



CITY COUNCIL AGENDA REPORT

MEETING DATE: MAY 17, 2005

ITEM NUMBER:

SUBJECT: REVISION OF CITY COUNCIL GUIDELINES FOR CONSIDERATION OF INSTALLATION OR REMOVAL OF **“RESIDENT ONLY”** PERMIT PARKING

DATE: MAY 5, 2005

FROM: PUBLIC SERVICES DEPARTMENT – TRANSPORTATION SERVICES DIVISION

PRESENTATION BY: PETER NAGHAVI, TRANSPORTATION SERVICES MANAGER

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RECOMMENDATION:

Approve the concept of neighborhood boundaries and minimum periods of intrusion as primary qualification factors for determining if a **“Resident Only”** parking restriction is appropriate and direct staff to proceed with modifications to the “Guidelines For Consideration Of Installation Or Removal Of Resident Only Permit Parking” and any necessary amendments to the Costa Mesa Municipal Code.

BACKGROUND:

On June 4, 1984, the City Council adopted an Ordinance and corresponding Resolution prohibiting parking at all times without a resident parking permit on certain identified streets or segments of streets near the Orange County Fairgrounds/Pacific Amphitheater. This particular **“resident only”** parking restriction was approved to address severe parking intrusion into the neighborhood by patrons of the Orange County Fairgrounds and the Pacific Amphitheater. Residents within the area for which permits are required obtain permits for their legally registered vehicles upon providing proof of residence in the restricted area. Guest permits, valid for a 24 hour period, are provided to residents for their visitors. There is no charge to residents for the permits.

During the ensuing years the City Council adopted subsequent resolutions extending this regulation beyond the original limits and included other streets in the College Park neighborhood that experienced parking intrusions due to automobile dealers on Harbor Boulevard and a large apartment complex at the southeast corner of Harbor Boulevard and Fair Drive.

As a result of increased requests for **“resident only”** permit parking in other areas, staff was directed to develop a formal policy for Council consideration to address future residential permit parking requests.

In 1997, the City Council adopted guidelines (ATTACHMENT 1) for consideration of installation or removal of “**resident only**” permit parking. These guidelines were adopted in order to provide consistency in considering future requests for “**resident only**” permit parking in other parts of the City beyond the original Fairgrounds/Pacific Amphitheater area. Since 1997 six additional “**resident only**” permit parking zones have been established, bringing the total number of permit parking areas within the City to nine.

A list of all current and pending “**resident only**” permit parking areas, including dates of approval and the source of parking intrusion, is shown on the attached table (ATTACHMENT 2). The attached map (ATTACHMENT 3) depicts all of the areas in the City where “**resident only**” parking restrictions have been approved.

ANALYSIS:

The guidelines adopted by the City Council to determine if permit parking may be appropriate include a number of criteria that must be met before a “**resident only**” parking restriction can be recommended for approval by staff. Most of the criteria are straightforward and clear as they relate to the petition process and limits of parking restrictions. However, as a result of recent requests by residents where parking intrusion is caused by events of a short duration (such as a church) or by nearby multi-family residential developments, staff has found the guidelines to be difficult to interpret with regards to **residential related** sources of parking intrusion. A major determining factor within the existing criteria generally indicates a parking intrusion that is “**unrelated**” to the neighborhood. The term “**unrelated**” is a major item of concern to staff, and requires direction and clarification from City Council.

The Transportation Services Division staff has met several times with Planning Division and Police Department personnel to review the current guidelines. Staff has considered various residential parking issues and development styles that contribute to the parking analysis of a neighborhood and where vehicles may be “**unrelated**” to the neighborhood. Staff has also considered the duration of parking impacts and the relationship to the neighborhood. Following a thorough review of past City Council action, staff has identified three distinctly different types of categories relative to parking intrusion, as follows:

1. Residential:

Apartments, condominium complexes, and mobile home parks.

2. Commercial:

Retail Businesses, Office, Industrial, and Schools (public & private).

3. Events:

Fairgrounds, Swap Meets, and Organized Assembly.

When parking concerns result from the above sources, there usually has been a very distinct separation or boundary between the single-family neighborhood experiencing the parking intrusion and the “outside” parking generator. The parking intrusion has also usually occurred on a very consistent basis throughout the week or during the entire weekend. Generally, where these situations have been very clear, there has not been a concern in applying the guidelines. Recent requests however, have generated concern to the City Council as well as staff where residential elements of the same neighborhood (i.e. single-family dwellings versus apartments) are in conflict. These situations have identified a need for more definitive guidelines to address these issues.

Outstanding Issues:

Duration of Parking Intrusion: Where a parking intrusion is suspected, staff believes that the overall duration of the intrusion should be a significant factor in determining if the intrusion is truly an impact to the neighborhood. When a parking intrusion relates to a commercial business or a multi-family residential development it will generally be on a consistent basis each day during the week or weekend. When a parking intrusion relates to an event or assembly, such as a school, church, concert, or other organized activity, it generally occurs on a less consistent basis. These instances are most likely to occur no more than twice a week as a result of special school activities or religious assemblies. Where parking intrusions of a shorter time duration occur, staff suggests that a minimum number of “impact” days per week be established before a permit parking restriction would be considered.

Neighborhood boundaries: The current Guidelines (ATTACHMENT 1, Item 4) specifies that “Neighborhood parking intrusions will be considered “significant” if 50% or more of available parking is utilized by vehicles “unrelated” to the neighborhood” at “any time”, and/or 40% or more is utilized for more than a 24 hour period”. The guidelines however, do not provide clear definition of “unrelated”, and do not determine geographical boundaries.

Recent requests for “**resident only**” parking restrictions have become increasingly focused on single-family homes versus multi-family homes in the same neighborhood or on the same street. When requests are made by residents of single-family homes to exclude parking by residents of multi-family homes, the guidelines are unclear as to the geographical limits of a residential neighborhood. Staff is unable to determine whether the residents of the multi-family developments should be considered “unrelated” since the complex may share frontage on the same street with single-family homes. This results in potentially prohibiting residents of multi-family developments to legally park on these public streets which are adjacent to their complex.

Most of the past “**resident only**” parking restrictions involving single-family residents versus multi-family residents have had some natural boundary or barrier that acted as a separation between one zoning and the other. The most common boundary has been an arterial street where development styles differ from one side to the other. Arterial streets, where higher traffic volumes create a natural boundary, also generally do not provide for easy and safe pedestrian crossings. Where this natural boundary does not exist, staff is generally unable to recommend a parking restriction for one housing type over the other in what appears to be a common neighborhood.

There are numerous residential areas in Costa Mesa where single family and multi-family homes are interspersed within the same unique neighborhood. A nearby city park, library, or other facility that serves these residents may be a unifying theme of a neighborhood or residential district. The existing guidelines are unclear as to how these boundaries should be drawn and, therefore, what should be considered “unrelated” to the neighborhood.

Proposed Revisions to Guidelines:

In order to accurately process requests for “**resident only**” permit parking and make the determination of vehicles “**unrelated to the neighborhood**” clear, staff proposes modifications to the guidelines as identified on Attachment 4. Following is a brief discussion of the proposed modifications.

The guidelines should be modified to recognize parking intrusions within three distinct and separate categories as mentioned earlier in this report. These are:

1. **Residential:**

Where parking intrusions may occur as a result of residents from adjacent multi-family developments such as apartments, condominiums, townhomes, mobile homes and trailer parks, parking in front of single-family dwellings on the same street or within the same neighborhood.

2. **Commercial:**

Where parking intrusions may occur when staff or patrons of commercial entities such as general commercial, retail, office, industrial, schools (public and private, K-12, college or university, night school or specialized training) park in single-family neighborhoods.

3. **Event/Assembly:**

Where parking intrusions may occur when visitors or patrons of events/assemblies park within adjacent residential streets. These may include events such as Fairgrounds, special events, churches, etc.

Conditions for determining parking intrusions for these categories and whether vehicles are “**related**” or “**unrelated**” to the neighborhood are detailed in ATTACHMENT 4, page 3.

Staff recommends that parked vehicles related to multi-family residential developments be considered as a part of the neighborhood in situations where they share a local street with single-family dwellings. An exception could exist where a natural boundary exists to separate the multi-family and single-family neighborhoods, such as a secondary or higher arterial street.

Another important issue is the “duration” of parking intrusion. Staff has investigated a variety of cases and recommends modifications to be made to the existing criteria to eliminate short time intrusion for consideration of parking restrictions. Surveys to document parking intrusion should be considered to show intrusion on more than just one occasion based on the following:

• **Residential:**

Parking intrusions must occur on at least 1 weekend day and 1 weekday, Monday – Friday.

• **Commercial:**

Parking intrusions must occur on at least 1 weekend day and 1 weekday on Tuesday, Wednesday, or Thursday only, or 2 consecutive weekdays, Monday - Friday.

• **Event/Assembly:**

Parking intrusions must occur on at least 1 weekend day and 1 weekday on Tuesday, Wednesday, or Thursday only, or 2 consecutive weekdays, Monday - Friday.

Permit parking shall be in effect 24 hours a day, 7 days a week. No change is proposed to the present plan. This clause is added to confirm and recognize that parking intrusions must be documented over a greater time period than just one weekly event.

ALTERNATIVES CONSIDERED:

An alternative to the proposed modifications to “Guidelines for Consideration of Installation or Removal of **“Resident Only”** Permit Parking” is to retain the existing guidelines. This would result in continuance of the current process wherein any street may petition for **“resident only”** parking restriction regardless of the relationship of the residential parking intrusion or frequency of impact.

FISCAL REVIEW:

There is no fiscal impact to the City directly related to this item.

LEGAL REVIEW:

There is no legal review required on this item at this time. Should Council desire to proceed with proposed modifications to the current guidelines, staff would consult with the City Attorney and return to Council for approval of any necessary amendments to the Costa Mesa Municipal Code.

CONCLUSION:

Guidelines adopted by City Council for the implementation of **“resident only”** permit parking do not clearly differentiate between various residential housing types sufficiently to enable staff to determine if resident vehicles are “related” or “unrelated” to a particular neighborhood. In addition, there are no specific criteria to address the frequency of parking intrusions. Staff, therefore, recommends modifications to the guidelines to better define neighborhood boundaries, to define vehicles “unrelated to the neighborhood”, and to establish minimum criteria for the time and extent of parking intrusions, in order to determine where **“resident only”** parking restrictions are most suited.

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- ATTACHMENTS:
- 1 [City Council Adopted Guidelines](#)
 - 2 [List of “Resident Only” permit parking areas](#)
 - 3 [Map locating all Permit Parking Areas](#)
 - 4 [Suggested Modifications to Guidelines](#)

File Name

Date

Time