



Agenda Report

October 21, 2024

TO: Honorable Mayor and City Council

THROUGH: Municipal Services Committee (October 8, 2024)

FROM: Department of Transportation

SUBJECT: DIRECT THE CITY ATTORNEY TO PREPARE AND RETURN WITH AN ORDINANCE AMENDING SECTION 10.40.140 (STANDING IN ALLEYS) OF THE PASADENA MUNICIPAL CODE TO PROVIDE LANGUAGE ALLOWING FOR ADDITIONAL PARKING RESTRICTIONS IN ALLEYS

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the action proposed herein is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines per Section 15061(b) (3),(Common Sense Exemption); and
2. Direct the City Attorney to prepare and return with an ordinance amending Section 10.40.140 of the Pasadena Municipal Code within 60 days to provide language that would allow the Department of Transportation to post additional parking restrictions in alleys consistent with the provisions set forth in this Agenda Report.

BACKGROUND:

Prior to the COVID-19 pandemic, the Department of Transportation's Parking Division noticed an increase of parking issues in City alleys, especially in Old Pasadena. Enforcement staff were encountering a number of Transportation Network Company (TNC) vehicles from companies like Uber and Lyft using the alleys as a staging area while they waited for their next driving assignment. In 2020, the COVID-19 pandemic significantly affected the world, causing the City's alley parking issues to temporarily cease as business adjusted their operations in response to the pandemic.

With parking occupancy and local business returning to pre-pandemic levels, staff are seeing increased demand for both curb space and alley space. The TNC rideshare vehicles have returned to our business districts with an increased demand from food

delivery company drivers such as UberEats, GrubHub, Postmates and DoorDash. The food delivery services drivers are staging vehicles in alleyways located behind or near restaurants. At times they park in an orderly fashion and other times they are double parked against buildings limiting traffic flow. Some of these buildings have parking spaces on their property adjacent to the alley and they end up blocked by unattended vehicles parked in the alley.

This parking behavior is technically compliant with the current language in Pasadena Municipal Code (PMC) Section 10.40.140, as long as the vehicle is not parked for longer than 20 minutes for loading or unloading of materials. PMC section 10.40.170 (Parking - Limitation or prohibition) gives the City the authority to post and enforce parking, stopping or standing in alleys; however, adding language to Section 10.40.140 (Standing in Alleys) would further clarify that the City can enforce parking, stopping and standing restrictions in alleys when posted. Posting of "No Parking in Alley" or "No Stopping in Alley" signs, as needed, will deter staging and parking where it impacts traffic flow and building parking space access, and it will enhance pedestrian safety and traffic flow.

COUNCIL POLICY CONSIDERATION

The proposed amendments to Pasadena Municipal Code Title 10 aligns with the Mobility Element of the General Plan Policy 1.7 – Design streets to achieve safe interaction for all modes of travel particularly for pedestrians and bicycle users and Policy 3.1 – Manage curb-space parking to support neighborhood protection and economic vitality.

The proposed amendments also align with the City Council goal to support and promote the quality of life and local economy.

ENVIRONMENTAL ANALYSIS:

The actions proposed herein are exempt from the California Environmental Quality Act (CEQA), pursuant to State CEQA Guidelines Section 15061 (b)(3), the "common sense" exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Such is the case with the proposed action to approve the installation of signs to enforce parking restrictions.

FISCAL IMPACT:

There is no significant fiscal impact as a result of this action, and it will not have any indirect or support cost requirements as the installation of signs and patrols required to enforce the PMC changes are already incorporated in the Parking Division's operating budget. The potential increase in parking citation revenue as is expected to be \$1,000 in FY25, and as compliance is gained, that amount will normalize and plateau.

Respectfully submitted,



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Prepared by:



JON HAMBLEN
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Approved by:



MIGUEL MÁRQUEZ
City Manager

Attachments:

Attachment A – Recommended PMC text edits