



CITY OF LONG BEACH

H-3

DEPARTMENT OF PUBLIC WORKS

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October 6, 2009

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION

Receive supporting documentation into the record, conclude the public hearing, and request the City Attorney to prepare an amendment to the Long Beach Municipal Code, modifying Preferential Parking Districts "O", "R", and "U" as recommended by the City Traffic Engineer. (District 4)

DISCUSSION

In June 2006, the City Council considered an expansion of preferential parking in the neighborhoods north of California State University Long Beach (CSULB). At the time, the City Council took action to approve a minor expansion of District R; however, it also directed staff to work with the residents of the area to determine if additional expansion was necessary to fully address the impact of student parking in the neighborhood. Over the course of the last three years, staff has observed parking impacts in the neighborhood, conducted two public meetings, and has had numerous discussions with residents and administrative staff from CSULB.

Field surveys conducted by City traffic engineers confirmed that some blocks along Marita Street and Fanwood Avenue meet or exceed the municipal code requirements for the number of vehicles parked and percentage of non-resident vehicles present. It was also determined that if time-limited parking restrictions were not in place along many street segments in the neighborhood near Atherton Street, those blocks would most certainly meet the municipal code requirements as well.

Based on the field surveys 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 twenty-two street segments, or blocks, in three 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 Exhibits A, B and C.

The City Traffic Engineer has also received two resident petitions requesting preferential parking; one from residents of Marita Street and one from residents of Fanwood Avenue. Both petitions demonstrated a better than two-thirds majority of resident support for the expansion of preferential parking. Rather than require residents to circulate another petition, the City Traffic Engineer outlined the comprehensive preferential parking expansion proposal in a letter mailed to the occupants of the 333 properties directly affected by the 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 216 responses with more than 63 percent indicating support of the expansion of preferential parking. The highest level of support received by block was 86 percent and the lowest was 40 percent.

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 is the best course of action. The action before the 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, they will be able to do so through the petition process.

This letter was reviewed by Deputy City Attorney Amy R. Burton on September 18, 2009 and by Budget and Performance Management Bureau Manager David Wodynski on September 21, 2009.

TIMING CONSIDERATIONS

City Council action is requested for October 6, 2009, in order to proceed with this project.

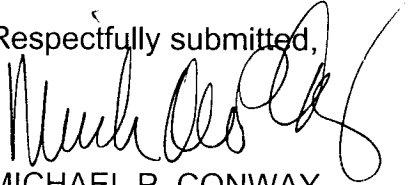
FISCAL IMPACT

There is no cost associated with the action to expand the preferential parking district boundaries as proposed since the action does not mandate the implementation of signage. It is anticipated that the initial implementation of signage would encompass only about one-third of the area at an estimated cost of \$4,000. Sufficient funds are budgeted in the Capital Projects Fund (CP) in the Department of Public Works (PW) to support this activity. Any additional expansion of signage beyond the initial implementation would be borne by those residents requesting signage by established fee.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



MICHAEL P. CONWAY
DIRECTOR OF PUBLIC WORKS

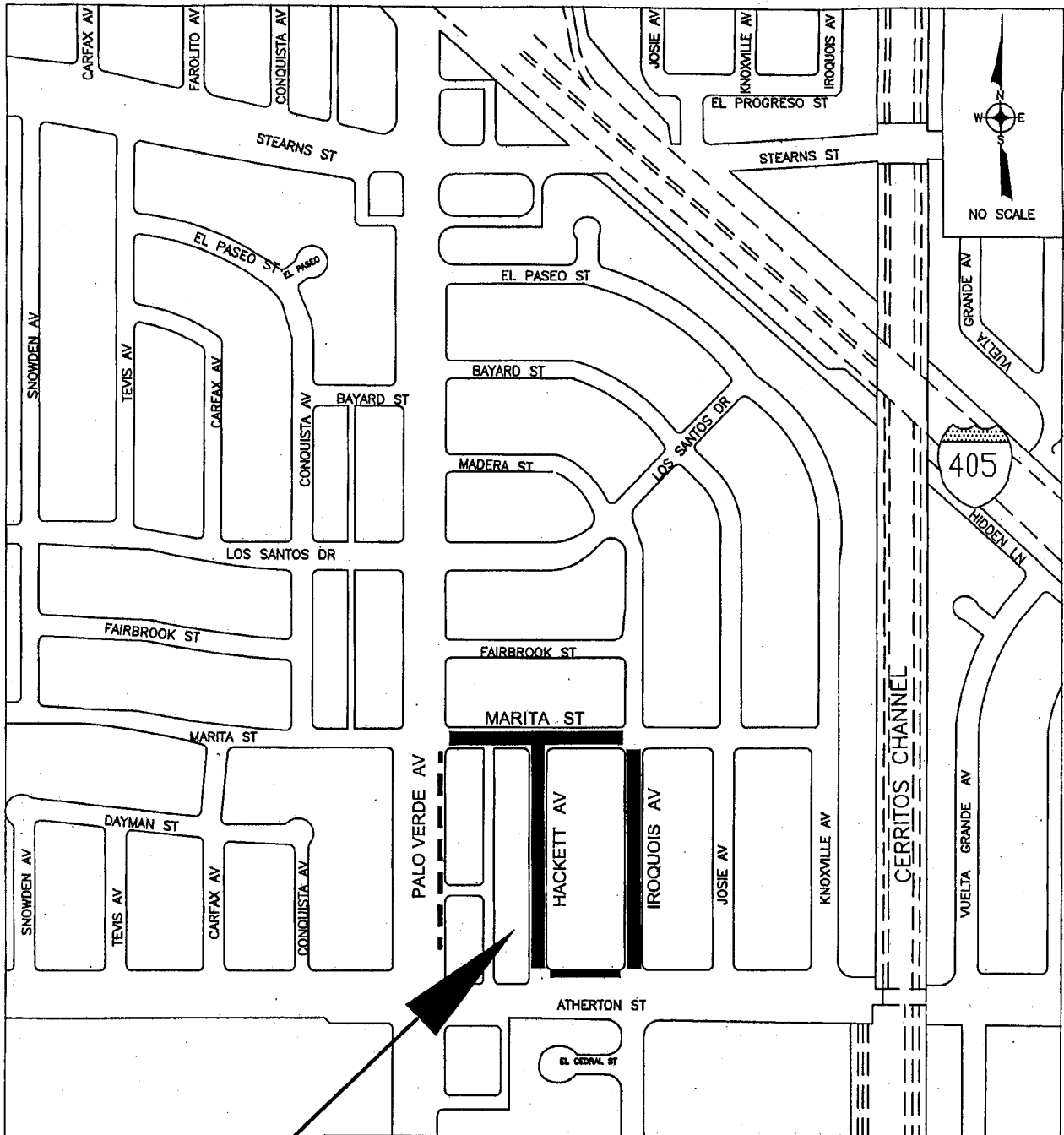
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Attachments - Exhibit A – Vicinity Map
Exhibit B – Vicinity Map
Exhibit C – Vicinity Map

APPROVED:

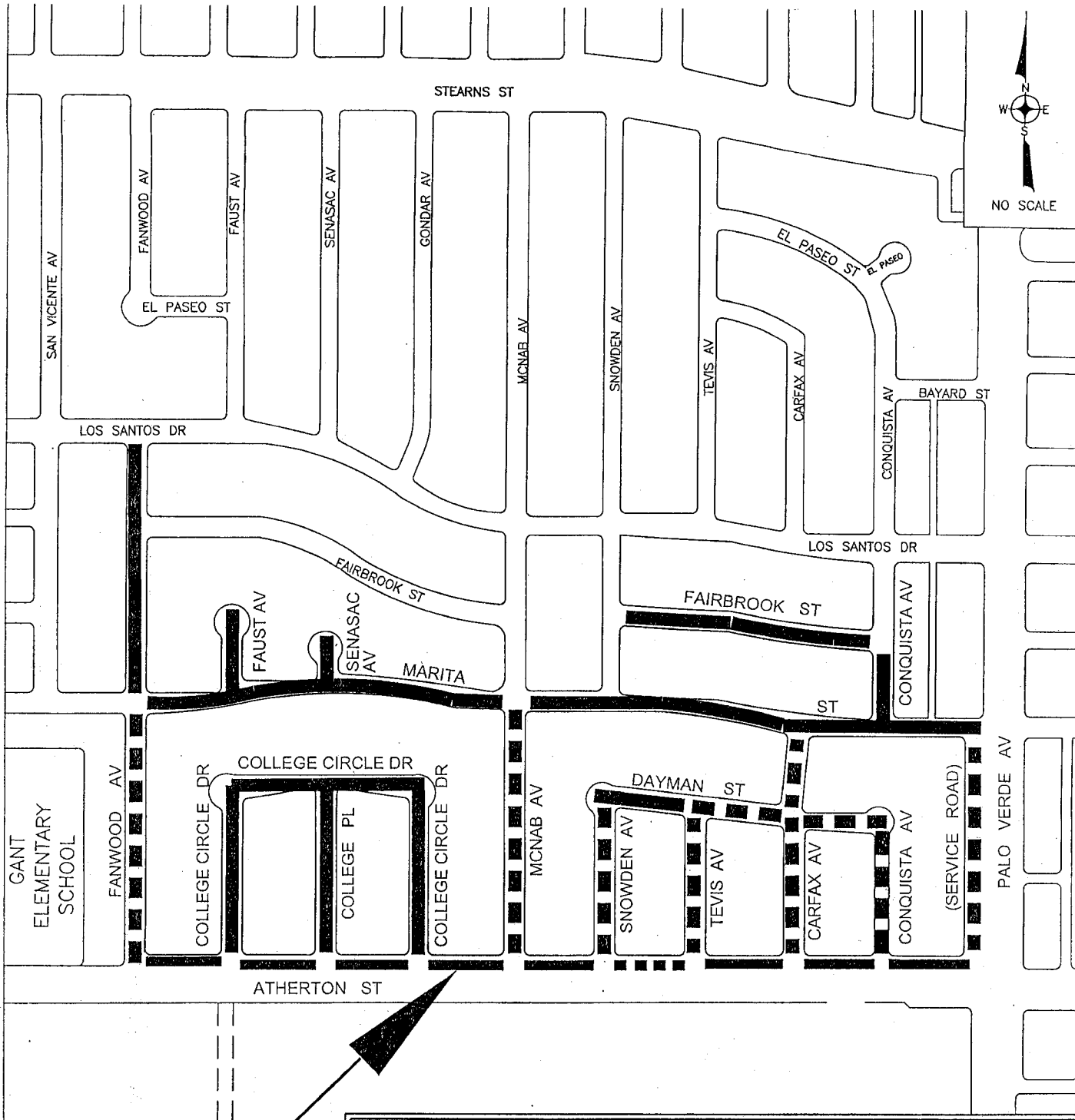
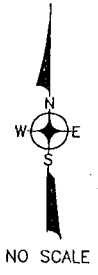


PATRICK H. WEST
CITY MANAGER



PROPOSED EXPANSION OF
PREFERENTIAL PARKING
DISTRICT "O"
PROPOSED AREA OF EXPANSION
EXISTING PREFERENTIAL PARKING
AREA.

EXHIBIT A



PROPOSED EXPANSION OF
PREFERENTIAL PARKING
DISTRICT "R"



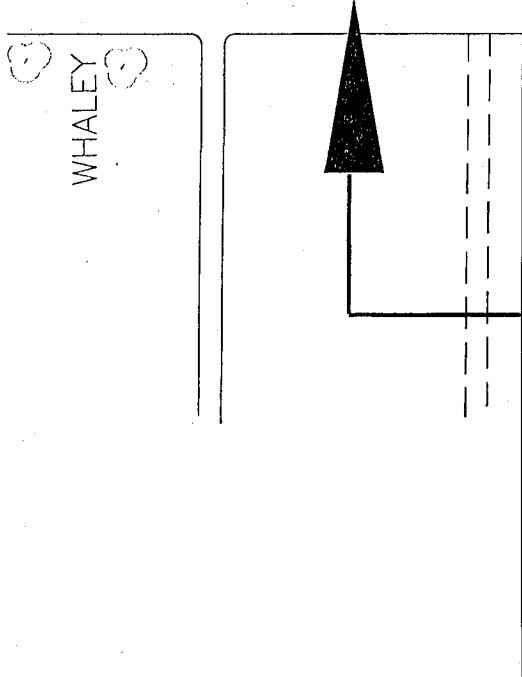
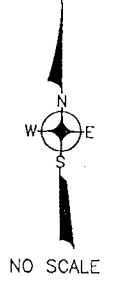
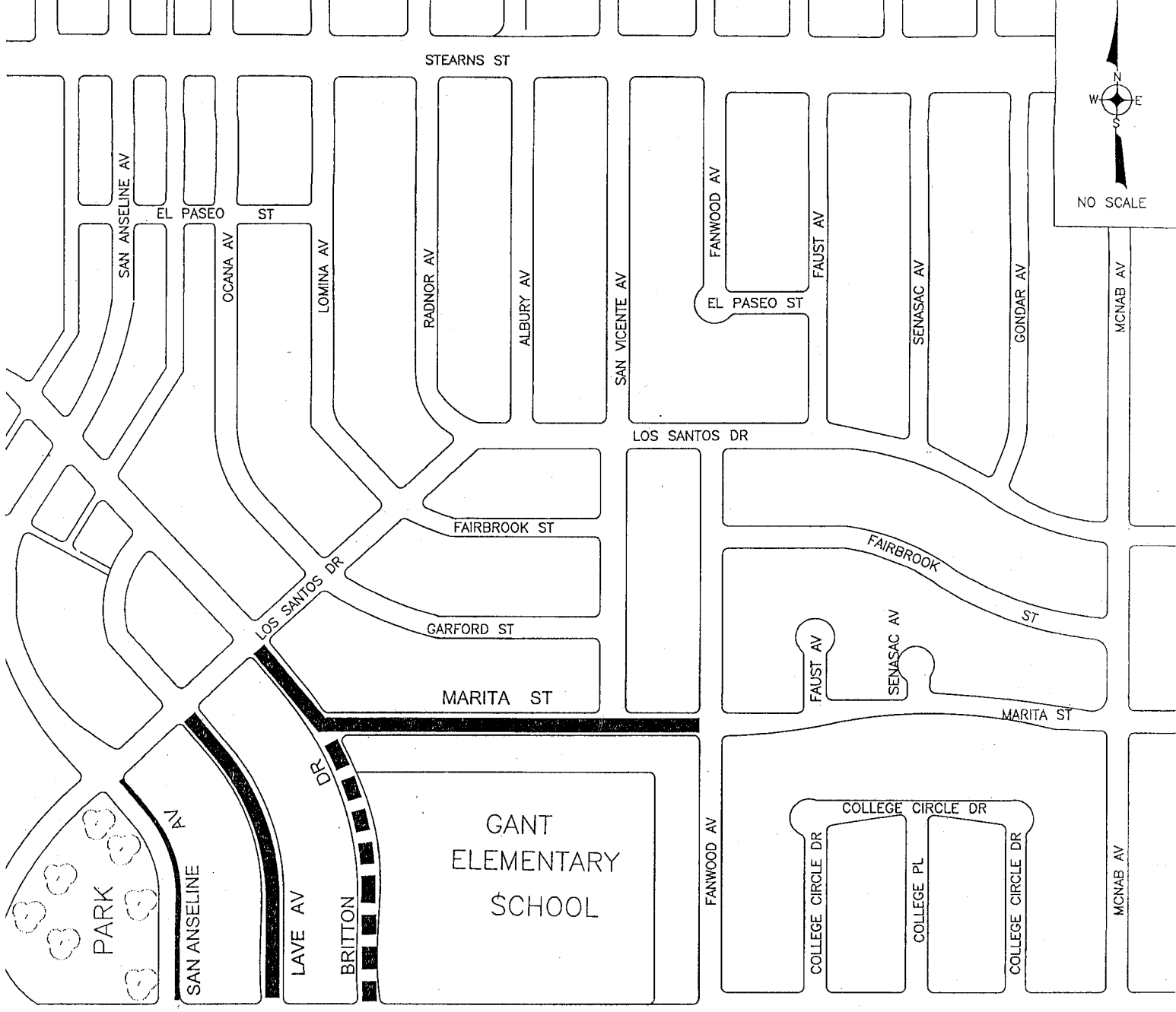
-  PROPOSED AREA OF EXPANSION
-  EXISTING PREFERENTIAL PARKING AREA

EXHIBIT B



PROPOSED EXPANSION OF
 PREFERENTIAL PARKING
 DISTRICT "U"
 PROPOSED AREA OF EXPANSION
 EXISTING PREFERENTIAL PARKING
 AREA

EXHIBIT C