

RESOLUTION NUMBER R- 299837

ADOPTED ON NOV 15 2004

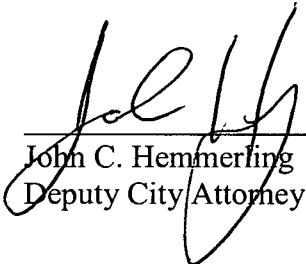
A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO AMENDING COUNCIL POLICY NO. 200-04 PERTAINING TO INSTALLATION OR REMOVAL OF TIME LIMIT PARKING ZONES AND PARKING METERS.

BE IT RESOLVED, by the Council of the City of San Diego, that Council Policy No. 200-04 titled "Installation or Removal of Time Limit Parking Zones and Parking Meter Zones" is amended as set forth in the Council Policy filed in the office of the City Clerk as Document No.

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BE IT FURTHER RESOLVED, that the City Clerk is instructed to add the aforesaid to the Council Policy Manual.

APPROVED: CASEY GWINN, City Attorney

By 

John C. Hemmerling
Deputy City Attorney

JCH:als
10/29/04
Or.Dept: Gen.Svcs.
R-2005-455
MMS# 962

CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

SUBJECT: INSTALLATION OR REMOVAL OF TIME LIMIT PARKING
ZONES AND PARKING METER ZONES

POLICY NO.: 200-04

EFFECTIVE DATE: October 7, 1997

BACKGROUND:

Parking time limit and parking meter zones are established in accordance with Municipal Code Sections 86.04 and 82.04 in areas where on-street parking is in short supply and is being monopolized by long-term parkers. Time limit zones can be effectively employed in all areas of the City, whereas parking meter zones are most appropriate where the adjacent properties are in commercial use. This policy shall not be construed to apply to residential permit parking, which is governed by Section 86.2001 - 86.2016 of the Municipal Code.

PURPOSE:

To formalize criteria used in establishing time limit and/or parking meter installations and removals, and to assure complete and equitable treatment of all requests for such installations and removals.

POLICY:

It is the policy of the Council to consider the following criteria when installing or removing time limit or parking meter zones:

- (a) Existing curb parking will be surveyed to compute the occupancy, duration, (the average stay per car, minimum of one hour longer than the proposed time limit), and the average turnover (number of cars using each parking space);
- (b) Traffic volume and patterns;
- (c) Enforcement problems relative to contiguity or isolation from other time limit zones or parking meter zones;
- (d) Area affected - a minimum length of one block face (one side of street) except in locations where the block face is divided by an alley intersection, or by a change in land use. In these cases, either one or both sections of the block face may be considered;
- (e) Time limits and effective hours should closely parallel those zones now in operation in the general vicinity and should be effective not less than five days a week (holiday excluded);

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(f) Desires of adjacent property owners.

A parking study may be conducted to determine the existing parking usage upon the Council's initiative, the City Manager's initiative, or upon receipt of a petition, signed by the property owners, representing at least seventy-five percent (75%) of the property frontage involved. A FAVORABLY SIGNED PETITION ONLY ASSURES THAT A PARKING STUDY WILL BE CONDUCTED. IT DOES NOT ASSURE THE ESTABLISHMENT OF THE PETITIONED ZONE, BUT ONLY THAT THE REQUEST WILL BE BROUGHT TO THE COUNCIL FOR ITS DECISION.

HISTORY:

Adopted by Resolution R-169945 03/15/1962
Amended by Resolution R-212430 01/16/1975
Amended by Resolution R-257746 01/03/1983
Amended by Resolution R-289274 10/07/1997

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Time limited parking should be used as a parking management tool in those areas where on-street parking is authorized, where the absence of time limits results in a rate of turnover of parked vehicles or occupancy that is insufficient for the community's needs.

Parking meters should be used at locations where time limit regulation alone has been already implemented, and has not provided the sufficient turnover to be of benefit to that community.

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(d) Area affected - a minimum length of one block face (one side of street) except in locations where the block face is divided by an alley intersection, or by a change in land use. In these cases, either one or both sections of the block face may be considered. The type of existing land use within close proximity to the individual parking space should also be considered;

~~_____ (e) _____ Time limits and effective hours should closely parallel those zones now~~
(e) Times of operation relative to Time Limit Zones currently in operation in the general vicinity and should be effective not less than five days a week (holiday/holidays excluded);

(f) Desires of adjacent property owners by written comments;

(g) Impact of the proposed time limit on the community;

(h) Location, price, availability and type of off-street parking;

(i) Input from the community parking district advisory board, community planning group, business improvement district, or any other City Council-recognized community organization;

(j) Such other information as the City Council, the City Manager, or staff may deem as relevant.

A parking study may be conducted to determine the existing parking usage upon the Council/adjacent property owner's initiative, the City Manager's initiative, or upon receipt of a petition, signed by the property owners, representing at least seventy-five/fifty-one percent (75/51%) of the property frontage involved.

A FAVORABLY SIGNED PETITION ONLY ASSURES THAT A PARKING STUDY WILL BE CONDUCTED. IT DOES NOT ASSURE THE ESTABLISHMENT OR REMOVAL OF THE PETITIONED ZONE, BUT ONLY THAT THE REQUEST WILL BE BROUGHT TO THE COUNCIL FOR ITS DECISION. CITY MANAGER FOR CONSIDERATION.

In addition to the adjacent property owner, a request for a parking study may be made by the City Manager, the City Council, a community parking district advisory board, community planning group, business improvement district, or any other City Council-recognized community organization. If a study is initiated by a party other than the adjacent property owner, the Manager shall require written notification to all property owners (or a homeowners association if one exists) within 250 feet of the proposed change. The notification is to include information about the facts supporting such recommendation, public meetings and forums where the proposed changes will be discussed, the criteria for evaluation and a description of the approval process.

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Time Limit Parking

The City Manager will review the results of a parking study and the above criteria. If it is determined that the installation or removal of time limit parking is appropriate the Manager is authorized to take the necessary action to install/remove the time limit parking.

Metered Parking

If the results of the parking study and the above criteria support the installation or removal of metered parking and the proposed location is within a Parking Meter Zone that has been authorized by Council, the Manager is authorized to take the necessary action to install/remove the metered parking.

HISTORY:

If the proposed location is not in an existing Parking Meter Zone, the request for authorization to install or remove metered parking will be forwarded to the City Council for approval.

Adopted by Resolution R-169945-03/15/1962
Amended by Resolution R-212430-01/16/1975
Amended by Resolution R-257746-01/03/1983
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- (f) Desires of adjacent property owners by written comments;
- (g) Impact of the proposed time limit on the community;
- (h) Location, price, availability and type of off-street parking;
- (i) Input from the community parking district advisory board, community planning group, business improvement district, or any other City Council-recognized community organization;
- (j) Such other information as the City Council, the City Manager, or staff may deem as relevant.

A parking study may be conducted to determine the existing parking usage upon the adjacent property owner's initiative, by receipt of a petition, signed by the property owners, representing at least fifty-one percent (51%) of the property frontage involved.

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