

Agenda Report

TO: CITY COUNCIL

Date: July 17, 2000

FROM: City Manager

SUBJECT: Establishment of a Residential Preferential Permit Parking Program in Mentor/Catalina/Arden Neighborhood

RECOMMENDATION:

It is recommended that the City Council:

1. Based upon the facts presented to Council, find that:
 - a. the unrestricted parking by nonlocal 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; 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 Mentor/Catalina/Arden neighborhood that includes the following streets (Figure#1):
 - a. Both sides of Mentor Avenue between California Boulevard and Arden Road
 - b. Westside of Catalina Avenue between California Boulevard and Cornell Road
 - c. Both sides of Cornell Road between Lake Avenue and Catalina Avenue
 - d. Both sides of Dale Street
 - e. Both sides of Arden Road between Mentor Avenue and Wilson Avenue
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.

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.

On-street parking near Polytechnic School and Caltech has long been a problem for the residents, particularly along Catalina Avenue, Cornell Road and Arden Road. Spillover parking due to South Lake Retail District and Polytechnic school's special events can also be observed along Mentor Avenue (see Figure 1).

Fearing the additional traffic and parking impacts by the proposed Forest City Development, the Mentor, Cornell, Catalina & Dale Neighborhood Association brought forth a legal action against the City and the developer of Forest City Development. A lawsuit settlement containing several traffic control measures was entered on September 13, 1999 between all parties. According to the settlement:

"The City will facilitate the implementation of a Monday through Friday, 8 a.m. to 5 p.m., preferential permit parking only program for the neighborhood, and will establish it if 51% or more of the residents agree. Additionally, the City will post permit parking only signs on those street segments within the above area, the program will be approved, when at least 67% of the residents of any street segment indicate their written support for the posting."

The Association submitted residents' written petitions to the Department in March 2000. The result of petitions (as of May 10, 2000) is summarized in Table 1. Overall, the neighborhood has collected sufficient petitions in favor of the preferential permit parking program.

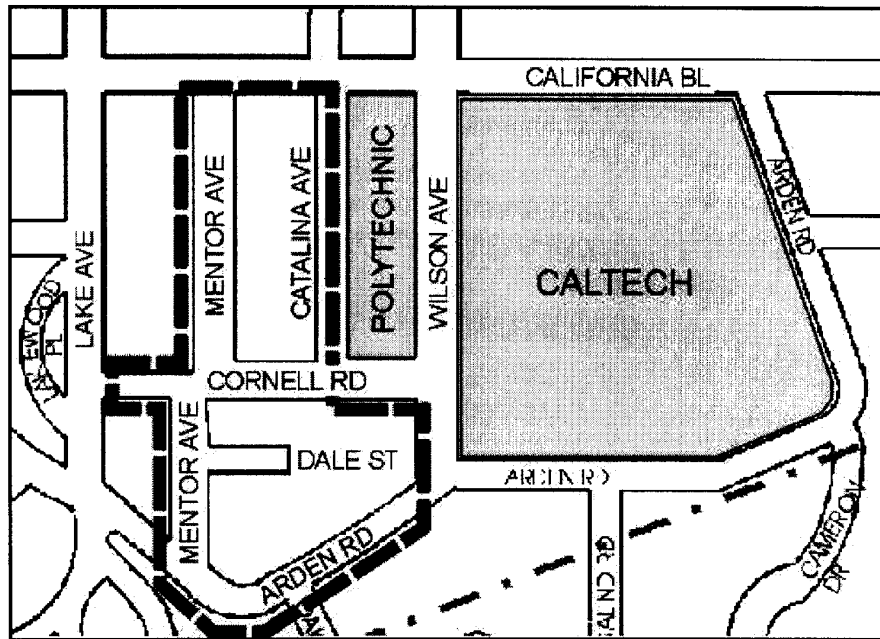


Figure 1: Proposed Preferential Permit Parking District in the Mentor/Catalina/Arden Neighborhood

Street Name	Block Limits	# of Properties Abutting Street	# of Property Owners in favor	% in Favor
Catalina Ave.	Cornell Rd./California Blvd.	19	10	53%
Cornell Rd.	Lake Ave./Mentor Ave.	7	1	14%
Cornell Rd.	Mentor Ave./Catalina Ave.	16	11	68%
Cornell Rd.	Catalina Ave./Wilson Ave.	3	0	0%
Mentor Ave.	Cornell Rd./Arden Rd.	17	9	52%
Mentor Ave.	California Blvd./Cornell Rd.	45	31	69%
Dale St.	Mentor Ave./end of street	14	8	57%
TOTAL		121	70	58%

Table 1: Petition Summary – Preferential Permit Parking Program

As part of the traffic study, staff determined that the implementation of the permit parking program (excluding Arden Road) may result in more vehicles seeking to park on Arden Road which has also been impacted by non-local on-street parking problems due to nearby commercial and institutional uses. Therefore, the proposed district boundary is extended south to include Arden Road and those residents may choose to restrict parking by permit only in the future.

On June 9, 2000 the Transportation Advisory Commission approved the recommended preferential permit parking district boundaries in the vicinity of Mentor/Catalina/Arden neighborhood. 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:

- Cornell Road between Mentor Avenue and Catalina Avenue
- Mentor Avenue between California Boulevard and Cornell Road

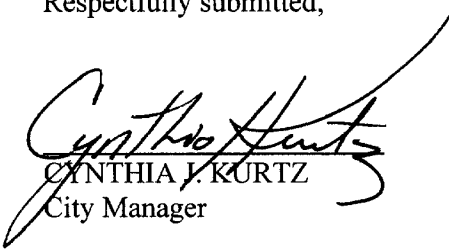
Other streets will receive preferential permit parking as soon as a petition with 67 percent of the residents in favor of preferential permit parking is received. Time restriction will be from 8 a.m. to 5 p.m. daily in this area. The citywide overnight parking restriction (2 a.m. to 6 p.m.) and existing 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.

The implementation of the preferential permit parking will minimize non-local vehicles, specifically by Polytechnic School, Caltech and South Lake District. 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 these streets.

FISCAL IMPACT

As part of the mitigation measures in the settlement, the \$3,000 needed for implementing this program is to be reimbursed by the Forest City Development. Until then, sufficient funds are available in the budgeted account #100-763250 Parking Enforcement.

Respectfully submitted,



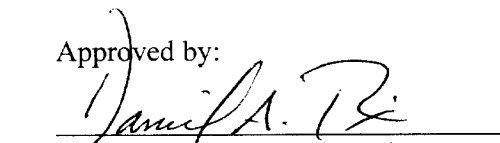
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