

DATE ISSUED: September 5, 2001

REPORT NO. 01-177

ATTENTION: Honorable Mayor and City Council
Docket of September 10, 2001

SUBJECT: Expansion of Residential Permit Parking Area B

SUMMARY

Issue - Should the City expand existing Permit Parking Area B to include portions of Prosperity Lane and Catoctin Drive?

Manager's Recommendation -

1. Add the 5300 block of Prosperity Lane to Residential Permit Parking Area B.
2. Add the west side of the 5000 block of Catoctin Drive in its entirety to Residential Permit Parking Area B.
3. Add the east side of the 5000 block of Catoctin Drive between the southerly property line of 5015 Catoctin Drive and the intersection of Catoctin Drive and Saranac Street.

Other Recommendation - The College Area Community Council (CACC) recommends the inclusion of both Prosperity Lane and Catoctin Drive to Residential Permit Parking Area B.

Fiscal Impact - Estimated annual revenue of \$728 due to an increase of Residential Parking Permit sales.

BACKGROUND

In December 1977, the Council amended the Municipal Code to include Division 20, "Residential Permit Parking Program." Subsequently, two Residential Permit Parking Districts were established, one in the vicinity of University Hospital (Area A), and the other in the vicinity of San Diego State University (Area B). Area B has been expanded twice, following the existing procedures outlined in Sections 86.2006 and 86.2007, Division 20 of the San Diego Municipal Code. Petitions have been received from residents on Prosperity Lane and Catoctin Drive requesting inclusion in Residential Permit Parking Area B.

DISCUSSION

Sections 86.2006 and 86.2007 allow for the designation of Residential Permit Parking Districts as follows:

86.2006 Designation Process

- (a) Upon receipt of a verified petition by residents of at least 50% of the living units in the area proposed for designation, the City Manager or his designee shall undertake or cause to be undertaken such surveys or studies as are deemed necessary to determine whether a residential area is eligible for residential permit parking. Such survey or studies shall be completed within 90 days of receipt of a petition calling for such surveys or studies to be undertaken, unless otherwise provided by the City Council.
- (b) Within thirty days of the completion of surveys and studies to determine whether designation criteria are met, the City Manager or his designee shall notice as herein provided a public hearing or hearings in or as close to the neighborhood as possible on the subject of the eligibility of the residential area under consideration for residential permit parking. Said hearing or hearings shall also be conducted for the purpose of ascertaining boundaries for the proposed residential permit parking area as well as the appropriate time limitation on parking and the period of the day for its application.

The City Clerk shall cause notice of such hearing or hearings to be published twice in a newspaper of general circulation printed and published in this city. The first publication shall not be less than ten days prior to the date of such hearing.

The City Manager or his designee shall direct the Superintendent of Streets to, and such Superintendent shall cause notice of such hearing to be conspicuously posted in the proposed residential permit parking area.

The notice shall clearly state the purpose of the hearing, the location and boundaries tentatively considered for the proposed residential permit parking area and, if applicable, the permit fee to be charged therefor. During such hearing or hearings, and interested person shall be entitled to appear and be heard, subject to appropriate rules of order adopted by the City Manager or his designee.

86.2007 Recommendation of the City Manager

- (a) Within sixty days of the completion of the hearing or hearings conducted with regard to a particular residential area, the City Manager shall recommend by written report to the City Council, based on the record of such hearing or hearings and the surveys and studies performed, whether to designate the residential area under consideration as a residential permit parking area.
- (b) In the report of the City Manager, he shall set forth the evidence generated as a result of surveys and studies performed, significant subjects and

concerns raised at the public hearing or hearings conducted, the findings relative to those designation criteria listed in Section 86.2005 deemed applicable to the residential parking for that particular area, the proposed boundaries of the residential permit parking area, a proposed time limitation and period of the day for its application.

- (c) The designation process and designation criteria set forth in this Division shall also be utilized by the City Manager and the City Council in determining whether to remove designation as a residential permit parking area from a particular residential area.

Petitions were received from the 5300-block of Prosperity Lane (between Defiance Way and Faber Way) and from the 5000-block of Catoctin Drive (between Montezuma Road and Saranac Street). The Prosperity Lane petition was signed by 82% of the residents (9 of 11 residences): the Catoctin Drive petition was signed by 60% of the residents (9 of 15 residences).

Parking usage, license plate, and occupancy studies were conducted on these blocks. The 5300-block of Prosperity Lane and the 5000-block of Catoctin Drive were studied between 0900 and 1800 hours on Saturday, October 10, 2000, and on Tuesday, October 24, 2000. As a result of these studies, it was determined that the average weekday percent of parking capacity used was 35% on Prosperity Lane, and 90% on Catoctin Drive.

Section 86.2003 of Division 20 defines “commuter vehicle” and “resident vehicle” as follows:

86.2003 Definitions

- (b) “Commuter vehicle” shall mean a motor vehicle parked in a residential area in which it is not registered with the State of California Department of Motor Vehicles;
- (c) “Resident vehicle” shall mean a motor vehicle parked in a residential area in which it is registered with the State of California Department of Motor Vehicles;

Based upon these definitions, and using vehicle registration information from the Department of Motor Vehicles, it was determined that 69% of the weekday parkers on Prosperity Lane were commuter vehicles, and that 100% of the weekday parkers on Catoctin Drive were commuter vehicles.

Section 86.2005(b) of Division 20 sets forth the following criteria for designating an area for Residential Permit Parking:

86.2005 Designation Criteria

- (b) In determining whether a residential area identified as eligible for residential permit parking may be designated as a residential permit parking area, the

City Manager and the City Council shall take into account factors which include but are not limited to the following:

- (1) The extent of the desire and need of the residents for residential permit parking and their willingness to bear the administrative costs in connection therewith;
- (2) The extent to which legal on-street parking spaces are occupied by motor vehicles during the period proposed for parking restriction;
- (3) The extent to which vehicles parking in the area during the period proposed for parking restriction are commuter vehicles rather than resident vehicles; and
- (4) The extent to which motor vehicles registered to persons residing in the residential area cannot be accommodated by the number of off-street parking spaces.

Prosperity Lane meets criteria (1) and (3) above, having 82% of residences represented on the petition, and having 69% of parked vehicles identified as commuter vehicles under the definition in Division 20. Catoctin Drive meets criteria (1), (2), and (3) above, having 60% of residences represented on the petition, having an occupancy rate of 90% of capacity, and having 100% of parked vehicles identified as commuter vehicles under the definition in Division 20. Neither area meets criterion (4). There is, however, considerable community support for the inclusion of these two blocks in Residential Permit Parking Area B: at its June 14, 2001 meeting, the College Area Community Council voted to approve this expansion of Area B.

CONCLUSION

A public hearing was held on June 14, 2001 at the College Area Community Council. Public input was taken and the College Area Community Council voted to add the segments of Prosperity Lane and Catoctin Drive to the Residential Permit Parking Area B.

ALTERNATIVES

1. Do not add Prosperity Lane to Residential Permit Parking Area B. This is not recommended because this segment is impacted by commuter parking generated by the SDSU campus.
2. Do not add Catoctin Drive to Residential Permit Parking Area B. This is not recommended because this segment is impacted by parking generated by SDSU resident students.

OTHER ALTERNATIVES

Install time-limit (2-hour) parking on Prosperity Lane and Catoctin Drive. This is not recommended because of the impact of this type of parking restriction on the residents fronting

these streets.

Respectfully submitted, D. Cruz Gonzalez Director, Transportation		Approved: George I. Loveland Senior Deputy City Manager
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LOVELAND/AH

Note: The attachment is not available in the electronic format. A copy is available for review in the office of the City Clerk.

Attachment: Map of Residential Permit Parking Area B