

MEETING DATE: 5/26/09

AGENDA ITEM: Adoption of a Resolution (1) Establishing a Preferential Parking District (Lucerne Avenue Residential Parking District) Encompassing the Residential Frontages of Lucerne Avenue, from Ince Boulevard to Higuera Street, Hubbard Street from Higuera Street East to the Cul-de-sac, Carson Street from Ince Boulevard to Higuera Street and from Higuera Street to the Cul-de-sac, and Higuera Street from Poinsettia Court to Wesley Street, with a Two-hour Parking Limit Except with Permit from Monday, 8 AM to Saturday, 6 PM; (2) Modifying the Procedures and Regulations for Preferential Parking Zones to Allow Program Applicants to Delegate a Representative to Act on their Behalf; and (3) Rescinding Resolution No. 2008-R081

ATTACHMENTS

		<u>Pages</u>
1	Proposed Resolution Establishing the Lucerne Avenue Preferential Parking District	1-26
	- Attachment A: <u>Procedures and Regulations for Preferential Parking Zones</u>	
	- Attachment B: List of Zones and Corresponding Parking Restrictions	
2	Parking Study Report, Traffic Committee, January 27, 2009	27-43

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WHEREAS, Resolution No. 2004-R085, adopted on November 22, 2004,
adopted procedures and regulations for establishing preferential parking zones and designated
certain streets as preferential parking zones; and

WHEREAS, the City Engineer has evaluated the recommendation pursuant to the rules and procedures adopted by Resolution No. 2004-R085 and concurs that the above designations are necessary to limit excessive intrusion of non-residential parking into a residential neighborhood where such parking practices have negatively impacted the residential neighborhood; and

- 1 -

1 WHEREAS, the current List of Zones and Corresponding Parking Restrictions
2 attached as Exhibit "B" to Resolution No. 2004-R085 must be amended to reflect the
3 addition of the Lucerne Avenue Residential Parking District as preferential parking streets;

4 NOW, THEREFORE the City Council of the City of Culver City, DOES HEREBY
5 RESOLVE as follows:

6 1. Procedures and Regulations for Preferential Parking Zones:

7 Pursuant to Vehicle Code Section 22507 and Culver City Municipal Code Section
8 7.03.300, the Procedures and Regulations for Preferential Parking Zones, attached
9 hereto as Exhibit "A," are hereby approved and adopted. The Engineering Division shall
10 have authority to promulgate and administer procedures and regulations implementing
11 preferential parking zones, the issuance of preferential parking permits and the collection
12 of fees for these permits.
13

14 2. Preferential Parking Zones Established: Pursuant to Vehicle Code
15 Section 22507 and Culver City Municipal Code Section 7.03.300, the streets identified in
16 Exhibit "B," attached hereto and incorporated herein by reference, are established as
17 preferential parking zones and preferential parking shall be permitted on said streets in
18 accordance with the regulations set forth therein.
19

20 3. Signs: Signs shall be posted within any preferential parking
21 zone giving notice of all preferential parking restrictions.
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23 4. Preferential Parking Privilege: Within a preferential parking zone,
24 the following are exempt from any posted "Time-Limited Parking Except By Permit" or "No
25 Parking Anytime Except By Permit" parking restrictions:
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1 a. A vehicle with a valid preferential parking permit, issued for
2 use in the zone in which the vehicle is parked and displayed in accordance
3 with the instructions issued with said preferential parking permit;

4 b. A vehicle displaying an authorized disabled person's
5 placard issued pursuant to Vehicle Code Sections 22511.55 or 22511.59; or,

6 c. A vehicle displaying an authorized disabled person's
7 identification license plate issued pursuant to Vehicle Code Section
8 5007.

9
10 5. Limitation on Preferential Parking Privilege: Notwithstanding the
11 preferential parking privilege created in Section 4, above, a vehicle with a preferential
12 parking permit shall comply with all other governing parking restrictions,
13 regulations and laws including, but not limited to, restrictions applicable to street
14 sweeping activities.

15
16 6. Resolution No. 2008-R081 is hereby rescinded.

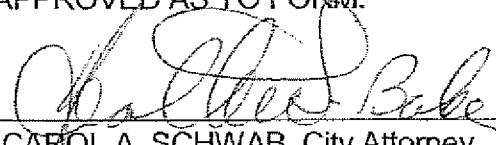
17 APPROVED and ADOPTED this _____ day of _____ 2009.

18
19 _____
20 ANDREW WEISSMAN, Mayor
21 City of Culver City, California

22 ATTEST:

23 APPROVED AS TO FORM:

24 _____
25 MARTIN R. COLE, City Clerk
26 A09-00179

27 
28 CAROL A. SCHWAB, City Attorney

RESOLUTION NO. 2009-R__ EXHIBIT "A"
PPZ - Procedures and Regulations

CITY OF CULVER CITY

PROCEDURES AND REGULATIONS FOR PREFERENTIAL PARKING ZONES

On November 22, 2004, the following procedures and regulations were adopted by the City Council pursuant to Resolution No. 2004-R085, in order to implement Sections 7.03.300 through 7.03.315, Title 7. of the Culver City Municipal Code pursuant to Ordinance No. 2004-017, effective January 11, 2005.

A. Purpose

The primary purpose of a preferential parking zone shall be to limit excessive intrusion of non-residential parking into residential neighborhoods, where such parking practices have negatively impacted the residential area. In addition, to support the primary purpose of the preferential parking zone, restrictions may be implemented that help to enhance the quality of life in residential neighborhoods by reducing noise, traffic hazards and litter; and to encourage carpooling and use of transit.

B. Definitions:

The following words and phrases are defined and shall be construed as defined below, unless it shall be apparent from the context that they have a different meaning:

1. "Annual Permittee" shall mean an individual who is a resident of a legal dwelling unit located on a street on which a Preferential Parking Zone has been established and who has a motor vehicle, registered to his/her address on that street, for which an Annual Permit, exempting said motor vehicle from posted parking restrictions, has been purchased.
2. "City Council" shall mean the City Council of the City of Culver City.
3. "City Engineer" shall mean the City Engineer of the City of Culver City.
4. "Commuter vehicle" shall mean a motor vehicle parked in a residential area which is not owned, leased or otherwise controlled by:
 - a. A resident who lives in the area designated as a Preferential Parking Zone.

- b. A visitor or guest visiting residents living in the area designated as a Preferential Parking Zone.
5. "Engineering Division" shall mean the Engineering Division of the Public Works Department of the City of Culver City.
6. "Guest" and/or "Visitor" shall mean a person who is visiting in a dwelling unit located in a Preferential Parking Zone.
7. "Household" shall mean any legal dwelling unit where individual(s) reside under the same roof and with a unique dwelling address.
8. "Legal Residential Parking Space" shall mean a length of area along a full-height street curb, measuring 18-feet to 22-feet as determined by the City Engineer, exclusive of any red-curb or standard non-parking areas.
9. "Limited Preferential Parking Zone" shall mean a zone specifically established by the City Council, which may be subject to separate procedures, regulations and/or criteria then those established herein.
10. "Motor Vehicle" shall mean a vehicle that is self-propelled and meets the definition of a "Motor Vehicle" in the California Vehicle Code Division 1. 415.
11. "Neighborhood Organization" shall mean any organization, association or group selected by the neighborhood to act on their behalf as the liaison between the City and the neighborhood for the purposes of coordinating the Preferential Parking Zone request and process.
12. "Neighborhood Representative" shall mean the individual selected by the neighborhood to act on their behalf as the liaison between the City and the neighborhood for the purposes of coordinating the Preferential Parking Zone request and process.
13. "No Parking Anytime Except by Permit" shall mean that no motor vehicle is allowed to park in an area that is posted "No Parking Anytime Except by Permit" unless said motor vehicle displays a valid Preferential Parking Permit issued for that area exempting said motor vehicle from the posted parking restriction.
14. "Preferential Parking" shall mean that by Ordinance or Resolution the City Council may restrict the parking or standing of motor vehicles within a specified area and issue to residents of that area a permit(s), as described in the program guidelines, which exempt them from the certain parking prohibitions or restrictions.

15. "Preferential Parking Zone" shall mean a residential area, and/or a specific area(s) within a designated land use Zone and/or "Overlay Zone" which specifically allows residential uses and is designated as eligible for establishment of a Preferential Parking Zone, with streets and boundaries approved by the City Council, wherein motor vehicles displaying a valid permit shall be exempt from certain parking restrictions as provided in these regulations.
16. "Resident" shall mean any person who resides in a legal dwelling unit located in a Preferential Parking Zone.
17. "Time Limit Parking" shall mean the time limits established by the City Engineer pursuant to Culver City Municipal Code Section 7.03.010, for the parking of any vehicle at certain locations.
18. "Traffic Committee" shall mean the City Staff advisory committee established, pursuant to Culver City Municipal Code Section 7.01.135, to provide recommendations, to the City Council, City Engineer, Chief of Police and other city officials, regarding ways and means for improving traffic conditions and the administration and enforcement of traffic regulations. The Traffic Committee consists of the Chief of Police, City Engineer, City Planner, Fire Chief, and Public Works Director or their designees.

C. Preferential Parking Zone Establishment Process

A Preferential Parking Zone may be established by the City Council upon recommendation of the City Engineer or designee, pursuant to the process and criteria established in the following sections.

Culver City residents may initiate a request for establishment of preferential parking zones. Residents requesting establishment of a preferential parking zone must file a petition, which meets all of the criteria detailed in Section J (Petition Criteria). The following procedures will be used in establishing, designating, or abolishing preferential parking zones:

1. The Engineering Division will receive and review petitions requesting the establishment of preferential parking zones from resident groups and neighborhood organization in the City.
2. These petitions shall meet all the criteria identified in Section J (Petition Criteria).

3. Upon verification of a petition, the Engineering Division staff will conduct an informal meeting with the designated Neighborhood Representative(s) and abutting non-residential interests, if any, to discuss impacts and potential remedies, and to disseminate information on the purpose, criteria and operational requirements of preferential parking.
4. After meeting with Neighborhood Representative(s) and abutting non-residential interests, staff shall undertake surveys and studies to determine whether an area meets the requirements of Section I (Program Criteria) and is, therefore, eligible to be designated as a preferential parking zone, and to recommend boundaries and parking restrictions for the preferential parking zone under consideration.
5. If the Engineering Division determines that the criteria required in Section I (Program Criteria) has been met, they shall refer the request for a preferential parking zone along with appropriate boundaries and parking restrictions to the Traffic Committee for consideration and recommendation to the City Engineer.
6. Notice that the preferential parking request is going to be considered by the Traffic Committee at a public meeting shall be mailed by staff to the owners and occupants of all property within the boundaries of the proposed Preferential Parking Zone, adjacent potentially impacted residential streets and non-residential interests.
7. Upon receipt of a Traffic Committee's decision recommending approval, the City Engineer shall recommend the approval of the preferential parking zone to the City Council and shall identify the appropriate boundaries, and specify the times and limitations recommended by the Traffic Committee.
8. The City Engineer's recommendation shall set forth the findings relative to the Program Criteria, other factors and conclusions which justify establishment of the preferential parking zone for the particular area.
9. The proposed parking restrictions will take into consideration the needs of the residents and, to the extent feasible, the needs of abutting non-residential interests.
10. The boundaries of the proposed zone may be established to include not only those areas that experience the greatest parking congestion, but also those areas that would likely experience congestion due to future relocation of the existing parking demand.

11. Appeal of a determination or decision of the City Engineer shall be made to the City Council.
12. The City Council's consideration of the City Engineer's recommendation shall occur at a noticed public meeting.
13. Notice that the preferential parking request is going to be considered by the City Council shall be mailed by staff to the owners and occupants of all property within the boundaries of the proposed Preferential Parking Zone, adjacent potentially impacted residential streets and non-residential interests, pursuant to Section D (Public Notice).
14. If the City Council denies the establishment of the Preferential Parking Zone, establishment of a Preferential Parking Zone will not be re-considered by the City for a period of one year from the date of the City Council decision.
15. Nothing in these Procedures and Regulations for Preferential Parking Zones shall prohibit the City Council from establishing "Limited Preferential Parking Zones" subject to separate procedures, regulations and/or criteria.

D. Public Notice

Written notice for Traffic Committee and City Council public meetings regarding preferential parking zone establishment or implementation shall be given in the following manner.

1. Notices shall be mailed, postage prepaid, to the owners and occupants of all property within the boundaries of the proposed preferential parking zone. In addition, notices shall be provided to any adjacent residential streets and to non-residential uses that are immediately adjacent to the proposed preferential parking zone and which may potentially be impacted by increased parking demand. This subsection establishes the minimum notice and shall not preclude the provision of notice to a greater number of persons.
2. Notices shall be mailed at least fourteen (14) calendar days prior to the date set for the public meeting.
3. For the purposes of this notification, the last known name and address of each property owner as contained in the records of the Los Angeles County Assessor shall be used, unless a more current source of this information is known.
4. The address of occupants shall be determined by visual site inspection or

other reasonably accurate means. The occupant notice requirement can be met by mailing the notice to the "occupant."

5. The address of non-residential uses adjacent to the proposed preferential parking zone shall be determined by visual site inspection or other reasonably accurate means.
6. At the time of filing the petition, the Neighborhood Representative shall provide a complete list of properties and addresses within the proposed preferential parking zone and the notice area designated by the Engineering Division.
7. The City shall prepare the content of the notice. All notices shall state clearly the nature of the request, the boundaries of the proposed preferential parking zone, the date, time and place of the scheduled meeting, the manner in which additional information may be received, and any other pertinent information deemed appropriate.
8. The City Engineer, at his/her discretion, may expand the noticing list beyond the minimum mailing area, set forth above in Subsection 1, on a case-by-case basis. This exercise of discretion shall be based on criteria including, but not limited to, parking demand, other potential impacts and any physical boundaries that could help delineate the impact area.
9. In the event a public meeting is opened but continued to a date certain by the Traffic Committee, further notice is not required but may be given at the City Engineer's discretion.
10. In the event a public meeting is opened but continued to a date certain by the City Council, further notice is not required but may be given at the City Council's discretion.

E. Implementation of a Preferential Parking Zone

Before an approved preferential parking zone will be implemented at least sixty-six percent (66%) of the households in the zone shall have purchased Annual or Visitor parking permits.

Once the sixty-six percent (66%) threshold has been satisfied the Engineering Division shall cause appropriate signs to be installed in the zone, indicating prominently thereon the parking limitation, period of the day for its application, and the fact that motor vehicles with valid permits shall be exempt.

1. A motor vehicle displaying a valid Annual or Visitor parking permit or one-day or three-day Guest Pass, as provided for herein, shall be permitted to be parked on any block within the preferential parking zone for which it was issued without being limited by posted parking restrictions established pursuant to this section.
2. Except as provided below, all other motor vehicles and/or vehicles parked within a preferential parking zone shall be subject to the parking restrictions adopted as provided in this section.
3. A preferential parking permit shall not guarantee nor reserve to the holder any on-street parking space within the designated preferential parking zone.
4. Annual or Visitor parking permit or one-day or three-day Guest Pass, as provided for herein, shall **only** exempt the motor vehicle from certain parking prohibitions and/or restrictions within the preferential parking zone for which it was issued, and not scheduled street sweeping, painted curb zones, and/or proximity to driveways, alleyways and street intersection and fire hydrants etc., restrictions.

F. Modification of a Preferential Parking Zone

1. The Engineering Division staff may periodically review preferential parking zone boundaries and recommend, to the Traffic Committee, City Engineer and City Council, the expansion of and/or consolidation of adjacent zones into a larger zone where such expansion/consolidation will aid in the administration and enforcement of the preferential parking program and where the Program Criteria are found to be satisfied.
2. The residents may also request modification of an approved preferential parking zone.
3. Modification of any approved preferential parking zone shall be considered at noticed public meetings following the same criteria and procedures used herein for establishment of a zone.

G. Temporary Suspension of Preferential Parking Restrictions

1. The City Engineer, based on recommendation of the Traffic Committee adopted at a noticed public meeting, may temporarily suspend preferential parking restrictions in zones adjacent to sites of special City and/or Culver City Unified School District (CCUSD) sponsored events. Events such as fairs, community wide celebrations, annual Fourth of July Fireworks

programs, CCUSD graduations and similar types of activities may qualify as special events.

2. The City Engineer, based on recommendation of the Traffic Committee adopted at a noticed public meeting, may temporarily suspend preferential parking restrictions in zones adjacent to non-governmental special events subject to compliance with all of the following criteria:
 - a. The applicants for temporary suspension of the preferential parking restrictions shall submit a written request endorsed by over Seventy-five percent (75%) of the households on the blocks where the restrictions are proposed to be temporarily suspended; and,
 - b. The applicants shall be required to reimburse the City for all costs to install and remove covers on parking restriction signage.

H. Removal of a Preferential Parking Zone

1. Once a zone has been posted for preferential parking, voluntary removal of parking restrictions shall be contingent on sixty-six percent (66%) of the households on the block submitting a petition requesting removal of the preferential parking zone.
2. The City Engineer shall have the authority to dissolve a preferential parking zone if requested by appropriate petition or when the number of Annual and Visitor permits is less than 66 % of the households on any posted block(s) within the zone.
3. A review of the preferential parking zone permit/renewal sales will be conducted within 90 days after the end of the calendar year. If the renewal sales at that time are below the required 75% threshold, permit holders will be notified that their zone may be recommended for dissolution, unless the required numbers of permits are purchased within 30 days.
4. When a preferential parking zone has been dissolved pursuant to Subsections 1 or 2, it will not be considered for re-establishment for a period of three years from the date of dissolution.
5. As an alternative to dissolution of a preferential parking zone, the City Engineer may authorize removal of preferential parking restrictions from one or more blocks in a preferential parking zone when Annual and/or Visitor permits purchased on the block(s) fall below sixty-six percent (66%) of households threshold and where the remaining posted blocks can still meet

the minimum criteria for a zone.

I. Program Criteria

1. In order to qualify for establishment of a preferential parking zone the proposed preferential parking zone shall be at least one block long and adjacent to residential uses. A block may be considered from intersection to intersection, or from alley to residential intersection if an alley exists dividing the reach into non-residential and residential uses or as determined in accordance with Subsection 5.b, below. The identified street frontage of the block shall be immediately adjacent to property designated as residentially zoned property on the City's current Zoning District Map or within a specific area in a designated land use Zone and/or "Overlay Zone" which specifically allows residential uses and is designated as eligible. Preferential parking zones may consist of only one side of a street or multiple streets.
2. In order to determine if the proposed preferential parking zone is impacted, the Engineering Division shall conduct at least six (6) random field inspections during the course of a three (3) week period. The inspections shall occur within the time periods when the impact is occurring, as specified in the neighborhood's petition. In order to be considered as excessively impacted by commuter parking, the parking utilization shall meet the minimum standards specified in Subsections I. 3. or 4. below, on at least six (6) occasions during a three (3) week period.
3. For purposes of establishing "Time Limit Parking Except by Permit" Preferential Parking Zones:

Parking will be considered excessively impacted by on-street parking of commuter vehicles on streets in a residential area when:
 - a. More than Seventy-five percent (75%) of the legal on-street parking spaces are occupied by resident and non—resident motor vehicles; **and**
 - b. More than Twenty-five percent (25%) of the legal on-street parking spaces are occupied by non-resident motor vehicles.
4. For purposes of establishing "No Parking Anytime Except by Permit" Preferential Parking Zones:

Parking will be considered excessively impacted by on-street parking of commuter vehicles on streets in a residential area when:

- a. More than Seventy-five percent (75%) of the legal on-street parking spaces are occupied by resident and non-resident motor vehicles; **and**
 - b. More than Fifty percent (50%) of the legal on-street parking spaces are occupied by non-resident motor vehicles.
- 5. Notwithstanding the foregoing criteria, the Engineering Division, in determining whether an area is eligible to be designated as a preferential parking zone, may consider factors which include but are not limited to the following:
 - a. The extent to which legal on-street parking spaces are available for the use of residents and their guests, rather than occupied by commuter vehicles. Typically, this may occur when the street is shorter than typical residential streets serving similar residential uses or when physical development or topography has resulted in limited curb space availability for on-street parking.
 - b. The area is intersected by City jurisdictional boundaries which result in problems in enforcing parking and traffic regulations.
 - c. Whether other measures would better solve the problem (e.g., additional parking restrictions, or strict enforcement of existing or additional restrictions which would not result in the establishment of a preferential parking zone).
 - d. Whether the boundaries of the proposed preferential parking zone should include not only those areas that experience the greatest parking congestion, but also those areas that would likely experience congestion due to future relocation of the existing parking demand. If the City Engineer determines that the zone should be expanded the Engineering Division shall be responsible for coordinating with the areas outside of the originally requested Preferential Parking Zone.

J. Petition Criteria

The Engineering Division will verify that the petition requesting establishment of a preferential parking zone meets all of the following criteria:

- 1. The petition shall be signed by at least 75% of the households in each block in the area described in the petition. Only one valid signature per household will be counted towards establishing the 75% of households' threshold.

2. All the petitioners shall reside within the proposed preferential parking zone.
3. The petition shall indicate that the residents or neighborhood organization(s) desire the establishment of a preferential parking zone and are willing to bear the cost of such a program. The petition must indicate the willingness of the residents to participate in the program by purchasing Annual or Visitor permits.
4. The petition shall identify the designated "Neighborhood Representative" and, if applicable, the "Neighborhood Organization" who will act as the main contact for the neighborhood.
5. The petition shall include the printed name, signature, and complete address of each petitioner.
6. The petition shall list the license plate numbers of all motor vehicles used by each household listed on the petition.
7. The petition shall document the number of households represented by signatures relative to the total number of households in the area proposed for a preferential parking zone.
8. The petition shall state how the residential area is being impacted by commuter vehicle parking, identify the non-residential activities which are generating the parking impacts and the time periods when the impacts are occurring.
9. The petition shall specify the type, day(s) and time of parking restrictions being requested by the petitioners.

K. Guidelines for Issuance of Preferential Parking Permits

Annual and/or Visitor parking permits shall be issued by the Engineering Division and shall be valid for a period not to exceed one calendar year. Permits may be renewed annually upon reapplication in the manner required by these guidelines. Each application for a parking permit shall contain information sufficient to identify the applicant, their residence address or address of real property owned or leased within a preferential parking zone, the license number(s) of the motor vehicle(s) for which application is made, and such other information that may be deemed relevant by the Engineering Division.

1. Application for Annual and/or Visitor permits, replacement permits and/or transfer of permits and one-day and/or three-day Guest Passes shall be

submitted ~~in person~~ at to the Engineering Division office. For purposes of this provision any person who can provide proof of residency in the subject household may apply for Annual or Visitor permits and one-day and/or three-day Guest Passes on behalf of other members of that household. ~~—All such applications shall be made, in person, at the Engineering Division Office.~~ Additionally, residents may designate other delegates to perform such tasks on their behalf when the delegate presents written authorization from the resident."

2. Only two (2) Annual parking permits may be issued per household. Annual permits shall only be issued to residents of the preferential parking zone and the motor vehicles, which are registered to the resident's address, except as noted in Subsection 5.b. below. Absentee landlords may purchase one Annual permit after providing proof of ownership to the Engineering Division Office.
3. Up to two (2) Visitor parking permits may be issued to households within a preferential parking zone, only in lieu of the Annual permits.
4. Notwithstanding 2. and 3. above, additional Annual and Visitor Parking Permits may be allowed pursuant to Section L (Hardship Exemptions).
5. Annual permits shall require that the following vehicle documents be provided to the Engineering Division Office:
 - a. State of California vehicle registration or;
 - b. If registering a company motor vehicle, a letter on the company's letterhead from the employer confirming the license number of the motor vehicle and the name of the employee applicant.
6. In all situations listed in number I.1. above, a valid California driver's license and at least two additional proofs to substantiate the applicant's residence shall be required. The following may be used for this purpose:
 - a. Property tax bill;
 - b. Utility bill;
 - c. Other documents confirming the applicant's name and address. If the address shown on the driver's license has been changed since issued (change of address noted on reverse by applicant), two additional proofs of address will be required.

7. Parking permits shall be displayed in the manner prescribed at the time of issuance. Upon the sale of a motor vehicle with an Annual Permit, the permittee shall be responsible for removing the permit from the sold motor vehicle. If the permittee wishes to change the old permit to a new motor vehicle, the old permit must be turned in to the Engineering Division Office. Transfer of a permit from one motor vehicle to another shall be allowed only in the case the motor vehicle is no longer in regular use, or a sale of the old motor vehicle and purchase of a replacement motor vehicle within a household.
8. Each person applying for the replacement of a lost or stolen permit must submit a signed statement that the permit was lost and was not sold or transferred to another person, or show a police report stating motor vehicle was stolen.
9. One-day and/or three-day Guest Passes are available to all households of the zone regardless of whether they have purchased Annual or Visitor permits. Each of the Guest Passes will be valid for one, one-day or three-day calendar period only, and shall not be reused. The permittee shall be responsible for writing legibly, in ink only, the date(s) on the Guest Passes. If the pass shows evidence of reuse, the date is not legible, is written in pencil or if it is not written on the pass, the motor vehicle will be cited. Guest Passes may be used on any posted street within a preferential parking zone for which it was issued, by guests while attending a function at a residence within the preferential parking zone. Each household within a preferential parking zone shall be allowed 12 one-day, or three-day, or a combination thereof, Guest Passes per calendar quarter.
10. The City Engineer in the case of an emergency or special circumstance, may allow issuance of additional one-day Guest Passes for one special event per calendar quarter, subject to the same criteria above.

L. Hardship Exemptions

The City Engineer, based on the Traffic Committee recommendation adopted at a noticed public meeting, may increase the number of Annual or Visitor parking permits issued to a household if the household can demonstrate unique physical conditions limiting the household's ability to park motor vehicles on-site or that the services of a non-resident care giver are required by a resident of the household. The household requesting a hardship exemption shall be responsible for providing all information to support such a request.

1. The City Engineer, based on the recommendation of the Traffic Committee, may allow issuance of up to three (3) Annual Permits in addition to any Annual or Visitor Permits issued to a household pursuant to the provisions of Section K.2. In determining whether a unique physical condition exists at any particular property, the Traffic Committee shall find that all of the following conditions exist on the property:
 - a. That the minimum number of on-site parking spaces, as prescribed by Culver City Municipal Code, Title 17, Chapter 37, Zoning Code, are not present on the household's property;
 - b. That the minimum number of on-site parking spaces, as prescribed by Culver City Municipal Code, Title 17, Chapter 37, Zoning Code, are not present on the household's property as a result of a legal non-conforming situation;
 - c. That due to the existing physical layout of the structures on the household's property there is insufficient space to allow for the provision of the minimum number of on-site parking spaces prescribed by Culver City Municipal Code, Title 17, Chapter 37, Zoning Code.; and,
 - d. That the area on-site whether in a garage, or carport, and/or on the driveway or code allowed parking surface are not being used for non-parking purposes or storage, or the parking of trailers, commercial or recreational vehicles, or the parking of non-operable vehicles.
2. The City Engineer, based on the recommendation of the Traffic Committee, may allow issuance of one (1) Visitor Permit in addition to any Annual or Visitor Permits issued to a household pursuant to the provisions of Section K.3., if the additional Visitor Permit will be used by a non-resident care-giver who is attending to the care of a resident at the household.

M. Exemption of Certain Types of Vehicles

No person shall without an Annual or Visitor permit or one-day or three-day Guest Pass park or leave standing any commercial vehicle or commercial trailer in a preferential parking zone in excess of the parking restrictions, authorized pursuant to this section, except:

1. While actively loading or unloading property; or
2. When such vehicle is parked in connection with, or in aid of, the performance of a service to or on a property in the block in which such vehicle is parked.

3. The following vehicles shall be exempt from parking restrictions established pursuant to this section:
 - a. A vehicle, identified as owned by or operated under contract to a utility, whether privately, municipally or publicly-owned, when used in the construction, operation, removal, or repairs of utility property or facilities or engaged in authorized work in the designated preferential parking zone.
 - b. A vehicle, identified as owned by or operated under contract to a governmental agency, when used in the course of official government business.

N. Fees

The Engineering Division and City Engineer shall periodically review and recommend appropriate adjustment of the permit fees for review and approval of the City Council.

1. The fee for an Annual or Visitor preferential parking permit shall be set pursuant to City Council resolution. The fee for an Annual or Visitor permit shall be prorated quarterly. Upon the permittee's change of place of residence, change of motor vehicle or damaged permit, the permittee shall surrender the permit to the Engineering Division before a replacement permit can be issued.
2. If the permit is lost, stolen or destroyed, the Engineering Division shall be notified immediately and a signed statement submitted pursuant to subsection K.8. The Engineering Division shall collect a fee for replacement of lost, stolen or destroyed permits.
3. In the event a permittee moves from one preferential parking zone to another preferential parking zone or wishes to change an existing permit to a different motor vehicle, existing permit(s) shall be surrendered and the Engineering Division shall collect a fee for the transfer of the permit(s).
4. In the event a permittee moves out of a preferential parking zone and into a non-zone area, the preferential parking permit shall expire immediately. The Engineering Division Office shall be notified immediately of the move and all permits shall be surrendered pursuant to subsection K. 1.
5. The fee for City Engineer and Traffic Committee consideration of temporarily suspending preferential parking zone restrictions, to allow issuance of

additional one-day Guest Passes for special events and/or to consider requests for Hardship Exemptions shall be set pursuant to City Council resolution. The City Engineer may waive any such fee in the case of an emergency or extreme hardship.

6. Appeals of a determination or decision of the City Engineer shall be subject to a fee.
7. No refund of any of the above fees shall be provided once the City process has been initiated.

O. Rules and Regulations

The Engineering Division shall have authority to promulgate and administer the procedures and regulations to implement and enforce the program and to implement the issuance of preferential parking permits and the collection of fees for these permits.

APPROVED BY CITY COUNCIL ON: November 22, 2004

RESOLUTION NO. 2009-R_ EXHIBIT "B"
CITY OF CULVER CITY
PREFERENTIAL PARKING PROGRAM

May 26, 2009

List of Zones and Corresponding Parking Restrictions

ON STREET	FROM STREET	TO STREET	ENFORCED
Lucerne Avenue	Ince Boulevard	Higuera Street	2 Hr Mon – Sat 8 am – 6 pm
Carson Street	Ince Boulevard	Higuera Street	2 Hr Mon – Sat 8 am – 6 pm
Carson Street	Higuera Street	Cul-de-sac	2 Hr Mon – Sat 8 am – 6 pm
Hubbard Street	Higuera Street	Cul-de-sac	2 Hr Mon – Sat 8 am – 6 pm
Higuera Street	Poinsettia Court	Krueger Street	2 Hr Mon – Sat 8 am – 6 pm
Higuera Street	Kureger Street	Hubbard Street	2 Hr Mon – Sat 8 am – 6 pm
Higuera Street	Hubbard Street	Carson Street	2 Hr Mon – Sat 8 am – 6 pm
Higuera Street	Carson Street	Lucerne Avenue	2 Hr Mon – Sat 8 am – 6 pm
Higuera Street	Lucerne Avenue	Wesley Street	2 Hr Mon – Sat 8 am – 6 pm
Albright Avenue	Alley n/o Washington Place	Matteson Avenue	1 Hr M-S 8am-6pm
Albright Avenue	Alley n/o Matteson Avenue	Alley s/o Venice Blvd	STANDARD
Albright Avenue	Alley n/o Washington Blvd	Herbert Street	Daily Pkg only w/permit
Albright Avenue	Herbert Street	Alley s/o Washington Place	1 Hr Daily 6am-11pm
Barman Avenue	Coombs Avenue	RES. w/o Overland Avenue	1 Hr Daily 7am-10pm

STANDARD: 2 Hours M-S, 8am – 6pm

RES.: Residence

* Contingent upon qualifying petition; supercedes any previous parking restrictions

M-F: Monday through Friday

M-S: Monday through Saturday

S-S: Saturday and Sunday

RESOLUTION NO. 2009-R_ EXHIBIT "B"**CITY OF CULVER CITY****PREFERENTIAL PARKING PROGRAM****May 26, 2009****List of Zones and Corresponding Parking Restrictions**

ON STREET	FROM STREET	TO STREET	ENFORCED
Braddock Drive	Overland Avenue	Madison Avenue	STANDARD
Bentley Drive	Alley n/o Washington Place	Pigott Drive	1 Hr M-S 8am-6pm
Braddock Drive	Harter Avenue	Coombs Avenue	STANDARD
Braddock Drive	Irving Place	Duquesne Avenue	1 Hr Sun 12am-Fri 6pm; & Pkg only w/permit Fri 6pm-; Sun 12 am*
Caroline Avenue	Jacob Street	Alley s/o Washington Blvd	1 Hr M-S 8am-7pm
Caroline Avenue	Jacob Street	Cul-de-sac	2 Hrs Daily (pending petition)
Cattaraugus Avenue	Alley s/o Washington Blvd	Jacob Street	2 Hr Daily
Cattaraugus Avenue	Jacob Street	Cul-de-sac	2 Hrs Daily (pending petition)
Coolidge Avenue	Herbert Street	Alley s/o Washington Place	1 Hr M-S 8am-6pm
Commonwealth Avenue	Alley n/o Culver Blvd	Alley s/o Washington Blvd	STANDARD
Commonwealth Cr	Farragut Drive	Cul-de-sac	1 Hr M-S 8am-9pm
Coombs Avenue	Barman Avenue	Alley s/o Culver Blvd	Pkg only w/permit M-F 5pm-12am & S-S 8am-12am
Coombs Avenue	Garfield Avenue	Braddock Drive	STANDARD
Culver Blvd	Mentone Avenue w/o intersection	Motor Avenue	STANDARD
Culver Blvd	Commonwealth Avenue	Center Street	STANDARD
Culver Park Drive	Berryman Avenue	Sawtelle Blvd	STANDARD

STANDARD: 2 Hours M-S, 8am – 6pm

RES.: Residence

* Contingent upon qualifying petition; supercedes any previous parking restrictions

M-F: Monday through Friday

M-S: Monday through Saturday

S-S: Saturday and Sunday

RESOLUTION NO. 2009-R_ EXHIBIT "B"
CITY OF CULVER CITY
PREFERENTIAL PARKING PROGRAM
May 26, 2009

List of Zones and Corresponding Parking Restrictions

ON STREET	FROM STREET	TO STREET	ENFORCED
Duquesne Avenue	Culver Boulevard	La Ballona Creek	1 Hr Sun 12am-Fri 6pm; & Pkg only w/permit Fri 6pm-; Sun 12 am*
Elenda Street	Barman Avenue	Braddock Drive	STANDARD
Elenda Street (e/s only)	Braddock Drive	Farragut Drive	M-Sat 8am-9pm
Farragut Drive	Coombs Avenue	Alley w/o Overland Avenue	Pkg only w/permit M-F 8am-10pm
Farragut Drive	Irving Place	Van Buren Place	Pkg only w/permit F 6pm-; S-S all day
Farragut Drive	Van Buren Place	La Fayette Place	1 Hr Sun 12am-Fri 6pm; & Pkg only w/permit Fri 6pm-; Sun 12 am*
Farragut Drive (n/s only)	Elenda Street	Coombs Avenue	STANDARD
Farragut Drive	Harter Avenue	Commonwealth Cr	1 Hr M-S 8am-6pm
Franklin Avenue	Alley e/o Elenda Street	Coombs Avenue	STANDARD
Glencoe Avenue (e/s only)	Alley n/o Washington Blvd	Zanja Street	STANDARD
Harter Avenue (w/s only)	Braddock Drive	City Boundary s/o Farragut	1 Hr Daily 8am-9pm
Helms Avenue	Alley s/o Washington Blvd	Cul-de-sac	STANDARD
Helms Avenue	Higuera Street	RES. s/o National Blvd	STANDARD
Herbert Street	Centinela Avenue	Grand View Blvd	2 Hr M-S 6am-12am
Herbert Wy	Cul-de-sac	Herbert Street	2 Hr M-S 6am-12am
Higuera Street - Note 1.	1st RES. n/o Wesley Street	1st RES. s/o Schaefer Street	1 Hr M-S 8am-6pm

STANDARD: 2 Hours M-S, 8am – 6pm

RES.: Residence

* Contingent upon qualifying petition; supercedes any previous parking restrictions

M-F: Monday through Friday

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RESOLUTION NO. 2009-R_ EXHIBIT "B"**CITY OF CULVER CITY****PREFERENTIAL PARKING PROGRAM****May 26, 2009****List of Zones and Corresponding Parking Restrictions**

ON STREET	FROM STREET	TO STREET	ENFORCED
Hubbard Street	Ince Blvd	Higuera Street	STANDARD
Huntley Avenue	Alley s/o Washington Blvd	Cul-de-sac	1 Hr M-S 8am-6pm
Ince Boulevard	Washington Boulevard	La Ballona Creek	1 Hr Sun 12am-Fri 6pm; & Pkg only w/permit Fri 6pm-; Sun 12 am*
Irving Place	School Street	Lucerne Avenue	1 Hr Sun 12am-Fri 6pm; & Pkg only w/permit Fri 6pm-; Sun 12 am*
Ivy Wy	Lenawee Avenue	Perham Drive	STANDARD
Jackson Avenue	Culver Blvd	Braddock Drive	STANDARD
Jacob Street	Helms Avenue	Cattaraugus Avenue	2 Hrs Daily (pending petition)
Jasmine Avenue	Alley s/o Culver Blvd	Braddock Drive	STANDARD
Keystone Avenue	Alley s/o Culver Blvd	Braddock Drive	2 Hr M-F 8am-1pm
Krueger Street	Ince Blvd	Cul-de-sac e/o Higuera Street	STANDARD
La Fayette Place	Culver Boulevard	Lucerne Avenue	1 Hr Sun 12am-Fri 6pm; & Pkg only w/permit Fri 6pm-; Sun 12 am*
La Salle Avenue	Culver Blvd	Braddock Drive	STANDARD
Le Bourget Avenue	Alley s/o Culver Blvd	Braddock Drive	Resident-Only
Le Bourget Avenue	Braddock Drive	Park Avenue	STANDARD
Lenawee Avenue	Wrightcrest Drive	Ivy Way	STANDARD

STANDARD: 2 Hours M-S, 8am – 6pm

RES.: Residence

* Contingent upon qualifying petition; supercedes any previous parking restrictions

M-F: Monday through Friday

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RESOLUTION NO. 2009-R_ EXHIBIT "B"
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May 26, 2009

List of Zones and Corresponding Parking Restrictions

ON STREET	FROM STREET	TO STREET	ENFORCED
Lincoln Avenue	Culver Blvd	Braddock Drive	STANDARD
Lindblade Street	Harter Avenue	Huron Avenue	STANDARD
Lucerne Avenue	Ince Boulevard	Duquesne Avenue	1 Hr Sun 12am-Fri 6pm; & Pkg only w/permit Fri 6pm-; Sun 12 am*
Madison Avenue	Culver Blvd	Braddock Drive	STANDARD
Meier Street	Rosabell Street	Washington Blvd	STANDARD
Mentone Avenue	Culver Blvd	Farragut Drive	STANDARD
Midway	Washington Blvd	Oregon Avenue	1 Hr M-S 8am-6pm
Midway (w/s only)	Venice Blvd	Alley n/o Washington Blvd	1 Hr M-S 8am-6pm
Motor Avenue	Alley s/o Culver Blvd	Braddock Drive	Resident-Only
Motor Avenue	Braddock Drive	Farragut Drive	STANDARD
Oregon Avenue	Overland Avenue	Elenda Street	STANDARD
Park Avenue	Le Bourget Avenue	Motor Avenue	STANDARD
Perham Drive	Wrightcrest Drive	Ivy Way	STANDARD
Pigott Drive	Alley e/o Sepulveda Blvd	Bentley Avenue	1 Hr M-S 8am-6pm
Pointsetta Ct	RES. w/o Higuera Street	RES. e/o Ince Blvd	STANDARD
Redwood Avenue	Alley n/o Washington Blvd	Zanja Street	1 Hr M-S 8am-7pm
Reid Avenue	Jacob Street	Alley s/o Washington Blvd	STANDARD
Schaefer Street	Higuera Street	RES. s/o National Blvd	STANDARD
Segrell Way	Berryman Avenue	Sawtelle Blvd	STANDARD

STANDARD: 2 Hours M-S, 8am – 6pm

RES.: Residence

* Contingent upon qualifying petition; supercedes any previous parking restrictions

M-F: Monday through Friday

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RESOLUTION NO. 2009-R_ EXHIBIT "B"
CITY OF CULVER CITY

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May 26, 2009

List of Zones and Corresponding Parking Restrictions

ON STREET	FROM STREET	TO STREET	ENFORCED
Segrell Way	Slauson Avenue	11478 Segrell Way	STANDARD
Sentney Avenue	Alley s/o Washington Blvd	Jacob Street	STANDARD
Spad Place	Venice Blvd	Beginning of Street narrowing	2 Hr Daily 8am-6pm 1 Hr Daily 6pm-8am
Sherbourne Drive	Alley s/o Washington Blvd	Jacob Street	2 Hrs Daily
Sherbourne Drive	Jacob Street	Cul-de-sac	2 Hrs Daily (pending petition)
Star Cr	Farragut Drive	Cul-de-sac	1 Hr Daily 8am-9pm
Tuller Avenue	Alley n/o Washington Place	Cul-de-sac	STANDARD
Tuller Avenue	Alley n/o Culver Blvd	Cul-de-sac	1 Hr M-S 8am-6pm
Van Buren Place	School Street	La Ballona Creek	1 Hr Sun 12am-Fri 6pm; & Pkg only w/permit Fri 6pm-; Sun 12 am*
Ver Halen Ct	Ivey Wy	Cul-de-sac	STANDARD
Vinton Avenue	Alley s/o Culver Blvd	Braddock Drive	Resident-Only
Walgrove Avenue	Alley n/o Washington Blvd	Zanja Street	STANDARD
Wesley Street	Higuera Street	RES. s/o National Blvd	STANDARD
Westwood Blvd	Alley s/o Venice Blvd	Alley n/o Washington Blvd	1 Hr M-S 8am-6pm
Zanja Street (s/s only)	Glencoe Avenue	Redwood Avenue	STANDARD

STANDARD: 2 Hours M-S, 8am – 6pm

RES.: Residence

* Contingent upon qualifying petition; supercedes any previous parking restrictions

M-F: Monday through Friday

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RESOLUTION NO. 2009-R_ EXHIBIT "B"
CITY OF CULVER CITY
PREFERENTIAL PARKING PROGRAM

May 26, 2009

List of Zones and Corresponding Parking Restrictions

ON STREET	FROM STREET	TO STREET	ENFORCED
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NOTES:

1. Higuera Street Limited Preferential Parking Zone: The following additional restriction apply to issuance of permits for preferential parking in the limited preferential parking zone of Higuera Street.:
 - (a) A maximum of four permits may be issued to persons residing on Higuera Street. between Lucerne Avenue. and Wesley Street., a maximum of four permits may be issued to persons residing on Higuera Street. between Wesley Street and Helms Avenue., a maximum of four permits may be issued to persons residing on Higuera Street. between Helms Avenue. and Schaefer Street., and a maximum of four permits may be issued to persons residing on Higuera Street. south of Schaeffer Street. ; provided that no more than two permits shall be issued for any one address unless proof of hardship is submitted.
 - (b) Permits shall be issued to persons residing within the limited preferential parking zone on a "first come, first served" basis, who own a private passenger vehicle, with not more than two axles and four wheels, which is no more that eighteen (18) feet in length and is registered at address within the zone.

STANDARD: 2 Hours M-S, 8am – 6pm

RES.: Residence

* Contingent upon qualifying petition; supercedes any previous parking restrictions

M-F: Monday through Friday

M-S: Monday through Saturday

S-S: Saturday and Sunday

PARKING STUDY REPORT

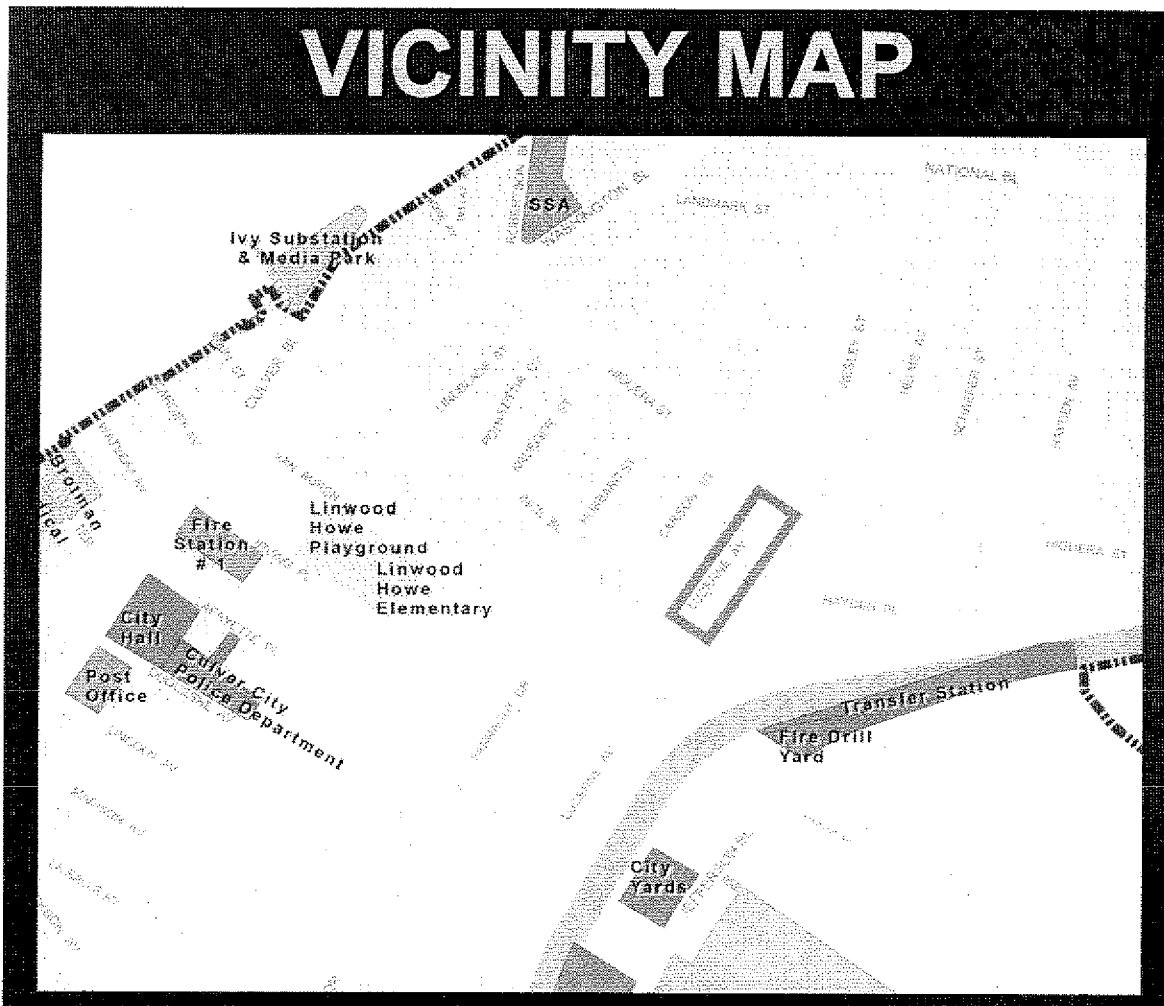
Traffic Committee, January 27, 2009

9000 BLOCK OF LUCERNE AVENUE

INTRODUCTION

On July 30, 2008, a petition was received from the residents of the 9000 block of Lucerne Avenue, requesting consideration for participation in the Permit Parking Program. Based on Traffic Engineering workload, the average time to complete the process for this type of petitions is approximately 11 months and requires approximately 35 man-hours. A parking survey and an occupancy and parking intrusion study was conducted in January, 2009 by Traffic Engineering staff.

The petition requests "2-hour parking, Monday through Saturday, from 8:00 a.m. to 6:00 p.m., except by permit," on Lucerne Avenue between Higuera Street and Ince Boulevard. Lucerne Avenue is lined with residential development on both sides of the street, and has 30 dwelling units. The Vicinity Map below, depicts the neighborhood; the study block is outlined in green.



PARKING STUDY REPORT
Traffic Committee, January 27, 2009

9000 BLOCK OF LUCERNE AVENUE

IMPACTS REPORTED BY RESIDENTS

The residents of the 9000 block of Lucerne Avenue complain that intrusion parking is impacting the residents in the following ways:

- Severe **intrusion** by non-residential parking;
- Parking in a manner that blocks driveways;
- Loitering and loud conversations at vehicles;
- Littering from non-residents' vehicles;
- Nuisance noise;
- Loud radios;
- Rudeness from non-residents;
- Verbal confrontations/altercations with non-residents;
- Inconvenience of not having parking for residents' guests and residents; and
- Nuisance calls to CCPD.

The source of intrusion parking is the Hayden Place employees and visitors, studio employees and visitors, and other nearby businesses.

PARKING STUDY REPORT
Traffic Committee, January 27, 2009

9000 BLOCK OF LUCERNE AVENUE

PROCEDURAL REQUIREMENTS

City Council-adopted regulations stipulate the procedural requirements and the quantifiable parking thresholds to be met in order for a residential block to qualify for permit parking. The rest of the report focuses on these requirements.

The specific regulations and authority for the Permit Parking Program are contained in the following:

Preferential Parking Program

- ✓ AUTHORITY: PROCEDURES AND REGULATIONS FOR PREFERENTIAL PARKING ZONES, November 22, 2004 (PPP)
- ✓ Resolution No. 2004-R085
- ✓ Ordinance No. 2004-017
- ✓ CCMC 7.03.300 through 7.03.315

PETITION CONSENSUS

The City Council-adopted Procedures and Regulations for Preferential Parking Zones (PPP) state that in order for a street to be considered for preferential parking, a petition must be signed by at least 75% of the affected households on the street submitting the petition. The petition for the subject block was signed by 80% of the affected households, that is 24 out of 30.

PARKING STUDY REPORT

Traffic Committee, January 27, 2009

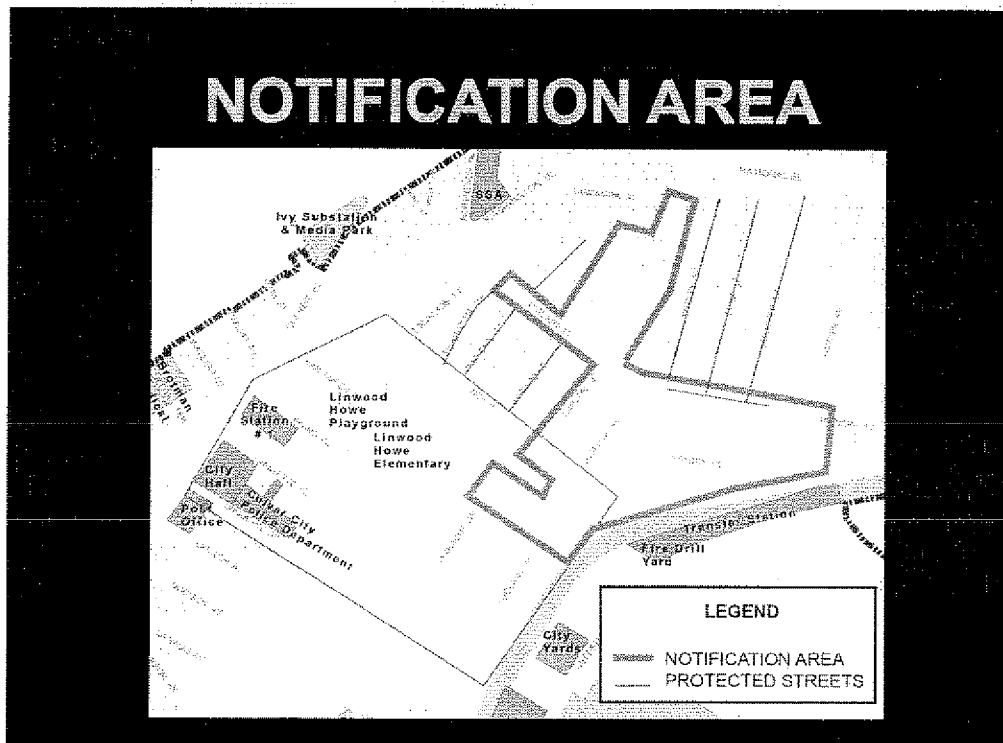
9000 BLOCK OF LUCERNE AVENUE

NOTIFICATIONS OF PUBLIC MEETINGS

On Thursday, January 15, 2009, a letter was delivered to residential dwelling units and businesses in the immediate vicinity of the 9000 block of Lucerne Avenue. The letter invited everyone to two public meetings. The first of these meetings occurred at 7:00 p.m. on Wednesday, January 21, 2009, at the Council Chambers of City Hall. The objective of this meeting was to discuss parking impacts and potential remedies, and to disseminate information on the purpose, qualifying criteria and operational requirements of preferential parking. This meeting is a requirement of the PPP for staff, the neighborhood representative(s) identified in the petition, and any interested adjacent businesses. Nevertheless, exercising a philosophy of inclusivity and openness, all potentially affected households and businesses in the immediate vicinity of the 9000 block of Lucerne Avenue were notified.

In the same letter, staff provided notification of the then-upcoming Traffic Committee meeting of Tuesday, January 27, 2009, at 7:00 p.m. in the Council Chambers of City Hall. A copy of the letter is appended to this report.

Streets presently posted with permit parking signs were not notified of the meetings, since they are presently protected from intrusion parking and/or they are beyond the typical distance for intrusion parking. See the map below for Notification Area.



PARKING STUDY REPORT
Traffic Committee, January 27, 2009

9000 BLOCK OF LUCERNE AVENUE

EXISTING CONDITIONS

Lucerne Avenue, between Higuera Street and Ince Boulevard is an east-west street and is approximately 680 feet long with residential development on both sides of the street. The north side of the street is posted with "No Parking Anytime" signs due to the narrowness of the street; for most of its length it is approximately 30 feet wide. The north side has five parking spaces, all immediately east of Ince Boulevard, where the street widens and becomes a divided road by a triangular median, created by striping and a landscaped raised median. The south side of the street has 21 parking spaces. The only existing parking restrictions are for street sweeping. See the aerial below.



PARKING STUDY REPORT
Traffic Committee, January 27, 2009

9000 BLOCK OF LUCERNE AVENUE

EXISTING PERMIT PARKING RESTRICTIONS

Presently, in the vicinity to the east, regulated time-limited permit parking exists on Wesley Street, Helms Avenue, Schaefer Street, between Higuera Street and National Boulevard and on Higuera Street, from Wesley Avenue to the last residential dwelling east of Schaefer Street. Also to the north, Poinsettia Court, between Higuera Street and Ince Boulevard, Krueger Street, between Ince Boulevard and the cul-de-sac east of Higuera Street, and Hubbard Street, between Higuera Street and Ince Boulevard, have permit parking.

Additionally, in December, 2008, the City Council adopted the Linwood Howe Residential Parking District composed of all the residential frontages within the boundaries indicated in the Existing Permit Parking map below.



PARKING STUDY REPORT
Traffic Committee, January 27, 2009

9000 BLOCK OF LUCERNE AVENUE

EXISTING UNRESTRICTED PARKING STREETS

Presently, not including the applicant street, there are three residential streets/segments having no parking restrictions, except for street sweeping. They are Higuera Street, between Poinsettia Court and Wesley Avenue; Hubbard Street, between Higuera Street and the cul-de-sac east of Higuera Street; and Carson Street, between Ince Boulevard and the cul-de-sac east of Higuera Street. See the map below.



PARKING STUDY REPORT

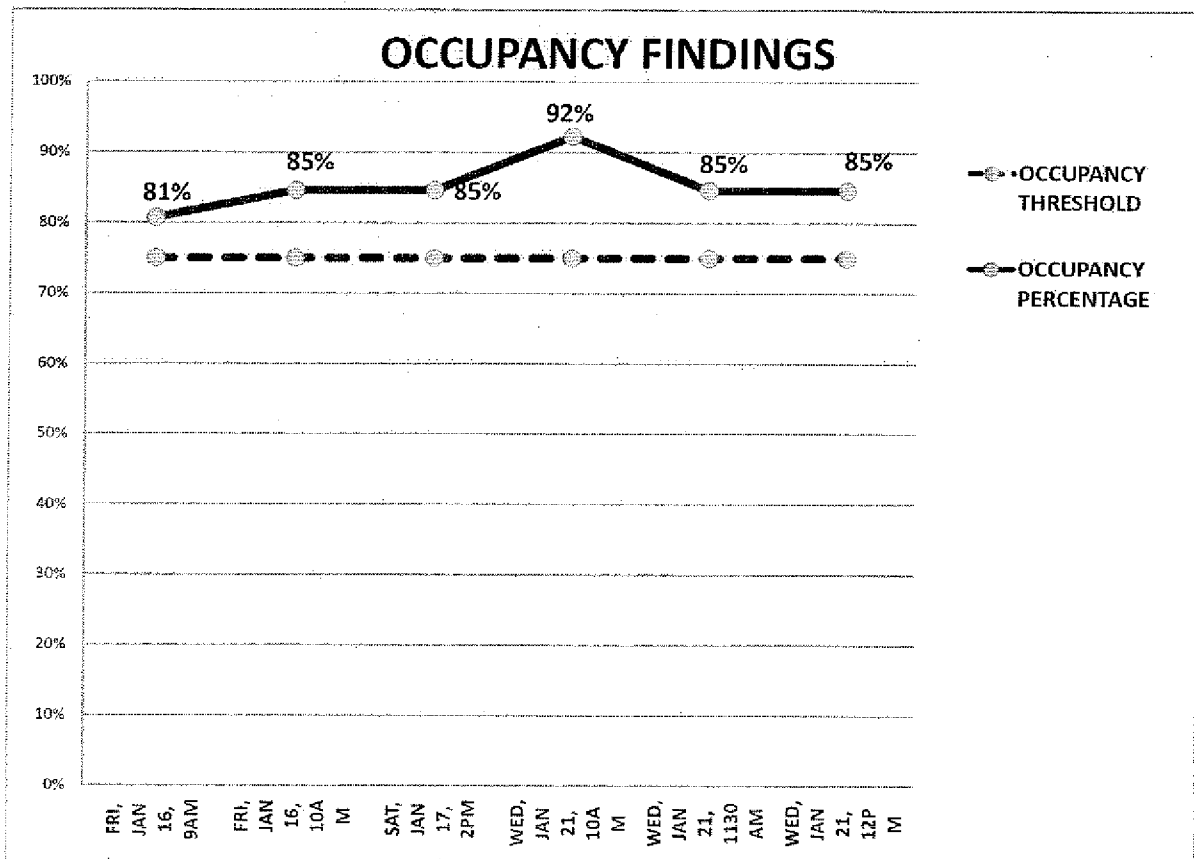
Traffic Committee, January 27, 2009

9000 BLOCK OF LUCERNE AVENUE

PARKING OCCUPANCY FINDINGS

In accordance with the City Council-adopted PPP, Traffic Engineering staff conducted an occupancy study. The adopted threshold requires that at least 75% of the available legal curb-side parking spaces be occupied during a minimum of six field inspections during the hours being requested for permit parking by the petition.

Staff conducted a total of eight site visits. On six of these visits, the threshold for occupancy was met. This is the first of two quantifiable criteria that shall be met by a residential block to be considered for participation in the PPP.



PARKING STUDY REPORT

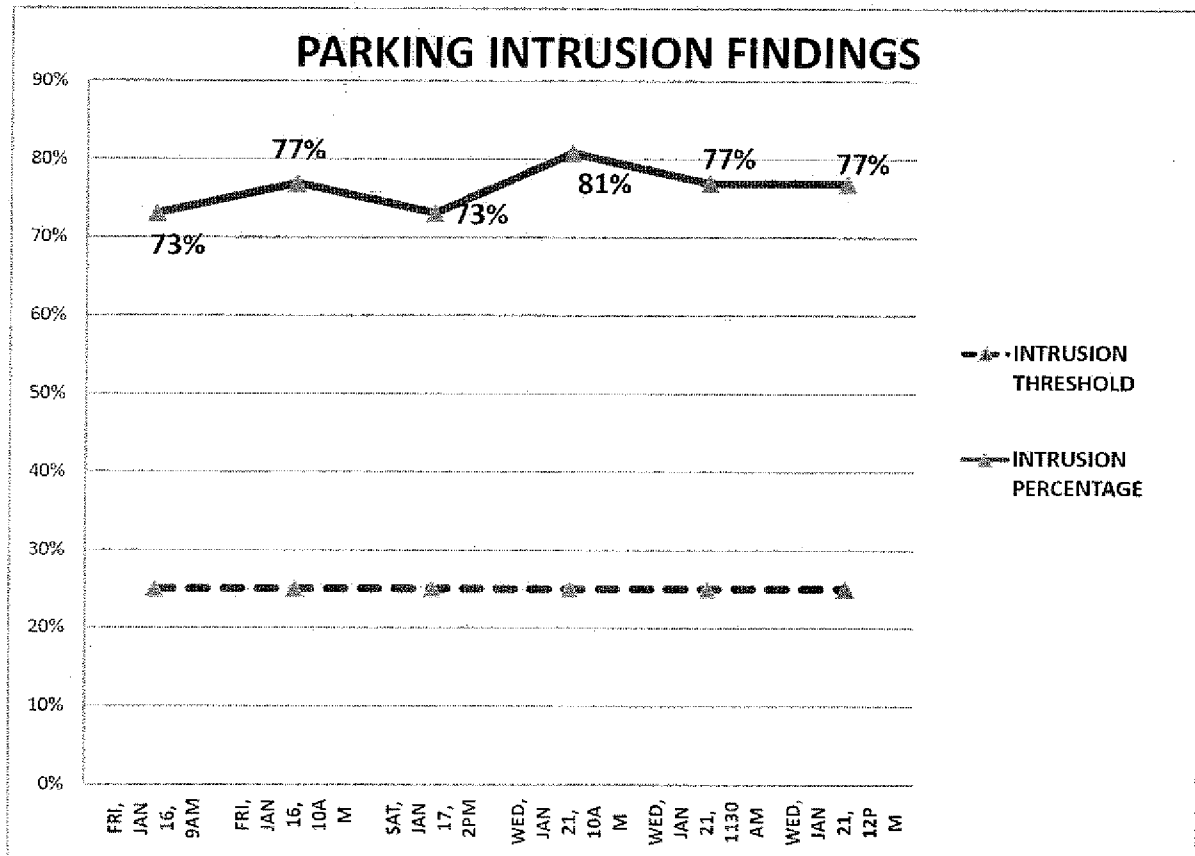
Traffic Committee, January 27, 2009

9000 BLOCK OF LUCERNE AVENUE

PARKING INTRUSION FINDINGS

Traffic Engineering staff also conducted a parking intrusion study. Concurrent with the occupancy threshold, the City Council-adopted PPP requires that for the parking restrictions requested in the petition, 25% of the available legal curb-side parking spaces be occupied by non-resident parked vehicles during a minimum of six field inspections, during the hours being requested for permit parking by the petition.

The threshold for non-resident parking intrusion was met. This is the second of two quantifiable criteria that shall be met by a residential block to be considered for participation in the PPP.



PARKING STUDY REPORT
Traffic Committee, January 27, 2009

9000 BLOCK OF LUCERNE AVENUE

ABSENCE OF OTHER THRESHOLDS/CRITERIA

The PPP, as presently adopted, does not contain other thresholds, criteria, or conditions to be considered in the processing of petitions to participate in the program. Items such as the usage of garages, parking areas, car ports and/or driveways by the residents of the petitioning street are not included and staff has not taken these into consideration.

PARKING SPILL-OVER

The parking intrusion being experienced by the 9000 block of Lucerne Avenue is the result of successful businesses in the vicinity having an apparent shortage of parking availability for their employees and visitors. Given the nature of the intrusion parking, it can be expected that if the 9000 block of Lucerne Avenue were to be approved for permit parking by the City Council, then the displaced parking demand would be shifted to the adjacent unrestricted streets indicated above.

EXPANSION OF PERMIT PARKING BOUNDARY

The City Council-adopted PPP, as specified in Rules and Procedures for Preferential Parking Districts, item number 5.d, states that the Engineering Division may adjust the boundaries of a parking district to include other areas that may be impacted by intrusion parking.

“Whether the boundaries of the proposed preferential parking zone should include not only those areas that experience the greatest parking congestion, but also those areas that would likely experience congestion due to future relocation of the existing parking demand. If the City Engineer determines that the zone should be expanded, the Engineering Division shall be responsible for coordinating with the areas outside of the originally requested Preferential Parking Zone.”

If these streets were not included for protection from parking intrusion, due to the anticipated spill-over parking, each of these blocks will probably meet the PPP criteria in the future.

In implementing the above criteria and to prevent the adjacent unrestricted residential blocks from experiencing the impacts of spill-over intrusion parking, as well as to effect a more integrated approach in addressing anticipated parking impacts, staff believes it necessary to expand the boundaries of the area recommended for permit parking.

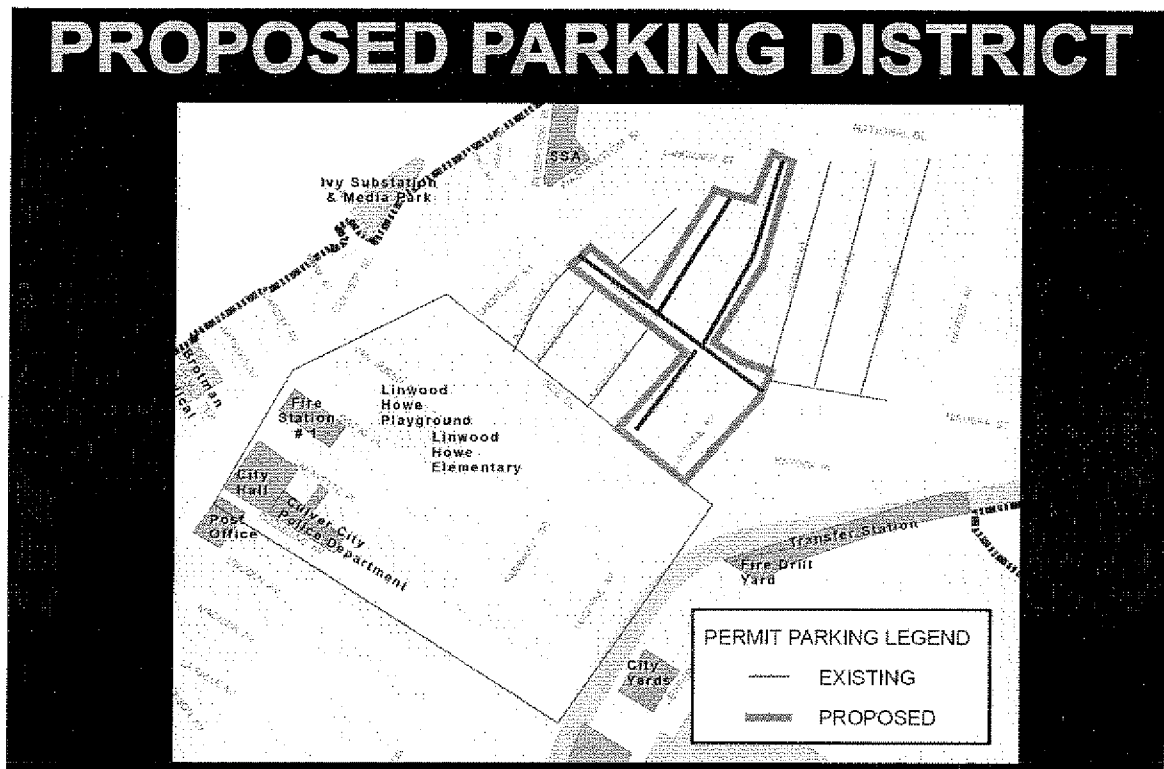
PARKING STUDY REPORT

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9000 BLOCK OF LUCERNE AVENUE

PROPOSED NEW PARKING DISTRICT

Based on all the above, staff believes it is prudent to recommend, along with the 9000 block of Lucerne Avenue, the blocks which presently do not have parking restrictions, to form a new Preferential Parking District. See the Proposed Parking District boundary indicated in green in the map below.



INACTIVE UNTIL DULY SUBMITTED PETITION IS SUBMITTED

Any streets that are encompassed within the broadened boundaries, (only if subsequently approved by the City Council), which did not petition for permit parking, would remain in their present unrestricted state until that time when the residents of the street desire permit parking and submit a petition compliant with the requirements of the PPP. At the time of submittal of a petition, these streets would not need to pay an application fee and a parking study would not be required. Additionally, the City Council would not need to take further action, assuming the street would have been made a part of a parking district earlier.

However, 66% of the residents of such street would need to purchase parking permits after submittal of the petition, and the neighborhood representative named on the petition would need to pay the fee for the street signs indicating the parking

PARKING STUDY REPORT
Traffic Committee, January 27, 2009

9000 BLOCK OF LUCERNE AVENUE

restriction. Once these items have been fulfilled, then parking enforcement may commence.

ANNUAL PERMIT PARKING FEE

The current permit parking fee is \$16.00 per vehicle, with a maximum of two permits per residence. The fee of \$16.00 is pro rated down to \$8 at the middle of the calendar year. The PPP does not offer refunds for partial usage. The fees received will be deposited to the General Fund.

A "Hardship" process is contained within the PPP regulations for consideration of requests for more than two annual parking permits. The consideration for additional permits is based on the configuration of the residential lot and the building improvements on the lot, as well as on the potential of the lot to accommodate on-site parking.

Visitors to the residents who reside in a permit parking street may be issued paper parking "passes" by the resident they are visiting. These permits are available to residents of permit parking street free of cost; the City Council may change this at any time at a public meeting.

PARKING ENFORCEMENT

Parking enforcement of parking violations within a permit parking street is done by the Culver City Police Department (CCPD). CCPD has limited resources and presently does not have enforcement routes for its parking enforcement officers. Enforcement is dependent upon phone calls from residents of the restricted streets to report parking violations. The time it takes for response to parking enforcement calls is contingent upon on the availability of parking enforcement officers, and will vary, depending on their present work in progress at the time of the call for enforcement.

PARKING NEEDS OF THE LOCAL BUSINESS COMMUNITY

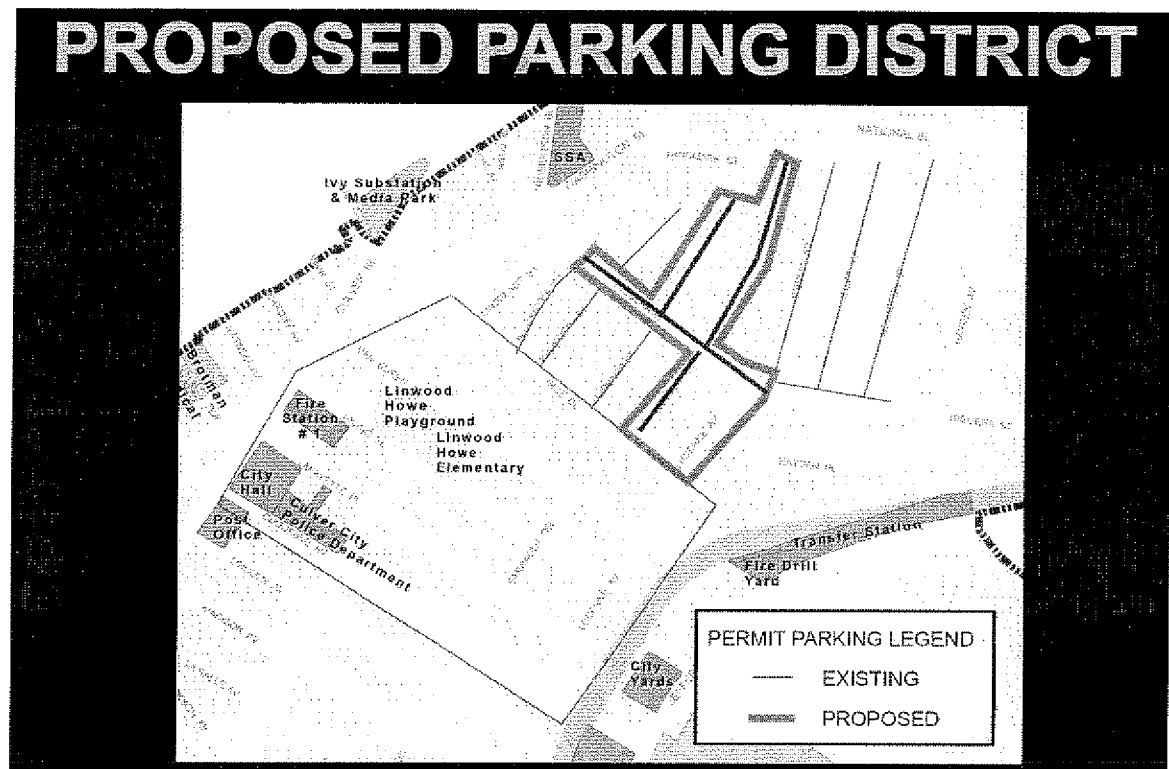
Staff believes that there is an unmet need in parking availability of the local business community. The intrusion parking experienced by residential streets may be caused by shortages in parking supply at the business locales, growth beyond the existing parking availability by the businesses, or operational deficiencies of the businesses' parking lots and/or of the adjacent curb-side parking. In order to address the causes for the parking shortage, staff recommends that these businesses contact the City and the Redevelopment Agency to explore the topic in a public meeting forum, and determine if the City and the Agency may contribute to a solution.

PARKING STUDY REPORT
Traffic Committee, January 27, 2009

9000 BLOCK OF LUCERNE AVENUE

RECOMMENDATIONS

Staff recommends that the Traffic Committee approve the petition from the residents of the 9000 block of Lucerne Avenue and that the Traffic Committee recommend to the City Engineer the creation of a new proposed parking district as illustrated in the Proposed Parking District map below.



QUESTIONS AND FURTHER INFORMATION

This report has been prepared by Traffic Engineering staff. Please contact Gabe Garcia, (310) 253-5633 or gabe.garcia@culvercity.org with questions.

PARKING STUDY REPORT
Traffic Committee, January 27, 2009

9000 BLOCK OF LUCERNE AVENUE

MOTIONS:

That the Traffic Committee:

1. Approve the petition from the residents of the 9000 block of Lucerne Avenue for 2-hour permit parking, from Monday to Saturday, 8:00 a.m. to 6:00 p.m., except with a permit; and
2. Recommend to the City Engineer the creation of a new permit parking district composed of the streets as illustrated in the Proposed Parking District map.

PARKING STUDY REPORT
Traffic Committee, January 27, 2009

9000 BLOCK OF LUCERNE AVENUE

APPENDIX

PARKING STUDY REPORT
Traffic Committee, January 27, 2009

9000 BLOCK OF LUCERNE AVENUE



Culver CITY

PUBLIC WORKS DEPARTMENT

9770 Culver Boulevard, Culver City, California 90232



Charles D. Herbertson, P.E., LS
Public Works Director and
City Engineer

(310) 253-5600

Mate Gaspar, P.E.
Engineering Services Manager

FAX (310) 253-5626

January 15, 2009

Hand Delivered

SUBJECT: **INVITATION TO TWO MEETINGS REGARDING TIME-LIMITED PERMIT PARKING.**

Dear Residents of the 9000 Block of Lucerne Avenue, and adjacent neighbors,*

Regarding the 1st Meeting. The Engineering Division has received a petition from the residents of the 9000 Block of Lucerne Avenue, between Higuera Street and Ince Boulevard, requesting that the City consider the installation of two-hour time-limited permit parking, between the hours of 8:00 a.m. and 6:00 p.m., Monday through Saturday, on their block. The petition has the support of 80% of the residents of the block. The process to be followed includes City staff holding an informal meeting with the designated Neighborhood Representatives for the 9000 block of Lucerne Avenue, and abutting non-residential interests, if any.

Although it is not a requirement that this meeting be attended by the neighborhood, in our tradition of inclusivity and openness, the City along with the Neighborhood Representatives, would like to extend an invitation for your attendance. This 1st meeting is scheduled as follows:

DATE: Wednesday, January 21, 2009
TIME: 7:00 P.M.
PLACE: Council Chambers
1st Floor, City Hall
9770 Culver Boulevard
PURPOSE: To discuss impacts and potential remedies, and to disseminate information on the purpose, qualifying criteria and operational requirements of preferential parking

Regarding the 2nd Meeting. You are also invited to attend the subsequent Traffic Committee meeting in which the findings of a parking study will be presented, and a recommendation, in favor or against the petition will be made to the City Engineer. Under the City Council-adopted permit parking program, the boundaries for parking restrictions and permit parking may be expanded beyond the petitioning block, according to the judgment of

Culver City Employees take pride in effectively providing the highest levels of service to enrich the quality of life for the community by building on our tradition of more than seventy-five years of public service, by our present commitment, and by our dedication to meet the challenges of the future.

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PARKING STUDY REPORT
Traffic Committee, January 27, 2009

9000 BLOCK OF LUCERNE AVENUE

RESIDENTS OF THE 9000 BLOCK OF LUCERNE AVE AND NEIGHBORS IN ADJACENT BLOCKS
January 15, 2009
Page 2

Traffic Engineering staff. Your attendance and input at the Traffic Committee meeting is encouraged.

If the Traffic Committee makes a favorable recommendation, the City Engineer will schedule the request for permit parking on a future City Council agenda for final action. You will receive notification of that City Council meeting in the future.

The Traffic Committee is scheduled to consider the request as follows:

DATE: Tuesday, January 27, 2009
TIME: 7:00 P.M.
PLACE: Council Chambers
1st Floor, City Hall
9770 Culver Boulevard
PURPOSE: To provide the community an opportunity for discussion of the request
and to vote on a recommendation to the City Engineer in favor of or
against the request.

If you have any questions or comments regarding this, please contact me.

Sincerely,

Gabe Garcia
Traffic Engineering Manager
(310) 253-5633 v
gabe.garcia@culvercity.org

cc: Charles Herbertson, Public Works Director and City Engineer
Mate Gaspar, Engineering Services Manager

*Carson Street, from Ince Boulevard east to the cul-de-sac
Hayden Place, from Hayden Avenue to the cul-de-sac
Higuera Street, from Krueger Street to Hayden Avenue
Hubbard Street, from Higuera Street to the cul-de-sac
Ince Boulevard, from Carson Street south to the cul-de-sac
Lucerne Avenue from Van Buren Place to Higuera Street
Van Buren Place, from Farragut Drive to south to the cul-de-sac

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