



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** September 6, 2016

**TO:** Mayor and Councilmembers

**FROM:** Downtown Parking, Public Works Department

**SUBJECT:** Public Hearing And Expansion Of Residential Permit Parking Near Santa Barbara City College

**RECOMMENDATION:** That Council:

- A. Conduct a public hearing to expand Permit Parking Area M; and
- B. Adopt, by reading of title only, A Resolution of the Council of the City of Santa Barbara Expanding Resident Permit Parking Area M in the Mesa Area to include the 400 and 500 Blocks of La Marina.

### **EXECUTIVE SUMMARY:**

Per Council's direction, staff has evaluated a proposal to expand the boundaries of Permit Parking Area M, located in residential neighborhoods on the Mesa, adjacent to Santa Barbara City College. Staff completed a Parking Occupancy Survey of the proposed expansion area, notified residents of the proposal, conducted a public meeting, and solicited feedback. Based on the results of the Parking Occupancy Survey, and the community outreach process, staff recommends that Council adopt a Resolution that will expand the boundaries of Area M to include the 400 and 500 blocks of La Marina.

### **DISCUSSION:**

#### Background

In 1984, City Council established the Resident Parking Permit Program (RPP Program) as a tool to manage the parking needs of residents in mixed-use areas. The RPP Program preserves the availability of on-street parking for residents in areas where parking may be affected by nearby commercial, educational, or recreational uses. The RPP Program establishes parking restrictions on certain blockfaces located in designated Permit Parking Areas (PPAs) and provides an exemption for full-time residents of eligible addresses who purchase permits. Chapter 10.46 of the Municipal Code outlines the process and requirements for establishing PPAs and posting permit

parking restrictions, in addition to specifying the rules and regulations for parking permit use and eligibility.

Residential permit parking restrictions may only be posted on blockfaces located in designated PPAs. There are currently nine designated PPAs in the City. In 1991, Council adopted Resolution No. 91-135 establishing Permit Parking Area M to prevent Santa Barbara City College commuter students from parking in campus-adjacent residential neighborhoods on the Mesa. The boundaries of Area M are depicted in the attached map. Many of the blockfaces in Area M were posted with "Resident Parking Only/Permit Required" signage when the PPA was initially established and, since that time, many more eligible blocks have petitioned to have signage posted. The RPP Program in Area M has successfully prevented commuter student parking on residential streets that have had permit parking restrictions posted.

Today, nearly every blockface within Area M has been either posted with RPP Program signs or designated "No Parking" (see Attachment 1). Each time a new blockface is posted, the student parking is pushed onto the nearest blocks with unrestricted parking, creating new parking problems for residents of these blocks. Because nearly every blockface in Area M has permit parking restrictions posted, student parking has now migrated onto streets located outside the boundaries of Area M that are not currently eligible to participate in the RPP Program.

### **Resident Request and Program Implementation**

As a result of student parking impacts beyond the existing boundaries of Area M, in March 2015, residents of the 400 and 500 blocks of La Marina submitted a petition to expand the boundaries to include these two blocks. This is the first formal request to expand Area M that the City has received since the Area was established. The petition was signed by residents of 86 percent of the dwelling units on these blocks. Although only two blocks formally petitioned for expansion, staff observed potential parking impacts on other blocks located outside the Area M boundaries, and residents of those blocks had contacted the City to complain about student parking.

Anticipating that the interest in being included in Area M may extend beyond the two blocks that formally petitioned, staff recommended evaluating an expansion of Area M that included numerous blocks in addition to La Marina (see Attachment 1). On December 8, 2015, Council directed staff to initiate the expansion of Area M by completing a parking study, conducting public outreach, and returning to Council with a report and recommendations, as instructed in the Municipal Code.

Expanding the boundaries of Area M does not automatically involve posting any new parking restrictions within the newly expanded areas without further City Staff consideration. Should Council approve the Area M expansion, residents within the newly eligible blocks may petition the City to have permit parking restrictions posted.

Staff will evaluate these requests as they are received and post RPP Program restrictions if commuter student parking impacts are observed.

### **Parking Occupancy Study**

The area under study for possible inclusion in Area M (highlighted in blue on Attachment 1) measures approximately 0.25 square miles and contains 4.35 miles of streets. With the exception of a church located on Cliff Drive, the area consists entirely of residential dwellings, primarily single-family homes. The study area is slightly modified from the original area proposed to Council on December 8, 2015. Specifically, Santa Fe Place was omitted because, upon observation, staff concluded that the higher-density senior and condominium-type development on this street made it unsuitable for permit parking. The 00 Block of Santa Cruz Boulevard was omitted to avoid any potential impacts to beach access. Vista de la Playa Lane, Pacific View, and Vista Pacifica were all omitted because these are private streets with no public parking.

To determine the impacts of commuter student parking on the expansion area, staff conducted a Parking Occupancy Survey during the week of March 14 to 18, 2016. During this time, staff counted parked vehicles on each block of the expansion area three times a day, during the hours of proposed enforcement for Area M (8:00 AM – 4:00 PM). Vehicle counts were taken during the 9:00-10:00 AM hour, the 12:00-1:00 PM hour, and the 3:00-4:00 PM hour. Staff then used the City's Map Analysis and Printing System to measure the curb length and determine the total number of parking spaces on each blockface (using the standard 20-foot measurement for one space). The data was then used to determine the percentage of on-street parking spaces that were occupied by vehicles during peak hours.

Parking on a blockface is considered "impacted" when more than 80 percent of the parking spaces are occupied during peak hours. On the Mesa, commuter student parking peaks during daytime hours, particularly mid-morning through mid-afternoon, Mondays through Thursdays. Lower enrollment in Friday classes causes student parking to decrease considerably at week's end. As a result, blocks where parking is impacted by commuter students see a significant decrease in average occupancy from Monday through Thursday to Friday.

Results of the Parking Occupancy Survey indicate that the blocks in the study area that are most impacted by commuter student parking are the 1200 block of Cliff Drive and the 400 block of La Marina. Occupancy on the north side of 1200 Cliff Drive averages 96 percent during peak hours and 77.8 percent on the south side. Occupancy on the east side of 400 La Marina averages 58 percent, and the west side averages 78 percent. When conducting the survey, staff observed that parking was usually at or near capacity at the south end of 400 La Marina (just north of Cliff Drive) and thinned out towards the north end.

The 1200 block of San Miguel is also affected by student parking. Although the Parking Occupancy Survey only showed 53 percent occupancy for the north side and 32 percent for the south side, 1200 San Miguel is an unusually long block. Staff observed that the east end of the block, near La Marina, was at or near capacity during peak hours, while the west end of the block was unaffected by student parking, resulting in an overall lower occupancy rate.

Full results of the Parking Occupancy Survey are included as Attachment 2 and illustrated on the map in Attachment 3.

### **Community Outreach**

Staff conducted community outreach in order to inform residents of both the existing Area M and the proposed expansion area about the RPP Program, to gather feedback, and to evaluate whether residents of each block were interested in being included in Area M. Notices were mailed to both residents and homeowners of all dwellings located in the existing Area M and the expansion area (approximately 1,700 total). The notices informed recipients of the proposal, directed them to a website for more information ([www.santabarbaraca.gov/AreaM](http://www.santabarbaraca.gov/AreaM)), provided the date and time of a public meeting on the subject, and invited them to submit feedback via email, phone, mail, at the meeting, or in person.

The City hosted a public meeting at the Faulkner Gallery on May 25, 2016, where staff presented details of the proposal, answered questions, and listened to resident feedback. Attendees were also given a survey form to complete in order to express their interest in having their block included in Area M and provide further written comments. Staff also received a considerable amount of feedback by email and phone. At the public meeting, staff heard overwhelming opposition to Area M Expansion from residents outside of the 400 and 500 blocks of La Marina. Many residents also thought that the City's expansion proposal was related to the pending Beach City development proposal and saw the expansion of permit parking as a burden that would be placed on them as a consequence of this new development.

Each resident comment was logged by name and address, and staff used this information to determine which blocks were interested in being included in Area M, and which opposed the idea. Any resident who wished to receive further updates on the proposal was asked to provide an email address and encouraged to check the website for updates. Residents who requested updates were personally notified of the public hearing before the City Council. Notice of the public hearing before Council was also mailed to residents of 400 and 500 La Marina, published in the City's newspaper of general circulation, and posted in City Hall pursuant to the requirements of Section 10.46.010.C.

## **Transportation Engineer's Considerations and Findings**

Municipal Code Section 10.46.030 requires the Transportation Engineer and City Council to consider the following when determining whether to designate or modify a Permit Parking Area:

- 1. The extent to which the residents and merchants of an area desire and need permit parking;*
- 2. The extent to which on-street parking spaces are available for use by vehicles of residents, their visitors, and merchants, and are not occupied by vehicles of others;*
- 3. The size and configuration of the area as it relates to enforcement of parking and traffic regulations, and the potential impact of parking and traffic congestion on this and adjacent areas, as the result of the establishment of a Permit Parking Area; and*
- 4. Whether other regulatory measures will better solve the problem.*

After conducting extensive public outreach and completing a Parking Occupancy Survey on all streets included in the proposed expansion area, as depicted in Attachment 1, staff finds the following:

### Extent to which Residents and Merchants Desire and Need Permit Parking

Of the blocks studied, only residents of the 400 and 500 blocks of La Marina indicated a strong desire to participate in the RPP Program. Residents of these two blocks complained of parking congestion, student drivers speeding, driving erratically, blocking the flow of traffic to and from Cliff Drive, blocking driveways, and littering in their neighborhood. Residents of the 1200 block of San Miguel did not indicate sufficient support for inclusion into Area M. Although other streets on the Mesa may be impacted by student parking in the future, residents of these streets were generally opposed to being included in Area M.

Although staff does not anticipate that at this time displaced vehicles from the 400 and 500 blocks of La Marina will significantly impact parking on other streets originally proposed for expansion (see Attachment 1), if Santa Barbara City College enrollment trends continue, some of these streets could be affected by student parking in the future. The original Area M Expansion Proposal included a much larger area of study in an effort to proactively address future parking impacts should they continue to spread. However, residents of the streets beyond La Marina were overwhelmingly opposed to inclusion in Area M and participation in the RPP Program. As a result, staff grappled with the appropriate recommendation for Council action. While a larger expansion of the Area M boundaries would enable the City to respond quickly to future resident requests for permit parking without necessitating the time and resource-intensive expansion process, doing so would not have followed the wishes of the residents as expressed during the outreach process.

### Extent to which On-Street Parking is Available for Use by Residents and their Visitors

Although commuter student parking was observed as far west as Los Alamos Avenue, the Parking Occupancy Survey indicated that only the 400 block of La Marina, the 1200 block of Cliff Drive, and a portion of the 1200 block of San Miguel are significantly impacted by student parking at this time. All other areas currently have sufficient on-street parking available to serve the residents and their visitors.

### Enforcement of Parking Regulations and Potential Impact Parking and Traffic Congestion

The 400 and 500 blocks of La Marina are contiguous with the existing Area M boundaries. Enforcement of permit parking on these blocks would not place any significant additional burden on the City's Parking Enforcement Division. Based on the Parking Occupancy Survey, if permit parking is implemented on these blocks, staff estimates that up to 20 student vehicles may be displaced onto other nearby streets, most likely San Miguel and Santa Catalina. Assuming these vehicles disperse relatively evenly between the two streets, average peak hour occupancy would still remain below 70 percent on each blockface. Including upper La Marina in Area M would not create any new parking or traffic congestion on adjacent areas.

### Whether Other Regulatory Measures Would Better Solve the Problem

Short of restricting all on-street parking on upper La Marina, Resident Permit Parking is the only mechanism to remedy resident concerns about commuter student parking.

### **Recommendation**

Staff has concluded that the 400 and 500 blocks of La Marina are impacted by commuter student parking and that including these blocks in Area M so that they may participate in the RPP Program is an appropriate remedy. Staff recommends expanding the boundaries of Area M to include only the 400 and 500 blocks of La Marina (see Attachment 4). If the expanded area is approved by Council, staff will immediately work with the residents on these blocks of La Marina to implement the desired parking restrictions.

This Council Agenda Report serves as the Transportation Engineer's report and recommendation as set forth in section 10.46.040 of the Municipal Code.

**ATTACHMENTS:** Attachment 1: Map of Current Area M Boundaries and Proposed Expansion Study Area  
Attachment 2: Table of Parking Occupancy Survey Results  
Attachment 3: Map of Parking Occupancy Survey Results  
Attachment 4: Map of Recommended Area M Boundaries

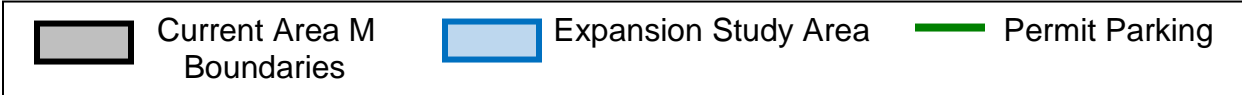
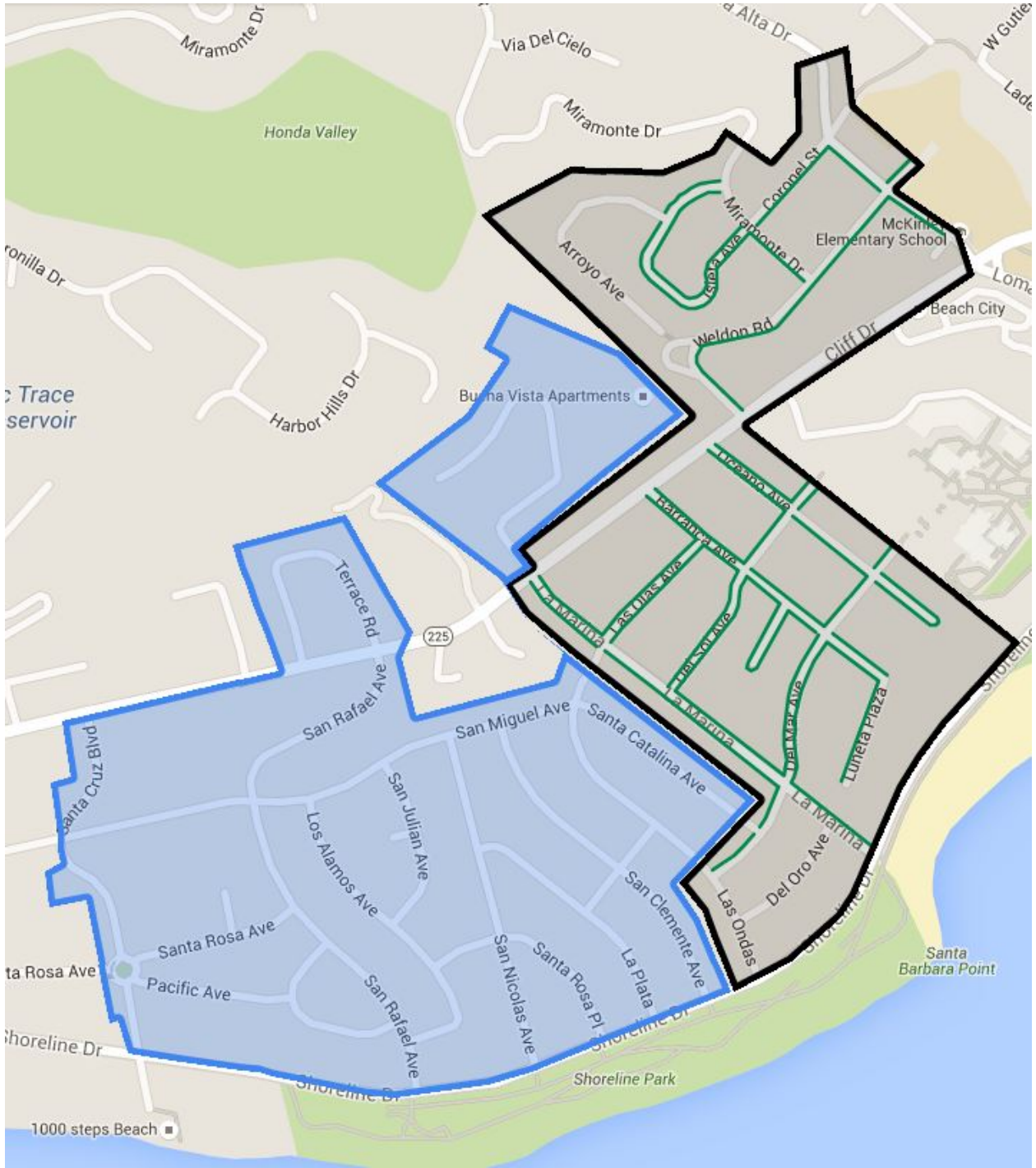
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**SUBMITTED BY:** Rebecca J. Bjork, Public Works Director

**APPROVED BY:** City Administrator's Office

MAP OF CURRENT AREA M BOUNDARIES AND PROPOSED STUDY AREA





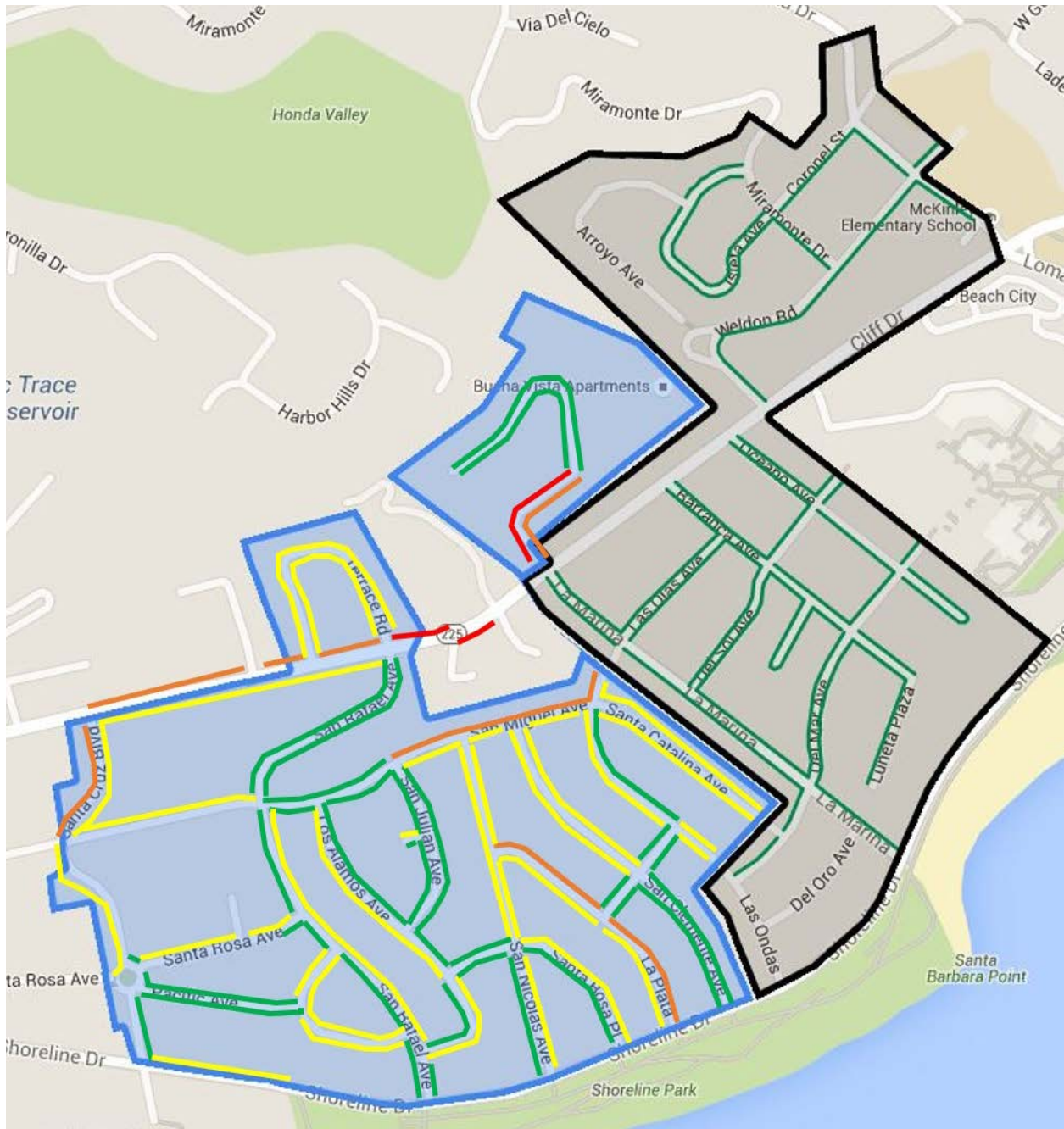
**ATTACHMENT 2**

**TABLE OF PARKING OCCUPANCY SURVEY RESULTS**

| <b>Address</b>            | <b>Avg. Peak Occupancy</b> |
|---------------------------|----------------------------|
| 1200 Cliff Dr. North      | 96%                        |
| 1200 Cliff Dr South       | 77.8%                      |
| 1300-1400 Cliff Dr North  | 57.5%                      |
| 1300-1400 Cliff Dr South  | 36.9%                      |
| 400 La Marina East        | 58.3%                      |
| 400 La Marina West        | 77.6%                      |
| 500 La Marina East        | 16.4%                      |
| 500 La Marina West        | 12.6%                      |
| 100 La Plata East         | 69.4%                      |
| 100 La Plata West         | 40.2%                      |
| 200 La Plata East         | 53.6%                      |
| 200 La Plata West         | 35.9%                      |
| 100 Las Ondas East        | 32.5%                      |
| 100 Las Ondas West        | 43.5%                      |
| 200 Las Ondas East        | 25.0%                      |
| 200 Las Ondas West        | 29.4%                      |
| 200 Los Alamos Ave East   | 23.6%                      |
| 200 Los Alamos Ave West   | 33.3%                      |
| 100 Los Alamos Ave North  | 20.2%                      |
| 100 Los Alamos Ave South  | 27.4%                      |
| 1400 Pacific Ave North    | 12.7%                      |
| 1400 Pacific Ave South    | 2.1%                       |
| 100 San Clemente Ave East | 22.2%                      |
| 100 San Clemente Ave West | 13.0%                      |
| 200 San Clemente Ave East | 26.3%                      |
| 200 San Clemente Ave West | 26.3%                      |
| 200 San Julian Ave East   | 20.8%                      |
| 200 San Julian Ave West   | 23.8%                      |
| 1300 San Julian PI North  | 30.0%                      |
| 1300 San Julian PI South  | 19.4%                      |
| 1200 San Miguel Ave North | 52.9%                      |
| 1200 San Miguel Ave South | 31.7%                      |
| 1300 San Miguel Ave North | 24.1%                      |
| 1300 San Miguel Ave South | 22.4%                      |

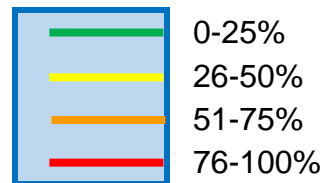
| <b>Address</b>                 | <b>Avg. Peak Occupancy</b> |
|--------------------------------|----------------------------|
| 1400 San Miguel Ave North      | 32.7%                      |
| 1400 San Miguel Ave South      | n/a                        |
| 100 San Nicolas Ave East       | 32.3%                      |
| 100 San Nicolas Ave West       | 16.1%                      |
| 200 San Nicolas Ave East       | 25.6%                      |
| 200 San Nicolas Ave West       | 28.1%                      |
| 100 San Rafael Ave East        | 18.3%                      |
| 100 San Rafael Ave West        | 11.1%                      |
| 200 San Rafael Ave East        | 40.6%                      |
| 200 San Rafael Ave West        | 24.5%                      |
| 1300 San Rafael Ave North      | 19.8%                      |
| 1300 San Rafael Ave South      | 12.5%                      |
| 200 Santa Catalina Ave East    | 40.8%                      |
| 200 Santa Catalina Ave West    | 49.2%                      |
| 100 Santa Cruz Blvd East       | 4.5%                       |
| 100 Santa Cruz Blvd West       | 0%                         |
| 200 Santa Cruz Blvd East       | 4.2%                       |
| 200 Santa Cruz Blvd West       | 26.9%                      |
| 300 Santa Cruz Blvd East       | 25.0%                      |
| 300 Santa Cruz Blvd West       | 50.0%                      |
| 1300 Santa Rita Cir East       | 32.3%                      |
| 1300 Santa Rita Cir West       | 33.3%                      |
| 1300-1400 Santa Rosa Ave North | 32.2%                      |
| 1300-1400 Santa Rosa Ave South | 3.3%                       |
| 100 Santa Rosa PI East         | 40.7%                      |
| 100 Santa Rosa PI West         | 23.6%                      |
| 200 Santa Rosa PI East         | 14.4%                      |
| 200 Santa Rosa PI West         | 17.9%                      |
| 1400 Shoreline Drive North     | 31.7%                      |
| 400 Terrace Road North         | 28.7%                      |
| 400 Terrace Road South         | 26.8%                      |
| 1200 Calle Brevo North         | 22.2%                      |
| 1200 Calle Brevo South         | 20.0%                      |
|                                |                            |

MAP OF PARKING OCCUPANCY SURVEY RESULTS



Only area shaded blue is under study. Blocks shown as dark green in the grey shaded area are blocks in existing Area M that have permit parking signs posted.

**Area M Parking Study**  
Average Peak Hour Occupancy



MAP OF RECOMMENDED AREA M BOUNDARIES



Current Area M Boundaries Recommended Expansion Area