

Agenda Report

January 30, 2017

TO: Honorable Mayor and City Council
FROM: Department of Transportation
**SUBJECT: ESTABLISHMENT OF PREFERENTIAL PERMIT PARKING DISTRICT
IN THE LA CANADA VERDUGO ROAD/VISTA LAGUNA TERRACE/
ARROYO BOULEVARD NEIGHBORHOOD**

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the following proposed actions are exempt from review pursuant to the California Environmental Quality Act ("CEQA"), pursuant to State CEQA Guidelines Section 15061 (b) (3) , and authorize the City Manager to execute and the City Clerk to file a Notice of Exemption (Attachment 1) with the Los Angeles County Clerk; and
2. Adopt a resolution establishing a Preferential Permit Parking District in the vicinity of the La Canada Verdugo Road/Vista Laguna Terrace/N. Arroyo Boulevard neighborhood (Attachment 2) that includes the following streets:
 - Both sides of La Canada Verdugo Road
 - Both sides of Vista Laguna Terrace between La Canada Verdugo Road and 2445 Vista Laguna Terrace
 - Both sides of Arroyo Boulevard between La Canada Verdugo Road and Woodbury Road

TRANSPORTATION ADVISORY COMMISSION RECOMMENDATION:

On December 8, 2016 the Transportation Advisory Commission, following a presentation by Department of Transportation Staff, expressed its support for the establishment of a Preferential Permit Parking District in the vicinity of the La Canada Verdugo Road/Vista Laguna Terrace/N. Arroyo Boulevard neighborhood.

BACKGROUND:

In January 1996, the City Council adopted a Preferential Parking Ordinance (Ord. 6665) to control regional parking intrusion in residential areas by way of a permit-parking program. In accordance with this Ordinance, the then Department of Public Works & Transportation developed formal "Procedures for Establishing Preferential Permit

Zones” to process and evaluate the eligibility of each request (see attachment).

The established procedures include meeting with homeowners and Council District Liaisons, conducting traffic engineering and parking impact studies and reviewing petitions from the affected homeowners. The traffic engineering and parking impact study typically includes an evaluation of whether the parking intrusion is generated by nonresidential regional traffic generators; an analysis of the available on-street parking, the hours and days the parking intrusion occurs; and the evaluation of reasonable alternatives to eliminate the problem. The outcome of this study is the determination of a proposed parking impact zone.

On September 22, 2016, residents from the area surrounding the eastern entrance to Hahamongna Watershed Park located at the end of the cul-de-sac on La Canada Verdugo Road met with City Council District 1 Liaison Cushion Bell and City staff from the Departments of Transportation, Public Works, Police and the Los Angeles County Department of Public Works to discuss a recurring parking and public nuisance problem caused by the pedestrian entrance to the park.

In the past several years, staff has tried limiting the parking impacts to the neighborhood but the problem has only increased and spread farther into the neighborhood. The entrance to the park has become a major destination for people who park in the neighborhood for hours at a time and during the evening hours it has brought an undesirable element who park on the street to enter the park at night. The Police Department has been called out numerous times because of a variety of issues including illegal activity. There is also a sufficient amount of parking available within the park itself for patrons.

SUMMARY OF PARKING STUDY

During the months of September and October 2016 field investigations were conducted on several weekdays and weekends to determine impacts on the following street segments:

1. La Canada Verdugo Road between Hahamongna Watershed Park and Arwin Street
2. Vista Laguna Terrace between La Canada Verdugo Road and Windsor Avenue
3. N. Arroyo Boulevard between Woodbury Road and La Canada Verdugo Road

The study confirmed that all segments of La Canada Verdugo Road, Vista Laguna Terrace and N. Arroyo Boulevard are impacted by on-street parking daily during all hours of the day including weekends.

IMPLEMENTATION PROCESS

Residents within the proposed district have signed a petition for a majority concurrence (over 50%) in favor of establishing a preferential permit parking program. Upon City Council approval of the proposed preferential permit district, any street block within the district may petition for preferential permit parking to be implemented by

concurrence of a minimum of 67% of the residents residing on the property abutting the proposed street block. Parking permits will be made available to the residents on the petitioned street in this district. Parking enforcement will issue warning citations for the first two weeks after implementation.

COUNCIL POLICY CONSIDERATION:

The proposed Preferential Permit Parking District supports the General Plan and the project will directly assist the Department of Transportation in implementing the following major objective of the Mobility Element:

- Enhance Livability.
 - 1.15 Provide programs, transit and traffic management services, residential parking management, and bicycle improvements that are compatible with neighborhood needs and are developed in collaboration with the community.

ENVIRONMENTAL ANALYSIS:

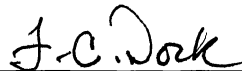
The implementation of the Preferential Permit Parking District is exempt from CEQA per section 15061 (b) (3), the General Rule. The General Rule can be applied when it can be seen with certainty that the activity will not have a significant effect on the environment.

FISCAL IMPACT:

Implementation of the Preferential Parking District will incur cost only if residents successfully petition to designate a block face. For each designated block face, cost would be incurred to fabricate and install signs.

The cost for sign fabrication and initial permits for the eligible street segments in the future will be funded through the Citywide Complete Streets Program in the Capital Improvement Program (Project Number 75076).

Respectfully submitted,



FREDERICK C. DOCK

Director

Department of Transportation

Prepared by:



Richard W. Dilluvio
Senior Transportation Planner

Approved by:



STEVE MERMELL
City Manager

Attachments (2)

- Attachment 1 - Notice of Exemption
- Attachment 2 - Proposed Boundaries