

Agenda Report

DATE: March 27, 2000
TO: City Council
FROM: City Manager
RE: Proposed Establishment of a Residential Preferential Permit Parking Only Zone for the West State Street Area

RECOMMENDATION:

It is recommended that the City Council:

1. Based upon the facts presented to Council, find that 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, is the source of unreasonable noise, traffic hazards, environmental pollution or of other interference with the residential environment, and detrimentally affects the public welfare and find that the rules and procedures for the designation of a preferential parking district have been followed.
2. Approve a resolution establishing a preferential permit parking zone for the West State Street area that includes the following streets (Attachment 1):
 - The north side of State Street from 25 West State Street to Avoca Avenue.
 - The south side of State Street from Fair Oaks Avenue to Avoca Avenue.
 - Both sides of Grace Drive from Columbia Street to State Street.
 - The west side of Columbia Place from Columbia Street to the northerly terminus.
3. Acknowledge the project to be categorically exempt under the California Environmental Quality Act (CEQA) Guidelines, 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 1996 a Preferential Permit Parking ordinance (Pasadena Municipal Code Chapter 10.41) was adopted to establish preferential permit parking districts where it has been determined that unrestricted parking by nonlocal vehicles has created 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.

In February 1999 the residents of the West State Street area submitted a petition requesting that a preferential permit parking program be implemented in their neighborhood. The petition represented 100 percent of the residents on State Street between Fair Oaks and Avoca Avenues and 86 percent of the residents on Grace Drive between State and Columbia Streets. The residents cited the heavy and consistent use of on-street parking by the customers of an adjacent business, located in the building on the northwest corner of State Street and Fair Oaks Avenue.

State Street from Fair Oaks Avenue to Avoca Avenue is a narrow local residential street with a curb to curb width of 30 feet. A study of the parking conditions has determined that the unrestricted parking by nonlocal vehicles has created a situation in which the streets cannot be used for parking by the residents or their guests and has substantially and unreasonably impacted the residential environment. Other alternatives such as the existing time restricted parking limits have been unsuccessful in relieving the parking intrusion. Columbia Place and Grace Drive have been included in the proposed preferential permit parking zone due to the potential for parking displacement onto these streets. Although the commercial building on the northwest corner of State Street and Fair Oaks Avenue is not a large regional traffic generator, such as a college/university, large commercial, business entertainment center or light rail station, the parking impacts to the adjacent residential neighborhood are immediate and significant and therefore this area was determined to be applicable for preferential permit parking.

The recommendation to establish a preferential permit parking zone for the West State Street neighborhood was submitted to and supported by the Transportation Advisory Commission (TAC) at their July 9, 1999 meeting. The originally proposed preferential permit parking zone included: 1) both sides of State Street between Fair Oaks Avenue and Avoca Avenue; 2) Grace Drive between State Street and Columbia Street; and 3) Columbia Place from Columbia Street to the northerly terminus.

After receiving TAC's support on July 9, 1999, staff proceeded with a survey of the residents within the proposed preferential permit parking zone. The results of the survey indicated that 68 percent of the residents within the proposed zone are in favor of permit parking. During this process, an affected business expressed concerns of the proposal and of the policies and procedures. Based on these concerns, the proposed zone was refined to exclude the commercial frontage on the north side of State Street west of Fair Oaks Avenue. It was also requested that the matter be addressed once again before the TAC, with an opportunity for both residents and the affected businesses to address the commission with their concerns.

The issue was again brought before TAC at their meeting of November 11, 1999. At this meeting, both residents and business owners were given an opportunity to express their positions over the proposed preferential permit parking only zone for the West State Street neighborhood. The TAC voted to support the proposed preferential permit parking zone with a modification that the commercial frontage on the north side of State Street west of Fair Oaks Avenue would be excluded. In addition, TAC requested that staff study and report back on the following items: 1) the installation of pavement markings to designate the available on-street parking spaces on Fair Oaks Avenue; 2) investigate the possibility of implementing diagonal parking on the east side of Columbia Place and exclude the east side from the preferential permit parking zone; 3) allow for handicap parking; 4) the possibility of limited business parking permits within the zone; 5) limit the permit parking zone to end at 7:30 p.m. or 8:00 p.m.; and 6) consider limited time parking on the north side of State Street along the commercial frontage.

At the meeting of February 4, 2000 staff presented the results of the evaluation to TAC. The results were as follows:

Marked parking spaces on Fair Oaks Avenue - Utilizing the standard parking space dimensions, 21 marked parking spaces can be provided on the east side and 18 spaces can be provided on the west side of Fair Oaks Avenue.

Diagonal parking spaces on the east side of Columbia Place - After reviewing the street dimensions of Columbia Place, it has been determined that only three to four diagonal parking spaces could be implemented, while maintaining the minimum aisle width for through traffic. Implementing diagonal parking would not facilitate parking operations or increase the number of available parking spaces. Therefore, in order to optimize the available on-street parking on the east side of Columbia Place, it is recommended that parallel parking be maintained for the entire segment.

Staff contacted by telephone several of the residents of Columbia Place regarding the proposal to exclude the east side of the street from the proposed preferential permit parking zone. As the response was mixed with regard to preferential permit parking in general, it is recommended that the west side of Columbia Place remain within the proposed zone and that the east side of Columbia Place be excluded from the proposed zone.

Handicap parking - Any motorist with a handicap placard is able to park for unlimited periods in any available on-street parking area, which includes preferential permit parking zones. Therefore, it is not necessary to issue special handicap parking permits within the proposed preferential permit parking zone.

Limited time parking along the commercial frontage - On Friday, January 21, 2000, staff met with the business owners of the Yoga House, Lighting Gallery and Jaz Hair Studio to discuss the on-street parking in front of their building. As a result of the meeting, the business owners unanimously agreed that the existing one space of 15 minute green zone should be maintained and that the remainder of the commercial frontage (approximately 5 spaces) be posted with two hour parking signs. As part of this meeting, it was also requested that the City consider posting Fair Oaks Avenue between Columbia Street and State Street as a three or four hour parking zone.

Limited business parking permits within the zone - At the January 21, 2000 meeting with the business owners it was requested that a limited number of parking permits be issued to merchants. It was brought to staff's attention that some of the Yoga House patrons are recovering from injuries and it would be difficult for them to park a distance away and walk to the building. These patrons do not have handicap placards and the request for limited business parking permits was made on their behalf.

Currently, the Preferential Permit Parking ordinance does not allow the issuance of guest permits to merchants. Therefore, it is not possible to issue merchant guest permits without an amendment to the ordinance.

Make the preferential permit parking time specific and end it at 7:30 or 8:00 p.m. - Preferential permit parking zones are time specific and usually apply during the identified periods of high parking impact. Staff proposes that the preferential permit parking zone be effective from 8 a.m. to 8:00 p.m., everyday. The 8 a.m. to 8 p.m. time period is consistent with the one existing preferential permit parking zone south of Pasadena City College.

On March 3, 2000, TAC voted to support staff's recommendation to establish a preferential permit parking zone as indicated in the recommendations of this report. TAC also voted to support additional

items as indicated below. The additional items do not require City Council approval for implementation.

- Establish 8 a.m. to 8 p.m. Daily as the hours and days that the preferential permit parking zone will be in effect for this area.
- The existing parallel parking should be retained with no marked parking spaces on the east side of Columbia Place. Parallel parking should also be maintained in the cul-de-sac area. (Currently vehicles are parking perpendicular to the curb, which is not legal)
- The existing uncontrolled on-street parking spaces on the north side of State Street west of Fair Oaks Avenue (adjacent to the commercial building) should be redesignated as a two-hour parking zone and the existing one space of green (15 minute) zone should be retained.
- Revisit the zone in six months.

A copy of the various reports to TAC are attached. Also attached is a letter from the West Pasadena Resident's Association in support of the proposed preferential permit parking zone for this area and a letter from the Pasadena Chamber of Commerce in opposition to the proposed permit parking zone.

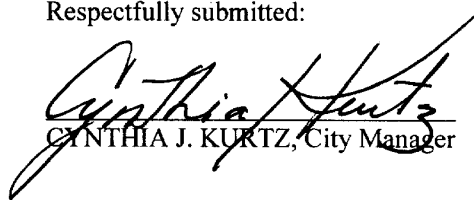
ENVIRONMENTAL IMPACT:

The environmental administration has determined that a preferential permit parking program would be exempt from the California Environmental Quality Act (CEQA) under Section 15061 (b) (3) the general rule that a property which has no possibility of having a significant impact on the environment is exempt from CEQA and 15301 (c) existing facilities since the existing streets will not physically change due to this program and their primary function will remain the same.


FISCAL IMPACT:

The proposed establishment of a preferential permit parking zone for the West State Street neighborhood will not have a significant impact to the budget. The estimated cost for sign installation is under \$5,000. There are sufficient funds in the operating budget (Account number 101-763100) for the implementation of the preferential permit parking signs upon approval by City Council.

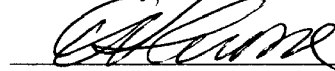
Respectfully submitted:


 CYNTHIA J. KURTZ, City Manager

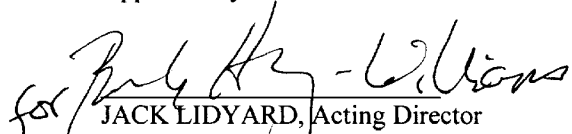
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