

# Agenda Report

TO: CITY COUNCIL

DATE: June 16, 2003

FROM: CITY MANAGER

**SUBJECT: Amendment to the Preferential Permit Parking Procedures and Establishment of a Preferential Permit Parking Districts around the Gold Line Station Neighborhoods**

**RECOMMENDATION:**

It is recommended that the City Council:

1. Approve an amendment to the *Procedures for Establishing Preferential Permit Parking Program* ("Procedure") that permits the waiver of the requirements for a resident petition under certain defined circumstances.
2. Adopt a resolution establishing two Preferential Permit Parking Districts in the Gold Line Allen Station and Lake Station Neighborhoods (as defined in Attachment A) based on the amended Procedures as shown in the report.
3. Acknowledge this project to be categorically exempt 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.

**RECOMMENDATIONS FROM COMMISSIONS:**

On March 10, 2003 the City Council approved the Gold Line Stations Parking Management Plan, which includes two proposed Preferential Permit Parking Districts. Due to the current rules and procedures for establishing the permit-parking program that require a resident petition process, the Council directed staff to prepare an amendment to

the Procedures with a provision of petition waiver. On April 11, 2003 the Transportation Advisory Commission (TAC) reviewed the proposed amendment to the Procedures and recommended that the Council approve the provision of waiver for residential petition specific for the Gold Line Neighborhoods.

### **BACKGROUND:**

The Metro Gold Line light rail system will begin operation in Pasadena in late July 2003. While the system will provide transportation benefits to residents and businesses, there will be impacts to areas surrounding the stations. One of the major impacts to be addressed is parking. On March 10, 2003 the Council approved the Gold Line Parking Management Plan that is designed to protect residents and businesses adjacent to each station from commuter-related parking intrusion.

The Department of Transportation researched the experience in other cities with mass transit services, such as the BART serving San Leandro neighborhood and the Red Line Light Rail serving Hollywood/Vermont neighborhood in Los Angeles. Residents who reside near the transit stops in San Leandro and Hollywood/Vermont were significantly impacted by transit riders' parking behavior and eventually caused their cities to institute resident-permit parking programs.

Similar parking impact likely would occur in and around the Gold Line Allen and Lake Stations since they are designed as "kiss-n-ride" with no parking. Many local streets within walking distance are currently unrestricted, and commuters will park on these streets rather than in designated parking garages at Sierra Madre Villa or Del Mar Stations. On-street parking impacts in these neighborhoods will be significant once the Gold Line begins its operations in the summer and these "non-local" drivers will create "a situation in which the streets can not 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 the source of unreasonable noise, traffic hazards, environmental pollution or of other interference with the residential environment, and detrimentally affects the public welfare".

Therefore, staff concluded that preferential permit parking is the most suitable preventive measure to minimize parking impact in these two areas and should be implemented with the initiation of the Gold Line services without the requirement of a resident petition process.

### **Reason for Revising the Procedures**

The Council originally adopted the current Procedures in 1995. Since the Preferential Permit Parking program is designed to alleviate "after the fact" parking problems, a resident petition is required as part of the process. The proposed program at Allen and Lake Stations is a City-initiated preventive measure; therefore, the required petition process is not applicable. On March 10, 2003 the Council directed staff to prepare revised rules and procedures for establishing preferential parking districts without the requirement of a residential petition, where certain identified facts and circumstances exist.

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**Proposed Amendment**

The proposed amendment to the Procedures to be added as Section 7(b) is as follow,

The City Council has determined and found that extraordinary circumstances exist surrounding each Gold Line station that would substantially and unreasonably interfere with a majority of street parking. Therefore, the City Council may establish a preferential parking district for each Gold Line Station by designating street blocks within quarter-of-a-mile radius (approximately 1,300 feet) of the outer line of each Gold Line station, without the necessity of a residential petition process. Should the need arise to enlarge the preferential parking district, staff will initiate the enlargement of the district to accommodate the affected area without the need for residents to collect petitions.

**Determination of Impact Areas**

The proposed resident-permit parking at Allen and Lake Stations will protect the available on-street parking for residents who reside within quarter-of-a-mile radius, approximately 1,300 feet, from each station, where transit riders are most likely to look for convenient and free on-street parking within reasonable walking distance to the stations.

**Proposed District Boundaries**

The Allen Station district is generally bounded by Villa Street and Monte Vista Street to the north; Sierra Bonita Avenue to the west; Corson Street/Locust Street to the south; and Palo Verde Avenue/Linda Rosa Avenue to the east. The Lake Station district is generally bounded by Villa Street to the north; El Molino Avenue to the west; Maple Street to the south; and Catalina Avenue to the east. A detailed list of streets within the districts is show in Attachment A.

**Implementation Schedule**

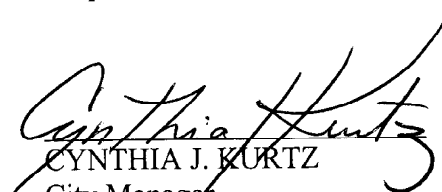
With Council's approval, the Department of Transportation will complete signs installation and permit issuance by the end of June 2003. Parking enforcement will begin on the day of the Gold Line opening.

**FISCAL IMPACT:**

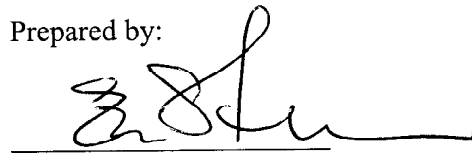
There is no direct cost associated with the proposed revision to the Procedures for Establishing Preferential Permit Parking, petition process waiver. The Council approved the program implementation costs, including signs and enforcement, on March 10, 2003.

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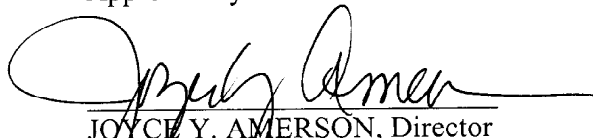
Respectfully submitted,

  
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Approved by:

  
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Attachment: List of streets within the Preferential Parking Districts adjacent to the Gold  
Line stations