

# Agenda Report

APRIL 21, 2003

**TO:** CITY COUNCIL

**FROM:** CITY MANAGER

**SUBJECT: ESTABLISHMENT OF A RESIDENTIAL PREFERENTIAL PERMIT PARKING PROGRAM IN THE NORTH HOLLISTON AVENUE, NORTH CHESTER AVENUE AND EAST WASHINGTON BOULEVARD 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 North Holliston Avenue and North Chester Avenue neighborhood that includes the following streets:
  - a. Both sides of Chester Avenue between Washington Boulevard and Howard Street.
  - b. Both sides of Chester Avenue between Washington Boulevard and 1218 North Chester Avenue
  - c. West side of Holliston Avenue between Washington Boulevard and Howard Street
  - d. East side of Holliston Avenue between Washington Boulevard and 1522 North Holliston Avenue.
  - e. Both sides of Holliston Avenue between Washington Boulevard and 1218 North Holliston Avenue.

3. Acknowledge this 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.

### **TRANSPORTATION ADVISORY COMMISSION REVIEW:**

On July 19, 2002, the Transportation Advisory Commission reviewed and approved the staff recommended preferential permit parking district boundaries for affected residents to proceed with the petition process.

### **EXECUTIVE SUMMARY:**

In early 2002, residents in the vicinity of North Holliston Avenue, North Chester Avenue and Washington Boulevard requested a meeting with the City to discuss a recurring parking problem in a predominately single family neighborhood and inquired whether a permit-only parking program could be established. Following several community-wide discussions, field observations and analysis, staff determined the source of the recurrent parking problem is primarily related to the Logo's Evangelical Church located at 1341 East Washington Boulevard (northeast corner of Holliston Avenue and Washington Boulevard). Despite the Church's past efforts to minimize parking impacts to the surrounding neighbors, the demand and supply of on-street parking continue to be problematic. Two separate parking studies (March 2002 and December 2002) confirmed that available on-street parking is significantly impacted by non-local users particularly during the frequent and recurrent hours of functions at the church and at other non-residential establishments in the immediate surroundings. Staff concluded that the significance of parking impact from these users warrants the implementation of a Preferential Permit Parking program. A total of 111 affected property owners within the proposed district were surveyed in late 2002 and more than 70-percent of returned responses support the proposed program.

### **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 evaluate the eligibility of requests.

The established procedures include meetings, 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.

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In early 2002, residents in the vicinity of North Holliston Avenue, North Chester Avenue and Washington Boulevard requested a meeting with the City to discuss a recurring parking problem in a predominately single family neighborhood. Staff identified and confirmed the majority of the parking impacts were related to the nearby Logo's Evangelical Church. The Church was built in 1930 with the intent of serving local residents; therefore, it does not provide any off-street parking. As the congregation grew over the years, traffic volume and parking demand also grew concurrently in the area surrounding the church. Several streets within a reasonable walking distance to the Logo's Evangelical Church are routinely impacted by a lack of on-street parking spaces and improper maneuverings during pick-ups and drop-offs.



**Figure 1: Vicinity Map**

In the past several years, Logo's Evangelical Church attempted to address the parking impacts by instituting the following strategies:

1. Arrangement of 62 nearby parking spaces for parishioners at the Nazarene Church located on the south side of Washington Boulevard (near the southeast corner of Washington Bl. & Holliston Ave.)
2. Implementation of a permit parking program for their parishioners, complete with vehicle window decals, self-policing and parking guides
3. Provision of crossing guards and traffic assistances during pre-events and post-events hours.
4. Exploration of a satellite parking arrangement with shuttle service during services.

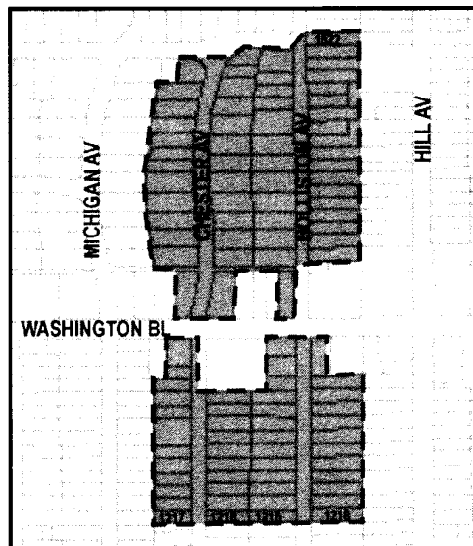
City staff participated in several neighborhood discussions to determine potential solutions to the chronic parking problem. The Department increased parking enforcement during the current

restricted hours (before 6 a.m.) and provided operational assistance to the church on Saturdays and Sundays. The church attempted to minimize the parking impact on its immediate neighbors (Holliston Avenue between Washington Boulevard and Howard Street) through self-policing. However, their efforts resulted in shifting the traffic onto adjacent streets, including Howard Street and Chester Avenue, as well as the segment of Holliston Avenue south of Washington Boulevard. Despite the Church's efforts, the demand and supply of on-street parking continue to be disproportionate and problematic for the residents.

Two separate parking studies (March 2002 and December 2002) confirmed that available on-street parking is significantly impacted by non-local users during the hours of the Church functions along with other non-residential establishments in the immediate surroundings.

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 Chester Avenue between Washington Boulevard and Howard Street.
- East side of Chester Avenue between Washington Boulevard and 1218 North Chester Avenue.
- West side of Holliston Avenue between Washington Boulevard and Howard Street.
- West side of Holliston Avenue between Washington Boulevard and 1215 North Holliston Avenue.



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 8 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.

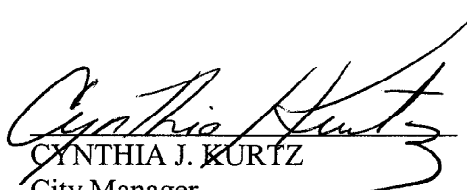
**TABLE 1:  
Tentative Implementation Schedule**

<b>Action</b>	<b>Estimated Date of Completion</b>
City Council Approval	April 21, 2003
Filing of CEQA Documentation	May 30, 2003
Sign Fabrication and Printing of Permits	June 15, 2003
Sign Installation	June 30, 2003
Issuance of Permits	July 31, 2003
Begin Enforcement	August 30, 2003


**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,

  
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