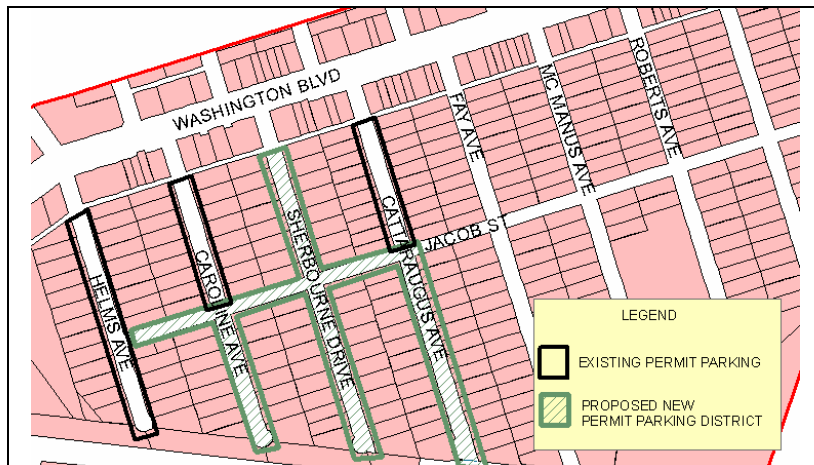


City of Culver City, California
City Council Agenda Item Report

Meeting Date: 04/10/06		Item Number: <u>A-1</u>	
AGENDA ITEM: Adoption of a Resolution Establishing Preferential Parking on Sherbourne Drive between the alley south of Washington Boulevard and Jacob Street, and a Preferential Parking District Encompassing Sherbourne Drive Between the Alley South of Washington Boulevard and Jacob Street; Caroline Avenue, Sherbourne Drive, and Cattaraugus Avenue between Jacob Street and the south end of the cul-de-sacs; and Jacob Street from Helms Avenue to Cattaraugus Avenue. Adopt Resolution 2006-R_____ and Rescind Resolution 2005-R062.			
Contact Person/Dept.: Gabe Garcia/PW		Phone Number: (310) 253-5633	
Fiscal Impact: Yes ☒ No ☐		General Fund: Yes ☒ No ☐	
Public Hearing: ☐		Action Item: ☒ Attachments: ☒	
Public Notification: All residents, property owners, and businesses on Caroline Avenue, Sherbourne Drive, and Cattaraugus Avenue, plus the businesses on the north and south side of Washington Boulevard between Hutchinson Avenue and McManus Avenue and East Culver City Alliance were hand-delivered or mailed a post card notification on March 30, 2006 and Master Notification List on April 5, 2006.			
Department Approval: Charles D. Herbertson (03/31/06)		CAO Approval: Martin R. Cole for Jerry B. Fulwood (04/05/06)	
City Controller Approval: Marlee Chang (04/06/06)			

RECOMMENDATION:

Staff recommends that the City Council: 1) approve preferential parking on Sherbourne Drive between the alley south of Washington Boulevard and Jacob Street; and 2) approve establishing a preferential parking district encompassing Sherbourne Drive between the alley south of Washington Boulevard and Jacob Street; Caroline Avenue Cattaraugus Avenue between Jacob Street and the south end of the cul-de-sacs; and Jacob Street from Helms Avenue to Cattaraugus Avenue



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BACKGROUND:

In April, 2005, a petition was received from the residents of the 3300 block of Sherbourne Drive. The petition was not processed shortly after its submittal due to the traffic engineer's large workload on development projects, capital improvement projects, and neighborhood traffic management plans. The traffic engineer resigned in September 2005.

Subsequently, the interim Traffic Engineering Manager became familiar with the pending projects and workload over the following months. Due to holidays and lack of a quorum, the first available meeting to consider this request was in February, 2006. Additionally, staff believed it was necessary to study and consider parking intrusion impacts to an area greater than that being covered by the petition.

The Petition requested "1-hour parking, from 6:00 a.m. to 11:00 p.m., seven-days-per-week, except by permit," on Sherbourne Drive between the alley south of Washington Boulevard and Jacob Street was received from Mr. Robert Kraft, a resident of the block. Current preferential parking guidelines 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. The petition for this case was signed by 91% of the affected households.

The petition was subsequently brought before the Traffic Committee at its February 22, 2006 meeting. Mr. Kraft, author of the petition, was invited to attend the Traffic Committee meeting, and he attended along with other residents of Sherbourne Drive, and one business owner from Washington Boulevard, adjacent to Sherbourne Drive. The Committee, after discussion and dialog with the residents and the member of the local business community, amended the original petition, by a motion to recommend 2-hour, seven-days-per-week, time-limited permit parking, except with a permit, instead of the original request. This motion was passed, in consensus with the community representatives present at the meeting, on a 5-0 vote to recommend approval to the City Engineer and subsequently to the City Council.

The block immediately to the south, between Jacob Street and the cul-de-sac was not included in this petition. They had previously applied for parking permit in February, 2005, but based on the field-study, the block failed to meet the program criteria. Nevertheless, due to spill-over parking excluded from the block to the north, they would probably meet the criteria once the subject block has been permitted.

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DISCUSSION:

The section of Sherbourne Drive under consideration is adjacent to Washington Boulevard, a C-3 commercial zone. According to Mr. Kraft and the residents, many of the patrons and employees of the businesses on Washington Boulevard park their vehicles on Sherbourne Drive, making it difficult for residents of this street to park near their homes.

The adopted Rules and Procedures for Preferential Parking Districts, state as follows:

“The primary purpose of a preferential parking district 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.”

In order to assess the degree of parking impacts on this street, visual inspections were done at different times and days by staff, in accordance with the adopted criteria. The inspections revealed that the program criteria were met 11 out of 16 times. During the 11 times, parking utilization was between 75% and 90%.

As with the installation of any preferential parking zone, there always exists the possibility of non-residential parking spill-over to other neighboring streets. Currently, Helms Avenue, Caroline Avenue, and Cattaraugus Avenue have permit parking. Therefore, with the inclusion of Sherbourne Drive as a preferential parking zone, non-permitted vehicles that would normally park on Sherbourne Drive may park on other nearby streets such as the block to the south of Jacob Street.

Expansion of parking district

The Council-adopted criteria, 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

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Engineering Division shall be responsible for coordinating with the areas outside of the originally requested Preferential Parking Zone.”

In implementing the above criteria and to avoid the residential blocks south of Jacob Street, including Jacob Street, 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 that Caroline Avenue, Sherbourne Drive, and Cattaraugus Avenue, south of Jacob Street, as well as Jacob Street between Helms Avenue and Cattaraugus Avenue be made part of the preferential parking district under this consideration for approval. However, these additional streets would have permit parking signs installed only after a duly executed petition has been submitted to Engineering, as per the adopted procedures.

The southern block of Sherbourne Drive has previously expressed the desire for preferential permit parking but did not meet the criteria. Staff projects that the criteria would be met in the immediate future by this block, as well as by Jacob Street, if the block to the north were permitted and the blocks to the south were not. The other two blocks on either side of Sherbourne Drive have not requested permit parking in the recent past.

It is the City’s policy to not enforce permit parking on residential neighborhoods, but rather, to have residential neighborhoods express their desire for permit parking by submitting duly executed petitions. Therefore, if Council approves this request and creates a district encompassing the petitioning block of Sherbourne Drive and the extension blocks of Caroline Avenue, Sherbourne Drive, and Cattaraugus Avenue, south of Jacob Street, as well as Jacob Street between Helms Avenue and Cattaraugus Avenue, each of the extension blocks would be required to submit a petition requesting preferential parking before the district would be implemented on their block. Each extension block would be responsible for the cost of signs, as per the adopted procedures.

Local Business Community Parking Needs

During the Traffic Committee meeting of February, 2006, staff and the residents expressed their concern regarding the parking needs for the local business community on Washington Boulevard between Helms Avenue and La Cienega Boulevard. In order to address their parking needs, staff is studying the possibility of commercial parking permits in commercial-adjacent target zones, such as the segments between Washington Boulevard and the alley to the south and the City boundary to the north in east Culver City. This will be brought back to Council on a future agenda for discussion.

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Adopted Preferential Parking Regulations

No changes are being proposed to the adopted Procedures and Regulations for Preferential Parking Zones. It is included as an attachment to the proposed resolution so that all regulating documents are part of the same resolution. This facilitates the parking program document management.

PUBLIC NOTIFICATION

On March 30, 2006, 524 public notices of this meeting were mailed or hand-delivered: 261 to residents, 188 to property owners, and 75 to business in the subject area (including residents and businesses on the north side of Washington Boulevard).

FISCAL ANALYSIS:

The current permit parking fee is \$16.00 for each permit issued at the beginning of each calendar year. The fee is prorated quarterly as per adopted guidelines. The fees received will be deposited to the General Fund.

Mr. Kraft and the petitioning residents understand and have accepted the responsibility for the cost of the signs posted in the public right-of-way in order to accomplish permit parking on their block, should this request be approved. Eight signs, at a cost of \$35 each will be necessary between the alley south of Washington Boulevard and Jacob Street. This will amount to \$280 which the residents of Sherbourne Drive will need to pay prior to installation of time-limit parking restrictions.

ATTACHMENTS:

- Petition, dated April 26, 2005
- February 22, 2006 Traffic Committee Meeting minutes
- Proposed Resolution No. 2006-R___ Establishing a preferential parking district encompassing Sherbourne Drive between the alley south of Washington Boulevard and Jacob Street; Caroline Avenue, Sherbourne Drive, and Cattaraugus Avenue between Jacob Street and the south end of the cul-de-sacs; and Jacob Street from Helms Avenue to Cattaraugus Avenue.
- Copy of Notification Postcard

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MOTIONS:

That the City Council:

1. Approve preferential parking on Sherbourne Drive between the alley south of Washington Boulevard and Jacob Street and approve establishing a Preferential Parking District encompassing Sherbourne Drive between the Alley South of Washington Boulevard and Jacob Street; Caroline Avenue, Sherbourne Drive, and Cattaraugus Avenue between Jacob Street and the south end of the cul-de-sacs; and Jacob Street from Helms Avenue to Cattaraugus Avenue; and
2. Adopt Resolution 2006-R _____ establishing the preferential parking district as per motion number 1, and rescind Resolution 2005-R062.