

Minutes from Neighbors of 9th St / Michigan Av meeting on 10/28/02

In attendance were: Paul Bailey, Christian Boyce, Christine Krainer, Kathryn Morea, Niels Bye Nielsen, and Lew Siwinski.

Short term goals:

Get permit parking enacted for east side of 9th;

Lengthen hours of existing permit parking to 24 hours/day

Immediate tasks:

Car counts on either side of 9th St (date, time, # of cars parked)

Car counts on Bay Street (between Lincoln & 7th) " "

Discussions

The main topic of the meeting was permit parking, and specifically, the 6 month review that City Council had stipulated when our area was granted limited permit parking at the 3/5/02 City Council meeting.

*The problem*

We discussed the current regulations and determined our goals. Currently only the west side of 9th has permit parking. The east side of 9th (perpendicular spaces) is unregulated. Additionally, the permit parking that does exist on west side of 9th Street and Michigan Avenue ends at 9:00 pm. This has been a problem for many residents who come home after 9:00. There are no spaces to be found on 9th Street. We determined our goal is to get permit parking enacted for both sides of 9th, and to have the hours extended preferably to full 24 hours/day for 9th & Michigan.

*Where it went wrong*

We discussed the City Council meeting on 3/5/02 and reviewed which issues kept council members from voting to enact permit parking for all of 9th Street. We concluded that both staff and council members got hung up on criteria # 4 which states:

"4. No unreasonable displacement of non-resident vehicles will result into surrounding neighborhoods." Because Bay Street had also petitioned for permit parking at the same time, both Bay Street and the 9th Street areas were surveyed together. Since Bay Street falls under the jurisdiction of the Coastal Commission, the city could not simply grant permit parking for Bay Street. Additionally, since 9th Street had petitioned for permit parking, staff were concerned that enacting permit parking on 9th would cause people parking on 9th St to begin parking on Bay Street, exacerbating the parking situation on Bay. Therefore, when staff reviewed the regulations for permit parking which states "4. No unreasonable displacement of non-resident vehicles will result into surrounding neighborhoods." They felt that they could not grant full permit parking to 9th.

*The data*

We reviewed the staff report and parking occupancy surveys. We found several major errors, including a mistake as to the available spaces on 9th Street. We decided to devote our time to conducting our own survey of the critical streets so we can present this to

council members when our 6 month review is scheduled. The surveys indicated they were only done thru 9:00 pm. I've since confirmed this with City staff.

### *Tasks*

Everyone in attendance was asked to do random car counts for both 9th Street & Bay Street. Additionally, we were encouraged to take photos of street, noting the date & times. This data will be formulated into a spreadsheet similar to the survey staff presented to City Council on 3/5/02.

### *Conclusion*

We concluded that if we can prove that the permit parking regulations already enacted have NOT caused "unreasonable displacement" to Bay Street, then we've made our case. Based on the counts I have taken so far, Bay Street between 7th & Lincoln has retained a far lower occupancy than east side of 9th Street. In fact, east side of 9th is almost always at 100%, but Bay Street always retains some space. Especially the 6 metered spaces near Lincoln.

Our focus right now is on gathering the facts and preparing those facts so we can be ready to present the City Council with the necessary information. We set our next meeting for Wednesday Nov 6, 2002 from 7:00 - 8:00pm.

Kathryn Morea

310/712-6810 work

310/399-4456 home

The following is from <http://pen.ci.santa-monica.ca.us/planning/transportation/parkingpetition.html>

### **Requesting Preferential Parking for your Block**

The surveys and studies shall determine that:

1. Non-resident vehicles substantially and regularly interfere with the use of the majority of available public street,
2. Non-resident vehicles interference occurs at regular and significant daily or weekly intervals
3. Non-resident vehicles parked in the area of the proposed zone cause or are the source of unreasonable noise, traffic hazards, environmental pollution, or devaluation of real property in the area of the proposed zone
4. No unreasonable displacement of non-resident vehicles will result into surrounding neighborhoods
5. A shortage of reasonably available and convenient residential related parking spaces exists in the area of the proposed zone
6. Alternative solutions are not feasible or practical.

If the proposed Preferential Parking Zone meets the criteria, the City Staff will recommend to the City Council adoption of the Preferential Parking Zone. The City Council must adopt a resolution to establish a Preferential Parking Zone.