Agenda Item #:_____

Staff Report
City of Manhattan Beach

TO: Honorable Mayor Fahey and Members of the City Council

THROUGH: Geoff Dolan, City Manager

FROM: Richard Thompson, Director of Community Development
Erik Zandvliet, City Traffic Engineer

DATE: August 2, 2005

SUBJECT: Presentation of Staggered Parking Restriction Program with Resident Override in the Areas Adjacent to Mira Costa High School

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RECOMMENDATION:
Staff recommends that the City Council approve implementation of a staggered parking restriction system with resident override in the neighborhoods surrounding Mira Costa High School and adopt Resolution #5992.

FISCAL IMPLICATION:
There would be additional labor and materials costs for the installation of new parking signs, however the amount would depend on the size of the area posted. Since not all eligible streets would be expected to request restrictions immediately, sign installation and maintenance costs could be absorbed into existing Public Works budgets. Enforcement of new restrictions and permits might require an adjustment or increase in the Police Department's Parking Enforcement Division resource allocation depending on compliance rates and complaints in the newly formed area.

BACKGROUND:
On June 7, 2005, the City Council discussed the concept of implementing a program of staggered parking restrictions in the area west of Mira Costa High School to discourage students from parking on residential streets near the campus. The City Council directed staff to bring the concept to the Parking and Public Improvements Commission for review.

On June 23, 2005, the Parking and Public Improvements Commission reviewed the concept of staggered parking restrictions and heard testimony from 14 residents living on both sides of the high school. The Commission recommended that a meaningful neighborhood parking program be implemented before the start of the school year, but felt that a resident permit system was more viable than a staggered parking program.

On July 19, 2005, Staff presented City Council an analysis of several options to address student parking in the residential areas surrounding Mira Costa High School. The City Council directed staff to return with a specific program that allows residents to "opt-in" to staggered parking restrictions with provisions for an override for residents in the neighborhood bounded by Artesia Boulevard to the south, Sepulveda Boulevard to the west, 2nd Street to the north and Redondo Avenue to the east. This Staff Report explains the proposed Mira Costa Parking Restriction Program.

DISCUSSION:

Program Highlights

General

Residents can have the option of opting in or out of the Mira Costa Parking Restriction Program on any block in the program area to post staggered No Parking restrictions on school days with a residential override that allows up to three (3) City-issued hang tag tags for vehicles registered to residents on those streets. Residents would have the ability to either opt in or out of the program once a year. The program guidelines would be based on the City's street sweeping program.

Eligible Area

The proposed program area is bounded by Artesia Boulevard to the south, Sepulveda Boulevard to the west, 2nd Street to the north and Redondo Avenue to the east. (See attached map.) The program area is meant to be large enough to encompass the farthest distance that a student would reasonably walk to the high school from their vehicle, in the event all other parking areas are occupied or prohibited. This does not mean that all streets in the area would be posted with parking restrictions, but that residents living on streets within the program area would be eligible to participate in the program and obtain hang tags if they felt it was needed. For example, it is not expected that students would park east of Redondo Avenue or north of 2nd Street since this distance is greater than numerous other public parking spaces that could easily accommodate any student overflow parking. Ineligible blocks include the boundary streets and all streets with commercial or high density residential uses within the program area. (Ineligible streets are shown on attached map.) Sub-areas with separate zones would not be necessary at this time, because there are few reasons for vehicles with hang tags registered to a particular address to park on streets other than their own.

Non-Fronting Streets

Only street blocks containing residential frontages would be eligible for parking restrictions. Fronting residences are those homes that have an address or front door oriented on that side of the street. Side frontages of corner houses and frontages that do not have a residential use would not be eligible for this program. There are several blocks in the program area, such as large portions of Meadows Avenue and Prospect Avenue that do not contain frontages. Student parking in these areas is considered less significant to residents and is an acknowledgement that unrestricted public parking should be provided wherever possible.

Street Block

A block is defined as the length of street between two adjacent intersections or between an intersection and the termination of the street in either direction.

No Parking Restrictions

Based on the school hours, class times, existing demand for nearby resident and visitor parking as well as ease in enforcement, it is recommended that parking be prohibited between 8 a.m. and 10 a.m. on one side and 12 p.m. and 2 p.m. (or 1 to 3 p.m.) on the other side. Staggering the restricted hours would make it illegal for students to park all day in the same spot, while still providing unrestricted parking during certain times on one side of the street. Visitors and service personnel would be able to park on either side of the street before and after restrictions.

On school days, vehicles with hang tags could park all day on either side of the street, but vehicles without hang tags would have to move mid-day to the opposite side to avoid the parking restrictions. It should be noted that the grace period between the AM and PM restrictions that allows residentially oriented parking to switch sides might not be entirely effective in eliminating all student parking, because certain students might leave the campus to switch their cars from one side to the other to circumvent the restrictions. In areas close to the high school, this may result in fully occupied curb parking during certain times of the school day.

Staff would try to coordinate all parking restrictions in the program area to the extent possible. If special conditions arise or it is determined to be in the best interest of the residents, the Police Chief would be authorized to establish different restriction times or issue special hang tags, however, the posted restrictions should be as consistent as possible throughout the program area for the benefit and convenience of both residents and parking enforcement officers.

There are several existing parking restrictions posted on certain streets in the area meant to reduce student or commercial parking which would be in conflict with the staggered parking restriction system. Therefore, these old restrictions would be removed on those streets that petition for the new Mira Costa Parking Restriction Program.

Street Sweeping Restrictions

Although most of the streets in the program area have street sweeping restrictions, the hang tags would not exempt residents from these weekly restrictions. However, the staggered parking restrictions would be posted to coincide with the street sweeping restriction times whenever possible to minimize the impact to residents on street sweeping day. Since all existing street sweeping restrictions are on Mondays and Tuesdays at the same time (1-3 p.m. west of MCHS and 12-2 p.m. east of MCHS), the restricted parking hours should coincide on at least one side.

Staff will attempt to make accommodations to adjust street sweeping restrictions; however, changing a street sweeping schedule on one street may create a domino effect on other streets on the same schedule.

Where street sweeping signs are posted, there may be a potential residential inconvenience at least once a week. For example, the side with morning parking restrictions would also have an afternoon street sweeping restriction, since the opposite side would have PM restrictions for both. This means that once a week, all vehicles that need to be parked on the street for two hours in the afternoon are exposed to a No Parking restriction. In other words, cars without a residential override hang tag are subject to the Mira Costa parking restriction and street sweeping restriction, but vehicles with hang tags could park all day on the side of the street without street sweeping restrictions. Of course, vehicles without a hang tag could also park on unrestricted (non-fronting) streets that do not have street sweeping restrictions.

Effective Days

The staggered parking restrictions would be effective only on days when school is in general session. This includes testing and partial days but not school holidays, summer school or school vacation days. The official school calendar will be the governing document for this provision.

Petition Process

Residents wishing to opt in or out of Mira Costa Parking Restriction Program must circulate a City Petition Form which identifies a legible name and specific address for each signature. The petition must be signed by a legal resident or property owner. A 2/3 majority of all fronting residential homes on both sides of a block is needed to affect a change.

If a resident and property owner signs opposing petitions, then the property owner on record will trump an opposing resident signature. If two legal residents of the same home sign opposing petitions, then both signatures shall be considered void and not used towards the calculation of the majority. Each unit of an apartment will be considered a separate residence.

Resident Override

Residents would be allowed to apply for "hang tags" for up to three (3) non-commercial vehicles owned by the resident to override the Mira Costa parking restrictions. Since a primary objective of the program is to limit exemptions to only those residents that would be significantly impacted, hang tags would NOT be transferable to vehicles not registered to the address. The vehicle license number would be written on the hang tag to prevent transferal to non-resident vehicles.

An annual fee of $25.00 for each hang tag is suggested, based on administrative expenses for printing, issuance and program maintenance, but not enforcement. This fee would be similar to other permit issuance fees, and is based on the estimated cost of administering the program. A public hearing is required to establish the fee which is scheduled for August 16, 2005. All hang tags would be valid for one school year (September through June) or remainder thereof, regardless of when the hang tag is issued. The annual term will reduce student or resident abuse of the hangtags, assist in ownership changes, and help remove sold or non-registered vehicles from the program.

Residents would be required to show proof of vehicle ownership and residency, either with a vehicle registration and/or a combination of purchase/lease documents and utility or rental documents. Only valid hang tags placed in clear view in the front window of the authorized vehicle will be exempted from the parking restrictions. Vehicles with voided, missing or illegible permit hang tags will be subject to citation. Motorhomes would not be eligible for a hang tag.

Impacts on Enforcement

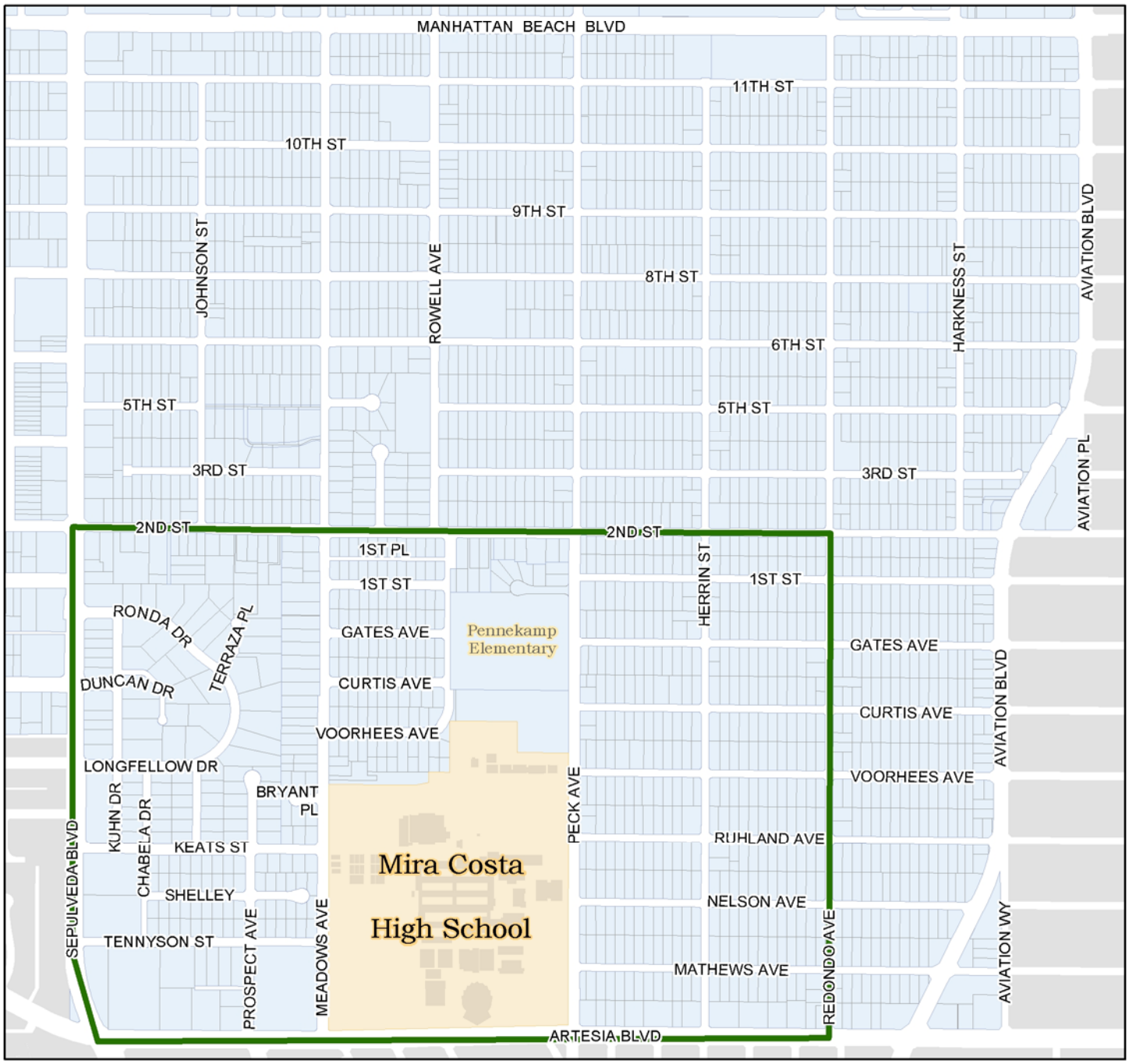
The area of the City adjoining Mira Costa High School is typically not heavily patrolled beyond weekly street sweeping periods. Implementing any type of parking restriction program in this area would therefore have an impact on the City's Parking Enforcement Division. The extent of the impact would depend on the size and scope of the program implemented. The Police Department has indicated that with existing staffing levels providing consistent enforcement of new restrictions in the Mira Costa area may necessitate reducing enforcement efforts in some other areas.

Another area of concern is adjacent to the Manhattan Beach Nursery School at 1520 Nelson Avenue. There are approximately 3-5 staff and 8-10 parent helpers during the nursery school hours of 9 a.m.-12 p.m. Parking restrictions would reduce the number of available unrestricted spaces for use by the parents and staff of the nursery school. However, staggered 1 hour parking restrictions might help nursery school loading operation and could be implemented in lieu of No Parking restrictions. Other alternatives are to issue a limited number of special hang tags to the nursery school, or post a nearby area on Nelson Avenue or Peck Avenue with "No Parking 7-8:30 a.m." to discourage student parking when high school starts in the morning, but allow unrestricted parking afterward for the nursery school staff when it opens at 9 a.m.

Staff proposes to issue up to six (6) non-specific hangtags to the nursery school for their staff and helpers to park on the street on a first-come-first serve basis with other residents. The nursery school operation would be evaluated after several months to determine if the hangtags are working or if other measures should be considered.

Attachments:
A. Proposed Program Area Map
B. Non-Eligible Street Segments Map
C. Resolution

Mira Costa Staggered/Override Parking Program Area



Geographic Information System
CITY OF MANHATTAN BEACH

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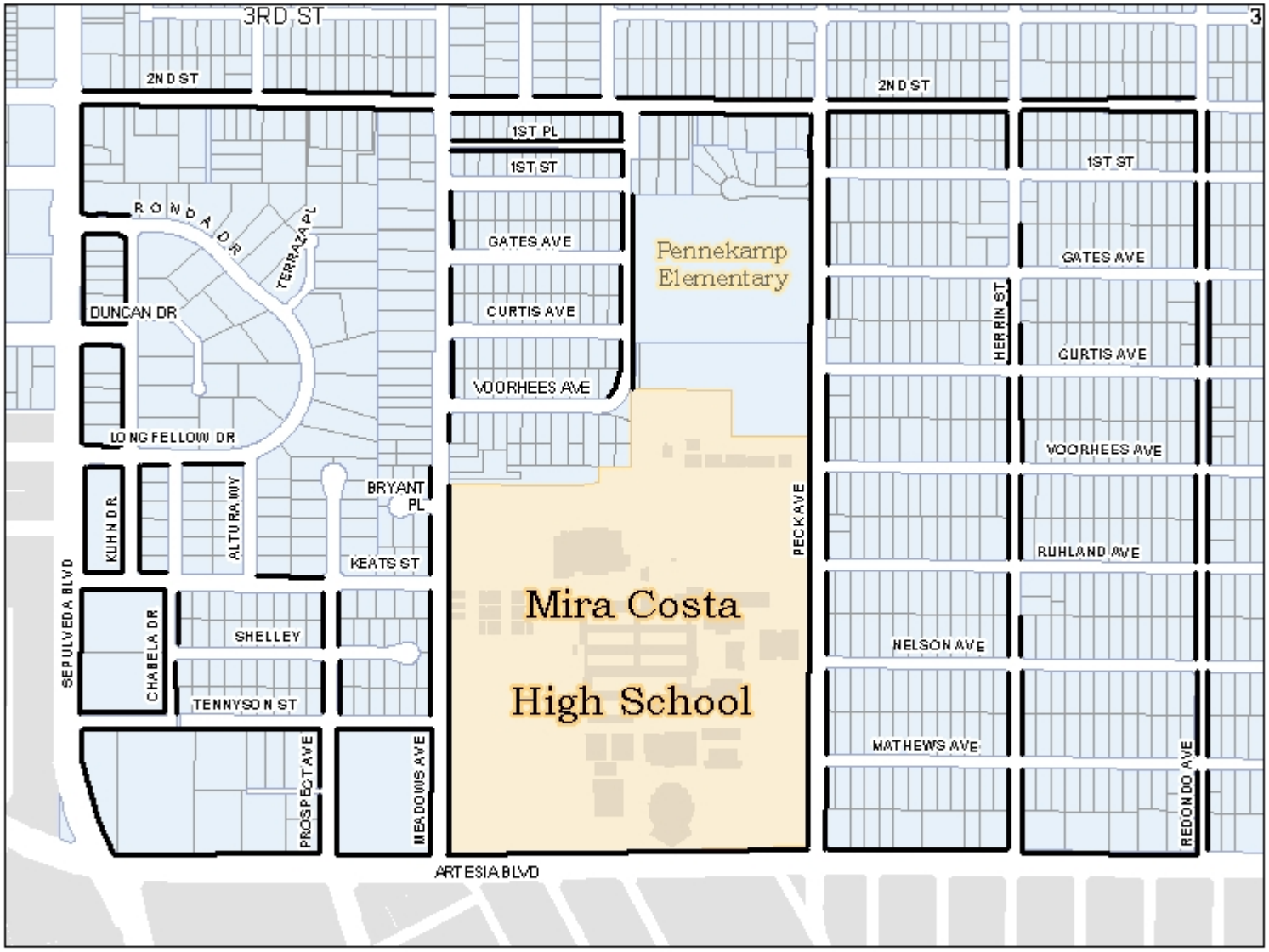
08/02/2005

Mira Costa Staggered/Override Parking Program

- Non-Eligible Street Segments -



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N W E S

08/02/2005

RESOLUTION NO. 5992

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, ESTABLISHING A STAGGERED PARKING PROGRAM WITH RESIDENT OVERRIDE DURING THE SCHOOL YEAR FOR SPECIFIED AREAS IN THE VICINITY OF MIRA COSTA HIGH SCHOOL

THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. The City Council hereby finds as follows:

(a) Residential streets in the vicinity of Mira Costa High School have experienced an ongoing shortage of available parking during the school year on school days due to the influx of students parking on these streets;
(b) In order to ensure the general public welfare and availability of parking for residences in the area, appropriate parking restrictions with an override for local residents are appropriate near the high school;
(c) Manhattan Beach Municipal Code sections 14.40.170, 14.36.100 and California Vehicle Code section 22507 provide authority for this resolution;
(d) This action is exempt from the requirements of the California Environmental Quality Act pursuant to CEQA Guidelines section 15061(a)(3) in that it has no potential to cause a significant effect on the environment;

SECTION 2. The City Council of the City of Manhattan Beach hereby establishes a parking program as set forth below:

(a) Boundaries. The program established by this resolution shall apply to the area bounded by Artesia Boulevard on the South, Second Street on the north, Redondo Avenue on the east and Sepulveda Boulevard on the west. The program shall not apply to the identified boundary streets and other streets within the area as determined by the chief of Police. A map of the program area is attached hereto as Exhibit A.

(b) Establishment. Each block within the area identified above may implement the parking restrictions and resident override authorized by this resolution by presenting to the City Clerk a petition, in a form to be provided by the City, signed by individuals representing at least two thirds (66.6%) of the fronting residences located on both sides of the block.

(c) Parking Restrictions. Each block which petitions into the program authorized by this resolution shall have parking restricted on school days during the school year in non-conflicting time increments on alternating sides of the street with specific times and locations to be determined by the chief of Police.

(d) Resident Override. Each person residing on a street which opts into this program shall be entitled to a resident override to the parking restrictions set forth in “c” above for vehicles registered to them at the affected address. The effective term and maximum number of vehicles per residence exempted from the parking restrictions shall be determined by the chief of Police. The resident override shall not apply to parking restrictions for street sweeping or any other parking restrictions not part of this program. A resident override shall be indicated by a hang tag or sticker to be issued by the City upon verification of residency and vehicle ownership The City may charge a fee for each resident override which shall be set by resolution of the City Council. Motor homes shall not be eligible for the resident override.

(e) Opting Out. Once a petition has been accepted implementing the provisions of this resolution, the implementation shall remain effective until such time as a block opts out of the program by presenting to the City Clerk a petition, in a form to be provided by the City, signed by individuals representing at least two thirds (66.6%) of the properties located on both sides of the block indicating their desire to terminate the parking restrictions and resident override. No more than one

petition of either type (whether to opt in or out) will be processed by the City during any twelve month period. The City may terminate this program at any time for cause.

SECTION 3. The City Clerk shall make this Resolution reasonably available for public inspection within thirty (30) days of the date this Resolution is adopted.

SECTION 4. The City Clerk shall certify to the adoption of this Resolution and thenceforth and thereafter the same shall be in full force and effect.

PASSED, APPROVED and ADOPTED this 2nd day of August, 2005.

Ayes:
Noes:
Absent:
Abstain:

_____
Mayor, City of Manhattan Beach, California

ATTEST:

_____
City Clerk