

April 6, 2004

Honorable Mayor and Members of  
The Hermosa Beach City Council

Regular meeting of  
April 13, 2004

**REPORT ON RESIDENTIAL PARKING  
PERMIT PROGRAM ON 2<sup>ND</sup> STREET**

**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 on 2<sup>nd</sup> Street. 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 was directed to review the feasibility of a residential parking permit program for 2<sup>nd</sup> Street above the Pacific Coast Highway (800-1200 blocks) and perhaps other neighborhoods in the City outside of the coastal zone. Currently, residents living in the coastal zone which is west of Loma Drive in the south part of the City and west of Monterey Blvd. and Morningside Drive in the north part of the City are eligible to purchase residential parking permits to park in zones normally restricted to one hour parking from May 15 through September 15 each year. This permit also allows parking at all yellow pole meters (not silver pole) generally found along Hermosa Avenue.

Staff has obtained information about various residential parking permit programs. The Cities of Long Beach, Beverly Hills, Santa Monica, Redondo Beach and Torrance all have residential parking permit program of various sizes. All of these cities have adopted ordinances regulating the process establishing preferential parking permit zones.

Generally, the procedures adopted by these various cities are very similar to one another. If a neighborhood desires to establish a parking permit zone, a petition containing the names of either two thirds or 75% of the residents of the affected neighborhood is presented to the City for consideration. There is an analysis done of the permit zone as to the need and viability of establishing a permit zone in that neighborhood. There are a number of established guidelines that are utilized to evaluate the request for a parking permit zone. These include evaluating the overall demand for parking in the impacted area, the daily numbers of resident vehicles versus non-resident vehicles parked in the zone, the potential for displaced vehicles impacting adjacent residential streets, the location of the zone in relation to commercial zones or main arterial streets, etc. This evaluation is generally conducted by a traffic engineer or a commission. A recommendation regarding the establishment of the permit zone is submitted to the City Council for a public hearing. The City of Long Beach appears to have approximately 25 permit zones and the most comprehensive ordinance on establishing parking permit zones. A copy of the Long Beach ordinance is attached for reference.

## ANALYSIS

Staff has evaluated the feasibility of initiating such a parking permit plan in Hermosa Beach. The following issues and concerns were identified.

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 valid for the specific parking district intended and could not be used in any other part of the City.

There is the possibility that this program could become very popular and that a number of neighborhoods in the City might want to initiate requests for new residential parking zones. For example, the City of Beverly Hills has 71 preferential parking zones in a city of 5.7 square miles. If a number of these new districts were created, there would be an expectation that the City enforce these special parking zones. If this were to occur, there would be a greater demand upon the existing staff of parking enforcement officers. There are 9 parking enforcement officers that also handle animal control calls. Last year (2003), this group of officers wrote 46,800 parking citations. They handled 2570 parking calls for service and 831 animal control calls for service. The number of citations issued generated more than one million dollars in revenue to the City. Despite these accomplishments, our parking officers 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. Needless to say, the City could hire additional parking enforcement officers to write more citations because there is plenty of work for them to do. However, the City has over the past several years tried to strike a balance between proper enforcement and over enforcement. For example, ten years ago it was not uncommon for officers to write in excess of 60,000 citations on an annual basis. As a result, staff dealt with a larger number of complaints and appeals of parking citations at that time.

I continue to receive calls from citizens demanding stricter and greater enforcement of various parking regulations. In the coastal zone alone, our officers wrote a total of 3300 citations during the year 2003. However, I still have received complaints that our officers were not enforcing enough. In the event that residential parking permit zones were to become popular, it would place a greater demand upon our parking officers to monitor these new zones. This would take our parking officers away from more productive activities, as they would have to spend time monitoring these neighborhoods for violations. This would only come about if a number of new residential parking districts were created. Staff would have to monitor such developments and if needed, would request the hiring of additional parking personnel to meet these new service demands.

If a residential parking permit program became popular, requests to establish such zones would increase the workload of the City Council docket as well as public works and police department staff. It is likely as illustrated in the Long Beach example, staff would have to conduct an analysis and review regarding the viability of such a request. The City Council would have to consider each request with periodic reviews. The City Council would have to evaluate the merits of each request with the potential for conflicts between residents of the proposed parking permit zone. There could also be conflicts between one neighborhood desiring a permit zone and an adjacent neighborhood that might be negatively impacted by the creation of such a zone.

The dynamics of enforcement of these new parking permit zones should be considered. It is highly likely that not all of the residents in a parking permit zone will purchase or maintain a visible parking permit. Not all of the residents will support a permitted parking zone even if a

majority is obtained. Residential streets not currently regulated by time limits would now be subject to time limits. Our parking officers would undoubtedly cite local residents and guests of local residents resulting in additional complaints and appeals.

Staff would deal with the issues of lost and stolen permits, permits given to non-residents. The Council will also need to consider the costs involved in the design and purchase of new permits and the signage required for a residential parking permit zone. Residents in such a zone would have to purchase an annual parking permit as well.

If adopted, it is uncertain as to how popular a residential parking permit zone may become. If a number of residential parking zones were to be established, staff would need to recommend that additional parking enforcement personnel be hired at that time to meet the anticipated enforcement demands of such a program.

Respectfully submitted,

Concur:

MICHAEL LAVIN, CHIEF OF POLICE  
HERMOSA BEACH POLICE DEPARTMENT

STEPHEN BURRELL  
CITY MANAGER