

3.3

NEIGHBORHOODS, PLANNING AND  
DEVELOPMENT SERVICES DEPARTMENT

CITY OF SACRAMENTO  
CALIFORNIA

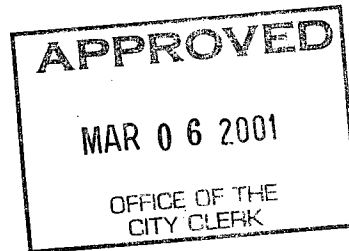
4623 T STREET  
SACRAMENTO, CA  
95819

AREA 3

February 20, 2001

PH (916) 277-6167

City Council  
Sacramento, California



Honorable Members in Session:

**SUBJECT:** RESTRICTION OF TRAFFIC THROUGH THE ALLEY BOUNDED BY  
PORTOLA WAY, UP RAILROAD AND BETWEEN 21<sup>ST</sup> AND 24<sup>TH</sup>  
STREETS (RT01-01)

**LOCATION/COUNCIL DISTRICT:** District 5

**RECOMMENDATION:**

This report recommends that the City Council adopt the attached resolution that makes certain findings of fact required for the restriction of traffic through this alley.

**CONTACT PERSON:** Gary Ziegefnuss, 277-6162

**FOR COUNCIL MEETING OF:** March 6, 2001

**SUMMARY:**

The Neighborhood Services Department requests that the alley bounded Portola Way, the UP Railroad, and between 21<sup>st</sup> and 24<sup>th</sup> Streets be restricted for vehicular traffic within the subject alley. This can be accomplished through City Code 16.48.110.

**COMMITTEE/COMMISSION ACTION:**

None required.



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## **BACKGROUND INFORMATION:**

The subject alley as shown on Exhibit A is located between the north edge of the UP Railyard and behind houses on the south side of Portola Way between 21<sup>st</sup> and 24<sup>th</sup> Streets in the Curtis Park neighborhood. Residents whose homes back onto this alley have experienced a wide variety of criminal and nuisance related activities for a prolonged period of time. These activities include all types of property damage such as broken windows, garage and home break-ins via the alley, prostitution, drugs, arson, burglary, graffiti, and many instances of illegal dumping of trash and abandoned vehicles. In addition, loitering youth smoking cigarettes and playing with matches have threatened to start fires as there are many oak trees and other brush which line the alley.

Further, a lot of debris, including broken televisions, mattresses, and other appliances have been dumped into the UP Railyard from this alley. Residents whose homes abut the alley have attended many meetings to discuss the problem and consider solutions. They developed a plan to help eliminate the criminal and property damage activity along this alley, which also affords reasonable access to the alley by residents who live adjacent to the alley. Their plan is to restrict access to this alley in the following manner (See Exhibit A):

- Place gates at both ends of the alley between 21<sup>st</sup> Street and 24<sup>th</sup> Street with the 24<sup>th</sup> Street gate slightly inset.
- Allow pedestrian and vehicular access for people and cars by using the alley located across from 22<sup>nd</sup> St. This option will allow convenient access for those who access their garages from the alley. However, the gates at both ends of the alley will prohibit through access from either 21<sup>st</sup> Street or 24<sup>th</sup> Street.
- Place signs at both the 21<sup>st</sup> and 24<sup>th</sup> Street entrances warning people that there is not a through access aspect for the alley. Also place a sign at 22<sup>nd</sup> Street entrance warning that there is no through access.

Residents living next to the alley believe that this proposal balances the need to provide convenient access to the alley for residents and the need to reduce criminal and property damaging activity.

Section 16.48.110 of the City Code states that the City Council may authorize restriction of vehicular or pedestrian traffic through an alley by means of gates, barriers, or other control devices, when the City Council finds that such restriction is necessary for the protection or preservation of the public peace, safety, health, and welfare.

Memoranda from the Police Department and Fire Department approving this restriction are on file with Neighborhood Services. Alley and utility maintenance will continue to be provided. Neighborhood Services and Public Works will administer the construction of the gates.

**FINANCIAL CONSIDERATIONS:**

The gates for this closure will be funded by a 50% contribution by residents and the adjacent property owner, Union Pacific Railroad, and a 50 % contribution by the City – Council District 5 funds. Installation of the two gates will cost about \$3,600-4,000. Construction bids will be made to determine exact cost for construction and installation.

**ENVIRONMENTAL CONSIDERATIONS:**

The Environmental Services Section has reviewed this project and has determined that this activity is exempt from the provisions of the California Environmental Act (CEQA) under Section 15301 of CEQA Guidelines. The project involves the alteration of an existing public right-of-way with no expansion on the use presently existing and no substantial change to existing traffic flow or physical features on the city.

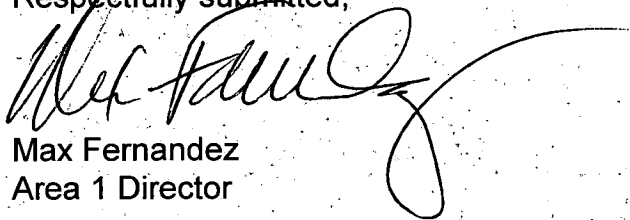
**POLICY CONSIDERATION:**

Pursuant to Sacramento Chapter City Code 16.48.110 allowing the restriction of traffic through alleys was approved by the City Council on June 4, 1996. The restriction of access is consistent with the City's priorities to provide neighborhood revitalization and safety.

**E/SBD CONSIDERATIONS:**

None, since goods and services are procured with this action

Respectfully submitted,




Max Fernandez  
Area 1 Director

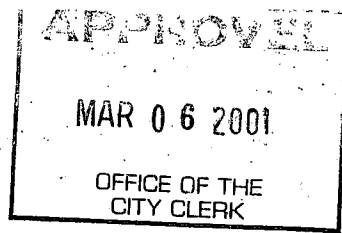


Michael Kashiwagi  
Director of Public Works

**RECOMMENDATION APPROVED:**



Robert P. Thomas  
City Manager



RESOLUTION NO. 2001-149  
ADOPTED BY THE SACRAMENTO CITY COUNCIL  
ON DATE OF \_\_\_\_\_

**RESOLUTION AND FINDINGS OF FACT REGARDING THE RETRICTION OF  
ACCESS OF THE ALLEY BOUNDED BY PORTOLA WAY, UP  
RAILRAOD AND  
BETWEEN 21<sup>ST</sup> AND 24<sup>TH</sup> STREETS**

**RESTRICTION OF TRAFFIC PROCEEDING NO. RT01-01**

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

1. In accordance with Section 21102.1 of the Vehicle Code of the State of California and with Chapter 16.48.01 of the Sacramento City Code, the City Council hereby approves the restriction of access for the alley bounded by Portola Way, 21<sup>st</sup> and 24<sup>th</sup> Streets, and the UP Railroad Yard (Exhibit A).
2. To facilitate restriction of traffic through the alley, gate barriers, signage or other improvements that are approved by the City may be constructed in the public right-of-way at the previously mentioned location.
3. That the City Council hereby finds and declares that all the facts, as set forth in this resolution, and as stated in the attached staff report, police memoranda and other accompanying documents are true and correct; and that by reason of these findings the aforementioned alley shall have restriction of vehicular and pedestrian traffic through the alley. The duration of restriction is until the City Council finds that such restriction is no longer necessary.
4. The City Council finds and determines that such restriction is necessary for the protection or preservation of the public peace, safety, health, or welfare.
5. The City finds and determines that the restriction provides adequate access for the maintenance, operation, replacement, removal, or renewal of utilities existing in or accessible through the alley, for delivery of freight by commercial vehicles, for the operation of emergency vehicles, and for the performance of municipal services.

6. The Fire Department "Knox Box" key operating opening device shall be installed on all gates.

\_\_\_\_\_  
MAYOR

ATTEST:

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

**FOR CITY CLERK USE ONLY**

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

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



**APPROVED**

MAR 06 2001

OFFICE OF THE  
CITY CLERK

**RESOLUTION NO. 2007-149**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

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

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

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FOR CITY CLERK USE ONLY

\_\_\_\_\_  
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RESOLUTION NO. \_\_\_\_\_  
DATE ADOPTED \_\_\_\_\_

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