

Agenda Report

March 12, 2001

TO: CITY COUNCIL

FROM: CITY MANAGER

SUBJECT: ESTABLISHMENT OF A RESIDENTIAL PREFERENTIAL PERMIT PARKING PROGRAM IN MENTOR, CATALINA, CORNELL AND ARDEN NEIGHBORHOOD

RECOMMENDATION:

It is recommended that the City Council:

1. Based upon the facts presented to Council, find that:
 - a. the unrestricted parking by non-local vehicles creates a situation for the areas listed below in which the streets cannot be used for parking by the residents or their guests and that such unrestricted parking substantially and unreasonably, regularly interferes with the use of a majority of the available public street parking; is a source of interference with the residential environment and detrimentally affects the public welfare; and
 - b. the rules and procedures for the designation of a preferential permit parking district have been followed.
2. Approve a resolution establishing a preferential permit parking district in the Mentor/Catalina/Arden neighborhood that includes the following streets:
 - a. Both sides of Mentor Avenue between California Boulevard and Arden Road
 - b. Both sides of Catalina Avenue between California Boulevard and Cornell Road
 - c. Both sides of Cornell Road between Lake Avenue and Wilson Avenue
 - d. Both sides of Dale Street
 - e. Both sides of Arden Road between Mentor Avenue and Wilson Avenue
 - f. West side of Wilson Avenue between California Boulevard and Arden Road

3. Direct the City Attorney to amend the Pasadena Municipal Code Chapter 10.41 to allow for the issuance of preferential parking permits to institutional uses as permitted by Division 11 Section 22057(b) of the California Vehicle Code.
4. Acknowledge the project to be categorically exempted under the California Environmental Quality Act (CEQA) Guidelines, pursuant to Section 15301 Existing Facilities, and authorize the City Manager to execute and the City Clerk to file a Notice of Exemption with the Los Angeles County Clerk.

COMMISSION APPROVAL:

1. On June 9, 2000, the Transportation Advisory Commission (TAC) approved the proposed boundaries of the Mentor/Catalina/Cornell/Arden preferential permit parking district.
2. On February 2, 2001, TAC revisited the proposed preferential permit parking district and once again approved the proposed district boundaries.
3. On March 8, 2001, TAC approved the expanded boundary of the Mentor/Catalina/Cornell/Arden preferential permit parking district to include Polytechnic School and recommended that City Council direct the City Attorney to amend City Ordinance #6665 to allow for the establishment of permit parking for institutional uses.

EXECUTIVE SUMMARY:

At the City Council hearing on July 17, 2000, staff recommended approval of the Mentor/Catalina/Cornell/Arden preferential permit parking district. Representatives of Polytechnic School and the California Institute of Technology (Caltech) asked the City Council to postpone approval of the district in order to provide the two institutions sufficient time to determine if there are alternative solutions.

Staff worked with the neighborhood and the two institutions to search for some immediate and long-term solutions. Polytechnic School implemented a parking program in the fall of 2000 to alleviate the parking problem. Polytechnic identified that Caltech users arriving prior to Polytechnic users causes part of the parking problem. Caltech users utilize all of the on-street parking along Wilson, which forces Polytechnic users to park on nearby residential streets. As an overall solution to area parking problems, Polytechnic requested that the City consider Polytechnic School to be included in the proposed preferential parking district. Furthermore, the City would issue preferential permit parking for the school on street curbs directly adjacent to their property. In order to accommodate Polytechnic's request, staff concluded that City Ordinance #6665 must be amended to reflect California Vehicle Code Division 11 Section 22507(b).

On March 8, 2001, the TAC approved the expanded preferential permit parking district to include Polytechnic School and recommended an amendment to City Ordinance #6665 to allow for the issuance of permits to Polytechnic School.

BACKGROUND:

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

The established procedures include meeting with property owners and the district council member, 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.

On-street parking near Polytechnic School and Caltech has long been a problem for the residents, particularly along Catalina Avenue, Cornell Road and Arden Road. Spillover parking due to South Lake Retail District and Polytechnic school's special events can also be observed along Mentor Avenue (see Figure 1).

Fearing the additional traffic and parking impacts by the proposed Forest City Development, the Mentor, Cornell, Catalina & Dale Neighborhood Association brought forth a legal action against the City and the developer of Forest City Development. A lawsuit settlement containing several traffic control measures was entered on September 13, 1999 between all parties. According to the settlement:

"The City will facilitate the implementation of a Monday through Friday, 8 a.m. to 5 p.m., preferential permit parking only program for the neighborhood, and will establish it if 51% or more of the residents agree. Additionally, the City will post permit parking only signs on those street segments within the above area, the program will be approved, when at least 67% of the residents of any street segment indicate their written support for the posting."

The Association submitted residents' written petitions to the City in March 2000. The result of petitions (as of May 10, 2000) is summarized in Table 1. Overall, the neighborhood has collected sufficient petitions in favor of the preferential permit parking program.

FIGURE 1:
Proposed Mentor/Catalina/Cornell/Arden Preferential Parking District

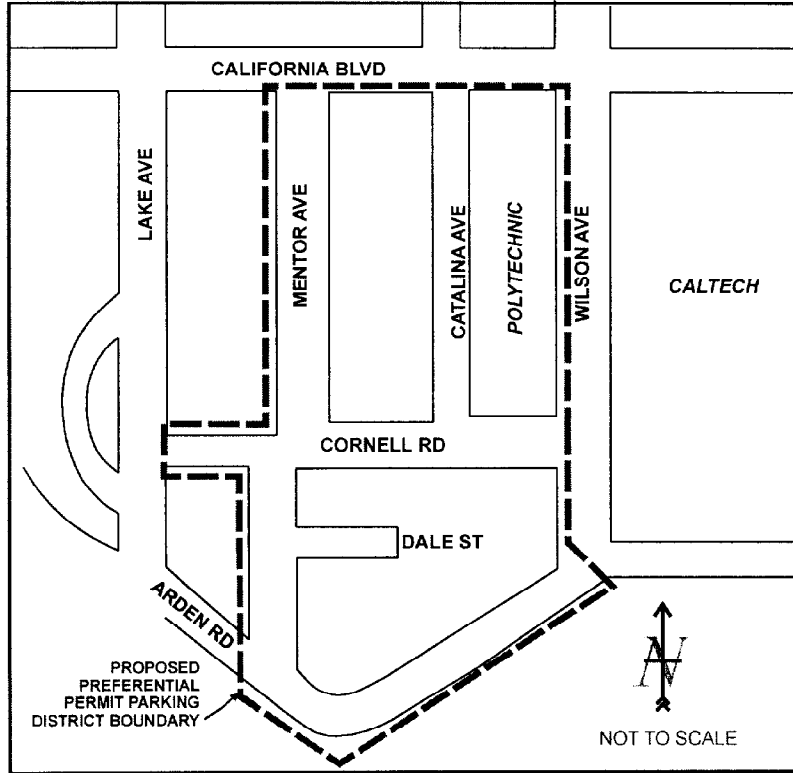


TABLE 1
Petition Summary – Preferential Permit Parking Program

Street Name	Block Limits	# of Properties Abutting Street	# of Property Owners in favor	% in Favor
Catalina Ave.	Cornell Rd./California Blvd.	14	10	71%
Cornell Rd.	Lake Ave./Mentor Ave.	6	2	33%
Cornell Rd.	Mentor Ave./Catalina Ave.	15	12	80%
Cornell Rd.	Catalina Ave./Wilson Ave.	3	0	0%
Mentor Ave.	Cornell Rd./Arden Rd.	14	9	64%
Mentor Ave.	California Blvd./Cornell Rd.	37	32	86%
Dale St.	Mentor Ave./end of street	13	8	62%
TOTAL		102	70	67%

As part of the traffic study, staff determined that the implementation of the permit parking program (excluding Arden Road) may result in more vehicles seeking to park on

Arden Road which has also been impacted by non-local on-street parking problems due to nearby commercial and institutional uses. Therefore, the proposed district boundary is extended south to include Arden Road and those residents may choose to restrict parking by permit only in the future.

On July 17, 2000 staff reported on the proposed Preferential Permit Parking program for the Mentor/Catalina/Cornell/Arden neighborhood and the City Council heard public comment from both residents and representatives from Polytechnic School and Caltech. Due to the concerns raised by the two schools, the City Council decided to revisit this issue on August 14, 2000 and instructed staff to work with both the neighborhood and the schools in searching for some immediate and long-term solutions to the parking problem.

Polytechnic agreed to implement several measures to reduce the impact of spill-over parking created by Polytechnic users. The neighborhood streets experienced a slight decline in on-street parking; however, non-local users, other than Polytechnic, continue to create problems for the neighborhood. Polytechnic began discussing near-term and long-term approaches/solutions to the parking problems with their neighbors.

In January 2001, Polytechnic proposed a possible solution, which they brought forward at the Transportation Advisory Commission hearing on February 2, 2001. Polytechnic requested that they be added to the preferential parking district and somehow be permitted to provide permit parking for its users on *only* the streets immediately adjacent to its property. Legal representatives for Polytechnic stated that while the current Pasadena Municipal Code (PMC) does not provide for preferential parking for institutional uses, the California Vehicle Code does. Polytechnic requested that TAC direct staff to amend the PMC to accommodate Polytechnic's request. TAC directed staff to further investigate this as a possible solution.

Staff reviewed the CVC and discussed the option with the residents as well as with legal counsel for Polytechnic (see Attachments 2 and 3). On March 8, 2001, staff reported findings regarding the applicability of CVC Section 22057(b) to TAC and recommended that the district be expanded to include Polytechnic. Staff found that the Preferential Permit Parking Ordinance does not prohibit the inclusion of institutional uses within a parking district, however, the ordinance only allows for the distribution of permits to residential and commercial uses. CVC Section 22507(b) contains enabling language for enacting preferential permit parking for institutional uses. In order to provide preferential permit parking exclusively for Polytechnic, the City Council must direct the City Attorney to amend the ordinance accordingly. In order to protect the residents from non-local parking impacts, staff recommends that Polytechnic users be limited to parking on the following street segments upon amendment of City Ordinance #6665:

- West side of Wilson Avenue between California Boulevard and Cornell Road
- East side of Catalina Avenue between California Boulevard and Cornell Road
- Both sides of Cornell Road between Catalina Avenue and Wilson Avenue

If the City Council approves the proposed Permit Parking District, staff will begin installing parking restriction signs on the following streets since the neighborhood has already collected sufficient petitions in favor of the program:

- Cornell Road between Mentor Avenue and Catalina Avenue
- Mentor Avenue between California Boulevard and Cornell Road
- Catalina Avenue between California Boulevard and Cornell Road

Streets within the district that are not listed above will receive preferential permit parking as soon as a petition with 67 percent of the residents in favor of preferential permit parking is received. The proposed time restriction will be from 8 a.m. to 8 p.m., Monday through Friday. The citywide overnight parking restriction (2 a.m. to 6 p.m.) and existing parking restrictions on weekends remain applicable. Parking permits will be made available to the residents on the petitioned streets in this district. Parking enforcement will issue warning citations for the first two weeks after implementation. An estimated implementation schedule pending City Council approval is provided as Table 2.

**TABLE 2:
Tentative Implementation Schedule**

Action	Estimated Date of Completion
City Council Approval	March 12, 2001
Filing of CEQA Documentation	March 22, 2001
Sign Fabrication and Printing of Permits	May 31, 2001
Sign Installation	June 30, 2001
Issuance of Permits	July 31, 2001
Begin Enforcement	August 30, 2001

Inclusion of Polytechnic in the district prior to adoption of the proposed amendment will have no adverse impacts on the neighborhood or on Polytechnic. Additionally, the uses of permits by Polytechnic School will not adversely affect parking conditions for residents in the area. Establishment of the zone provides an opportunity for the installation of permit parking on each street following a 67 percent or greater approval by adjacent property owners. Polytechnic will be the only vote along the street portions listed above, therefore, permits will not be required for these segments without Polytechnic's consent.

FISCAL IMPACT

As part of the mitigation measures in the settlement, the \$3,000 needed for implementing this program is to be reimbursed by the Forest City Development. Until then, there are sufficient funds in the Capital Improvement Program Neighborhood Traffic Management Program (Project Number 75210) for the implementation of the preferential permit parking signs upon approval by City Council.

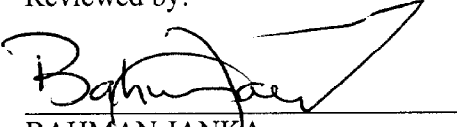
Respectfully submitted,


CYNTHIA J. KURTZ
City Manager

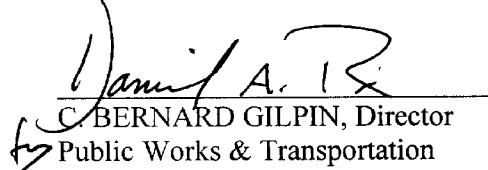
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Attachment 1: California Vehicle Code, Division 11, Section 22507

Attachment 2: Letter to City from the South Mentor, Catalina, Cornell, Dale Neighborhood Association dated 2-19-2001.

Attachment 3: Electronic Mail from legal counsel for Polytechnic dated 2-20-2001.