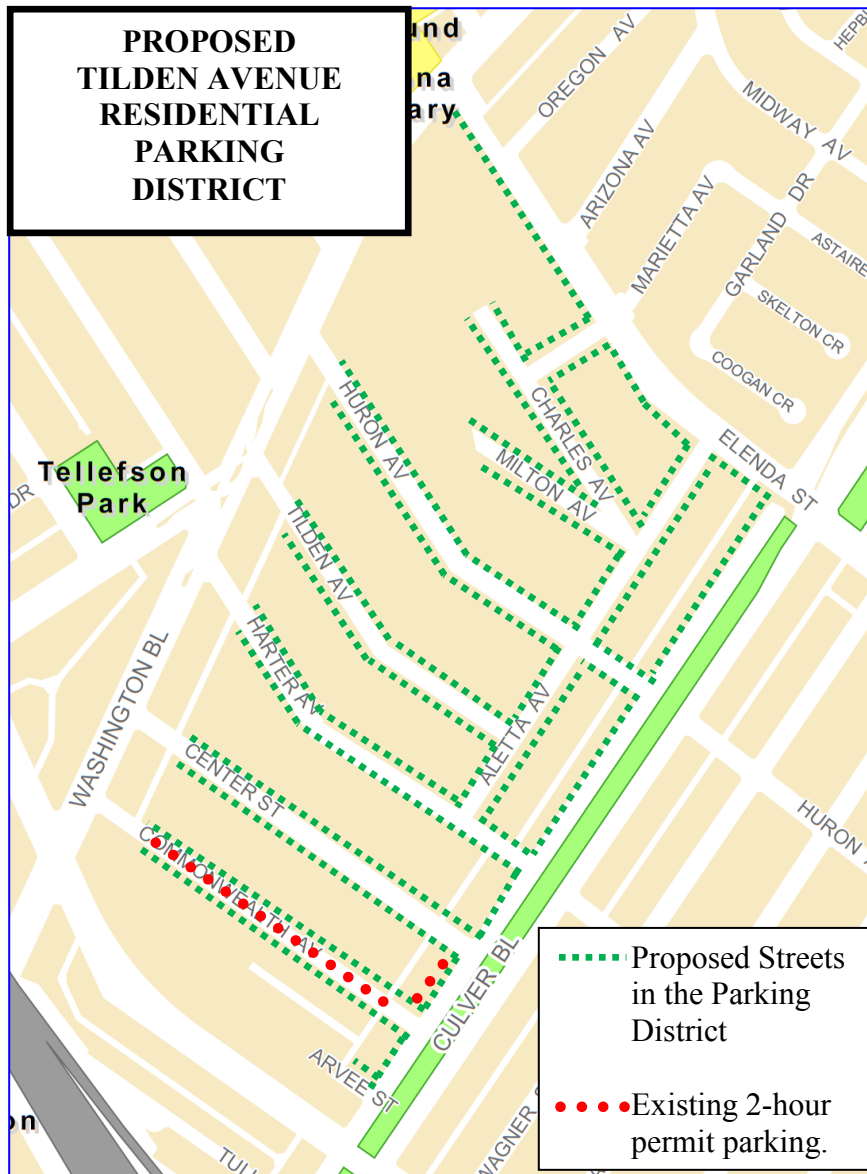


**City of Culver City, California
Agenda Item Report**

Meeting Date: 02/28/2011		Item Number: <u>A-1</u>	
CITY COUNCIL AGENDA ITEM: Adoption of a Resolution Establishing a Preferential Parking District (Tilden Avenue Residential Parking District) and Rescinding Resolution No. 2009-R035.			
Contact Person/Dept.: Gabe Garcia/PW		Phone Number: (310) 253-5633	
Fiscal Impact: Yes ☒ No ☐		General Fund: Yes ☒ No ☐	
Public Hearing: ☐		Action Item: ☒ Attachments: ☒	
Commission Action Required: Yes ☐ No ☒ Date: _____			
Public Notification: (Email) Agenda and Meetings – City Council (02/23/11) (Letter) All residents, property owners, and businesses of the subject area (February 15, 2011).			
Department Approval: Charles D. Herbertson(02/17/11)		City Attorney Approval: Carol Schwab (by H. Baker) (02/23/11)	
Chief Financial Officer Approval: Jeff Muir (02/23/11)		City Manager Approval: John M. Nachbar (02/23/11)	
<u>RECOMMENDATION:</u> Staff recommends that the City Council adopt a resolution establishing a Preferential Parking District (Tilden Avenue Residential Parking District) and rescinding Resolution No. 2009-R035. <u>BACKGROUND:</u> Over the past several months, the subject neighborhood residents were invited to attend several meetings to learn about and provide their input regarding the proposed Tilden Terrace development located at the southwest corner of Tilden Avenue and Washington Boulevard. At the meetings, the residents discussed two topics under the charge of the Public Works Department: 1) that the existing street sweeping schedule on Fridays be modified to not occur during the mid-day hours on alternate sides of the streets in the neighborhood; and 2) the creation of a permit parking district due to existing commercial parking intrusion and the potential parking impacts of the proposed Tilden Terrace development. Public Works Department staff has modified the street sweeping schedule as requested, and it is anticipated to be effected within several weeks. This staff report will focus on the proposed creation of a residential parking district.			

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DISCUSSION:

During the community meetings, the residents expressed the following concerns: 1) intrusion by non-neighborhood parking; 2) loitering; 3) loud conversations; 4) lack of parking available for visitors; and 5) the proposed Tilden Terrace development potential parking demands. The residents also requested that the City Council consider approving a residential parking district without being required as a neighborhood to go through the Preferential Parking Zone Establishment Process as

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set forth in Section C of the Procedures and Regulations for Preferential Parking Zones (the “PPZ Procedures”) in order to expedite formation of the district.

It should be noted, a similar situation occurred in November 2008 with the approval of the Linwood Howe Residential Parking District. In that case, the City Council waived certain requirements set forth in the PPZ Procedures based on the anticipated parking impacts from downtown development spreading throughout the district over time as restrictions were placed on impacted streets. Since the approval of this new District, Staff received and approved two petitions to establish new permit parking on segments of Irving Place and Braddock Drive.

The Procedures and Regulations for Preferential Parking Zones includes the following:

“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.”

EXISTING PERMIT PARKING RESTRICTIONS IN THE NEIGHBORHOOD

ON STREET	FROM	TO	PARKING RESTRICTION
Commonwealth Avenue	Alley south of Washington Boulevard	Alley north of Culver Boulevard (north side)	2-hour time-limited parking, Mon. to Sat., 8 am to 6 pm
“Little” Culver Boulevard (north side)	Commonwealth Avenue	Center Street	2-hour time-limited parking, Mon. to Sat., 8 am to 6 pm

Proposed Parking Restrictions

The parking restrictions for the above segments were established by independent petitions, thereby creating two separate districts. It is proposed that by creating a larger neighborhood-wide district as outlined in the map on page 2 of this report (with 2-hour, time-limited parking, from Monday through Saturday, 8:00 a.m. to 6:00

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p.m., except with a permit), and absorbing the two existing permit parking segments listed above, the parking restrictions will be made uniform throughout this neighborhood. Alternatively, giving consideration to each block on an individual basis, consistent with the existing City Council policy, may yield varying parking restrictions. A 2-hour time-limited parking is supported by the neighborhood, as voiced through residents who attended the community meetings regarding the proposed Tilden development and their two neighborhood representatives. Staff concurs with the proposed 2-hour time-limited parking as it provides a balance between the adjacent non-residential short-term parking needs and the residential neighborhood parking needs.

At this time, Staff has not conducted the usual steps it would take under the PPZ Procedures, including the license plate checks to verify if there is a significant non-resident parking intrusion into the neighborhood and contact with the Police Department regarding reported complaints of loitering and loud conversations in the neighborhood. However, it is staff's opinion that waiver of certain requirements of the PPZ Procedures and approval of the Tilden Avenue Residential Parking District is warranted based on the scarcity of parking in the adjacent commercial district and testimony from residents living in the area.

The proposed Tilden Parking District would encompass only the residential frontages of the following streets: 1) Elenda Street (west side only) from the prolongation of Arizona Avenue to Culver Boulevard; 2) Charles Avenue from Aletta Avenue to cul-de-sac; 3) Milton Avenue from Aletta Avenue to cul-de-sac; 4) Huron Avenue from the alley south of Washington Boulevard to Culver Boulevard; 5) Tilden Avenue from the alley south of Washington Boulevard to Aletta Avenue; 6) Harter Avenue from the alley south of Washington Boulevard to Culver Boulevard; 7) Center Street from the alley south of Washington Boulevard to Culver Boulevard; 8) Commonwealth Avenue from the alley south of Washington Boulevard to Culver Boulevard; 9) Arvee Street (east side only) from Culver Boulevard to the alley; 10) Marietta Avenue from Elenda Street to Charles Avenue; 11) Aletta Avenue from Elenda Street to Harter Avenue; and 12) Culver Boulevard (north side only) from Elenda Street to Arvee Street. It is proposed that 2-hour time-limited parking, except with a permit, from Monday 8:00 a.m. through Saturday 6:00 p.m. be established on those streets.

Should the City Council approve the proposed parking district, any new streets (shown as dashed lines on the map) would have permit parking signs installed only after a duly executed petition containing a minimum of 75% representation of the households on any block, has been submitted to the City, in accordance with the PPZ Procedures. However, it is recommended that City Council waive the payment of an application fee, parking surveys, occupancy studies, and subsequent

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consideration by the Traffic Committee or by the City Council in order to expedite this process for the residents.

FISCAL ANALYSIS:

Residents of preferential parking zones pay \$17 per calendar year (per the City Council adopted Fee Schedule) for each of two parking permits. The fee is prorated in August to \$8. Additionally, the neighborhood representatives are required to pay the cost for the street signs to give notice to the public and enforce the preferential parking restrictions (presently \$55 per sign). The fees received are deposited in the General Fund. Should the City Council approve the subject parking district, the application fee of \$250 will not be required.

The Police Department will be required to absorb the enforcement of parking restrictions with its existing staff if a street is approved for permit parking. .

As of the writing of this report, the Tilden Terrace developer is exploring, through discussions with the neighborhood representatives, paying for the cost of signs and the first year of parking permits.

ATTACHMENTS:

1. Proposed Resolution

MOTIONS:

That the City Council:

1. Waive certain requirements of the Procedures and Regulations for Preferential Parking Zones as set forth in the staff report; and
2. Adopt a Resolution establishing a Preferential Parking District (Tilden Avenue Residential Parking District) and rescinding Resolution No. 2009-R035.