

# Agenda Report

March 12, 2001

**TO:** CITY COUNCIL

**FROM:** CITY MANAGER

**SUBJECT:** ESTABLISHMENT OF A RESIDENTIAL PREFERENTIAL PERMIT PARKING PROGRAM IN THE OAK KNOLL, HILLCREST AND PINEHURST 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 other 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 Oak Knoll, Hillcrest and Pinehurst neighborhood that includes the following streets:
  - a Both sides of Oak Knoll Avenue between Pinehurst Drive and Huntington Garden Drive
  - b Both sides of Ridge Way between Oak Knoll Avenue and the end of Ridge Way
  - c Both sides of Wentworth Avenue between Pinehurst Drive and Ridge Way
  - d Both sides of Hillcrest Avenue between Pinehurst Drive and Oak Knoll Avenue
  - e Both sides of Kenmore Road between Oak Knoll Avenue and the end of street

3. 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 April 12, 2000, the Planning Commission approved staff recommendation to amend Planned Development 15 (PD-15) of the Zoning Code, which would require the Ritz-Carlton Hotel and Spa to provide an additional 24 parking spaces.
2. On June 9, 2000, the Transportation Advisory Commission recommended approval of the proposed preferential permit parking district boundaries (see Figure 1).

#### **EXECUTIVE SUMMARY:**

Spill-over, on-street parking has been a concern to residents who live near the Ritz-Carlton Hotel and Spa. The City attempted to alleviate this impact by amending Planned Development 15 (PD 15), which increased the required on-site parking spaces from 642 to 686. While the hotel is in the process to comply with the PD-15 Zoning Code requirement, spill-over parking continues to be a problem for nearby residents.

City staff met with the neighbors to develop a solution to the parking problem. The neighbors requested that the City initiate the process for developing a preferential permit parking district. A parking and traffic study determined that unrestricted on-street parking regularly interferes with the use of a majority of the available public street parking and is a source of interference that detrimentally affects the public welfare.

Staff utilized the parking and traffic study to develop the boundaries of the proposed preferential parking district and the Transportation Advisory Commission approved the proposed district boundaries on June 9, 2000. At the request of the residents, staffed postponed delivery of the 77 petitions to the neighborhood until Fall of 2000. The time allotted for response was extended at the request of the neighborhood. As of February 2001, 53 valid petitions have been received, in which 44 are in favor and 9 are opposed to the proposed preferential permit parking district.

#### **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.

Both sides of 1500 block of Oak Knoll Avenue are currently unrestricted and often occupied by the hotel employees and guests throughout the day (both weekdays and weekends). In order to alleviate these parking impacts in the residential neighborhood, the hotel management implemented new carpool and transit programs also attempting to comply with the AQMD transportation demand management (TDM) requirements. The hotel's efforts, however, have not improved the recurrent parking problems in the neighborhood.

According to Zoning Code (PD-15), the hotel is required to provide 686 on-site parking spaces. In late 1999 the hotel contracted a private consultant, Transportation Management Service (TMS), to review its parking plan and to evaluate the current conditions. TMS' parking demand study was reviewed and accepted by both Department of Planning and Permitting and Department of Public Works & Transportation staff. This study suggests that the Ritz-Carlton's 642 on-site parking spaces appear adequate to meet the "maximum" demand of 615 vehicles during its study period. However, during the same study period TMS also observed street parking was highly occupied primarily by the hotel guests and employees. Staff concluded that the hotel's on-site parking spaces would have not been sufficient to accommodate the additional vehicles parked on streets. TMS also recommends restricting street parking to reduce the undesired parking situation. On April 12, 2000 the Planning Commission approved a staff recommendation to provide the required minimum of 686 on-site parking spaces, per the Zoning Code PD-15.

Staff met with resident representatives in January 2000 and discussed other alternatives, including posting 1-hour parking signs in the unrestricted area and other enforcement alternatives. Staff also presented potential advantages and disadvantages if this program is implemented. In February 2000, the residents along Oak Knoll Avenue between Kenmore Road and Huntington Garden Drive (1500 block of Oak Knoll Avenue) submitted a valid petition with over 67% of the residents residing on the west side of the street in favor of preferential permit parking. Based on this petition, the City initiated a traffic engineering and parking study to determine the parking impact zone. It is determined that the subject area meets the established criteria for establishing a preferential permit parking district.

On June 9, 2000, the Transportation Advisory Commission approved the proposed preferential permit parking district boundaries (see Figure 1). Staff worked closely with members of the Oak Knoll Improvement Associates (OKIA) to conduct the petition process. A total of 77 petitions were sent to property owners within the proposed district in September 2000. As of mid-February 2001, the 53 valid petitions were received, in which 44 are in favor and 9 are against. Overall, approximately 57.1% of the residents within the proposed district are in favor of permit parking. Furthermore, the proposed residential-only permit parking district is supported by the Ritz-Carlton Huntington Hotel and Spa, one of the property owners in this neighborhood.

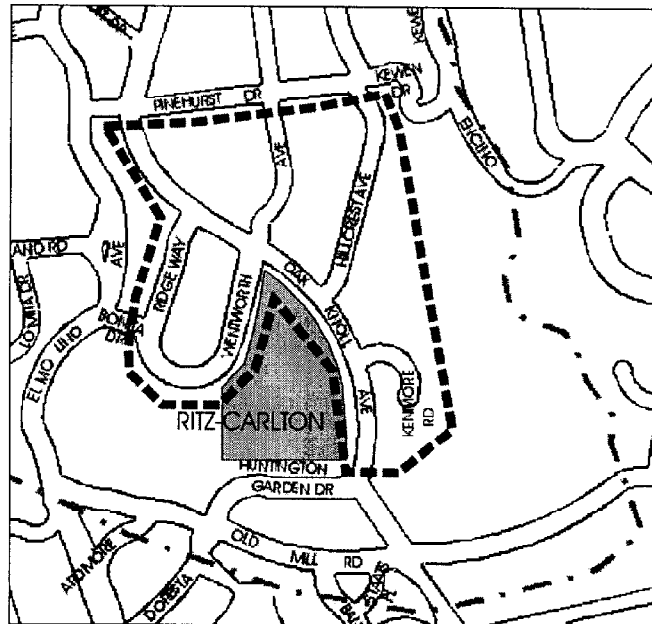


Figure 1: Proposed Preferential Permit Parking District

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

- Both sides of Hillcrest Avenue between Pinehurst Drive and Oak Knoll Avenue
- North side of Wentworth Avenue between Ridge Way and Oak Knoll Avenue
- North side of Oak Knoll Avenue between Wentworth Avenue and Hillcrest Avenue
- North side of Oak Knoll Avenue between Hillcrest Avenue and Kenmore Road
- South side of Oak Knoll Avenue between Kenmore Road and Huntington Garden Drive

Streets within the district that are not listed above will receive preferential permit parking as soon as petitions with 67% of the residents in favor of preferential permit parking are received. The proposed time restrictions will be from 8 a.m. to 10 p.m. daily in this area. The citywide wide 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 street 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 1.

**TABLE 1:  
Tentative Implementation Schedule**

| Action                       | Estimated Date of Completion |
|------------------------------|------------------------------|
| City Council Approval        | March 12, 2001               |
| Filing of CEQA Documentation | March 22, 2001               |

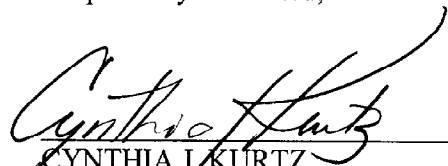
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|--|-----------------|
| Sign Fabrication and Printing of Permits | May 31, 2001    |
| Sign Installation                        | June 30, 2001   |
| Issuance of Permits                      | July 31, 2001   |
| Begin Enforcement                        | August 30, 2001 |

The implementation of the preferential permit parking will minimize non-local vehicles, specifically by Ritz-Carlton Huntington Hotel and Spa. Residents who live in the designated district will have the option to restrict parking to allow only local residents or people visiting residents of the neighborhood to use the parking on the street.

### FISCAL IMPACT

The estimated cost for sign installation and permit printing is under \$5,000. In addition, an estimated \$1,000 for staff time will be charged to the account for the establishment of this preferential permit parking district. 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.

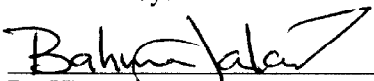
Respectfully submitted,

  
 CYNTHIA J. KURTZ  
 City Manager

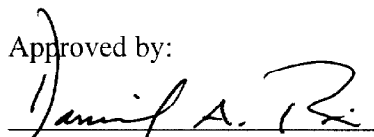
Prepared by:

  
 ERIC C. SHEN  
 Transportation Planning &  
 Development Manager

Reviewed by:

  
 BAHMAN JANKA  
 Transportation Administrator

Approved by:

  
 C. BERNARD GILPIN, Director  
 Public Works & Transportation