

Thursday, July 11, 2002

Honorable Mayor and Members of
The Hermosa Beach City Council

Regular meeting of
July 23, 2002

REPORT ON RESIDENTIAL PARKING PERMIT PROGRAM

RECOMMENDATION

Staff recommends that Council:

1. Review and discuss the issues presented in this report in considering whether or not to establish a residential parking permit program. If Council considers the establishment of such a program, provide direction to staff on how to proceed. Staff would return at a later date with an operational plan on implementation

OR

2. Receive and file this report.

BACKGROUND

At the direction of council, staff reviewed a proposal for expanding the City's residential parking permit program to other neighborhoods in the City outside of the coastal zone. Currently residents living west of Loma Drive in the south part of the City and west of Monterey Blvd. and Morningside Drive in the north (coastal zone) are eligible to purchase residential parking permits to park in zones normally restricted to one hour parking from May 15 until September 15 each year. This permit is also good at all yellow pole parking meters. It has been proposed that other neighborhoods in Hermosa Beach (outside of the coastal zone) be allowed the opportunity to develop parking permitted zones in their individual neighborhoods.

Staff contacted the City of Long Beach that has a parking permit program in their City that includes 23 different parking districts. A neighborhood desiring to have a preferential parking district may initiate a petition containing the signatures of at least two-thirds of the residents in the impacted area. The petition is then presented to Council for consideration. The Council then sets a public hearing on the proposed district. The City of Long Beach uses a list of established guidelines in determining whether or not such a parking district should be established. The city traffic engineer evaluates such criterion as the overall demand of parking in the impacted zone, whether or not the zone is self-contained, and the daily numbers of resident vehicles versus non-resident vehicles normally parked in the zone. If the parking zone is established, the city council then conducts an annual review of the viability of the parking zone. Likewise, if the residents of a district wish to disband their parking district, a petition is submitted to the city council for consideration.

ANALYSIS

Staff has evaluated the feasibility of initiating such a parking plan in Hermosa Beach. The following observations have been made.

- The permits for such a program would have to be very different in style and color than those currently issued to residents that park in the coastal zone of the City. Such a permit would only be good for the specific parking district intended and could not be used in any other part of the City.
- There is the strong possibility that a number of neighborhoods would want to initiate requests for many new residential parking zones. The formation of these new districts would create a higher expectation of enforcement of these special parking zones. There is a complement of 9 parking enforcement officers that also handle animal control complaints. Despite the fact that our parking enforcement personnel issued a total of 1608 citations for violations of the permitted parking areas in the coastal zone during 2001, staff continues to receive complaints that the level of enforcement is insufficient. It should also be noted that the efforts of our parking personnel brought in one million dollars in parking fine revenue for fiscal year 2001/2002. Despite these accomplishments, our parking personnel are spread thin in comparison to the general parking enforcement demands around the City. Our personnel direct their efforts to those areas of the City that generate the most citations. The creation of additional parking permit zones would detract from the time spent on productive enforcement activity and simply add to these enforcement demands that would not be satisfied with current staffing levels. This would be unfair to the residents in the impacted zones who would expect enforcement of their permitted area. The addition of new parking enforcement officers (2-4 officers) would be needed to meet this new demand.
- Requests to establish new residential parking areas would also increase the workload of the City Council docket as well as public works and police department staff time. As illustrated in the Long Beach example, the City Council ultimately determines if a special parking district is to be established and must then review the necessity and viability of such a district on an annual basis. Petitions for new parking districts would increase the need for a traffic engineer to evaluate the necessity of establishing such a district. This additional demand on the contract hours of the city traffic engineer may exceed the budgeted funds currently allocated. The City Council would also have to confront the merits of establishing each individual parking zone on what could be an on-going basis. There is the potential for numerous conflicts in which one neighborhood desiring a special permitted zone would be pitted against the interests of an adjacent neighborhood(s) that would be negatively impacted by such a zone.
- There is a financial consideration for the design and purchase of new permits and signage (approximately \$100 per sign) for the new parking zones. There is also the cost of the permit to the residents of each parking district.
- The dynamics of enforcement of these new parking permit zones needs to be considered. It is highly likely that not all of the residents in a parking zone will purchase or maintain a visible parking permit. Not all of the residents will support a permitted parking zone. Residential streets not currently regulated by time limits on parking would now become regulated by time limits. Our personnel would end up citing local residents and guests of local residents. This new enforcement action would result in additional complaints and appeals of parking tickets.

It is the recommendation of staff that the City should not develop a program to allow special parking permitted districts without additional enforcement personnel and other financial resources required to establish this program.

Respectfully submitted,

Michael Lavin, Chief of Police
Hermosa Beach Police Department

Concur:

Stephen Burrell
City Manager

CITY OF LONG BEACH

10.32.020 Designation and termination of districts.

A. The City Traffic Engineer shall provide petition forms for preferential parking districts.

B. Designation.

1. Proceedings for designating a preferential parking district may be initiated by petition containing the signatures of at least two-thirds of the residents of all units of occupancy fronting curbs proposed to be included in the district. The petition shall indicate and set forth the positive desire of all signators for preferential parking privileges and their willingness to assume all associated administrative and enforcement costs, by affixing their signature, printed name, and address to the petition calling for the creation of a district. The petition shall be distributed and presented to the City Council by advocates of such a district's creation.

2. The City Council shall set a place for a public hearing on the proposed district. The City Clerk shall mail notice of the hearing at least ten days prior to the hearing to all property owners, residents and commercial occupants within the proposed district and within four hundred feet of the boundaries of such district, measured from the outer edges of the rights of way constituting the outer district boundaries.

C. Following the receipt of the petition, and following the public hearing, the City Council shall determine if the district is to be designated for preferential parking. That determination shall be based upon, but not limited to, substantial compliance with the following guidelines:

1. High Demand. More than seventy-five percent of on-street spaces are occupied during period proposed for parking restriction. In cases where a time limit parking restriction is already in place, the City Traffic Engineer shall use reasonable judgment as to whether the demand criteria would likely be met without the restriction; and

2. Self-Contained Area. The district, alone or in combination with other existing or potential preferential parking districts, constitutes a reasonably self-contained area of parking demand and supply. The City Traffic Engineer shall make the determination of a reasonably self-contained area, utilizing boundaries such as major streets, nonresidential land uses, edges of higher or lower density residential areas, water bodies and other natural features; and utilizing surveys of existing conditions to determine extent of area impacted by nonresident parking. The City Traffic Engineer shall designate each such self-contained preferential parking district with a unique letter or combination of letters, which shall be the official designation of said district. The purpose of this designation process is to ensure that proposed preferential parking districts are of sufficient size as to reasonably encompass the

problem area and to offer sufficient on-street parking spaces to provide reasonable opportunity for residents to obtain parking.

3. If the district is proposed solely for daytime preferential parking, the following guideline shall apply:

Nonresidential users. More than fifty percent of vehicles parked at curbside during the period proposed for parking restriction are owned by nonresidents of the district. In cases where a time limit parking restriction is already in place, the City Traffic Engineer shall use reasonable judgment as to whether the demand criteria would likely be met without the restriction.

4. Such additional criteria may be applied as the City Council may deem and identify as reasonably related to the designation of such districts.

D. 1. The City Council may terminate a preferential parking district upon receipt of a petition calling for such termination which has been received and transmitted by the City Clerk, and contains signatures and the corresponding printed name and address representing a majority (fifty percent plus one) of the dwelling units in the district. The City Council may also terminate such district, without petition, based upon, but not limited to, any changes in the criteria upon which the original designation was based.

2. The City Traffic Engineer shall annually review the status of each preferential parking district formed under this Chapter 10.32, and if the City Traffic Engineer determines that a substantial number of eligible persons within the district have failed to apply for and receive preferential parking permits, the Engineer may recommend termination of district designation to the City Council. (Ord. C-6588 § 1 (part), 1989; Ord. C-5511 § 1 (part), 1979; prior code § 3410.601).

10.32.100 Parking privileges for permit holders.

Any passenger vehicle, pickup truck or van properly displaying valid, unrevoked preferential parking permits may be parked on any of the streets, or portions of streets, designated in Section 10.32.090 for which said permits have been issued without being limited by time restrictions on parking, other than those in effect for purposes of street sweeping or of prohibiting parking or stopping at any time or of prohibiting parking more than seventy-two consecutive hours, set forth in this Title and applicable generally to parking of vehicles. Preferential parking permits shall not guarantee or reserve to the holder thereof any on-street parking space. (Ord. C-6588 § 1 (part), 1989; Ord. C-5511 § 1 (part), 1979; prior code § 3410.607).

10.32.110 Areas designated.

The streets, and portions of streets, enumerated in this Section are designated as

preferential parking districts for the purposes of this Chapter.

District A: Linden Avenue between Bixby Road and Carson Street; Roosevelt Road between Long Beach Boulevard and the alley west of Atlantic Avenue;

District B: Ultimo Avenue between Sixth Street and Seventh Street;

District C: West side of California Avenue between Armando Drive and Roosevelt Road;

District D: Granada Avenue between Anaheim Street and Pacific Coast Highway;

District E: Zona Court between Fourth Street and Fifth Street;

District F: Village Road between Blackthorne Avenue and Faculty Avenue;
Greenmeadow Road between Faculty Avenue and a point two hundred twenty-five feet east of Village Road; Sunfield Avenue between Harvey Way and Centralia Street;
Whitewood Avenue between Harvey Way and Centralia Street;

District G: Vuelta Grande Avenue between Snowden Avenue and Benmore Street,
Benmore Street between Snowden Avenue and Vuelta Grande Avenue, and Wentworth Street between Senasac Street and Snowden Avenue;

District H: Elm Avenue between Thirty-first Street and the San Diego Freeway;

District I: Iroquois Avenue between Deleon Street and Rendina Street; Hackett Avenue between Anaheim Road and Rendina Street; Deleon Street from Palo Verde Avenue east to the cul-de-sac; Josie Avenue between Deleon Street and Rendina Street; Espanita Street between Josie Avenue and the end of Espanita Street approximately seven hundred fifty feet east of Josie Avenue; El Jardin Street between Hackett Avenue and Knoxville Avenue; Mantova Street between Hackett Avenue and Knoxville Avenue; Knoxville Avenue between El Jardin Street and Mantova Street;

District J: Campo Walk between Riviera Walk and Campo Drive; Riviera Walk between Tivoli Drive and Garibaldi Lane; Tivoli Drive between St. Irmo Walk and Riviera Walk;

District K: Randolph Place between Virginia Road and the alley west of Long Beach Boulevard;

District L: Elm Avenue from Twenty-seventh Street one hundred twenty feet south to the cul-de-sac;

District M: Eighteenth Place from Ocean Boulevard south to its terminus;

District N: The 4200 block of Pepperwood Avenue between Village Road and Harvey Way;

District O: The east side of the 1800 block of Palo Verde Avenue between Marita Street and the alley north of Atherton Street;

District P: Sixth Street between Silvera Avenue and a point one hundred fifty feet west of Margo Avenue; Parima Street from Margo Avenue to the easterly terminus; Lausinda Avenue from Parima Street to the northwest terminus; Monita Street between Margo Avenue and Peralta Avenue; Margo Avenue between Sixth Street and Vista Street; Daroca Avenue from Margo Avenue to a point four hundred sixty feet southwest of Margo Avenue;

District Q: The east side of Locust Avenue between Willow Street and Twenty-seventh Street;

District R: Both sides of McNab Avenue between Atherton Street and Marita Street; both sides of Conquista Avenue between Atherton Street and Dayman Street; both sides of Fanwood Avenue between Atherton Street and Marita Street; north side of Dayman Street from Conquista Avenue to a point two hundred sixty-two feet west of Carfax Avenue and the south side of Dayman Street between Conquista Avenue and Tevis Avenue;

District S: South side of Wilton Street from Termino Avenue east to the end of the cul-de-sac and the north side of Wilton Street from the east end of the cul-de-sac to a point one hundred feet west of the east end of the cul-de-sac;

District T: Both sides of Prospect Avenue, from Tenth Street to a point three hundred feet north of Tenth Street;

District U: North side of Thirty-sixth Street from the alley west of Cherry Avenue to Gardenia Avenue and the south side of Thirty-sixth Street from Gardenia Avenue to Cherry Avenue; and both sides of Gardenia Avenue, from Thirty-sixth Street to the alley north of Wardlow Road;

District V: Both sides of Anaheim Place, Russell Drive, and Argonne Avenue between Pacific Coast Highway and Fourteenth Street; both sides of Malta Street between Gish Avenue and Park Avenue; both sides of Gish Avenue between Park Avenue and Malta Street; and both sides of Park Avenue from Pacific Coast Highway to the LA County Drainage Channel; both sides of Park Avenue between Pacific Coast Highway and Fourteenth Street; Roycroft Avenue between Fourteenth Street and Fifteenth Street; and south side of Fifteenth Street between Park Avenue and Roycroft Avenue;

District X: South side of Bixby Road between Lime Avenue and California Avenue;

District Y: West side of Bellflower Boulevard west service road from the alley two hundred forty-five feet north of Spring Street to Pageantry Street; both sides of Pageantry Street from Bellflower Boulevard east service road to Marber Avenue, and east side of Bellflower Boulevard east service road from Pageantry Street to a point two hundred eighty feet north of Pageantry Street.