

DATE ISSUED: August 28, 2002

REPORT NO. 02-187

ATTENTION: Honorable Mayor and City Council
Docket of September 3, 2002

SUBJECT: Establishment of Residential Permit Parking in Barrio Logan (AREA D)

REFERENCE: None

SUMMARY

Issue - Should the City Establish a Residential Permit Parking in the Barrio Logan Area (AREA D), effective from 8:00 a.m. to 6:00 p.m., Monday through Friday, with parking allowed only for those residents whose vehicles are equipped with a permit sticker, and limit permits to a maximum of four per residential dwelling unit and four per each commercial establishment?

Manager's Recommendation - Establish Residential Permit Parking in the Barrio Logan Area on the following streets:

2000 block of Logan Ave. (South side) between Evans St. and the exiting Alley (132 ft.)
2000 block of National Ave. (South side) between Dewey St. and Evans St.
2000 block of Newton Ave. (North side) between Dewey St. and Evans St.
1000 block of Evans St. (North side & South side) Newton Ave. and National Ave.
1100 block of Evans St. (East side) between the Alley and Newton Ave. (126 ft.)
2100 block of National Ave. (North side & South side) between Evans and Sampson St.
2100 block of Newton Ave. (North side) between Evans and Sampson St.
2200 block of Newton Ave. (North side) between Sampson St. and Sicard St.
1000 block of S. 26th St. (East side) between the Alley and Newton Ave.
1000 block of S. 26th St. (West side) between National Ave. and Newton Ave.
2600 block of Newton Ave. (North side & South side) between 26th St. and 27th St.
1100 block of 27th St. (West side) between the Alley and Boston Ave.
2800 block of Boston Ave. (North side & South side) between 28th St. and 29th St.
2900 block of Boston Ave. (South side) between 29th St. and 30th St.
1200 block of 30th St. (West side) between Main St. and Boston Ave.
1000 block of Sicard St. (West side) between the Alley and Newton Ave.

Other Recommendation - None

Fiscal Impact - Administration costs is estimated to be approximately \$50,000.00 per year for the proposed residential permit parking program, which will be partially funded

by the \$14.00 fee for every permit issued in accordance with section 86.2013 of the Municipal Code .

BACKGROUND

In December 1977, the City Council amended the Municipal Code to include Chapter 8, Article 6, Division 20, establishing procedures for the designation of Residential Permit Parking Districts. Subsequently, two Residential Permit Parking Districts were established, one in the vicinity of University Hospital (Area A), and the other in the vicinity of San Diego State University (Area B). Area B has been expanded twice, following the procedures outlined in the Municipal Code.

Municipal Code Section 86.2005, "Designation Criteria," states the following:

- (b) In determining whether a residential area identified as eligible for residential permit parking may be designated as a residential permit parking area, the City Manager and the City Council shall take into account factors which include but are not limited to the following:
 - (1) The extent of the desire and need of the residents for residential permit parking and their willingness to bear the administrative costs in connection therewith;
 - (2) The extent to which legal on-street parking spaces are occupied by motor vehicles during the period proposed for parking restriction;
 - (3) The extent to which vehicles parking in the area during the period proposed for parking restriction are commuter vehicles rather than resident vehicles; and
 - (4) The extent to which motor vehicles registered to persons residing in the residential area cannot be accommodated by the number of off-street parking spaces.

DISCUSSION

On August 13, 2001, the City of San Diego received petitions signed by residents of Barrio Logan requesting the establishment of a residential permit parking in the areas covered by this action. The intent of a residential parking permit program is to preclude commuter parking in residential areas while providing the opportunity for residents to park near their homes. A parking duration study and a license plate study were conducted on November 13, 2001, for 10 hours on all the streets which were included in the petition.

Public Meetings: On January 10, 2002, a public hearing was held in the Barrio Station Theater at 2175 Newton Avenue to discuss and explain the impact of such a parking permit program.

Representatives from the Mayor's Office, City Council District Eight, Police Department, Economic Development Division, Parking Management Division and Traffic Engineering Division were present at this meeting. Over 150 people attended the meeting, and questions about the program were raised at that time. The majority of the residents showed support for the program and a few businesses expressed their concern regarding the impact of the program on their business operation. A second public hearing was set for April 9, 2002, to discuss and share the results of the parking duration study and the license plate study. During the second meeting, staff received a petition to add a few houses on the 1000 block of Sicard Street. The Traffic Engineering Division proceeded to conduct an additional parking duration study on that section of Sicard Street.

Parking Duration Study: A parking duration study was conducted in order to determine the number of spaces, average occupancy, average duration and average turnover within the area under consideration. In addition, a record of all license plate numbers in each occupied space was obtained. The license plate information was forwarded to the State Department of Motor Vehicles to identify all vehicles that are registered in the study area. The results of these studies are summarized in Table (1) and Table (2) (See Attachment 1).

Definitions:

- 1-Average Occupancy: The average number of spaces occupied by parked vehicles during the study period.
- 2-Average Duration: The average time each space is being occupied during the study period.
- 3-Average turnover: The average number of times each space within the study area is being used by a vehicle during the study period.
- 4-Resident: Vehicles with registered owners who lives within ZIP Code 92113
- 5-Non-Residents: Vehicles with registered owners who lives outside ZIP Code 92113

Results: The parking study shows that the overall average parking occupancy for the area exceeds 4 hours, while the number of non-resident registered vehicles exceeds 50%. Both of these figures show that the area is significantly impacted by vehicles that are not registered within the area, and that such vehicles are parking for long periods of time. Based on the above facts, a residential parking permit program can be justified. Furthermore, the results of the public meetings indicate that a large majority of residents favor the proposal for the establishment of a residential permit parking program.

CONCLUSION

After giving consideration to all public input and evaluating the results of the parking study, staff is recommending the establishment of a residential permit parking district which will be identified as Parking District AREA D. Parking would be prohibited between the hours of 8:00 a.m. and 6:00 p.m., Monday through Friday, for all motorist except “AREA D” residents and visitors displaying a valid permit. There will be a limit of four yearly permits issued to any one who resides in the area including businesses. Three out of the four permits shall be assigned to three registered vehicles per household or a business owner, and the fourth (named “visitor yearly pass”) can be rotated to any vehicle visiting the residence or the business. Only residents or a business owner with registered vehicles in their name can obtain at least one permit plus a visitor yearly pass which could be used on any vehicle. In addition, a temporary permit (two weeks) can be issued to each household or a business with a valid residential parking permit. The temporary permit will be assigned to a specific vehicle, and such vehicle will be allowed to park only on the assigned block. The fee for a parking permit shall be \$14.00 per year for each resident vehicle permit, and \$2.00 for a two weeks visitors permit.

It is staff’s conclusion that the above findings justify the establishment of a residential parking permit “AREA D” in Barrio Logan Area as defined in Municipal Code Section 86.2005. The residential permit parking “AREA D” is recommended to be established on the following locations:

2000 block of Logan Ave. (South side) between Evans St. and the exiting Alley (132 ft.)
2000 block of National Ave. (South side) between Dewey St. and Evans St.
2000 block of Newton Ave. (North side) between Dewey St. and Evans St.
1000 block of Evans St. (North side & South side) Newton Ave. and National Ave.
1100 block of Evans St. (East side) between the Alley and Newton Ave. (126 ft.)
2100 block of National Ave. (North side & South side) between Evans and Sampson St.
2100 block of Newton Ave. (North side) between Evans and Sampson St.
2200 block of Newton Ave. (North side) between Sampson St. and Sicard St.
1000 block of S. 26th St. (East side) between the Alley and Newton Ave.
1000 block of S. 26th St. (West side) between National Ave. and Newton Ave.
2600 block of Newton Ave. (North side & South side) between 26th St. and 27th St.
1100 block of 27th St. (West side) between the Alley and Boston Ave.
2800 block of Boston Ave. (North side & South side) between 28th St. and 29th St.
2900 block of Boston Ave. (South side) between 29th St. and 30th St.
1200 block of 30th St. (West side) between Main St. and Boston Ave.
1000 block of Sicard St. (West side) between the Alley and Newton Ave.

It is recommended that the residential permit parking for the area be administered by the Transportation Department, Parking Management Division with the following criteria:

1. There will be a limit of four yearly permits issued to any one who resides in the area including businesses for a cost of \$14.00 each.
2. The boundaries for the proposed program shall be adopted as shown on the attached map.

3. Parking will be prohibited between the hours of 8:00 a.m. and 6:00 p.m., Monday through Friday, for all motorist except “AREA D” residents and visitors displaying a valid permit.
4. A temporary permit (two weeks) can be issued to each household or a business with a valid residential permit for a cost of \$2.00 each.
5. That the City Manager be authorized to post appropriate signs indicating the designated residential parking permit area.

ALTERNATIVE:

Do not implement a residential permit parking program or delete some of the streets. This is not recommended because of significant community support for the program, and the fact that the minimum criteria for the establishment of a residential permit parking program has been satisfied.

Respectfully submitted, D. Cruz Gonzalez Director, Transportation Department		Approved: George I. Loveland
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Note: Attachment 2 is not available in electronic format. A copy is available for review in the Office of the City Clerk.

- Attachment:
1. Summary Studies, Table (1) and Table (2)
 2. Residential Permit Parking Program Area “D” Map

ATTACHMENT 1

TABLE (1)	Parking Duration Study					
No.	Block Name	Limits	No. Spaces	Average Occupancy %	Average Duration Hrs/Parker	Average Turnover Veh/Space
1	1900-2000 Logan Ave	South side (Crosby St--Evans St)	37	12	2	1
2	2000 National Ave	South side (Dewey St--Evans St)	21	60	2	3
3	2100 National Ave	North side (Evans St--Sampson St)	16	86	2	4
4	2100 National Ave	South side (Evans St--Sampson St)	24	78	4	2
5	2000 Newton Ave	North side (Dewey St--Evans St)	27	79	3	3
6	2100 Newton Ave	North side (Evans St--Sampson St)	34	89	4	2
7	2200 Newton Ave	North side (Sampson St--Sicard St)	19	110	7	2
8	2600 Newton Ave	North side (26th Ave--27 th Ave)	21	53	4	1
9	2600 Newton Ave	South side (26 th Ave--27 th Ave)	21	69	4	2
10	1100 Evans St	Eastside (Main St--Newton Ave)	9	97	5	2
11	1000 Evans St	Eastside (Newton Ave--National Ave)	13	69	3	2
12	1000 Evans St	Westside (Newton Ave--National Ave)	10	62	3	2
13	1000 26 th St	Eastside (National Ave--Newton Ave)	6	77	7	1
14	1000 26 th St	Westside (National Ave--Newton Ave)	13	76	4	2
15	1100 27 th Ave	Westside (Newton Ave--Boston Ave)	9	92	5	2
16	2800 Boston Ave	North side (28 th St--29 th St)	20	82	5	2
17	2800 Boston Ave	South side (28 th St--29 th St)	23	81	5	1
18	2900 Boston Ave	South side (29 th St--30 th St)	27	50	4	1

		St)				
19	1200 30th St	Westside (Boston Ave-- Main St)	12	34	4	0.83
20	1000 Sicard St	Eastside (National Ave-- Newton Ave)	19	86	4	2
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TA BLE (2)	License's Plate Study	Petition			
No.	Block Name	Limits	Res. Licenses %	Non Res. Licenses %	Res. Signature %
1	1900-2000 Logan Ave	South side (Crosby St--Evans St)	9	91	100
2	2000 National Ave	South side (Dewey St--Evans St)	68	32	100
3	2100 National Ave	North side (Evans St-- Sampson St)	56	44	78
4	2100 National Ave	South side (Evans St-- Sampson St)	43	57	100
5	2000 Newton Ave	North side (Dewey St--Evans St)	56	44	80
6	2100 Newton Ave	North side (Evans St-- Sampson St)	34	66	100
7	2200 Newton Ave	North side (Sampson St-- Sicard St)	65	35	100
8	2600 Newton Ave	North side (26 th Ave--27 th Ave)	48	52	73
9	2600 Newton Ave	South side (26 th Ave--27 th Ave)	56	44	85
10	1100 Evans St	Eastside (Main St--Newton Ave)	14	86	100
11	1000 Evans St	Eastside (Newton Ave-- National Ave)	65	35	90
12	1000 Evans St	Westside (Newton Ave-- National Ave)	58	42	100
13	1000 26 th St	Eastside (National Ave--	33	67	100

		Newton Ave)			
14	1000 26 th St	Westside (National Ave-- Newton Ave)	41	59	75
15	1100 27 th Ave	Westside (Newton Ave-- Boston Ave)	29	71	75
16	2800 Boston Ave	North side (28 th St--29 th St)	42	58	80
17	2800 Boston Ave	South side (28 th St--29 th St)	50	50	82
18	2900 Boston Ave	South side (29 th St--30 th St)	54	46	83
19	1200 30 th St	Westside (Boston Ave--Main St)	71	29	100
20	1000 Sicard St	Eastside (National Ave-- Newton Ave)	21	79	100
		TOTAL	45.65	54.35	90.05