



CITY COUNCIL AGENDA REPORT

MEETING DATE: NOVEMBER 15, 2004

ITEM NUMBER:

SUBJECT: REQUEST FOR RESIDENT ONLY PERMIT PARKING ON COLUMBIA DRIVE, WAKE FOREST ROAD, AMHERST PLACE, TULANE PLACE, DARTMOUTH PLACE, RUTGERS DRIVE AND FORDHAM DRIVE

DATE: NOVEMBER 1, 2004

FROM: PUBLIC SERVICES / TRANSPORTATION SERVICES

PRESENTATION BY: PETER NAGHAVI, TRANSPORTATION SERVICES MANAGER

FOR FURTHER INFORMATION CONTACT: PETER NAGHAVI, 714-754-5182

RECOMMENDATION:

1. Consider a phased plan to minimize parking intrusion on single family residential streets north of Wilson Street and west of Fairview Road as shown on **ATTACHMENT 1**.
2. Direct staff to implement Phase 1 in each Area at this time, and to implement Phase 2 in Area 1 if needed in the future.
3. Direct staff to include funding in proposed FY05-06 budget for the following Phases if needed in the future: Area 1 – Phase 3 and Area 2 – Phase 2.
4. Defer consideration of Phase 4 in Area 1, and Phase 3 in Area 2 at this time.
5. If strategies in Area 1 are effective over time, direct staff to re-evaluate the need for “**resident only**” permit parking on Cornell Drive and report back to City Council.
6. Defer the request for “**resident only**” permit parking in accordance with the above Phased Plan.

BACKGROUND:

During the regular meeting of August 16, 2004 the City Council considered a request from residents of Columbia Drive, Wake Forest Road, Amherst Place, Tulane Place, Dartmouth Place, Rutgers Drive and Fordham Drive for “**resident only**” permit parking. A map depicting the subject area is attached (**ATTACHMENT 2**).

At this Council meeting, public testimony was received both in support and in opposition to the permit parking restriction. Minutes of the Council meeting on this item are attached (**ATTACHMENT 3**). As many residents of the single family developments north of Wilson Street spoke in favor of the parking restrictions within their streets, many residents from nearby multi-family dwellings outside of the requested permit parking area spoke in opposition to the parking restriction. Those opposed cited insufficient parking within their area and of the need for on-street parking for residents and guests. The City Council, due to serious impact that such restriction would create, directed staff to return with a comprehensive report that further examines alternative strategies to

address the concerns of residents both within and outside of the requested permit parking area.

Previous “Resident Only” Permit Parking Approvals

The request for “**resident only**” permit parking on the subject streets followed the January 5, 2004 City Council approval of “**resident only**” permit parking on **Cornell Drive** between Wilson Street and Joann Street. This restriction was adopted to address similar parking concerns due to vehicles associated with multi-family homes, including the Costa Mesa Estates, an adjacent mobile home park located on the south side of Wilson Street across from Cornell Drive.

The City Council has previously approved “**resident only**” permit parking in eight distinct areas of the City, a listing and chronology of which is provided in **ATTACHMENT 4**. The first neighborhood to receive “**resident only**” permit parking was a portion of the College Park residential area near the Pacific Amphitheater. In 1984 the City Council approved “**resident only**” permit parking within a 1000 foot radius of the amphitheater. The area was later expanded to the west and south to address continued complaints due to events at the Pacific Amphitheater and Orange County Fairgrounds throughout the year. Following implementation of permit parking around the Orange County Fairgrounds, the City considered requests from residents of other areas of the city to restrict parking within their neighborhood due to overcrowded parking conditions caused by vehicles “**unrelated to the neighborhood**”. To enable consistent processing of requests for permit parking, guidelines for installation of “**resident only**” permit parking were approved by the City Council on November 17, 1997. The guidelines are shown on **ATTACHMENT 5**.

ANALYSIS:

As directed by City Council, a Task Force consisting of staff from Transportation Services and Planning Divisions as well as the Police Department has reviewed existing parking conditions within the requested permit parking area and in the surrounding multi-family developments. Through weekly meetings, the Task Force identified a number of issues relative to the area requested for permit parking and to the application of the permit parking program. Staff also collected and examined a vast amount of data to better approach a solution to this area’s parking problems. A detailed license plate survey indicated that during the time of greatest parking intrusion there were a total of **75 vehicles** parked on the streets on the north side of Wilson Street that were not identifiable as related to the single family dwellings. However, some of these vehicles may belong to a visiting friend or relative in the single family dwelling area. Of these 75 vehicles, **43 vehicles** belonged to the residents of the multi-family dwellings on the south side of Wilson Street and **32 vehicles** were related to those on the east side of Fairview Road. Results of the on-street license plate parking surveys are shown in **ATTACHMENT 6**. The result of this review confirmed that the parking impacts are associated with **two distinct** multi-family development areas as follows:

1. Wilson Street (Area 1): This area includes the residential developments surrounding Wilson Street, where on-street parking on streets north of Wilson Street is impacted by vehicles from numerous small-scale multi-family developments located on the south side of Wilson Street.
2. Fairview Road (Area 2): This area includes the residential developments adjacent to Fairview Road, north of Wilson Street, where on-street parking on single family

residential streets located west of Fairview Road is impacted by vehicles from two large scale multi-family developments located on the east side of Fairview Road.

The Task Force evaluated all parking conditions within the single family streets north of Wilson Street and west of Fairview Road as well as within the multi-family developments and streets south of Wilson Street and east of Fairview Road. Parking surveys have been conducted to determine both **on-site (private)** and **on-street (public)** parking capacity and utilization. Overall, the results of the parking surveys are not unexpected and indicate very dense parking in the multi-family areas and moderate to heavy parking on single-family streets. **ATTACHMENT 7** provides a detailed analysis of parking conditions within all of the multi-family units. A discussion of each of the two areas follows:

1. Wilson Street (Area 1)

a) On-Site (private) Parking Inventory

Within the single-family residential areas, on-site parking consists of the parking capacity within the garage, on the driveway leading to the garage, plus any additional paved parking areas on the property. The City code requires 4 on-site parking spaces per home. Generally, there are two spaces within the garage and two on the driveway, however, many homes have additional paved areas capable of parking more vehicles. Within the overall single-family streets on the north side of Wilson Street there are a total of 113 homes with 537 on-site parking spaces. If all garages are available for parking, the existing available on-site parking spaces represents a surplus of 85 spaces above the required minimum.

In the area south of Wilson Street and west of Wilson Park there are a total of 18 separate multi-family developments with a total of 448 dwelling units with 840 on-site parking spaces. The size of developments ranges from 3 units to 51 units, plus the Costa Mesa Estates mobile home park with 106 units. While the existing average parking inventory for multi-family homes is 1.87 spaces per dwelling unit, some of the smaller developments have a parking ratio as low as 1.0 space per unit while some of the newer condominium developments have a parking ratio as high as 2.0 to 2.5 spaces per unit.

The Costa Mesa Estates mobile home park currently has 106 dwelling units and 177 on-site parking spaces, or 1.66 spaces per unit. Some residents at the August 16, 2004 City Council meeting expressed concern about recent expansion of the mobile home park. Staff has found that within the past year there have been ten additional dwelling units and 6 additional parking spaces added to the Costa Mesa Estates. Even with these additions, the Costa Mesa Estates remains in conformance with the maximum allowable number of dwelling units per the existing conditional use permit (CUP) (113 units allowed, 106 units existing). The complex is also currently providing on-site parking over the minimum required per the CUP (141 spaces required, 177 provided).

Under current Code requirements, each unit in the multi-family developments is required to have an average of 3 parking spaces. The below table shows a summary of all on-site parking for Area 1. This table also shows that none of the multi-family developments provide this level of parking. Since all multi-family residences in the survey area were built prior to the most recent Code changes with regard to parking, **the developments are considered legal, nonconforming.**

ON-SITE PARKING INVENTORY SUMMARY WILSON STREET (AREA 1)			
NORTH OF WILSON STREET		Average On-Site Parking Per Home (Existing) = 4.75	
Single Family Homes	Existing on-site (private) Parking	Parking Required if Current Code Requirements Were Applied	Parking Surplus
113	537	452	85
SOUTH OF WILSON STREET & WEST OF WILSON PARK		Average On-Site Parking Per Home (Existing) = 1.87	
Apartment/ Condominium Units	Existing on-site (private) Parking	Parking Required if Current Code Requirements Were Applied	Parking Shortage
448	840	1,368	528

b) On street (public) Parking Inventory

There are a total of 118 public, on-street parking spaces available on the six single-family streets north of Wilson Street. These spaces are used by local residents of the single-family dwellings as well as by residents from the multi-family dwellings south of Wilson Street and west of Wilson Park. There are a total of 273 public parking spaces available on public streets south of Wilson Street between Fairview Road and College Avenue. These spaces are heavily used by local residents. The following table illustrates the on-street parking inventory and the overall usage of parking in the Wilson Street area (Area 1).

ON STREET PARKING INVENTORY SUMMARY WILSON STREET AREA			
	Total On street Parking	Average Percent Utilized*	Remaining On street Parking Available
NORTH OF WILSON STREET			
Six Streets In Subject Area Requesting Permit Parking	118	85%**	18
SOUTH OF WILSON STREET			
College Avenue	52	80%	10
Avocado Street	146	94%	9
Rutgers Drive	36	92%	2
Avalon Drive	39	59%	16
Total South of Wilson Street	273	86%	37

*Utilization is 100% closest to Wilson Street and diminishes with distance.

**From License Plate Survey. Includes both resident and non-resident vehicles

As indicated above, the remaining on-street parking is limited. Where a greater number of spaces are available, the walking distance for most residents of the multi-family areas increases.

2. Fairview Road (Area 2)

a) On-Site (private) Parking Inventory

Within the single-family streets to the west of Fairview Road there are 71 single-family homes with a total of 327 on-site parking spaces. As with the Wilson Street area (Area 1), on-site parking includes garage capacity and open parking capacity in the driveway and other paved parking areas. These homes are required to provide a total of 284 spaces. Therefore, if all garages are available for parking, there is a surplus of 53 on-site parking spaces.

On the east side of Fairview Road there are two large-scale multi-family developments. The Monticello Condominiums consist of 334 units and the Pinecreek Apartments consist of 242 units. The Monticello Condominiums currently have a total of 801 parking spaces, or an average of 2.4 spaces per unit, while the Pinecreek Apartments have a total of 387 parking spaces, or an average of 1.6 parking spaces per unit.

Under the current Code requirements, each unit in the multi-family developments is required to have an average of 3 parking spaces. As the below table shows, the multi-family developments lack an adequate level of parking given today's code requirements. However, since the two multi-family developments in the survey area were built prior to the most recent Code changes with regard to parking, **the developments are considered legal, nonconforming.**

ON-SITE PARKING INVENTORY SUMMARY FAIRVIEW ROAD AREA			
WEST OF FAIRVIEW ROAD		Average On-Site Parking Per Home (Existing) = 4.75	
Single Family Homes	Existing on-site (private) Parking	Parking Required if Current Code Requirements Were Applied	Parking Surplus
71	337	284	53
EAST OF FAIRVIEW ROAD		Average On-Site Parking Per Home (Existing) = 2.06	
Apartments/ Condominiums	Existing on-site (private) Parking	Parking Required if Current Code Requirements Were Applied	Parking Shortage
576	1,188	1,652	464

b) On street (public) Parking Inventory

There are a total of 49 public parking spaces available on segments of five single-family streets west of Fairview Road. These spaces are used by local residents of the single-family dwellings as well as by residents from the multi-family dwellings east of Fairview

Road. There are also a total of 117 parking spaces available on public streets east of Fairview Road. These spaces are all located on Vanguard Way and are heavily used by local residents. The following table illustrates the on-street parking inventory and the overall usage of parking in the Fairview Road area (Area 2).

ON STREET PARKING INVENTORY – FAIRVIEW ROAD AREA			
	Total On street Parking	Average Percent Utilized*	Remaining On street Parking Available
WEST OF FAIRVIEW ROAD			
Five Streets In Subject Area Requesting Permit Parking	49	86%**	7
EAST OF FAIRVIEW ROAD			
Vanguard Way	117	90%	12

*Utilization is 100% closest to Fairview Road and diminishes with distance.

**From License Plate Survey. Includes both resident and non-resident vehicles

As indicated above, the on-street parking is limited in Area 2 as only Vanguard Way provides public on-street parking for the multi-family developments east of Fairview Road. Where a greater number of spaces are available, the walking distance for most residents of the multi-family areas increases.

The license plate surveys conducted in the Fairview Road area (Area 2) reveal that all of the non-resident vehicles parked on the west side of Fairview Road were related to the Pinecreek Apartments. No vehicles were documented as related to the Monticello Condominiums, although some of the unknown “out of area” registrations may be associated with that development, or with visitors of the single family residents. The greater amount of on-site parking provided for Monticello Condominium residents clearly diminishes their need to park across Fairview Road.

PARKING STRATEGIES FOR CONSIDERATION IN AREAS 1 & 2

Various strategies were considered by Task Force to address parking issues in both subject areas as follows:

1. Maximize on-site (private) parking spaces within the multi-family developments.
2. Provide off-street parking in nearby commercial developments parking lots.
3. Increase on-street parking supply.
4. Implement an overnight parking restriction.
5. Close public access to cul-de-sac streets.
6. Permit parking options.

The Task Force investigated the possibility of obtaining permission from owners of nearby commercial properties to allow residents from the multi family area south of Wilson Street to park overnight in their parking lots. All nearby private businesses in the immediate area expressed no interest in allowing residents to park on their property. As a result, this option is not available at this time.

As the results of many surveys reveal, a total of approximately 43 vehicles from the multifamily developments south of Wilson Street park on a daily basis on the single

family streets to the north of Wilson Street. Also, a total of approximately 32 vehicles from the multifamily developments east of Fairview Road park on the single-family streets immediately to the west of Fairview Road. If equal number of spaces can be provided elsewhere, it is expected that the parking intrusions on the single-family streets immediately to the north of Wilson Street and west of Fairview Road would be eliminated or minimized.

After completing a thorough analysis of each of the strategies and the existing limitations, impacts and constraints, the Task Force selected the following Phased Plan consisting of the most effective elements to address parking concerns with regards to both Wilson Street (Area 1), and Fairview Road (Area 2).

RECOMMENDATION

Wilson Street - Area 1

Staff recommends implementation of the following parking strategies in successive phases, beginning with Phase 1. If, after a three month evaluation period of the effectiveness of Phase 1, significant parking concerns remain, then staff would recommend implementation of subsequent phases.

Phase 1 – Wilson Street

The segment of Wilson Street between Fairview Road and College Avenue is a secondary arterial roadway on the City's Master Plan of Highways (MPH) with a traffic volume of 19,000 vehicles per day. Wilson Street is designated to be widened to a 4 lane street in the future in accordance with the Circulation Element of the General Plan.

Wilson Street is currently striped for one traffic lane and one bike lane in each direction as well as a continuous two-way left turn lane. Because of the limited street width parking is prohibited in the entire segment. Removal of the striped bicycle lanes and the designation of Class III bike route (by signage only) will provide sufficient street width to reconfigure the travel lanes to accommodate parallel parking on the south side of the street.

This option would allow the addition of approximately **50** parking spaces on the south side of Wilson Street directly adjacent to the multi-family developments that are in need of additional parking. This additional parking exceeds the existing usage of the on-street parking north of Wilson Street by residents from the units to the south of Wilson Street. Therefore, implementation of this phase is expected to yield significant positive results.

This option offers the most benefit to residents by providing parking in the most desirable location to residents who have the greatest need and, therefore, is recommended by staff. Staff could evaluate the effect of this phase three months after installation to determine if the implementation of future phases may be necessary. Examples of parallel parking on Wilson Street are shown in **ATTACHMENT 8**. The estimated cost of Phase 1 is \$7,000.

In order to prevent extended parking or storage of vehicles on Wilson Street should Council approve parking on the south side, staff recommends parking be restricted to 2 hours between the hours of 10:00 a.m. and 4:00 p.m. except Sundays and holidays. To

maintain cleanliness, it is recommended that parking be restricted for street sweeping in accordance with the current schedule.

Providing parking on both sides of Wilson Street as well as removal of the median two-way left turn lanes were also considered and dismissed due to their significant negative impacts.

Phase 2 – College Avenue (east side only)

College Avenue between Wilson Street and Victoria Street is currently striped with one lane of traffic in each direction and provides a total of 52 parking spaces. This segment of College Avenue could be restriped to provide ninety-degree (90°) parking on the **east side** adjacent to the multi-family residences. This will result in the addition of 48 parking spaces to this segment, thereby providing a total of 100 parking spaces. Staff could evaluate the effect of this phase three months after installation to reassess the need for any future actions. Examples of recommended parking strategies on College Avenue are shown in **ATTACHMENT 9**. The estimated cost of Phase 2 is \$2,000.

Phase 3 - College Avenue (west side only)

College Avenue between Wilson Street and Victoria Street could be further restriped to provide ninety-degree (90°) parking spaces on the west side across from the multi-family residences. This will result in the addition of 33 parking spaces to this segment, thereby providing a total of 133 parking spaces.

The extra width of College Avenue is still sufficient to permit two-way traffic flow, as in Phase 2. However, due to the reduced width between the two parking areas the backing and turning maneuvers require vehicles to cross over the centerline to enter or exit the parking spaces, and, therefore, will affect safe movement of traffic. This alternative creates an environment similar to a parking lot with vehicles backing into and across traffic lanes combined with greater pedestrian activity crossing the street and, thus, requires additional traffic control to maintain safety.

In order to control vehicle speeds, movement, and increase overall safety on College Avenue under this specific phase, the installation of raised crosswalks similar to modified speed humps as well as speed humps is recommended at select locations. The raised crosswalks will provide clear direction to pedestrians of the safest place to cross and will also serve to reduce vehicle speeds, thereby also increasing safety for vehicles backing out of parking spaces. A total of three raised crosswalks and two speed humps are proposed on College Avenue between Wilson Street and Victoria Street. Staff could evaluate the effectiveness of this work three months after the installation to assess if any future action may be necessary. This alternative, as shown in **ATTACHMENT 9** is estimated to cost \$21,000.

Phase 4 – Wilson Park

Reconstruct a portion of Wilson Park to create an approximately 96 space parking lot. A depiction of the proposed parking lot in Wilson Park is shown in **ATTACHMENT 10**. The estimated cost of Phase 4 is \$500,000.

The Task Force reviewed the activity and the potential for increasing parking at Wilson Park. The park is popular with residents in the local area and has been the site of

occasional special events by local organizations. Since the park generally functions as a passive neighborhood park there is no additional parking provided other than the curbside parking on Fordham Drive.

Due to the shape of the park it is difficult to easily see into the northern portion of the park. A suggestion has been made to construct a parking lot within the northern section. This would not only provide additional parking for area residents at night, but would also provide easy access for police patrolling. Staff has analyzed this alternative and has determined that the northern section of the park could accommodate 96 parking spaces. A parking lot at the park would provide additional parking for park users during the day as well as overnight parking for local residents. Construction of the Wilson Park parking lot is estimated to cost approximately \$500,000 and would result in the relocation or loss of approximately 68 trees. Due to the high cost, staff does not recommend consideration of implementation of this phase unless all previous phases discussed above have proven unsuccessful. In that case, this item would be brought back for City Council consideration in a future FY budget.

Fairview Road - Area 2

In general, the results of many parking surveys revealed that approximately 32 vehicles from the multifamily developments on the east side of Fairview Road, park on single family residential streets on the west side of Fairview Road. In order to provide parking for these vehicles elsewhere, staff has considered other options and provides the following three phase plan:

Phase I - Vanguard Way

Vanguard Way is currently striped with one traffic lane per direction and a two way left turn lane. This street provides 117 parallel parking spaces on both sides. Due to the width of Vanguard Way, there is the potential to restripe the street between Clearbrook Lane and Newport Boulevard to provide ninety-degree (90°) parking on the west side of the street. This adds approximately 41 parking spaces to this segment.

The additional parking spaces will increase parking capacity for residents of multi-family developments east of Fairview Road. Even though the additional parking is some distance from the area west of Fairview Road where parking intrusion has been documented, the Task Force expects that this new capacity would have a positive effect in minimizing parking intrusion on the single family streets. Staff could evaluate the effectiveness of this phase three months after the installation to determine if other actions are necessary. An example of recommended parking on Vanguard Way is shown in **ATTACHMENT 11**. The estimated cost of Phase 1 is \$2,000.

Phase 2 – Close public access to cul-de-sacs

Upon completion of phase 1 (above), if it is determined that parking intrusions continue within the three cul-de-sacs on the west side of Fairview Road, the closure of pedestrian access is recommended by construction of a full length wall at the openings of the cul-de-sacs at Fairview Road. Also, the implementation of “**Resident Only**” permit parking is recommended on the east end of Wake Forest Road between Fairview Road and Columbia Drive. The estimated cost of Phase 2 is \$85,000.

Phase 3 - Parking lot at Hitchcrafters

One business that has expressed an interest in allowing local residents to park on their property is the Hitchcrafters, located on the northeast corner of Fairview Road and Wilson Street. This is the nearest location to the Pinecreek apartments and the undeveloped portion of their property located easterly of the building could accommodate approximately 40 parking spaces. The area is undeveloped and requires improvements of grading, paving, striping, landscaping and lighting to make it suitable for parking purposes. The owners have indicated a willingness to discuss possible improvements with the city and local property owners, subject to some form of agreement to allow parking by local residents. The cost to construct the parking lot is estimated as \$300,000. This option would require negotiation with nearby multi-family property owners to form an acceptable agreement to assign costs and use of the facility. Due to the cost of this improvement, the Task Force recommends deferral of this phase until all other phases prove unsuccessful.

OTHER RELATED ISSUES

Cornell Drive

If the recommended parking strategies within different phases prove successful in reducing resident concerns and “**resident only**” permit parking is ultimately not required, staff proposes that at such time the parking restriction on Cornell Drive be re-evaluated for removal.

College Park Elementary School Parking Issues

At the August 16, 2004 City Council meeting, staff was also directed to investigate parking concerns within the College Park neighborhood in the vicinity of College Park Elementary School. College Park Elementary School is bounded by Loyola Road, Villanova Road, and Notre Dame Road. Parking on Loyola Road is restricted to residents only on the side opposite the school as part of the Fairgrounds resident only permit parking zone. There are no other parking restrictions around the perimeter of the school except for alternate side street sweeping parking restrictions.

Staff has consulted with the school principal and has found that the school experienced considerable construction the past school year causing temporary relocation of the school offices and limiting use of the parking lot. The construction disrupted the normal flow of traffic and parking around the school grounds for most of the past school year and at the beginning of the current school year. The construction has only recently been completed and the school is now operating as planned. The parking lot has been increased in size and is now sufficient for all school staff parking. Residents around the school should now experience some relief from the past construction activities affecting normal school traffic flow.

ALTERNATIVES CONSIDERED:

The City Council may select to implement “**Resident Only**” parking restrictions on the single-family streets as requested by the petitioners without considering staff’s recommended phased plans. However, this alternative will result in a shortage of parking for the multi-family homes south of Wilson Street and east of Fairview Road.

FISCAL REVIEW:

Wilson Street - Area 1

Phase 1 – Wilson Street: The cost to modify the traffic striping on Wilson Street to provide parking as recommended in Phase 1 is estimated as **\$7,000**. If authorized, funds are available in the existing traffic maintenance account.

Phase 2 – College Avenue (east side only): The cost to modify traffic striping on College Avenue as recommended in Phase 2 is estimated as **\$2,000**. If authorized, funds are available in the existing traffic maintenance account.

Phase 3 – College Avenue (west side only): The cost to modify traffic striping on College Avenue as recommended in Phase 3 is estimated as **\$21,000**. If authorized, funds for restriping the street in the amount of \$2,000 are available in the existing traffic maintenance account, however, no funding is currently budgeted for the additional cost of the raised crosswalks or speed humps estimated as \$19,000.

Phase 4 – Wilson Park: The cost to construct a parking lot at Wilson Park as recommended in Phase 4 is estimated at approximately **\$500,000**. No funding is currently budgeted for this Capital Improvement project.

Fairview Road - Area 2

Phase 1 – Vanguard Way: The cost to modify traffic striping on Vanguard Way as recommended in Phase 1 is estimated as **\$2,000**. If authorized, funds are available in the existing traffic maintenance account.

Phase 2 – Close Cul-de-Sacs: The cost to construct walls to close cul-de-sacs on Fairview Road as recommended in Phase 2 is estimated as **\$85,000**. No funding is currently budgeted for this Capital Improvement project.

Phase 3 – Hitchcrafters Parking Lot: The cost to construct a parking lot at Hitchcrafters as recommended in Phase 3 is estimated at approximately **\$300,000**. No funding is currently budgeted for this project.

LEGAL REVIEW:

No legal review of the recommended Alternative is required. Should the City Council decide to implement Resident Only Permit Parking as requested by the residents, the attached Resolution (**ATTACHMENT 12**) has been prepared and approved as to form by the City Attorney.

CONCLUSION:

A petition has been received from residents of various streets within the College Park area, north of Wilson Street and west of Fairview Road, requesting the implementation of resident only permit parking. The petitioners have cited that vehicles from nearby multi-family developments located south of Wilson Street and east of Fairview Road are creating safety and quality of life concerns. Numerous written communications have also been

received from residents of the multi-family homes citing a need for nearby on-street parking due to a shortage of parking within their respective developments.

At City Council direction, a Task Force consisting of staff from of Transportation Services, Planning, and the Police Department has been holding weekly meetings to review existing parking conditions within and around the requested permit parking area. Following a thorough analysis of many options the Task Force recommends approval of a Phased Plan for both Wilson Street Area (Area 1) and Fairview Road Area (Area 2).

It is recommended that both Phase 1 in Area 1 and Phase 1 in Area 2 be implemented at the same time.

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ATTACHMENTS: 1 [Recommended Phased Parking Plan](#)
2 [Map of Subject Area](#)
3 [Excerpt of Minutes, August 16,2004 City Council Meeting](#)
4 [Previous Permit Parking Approvals](#)
5 [Permit Parking Guidelines](#)
6 [License Plate Survey Results](#)
7 [Multi-Family Parking Survey Results](#)
8 [Proposed Parking Modifications on Wilson Street \(Area 1\)](#)
9 [Proposed Parking Modifications on College Avenue \(Area 1\)](#)
10 [Wilson Park Parking Lot \(Area 1\)](#)
11 [Proposed Parking Modifications on Vanguard Way \(Area 2\)](#)
12 [Resolution establishing Resident Only Permit Parking](#)