



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** October 28, 2008  
**TO:** Mayor and Councilmembers  
**FROM:** Transportation Division, Public Works  
**SUBJECT:** Resident Permit Parking Program Addition Of 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 Residential Area to Include Greenwell Lane, and Rescinding Council Resolution No. 07-082 and No. 96-042.

### **EXECUTIVE SUMMARY:**

On October 16, 2007 Council approved the inclusion of Greenwell Lane into Residential Permit Parking (RPP) Area "L" for a one-year trial period in accordance with Section 10.46.040 of the Santa Barbara Municipal Code (SBMC). Council also referred the matter for discussion to the Transportation and Circulation Committee (TCC) to explore methods for maximizing the unrestricted on-street parking and minimizing the parking impacts generated by the apartment buildings on the 2500 block of Modoc Road. Staff conducted additional studies of the on-street and off-street parking throughout the neighborhood, met with the Bicycle Coalition and presented the findings to the TCC, and recommends making the inclusion of Greenwell Lane into RPP Area "L" permanent.

### **DISCUSSION:**

#### Background:

In 1984, Council established the RPP as a parking management tool to recognize the parking needs of residents living in areas where different groups of motorists compete for limited parking.

On April 9, 1996, Area "L" (Exhibit A to the Resolution) was established 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.

On November 21, 2006, on behalf of the residents on Greenwell Lane, Staff presented to Council the initial request to include Greenwell Lane in Permit Area "L". Greenwell Lane is a new development of single family dwellings constructed in 2005 on 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, an open space, and can accommodate approximately twenty-five parked vehicles on the street. Council acknowledged the request and directed staff to study the parking situation giving special consideration to any negative impacts the change may have on the existing Permit Parking Area.

On April 10, 2007, Council held a Public Hearing to receive input on the expansion of Area "L" to Greenwell Lane. During the hearing, staff presented the results of the Parking Occupancy Surveys on Greenwell Lane in the Transportation Engineer's Report (attached), and confirmed that the parking occupancy exceeded 100% of the parking supply each time the occupancy was observed. The report 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. After closing the public hearing, Council directed Staff to conduct further studies before returning at a future Council date.

On July 30, 2007, residents in the area including residents of the apartments were invited to a meeting hosted by City Staff to discuss the impacts of the parking restrictions that would result from the extension of the RPP to Greenwell Lane and possible options to the original posted parking restrictions. The consensus of the residents in attendance was to support the continuation of the current parking restrictions as well as adding Greenwell Lane into Area L. The residents were opposed to any other modifications to the on street parking in the area.

On October 16, 2007, Council approved the expansion of the RPP Area "L" to include Greenwell Lane for a one-year trial. Council referred the matter for discussion to the TCC, to explore maximizing the unrestricted on-street parking and minimizing the parking impacts generated by the apartment buildings on the 2500 block of Modoc Road. Staff was asked to look for options to create additional parking in the neighborhood.

Staff conducted an additional study of the on-street and off-street parking supply for the three apartment complexes on Modoc Road. The apartment buildings were built prior to current zoning requirements. Compared to current parking requirements, the 75 units in the two large apartment complexes are 32 spaces short of meeting current parking requirements. There are, however, 39 unrestricted on-street parking spaces on Hacienda Drive and Modoc Road to help compensate for the off-street parking space deficiency.

Two evening surveys were conducted to determine potential impacts of creating additional parking on Modoc Road south of Fire Station 5, which are restricted as a Bike Lane from 7:00 a.m. to 6:00 p.m. Staff discovered that, as late as 8:00 p.m., the unrestricted parking spaces were not fully utilized. This indicates that there is no parking shortage and that additional spaces are not needed.

Staff met with the Bicycle Coalition to seek their input regarding the option of creating additional parking along Modoc Road south of Fire Station 5. Adding these spaces would have involved changing approximately 20 parking spaces along the bicycle route from "No Parking Any Time" to a time parking restriction similar to what is posted on the other bicycle routes in the area: "No Parking 7:00A.M. TO 6:00P.M." Although the change in parking on Modoc Road would have created more consistency with the vehicular parking restrictions along the bicycle paths in the area, the Bicycle Coalition did not support the proposal, especially not at the expense of impacting bicycle traffic.

Staff presented to the TCC the results of the parking studies as well as the option of adding parking on Modoc Road. The TCC agreed with the position of the Bicycle Coalition and recommended not adding parking on Modoc Road and permanently adding Greenwell Lane to Area "L" of the Residential Parking Program. Following the TCC meeting, staff has continued to monitor parking in the neighborhood. No significant impacts have been observed and only one complaint has been received.

#### IMPLEMENTATION OF THE TRIAL PERIOD

Staff began issuing parking permits to the residents of Greenwell Lane on November 8, 2007. Staff has been working closely with the president of the Greenwell Lane Homeowners Association to limit the issuance of the permits to only those vehicles belonging to *bonafide* residents, and only after confirming that their two-car garage was used to park two cars. The intent was to limit each household to one Visitor permit and one Resident permit. This guideline was difficult to follow in some cases due to adult children with vehicles, sublets with vehicles, and vintage car collections.

At this time, staff has received one complaint regarding the establishment of the RPP on Greenwell Lane. A resident on Portosuello Road has complained about the apartment residents parking on his street. Staff has confirmed the complainant is not using his garage for vehicle parking and does not recommend any action on this matter by this report.

#### CONCLUSIONS AND STAFF RECOMMENDATIONS

Staff has concluded that Greenwell Lane was impacted by non-residents parking on the street. Based on public input and the Transportation Engineer's Report which indicates that parking regulations are necessary to provide adequate parking for residents on Greenwell Lane, as well as input from the Bicycle Coalition and recommendation from the TCC, staff recommends that Council adopt a Resolution to include Greenwell Lane in the boundaries of Area "L".

**ATTACHMENT:** Transportation Engineer's Report  
**PREPARED BY:** Browning Allen, Transportation Manager/VEG/JH  
**SUBMITTED BY:** Christine F. Andersen, 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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CITY OF SANTA BARBARA  
TRANSPORTATION ENGINEER'S REPORT  
SUBJECT: GREENWELL LANE  
ADDENDUM

October 8, 2008

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-only parking. 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" in order to allow adequate turn around space for vehicles and emergency response equipment. The odd-numbered side of the street can accommodate 25 parked vehicles. Four of the homes front on Modoc Road and three of these have staircases leading to Modoc Road. However vehicle access to these properties is provided from 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. Because of these factors, the limited parking supply on Modoc Road does not benefit the residents of Greenwell Lane.

#### OBJECTIVE

Identify locations in the neighborhood that could be considered for additional on-street public parking.

#### OBSERVATIONS

Portions of the north block face of the 2400 - 2500 blocks of Modoc Road have posted parking restrictions of "NO PARKING / 7:00AM TO 6:00PM" to accommodate a Class II Bike Lane during weekday daylight hours. East of the Fire Station located at 2505 Modoc Road, the south blockface has posted parking restrictions of "NO PARKING ANY TIME" to accommodate a Class II Bike Lane 24 hours a day. The roadway width between 2541 Modoc Road and 2414 Modoc Road is forty (40) feet. The centerline of the roadway is offset two (2) feet to the south. That roadway consists of two twelve (12) foot travel lanes, a six (6) foot bike lane in the easterly direction and a ten (10) foot bike lane in the westerly direction. East of 2414 Modoc Road the roadway narrows to thirty-six (36) feet. Along the south blockface, between the Fire Station and 2414 Modoc

Road, there is approximately 320 feet of open curb. If the existing posting of "No Parking Any Time" was changed, that curb could accommodate approximately 18 to 20 parked vehicles.

Staff has monitored the parking in the neighborhood during the one (1) year trial period and has not found any significant impacts as a result of adding Greenwell Lane into Area L. Additionally In order to fully understand the night-time use of the on street parking supply in the area, staff conducted two weekday evening studies. Staff discovered that as late as 8:00 pm on each night of observation, the unrestricted parking in the area was not fully utilized.

## CONCLUSION AND RECOMMENDATION

Extending the existing parking restriction of "No Parking/ 7:00AM TO 6:00PM" west of the Fire Station to the east along the south block face of the 2400-2500 blocks of Modoc Rd could create approximately 20 additional parking spaces. This change, however, would limit the use of the bike lane to daylight hours. If the existing posting was changed and parking allowed, the centerline would need to be moved 2 feet toward the north curblin and blended to match the existing centerline east of 2414 Modoc Road in order to avoid conflicts between traffic and the additional parked cars. The addition of parking restrictions, including Greenwell Lane into RPP Area L, does not appear to have created any parking supply shortage. The evening observation showed that there was available on-street parking up until 8:00 pm; therefore, the recommendation is to not change any of the parking restrictions in the area along Modoc Road, Hacienda Way or any of the other streets in the area.