

**CITY OF OAKLAND
AGENDA REPORT**

FILED
OFFICE OF THE CITY CLERK
OAKLAND
2003 SEP 11 PM 2:05

TO: Office of the City Manager
ATTN: Deborah Edgerly, Interim City Manager
FROM: Public Works Agency
DATE: September 23, 2003

RE: RESOLUTION APPROVING IMPLEMENTATION OF RESIDENTIAL PERMIT PARKING ON RICHMOND BOULEVARD BETWEEN WEST MACARTHUR BOULEVARD AND FRISBIE STREET

SUMMARY

A resolution has been prepared approving the implementation of Residential Permit Parking (RPP) along Richmond Boulevard between West MacArthur Boulevard and Frisbie Street as shown in the shaded area of Exhibit A, attached. RPP has been proposed in the areas according to the petition process contained in the City Traffic Code, Ordinance No. 10689 C.M.S. All the requirements for implementing RPP have been satisfied.

The abutting businesses, automotive shops, hospitals and medical offices generate significant parking impact along the Richmond Boulevard corridor above. The proposed RPP will relieve the residents from long-term parking that is generated by the businesses, hospitals and medical offices. Currently, RPP exists on Westall Avenue between Richmond Avenue and Piedmont Avenue, contiguous to the proposed RPP on Richmond Avenue.

The proposed RPP is consistent with the City Council and Mayor's Goals #2 and #3 to develop a sustainable City and to improve Oakland neighborhoods.

Staff recommends approval of the resolution.

FISCAL IMPACTS

The cost to install RPP signs on the subject street segment is estimated at \$4000. Funds are available in the Neighborhood Traffic Safety Program budget. The revenue from permit sales is expected to cover the ongoing administration and maintenance costs.

Funding for RPP is available in the Transportation Services Organization #92246, Neighborhood Traffic Calming Project #C159610, Program NB33, Fund 2230.

Item #: 4
Public Works Committee
09/23/03

BACKGROUND

RPP alleviates parking congestion in residential neighborhoods caused by non-residents such as commuters, students, employees, and shoppers. Upon establishing RPP on a street, signs are installed limiting on-street parking to either two or four hours, except for vehicles displaying residential parking permits, which are available for purchase by residents of eligible addresses on the street. In order for RPP to be considered, a minimum of three contiguous blocks must be proposed, a petition containing signatures representing at least 51% of the addresses on each block must be obtained (30% in high-density residential areas), the parking occupancy on each street must be at least 75%, and the streets must be zoned residential for at least 80% of their lengths. In addition, it is required that a public hearing be held as part of the process.

Along Richmond Boulevard between West MacArthur Boulevard and Frisbie Street, a petition containing signatures representing 81% of the addresses was submitted. Parking surveys conducted on a typical weekday indicated that over 80% of the parking spaces are occupied along Richmond Boulevard. A public hearing with 18 attendees was held on June 18, 2003, at the Albert Brown Mortuary. All attendees were in favor of the RPP while two representatives from the abutting automotive businesses opposed the RPP, claiming the RPP would have a negative impact on their customers. All the requirements for establishing RPP have been met.

KEY ISSUES AND IMPACTS

Proponents of RPP are mostly area residents who state that heavy on-street parking prevents them from parking close to their homes and, sometimes, blocks their driveways. They also claim that RPP will encourage the use of public transportation which contributes to alleviating congestion on a regional level. Opponents of RPP are mostly visitors and nearby businesses who state that parking congestion should be expected and tolerated in exchange for the convenience of living next to a commercial area. They state that RPP discriminates among coequal taxpayers, hinders the contributions of nearby businesses, shifts but does not eliminate parking congestion, and minimizes the use of public resources.

The heavy on-street parking within the proposed RPP blocks along Richmond Boulevard is due to the parking activities of the employees and customers of the abutting automotive and auto dealership, businesses from Piedmont Avenue, Summit Hospital, Kaiser Hospital and other medical offices in the area. On streets where RPP has been implemented, the program has generally been effective in alleviating parking congestion. Typically, parking would increase on surrounding streets, the residents of which would then petition to be annexed into the program.

SUSTAINABLE OPPORTUNITIES

Environmental

The proposed RPP is expected to discourage drivers from searching for parking on the proposed street segments, thereby reducing vehicle emission.

Social Equity

RPP is already approved for the street surrounding the proposed block. Approval of this proposal will create equity in parking policy throughout the area.

DISABILITY AND SENIOR CITIZEN ACCESS

The proposed RPP will provide more opportunities for disabled and senior citizens to find available parking closer to their homes. Vehicles displaying a disabled placard will be exempted from the time restriction.

RECOMMENDATION AND RATIONALE

Staff recommends approval of the resolution establishing RPP on Richmond Boulevard between West MacArthur Boulevard and Frisbie Street, in accordance with the procedures of the City Traffic Code, Ordinance No. 10689 C.M.S.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolution establishing RPP on Richmond Boulevard.

Respectfully submitted,


CLAUDETTE R. FORD

Director, Public Works Agency

Reviewed by:

Raul Godinez II, P.E.


Assistant Director, Public Works Agency

Prepared by:

Ade Oluwasogo

Supervising Transportation Engineer

APPROVED AND FORWARDED TO THE
PUBLIC WORKS COMMITTEE

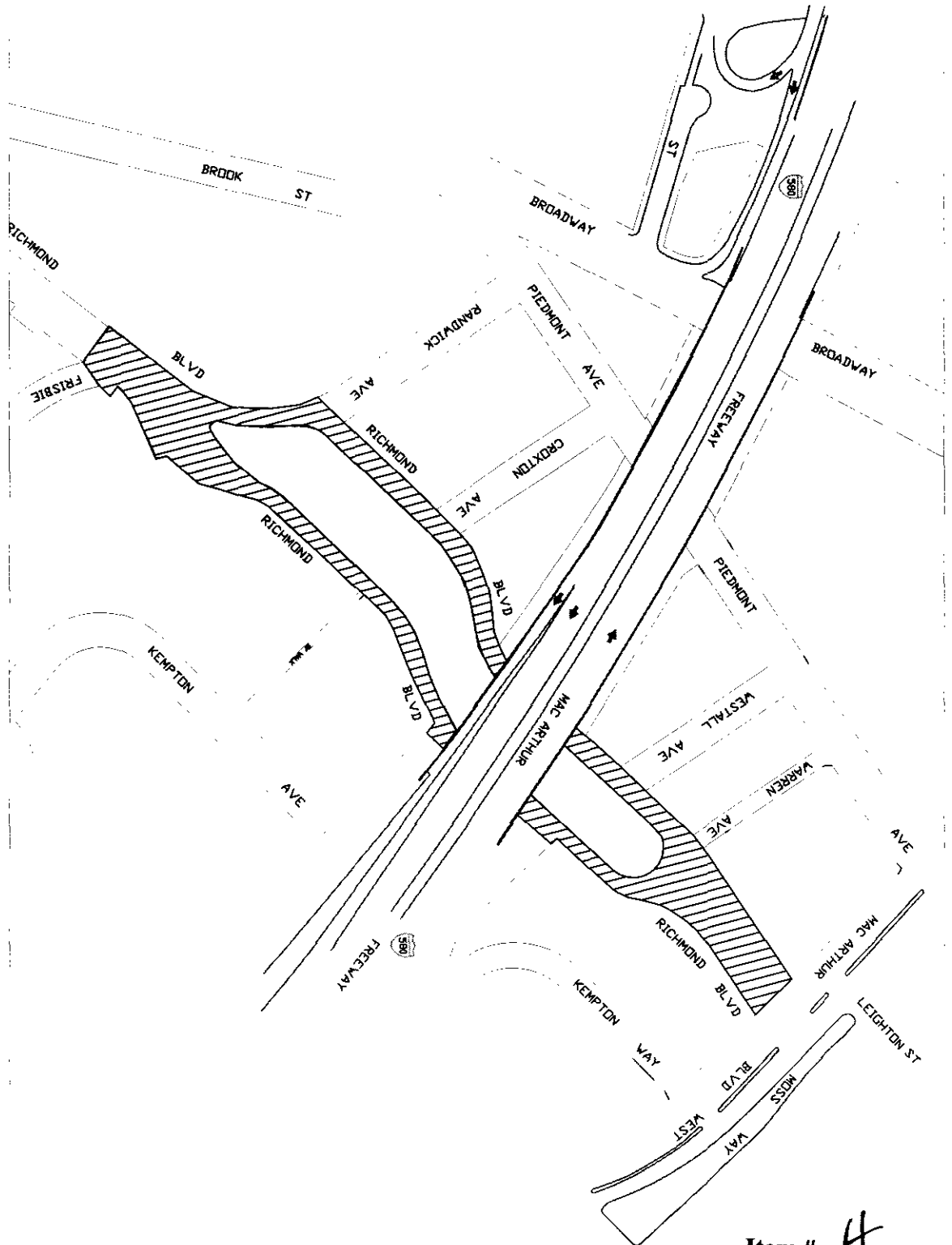

OFFICE OF THE CITY MANAGER

Item #: 4
Public Works Committee
09/23/03



CITY OF OAKLAND
TRANSPORTATION SERVICES DIV.

EXHIBIT A



RESIDENTIAL PERMIT PARKING AREA
RICHMOND BLVD
MACARTHUR BLVD TO FRISBIE ST

DWG. BY	WM	DWG. NO.	
CHECKED BY	AD	SCALE	NONE
APPROVED BY	AD	DATE	08-28-03
APPROVAL DATE	08-28-03	SHEET NO.	

Item # 4
Public Works Committee
September 23, 2003

OAKLAND CITY COUNCIL

RESOLUTION No. _____ C.M.S.

FILED
OFFICE OF THE CITY CLERK
OAKLAND
2003 SEP 11 PM 2:05

INTRODUCED BY COUNCILMEMBER _____

RESOLUTION APPROVING IMPLEMENTATION OF RESIDENTIAL PERMIT PARKING ON RICHMOND BOULEVARD BETWEEN WEST MACARTHUR BOULEVARD AND FRISBIE STREET

WHEREAS, the residents along Richmond Avenue between MacArthur Boulevard and Frisbie Street have petitioned to establish Residential Permit Parking (RPP) along their street blocks; and

WHEREAS, conditions along the street blocks satisfy all requirements to establish RPP as described in Oakland Municipal Code (OMC) Section 10.44.050; and

WHEREAS, the City Council adopted the resolution to implement RPP on one other block, of Westall Avenue known as Area G, contiguous to the subject blocks of Richmond Boulevard; and

WHEREAS, funds for the installation of the residential permit parking signs are available in the 2002/2003, project #C159610, appropriations for the Neighborhood Traffic Safety Program; and

WHEREAS, the requirements of the California Environmental Quality Act (CEQA) of 1970, the Guidelines as prescribed by the Secretary for Resources, and the provisions of the Statement of Objectives, Criteria and Procedures for Implementation of the California Environmental Quality Act: City of Oakland, have been satisfied, because the project is categorically exempt Section 15301, Class 1, minor modifications to existing facilities; now, therefore, be it

RESOLVED: That, on Richmond Boulevard between MacArthur Boulevard and Frisbie Street, Residential Permit Parking limiting parking to two hours from Monday to Friday, 8 a.m. to 6 p.m., except vehicles displaying RPP permits is hereby established and added to the existing RPP, Area G, on Westall Avenue between Richmond Avenue and Piedmont Avenue.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 2003

PASSED BY THE FOLLOWING VOTE:

AYES- BRUNNER, CHANG, BROOKS, NADEL, REID, QUAN, WAN AND
PRESIDENT DE LA FUENTE

NOES-

ABSENT-

ABSTENTION-

Item # 4
Public Works Committee
September 23, 2003

ATTEST: _____

CEDA FLOYD
City Clerk and Clerk of the Council
of the City of Oakland, California