcharge on the business license tax. To date, there have not been any parking assessment districts created in the City of Sacramento.

There is a need for revitalization of the Del Paso Boulevard business district. Requirements of the City zoning ordinance for off-street parking can present a hardship and impede the prospect of improving an existing business where vacant land is not readily available. Some reduction in parking requirements is available through the City's parking reduction ordinance. To further encourage business development, it is suggested that the City give consideration to allowing for an in lieu of payment for parking instead of actually constructing off-street parking spaces. The vehicle for handling this by the City could be the formation of a parking assessment district or passing an ordinance that would establish a fund for future parking development ear-marked for a particular business district.

A Phase II parking study is not needed at this time for the Del Paso Boulevard business district. As parking usage increases, through improved business activity, a Phase II study may then be required. It is recommended that consideration for additional parking studies be deferred until after the first year of LRT operation.

INVENTORY OF EXISTING PARKING CONDITIONS

During the month of July 1985, TJKM observed the parking conditions along Del Paso Boulevard. The study area is shown in Figure 1. We recorded the type of each parking space, both on-street and off-street, and the posted duration time for each space. This information is graphically shown in Figures 2 and 3. Parking spaces were categorized according to block and block face number. All of this information was entered into a computer data base for later analysis of the parking survey data. Reference is made to the appendix for more detail concerning parking spaces categorized by block and face number. There are in the study area approximately 1007 on street parking spaces broken down as 187 two hour spaces, 165 one hour spaces, 29 loading zone spaces, 2 passenger loading zone spaces, 2 taxi spaces, and 622 unlimited duration spaces. For off street



LEGEND

2 HOUR PARKING

NO PARKING

UNLIMITED

LOADING

- * CUSTOMER OFFSTREET PKG.
- ** PRIVATE
- *** CUSTOMER AND PRIVATE OFFSTREET PKG.

DEL PASO PARKING STUDY

INVENTORY SUMMARY

PREPARED BY



FIGURE 2

parking there are approximately 1,217 total spaces broken down as 680 customer spaces, 537 private spaces (290 unpaved). Total spaces for the study area comes to approximately 2,224. A more detailed summary of the parking inventory is shown in the appendix. X

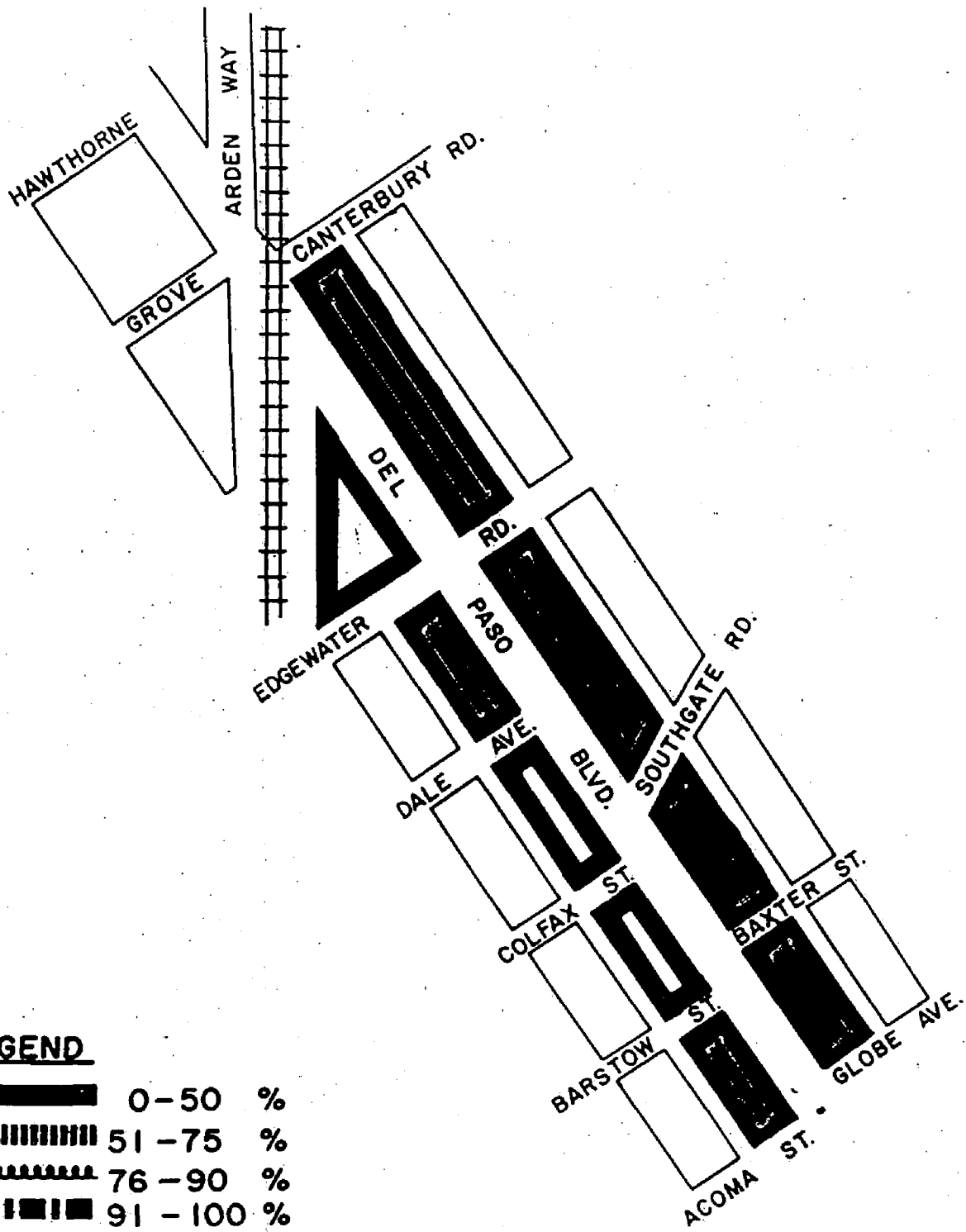
PARKING DATA ANALYSIS

A license plate survey was conducted within the study area on two different days. We conferred with Leslie Palmer, spokesperson for the Sacramento Housing Redevelopment Agency, and decided that the first of the month would be the best time period to take the survey. This is because it is close to the time that most people get paid, and therefore, the parking demand would be greatest at this time. The study required that a survey be taken on a Saturday and a typical weekday. The study area was surveyed by a crew of four people who each had a predetermined route to cover in hourly intervals. The study time period was from 10 a.m. to 6 p.m. on the weekday and Saturday, so a total of eight rounds were made in collecting parking data. The dates of the days surveyed were August 3, 1985, (Saturday), and August 6, 1985, (Tuesday). It was our opinion that these two days would best represent the highest demand period in the month of August. It should be noted that there was an ice skating competition on Saturday at the Ice House on Del Paso Boulevard, which would yield a higher parking demand for the area.





OCCUPANCY ANALYSIS

A separate occupancy analysis was made for the Saturday data and the Tuesday data. The formula we used for calculation of occupancy for a block face or for a section of off-street parking was to divide the total number of vehicles observed along a block face in the hourly circuit by the total number of spaces in the block face: $OCCUPANCY = \text{VEHICLES} / \text{SPACES}$. This formula was applied for each circuit (10 a.m. to 11 a.m., 11 a.m. to 12 p.m., etc.) and the average of all circuits was taken for the result.

Parking needs are generally considered to be adequate if the occupancy percentage is 90 percent or less. If the occupancy percent goes higher than 90 percent, then additional parking would be needed.



LEGEND

-  0-50 %
-  51-75 %
-  76-90 %
-  91-100 %

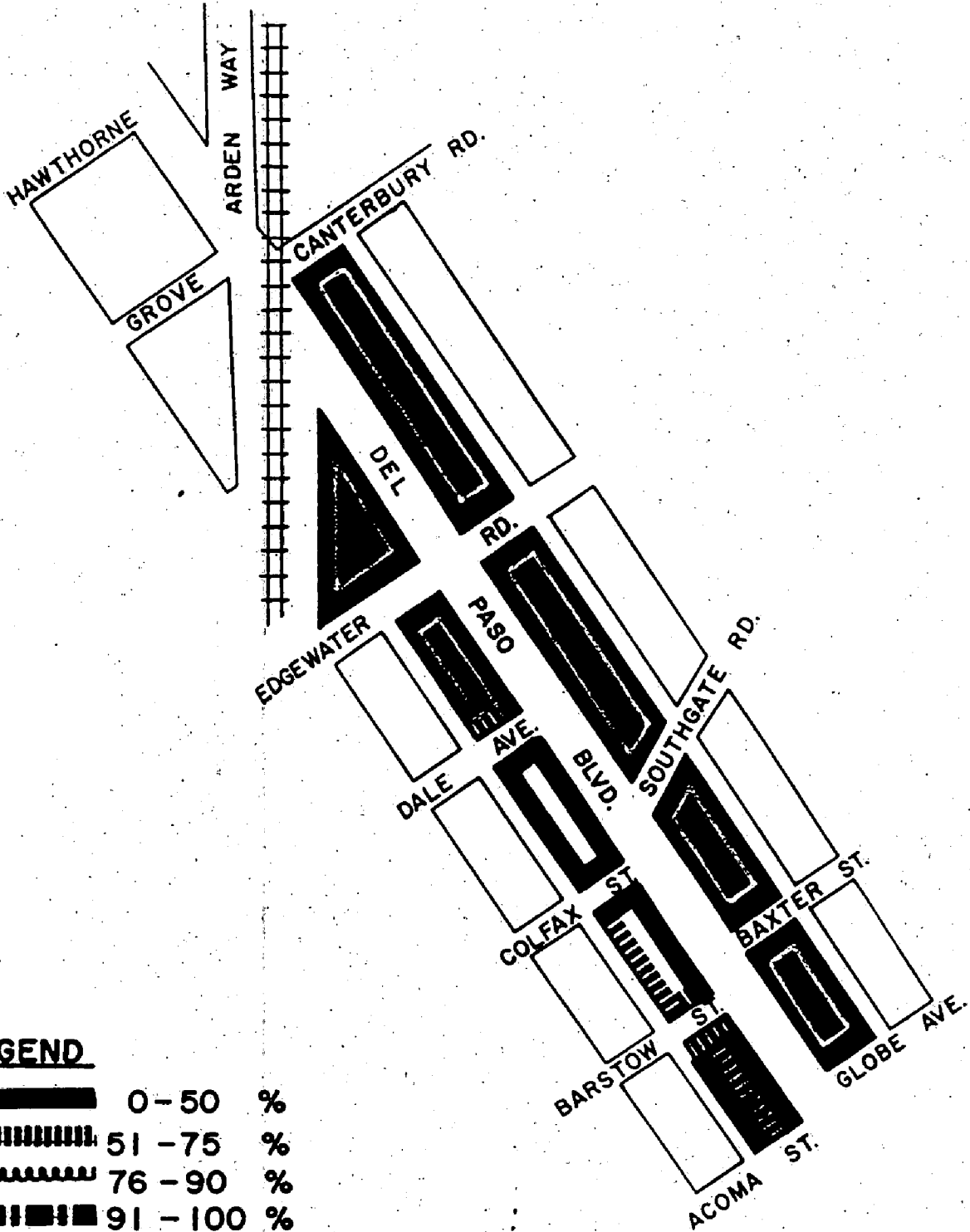
DEL PASO PARKING STUDY

SATURDAY OCCUPANCY SUMMARY





PREPARED BY



FIGURE 4



LEGEND

-  0-50 %
-  51-75 %
-  76-90 %
-  91-100 %

DEL PASO PARKING STUDY

TUESDAY OCCUPANCY SUMMARY

PREPARED BY



FIGURE 6

Saturday Duration

Reference is made to Figure 8 and Figure 9 for the results of this analysis. The only parking in the study area that has a posted time limit, for the most part, is the parallel parking along Del Paso Boulevard. South of Arden Way, the parking time limit along Del Paso Boulevard is two hours with the exception of loading zones, no parking zones, and bus stops. The parking time limit along Del Paso Boulevard north of Arden Way is one hour with the same exceptions. However, the duration of parked cars meets or exceeds the established time limits in most cases. This problem can be solved by enforcement of posted parking times by the city, which would increase turnover and further alleviate the occupancy problem in high percentage locations (such as the block face along Del Paso Boulevard just east of Rio Linda which is the only location with an apparent occupancy problem). This would cause the offenders to seek other nearby locations where there are no time limits and where there is much unused parking capacity. The results are shown for all block faces as well as off-street parking within the block.

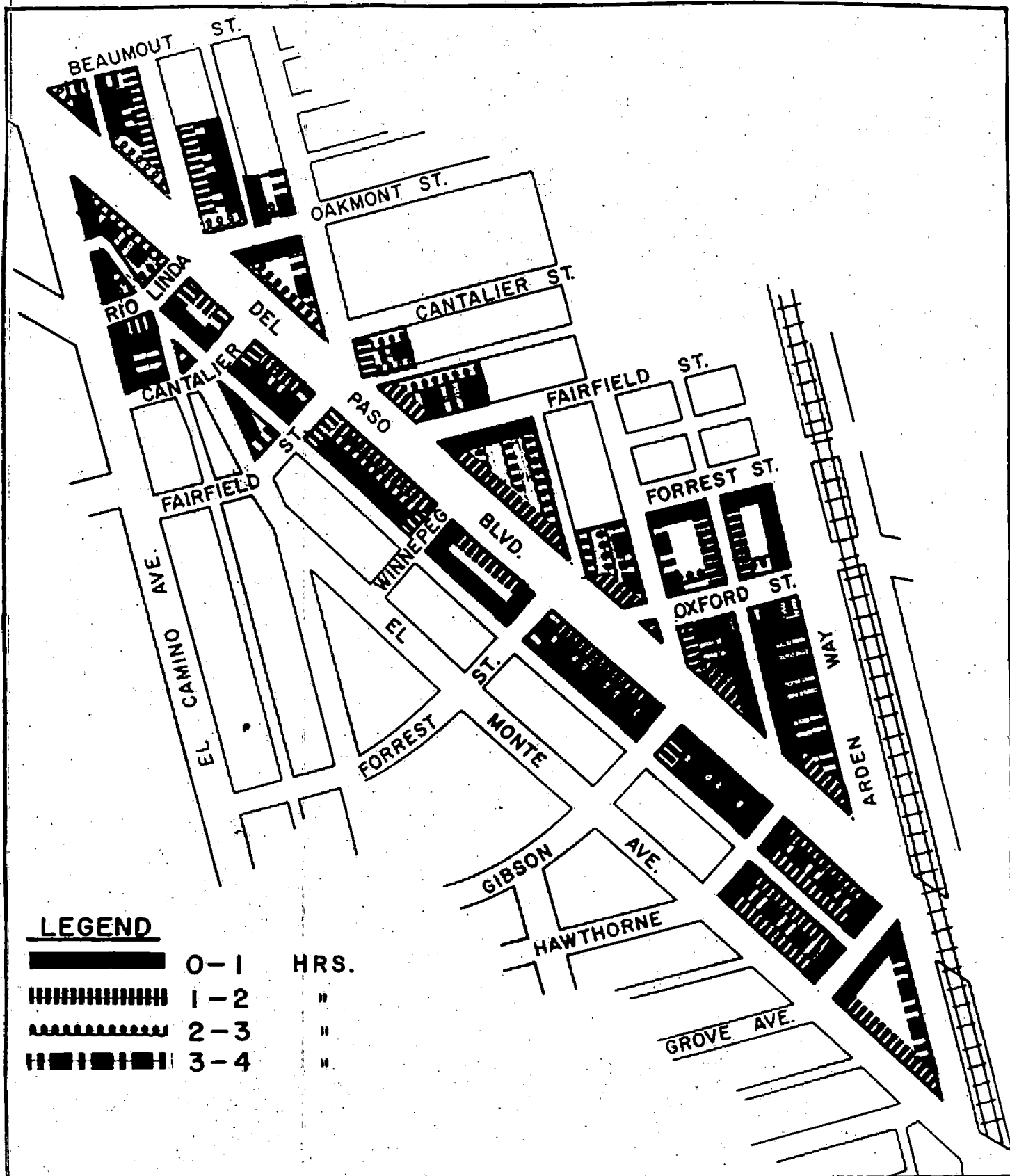
Tuesday Duration

Reference is made to Figure 10 and Figure 11 which show the results of this analysis. In comparison with the Saturday analysis results, this day is much worse. The parking along Del Paso Boulevard south of Arden way is within the established time limits (two hours or less on the average). However, the duration north of Arden Way is over three hours on the average. This is in a one hour posted time limit zone. Earlier in the Tuesday occupancy analysis portion of this report, we concluded that occupancy was not a problem for Del Paso Boulevard; therefore, when enforcement of parking time limits is carried out, the occupancy percentage will most likely lower even more. This means that the satisfactory parking supply would become even better.





Off street parking supplies also have a very high duration rate. There is not a parking time limit in most of these locations, however.

TURNOVER ANALYSIS

A separate analysis was made for turnover for Saturday and for Tuesday. The formula we used for calculation of turnover was to take the total number of different vehicles observed parked on a block face during the day, making sure not to count any vehicle more than once, and divide this total by the number of spaces along the block face. This formula was applied for each block face.



LEGEND

	0-1	HRS.
	1-2	"
	2-3	"
	3-4	"

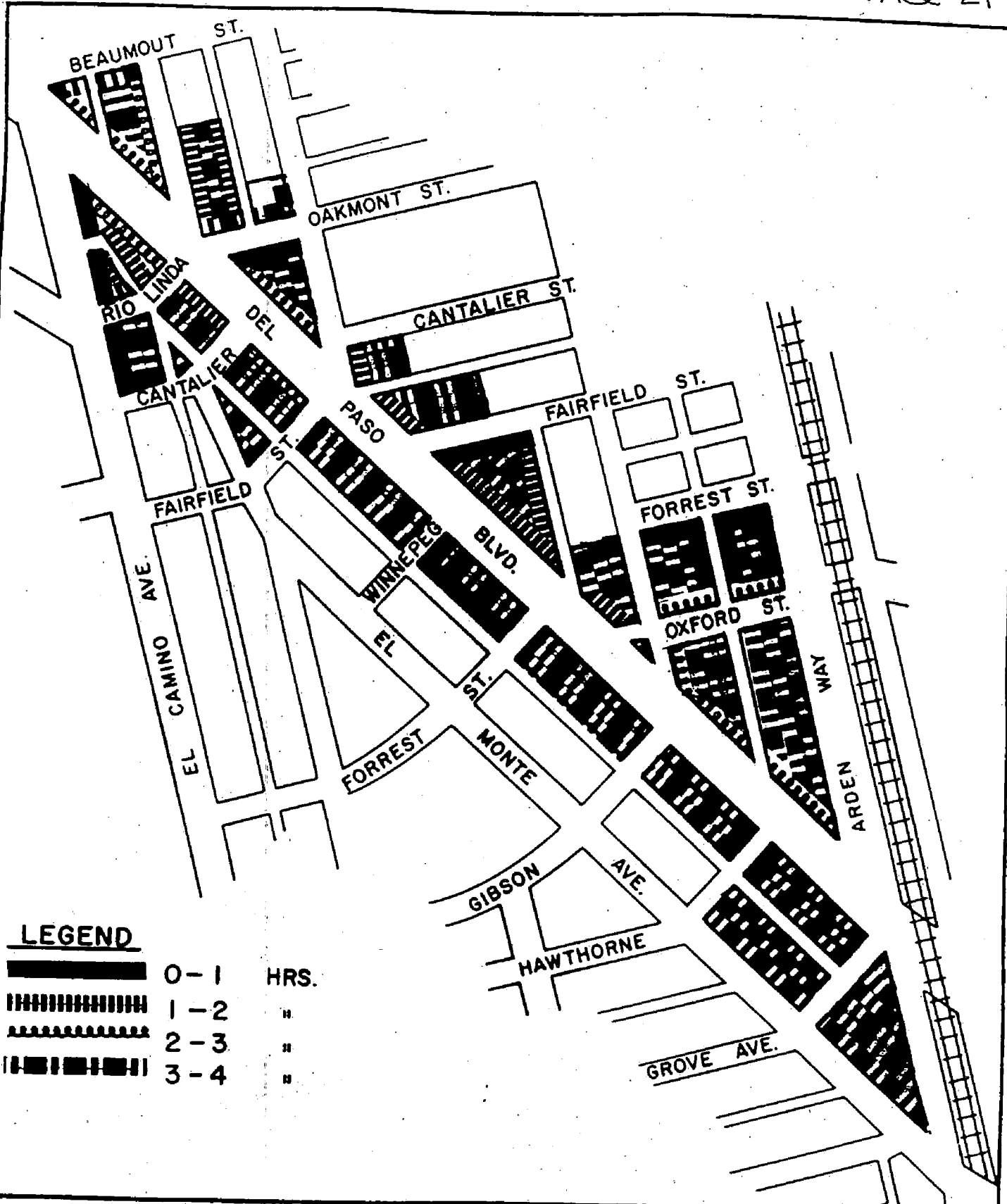
DEL PASO PARKING STUDY

SATURDAY DURATION SUMMARY

PREPARED BY



FIGURE 9



LEGEND

	0-1	HRS.
	1-2	"
	2-3	"
	3-4	"

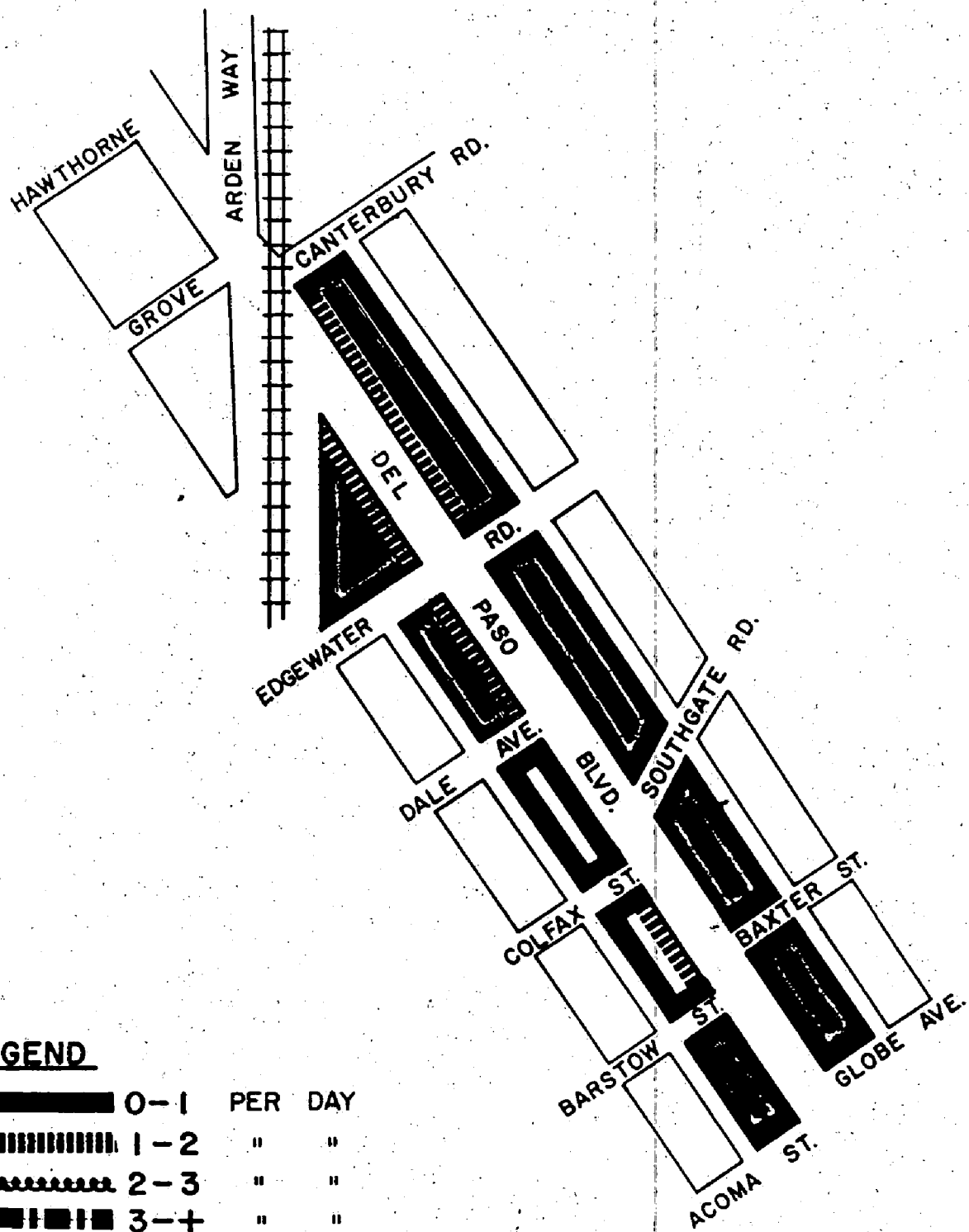
DEL PASO PARKING STUDY

TUESDAY DURATION SUMMARY





PREPARED BY
JKM

FIGURE II

ITEM#2



LEGEND

	0-1	PER	DAY
	1-2	"	"
	2-3	"	"
	3+	"	"

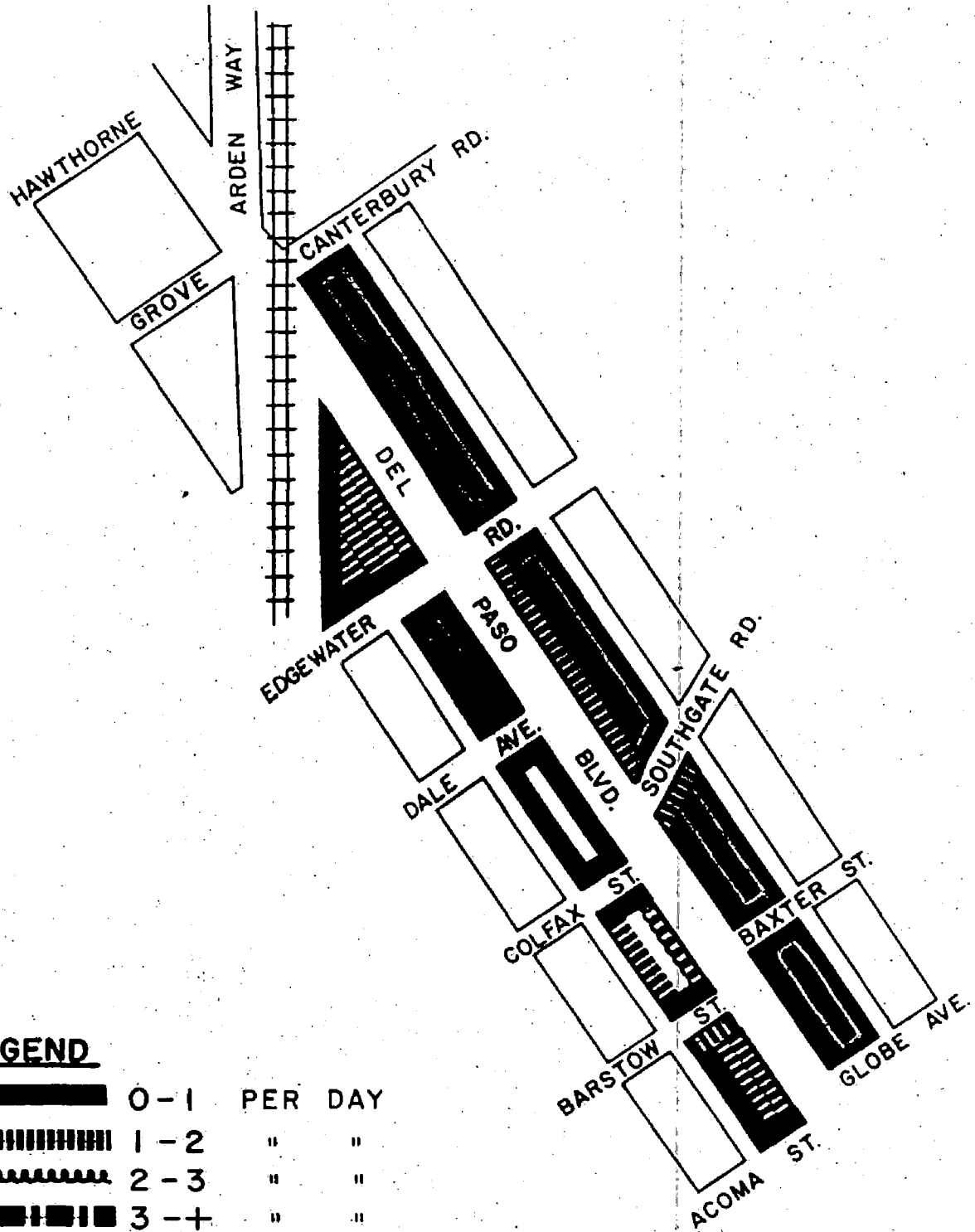
DEL PASO PARKING STUDY

SATURDAY TURNOVER SUMMARY

PREPARED BY



FIGURE 12



LEGEND

	0-1	PER DAY
	1-2	" "
	2-3	" "
	3+	" "

DEL PASO PARKING STUDY

TUESDAY TURNOVER SUMMARY

PREPARED BY



FIGURE 14

Because residential development is located in close proximity to the Del Paso business district, the over flow of parking into residential areas could be a problem in the future. If this occurs, it may be appropriate to establish a preferential parking district to cover reasonable walking distances to commercial development. Within the preferential parking district, a residential parking permit would be required to park outside of the commercial area. Enforcement would be by the City of Sacramento, and anyone parking without a permit in the designated area would receive a citation. This approach has been successful in other communities such as San Francisco, Palo Alto, and Berkeley.

ANALYSIS OF SURPLUS AND DEMAND FOR PARKING

In order to determine the existing parking surplus and/or parking deficiency we assumed the an acceptable level of parking usage is 90 percent. In other words, if 90 percent of the total available parking is used, the on-street or off-street parking area has reached is allowable capacity. The formula for calculating the surplus or deficiency is as follows:

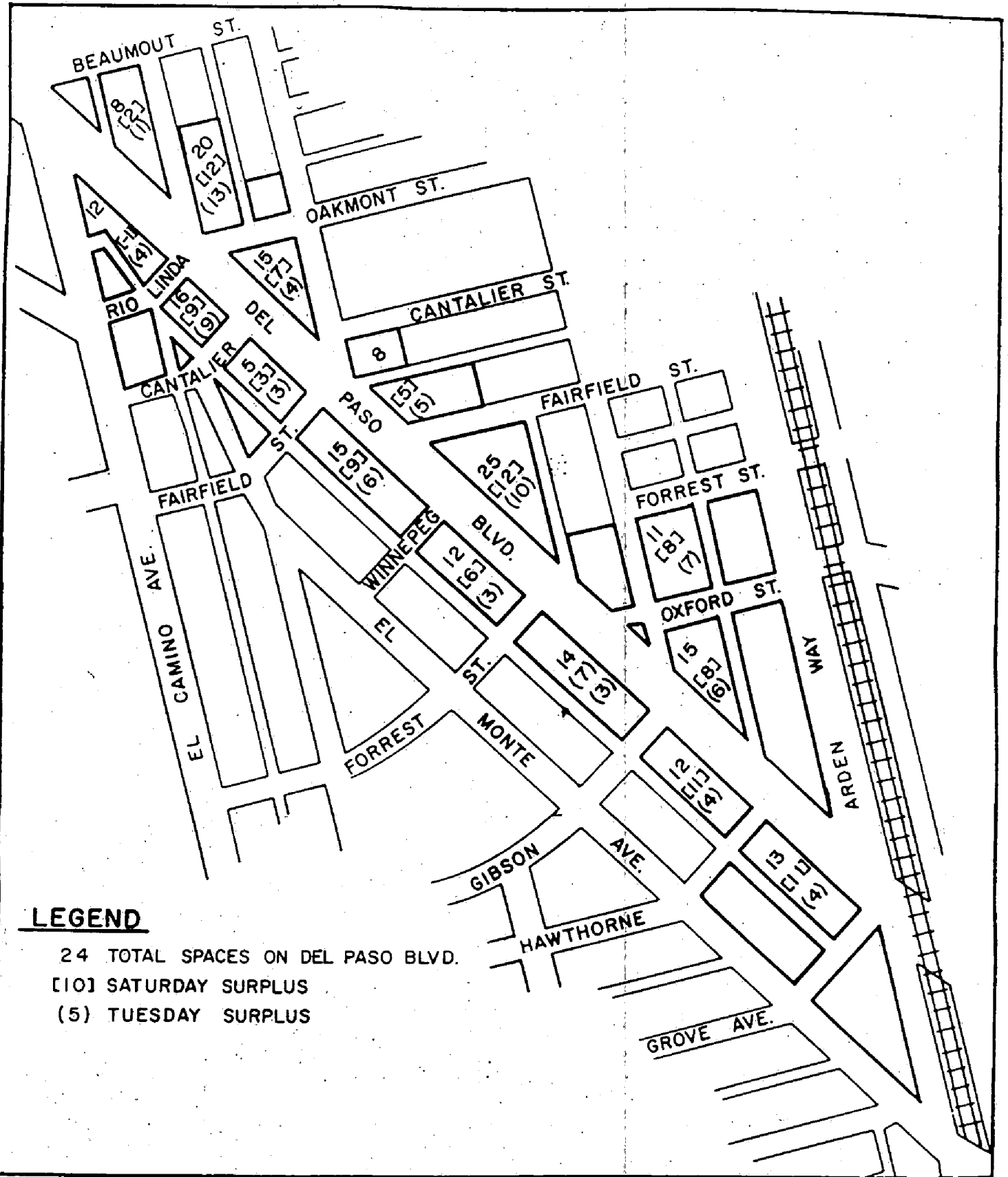
$$0.90 \times (\text{TOTAL SPACES}) - (\text{OCCUPANCY}) \times (\text{TOTAL SPACES}) = \text{A SURPLUS OR DEFICIENCY OF PARKING}$$

If the difference is positive, then there is surplus: if negative, then there is a deficiency.

Our results show that there is a surplus at all locations, except on the westerly side of Del Paso from Rio Linda to El Camino Avenue. Reference is made to Figure 16 and Figure 17 for graphical results of this analysis for Del Paso Boulevard. A number preceded by a minus (-) sign indicates that there is a parking deficiency at this location. Otherwise there is parking surplus. The results for both Saturday and for Tuesday are shown together for comparison purposes on these figures. Although not shown in the figures, all of the side streets also had a parking surplus.


FIRST YEAR IMPACTS OF LIGHT RAIL TRANSIT ON EXISTING PARKING

In order to properly ascertain the potential impacts that Light Rail Transit (hereafter referred to as LRT) might have on the existing parking conditions in the study area, we consulted with staff from the City of Sacramento Planning and Engineering Departments, as well as the Sacramento



LEGEND

- 24 TOTAL SPACES ON DEL PASO BLVD.
- [10] SATURDAY SURPLUS
- (5) TUESDAY SURPLUS

DEL PASO PARKING STUDY		
SURPLUS ALONG DEL PASO FRONTAGE ONLY	PREPARED BY 	FIGURE 17

SHORT TERM PARKING SUPPLY AND DEMAND (FIRST YEAR)

As can be seen from Figures 4-7, all of the on street parking area on Del Paso Boulevard southerly from Arden Way has an occupancy factor of less than 50 percent and there are only a few locations both on and off street where the occupancy range is between 50 and 75 percent. Northerly of Arden Way, similar conclusions as to the availability of parking were reached in that the occupancy level is generally less than 75 percent, except for the westerly side of Del Paso Boulevard northerly of Rio Linda. *

On Del Paso Boulevard, the restricted time limit for parking is one hour north of Arden Way and two hours in the southerly end of the district. It was learned from the on-street Assistant Parking Manager for the City, that parking enforcement in the Del Paso Boulevard district is usually done twice a week. As parking availability becomes less in the future, the City would, of course, respond to the need for increased parking enforcement. At the present time, it is not needed and this is reflected in the parking usage, duration, and turnover results of the parking analysis.

Since parking occupancy is well within tolerable levels and can be even further improved with enforcement, there does not seem to be a short-term need for additional parking in the Del Paso Boulevard area. Reference is made to Figures 2 and 3, which show the time limit of parking along with loading zone locations, and Figures 16 and 17, which illustrate the parking inventory and surplus parking spaces. Information shown in these figures can be referred to in arriving at the conclusion that additional parking does not present a critical need at the present time.

IMMEDIATE PARKING NEEDS WITH ADVENT OF LRT

It is not anticipated that the short range impacts of LRT will impact the available supply of on and off street parking to any great extent. It is possible that some LRT users would park near the LRT station in the vicinity of Globe Avenue and ride the train to downtown Sacramento. However, since the distance to downtown is relatively short, being only about two miles, most individuals would drive to downtown rather than park and transfer. The availability of parking in downtown could, of course, change this in the future.

As stated earlier, there would be a loss of 29 parking spaces, two green zones, and two loading zones in the vicinity of the Globe Avenue Station. The yellow loading zones and green zones would be relocated onto side streets as required. The 40-space LRT off-street parking lot that

RECOMMENDED OPTIONS FOR PARKING IMPROVEMENTS

ON STREET PARKING

A number of options for improving on street parking were considered. Diagonal parking is not desirable primarily for safety reasons. A vehicle must, of necessity, back out into traffic and the location of diagonal parking near intersections and crosswalk areas impair visibility of pedestrians and can result in a serious accident.

The best regulation for parking control is a parking meter. Time limit parking without parking meters leaves much to be desired due to the difficulty of having effective enforcement. Enforcement is not too effective because tires must be marked with chalk and this can be rubbed off or a vehicle can be moved a short distance to negate the enforcement activity. However, the one and two hour time limit parking on Del Paso Boulevard is not a problem now because of a large surplus of available parking. If parking meters are installed, part of the revenues could offset the parking enforcement costs, and revenues over and above maintenance costs could be pledged to pay for future off-street parking facilities.

Revenues from on street parking meters depend on the hourly rate of charge and the usage of parking. For a parking charge of \$0.25 per hour and an estimated usage in the Del Paso Boulevard area of from two to three hours a day, the daily revenue could average from \$0.50 to \$0.75 or between \$150.00 and \$200.00 per year. The cost for purchase and installation of a parking meter is estimated at about \$300.00, and at this rate it would take two years to pay for the purchase and installation of the meters.

At the present time there are approximately 290 parking spaces on Del Paso Boulevard south of El Camino Avenue, 190 north of Arden Way and 100 south of Arden Way. Using the same 25-cent per hour and a two- to three-hour day usage, the annual gross revenue for parking meters on Del Paso is estimated to be between \$40,000.00 and \$60,000.00. When determining the amount of revenue from parking meters that could be pledged to off-street parking development, the cost of maintaining the meters and enforcing them must be deducted from the gross revenue. Typically one-half of the gross revenue or all of the net revenue could be pledged to off-street parking. This will be discussed in more detail in the "Financial Feasibility" section of this report. However, it should be mentioned that the Del Paso Boulevard businesses probably would not want parking meters installed until parking becomes more of a problem. When this occurs their customers should not object to paying for parking and

the Boulevard with an increased usage on the side streets and existing unpaved vacant lots.

OFF STREET PARKING

The cost of developing off street facilities can be broken down into the cost of acquiring property and the cost of construction. For the Globe Avenue Station off-street lot, the cost was approximately \$5,000.00 per parking space: \$8.00 per square foot or \$3,500.00 per space for the land, and \$1,500.00 per space for construction. The total cost then for the completed 40-space lot was near \$200,000.00. Information was obtained from Mr. Bob Kershaw of the LRT office, Regional Transit, to assist in determining this cost estimate.

The cost of developing off-street parking north of Arden Way would be higher because of increased property values and also because it would be necessary to remove existing buildings. Depending upon the location, it is our estimate that off-street parking in the northerly end of the district would cost from \$6,000.00 to \$8,000.00 per space.

FUNDING OPTIONS

Funding options which have been referred to earlier in the report are parking meter revenues, a surcharge on the business license tax, a parking assessment district, and parking revenue bonds.

In some instances, a combination of all of these revenue sources are utilized to develop off-street parking facilities. To become more familiar with financing procedures that could be utilized in developing parking in the City of Sacramento, this matter was discussed with Mr. Tom Friery, City Treasurer. Mr. Friery advised that parking revenue bonds could be sold by the City and at the present time the rate would probably be in the range of 10 percent for 16 to 20 year bonds. If the full faith and credit of the City were pledged against the debt service, this probably would result in a more favorable interest rate. However, it was pointed out to the consultant that there is a considerable demand by other special districts in the City and County of Sacramento that could make it difficult to sell bonds with backing from general revenues of the City.

Information concerning the formation of a parking assessment district was obtained from Mr. Irvin E. Moraes who is in charge of the real estate section of the Public Works Department of the City of Sacramento. Mr. Moraes advised the consultant that there have not been any parking

When using the 1913 proceedings, the only difference is that property owners are billed up front for their share of the costs and the parking bonds are sold early on in the project.

BUSINESS IMPROVEMENTS

A major concern with revitalization of the Del Paso Boulevard business district is existing requirements of the City zoning ordinance relating to off-street vehicle parking. In order for a property owner or business to expand their facilities or construct a new business in an existing building, there are City requirements to provide a certain number of off-street parking spaces depending upon the square footage involved. For an existing business district where vacant land is not readily available, this can present a hardship and impede the prospect of improved business development.

The City of Sacramento has taken an initial step to reduce off-street vehicle parking requirements by approving the parking reduction ordinance No. 83039 in April of 1983. This ordinance allows up to a 10 percent reduction for various Transportation System Management (TSM) improvements. These TSM improvements include a number of items relating to LRT, busses, van pool, flexible work hours, etc. Further, an additional 10 percent parking reduction can be allowed for all non-residential development within 660 feet from an LRT station, depending again upon the participation of a business in supporting the transit operation.

Another method of assisting business improvement is through use of the Parking and Business Improvement Area Law of 1965, which is Part 5, Division 18 of the California Streets and Highways Code. This law allows for the business surcharge tax referred to earlier in this report. Such a tax can be used for acquiring and maintaining parking facilities as well as promoting business activity in the business district.

To further encourage business development in existing districts such as on Del Paso Boulevard, it is suggested that consideration be given to allowing property owners and businesses to make a contribution to an off-street parking fund in lieu of actually constructing parking spaces as required by the City zoning ordinance. For example, if a parking assessment district were formed in the Del Paso Boulevard area, there appropriately would be a parking fund to support the district. Typically, a parking assessment district would have three commissioners appointed by the City Council to administer the district acting in an advisory capacity to the City Council or, if desired, the

DEL PASO BLVD. PARKING INVENTORY SUMMARY
BY BLOCK AND FACE NUMBER

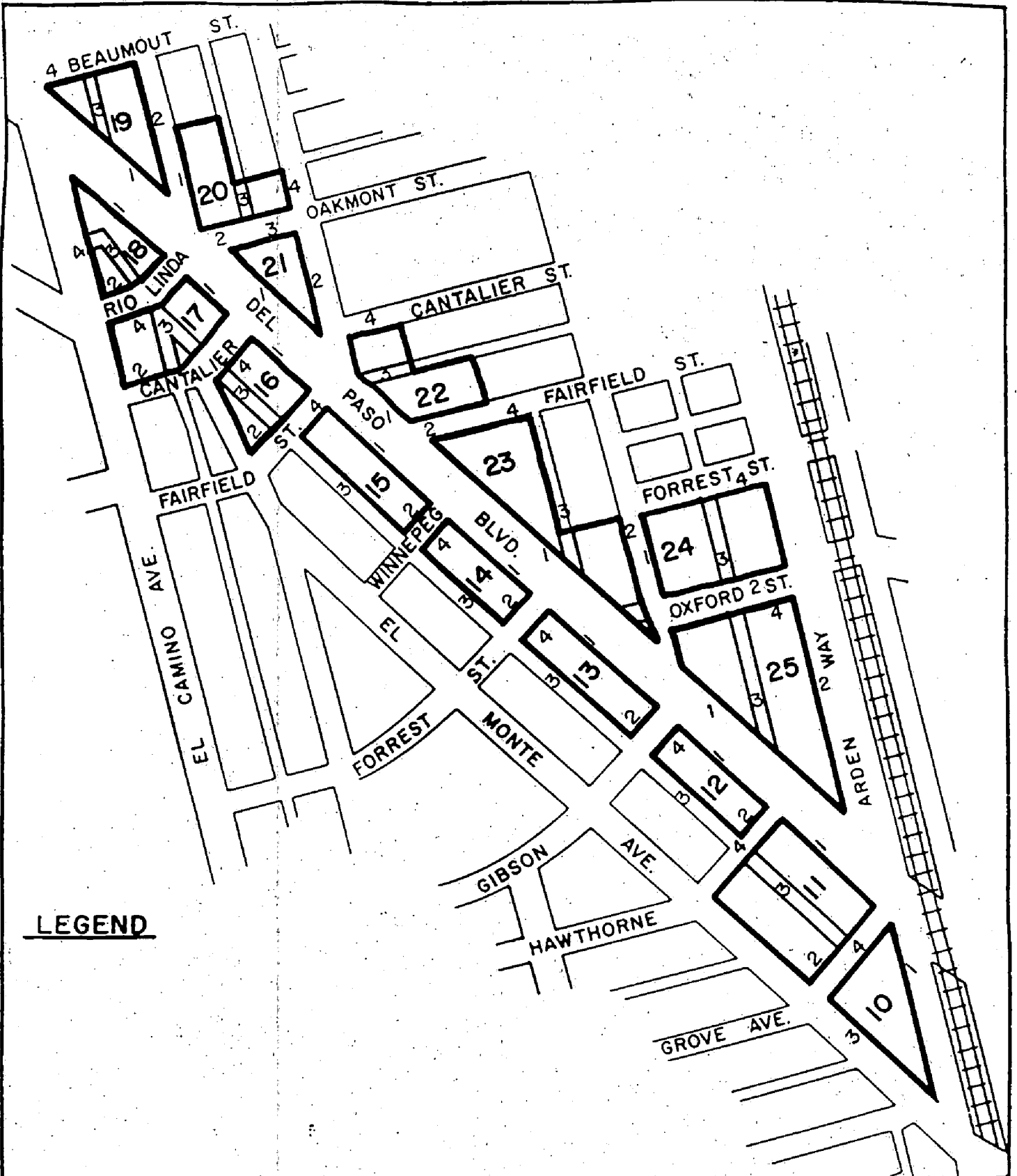
BLOCK NUMBER	BLOCK FACE #1					BLOCK FACE #2					BLOCK FACE #3					BLOCK FACE #4					OFFSTREET IN BLOCK				
	1HR	2HR	LDG	NOP	UNL	1HR	2HR	LDG	NOP	UNL	1HR	2HR	LDG	NOP	UNL	1HR	2HR	LDG	NOP	UNL	1HR	2HR	LDG	NOP	UNL
1	-	22	2	2	-	-	-	-	-	12	-	-	-	-	11	-	-	-	-	6	-	-	-	-	97
2	-	13	-	2	-	-	-	-	-	10	-	-	-	-	20	-	-	-	-	7	-	-	-	-	42
3	-	6	-	2	-	-	-	-	-	14	-	-	-	-	12	-	-	-	-	9	-	-	-	-	120
4	-	11	-	1	-	-	-	-	-	13	-	-	-	1	-	-	-	-	11	-	-	-	-	-	102
5	-	13	4	-	-	-	-	2	-	8	-	-	-	-	-	-	2	1	7	-	-	-	-	-	10
6	-	7	-	1	-	-	-	-	-	10	-	-	-	-	7	-	-	-	-	11	-	-	-	-	-
7	-	12	-	2	-	-	-	-	-	8	-	-	-	-	10	-	-	-	-	8	-	-	-	-	-
8	-	18	-	1	-	-	-	-	-	9	-	-	-	-	10	-	-	-	-	10	-	-	-	-	75
9	-	27	-	1	-	-	-	-	-	10	-	-	-	-	52	-	-	-	-	-	-	-	-	-	13
10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	-	-	-	-	10	-	-	-	-	-
11	13	-	-	2	-	-	-	-	-	10	-	-	-	-	10	-	-	-	-	10	-	-	-	-	59
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24	-	-	-	-	-	-	-	2	-	11	-	-	-	-	10	-	-	-	-	14	-	-	-	-	22
25	11	-	-	2	-	-	-	2	2	10	-	-	-	-	9	-	-	-	-	12	-	-	-	-	51
TOTALS	165	187	12	28	0	0	0	15	2	259	0	0	0	7	182	0	0	6	8	181	0	0	0	1	1217

GRAND TOTAL = 2224

Source:

TJKM
September 1985

ITOM#2



LEGEND

DEL PASO PARKING STUDY

INVENTORY SUMMARY

PREPARED BY



MEMORANDUM

SACRAMENTO POLICE DEPARTMENT

PAGE 33

TO : HILARY PERRY
PLANNING - NORTH AREA

DATE: March 21, 1996

REF NO: LC6-03-12

FROM : LYNNE E. OHLSON, AA II *LO*
OFFICE OF OPERATIONS

SUBJECT: Z96-024 Enotria Cafe 1433 Del Paso

The Police Department has reviewed the application by Tom Stiener and Bill Farrell for a Zoning Administrator Special Permit to waive four required parking spaces for the addition of 12 seats for a restaurant in the Del Paso Blvd Special Planning District.

As part of that review, I conducted a site visit on March 20th. The site visit was necessitated by my confusion in reviewing the plans that were submitted. The visit confirmed my concerns that the patio is not enclosed to the satisfaction of the conditions placed on the A.B.C. license for that location. The gate on the "north" end of the patio area is to be closed and not to be used as a public entrance. The gate is to be equipped with panic hardware to serve as a fire exit for the building and should have an audible alarm to prevent patron or staff from propping open the gate at any time. As the fire exit is not in a direct line of sight of the rear exit of the building, the applicant should identify on the pavement, the path a patron needs to follow to exit during emergency situations.

The visit also allowed me to visually inspect the area in which the additional 12 seats are to be placed. The area is much larger than one twelve seat table or three four seat tables or even six two seat tables would require and I would suggest that the applicant provide a detail of the patio area to identify the seating arrangement. I am concerned, should more than 12 seats be added that the parking variance will not be sufficient. I was at the site between two and three o'clock and all street parking on Arden was filled, limited space was available on Del Paso while several spaces were available on the gravel lot to the north of the restaurant.

I would request that prior to the issuance of any special permit, the above questions be resolved.

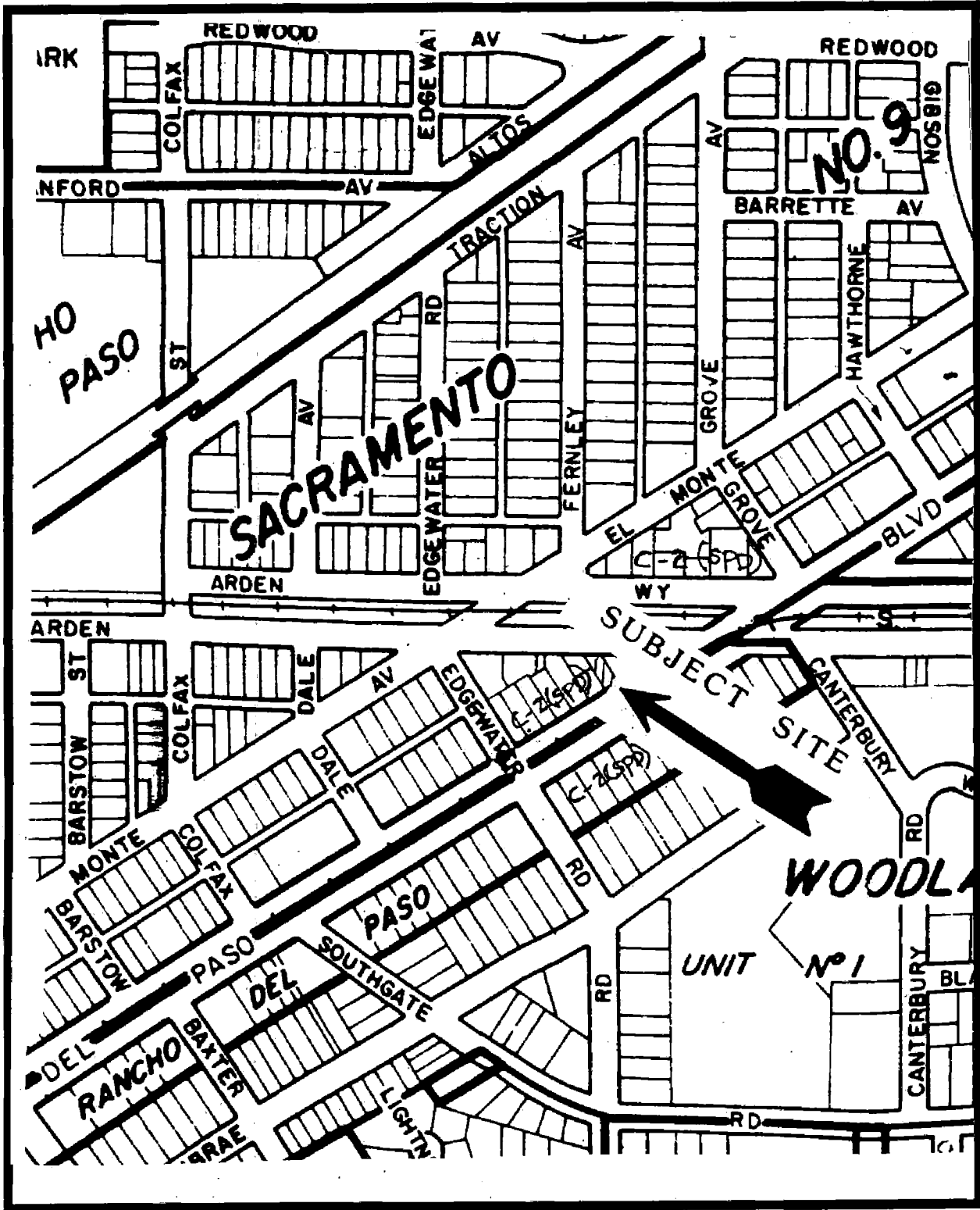
CC: Gerald Forsman, District Administrator
Alcohol Beverage Control.

EXHIBIT G

Z96-024

APRILL 9, 1996

ITEM #2
PAGE 34



VICINITY MAP