

TO: Mayor and City Council
THROUGH: Matt Fulton, City Manager
FROM: Manila Shaver, Chief of Police
DATE: May 9, 2016
SUBJECT: Permit Parking, Ordinance Modification



BACKGROUND INFORMATION:

The reconstruction of Robert Street along with the reduction of Robert Street parking and other factors has caused some unintended consequences, especially with on-street parking. Residents in the area of Livingston and Bernard Avenues are one group that has expressed a concern regarding the growth of on-street parking in front of their homes since the elimination of Robert Street parking.

The police department conducted a study of vehicles parked in the vicinity of Livingston and Bernard and noted a variety of parking patterns to include vehicles listing to residents of nearby Livingston addresses, vehicles that were overnight visitors of Livingston residents, company owned and borrowed vehicles used by Livingston residents, and a number of vehicles listing to the Emerson Hill Apartments, 993 Robert Street.

It is suspected the residents of Emerson Hill Apartments are parking on Livingston Avenue for a number of reasons to include: a lack of sufficient off-street parking at the apartment complex; the cost of parking at the apartment complex; apartment dwellers having additional vehicles per family unit and/or guests; and the elimination of Robert Street parking.

There are 35 living units in the Emerson Hill building; with 53 underground parking stalls and 8 outside spaces, resulting in 1.7 parking stalls per unit. Current zoning ordinance requires two stalls per unit which means Emerson Hills should have 70 stalls instead of their 61 spaces. Emerson Hill is not the only apartment complex with this issue. There are several apartment complexes in the City that when constructed most families had only one vehicle, thus one parking space per living unit. Today, considering guests and other factors, the two parking spaces per living unit is sometimes not enough. It needs to be noted that Emerson Hill was a "Planned Development" which means zoning codes are flexible and variances are not required.

The limited number of parking spaces is further aggravated by an added expense to park in the Emerson Hill apartment's underground garage or in one of their outside parking spots. Residents have cited amounts between \$45 and \$80 per month to park at the complex; I cannot get the apartment owner to return my call to confirm these amounts. No matter the amount, a number of residents stated they are parking on a city street to reduce their monthly expenses.

To mitigate parking issues the Council requested staff to research and propose a permit parking response. Permit parking is not uncommon in the metro area and is usually

implemented near high public use facilities such as the State Fair, universities and other schools.

The City's parking ordinance (72.05) could be modified to incorporate a permit parking process. The proposed ordinance changes would require the following for a permit parking zone to be established:

- A written petition to include 70% of the residents in the impacted area and the alleged impact to the residents (this is 10% higher than the percentage for a block party road closure);
- An assessment by City staff as to the extent and severity of the alleged adverse impact;
- A Council resolution for reach approved permit parking zone;
- The police department to establish a permit process; and
- The potential for the Council to establish fees to recover the cost for the specialized signage and permits.

According to the Street Department a permit parking sign costs about \$50 each and another \$150 for the sign post and labor to install it, for a total of about \$200 per sign. On average it would take four signs to properly post signage for a city block. One sign at each at each end of the block and two signs spaced out in the middle. While there are specific standardized signage requirements for posting and displaying signs, a rule of thumb for posting signs is to post them in such a fashion which makes it easy for motorist to see and obey the signs. This also makes enforcement much easier.

The cost of the permits is estimated to be in the range of \$100 to \$200 per permit parking zone. The police department is proposing to use some type of windshield sticker for residents and a paper rearview mirror hanger for visitors and temporary permits.

Other Concerns/Issues the Council Should Consider

- Some type of pre-filter should be maintained such as the written petition;
- Assessing costs could become problematic for certain neighbors within the permit parking area who may not want the restricted parking, thus not wanting to be assessed for it;
- Dealing with guests, visitors and other temporary parking requests within a permit parking zone;
- The moving of a parking issue to another area by restricting parking and not mitigating the original cause of the parking problem;
- The potential for a proliferation of permit parking requests;

FISCAL IMPACT:

For a cost example, it is estimated the Livingston and Bernard permit parking response would require about 20 signs at \$200 each or \$4,000, plus about \$150 for permits. There would be

additional police staff time for permit issuance and recording, as well as police officer enforcement time. In addition, late night visitors and unexpected overnight guests will likely cause some issues for the police department to work out.

Assessing Costs - Using the Livingston and Bernard example there are about 40 homes in the propose permit parking area. The signage cost of creating the permit parking zone (\$4,000) could be (1) absorbed in the City's general budget; (2) spread equally among the residents ($\$4,000 / 40 = \100 each); or (3) partially recovered by a permit sticker fee (i.e. 40 homes at 1.5 vehicles per home x $\$25/\text{permit} = \$1,500$). There are benefits and drawbacks to each of these models. I would tend to lean towards a onetime permit fee.

STAFF RECOMMENDATION:

Discuss the proposed changes and concerns and provide staff with direction. The City Attorney has not reviewed these proposed ordinance changes, waiting for Council feedback before attorney time is spent.

If the Council finds this proposal acceptable, and depending on any concerns the City Attorney might have, this may be added to the Council agenda for a First Reading.