



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: October 16, 2007
TO: Mayor and Councilmembers
FROM: Transportation Division, Public Works Department
SUBJECT: Expansion Of Resident Permit Parking-Area L To Include Greenwell Lane

RECOMMENDATION:

That Council adopt, by reading of title only, A Resolution of the Council of the City of Santa Barbara Expanding Resident Permit Parking-Area L in the Hacienda Drive Resident Area to Include Greenwell Lane.

EXECUTIVE SUMMARY:

At the request of the residents of Hacienda Way and the Police Department, in order to control parking by non-residents behaving in undesirable ways, Resident Permit Parking (RPP) Program-Area L (Area L) was created in 1996, and continues to have the full support of the residents and the Police Department. The residents of an adjacent neighborhood on Greenwell Lane have requested that the Area L be extended to include their street. This request was brought before Council on April 10, 2007 and Council directed staff to study the parking situation further to determine if residents of the neighborhood would experience any negative impacts from the extension of the RPP. Staff hosted a public meeting on July 30, 2007 to discuss the impacts of the parking restrictions that would result from the extension of the RPP to Greenwell Lane. The consensus of the residents in attendance was to support the continuation of the current parking restrictions implemented with the original program on Hacienda Drive, as well as the extension of the program. There was little or no support for making other proposed changes to the neighborhood streets.

BACKGROUND:

In 1984, Council established the RPP Program as a parking management tool to recognize the parking needs of residents living in areas where different groups of motorists compete for limited parking. Section 10.46.040 of the Santa Barbara Municipal Code (SBMC) describes the procedure residents and staff must complete in order to establish a RPP Program for their neighborhood.

REVIEWED BY: _____Finance _____Attorney

Agenda Item No. _____

Area L (Exhibit A to the Resolution) was established on April 9, 1996, by Resolution No. 96-042, in accordance with Section 10.46.040 of the SBMC, and includes Hacienda Drive, Hacienda Way, Portola Lane, and Parks Road. Parking restriction signs were posted only on those block faces associated with the eligible addresses included in Area L, and eligible residents purchased parking permits. The posted restriction, which applies at all times without a timed grace period, requires that all vehicles display an Area L permit. The residents support continuation of this program for their neighborhood.

The implementation of Area L in 1996 was due, in part, to a recommendation by the Santa Barbara Police Department to provide an additional tool to control illegal and undesirable activities in the neighborhood. After receiving the current request from the residents of Greenwell Lane, Transportation staff contacted Police Department staff to request a reaffirmation for the continuance of parking restrictions to help control undesirable activity in the neighborhood. The Police Department has responded in favor of continuing the parking program.

Greenwell Lane is a new development of single family dwellings constructed in 2005. Transportation Division staff began receiving complaints from the new homeowners as soon as they began moving in about not being able to park on their own street in front of their own houses. Specifically, the complaints concerned non-resident vehicles parked on Greenwell Lane, preventing guests and visitors from parking; obstructing driveways; activating car alarms in unattended vehicles, and vehicles parked in violation of posted Fire Lane restrictions.

Residents of Greenwell Lane, per procedures set forth in the Municipal Code, have demonstrated their desire for the City to regulate parking on their street. On November 21, 2006, Staff presented the residents' request to Council and requested that Council direct the Transportation Engineer to complete parking studies to determine whether a need exists to include Greenwell Lane in Area L.

On April 10, 2007, Council held a Public Hearing to receive input on the expansion of Area L to Greenwell Lane. Council decided that it needed additional information before they could vote on the request and continued the item to a future Council date. Council directed staff to study the recommendation further by contacting the residents of the Hacienda area and the residents of the apartments with the goal of reaching a consensus on parking alternatives. Staff was directed to seek opportunities to create additional parking in the area to offset the loss of parking experienced with the implementation of the parking restrictions on Greenwell Lane.

DISCUSSION:

AREA DESCRIPTION

Greenwell Lane is a one-block, u-shaped cul-de-sac extending east of the 2500 block of Modoc Road just south of the intersection of Modoc Road, Hacienda Drive, and Portola Lane. Greenwell Lane serves 28 homes and an open space. The roadway width is sufficient for two-way traffic and one-side parking only. The even-numbered side of the street is posted "No Parking", and the end of the cul-de-sac is posted "Fire Lane/No Parking" for adequate turn-around space for vehicles and emergency equipment. The odd-numbered side of the street can accommodate twenty-five parked vehicles. Although Greenwell Lane intersects with Modoc Road, the residents of Greenwell Lane do not benefit from Modoc Road as a parking supply.

PARKING SURVEYS

Staff conducted three Parking Occupancy Surveys on Greenwell Lane prior to the Public Hearing. The parking occupancy exceeded 100% of the parking supply each time the occupancy was observed. This indicated that all of the appropriate parking spaces were occupied and additional vehicles were parked illegally where "No Parking" restrictions were posted, or vehicles encroached into areas provided for driveway ingress and egress.

Following Council's April 10, 2007 Public Hearing, staff conducted an additional study of the on-street and on-site parking supply for the three apartment complexes on Modoc Road. Staff contacted the property owner and property manager of the smaller 13 unit complex and they stated that parking is not an issue for their tenants and they meet the current parking standards. Staff also studied how today's parking standards would apply to the 75 units in the two large apartment complexes. If current parking standards were applied, these two apartments would be 32 spaces short of meeting their on-site parking requirement. However, there are 39 unrestricted on-street parking spaces on Hacienda Drive and Modoc Road to help compensate for the off-street space deficiency.

PUBLIC MEETING

On July 30, 2007, the staff held a Public Meeting regarding the proposed Resident Parking Program for Greenwell Lane. Staff sent notices to the neighborhoods, which included all of the individual apartment units, with letters in both English and Spanish, inviting the residents to a public meeting to be held in the Faulkner Gallery at the main City Library to discuss resident parking.

Approximately 50 residents of Hacienda Way, Hacienda Drive and Greenwell Lane attended the meeting. No apartment dwellers or property management staff representing the apartments attended the meeting. Most were very vocal about the issue of parking in the area and particularly about other non-parking related issues revolving around the large apartment building located at 2541 Modoc Road. Other issues raised included concerns about street sweeping and sidewalk repairs.

With the exception of one person, all in attendance were supportive of adding Greenwell Lane to Area L. The residents of the Hacienda area were adamantly opposed to converting any portion of Hacienda Drive to unrestricted parking. Furthermore, the residents expressed satisfaction that the current parking restrictions are effectively addressing the undesirable activities and should remain intact.

The residents of the Hacienda area expressed continued frustration with what they perceive as zoning violations, the apartment building's lack of landscaping and trash handling, reckless driving by its residents and visitors, double parking, overcrowding, and suspected criminal activities. A few of the Hacienda area residents asked if the remaining unrestricted parking area on Hacienda Drive in front of the apartment building, could also be restricted with permit parking. This request is not addressed within this Staff Recommendation.

Some residents opposed a staff recommendation to create night-time parking on the Modoc Road Class II shared bike lane just south of the Fire Station. Residents did not want the "problem" to move down to that portion of Modoc Road in front of the Pine Avenue residents.

CONCLUSIONS AND STAFF RECOMMENDATIONS

Staff has concluded that Greenwell Lane is impacted by non-residents parking on the resident's street. Based on public input and the Transportation Engineer's Report which indicates that parking regulations are necessary on Greenwell Lane, staff recommends moving forward with adding Greenwell Lane to Area L, by Council adopting a Resolution to include Greenwell Lane in the boundaries of Area L.

ATTACHMENT(S):

1. Transportation Engineer's Report
2. Police Department Letter/Report (received 1/24/07)
3. Aerial Photo of Greenwell Lane

PREPARED BY: Browning Allen, Transportation Manager/spm

SUBMITTED BY: Anthony J. Nisich, Public Works Director

APPROVED BY: City Administrator's Office

CITY OF SANTA BARBARA
TRANSPORTATION ENGINEER'S REPORT
SUBJECT: GREENWELL LANE

MARCH 1, 2007

Greenwell Lane
Santa Barbara, California

SITE DESCRIPTION

Greenwell Lane is a one-block, u-shaped cul-de-sac extending east from the 2500 block of Modoc Road just south of the intersection of Modoc Road, Hacienda Drive and Portola Lane. Greenwell Lane serves approximately 24 homes and an open space. The roadway width is sufficient for two-way traffic and one-side parking only. The even-numbered side of the street is posted "No Parking" and the bulb at the end of the cul-de-sac is posted "Fire Lane/No Parking" for adequate turn around of vehicles and emergency equipment. The odd-numbered side of the street can accommodate 25 parked vehicles. Four of the homes are oriented to Modoc Road, three of these have staircases leading to Modoc Road; however, vehicle ingress and egress to the properties is provided to the interior of the development off of Greenwell Lane. Parking on Modoc Road is restricted from 7:00 A.M. to 6:00 P.M. to create a Class II Bike Lane. Primarily due to these two factors, the residents of Greenwell Lane do not benefit from Modoc Road as a parking supply.

OBSERVATIONS

Staff conducted Parking Occupancy Surveys on Greenwell Lane to determine whether the parking occupancy exceeds 80% in accordance with the guidelines of the Rules for Adoption of Resident Permit Parking (Res. No. 84-171, Sec. 4.B.2). The parking occupancy was equal to or exceeded 100% of parking supply each time the occupancy was observed.

November 21, 2006	104% A.M.
December 13, 2006	104% P.M.
January 11, 2007	100% A.M.

This indicates that all of the appropriate parking spaces were occupied and additional vehicles were parked illegally where "No Parking" restrictions were posted or vehicles encroached into areas provided for driveway ingress and egress. Some of the drivers or passengers of vehicles parked on Greenwell Lane were observed exiting their vehicle, walking toward Modoc Road and crossing the street.

NOTE: The next street to the south is Pine Drive and is not part of this request. Pine Drive contains mostly unimproved curb adjacent to the private property. The section of improved curb is posted "No Parking." There is essentially no on-street parking supply on Pine Drive.

CONCLUSION

Staff has confirmed the high vehicle occupancy rates due to non-resident vehicles parked on Greenwell Lane. These high occupancy rates are impacting the residents, their contractors and guests, making it difficult to locate parking convenient to the properties. Resident Permit Parking is intended to supplement off-street parking supplies to assist residents, their contractors, and visitors with their parking needs. Therefore it would be appropriate for the residents of Greenwell Lane to have access to the same parking management tool available to the other single family residences on the adjacent streets by expanding Permit Area L to include Greenwell Lane.

Certified by;

Browning Allen
Transportation Manager
Transportation Division, Public Works Department
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ATTACHMENT 3

