

Agenda Report

October 27, 2014

TO: Honorable Mayor and City Council
FROM: Department of Transportation
SUBJECT: MODIFICATION OF PREFERENTIAL PARKING ORDINANCE

RECOMMENDATION:

It is recommended that the City Council:

1. Acknowledge that the proposed revisions to the Preferential Permit Parking Program are categorically exempt from the California Environmental Quality Act (CEQA) according to section 15301, Existing Facilities, of the CEQA guidelines, and authorize the City Manager to execute and the City Clerk to file a Notice of Exemption therefore with the Los Angeles County Clerk.
2. Direct the City Attorney to prepare an ordinance amending Section 10.41 of the Pasadena Municipal Code to expand the application of the Preferential Permit Parking Program to residential streets with time limited parking restrictions effective July 1, 2015;
3. Designate residential streets with time limited parking as preferential parking areas effective July 1, 2015; and
4. Direct the Department of Transportation to revise the Procedures for Establishing Preferential Permit Parking to reflect the inclusion of preferential parking within the time limited parking in residential streets effective July 1, 2015.

BACKGROUND:

The City of Pasadena has many residential areas where hourly restrictions on curb parking are in place to reduce the impact of parking intrusion from nearby commercial or institutional land uses. Hourly parking time limits allow customers the opportunity to visit a local business or a parent to visit a school. It does not allow for employees or students to park all day in one block since the parking restrictions include the proviso of once per block per day. However, residents and their visitors are subject to the same

limitations, which in some cases cause a hardship on residents, particularly those who leave and return to the same block throughout the day and for visits that exceed the parking time limits. Heretofore, relief for residents (and their visitors) has been to either move their vehicles after the time limit to another block or to purchase a temporary daily exemption (the latter has only been available since 2013) at a cost of \$6.00 per day. It is important to note that residents who qualify for an annual overnight parking exemption are also qualified to purchase an annual daytime exemption (\$70.80 annually) that allows them to park on street in time limited areas adjacent to the residences. Annual exemptions are not available for visitor vehicles or for residents that do not qualify for an annual overnight exemption.

Over the last several years, a multi-department project has been implemented to upgrade and modernize the management system for parking citations and parking permits. That modernization is now essentially complete and while the updated system has streamlined citation payment/adjudication and permit administration, it has also resulted in more efficient parking enforcement practices through the use of technology upgrades supported by the new management system. These efficiencies have resulted in the time-limited parking areas being more regularly and uniformly enforced than was previously possible with the available resources. As a consequence, more residents and their visitors are being cited for violations of the time-limited parking regulations than in the past.

In researching methods to ameliorate the impact on residents, staff has determined that similar conditions have been addressed in nearby cities through the use of a preferential parking permit program that provides a resident/guest exemption for the hourly time limits on residential streets. Staff recommends that this type of program be considered for time limited residential areas in Pasadena to address the hardship imposed on residents by the need for time limits to protect against parking intrusion.

MODIFICATION OF THE PASADENA MUNICIPAL CODE:

Implementation of preferential parking permit programs in hourly time limited areas would require two amendments to the Pasadena Municipal Code (PMC) – one to allow the current PMC section to apply to time limited parking in residential areas rather than just to parking prohibitions and a second to designate time limited parking on residential streets as preferential permit parking areas.

Pasadena currently allows preferential parking districts under Section 10.41.020 of the Pasadena Municipal Code (PMC). However the current ordinance requires that a Preferential Parking District (defined as a residential area with streets and boundaries specified) be designated by a City Council resolution following an engineering analysis to verify that the majority of parking demand in the district is coming from outside the district boundaries. The existing language of Section 10.41.020 appears to provide for the flexibility to apply to time limits as well as to parking prohibitions. However, applying Section 10.41.020 to time limited residential areas would be inconsistent with past

practice, which to date, has only been applied to parking prohibitions (e.g., no parking anytime). To remove this inconsistency, Section 10.41.150, paragraph A, would need to be amended, as follows:

The following violations of this chapter shall be subject to the civil parking penalties established by the city council:

- A. ~~Parking on a preferential parking street between the specified, posted hours without display of a valid preferential parking permit, guest permit or guest pass for that street.~~ *Stopping, standing or parking a vehicle adjacent to any curb on a preferential parking street in violation of any posted or noticed prohibition or restriction, without display of a valid and current preferential parking permit, guest permit or guest pass for that street, unless the vehicle is otherwise exempt to the extent authorized by law.*

Section 10.41.030 establishes the criteria for designating a preferential parking district and, per Paragraph B, limits the establishment of districts to areas where nonlocal parking intrusion has been documented. For the current program to be extended to apply to time limited parking in residential areas, Paragraph B would need to be amended as follows:

- B. A preferential parking district shall be created:
1. Where the city council has found that unrestricted parking by nonlocal vehicles creates a situation 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 the source of unreasonable noise, traffic hazards, environmental pollution or of other interference with the residential environment, and detrimentally affects the public welfare; or
 2. *Where hourly time limited parking restrictions are in place for the purpose of limiting parking intrusion from institutional and/or commercial land uses.*

In addition, Section 10.41.025 which defines the parking privileges for permit holders would need to be amended as follows:

Any passenger vehicle, pick-up truck or van properly displaying a valid preferential parking permit for a street within a preferential parking district may:

- A. Park on that street during the hours when parking on such street is prohibited to non-permitted vehicles or;
- B. *Park beyond the time limits indicated on signs on that street during the hours when parking on such street has time limits for non-permitted vehicles.*

A preferential parking permit shall neither guarantee nor reserve to the holder thereof any particular on-street parking space. A permitted vehicle shall obey all other parking rules, regulations and restrictions.

All fees and the day to day operation of the program will be the same as the current Preferential Parking Program. In keeping with the current policy there would be three types of resident parking permits:

- Resident Permit – Each household within an established district is eligible to receive up to three (3) residential parking placards, with the submission of a current and valid vehicle registration. The address on the vehicle registration must match the address of the residence which qualifies for a preferential parking permit. These placards are to be used by persons residing at the property.
- Visitor Permit – Each household within an established district is automatically eligible for three (3) visitor permit placards. These placards are to be used by persons who are visiting or conducting business in their home. Residents are responsible for monitoring the use of these placards and are responsible for their return and reuse.
- Daily Permit – Each household within an established is eligible to receive guest daily hang tags which are distributed in batches of 10 to be used for guests.

The following is a list of fees associated with Residential Parking Permits:

- The annual fee for the initial set of Preferential Parking Permits (up to 3 Residential Permits, 3 Guest Permits, and 10 One-Day hang tags) is \$10.
- Each additional 10 pack of One-Day hang tags is \$5.

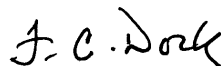
FISCAL IMPACT:

There are 1,215 current annual day-permit holders who may opt to use the less-expensive preferential parking permit (a savings of approximately \$60 per permit). Annually, staff estimates that there are approximately 5,000 temporary day-time permits at \$6 per day that will no longer be needed assuming eligible residents can use guest permits which are included in the preferential parking permit. This translates into a potential loss of revenue of \$100,000 annually from account 6175-214-774311. Parking Enforcement annually issues approximately 30,000 citations for overtime parking, the revenue from which accrues to the General Fund. Staff estimates that approximately one-third of those citations would be affected by this program, if residents opted to participate in the program. It is possible that the preferential permit program in time limited parking areas could reduce parking citation revenue to the General Fund by as much as \$470,000 annually.

Additionally, staff estimates that there are 1,240 parking signs that need to be replaced to incorporate the new program rules. The estimated cost in labor and materials to replace these signs is approximately \$90,000.

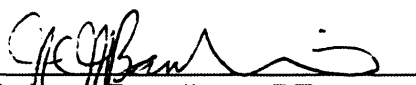
The total potential financial impact of this program is up to \$660,000 in the first year and up to \$570,000 annually in subsequent years. Because of the magnitude of the potential impact on the General Fund budget, deferring implementation of the program until the start of the next Fiscal Year on July 1, 2015 would allow adequate time for the effects of the fiscal impacts to be addressed programmatically during the Fiscal Year 2016 budget process.

Respectfully submitted,



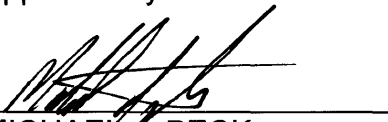
FREDERICK C. DOCK
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Prepared by:



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Approved by:



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Attachments: (2)

- 1) Attachment A – Map of Affected Streets
- 2) Attachment B – Revised Preferential Parking Policies and Procedures