



Agenda

STUDENT AND NEIGHBORHOOD RELATIONS COMMISSION

Regular Student and Neighborhood Relations Commission Meeting

Monday, November 14, 2016, 6:30 p.m.

City Council Chambers

1 Civic Center Drive

San Marcos, CA 92069

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CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

1. **APPROVAL OF MINUTES** – Regular Commission Meeting – September 12, 2016

PUBLIC COMMUNICATIONS (*This is the public's opportunity to address the Commission on items not on the agenda.*)

2. **ORAL COMMUNICATIONS**

Speakers are limited to five minutes. Please complete a "Request to Speak" form and place in basket provided.

3. **OLD BUSINESS**

A) Strategic Parking Plan Update:

Receive public comment and provide input on the draft "Permit Parking Districts Ordinance" and provide direction to staff.

4. **REPORTS**

A) Sheriff's Department Report – Sgt. Lebitski

B) Code Compliance Report – Building Official Reynolds

STAFF COMMENTS

The next meeting of the Student and Neighborhood Relations Commission is scheduled for Monday, February 13, 2016.

COMMISSION COMMENTARY

ADJOURNMENT

AFFIDAVIT OF POSTING

STATE OF CALIFORNIA)
COUNTY OF SAN DIEGO) ss.
CITY OF SAN MARCOS)

I, Sandra Gallegos, Recording Secretary of the Student and Neighborhood Relations Commission, hereby certify that I caused the posting of this agenda in the glass display case at the north entrance of City Hall on Thursday, November 10, 2016, at 5:00 p.m.

Dated: November 10, 2016



Sandra Gallegos, Recording Secretary



MINUTES

Regular Meeting of the Student and Neighborhood Relations Commission

MONDAY, SEPTEMBER 12, 2016

City Council Chambers

1 Civic Center Drive, San Marcos, CA 92069

CALL TO ORDER: Vice Chair Cavanaugh called the meeting to order at 6:35 PM.

PLEDGE OF ALLEGIANCE: Vice Chair Cavanaugh

ROLL CALL:

PRESENT: BROWN, CAVANAUGH, CLARK, MEUM, MORALES

ABSENT: PARIS, RUMER

ALSO PRESENT: Housing & Neighborhood Services Director Karl Schwarm, Building Official Barry Reynolds, Sheriff Sergeant Henry Lebitski, and Recording Secretary Sandra Gallegos

1) APPROVAL OF MINUTES:

MOVED BY BROWN, SECONDED BY CLARK, TO APPROVE THE REGULAR MEETING MINUTES OF 2/8/2016 WITH CORRECTIONS TO REFLECT COMMISSIONER CLARK'S ABSENCE AND TIME ADJOURNED WAS 7:16 PM.

AYES: BROWN, CAVANAUGH, CLARK, MEUM, MORALES

NOES: NONE

ABSENT: PARIS, RUMER

2) ORAL COMMUNICATIONS – There were no speakers.

3) OLD BUSINESS

A) Strategic Parking Plan Update:

DIRECTOR SCHWARM gave a presentation on the parking concerns in the Rosemont neighborhood. The eastern portion of Rosemont is the most impacted however there have been recent reports of rental homes in the west end and a lot of street parking as a result of that. Residents have also reported vehicles leaving in the



middle of the night and trash. One of the proposed solutions was to paint the curbs red however that would restrict residents from parking in those spots. His recommendation is to move forward with a parking permit program. At least 50% of the residents would have to agree to the program. The cost of the permit would be about \$20. There would also be a verification process for those that live there. It also requires that the City adopt an ordinance and procedures for this program.

DIRECTOR SCHWARM answered questions from the Commissioners: the \$20 fee is an annual fee; there are 68 houses in the Rosemont neighborhood; the neighborhood immediately to the left is gated and that is why students park on Santa Barbara Drive.

LAURA HURST BROWN, community manager for Rosemont, stated she was thrilled to hear they are moving forward with a parking permit program. She talked about the different issues they see from non-residents that park in their neighborhood. She stated they have circulated a petition and 75% of the residents are in favor of a parking permit program. The lack of 25% is because they did not have enough time to speak with everyone.

COMMISSIONER BROWN indicated that a nearby restaurant is also impacting this neighborhood on evenings and weekends and asked about the parking requirements for that center.

DIRECTOR SCHWARM explained that the center was developed as a spec center, and they did not know of any future tenants when it was being built. The standard requirement is 5 spaces per 1,000 square feet. The valets from the restaurant are parking cars in this neighborhood. Residents and visitors from the nearby apartments are also parking here. They have adequate parking for residents but not visitors. It is a market rate development so in some units there are several people living there and the complex provides only a certain number of parking space(s) per unit.

COMMISSIONER BROWN stated the residents are already on board and ready to move forward with the parking permit program.

VICE CHAIR CAVANAUGH asked if an entrance gate was an option.

DIRECTOR SCHWARM stated that the streets within this community are public. Putting a gate would be a greater cost on the residents. They would have to take ownership of the streets and pay for maintaining the road.



4) NEW BUSINESS:

A) Strategic Parking Plan Update:

DIRECTOR SCHWARM provided the report and reviewed the revisions proposed for Chapter 12.20 Stopping, Standing and Parking. The changes include designating parking matter responsibilities to city manager, city engineer or public works director; clarifies the intent and streamlines the enforcement of existing regulations; combines several sections to provide succinct provisions for easy reference; and amends old titles to clarify responsibility. If approved tonight, the revised ordinance will be forwarded to the Traffic Commission for their consideration and the final approval would be at the City Council level.

COMMISSIONER BROWN asked about section 12.20.020 Applicability of Article to City, Utility, Mail Vehicles and if that should also apply to delivery companies such as FedEx and UPS. DIRECTOR Schwarm said he would take a look at that.

COMMISSIONER BROWN MOVED TO APPROVE THE REVISIONS SAN MARCOS MUNICIPAL CODE CHAPTER 12.20 STOPPING, STANDING, PARKING". COMMISSIONER MEUM SECONDED. THE MOTION PASSED BY UNANIMOUS VOICE VOTE.

5) REPORTS:

A) SHERIFF'S DEPARTMENT REPORT

SERGEANT LEBITSKI reviewed the calls for service report for March 31 to August 31, 2016. Party calls were consistent for Palomar College and Cal State San Marcos. There were no social host ordinance violations.

B) CODE COMPLIANCE REPORT

BUILDING OFFICIAL REYNOLDS reported it was relatively quiet during the summer months.

STAFF COMMENTS:

DIRECTOR SCHWARM stated that Commissioner Kretchman submitted her resignation; she is moving out of state to be closer to her family.



COMMISSION COMMENTARY

COMMISSIONER MORALES introduced himself and said he is happy to be serving on the commission and looks forward to working with everyone. He will serve as the student representative from Cal State San Marcos.

COMMISSIONER CLARK stated that Cal State is back in session with a record 13,000 students.

ADJOURNMENT

COMMISSIONER BROWN MOTIONED TO ADJOURN THE MEETING AT 7:36 PM, SECONDED BY COMMISSIONER MEUM. MOTION PASSED BY UNANIMOUS VOICE VOTE.

DIANA CAVANAUGH, VICE CHAIR
STUDENT AND NEIGHBORHOOD RELATIONS COMMISSION
CITY OF SAN MARCOS

ATTEST:

SANDRA GALLEGOS, RECORDING SECRETARY
CITY OF SAN MARCOS



AGENDA REPORT

Meeting of the Student and Neighborhood Relations Commission

MEETING DATE: November 14, 2016

SUBJECT: Draft Permit Parking Districts Ordinance

Recommendation

That the Commission receives public comment and provide input on the draft "Permit Parking Districts Ordinance" ("Ordinance") and provide direction to staff.

Introduction

There has been a growing issue of parking congestion on City streets over the past five years. In order to help combat this growing concern and provide an additional tool to assist in solving some of these issues, staff is considering the establishment of a Permit Parking District Ordinance. The proposed Ordinance is in response to the serious adverse effects caused by excessive on-street parking in certain neighborhoods of the City by non-residents who park their vehicles on a regular basis. The purpose of the Ordinance is to establish a process for evaluating and possibly creating Permit Parking Districts in those areas impacted by non-resident on-street parking.

Discussion

Permit Parking is a program where on-street parking is restricted either through a time restriction or a total prohibition, unless a vehicle owned by a resident or businesses is exempted by permit from the posted restrictions. The intent of the Ordinance is to provide a mechanism whereby communities unable to meet existing parking demands may request the establishment of a Permit Parking District to meet their specific needs and resolve undesirable parking impacts. This Ordinance specifies the procedures to be followed to establish a Permit Parking District. This Ordinance could be enacted to provide an additional tool to mitigate the adverse effects of congestion associated with on-street parking of vehicles by non-residents upon roadways with certain areas and neighborhoods in the City of San Marcos.



Currently there are five areas in the City where the issue of on-street parking congestion and the idea of permit parking have been raised over the years. These five neighborhoods are as follows (maps of the impacted neighborhoods are attached):

1. The neighborhood behind Palomar College
2. The Barham Industrial Area near California State University, San Marcos
3. The Rosemont Neighborhood off of Twin Oaks Valley Road and Village Drive
4. Casa Linda Way/El Tigre Ct./Avenida de Suerte Neighborhood off of Smilax Road
5. Ginger Glen Court

These are just the most impacted areas that have risen to the level of needing some type of relief from daily parking congestion by non-residents. The proposed Ordinance would put in place a program to allow residents to petition the City for consideration of becoming a Permit Parking District. The Ordinance lays out procedures for this process to include evaluation criteria the City would use to determine if a neighborhood raises to the level of parking congestion from non-residents to warrant the establishment of a Permit Parking District. While it may seem that the establishment of a permit parking program is an easy solution to the on-street parking congestion in certain neighborhoods of the City, there are always un-intended consequences. Parking is analogous to toothpaste: if you block or restrict it, it will overflow in other areas. In the interest of maximizing public comment on the matter, staff has agenzied the item for the Commission's consideration. Some of the key issues worthy of review and discussion regarding the adoption of a Permit Parking District Ordinance are:

- Visitor permits: family gatherings and parties
- The quantity and types of permits issued
- Spillover problem: squeeze the toothpaste and it will go someplace else
- Administration and Enforcement: evenings and weekends
- Costs: full recovery or partial
- School drop-off and pick-up: should we exempt it?
- Alternative solutions: timed parking or other parking restrictions
- Establishing a "Pilot" Permit Parking District

Fiscal Impact

The fiscal impact of establishing a Permit Parking District program is not fully known at this time. The program will cause an increase in administrative and field staff time, and the parking studies, parking permit materials and parking enforcement resources will add addition cost to existing budgets. An extensive study by the City of Laguna Beach in 2004 concluded that the cost to establish and operate a parking permit program are difficult to track since most jurisdictions do not track the amount of time spent on specific activities related to administration and enforcement of the programs. The programs



are typically administered by existing staff that have other duties and their time is not devoted solely to these programs. However, none of the cities researched in the study were able to have their permit parking program pay for itself. In all permit parking operations no reasonable permit fee can cover the cost of the operation. You must add in parking enforcement fines to make an effort at having a permit program come even close to paying for itself. The fee cities charge for permits ranged from free to \$200 annually with an average of \$22.70 for the 27 jurisdictions included in the Laguna Beach study. In the draft Ordinance staff is proposing the cost per permit be set by resolution at the time of establishing a Permit Parking District in the City of San Marcos.

Attachment(s)

Draft Permit Parking District Ordinance
Maps of Impacted Areas
City of Laguna Beach Study 2004

Prepared and Submitted by:

Karl Schwarm, Director
Housing & Neighborhood Services

Chapter 12.50

PERMIT PARKING DISTRICTS

Sections:

- 12.50.010 Purpose.**
- 12.50.020 Definitions.**
- 12.50.030 Parking privileges for permit holders**
- 12.50.040 Initiation of district formation process.**
- 12.50.050 Recommendation of the City Manager to the City Council.**
- 12.50.060 City Council consideration and action.**
- 12.50.070 Amendment or termination of a district.**
- 12.50.080 Designation criteria.**
- 12.50.090 Issuance of permits.**
- 12.50.100 Application for and duration of permit.**
- 12.50.110 Permit fees.**
- 12.50.120 Posting of permit parking districts.**
- 12.50.130 Display of permits.**
- 12.50.140 Permit parking exemptions.**
- 12.50.150 Application of other parking laws.**
- 12.50.160 Penalty provision.**
- 12.50.170 Revocation provision.**

Recitals.

1. The City Council wishes to alleviate high levels of commuter or non-resident parking along City streets with adjacent residential and commercial properties by establishing a permit parking district.
2. California Vehicle Code section 22507 authorizes local agencies to prohibit or restrict the parking of vehicles during all or certain hours of the day by adopting an ordinance or resolution designating certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use and the use of their guests, under which the residents and merchants may be issued a permit that exempts them from the prohibition or restriction of the ordinance or resolution.
3. The desired result of the permit parking district is to increase the amount of on-street parking available to residents, businesses and their guests or patrons, while balancing the needs of others who desire to park along public streets.

4. While this program does not guarantee or assign specific spaces on public streets for resident and business vehicles, the regulation of parking through the permit parking district may be the least restrictive approach that best mitigates the problem.

12.50.010 Purpose.

This Chapter establishes a process for creating a permit parking district within the City of San Marcos. The purpose of a permit parking district is to limit on-street parking by non-residents, and to facilitate the ability of residents, businesses, and their guests and patrons with permits to find on-street parking for their vehicles near their residence or business.

12.50.020 Definitions.

A. "Permit Parking District" or "District" shall mean a residential, mixed-use, or commercial/industrial area with designated boundaries established by City Council resolution pursuant to this Chapter within which special parking restrictions are imposed, with exceptions for Vehicles being used by residents and businesses, their guests or customers/visitors displaying a valid Parking Permit.

B. "Non-resident Vehicle" shall mean any motor vehicle parked in a district that is not a "resident vehicle" or a "guest vehicle" as defined herein.

C. "Guest" shall mean a person visiting a resident or business of a District.

D. "Guest Permit" shall mean a Parking Permit issued to a Resident for use by a Guest.

E. "Guest Vehicle" shall mean a motor vehicle belonging to a Guest, as defined herein, and displaying a valid Parking Permit issued pursuant to this Chapter.

F. "Motor Vehicle" or "Vehicle" shall mean an automobile, truck, recreation vehicle, motorcycle or other motor-driven or self-propelled form of transportation.

G. "Parking Permit" or "Permit" shall mean a permit issued by the City under this Chapter, which, when displayed upon a Motor Vehicle, shall exempt said Motor Vehicle from parking restrictions established pursuant to this Chapter.

H. "Resident" shall mean a person owning, leasing or residing in a dwelling unit in a District or an owner, lessee or employee of a business in a District.

I. "Resident Vehicle" shall mean a Motor Vehicle parked in a District that is registered with a state motor vehicle department to a Resident of a District and displaying a valid Parking Permit issued pursuant to this Chapter.

J. "Temporary Permit" shall be a temporary Parking Permit issued to a Resident for up to a two-week period.

12.50.030 Parking privileges for permit holders

Any Vehicle properly displaying a valid Parking Permit for a street within a Permit Parking District may:

A. Park on that street during the hours when parking on such street is prohibited to Vehicles without a valid Parking Permit; or

B. Park beyond the time limits indicated on signs on that street during the hours when parking on such street has time limits for Vehicles without a valid Parking Permit.

A Parking Permit shall neither guarantee nor reserve to the holder thereof any particular on-street parking space. All Residents and Guests with a valid Parking Permit shall obey all other state and local parking rules, regulations and restrictions. Nothing in this Chapter shall be construed as allowing permit parking during the times or hours, or by type of Vehicle otherwise prohibited in the San Marcos Municipal Code, by any provision of the California Vehicle Code, or by any other state or local rule, regulation or restriction.

12.50.040 Initiation of District formation process.

A. Any person or person(s) seeking formation of a Permit Parking District must be a Resident of a residential or business property that abuts the requested street segment. The requester shall submit to the City Manager a detailed description of parking issues in a residential, mixed-use, or commercial/industrial area attributed to non-Residents and a petition on a form provided by City staff. The petition shall include proposed boundaries, dates and times of restriction. The petition must be signed by Residents of at least 60 percent of the dwelling units or businesses in the area proposed for designation and shall be subject to City verification.

B. Upon receipt of a petition satisfying the requirements set forth in subsection (A) of this section, the City Manager shall undertake or cause to be undertaken surveys or studies as are deemed necessary to determine whether a residential, mixed-use or commercial/industrial area is eligible for consideration as a Permit Parking District. Eligibility shall be determined using objective criteria to evaluate whether or not such residential/mixed-use/commercial/industrial area is materially, adversely impacted by the parking of non-Resident Vehicles on public streets within the area for any extended or continuous period during the day or night. City shall complete such surveys or studies

within 90 days of receipt of a qualified petition. Additional time may be needed to complete such survey or study if the parking issue is related to seasonal conditions such as those related to school schedules.

C. Within 30 days of the completion of the eligibility analysis, the City Manager shall hold a community meeting or meetings on the subject of the eligibility and, assuming eligibility can be established, such other matters that the City Manager shall deem necessary and appropriate to clarify the proposal, and to help in the development of the City Manager's recommendation on the proposed District. Such matters may include, but are not limited to, boundaries for the proposed Permit Parking District, the appropriate area prohibition or time limitation on parking and the period of the day for its application, and/or other details of a Permit Parking Program. Such matters may also include discussions of consistency with the "designation criteria" provided in Section 12.50.080.

D. Within 60 days of a community meeting on a District proposal, the City Manager shall hold a public hearing or hearings on the subject matter of eligibility at the Traffic Commission and shall present a recommendation on a District proposal to the Traffic Commission.

E. The City Manager shall direct City staff to cause notice of such Traffic Commission public hearing or hearings to be conspicuously posted in the proposed Permit Parking District two weeks prior to the Commission meeting date.

F. The notice shall clearly state the purpose of the Traffic Commission public hearing, the location and boundaries tentatively considered for the proposed Permit Parking District, and, if applicable, the Parking Permit fee to be charged. During such hearing or hearings, any interested person may be entitled to appear and be heard, subject to appropriate rules of order adopted by the City Manager and/or the Traffic Commission.

12.50.050 Recommendation of the City Manager to the City Council.

A. Within 60 days of the completion of the hearing or hearings conducted at the Traffic Commission with regard to a particular petition to establish a Permit Parking District, the City Manager shall forward his or her recommendation and the Traffic Commission's recommendation by written report to the City Council, based on the record of such meeting or meetings and the surveys and studies performed, whether to designate the area under consideration as a Permit Parking District.

B. The report of the City Manager shall set forth the evidence generated as a result of surveys and studies performed, significant subjects and concerns raised at the community meeting or meetings and public hearing or hearings conducted, the findings relative to those designation criteria listed in Section 12.50.080 deemed applicable to the proposed District area, and conclusions as to whether the findings justify the use of Parking Permits for that particular area, the proposed boundaries of the Permit Parking

District, any proposed subarea prohibition and day and time limitation(s) for its application, and, if appropriate, any required Parking Permit fees.

12.50.060 City Council consideration and action.

The City Council shall consider a petition for designation of Permit Parking District presented in compliance with the terms of this Chapter, the Traffic Commission's recommendation, and the City Manager's recommendation with respect thereto at a public hearing. After the conduct of such public hearing and its consideration of (A) the City Manager's report and recommendation, (B) any and all testimony presented in favor or against the petition, (C) the designation criteria set forth in Section 12.50.080, and (D) the Traffic Commission's recommendation, the City Council may approve, disapprove or decline to act on any District petition at its discretion. Any City Council resolution approving the designation of a District shall include, at a minimum, (A) the applicable parking regulations, (B) the period of the day or week for their application, (C) the fee to be charged upon Parking Permit issuance, and (D) findings of compliance with the terms of this Chapter. The City Council resolution may also limit the number of Resident or Guest Parking Permits issued to a Resident if a limitation would further the goals of the Parking Permit program.

12.50.070 Amendment or termination of a district.

A. The designation process and designation criteria set forth in this Chapter shall also be used by the City Manager and the City Council in determining whether to terminate a Permit Parking District or amend its terms.

B. Once a designated Permit Parking District is established, a request to amend or remove the District may only be submitted no sooner than the first anniversary of the date the resolution establishing the District was adopted.

12.50.080 Designation criteria.

In determining whether an area identified as eligible for permit parking should be designated as a Permit Parking District, the City Manager and the City Council shall take into account factors which include, but are not limited to, the following:

A. The extent of the desire and need of the Residents for a Permit Parking District and their willingness to comply with the Parking Permit program and to pay administrative costs necessary to operate and maintain the Parking Permit program;

B. The extent to which legal on-street parking spaces are occupied by Motor Vehicles during the period proposed for parking restriction;

C. The extent to which Vehicles parking in the area during the period proposed for parking restriction are non-Resident Vehicles rather than Resident Vehicles;

D. The extent to which Motor Vehicles registered to persons residing or working in the residential, mixed-use, or commercial/industrial area cannot be accommodated by the number of available off-street parking spaces;

E. The extent to which non-Resident Vehicles will be displaced into nearby residential, mixed-use, or commercial/industrial areas outside a Permit Parking District;

F. The extent to which alternative solutions are feasible or practical.

12.50.090 Issuance of permits.

A. After a Permit Parking District is established by City Council resolution, the City Manager, or his designee, shall be authorized and directed to issue, upon written applications, Parking Permits for the designated District. Each such Parking Permit shall be designated by the City Manager, or his designee, to reflect the particular Permit Parking District, as well as the license plate number of the Motor Vehicle for which it is issued. Consistent with this Chapter, the City Manager is authorized to issue such rules and regulations as he/she deems necessary or appropriate to govern the process and terms for the issuance of Parking Permits.

B. Upon proper application, Parking Permits may be issued for Motor Vehicles as follows:

1. Parking Permits.

(a) Residential: Up to two (2) Parking Permits may be issued upon purchase to a dwelling unit within a District for Motor Vehicles that are either registered in a Resident's name, or otherwise under his or her exclusive control. No more than one (1) Parking Permit shall be issued to each Motor Vehicle for which application is made.

(b) Commercial/Industrial: Up to seven (7) Parking Permits more than there are off-street employee parking spaces may be issued to a business within a District. The number of employees and employee parking spaces will be verified by City staff prior to issuance.

2. Proof of residency/ownership or employment and Motor Vehicle ownership/control shall be demonstrated in a manner approved by the City Manager.

3. Guest Permit. One (1) Guest Permit shall be available upon application and purchase for each dwelling unit or business within a District.

4. Temporary Permits. Up to four (4) Temporary Permits for up to a two-week duration each shall be available upon application and purchase per 12-month period for each dwelling unit within a District.

5. The City Council may, at its discretion, change the maximum number of Resident, Guest and Temporary Permits established in this section by resolution when establishing a District to suit the particular needs of that District.

C. No Parking Permit issued under this Chapter shall guarantee or reserve an on-street parking space to a Parking Permit holder within the designated Permit Parking District.

D. Any and all Parking Permits issued under this Chapter shall be nontransferable, and are only valid in the District for which they are issued.

E. The City may withhold issuing any Parking Permit for a Vehicle for which there is evidence of any outstanding, unpaid parking violations or citations.

12.50.100 Application for and duration of permit.

Each Parking Permit issued by the City Manager, or his designee, under this Chapter shall be valid for a period of twelve (12) months from date of issuance, unless otherwise approved by the City Manager. Each application or reapplication for a Parking Permit shall contain information sufficient to identify the applicant, his or her residence address or address of real property owned or leased within a Permit Parking District area, and the license number of the Motor Vehicle for which application is made, and such other information that may be deemed relevant by the City Manager. Parking Permit holders are solely responsible for maintaining current contact and Vehicle license information associated with the Parking Permit issued by the City.

12.50.110 Permit fees.

The fees for a Parking Permit shall be set by resolution of the City Council based upon the recommendation of the City Manager. The City Manager shall from time to time recommend such fees to the Council that reflect an amount equal to, but not to exceed, the reasonable costs of administration of the Parking Permit program and maintenance of the District.

12.50.120 Posting of permit parking districts.

Upon the adoption by the City Council of a resolution designating a Permit Parking District, the City Manager or designee shall cause signs to be erected in the area indicating the District prohibition or time limitation(s), period(s) of the day for its application.

12.50.130 Display of permits.

Parking Permits must be displayed in the manner determined by the City Manager as indicated on the Parking Permit and/or posted within the District.

12.50.140 Permit parking exemptions.

Except as provided below, all Motor Vehicles parked on a street within a Permit Parking District shall be subject to the time restrictions or area prohibitions adopted as provided in this Chapter, as well as the penalties provided for herein.

A. Residents and guests who do not park on a street in a Parking Permit District during days and hours of restriction are not required to purchase and display a Parking Permit under this Chapter.

B. A Resident Vehicle or Guest Vehicle with a valid and properly displayed Parking Permit issued in accordance with this Chapter shall be permitted to be parked in the Permit Parking District without being limited by time restrictions or area prohibitions established pursuant to this Chapter.

C. Vehicles bearing a valid disabled person or disabled veteran license plate or placard issued by a state motor vehicle department shall be exempt from time or area restrictions imposed by this Chapter and shall be exempt from the requirements to purchase and display a Parking Permit under this Chapter.

D. Vehicles owned or operated by a private or public utility or a government agency or government contractor when used in the course of business shall be exempt from time or area restrictions imposed pursuant to this Chapter and shall be exempt from the requirements to purchase and display a Parking Permit under this Chapter.

E. An authorized emergency vehicle when responding to a call in the course of business shall be exempt from the time or area restrictions imposed by this Chapter and shall be exempt from the requirements to purchase and display a Parking Permit under this Chapter.

F. Commercial or service Vehicles parked while actively delivering materials or freight or providing a service at a dwelling unit or business in the District, including but not limited to landscaping, pool maintenance, plumbing, electrical, construction, cleaning, property maintenance, property management, or home health care, shall be exempt from the time or area restrictions imposed pursuant to this Chapter and shall be exempt from the requirements to purchase and display a Parking Permit under this Chapter.

G. Driver-attended Vehicles parked for the purpose of picking up or dropping off students at an elementary school, middle school, junior high school, or high school within a Permit Parking District shall be exempt from the time or area restrictions imposed by this Chapter and shall be exempt from the requirements to purchase and display a Parking Permit under this Chapter.

H. Vehicles parked in the District for the purpose of a special event, block party or similar event, including but not limited to functions at an elementary school, junior high

school or high school within a district shall be exempt from the time or area restrictions imposed by this Chapter and shall be exempt from the requirements to purchase and display a Parking Permit under this Chapter, with the advance written permission of the City Manager.

12.50.150 Application of other parking laws.

Vehicles displaying a Parking Permit and Vehicles exempt from displaying a Parking Permit in the Permit Parking District shall be subject to all other applicable parking restrictions or prohibitions in the California Vehicle Code or the San Marcos Municipal Code, or any other applicable state or local regulation, rule, or requirement.

12.50.160 Penalty provision.

The following violations of this Chapter shall be subject to the civil parking penalties established by the City Council:

- A. Stopping, standing or parking a Vehicle adjacent to any curb within a Permit Parking District street in violation of any posted or noticed prohibition or restriction, without display of a valid and current Parking Permit, Guest Permit or Temporary Permit for that District, unless the Vehicle is otherwise exempt to the extent authorized by law or section 12.50.140 of this Chapter.
- B. Copying, producing, creating or displaying a facsimile or a counterfeit Parking Permit, Guest Permit or Temporary Permit.
- C. Falsely representing one's self as eligible for a Parking Permit or willfully furnishing false information in an application therefore.
- D. Using a revoked Parking Permit.
- E. Using a Parking Permit by a non-eligible Vehicle.

12.50.170 Revocation provision.

The City Manager is authorized to revoke the Parking Permit of any Resident or Guest found to be in violation of this Chapter and, upon written notification thereof, the person shall surrender such Parking Permit to the City Manager. Failure when so requested to surrender a Parking Permit so revoked shall constitute a violation of this Chapter and may be punished pursuant to Section 12.50.160.

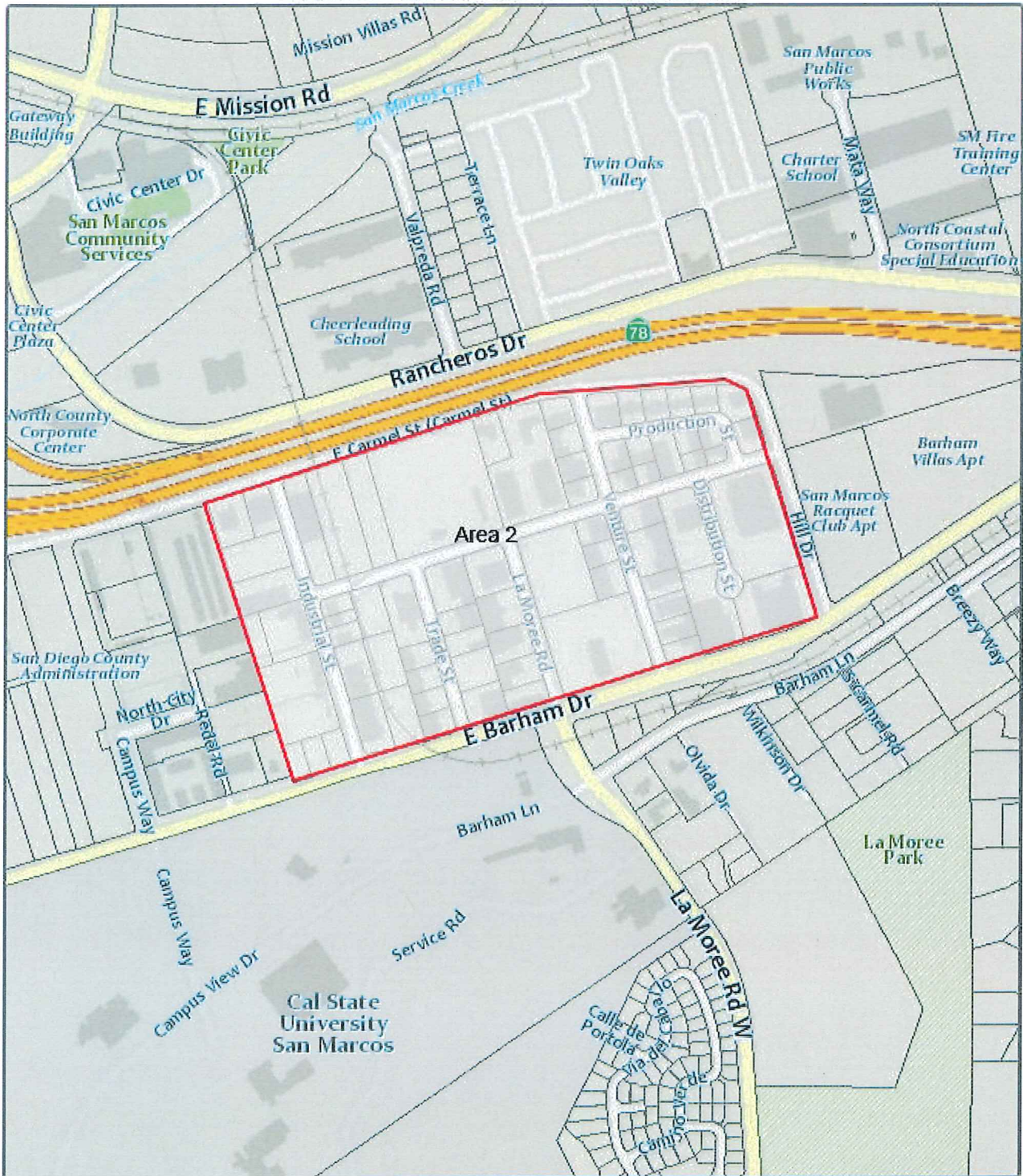
Impacted Area 1: Santa Fe Hills



Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search, appraisal, survey, or for zoning verification.

Map Scale
1 inch = 526 feet
11/10/2016

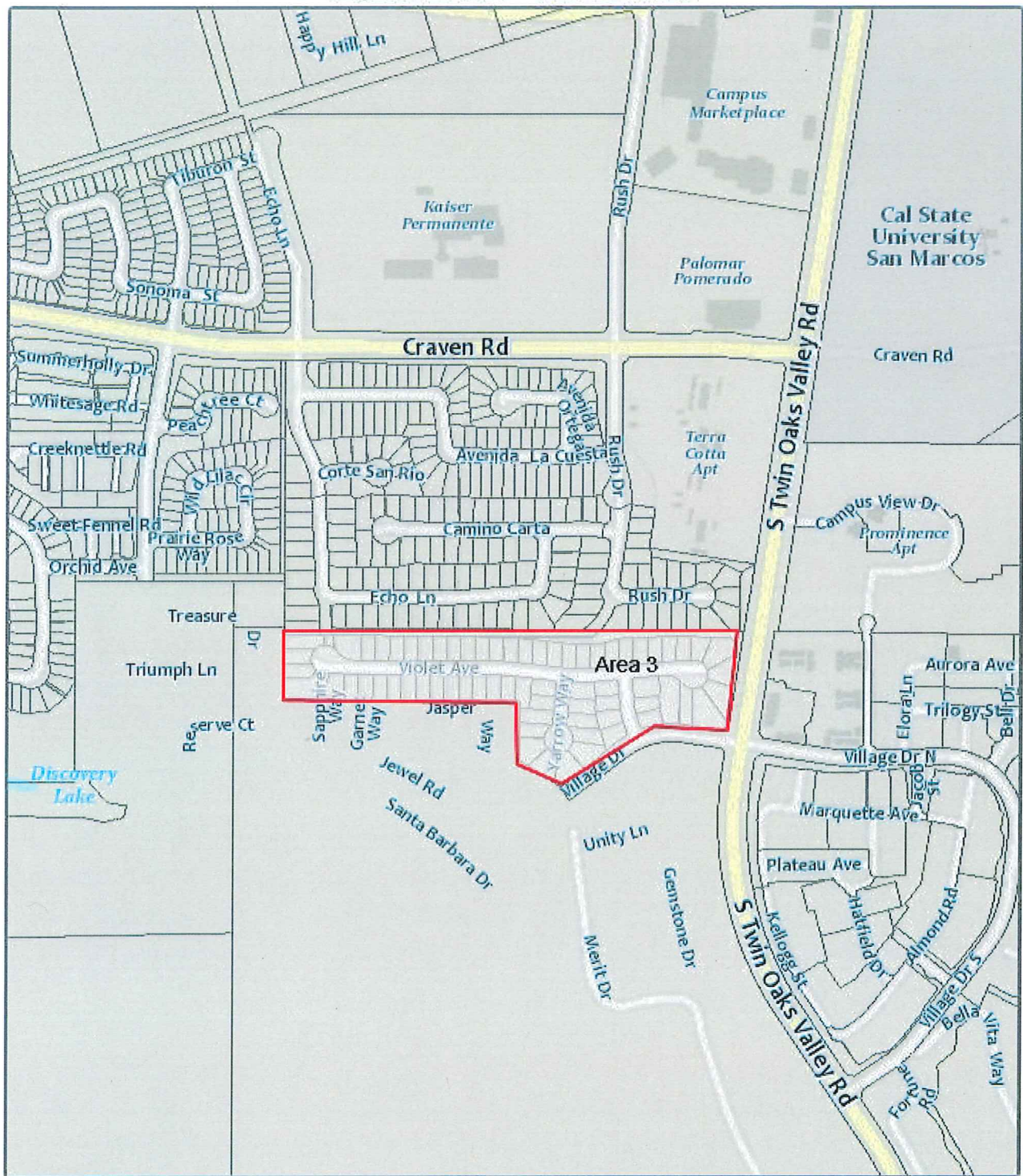
Impacted Area 2 - Barham Industrial Area



Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search, appraisal, survey, or for zoning verification.

Map Scale
1 inch = 614 feet
11/10/2016

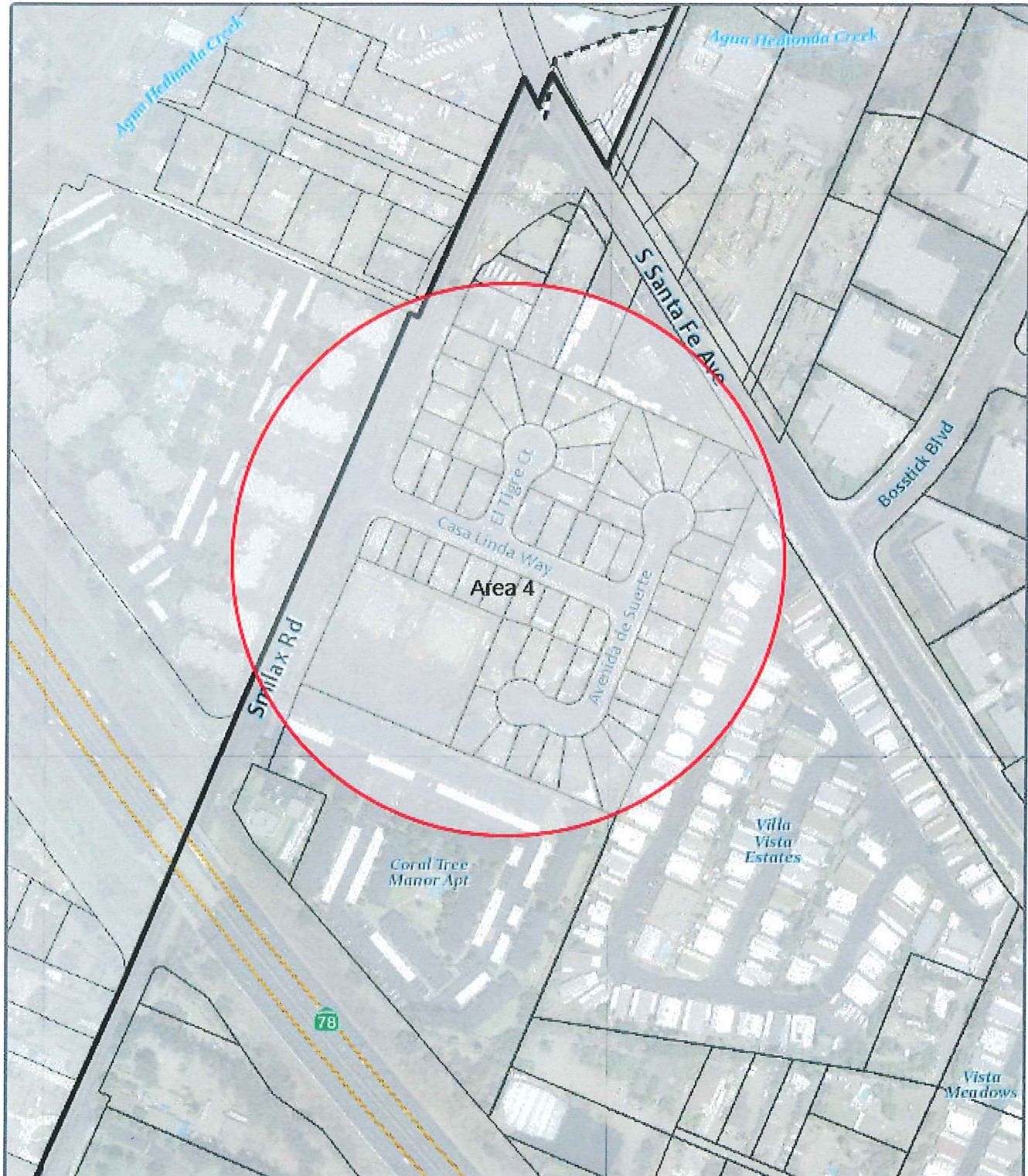
Impacted Area 3 - Rosemont HOA



Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search, appraisal, survey, or for zoning verification.

Map Scale
1 inch = 614 feet
11/10/2016

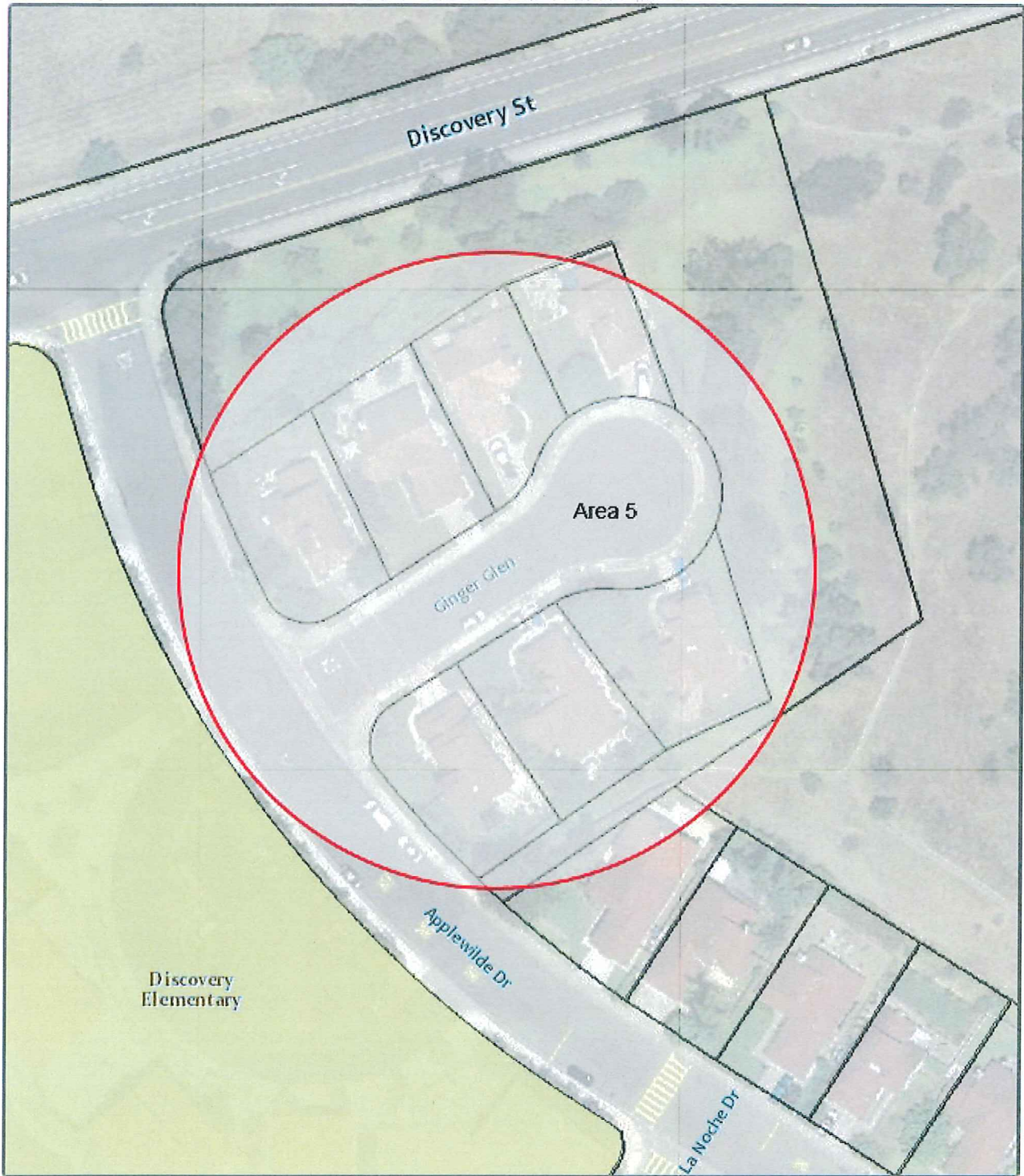
Impacted Area 4 - El Tigre Ct.



Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search, appraisal, survey, or for zoning verification.

Map Scale
1 inch = 263 feet
11/10/2016

Impacted Area 5 - Ginger Glen

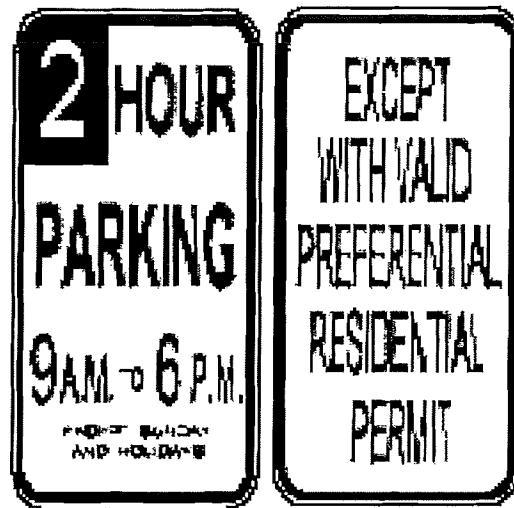


Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search, appraisal, survey, or for zoning verification.

Map Scale
1 inch = 77 feet
11/10/2016

City of Laguna Beach

Community Development Department



Feasibility Study of Residential Preferred Parking Programs

December 2004

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Review of Residential Parking Programs

BACKGROUND

At the direction of City Council, staff reviewed the feasibility of residential parking permit programs to address the problem of non-residents parking in residential neighborhoods along Coast Highway and in areas around the downtown. Currently residents living in these areas are experiencing a lack of available on-street parking due to the influx of visitors from other areas. The peak parking period in Laguna Beach tends to be weekends and holidays, particularly in the summer months and during the Summer Arts festivals. Beyond the impact on the parking supply, residents claim that visitors, including late night visitors leaving restaurants and bars, parking in their neighborhood affect the "quiet enjoyment" of their properties by increasing noise, traffic, safety concerns and property damage. The Council has requested that Staff research other cities with similar environments and issues to determine how those cities address these concerns.

Existing Programs in Laguna Beach

Laguna Beach currently has three residential parking permit programs to protect residents in specific areas:

- 1) The first, established more than 20 years ago, is available to residents within the downtown area. Residents can buy one permit per address which exempts them from the time limits and meter requirements for up to 24 hours.
- 2) The second program is available during the Festival season to residents on Canyon Acres Drive, Woodland Drive, Arroyo Drive, Fairywood, Victory Way and those living within the Thurston Mobile Home Park. These residents receive two resident permits and can apply for additional temporary or guest permits that allow them exclusively to park on the street during the summer and winter festivals. This program has been successful in protecting residents from the impact of visitors and participants of the Art Festivals who either want to avoid paying for parking elsewhere or simply cannot find available parking because lots are full.
- 3) The newest program was implemented by resident request in 2001 to address the adverse impacts of the construction traffic on residents of the lower Diamond Crestview area. On-street parking is limited to residents and their authorized visitors only between the hours of 6 a.m. and 5 p.m. Residents can buy 4 residential permits per household and receive free visitor permits that exempt their vehicles from the exclusions. This program has been relatively successful, in that staff has received no complaints regarding the program. There is some difficulty in enforcement due to the amount of ongoing construction in the area.

SURVEY RESULTS

Staff conducted a survey of cities throughout California regarding residential preferred parking permit programs. Twenty-four (24) cities supplied information on their specific programs and policies. Generally, the procedures adopted by these various cities throughout the State were very similar. The overall reason for developing these parking programs was to alleviate the impact of non-resident vehicles parked on residential streets. There are three types of cities which implement these types of programs:

- 1) The large urban cities such as Long Beach, San Francisco, San Diego or Sacramento have a high population of commuters who park in residential neighborhoods for extended periods, during typical business hours.
- 2) The beach or resort communities, such as Hermosa Beach, Manhattan Beach, Redondo Beach, Seal Beach and Newport Beach, are impacted by a high number of visitors and insufficient parking to accommodate the parking needs of both residents and visitors. Many of these communities, like Laguna Beach, have older structures with non-conforming parking that is inadequate to serve the density and popularity of these locations. The peak hours for parking occupancy vary more in coastal resort communities, but are concentrated in the daytime hours, particularly in summer months and on holidays.
- 3) Cities that have major universities, military bases or large hospitals, such as Santa Cruz, Coronado, Santa Barbara, Davis and Oceanside. The major complaint of these areas is that visitors, students or employees of these facilities park in residential neighborhoods instead of their designated lots or when their designated lots are full. This occurs during typical business hours. The City of Laguna Beach shares this problem with employees of businesses along Coast Highway that have inadequate parking.

The initiation of new parking districts is usually citizen initiated requiring a petition of at least 51% (in some cases 66%) of the residents in any particular area to accept. A traffic study is performed by Traffic Engineer for 6 months to a year to determine the peak occupancy and the ratio of resident to non-resident vehicles. The minimum peak on-street parking occupancy ranges from 75% to 80% and at least the majority of peak users must be non-residents. If it is determined that a particular area is in fact impacted, a noticed public hearing is held by either the local transportation authority, the City Council or both.

Types of Programs:

There are two major types of programs: resident only parking and time exemptions for residents.

- 1) The resident only system is more restrictive in that only residents or visitors with valid permits may park in designated spaces. The use of signs stating "NO PARKING EXCEPT WITH VALID PERMIT" or "RESIDENT PARKING ONLY" (Santa Ana) are sometimes used in combination with painted curbs. This is more exclusionary and has impacts on visitors because it does not allow any non-residents to park on the street at any time for any length of time. This system is rarely used in coastal zones but gives almost complete control of the neighborhood to the residents.
- 2) The more widely used system is the preferential parking system that exempts residents with valid permits from posted time limit and meter requirements within their neighborhood. This allows visitors and people doing business for short periods of time to have access to available on-street parking within the neighborhood. However, because residents are allowed to park for longer periods of time, it still allows residents to dominate the majority of on-street parking. Some cities use the restrictions only during peak hours and a few cities use the restrictions to limit overnight parking.

Distribution of Permits:

Residents are given 1 permit per registered vehicle or licensed driver with a maximum of 2 or 3 permits per residence. Permits are usually a sticker placed on the left bumper of the vehicle. Very few districts provide passes free of charge. Most districts rely on residents to pay for the cost of the implementation, which can be very high. Santa Ana's program costs \$268,000 a year to administer. The cost of a residential permit varies from \$3 to \$120 annually. Permits are usually valid for one or two years.

Visitor Permits:

One of the greatest difficulties with a residential parking permit program is accommodating visitors or guests of the residents who need to park on the street. Almost all of the cities surveyed have some type of easily transferable permit that residents can give to their guests, which have the same privileges as the permanent residential parking permit. Most cities issue guest passes either with the residential permit or at an additional fee. The permits are either hung from the mirror or placed on the dash. Special event or temporary permits are also issued on a case by case basis. Special event permits are usually one day parking passes for parties, weddings or other social gatherings, range in number from 30 to 150 and are limited to a certain number per year. Temporary permits range from two weeks to three months and are usually given to contractors during construction periods.

ISSUES AND CONCERNS

The success rate of these programs varies greatly among the cities surveyed. Some cities say that the residents are very happy with the program and the program is easy to implement while others claim that the program is extremely controversial and difficult to implement. Issues that arise with residential parking programs are:

- Coastal Access;
- Spillover Problem of pushing the problem into another neighborhood;
- Administration and Enforcement;
- Costs;
- Misuse of Permits; and
- The Supply Problem

Coastal Access:

Because almost all of Laguna Beach is within the Coastal Zone, any action that the City takes regarding availability of parking will require a Coastal Development Permit. If the City can conclude that the proposed action is consistent with the City's certified Local Coastal Plan, the City may issue a CDP for the program. However, the decision to issue the CDP may still be appealed to the Coastal Commission by any interested party. If the City cannot make the findings that the proposed course of action is consistent with the City's certified LCP, the City would then have to receive approval from the Coastal Commission to amend its existing LCP to include the parking program. Any amendments to the Zoning Ordinance and General Plan Elements would be considered an amendment to the certified LCP. According to Meg Vaughn of the California Coastal Commission, Coastal Staff would have major concerns with any program that would impact the supply of visitor serving parking and overall beach access. Staff would have to prove that visitor parking would be protected or relocated to an equally convenient location. Neither the Diamond Crestview residential parking program nor the Canyon Acres parking program were subject to Coast Commission review because these areas were determined by staff to be not within the "beach-access impact zone."

Several cities have stated that no new parking programs can be initiated in the Coastal Zone. In Long Beach, the brochure for residential parking programs clearly states: "Recent attempts to establish preferential parking within the Coastal Zone have not been successful, and were denied by the Coastal Commission." Hermosa Beach, Huntington Beach and Coronado, have all had recent proposals for new districts or modifications to existing districts within the Coastal Zone denied by either the City Council or the Coastal Commission. Many cities say they do not even attempt to establish new districts within the Coastal Zone because it has been too difficult in the past. Those cities that do have preferential parking within the Coastal Zone, usually have established those districts ten to fifteen years ago.

Some solutions that cities have undertaken to address the issue of beach access are limiting parking during evening hours only and other trade-offs. Trade-offs would include balancing an action that may negatively impact visitor parking with an action that will increase or positively impact visitor parking. Santa Monica and Santa Cruz have recently adopted new districts within the Coastal Zone that prohibit parking by non-residents during evening hours only. These programs work because beach access is treated mostly as a daytime issue. This type of parking restriction would be helpful to address the issue raised by City Council of quiet enjoyment of properties, noise and safety concerns in the evening hours after bars and restaurants close.

A trade-off is a less utilized strategy to mitigate the impact on beach access, but still a viable option. In Coronado, the City increased the time restrictions from 1 hour to 2 hours to be more convenient for beach parkers at the same time they adopted preferential parking districts elsewhere. The trade-off was that the residents were allowed a preferential parking district, which had the potential to limit visitor access; however, at the same time, the City increased the time limits which was more convenient for visitors who tend to park for more than 1 hour.

The best trade-off would be to create more parking elsewhere in the City where it is needed and replace the on-street parking within residential neighborhoods that will no longer be available for visitor parking. The City of Laguna Beach currently maintains five small (un-metered) parking lots within the downtown area. Also, the City is currently running a pilot program which includes a free shuttle system, on weekends and holidays, to take visitors from the Act V lot to the beach or downtown. Developing more parking lots for visitors at the same time as adoption of a preferential parking program would indicate an effort to maintain adequate coastal accessibility while still providing some needed relief to local residents. This option is discussed in detail in the "Possible Solutions" section of this report.

Conformance with the certified Local Coastal Plan:

The Local Coastal Plan, or LCP, consists of the City's Zoning Ordinance and various General Plan Elements. One important General Plan Element to consider is the Transportation, Circulation and Growth Management Element. This Element states that the main goal of the City of Laguna Beach is not to provide enough parking to meet all demands, but to strike a balance between meeting the needs of the residents and visitors and maintaining the "village atmosphere" that makes Laguna Beach unique. It is important to keep in mind that even if the City is able to make the findings that a program is consistent with our LCP, it may be legally challenged or appealed to the Coastal Commission. Topic 6 (Parking) of the Transportation, Circulation and Growth Management Element encourages many innovative parking solutions. Some important policies from that element are:

- Encourage and monitor joint parking agreements between adjacent property owners for the purpose of providing consolidated parking facilities, access drives, and curb cuts. (Policy 6-A)
- Develop a program for directional signs to assist motorist in locating parking. (Policy 6-D)
- Encourage innovative parking that minimizes space such as two-story parking lifts. (Policy 6-E)
- To enhance and increase public access, pursue funding for planning and development of a peripheral parking program for parking, increased access to the beaches and transit opportunities. Specifically, study Pacific Coast Highway corridor, Laguna Canyon Road, El Morro School and the downtown area for parking and transit opportunities, including appropriate location for parking structures. (Policy 6-G)
- Coordinate the peripheral parking program with the provisions of frequent tram service to and from the CBD. (Policy 6-L)
- Investigate methods for solving monitoring problems with off-site parking. (Policy 6-N)

The City's Land Use Element, another component of the LCP, specifies policies for parking and public access to coastal resources that also should be considered for any proposed parking program. Any program or policy pursued needs to be consistent with the following policies:

- To enhance and increase public access, the City shall study Pacific Coast Highway corridor, Laguna Canyon Road and the downtown area for parking and transit opportunities. (Policy 2-G)
- The City shall pursue construction of additional parking structures serving downtown area as part of a comprehensive traffic management plan. (Policy 2-H). (It is important to note that this section was written in the early 1980's prior to the construction of the Glenneyre Street parking structure in 1985.)
- The City shall pursue funding for planning and development of a peripheral parking program to increase access to its beaches. (Policy 2-I)
- The City shall continue to manage and enforce a comprehensive parking program for the summer festivals season. (Policy 2-L)
- The City shall increase its standards for parking in new development to reflect the actual parking needs of the development and to assure that the parking needs generated by the new development will not usurp on-street parking for visitors.

The final element to be considered is the City's Open Space/ Conservation Element that specifically addresses shoreline access. This section expresses balancing the need to provide fair public access to coastal resources with the need to prevent negative impacts associated with overcapacity of the existing beaches. The following policies shall be observed:

- Retain and improve existing public beach accessways in the City, and protect and enhance the public rights to use the dry sand beaches of the City. (Policy 3-A)
- In providing for legal public access, the City shall seek to protect the health and safety of residents and property owners consistent with Section 30211 and 30213 of the Coastal Act. (Policy 3-H)
- Promote acquisition of lateral and vertical beach and bluff top public access, where appropriate. Development shall not interfere with historic public accessways, unless suitable alternative access is provided. The lack of public parking shall not preclude the development of an accessway. (Policy 3-I)
- Determine the maximum acceptable levels of public use and methods by which resource values are best protected in areas of existing or potential access where habitat and resources protection have been identified as sensitive. (Policy 3-K)
- Procure public access in South Laguna as shown on Figure 5, consistent with Coastal Act policies and other legal requirements. (Policy 3-L)
- The provision, maintenance and enhancement of non-vehicular access to the accessways shall be of primary importance when evaluating future improvements, both public and private. (Policy 3-M)

California Coastal Act:

The goal of the Coastal Commission is to protect coastal resources and increase public access to those resources. The following are excerpts from the California Coastal Act that are relevant to this discussion because they specifically encourage the maintenance of public access:

Section 30211. Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212.5. Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

(c) Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

Section 30213. Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided.

Developments providing public recreational opportunities are preferred.

(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.

The following excerpt gives the local jurisdiction the authority to issue a Coastal Development Permit, as long as the jurisdiction can determine that the project is in conformance with the certified Local Coastal Plan. However, it also explains that the action is subject to appeal.

(c) Notwithstanding any other provision of this division, after delegation of authority to issue coastal development permits pursuant to subdivision (b), a coastal development permit shall be issued by the respective local government or the commission on appeal, if that local government or the commission on appeal finds that the proposed development is in conformity with the certified land use plan.

(d) Any action taken by a local government on a coastal development permit application pursuant to the provisions of this section may be appealed to the commission pursuant to Section 30602. The commission shall hear an appeal brought pursuant to the provisions of this section, unless it determines that the local government action taken raises no substantial issue as to conformity with the certified land use plan. For purposes of this subdivision, failure by any local government to act within any time limit specified in this division shall constitute an "action taken."

Legal Authorization and Limitations:

The California Vehicle Code (CVC) Section 22507 allows local jurisdictions to create preferential parking permit programs as follows:

"Local authorities may, by ordinance or resolution, prohibit or restrict the stopping, parking, or standing of vehicles... on certain streets or highways, or portions thereof, during all or certain hours of the day. The ordinance or resolution may include a designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use and the use of their guests, under which the residents and

merchants may be issued a permit or permits that exempt them from the prohibition of restriction of the ordinance or resolution. A local ordinance or resolution adopted pursuant to this section may contain provisions that are reasonable and necessary to ensure the effectiveness of the preferential parking program."

This Section clearly outlines authorization of local jurisdictions to implement a preferential parking program in order to protect the health, safety, and general welfare of its residents. However, there are restrictions to this ability. CVC Section 22511.5(a)(1) exempts motorists properly displaying a physically challenged placard or whose vehicle has disabled person or disabled veteran license plates from all preferential parking permit zone restrictions. Other exempt vehicles include:

- Repair, maintenance, refuse collection, utility, fuel, delivery, and service vehicles being used in the course of business. (This does not include private construction vehicles).
- Vehicles owned or operated by any government agency, or contractor of a government agency, being used in the course of business.
- Emergency, life support and health care vehicles being used in the course of business.

Other cities have reviewed the legality of these programs and determined if the programs meet the following criteria, the regulations should withstand legal challenges:

- 1) The programs possess a factual basis (and evidence)
- 2) The programs are policy driven
- 3) The programs can vary by district to meet specific needs per district.

If the City performs traffic and parking studies for each individual area and creates policy to equitably establish new districts upon citizen request these criteria should be satisfied. However, it is important to note that the California Vehicle Code is separate from the California Coastal Act. The Coastal Act has requirements and criteria above those of the CVC.

The Spillover Problem:

One of the issues mentioned by most cities was spillover of parking from blocks that have preferential parking to those that don't and the conflict that it causes between neighborhoods. Most cities require the proposed area to be large enough and configured in a way that prevents parking in one neighborhood from being "pushed" into the next. This is difficult because it requires extensive parking studies to predict where the displaced parkers will go. Employees of businesses that are under parked will have to walk further through the same neighborhood to get to their vehicles parked on adjacent streets. Not all blocks will want a preferential parking program due to the inconvenience. Additionally, it

would be difficult to amass a large, consistent area to form a district in Laguna Beach. This problem has caused controversy in some areas that were surveyed, such as San Francisco, Long Beach and Huntington Beach.

A similar issue is the conflict between user groups. Visitors that utilizes the on-street parking in neighborhoods will have a problem with being excluded from parking in those areas. Business owners are very upset when districts are established near their businesses because often employees and customers have no other option for parking. Employees, students and tourists will complain that although a street may have residences on it, it is still a public street and excluding them from using available parking without providing any alternatives is exclusionary.

There is usually a group of residents within a proposed district who do not want a district for various reasons. Many residents complain that they should not have to pay to park in front of their own homes or accuse the City of using the program to raise revenue. It is the combination of these various viewpoints that causes many cities to classify preferential parking permits as an extremely controversial issue.

Administration and Enforcement:

The adoption, administration and enforcement will require additional City resources including time for staff, various City Committees or Commissions and City Council, to perform parking studies, post signs, notice residents and hold numerous scoping and community meetings. The responses regarding the impact of the required administration and enforcement vary greatly. Most cities that have programs that have been in place for several years, say that the programs are successful and easy to administer. Cities that have more recently adopted new programs and districts, especially those within the Coastal Zone, claim to be the most burdened by the programs.

Costs to Consider:

Information on costs was limited because most jurisdictions do not track the amount of time spent on specific activities related to administration and enforcement of the programs. The programs are typically administered by existing City staff that have other duties and their time is not devoted solely to these programs.

The following tasks would be necessary in drafting administering, and enforcing any parking program. Costs for these tasks are provided when information was available.

Drafting Ordinance: Staff time to compose, review by administrators, public noticing, scoping & community meetings, Planning Commission time, Parking Traffic and Circulation Committee time and City Council time for review & approval.

Parking Studies: average length 6 months to 1 year

Quote from a consultant:

- Parking Design Group-including a comprehensive (occupancy and user) 1 week study during off-peak period (winter months) and 1 week study during peak period, \$15,000 to \$20,000 per neighborhood. (See list of possible neighborhood groups on page 15.)

Implementation: Signage, curb painting and meters (if applicable).

- Sample figures: (City of West Hollywood 2002-2003)
 - Signage \$75 each plus installation. Average distance every 150 – 200 feet (Newport Beach)
 - Red curbing \$5 per linear foot
 - Parking meters (replacement) \$550 each plus installation

Administration: Staff person to issue permits, physical cost of permits, and decals and mediation of contested violations.

- *Laguna Beach Existing Programs Costs:* 12 hrs per week x \$25 = \$15,600 annually. Materials and supplies cost \$3,600 annually.
- Santa Ana: real cost to manage program \$200,000 annually
 - Issued 3,100 residential & 93,750 temporary/ guest permits.
- Santa Barbara: one part-time employee \$25,000 a year and ¼ of Parking Resource Specialists time (salary not given)
 - Issued 2,500 permits per year to 6,000 eligible addresses generating approximately \$40,000 a year.
 - Physical cost of permits negligible because covered by cost of permit. Stickers \$23.15 to \$56.50 per 100 and hangtags \$39.97 per 100.
- West Hollywood: 5 full time employees in Parking Division (not including enforcement officers).
 - Annual expenditures under Parking Permits \$623,779 (FY03-04)
 - Recently raised cost of permits to generate additional \$200,000 a year.
 - Actual revenue generated (FY02-03) \$455,000.
- San Leandro: newly initiated program with 130 applicable addresses.
 - Estimates a first year deficit of \$90 per address (\$11,700).
 - Second year administrative costs, including signage of \$3,000 per year.

Enforcement: Cost of additional parking officers or expanding the area of existing parking officers. The City of Laguna Beach currently has 5 full-time parking enforcement officers and 2 part-time summer enforcement officers.

- *Laguna Beach*: cost of additional officer (full-time) \$58,364 per year (effective January 1, 2005).
- Santa Ana: additional \$68,000 per year.
- Hermosa Beach: with 9 officers, who also double as animal control officers, issued over 46,000 citations for violators.
- Santa Barbara: did not hire additional parking officers.
- Coronado: was unable to hire additional officers, but admits that they are able to respond on a complaint basis only.

Parking Programs are typically initiated and designed by either the Planning or Traffic Division; however, permits are typically issued by finance personnel. The City of Beverly Hills has 71 different residential parking districts, each with their own specific rules and regulations. This substantially increases the workload on staff that must mediate between different groups of residents and educate them about the various rules and regulations of each district. Planners from the City of Coronado claim that they are inundated with requests for new districts from residents who want to keep students, employees, hospital visitors, military personnel and commuters out of their neighborhoods. Continually explaining the process and potential problems of creating new districts could cause strains on staff time and resources.

Misuse of Permits:

One common problem with parking permits, especially in highly desirable areas, is that residents can sell the permit to commuters, or lease their space out when they do not need it. Since the program is intended to provide on-street parking to residents who need it, this can be a problem. To address this problem most cities limit the number of passes that each resident can receive and in most cases issue only one pass per vehicle registered to the applicable address. Another issue is theft or falsification of permits. People have had their stickers torn off their vehicles or their windows broken and their passes stolen. This happens in Laguna Beach, as well, but requiring proof of registration and limiting the number of guest passes issued has reduced the frequency of selling or misusing permits.

The Supply Problem:

One of the key problems with the preferential parking permit program is that they do not address the root of the problem, which is the lack of available parking. In most cases, people would park elsewhere if there were convenient, available spaces. The key problem is that demand for parking exceeds supply. Creating resident only or resident preferred parking districts will give residents an advantage in competing for on-street parking spaces, but it will not solve the problem. One of two things could happen, either people will simply park elsewhere in a street that does not have parking restrictions, or fewer people will visit Laguna Beach because it is too difficult to find parking. The first scenario is more likely, but the second could happen to a certain degree. Employees of local businesses who may have no other option than on-street parking will be

most impacted by any decrease in supply. It is difficult to determine what employees would do. If there is alternative transportation available, they may utilize that, but it is conceivable that employees would seek other work or park further away and walk.

ANALYSIS OF EXISTING PARKING CONDITIONS:

The City of Laguna Beach maintains approximately 7.4 linear miles of coastline, 29 public beach access ways and 15 acres of oceanfront parks and viewing platforms. These and other resources attract an estimated three million visitors annually with peak beach attendance exceeding 30,000 visitors daily. With the exception of Irvine Cove, Rockledge, Three Arch Bay and other private residential communities in South Laguna, public access is available along virtually the entire shoreline at approximately every 1,000 feet. Unlike many popular beach communities, none of these access points is furnished with large public owned parking lots. Many beaches, especially in South Laguna are accessed by road-ends adjoining the beach. These are small streets off of Coast Highway that dead end at the coastal bluff. When accessing these points, visitors must often use on-street parking in the surrounding residential or commercial neighborhoods.

The City currently maintains five (un-metered) public parking lots:

- | | |
|------------------------------|---------------------------|
| 1) Lumberyard lot | 82 spaces |
| 2) 480 Mermaid lot | 25 spaces |
| 3) Employee lot | 210 spaces |
| 4) Act V Lot | approx.~190 to 400 spaces |
| 5) Alice Court lot (monthly) | 19 spaces |

The City currently maintains five metered parking lots:

- | | |
|---|------------|
| 1) Broadway lot | 26 spaces |
| 2) Forest Ave./ Peppertree lot | 38 spaces |
| 3) Mermaid lot | 15 spaces |
| 4) Ocean Avenue A | 21 spaces |
| 5) Ocean Avenue B | 24 spaces |
| 6) The Glenneyre Street parking structure | 215 spaces |

Parking is available to the public in the Lumberyard parking lot for \$3 a day and \$9 during peak periods. Although the City Employee Lot is utilized during typical business hours and off hours by emergency personnel, portions of the employee lot are made available for special events parking.

The Downtown Area maintains:

908 on-street parking spaces

357 off-street parking spaces

485 spaces in public lots

Total = 1,750 parking spaces

The City currently maintains 2,363 metered parking spaces within the Downtown Area and along North Coast Highway. These spaces have time limits ranging from 30 minutes in specified areas to 3 hours along Forest Avenue, Broadway, Ocean Avenue and others, to 10 hour limits along Laguna Canyon Road and Cliff Drive (See Exhibit C: Time Limits Map). The vast majority of the time limited spaces (1,432 spaces out of 2,363 total metered spaces) have 3 hour limits.

The projected revenue generated from the parking lots, meter and other parking fees was estimated at more than \$3.5 million or 7.1% of the total revenue generated for the 2004- 2005 Fiscal Year. An average parking meter within the City of Laguna Beach brings in \$3 a day; however, the revenue earned by the off-street parking lots is significantly higher than the on-street parking meters, averaging \$4.80 per meter/ per day (See Exhibit D: Metered Parking Inventory).

POSSIBLE SOLUTIONS:

There are many possible solutions that can be used to address the parking problem in Laguna Beach. There is no simple answer or any one strategy that will satisfy all members of the community. The best solution will be a combination of strategies that will provide the most benefit to the most people without adversely impacting any particular group. In most cases, additional traffic surveys and citizen input will have to be sought to determine the exact specifications of each program. Any solution implemented must take into consideration four key elements:

- The needs of the residents
- Conformance with the certified Local Coastal Plan
- Legal Authorizations and Limitations
- Feasibility of proposed programs

Needs of the Residents:

The most important thing to do is determine exactly what the residents need and want. More specifically, what are their priorities? If the major concern of the residents is safety, noise and quiet enjoyment of their property during the evening hours, then a restriction on overnight parking by non-residents would address their concerns quite effectively. However, if the competition for on-street parking during the daytime is the major problem, a different approach, such as time limited parking during daytime hours, would be necessary. Before any solution is considered further, neighborhood resident scoping meetings should take place to determine exactly what the residents want to do in their neighborhoods. The responses may vary by area and even block to block. To determine the neighborhood desires it would be necessary to break the potential target area into smaller groups to more adequately address the individual concerns of each area. Some sample neighborhood groups could be:

- Group A: Crescent Bay Area
 - Approx. south of McNight to High Drive, west of Hillcrest Drive.
- Group B: North of Downtown
 - Everything southwest of High Drive to the border of the Downtown Specific Plan area.
- Group C: South of Downtown
 - Approx. south of Laguna Avenue to Center Street, west of Glenneyre Street.
- Group D: Victoria Beach
 - Approx. south of Center Street to Nyes Place. West of Pala Way and Rounsevelt Way.
- Group E: Aliso Beach
 - Approx. south of Aliso Circle to Catalina Avenue, west of Brook and Monterey Streets.

- Group F: Table Rock
 - Approx. south of Catalina Avenue to 5th Avenue, west of Summit Drive to the coast.
- Group G: 1000 Steps Beach
 - Approx. south of Circle Drive to 3 Arch Bay Community, generally west of Virginia Way.

These proposed areas would be study groups only. The exact boundaries and streets to be included would be determined by individual traffic and parking studies and citizen requests. The varying districts are just tools to make the large target area more manageable. All gated communities could be avoided because access to the streets is already restricted; these include: Irvine Cove, Three Arch Bay, Blue Lagoon and Lagunita.

Optional Parking Solutions

OPTION #1: PROHIBIT EVENING PARKING BY NON-RESIDENTS

Goal: Provide an enhanced sense of security to residents concerned with visitors, unauthorized guests, employees of local businesses and other non-residents parking within their neighborhood during evening hours. Also, addresses the concern of noise and other adverse impacts of people leaving restaurants, theatres, bars and other businesses that typically operate during evening hours.

Implementation: Signs would be posted in residential neighborhoods particularly impacted by non-residents utilizing parking during the evening hours. Sign would be posted with a message similar to this:

"PARKING PROHIBITED
8 P.M. TO 6 A.M.
EXCEPT WITH VALID PERMIT"

Residents would be able to purchase 1 permit for every vehicle which exceeds the on-site parking capacity and 2 transferable guest passes. The permits would exempt the residents' or guests' vehicle for up to 72 hours. On-site parking capacity would be considered as garage space and/ or driveway. Vehicles must be registered to the applicable address. Permits would be issued by the Cashier similar to the Diamond Crestview program.

Benefits: Does not limit beach access because beach access is considered a daytime use issue. This strategy has been successful in other beach communities such as Santa Monica and Santa Cruz. This policy is not in direct conflict with any of the General Plan policies mentioned in the previous section and therefore consistent with the certified LCP. This would be one of the easiest and least controversial residential parking programs to implement.

Drawbacks: This policy does not address competition for on-street parking during the daytime, especially during weekends and holidays. Although many residents are not home during the day, they would still be impacted during weekends and holidays or during other leisure time. Furthermore, this policy does not address the lack of supply. Several of the policies of the General Plan encourage the City to seek innovative alternatives such as peripheral parking and other solutions to address the problem directly.

Some local businesses may feel that this inhibits their business by restricting potential customers and employees who may have no other location to park. There are many older buildings in the City that are deficient in parking because they were built under older parking standards. Employees of under parked businesses working evening shifts, if given no alternative, would have to park further away and still have to walk through the same neighborhoods to get to their cars parked on adjacent non-restricted streets. In other words, the problem of spillover to non-restricted neighborhoods will exist and some noise and disruption may occur as employees walk to their cars parked on adjacent streets.

Feasibility:

Similar to Diamond Crestview temporary residential parking program that restricts non-residents during specified periods only. Since there is no potential impact to coastal access, the program can be administered and implemented similarly. The cost to the City would include a parking study, signage, administering permits, and enforcement. However, the Diamond Crestview restricted area includes less than 40 properties and the restriction is during standard business hours. A larger area would most likely require additional personnel to administer the permits and to enforce the restrictions. The cost of the permits would be similar to those administered in Diamond Crestview parking district. Because the enforcement hours are beyond the traditional business hours, this may cause a problem for enforcement.

OPTION #2: IMPOSE TIME LIMITS & EXEMPT RESIDENTS

Goal: Limit the impact of long-term parking on residential streets. Also, this program gives an advantage to residents in the competition for on-street parking.

Implementation: This program is usually effective during a specified time period only. Mostly used during business hours to prevent commuters and business employees from parking in residential neighborhoods. Signage typically contains a message such as:

"2 HOUR LIMIT
8 A.M. – 6 P.M.
EXCEPT WITH VALID PERMIT"

Residents would be able to purchase 1 permit for every vehicle which exceeds the on-site parking capacity and 2 transferable guest passes. The permits would exempt the residents' or guests' vehicle for up to 72 hours. On-site parking capacity would be considered as garage space and/ or driveway. Vehicles must be registered to the applicable address.

Benefits: Residents will have priority for on-street parking. Parking will still be available to other users; however on a more limited basis. There would be less hassle for short-term users, such as guests or visitors who stop by and do not have guest permits.

Drawbacks: Directly affects coastal access because most beach goers will park for more than one or two hour periods. Provisions usually exclude weekends and holidays which is the time which most impacts residents. Most cities in the Coastal Zone have not been able to implement any such programs due to the conflict with coastal access. A 3-hour limit may have less impact on beach access and would be more consistent with time limits throughout the downtown and around North Coast Highway.

In conflict with Policy 6-G of Transportation, Circulation & Growth Management, Policy 2-I and 2-M of the Land Use Element, and Policy 3-A of the Open Space Conservation Element. The problem of spillover will exist if the area is not large enough.

Finally, this program does not address the issue of supply. It simply gives preference to residents who are able to monopolize parking on a public street.

Feasibility:

Depending on the project area and specification of the program, it may be difficult to make the findings that the project is consistent with the certified LCP. If findings could not be made, the City will not be able to issue the Coastal Development Permit (CDP). The program will have to be approved by the Coastal Commission, as an LCP amendment which has denied similar programs in other cities in the past 5 years.

The costs of the program will include Staff time to draft the proposal and apply to Coastal Commission, traffic studies, signage, curb painting, issuance of permits, and enforcement. The cost of enforcement will be greater than with Option #1 because the time limit requires marking the vehicles and numerous trips before a citation is issued. However, the time limit is within normal business hours so a standard shift enforcement officer would be available. Many cities rely on complaints instead of regular patrol to monitor violators.

OPTION #3: INCREASING THE SUPPLY

Goal: Acquire additional land or make available existing City-owned land for public parking in the areas where the parking demand exceeds supply and create peripheral parking lots or pocket parking lots.

Implementation: The City would purchase, construct, and operate public parking lots. Parking fees collected would pay for maintenance such as having an attendant or repairing parking meters, periodic repaving, trash and litter removal, landscape maintenance, and any insurance or administration costs. There are several suggestions for areas to create peripheral parking lots. The following is a list of suggestions:

- a) Develop existing City-owned property as public parking lots.

The majority of City-owned property is either already established as parks, viewpoints, or other recreational facilities. Most of the lots are small and not located within a reasonable distance to public coastal access, or they are developed. There is one recently acquired vacant property which is located at 31681 Coast Highway within the South Laguna Village Zone. This property is within walking distance to a public access point to Littleman's Cove. However, this property is only 5,500 square feet which would only provide a maximum of 8-10 spaces. Given the average revenue for off-street parking meters, this lot could bring in approximately \$38 to \$48 a day.

- b) Buy additional property to use for public parking lot

One suggestion is to buy the former Texaco gas station located at 1271 North Coast Highway at the corner of North Coast Highway and Cliff Drive. The lot size is 9,904 square feet in area and is zoned CN. This vacant property is within walking distance, approximately 725 feet, of Crescent Bay which maintains pedestrian access, but no off-street parking. The property is relatively flat with a maximum slope of 12%. One complication of the site is that there may be soil contamination due to tank leakage in the past. Any development or excavation on the site would require soil remediation and removal of the contaminated dirt; however, a parking lot would not require excavation. Covering the contaminated soil would prevent water from soaking through the contaminated soil and bringing contaminants into the ground water. This property is currently for sale; however, the current sales price is unknown. Based on a sample of 25 vacant lots for sale in the City averaging \$188 per square foot, this lot could have a market value of between \$1.8 to \$2 million dollars or greater, especially given its proximity to the beach. Lacking any unknown constraints, this lot could possibly provide a maximum of 25-35 parking spaces. This lot could potentially earn revenue from between \$120 a day and \$168 per day.

In addition to the above mentioned lot, staff performed a visual survey of all vacant land within 1,000 feet of the coastline. 36 vacant properties were identified and evaluated (See Exhibit E). The attached survey includes the address, lot size, zone, topography, and a description of access and constraints. The majority of the identified parcels are not currently listed for sale. Two of the identified properties were listed for sale # 1 and # 2, a double ocean front lot for \$625 per square foot and # 13 an existing parking lot for \$200 per square foot.

Costs to operate lots:

Lot	Staffing hours	Annual Cost	# spaces	Cost/ space
Act V (Pilot Program)	9 am-11 pm	\$12,700	190	\$66.84
Lumberyard	9 am- 9 pm	\$15,100	84	\$179.76
Employee	9 am- 11 pm	\$35,400	167	\$211.98
Mermaid	9 am – 9pm	\$6,800	25	\$272

The Zoning Code allows parking lots within the C-1 and LBP Zones. However, the Planning Commission has the discretion to allow additional uses in other zones if it can be determined that the use is compatible with the surrounding area. Of the 7 properties identified, two adjacent parcels have the potential to be developed into parking lots, #3 and #4. Many of the lots identified were 1) not within walking distance to a public access point, 2) within residential neighborhoods, 3) too small, 4) too steep, 5) had existing entitlements issued, or 6) were not zoned for parking facilities. Many of the inaccessible lots could be utilized if the City were to extend the tram service to these lots.

c) Extending Tram Service to Crystal Cove State Park

Crystal Cove State Park has a wide range of amenities including scuba diving, swimming and hiking. This area has 3.5 miles of coastline and 2,000 acres of undeveloped woodland. Most importantly this park has a large parking area near El Morro and three parking lots along Pacific Coast Highway. Parking at Crystal Cove is plentiful and the park is located just north of Laguna Beach along Pacific Coast Highway. Because the park is a natural preserve, there are no commercial businesses in that area. A tram service could bring patrons of Crystal Cove into the downtown area to utilize the shops and restaurants without impacting parking in the downtown area. Also, visitors who want to visit Laguna Beach but whom are unable to find parking can

use the lots at Crystal Cove and take the tram into Laguna Beach. Beach shuttles have been used successfully in the cities of Capitola, Santa Barbara, Monterey, and San Diego; however, the shuttle sites are usually within 1 mile of the beach.

Feasibility:

The City currently operates a trolley system for a pilot program that shuttles visitors from the Act V parking lot to 3 stops within the downtown. This trolley runs on weekends and holidays (except Thanksgiving, Christmas and New Years Day) from 9 a.m. to 6 p.m. between September 6th to June 26th. The shuttle makes a route from the Act V parking lot down Ocean Avenue and up Broadway every 20 minutes. According to administrators of the program, the trolley is not utilized much during off peak periods. The tram system is currently operating during off-peak periods as a pilot program on a one year grant from OCTA. This program may or may not continue during off-peak months due to the low utilization and because it may not be funded in the future. The pilot program is funded by a \$38,500 CTFP (Combined Transportation Fund Program) grant from the OCTA and \$12,500 from the City's Transit Fund.

The service is free to all who wish to use it. During the summer months the trolley system is paid for by the festivals and shuttles visitors from the Act V lot to the festival sites and throughout the downtown at 10 minutes intervals. The City currently owns 10 trolleys which have run near maximum capacity on weekends during the summer.

The problem with the Crystal Cove parking lot is that it is over 3 miles from Main Beach. This distance will drastically increase the interval periods, which would be a major inconvenience to visitors. Visitors are much more likely to park in town than park three miles away and wait more than 20 minutes for the next trolley. The Act V parking lot is rarely utilized to full capacity, except on weekends during the summer festivals. However, the businesses in North Laguna along the shuttle route would benefit from the increased visitors and if the on-street parking supply is limited, visitors would be more likely to use the satellite parking lots.

Coast Highway, the key entrance corridor for visitors entering the City from the north or south, would serve the Crystal Cove parking lot much like Laguna Canyon Road serves the Act V parking lot. However the complication exists since Crystal Cove State Park is not within the City of Laguna Beach's jurisdiction. Permission to place the signage along Pacific Coast Highway would have to be obtained from CalTrans and permission from the California State Parks Department to establish a shuttle pick up area at Crystal Cove. This may not be a problem since

it is a free shuttle service that is intended to increase public access to coastal resources. Further research would need to be done to determine the exact specifications or agreements.

Options a, b, and c are all consistent with the goals and policies of the City's General Plan specifically with policies 6-G and 6-L of the Transportation, Circulation and Growth Management Element, and 2-G and 2-I of the Land Use Element. There is still the problem of overcapacity or overuse of the City's beaches and resources that was mentioned by policy 3-K of the Open Space/ Conservation Element. Also, there are other issues that need to be addressed with these policies such as providing signage identifying the public parking and the impact on traffic.

All of these three policies should include provisions for signage to let visitors know that there is additional parking available at satellite lots or Crystal Cove. This signage would be similar to that used to identify the Act V parking lot and make people aware that there is a shuttle available for their convenience. Without the shuttle service people are less likely to park in the peripheral or off-site parking lots and much more likely to park on the nearest street.

Finally, the problem still remains that on-street parking is free while public parking will cost money, \$3-\$9 for all day and \$1 and hour for metered parking. Many people may still choose to park on the street because it is free and it is a public street.

OPTION # 4: COMBINATION OF STRATEGIES

Goal: Provide residents the protection and convenience they desire without negatively impacting the supply of public parking.

Implementation: If either options 1 or 2 are implemented, option 3 should be included to offset the effect of the parking limitations.

Evaluation: Residential preferential parking programs have the effect of displacing parking. Those who usually park on the street must either park elsewhere or simply stop going there. The best solution would be to give visitors a better place to park. The City will not be able to provide parking for every potential visitor. As stated in the General Plan, "meeting all parking demands is an unrealistic and unobtainable goal." The increase in public parking will simply alleviate some of the impact of the resident-only parking zones. Since the City is in the Coastal Zone, it cannot reduce coastal access or public parking without providing some sort of counter measure. With regard to coastal access, the best solution would be to implement possible options 2 and 3. This would have the least impact on coastal accessibility and most consistent with the goals and policies of the General Plan and therefore Local Coastal Plan.

Residential Parking Permit Criteria

City	Resident Permit	Annual Cost	Visitor Permit	Limitations	Establishing a New District	Issues and Concerns
Existing Programs in Laguna Beach: Canyon Acres	2 permits mailed to residents. More issued upon request.	Free	Temporary permits available.	Valid only during summer and winter festivals. Parking reserved exclusively for residents.	No criteria established.	Not difficult to administer. Residents feel protected from impact of festivals. Problem-misuse/ selling of permits.
Diamond Crestview	4 per household	\$25 for two year period	4 free passes issued to each household	Limits parking by non-residents from 6:00 am to 5:00 pm.	No criteria established.	Residents very happy with program. Some difficulty in enforcement due to ongoing construction and number of service people during work hours. No complaints from residents.
Downtown	1 per address	\$200	No guest passes issued.	Exempts residents from time limit and meter requirements up to 24 hours. Not valid for commercial vehicles.	No criteria established.	Not difficult to administer or enforce.
Other Cities: Beverly Hills	3 per residence	\$17	Special Use Permits only	No overnight parking in any residential or commercial area-citywide.	Not specified. 71 existing zones in 5.7 square mile city.	Very difficult to administer multiple districts. Creates conflicts between neighborhood.
Coronado	One per registered vehicle	No longer charge for pass	2 maximum	Hard to recoup costs of establishment. No new districts within Coastal Zone.	Majority of property owners support and 2 years of survey. No new districts have been issued in last 2 years.	Many areas want new districts, but difficult to meet Coastal Commission access criteria.
Davis	One sticker per vehicle	\$10	Placard for \$8.50 No limit on number	Exempts from time limit or parking prohibition	Determination by traffic engineer after feasibility study and surveys	Many districts Commuter permits also available for designated areas.
Hermosa Beach	One sticker per residence	\$3	Transferable Permit- hangs from dash Cannot be replaced	Exempts from time limits up to 72 hours. Can park in yellow pole meters with out putting money in. Available to residents	Original program in place for several years. All attempts to create new districts have been denied by City Council.	Problems: Very dense city, cannot provide exclusive access to coastal area, very labor intensive, many complaints regarding level of enforcement (too little or too

Residential Parking Permit Criteria

City	Resident Permit	Annual Cost	Visitor Permit	Limitations	Establishing a New District	Issues and Concerns
Huntington Beach	1 per registered vehicle- up to 4	To cover cost of establishing district.	2 free guest permits issued per address.	in Coastal Zone only. Resident parking only during specified time periods. Periods vary by district.	Resident request, petition with min. 75% street frontage represented, parking study, and noticed public hearing.	Two districts in Coastal Zone, have been there for many years. New proposals in Coastal Zone have been denied.
Inglewood	4 permits per household	Free for 4, \$25 for each additional	Residents may give permits to guests. Can exempt block for special occasions	Color coded permits to prevent parking in other districts.	Residents bring request directly to City Council, study performed by Public Works to determine needs.	Instituted to prevent race track, Forum, and hospital parking from using residential areas for parking.
Long Beach	3 per household	\$15	1 Guest Permit only for \$15 Temporary permits are valid up to 7 consecutive days	Allows parking beyond 2 hours limit. Good for effective period only, example 9 am to 6 pm	Survey must confirm that is 75% of parking or more is occupied, and 50% or more by non-resident vehicles	Coastal Commission has denied all new districts within Coastal Zone.
Manhattan Beach	2 per household	\$120	No provisions.	Allows residents to park overnight in 3 specific lots owned by city/ county.	No provisions for new districts.	Primarily in dense, under parked, coastal area. In place for over 15 years. Staff considers it very successful and easy to implement.
Monterrey	One per registered vehicle	\$10	Maximum 2 Placed on dash	Exempt from time limits on street of residence only.	Min. 51% of households must sign petition & 70% peak parking occupancy.	Residents also receive decal for 2 free hours of parking in commercial parking garages.
Newport Beach	Maximum of 3 permit per address total (including visitor permits)	\$10	Up to 3	Zone 1- No Parking any time except with permits. Zone 2- Permits exempts residents from 2 hour time limit.	Parking by non-residents must dominate available parking during regular intervals, and agreement of majority	Two areas Zone 1: Newport Island adopted in 1981 and Zone 2: Newport Heights adopted in 2001 but not located in Coastal Zone.

Residential Parking Permit Criteria

City	Resident Permit	Annual Cost	Visitor Permit	Limitations	Establishing a New District	Issues and Concerns
Oceanside	One per legal resident	\$10	Maximum 2 Hangs from mirror	Exempts residents from time limits and meter requirements.	Existing program in place for over 10 years includes half of 3.5 mile coastline. No plans or criteria for new district.	Severely under parked mix of single-family and multifamily properties in a dense area combined with high number of tourists. Consider successful program.
Redondo Beach	2 per residence	\$10	Maximum 2 Hangs from mirror	Max. 72 hours in any one space. Valid only during designated time period which varies by district	Not specified.	Small districts specific to sides of streets and between intersections.
Sacramento	1 per registered vehicle	No cost	1 per residence placed on dash. Temporary permits issues for 30 days	Valid within two blocks of residence and in marked meters only. Enforced 8:00 am to 6:00 pm.	Residents request with boundaries, parking survey, public notice, approved by City Council.	Residents claim very successful, but problem with misuse of permits such as selling & stealing.
San Clemente	1 per resident	Free in some districts, \$10 in others	No provision for visitors.	Resident parking only clearly marked on curb.	No specified criteria. 6 existing districts.	For areas near high schools and other high parking uses. Notice residents when permit is near expiration.
San Diego	1 per resident plus one per non-resident property owner	\$14	1 per address. Temporary permits for a maximum 2 weeks for \$3.50 (Limit 2 per year)	Parking must be impacted by commuters not other residents.	Petition with over 50% of residents, parking survey by Traffic Engineer, noticed public hearing, process takes 1 year	Also available to commercial properties within the district.
San Francisco	4 permits per address	\$27	Temporary or Visitor permits \$10-\$40	Must pay all outstanding parking citation prior to applying for permit.	Petition with over 50% of residents (min. 250), 80% of legal spaces occupied during the day, reviewed by	Over 27 established districts since 1976.

Residential Parking Permit Criteria

City	Resident Permit	Annual Cost	Visitor Permit	Limitations	Establishing a New District	Issues and Concerns
San Jose	1 per registered vehicle- limit 3	\$30	2 per address for \$30 Temporary use permit (14 days) no limit, special use permit (90 days) \$25	Allows residents only to park on-street during specified hours.	several committees, approved by mayor, takes 1 year Majority of residences are owner occupied, Min. 75% of legal spaces occupied during the day and 50% of peak occupancy parkers are non-residents.	Limit intrusion of commuter parking in residential areas.
San Luis Obispo	2 permits per household	Free for 1 st time \$15-\$25 to replace	Must park off-street or use residents pass, temporary permits available for special events	Parking problem tend to migrate to other areas	Four step process: 1) meet with Parking services, 2) Informal Petition with min. 66% resident's signatures, 3) Town Hall meeting 4) Formal survey by Parking Services to vote on district.	Student parking in residential neighborhoods. Complaints from residents who receive citations. Very "hot-button issue"
Santa Ana	3 for single-family 1 for multifamily up to 4 dwelling units.	Free	75 one-time use guest passes per calendar year for single-family residences only.	Allows residents to park in marked "No Parking Zone" also ban on overnight parking by non-residents. Not permitted near schools or parks.	Citizens request staff survey of target area. Min. 66% of residents must sign petition and a 75% parking occupancy	Originally used to aide crime prevention- police knew which vehicles did not belong in a particular area. Other issues: spill-over into adjacent neighborhoods, increasing population and limited parking, very labor and cost intensive to City.
Santa Barbara	3 per household	\$12	1 per residence	Exempts residents from time limits up to 72 hours. Only applicable during designated	Determine impact area, hold public hearing, adopt an ordinance and then send notices to	Established in 1985-believe program is successful. Concern- No new districts have been approved by Coastal Commission.

Residential Parking Permit Criteria

City	Resident Permit	Annual Cost	Visitor Permit	Limitations	Establishing a New District	Issues and Concerns
Santa Cruz	3 per household	\$20	2 per household Daily passes available for \$1	Exempt from time limits during specified hours only and seasons only. For example Monday through Friday from September 15 th to June 30 th , 8 am to 5 pm.	Set up task force to survey. Min. 75% peak parking occupancy and 67% residents to "opt in".	Applicable in Coastal Zones during night hours only to avoid coastal access conflicts. Very controversial and difficult to enforce, especially in pm.
Santa Monica	1 per registered vehicle	Set by resolution to cover cost of district.	2 per residence	Varies by block. All restrictions are set by the City Council at the time of application.	2/3 residents petition, parking study by engineer, majority of parking must be utilized by non-residents, approved by City Council	Coastal Zone much more difficult- only 1 new district within Coastal Zone approved, but only for nighttime hours. Staff feels that program is overall successful.
Seal Beach	1 per registered vehicle (no limit)	\$10	Max. 2 per household \$14	Exempts residents from time limits up to 72 hours. Residential areas only, not good in commercial meters. Notice residents when expiration is near.	By citizen request and adopted by City Council. No set criteria.	Small program in place for many years on seaward side of Pacific Coast Highway only. Staff feels it is a relatively successful program.
West Hollywood	1 per licensed driver per household	\$9 first \$12 second	Limit 2 per address, \$15 each. Special events permits for up to 50 visitors per day, max. 400 per month	Varies by district. Only valid within district. Exempt residents from time limits, meter parking, and resident only parking areas.	51% of residents in favor, parking study, public hearing and approval by Transportation and City Council	The City has 9 districts that encompass most of the residential area. Areas include not only the impacted area, but the surrounding area to prevent spillover problems.

Exhibit B

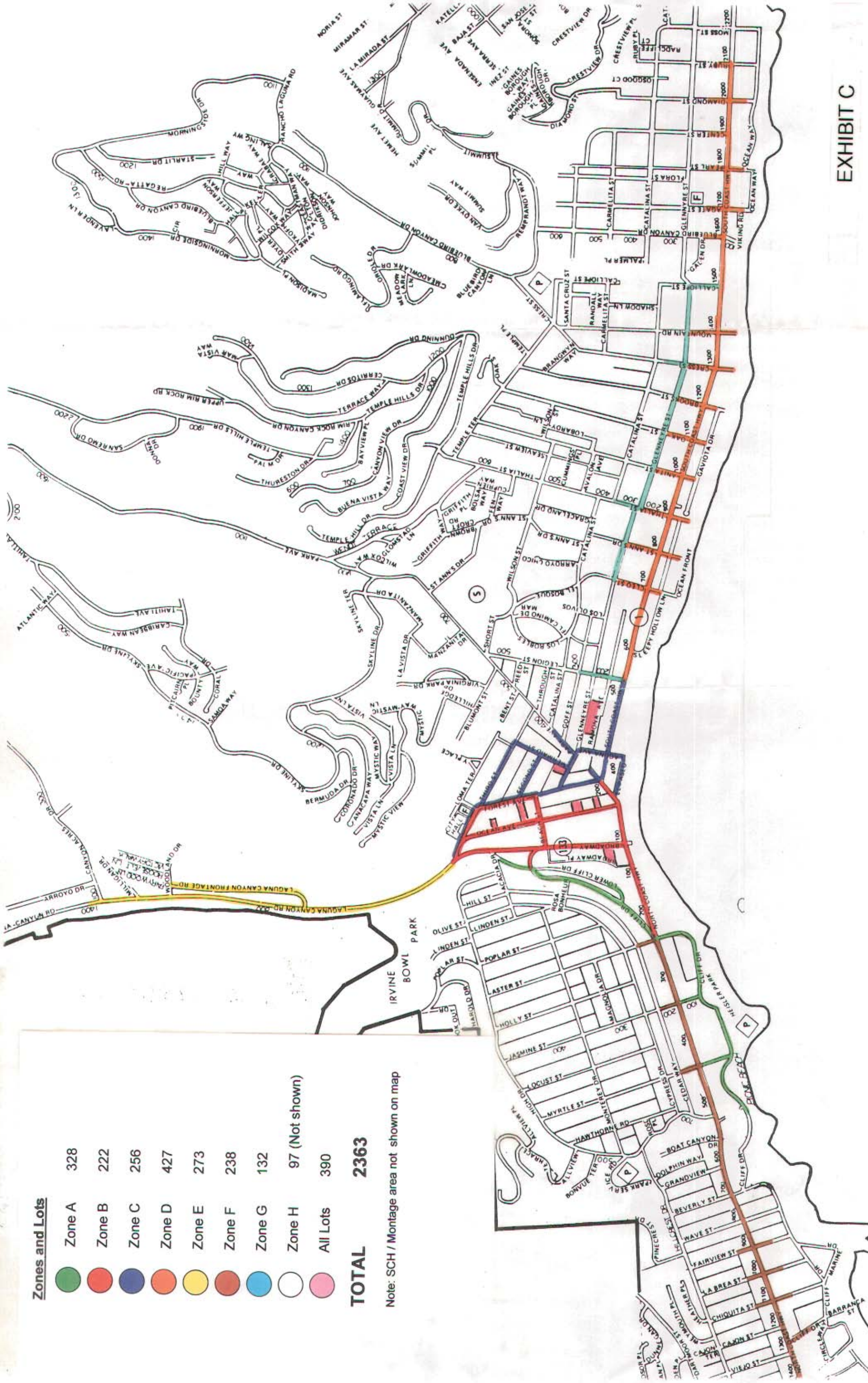
Downtown Specific Plan Public Parking Inventory

Available for review

Exhibit C

Zones and Lots Map Time Limit Map

Available for review










Zones and Lots

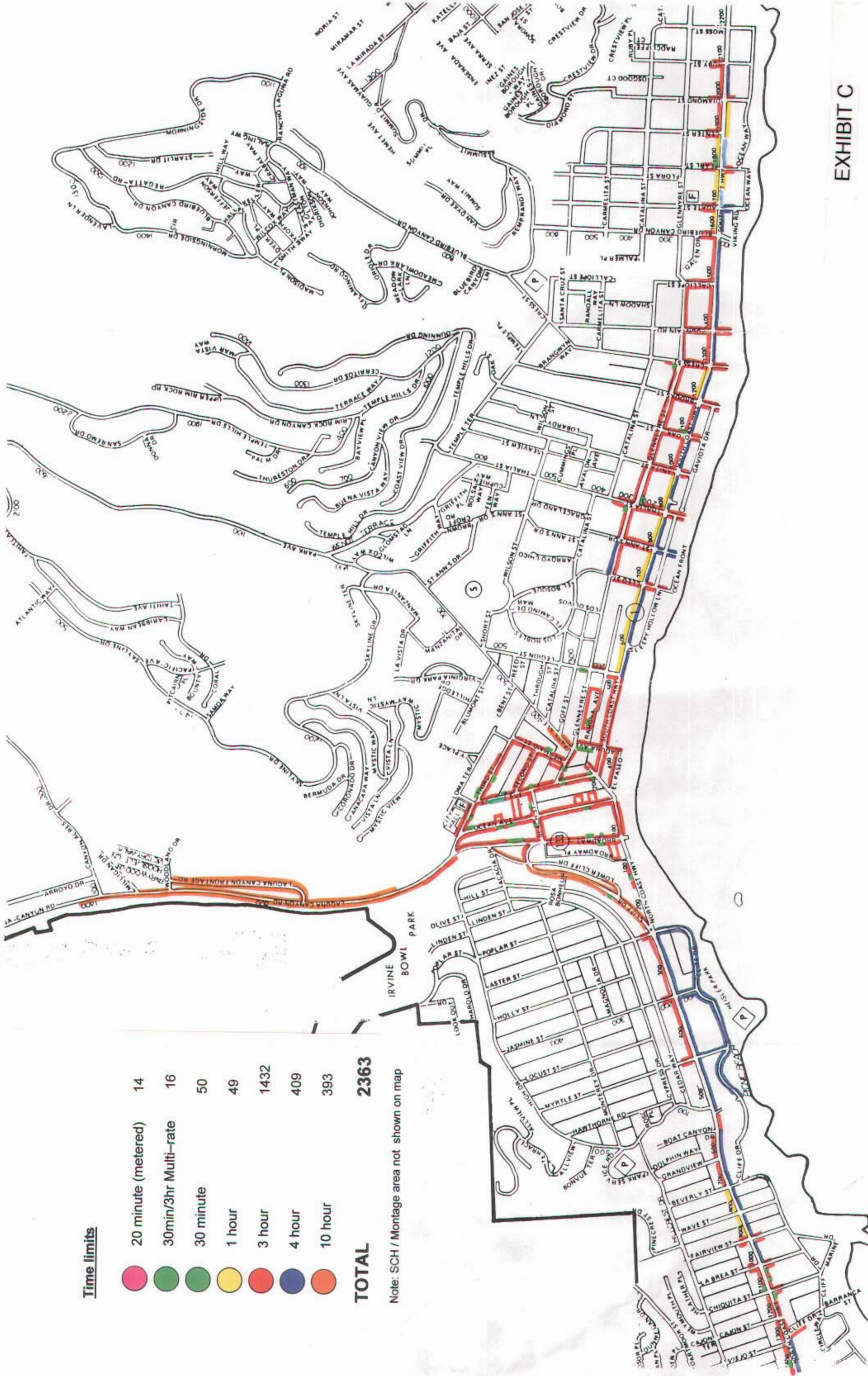
	Zone A	328
	Zone B	222
	Zone C	256
	Zone D	427
	Zone E	273
	Zone F	238
	Zone G	132
	Zone H	97 (Not shown)
	All Lots	390
TOTAL		2363

Note: SCH / Montage area not shown on map

Time limits

	20 minute (metered)	14
	30min/3hr Multi-rate	16
	30 minute	50
	1 hour	49
	3 hour	1432
	4 hour	409
	10 hour	393
TOTAL		2363

Note: SCH / Montage area not shown on map



Metered Parking Inventory – All Zones/ All Spaces

(Revised 7/00, 3/01, 4/02, 4/03, 7/03, 10/03, 6/04, 8/04)

ON-STREET

A	328
B	222
C	256
D	427
E	273
F	238
G	132
H	97
TOTAL	1,973

OFF-STREET

BTM	25
FTM	36
GL	208
ML	14
OA	18
OB	23
PO (Removed 1/1/04)	0
TTM#1	37
TTM#2	29
TOTAL	390

TOTAL NUMBER OF PAID METERED PARKING SPACES 2,363

Total Parking Meters 2,181

Total # of spaces for Pay Station 182

Time Limits

20 minute loading zone (3 hours after 6 pm and all day Sat/ Sun) 14

30 minute 50

Multiple rate (30 minutes Mon. – Fri & 3 hours Sat/ Sun) 16

1 hour 49

3 hour 1,432

4 hour 409

10 hour 393

Model & Type

POM single space APM parking meter 2,181

Ven-Tek model 400 "pay-by-space" pay station 5

Guardian model XC "pay-by-space" pay station 2

PARKING: Geographic Locations & Other Information

(Revised 7/00, 3/01, 4/03, 7/03, 6/04, 8/04, 10/04)

Enforcement Hours: 8:00 a.m. – 7:00 p.m. (Citywide)

Total on-street 1,973

Total off-street 390

Ticket machines..... 7

Change machines..... 6

City Metered Parking Areas

Downtown (including 17 handicap spaces) 819

Laguna Canyon areas (including 5 handicap spaces) 278

South of Downtown (including 6 handicap spaces) 728

North of Downtown (including 2 handicap spaces) 528

City Metered Parking Lots

Broadway (including 1 handicap space) 26

Forest Avenue (including 2 handicap spaces) 38

Glenneyre Parking Structure (including 7 handicap spaces) 215

Mermaid (including 1 handicap space) 15

Ocean A (including 1 handicap space) 21

Ocean B (including 1 handicap space) 24

Post Office (including 1 handicap space) 0

Treasure Island "garage" (including 2 handicap spaces) 39

Treasure Island "surface lot" (including 2 handicap spaces) 31

Total number of handicap spaces in metered zones 29

Annual Meter & Lot Revenue by Zones & Areas for 2003/2004 Year

Zone	Revenue	Per Day	Per Mtr/Per Day
A (Cliff drive - Heisler Park)	\$ 368,097.90	\$ 1,008.49	\$ 3.07
B (Downtown North)	\$ 348,837.40	\$ 955.72	\$ 4.32
C (Downtown South)	\$ 442,766.85	\$ 1,213.06	\$ 4.68
D (SCH & intersecting side streets)	\$ 367,439.06	\$ 1,006.68	\$ 2.36
E (Laguna Cyn. And Frontage Rd.)	\$ 109,845.17	\$ 300.95	\$ 1.13
F (NCH & intersecting side streets)	\$ 119,723.11	\$ 328.01	\$ 1.38
G (Glennayre Street)	\$ 58,451.10	\$ 160.14	\$ 1.21
H (Cst Hwy - Montage Resort Area)	\$ 25,009.62	\$ 68.52	\$ 1.37
BTM (Broadway Lot - ticket machine)	\$ 55,547.50	\$ 152.18	\$ 6.09
FTM (Forest Ave. Lot - ticket machine)	\$ 62,029.00	\$ 169.94	\$ 5.15
GL (Glennayre Parking Structure)	\$ 337,929.26	\$ 925.83	\$ 4.45
ML (Mermaid Lot - ticket machine)	\$ 27,993.00	\$ 76.69	\$ 5.48
OA (Ocean Ave. Lot A - ticket machine)	\$ 37,249.50	\$ 102.05	\$ 5.67
OB (Ocean Ave. Lot B - ticket machine)	\$ 46,617.50	\$ 127.72	\$ 5.32
* PO (Post Office Lot)	\$ 6,112.27	\$ 33.58	\$ 2.24
T11 (Treasure Island 1 "garage" Lot - ticket machine)	\$ 71,274.35	\$ 195.27	\$ 5.28
T12 (Treasure Island 2 "surface" Lot - ticket machine)	\$ 36,938.50	\$ 101.20	\$ 3.49
TOTAL	\$ 2,521,861.09	\$ 6,909.21	\$ 2.98

* Post Office lot removed from system 1/1/04

Annual Meter & Lot Revenue by Zones & Areas for 2003/2004 Year

Zone	Revenue	Per Day	Per Mtr/Per Day
A (Cliff drive - Heisler Park)	\$ 368,097.90	\$ 1,008.49	\$ 3.07
B (Downtown North)	\$ 348,837.40	\$ 955.72	\$ 4.32
C (Downtown South)	\$ 442,766.85	\$ 1,213.06	\$ 4.68
D (SCH & intersecting side streets)	\$ 367,439.06	\$ 1,006.68	\$ 2.36
E (Laguna Cyn. And Frontage Rd.)	\$ 109,845.17	\$ 300.95	\$ 1.13
F (NCH & intersecting side streets)	\$ 119,723.11	\$ 328.01	\$ 1.38
G (Glennayre Street)	\$ 58,451.10	\$ 160.14	\$ 1.21
H (Cst Hwy - Montage Resort Area)	\$ 25,009.62	\$ 68.52	\$ 1.37
BTM (Broadway Lot - ticket machine)	\$ 55,547.50	\$ 152.18	\$ 6.09
FTM (Forest Ave. Lot - ticket machine)	\$ 62,029.00	\$ 169.94	\$ 5.15
GL (Glennayre Parking Structure)	\$ 337,929.26	\$ 925.83	\$ 4.45
ML (Mermaid Lot - ticket machine)	\$ 27,993.00	\$ 76.69	\$ 5.48
OA (Ocean Ave. Lot A - ticket machine)	\$ 37,249.50	\$ 102.05	\$ 5.67
OB (Ocean Ave. Lot B - ticket machine)	\$ 46,617.50	\$ 127.72	\$ 5.32
* PO (Post Office Lot)	\$ 6,112.27	\$ 33.58	\$ 2.24
TI1 (Treasure Island 1 "garage" Lot - ticket machine)	\$ 71,274.35	\$ 195.27	\$ 5.28
TI2 (Treasure Island 2 "surface" Lot - ticket machine)	\$ 36,938.50	\$ 101.20	\$ 3.49
TOTAL	\$ 2,521,861.09	\$ 6,909.21	\$ 2.98

* Post Office lot removed from system 1/1/04

Exhibit E

Vacant Land within 1,000 feet of Coastline

Criteria: This survey includes all or most vacant parcel within 1,000 feet of the coastline that are at least 3,000 square feet, without entitlements issued, and accessed by a public street and pedestrian access to the beach. This survey was performed based on the 2003 GIS data and may not include all vacant parcels.

#	Address	Lot Size	Zone	Topography	Access/ Constraints
1	1400 North Coast Hy	23,399	CN/ R1	Moderate slope	725 ft. from Crescent Bay Park Multiple parcels.
2	369 North Coast Hy	3,742	C1	Flat	Existing parking lot for sale \$750,000. <200 from Heisler Park. 12 spaces accessed from adjacent parcel.
3	623 South Coast Hy	12,250	CBD- CB	On Bluff	Narrow lot. Adjacent to Sleepy Hollow Beach. Indirect pedestrian access down Sleepy Hollow Lane.
4	1081 South Coast Hy.	4,500	C1	Moderate slope	Access from SCH. <200 ft. from Oak Street Beach public access point. Excellent location.
5	1046 Gaviota	2,250	C1	Moderate slope	Adjacent to #15 and same owner.
6	31461 Coast Hy	41,746	R1	Bluff top- very steep slope	Adjacent to Laguna Royale. Need to build pedestrian access. Otherwise good location. No entitlements on record.
7	31451 Coast Hy	8650	R1	Bluff top- very steep slope	Adjacent to # 21 and same owner.