



## Legislation Details (With Text)

<b>File #:</b>	10-0302	<b>Version:</b>	1	<b>Name:</b>	PW - Preferential Parking District I & L
<b>Type:</b>	Public Hearing	<b>Status:</b>		<b>Status:</b>	Concluded
<b>File created:</b>	3/9/2010	<b>In control:</b>		<b>In control:</b>	City Council
<b>On agenda:</b>	3/23/2010	<b>Final action:</b>		<b>Final action:</b>	3/23/2010
<b>Title:</b>	Recommendation to receive supporting documentation into the record, conclude the hearing and request City Attorney to prepare an amendment to the Long Beach Municipal Code, modifying Preferential Parking Districts "I" and "L" as recommended by the City Traffic Engineer. (District 3)				
<b>Sponsors:</b>	Public Works				
<b>Indexes:</b>	Ordinance request, Parking				
<b>Code sections:</b>					
<b>Attachments:</b>	1. 032310-H-3sr&att.pdf, 2. 032310-H-3-Handout S Fox.pdf				

Date	Ver.	Action By	Action	Result
3/23/2010	1	City Council	approve recommendation	Pass

Recommendation to receive supporting documentation into the record, conclude the hearing and request City Attorney to prepare an amendment to the Long Beach Municipal Code, modifying Preferential Parking Districts "I" and "L" as recommended by the City Traffic Engineer. (District 3)

In October 2009, City Council approved an expansion of preferential parking in the neighborhoods north of California State University Long Beach (CSULB). At that time, the District 3 Council Office requested an evaluation of an expansion of preferential parking in neighborhoods south of Atherton Street and east of Palo Verde Avenue to prevent a migration of student parking impacts into those neighborhoods.

A field review conducted by City traffic engineers confirmed that some residential blocks east of Palo Verde Avenue and south of Atherton Street that currently are not afforded preferential parking privileges would meet or exceed the municipal code requirements for the number of vehicles parked and percentage of non-resident vehicles present if existing time limited parking restrictions were not in place. Based on the field review and input received, City traffic engineers formulated a comprehensive preferential parking plan to address the parking concerns and parking impacts observed in a manner consistent with the concept of a reasonable, self-contained area of parking demand and supply as outlined in the municipal code. That comprehensive plan includes the expansion of preferential parking to nine street segments, or blocks, in two preferential parking districts.

An outline of the proposed area of expansion as recommended by the City Traffic Engineer is highlighted on the vicinity maps included as Exhibit A and B. The City Traffic Engineer has also received a resident petition requesting preferential parking from residents of El Cedral Street. That petition is included as Exhibit C. The petition demonstrated 100 percent support for the expansion of preferential parking. However, for the remaining eight streets, rather than require residents to circulate another petition, the City Traffic Engineer outlined the comprehensive preferential parking expansion proposal in a letter mailed in October 2009 to the occupants of the 77 properties directly

affected by the proposed change. The letter also included a response card for residents to mail back and indicate if they were in support or opposition of expanding preferential parking to include their block. The City Traffic Engineer received 63 responses with more than 76 percent indicating support of the expansion of preferential parking.

Although residents of some blocks have expressed their opposition to the implementation of preferential parking through the survey, the City Traffic Engineer is of the opinion that a comprehensive implementation of an area wide system of districts to include all streets potentially impacted by student parking would be the best course of action. The action before City Council will not mandate the implementation of signs but merely allow signage to be expeditiously implemented should student parking impacts occur and the residents of a particular block express support for the implementation of signage through a petition process. It is anticipated that residents of approximately one-third of the blocks in the new expanded area will initially request signage through the petition process. Once those signs are installed, student parking impacts are likely to migrate to other blocks in the expanded area. If those migrated student parking impacts are such that residents of those blocks wish to seek relief through signage and enforcement, they will be able to do so through the petition process.

This letter was reviewed by Deputy City Attorney Amy R. Burton on March 9, 2010, and by Budget Management Officer Victoria Bell on March 10, 2010.

City Council action on this matter is requested on March 23, 2010 in order to proceed with this project.

California State University Long Beach provided the \$1,310 application fee for the engineering study and to bring this matter forward for City Council consideration. All signage costs necessary for implementation of preferential parking will be borne by the affected residents. City Council has previously established a \$109 fee per sign to recover such implementation costs.

Approve recommendation.

MICHAEL P. CONWAY  
DIRECTOR OF PUBLIC WORKS

NAME  
TITLE

APPROVED:

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PATRICK H. WEST  
CITY MANAGER