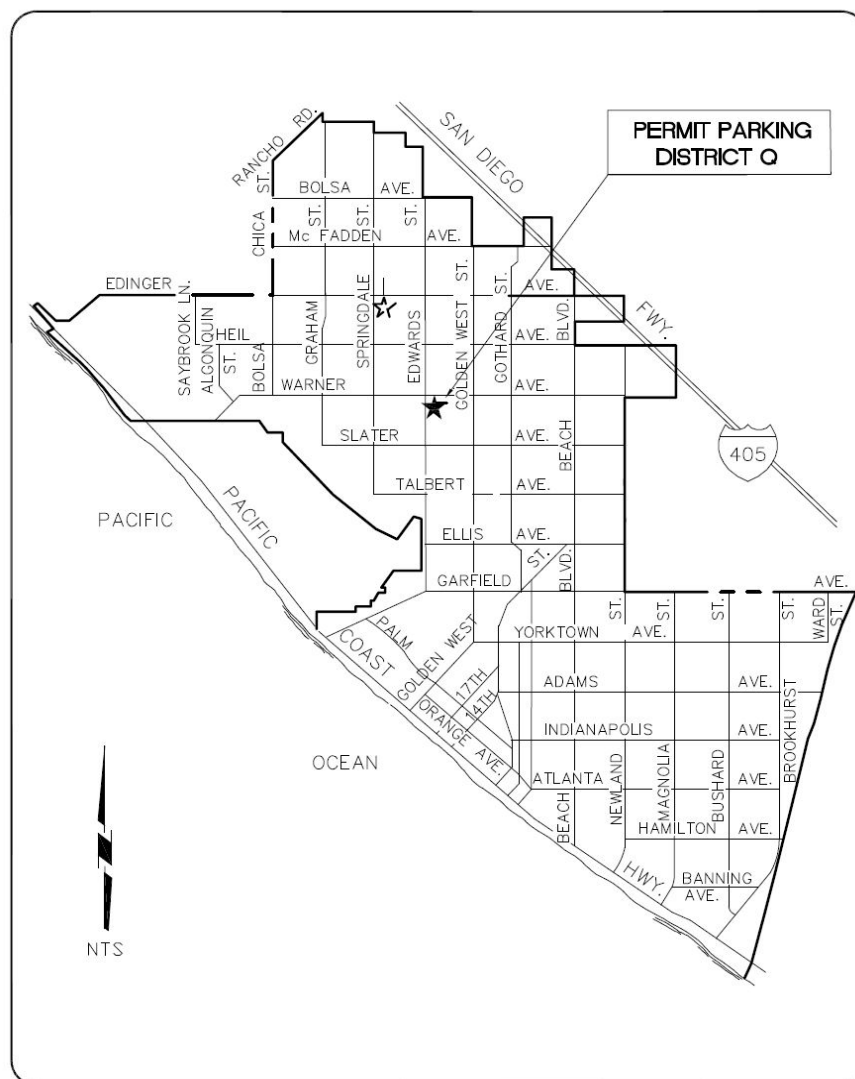


Proposed Permit Parking District Q Amendment

Permit Parking District Q was established by City Council Resolution No. 2014-59 on August 18, 2014 and consists of a portion of Wrenfield Drive, Kristopher Lane between Wrenfield Drive and Kilda Circle, and Dohrn Circle. On June 20, 2016, Parking District Q was amended by City Council Resolution 2016-37 to include Kristopher Lane between Kilda Circle and Kirklund Circle. This proposed amendment is to include the remaining addresses along Wrenfield Drive not a part of the current parking district, and Cobra Lane to Parking District Q. The location of the neighborhood is east of Edwards Street south of Warner Avenue and is shown on the vicinity map below.



VICINITY MAP - PERMIT PARKING DISTRICT Q

Residents along Wrenfield Drive not currently a part of Permit Parking District Q, and Cobra Lane have requested to be included in the parking district. They submitted a petition to add their addresses to District Q due to on-street parking impacts from the nearby apartments and condominiums with the same parking restrictions as the current district (midnight to 6 a.m., every day). The requested parking restriction area would include both the residential and Golden View Park side of a portion of Wrenfield Drive and Cobra Lane shown in Figure 1. The residents included the Golden View Park side along Wrenfield Drive and Cobra Lane due to the greater number of on-street parking available compared to the residential street side and the reported heavy use of that area by commuter parking. Figure 1 shows the current and requested permit parking areas for Parking District Q.

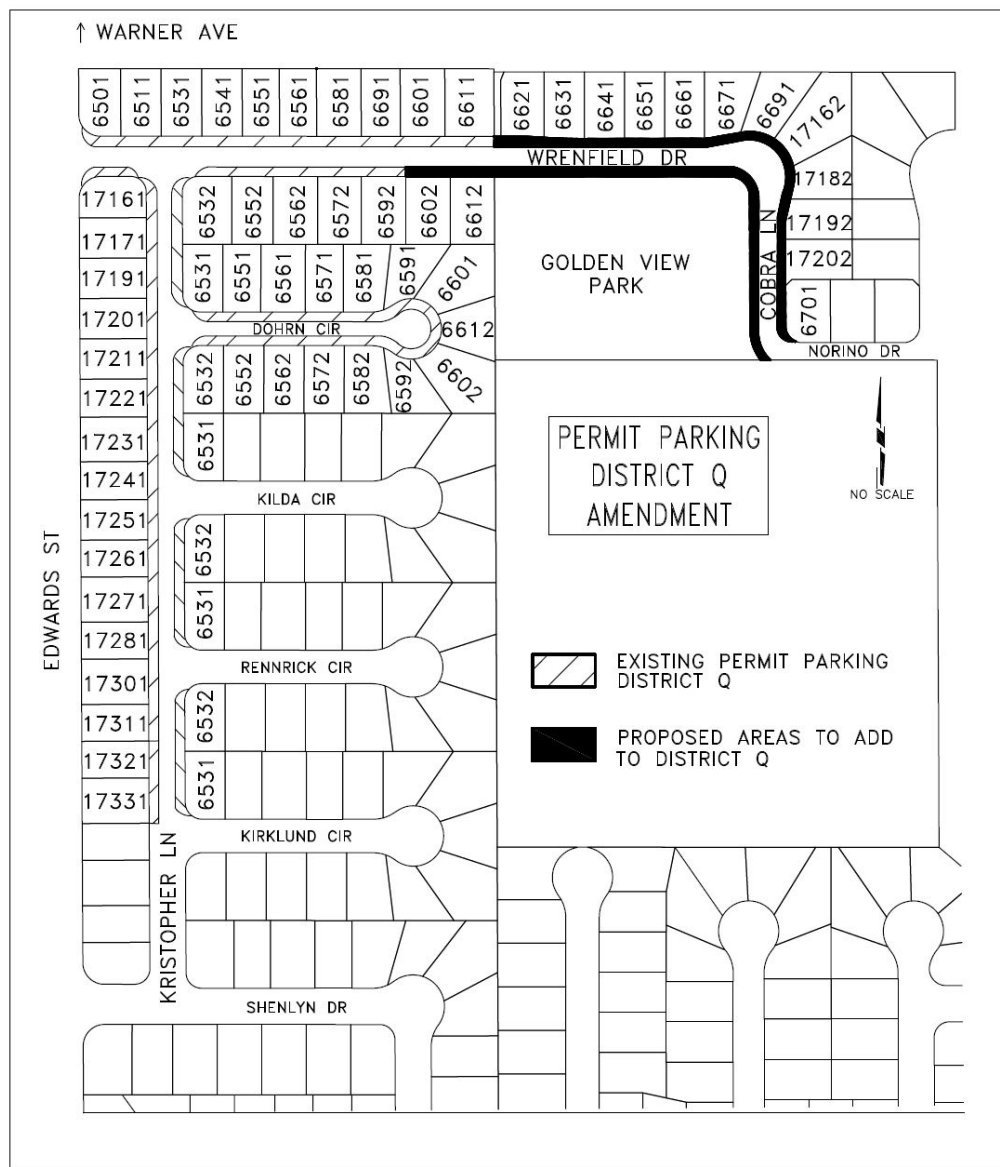


Figure 1. Existing and Proposed Permit Parking Areas for Permit Parking District Q

As required by Municipal Code Chapter 10.42, staff reviewed the request, determined the petition and concerns of the residents were valid, and considered the proposed amendment area to be reasonable. Staff prepared and mailed letters to the affected properties explaining the permit parking district requirements, boundaries, and included ballots for voting on the permit parking district amendment. Staff followed up with a letter a few weeks later to remind residents to return their ballot.

Per Municipal Code 10.42 a minimum of 75% of the property units (1 vote per unit) shall be in favor of the permit parking district amendment to move the request for further consideration. Of the 14 affected properties, 13 ballots were returned with 12 votes or 86% voting in favor of the permit parking district amendment. The voting results are summarized in Table 1.

Table 1 - Voting Results for Permit Parking District Q Amendment

Street	# Addresses	# "YES" Votes	# "NO" Votes	# Ballots not Returned
Wrenfield Drive	9	8	1	-
Cobra Lane	5	4	-	1

As required by code, staff investigated the parking conditions on Wrenfield Drive and Cobra Lane. The code requires that facts exist that reasonably establish that the following exists in order to continue the process for further consideration:

- Unrestricted parking creates a situation in which the subject streets cannot be used for regular parking by residents or their guests, or creates a situation that commuter vehicles or their occupants produce significant sources of health, safety, or welfare concerns.

Below summarizes the on-street parking information gathered from field surveys of the area. Although late night hours such as midnight were not observed staff believed if surveys were conducted early morning and past 6:00 p.m. an indicative sampling of the parking conditions during the restriction times could be obtained.

Field Survey 1:**Thursday, 6:10 am**

Street	No. Parked Vehicles	Parking Capacity	Percent Occupancy
Wrenfield Drive, north side	3	8	38%
Wrenfield Drive, south side	14	14	100%
Cobra Lane, east side	0	8	0%
Cobra Lane, west side	0	8	0%

Field Survey 2:**Saturday, 6:15 pm**

Street	No. Parked Vehicles	Parking Capacity	Percent Occupancy
Wrenfield Drive, north side	5	8	63%
Wrenfield Drive, south side	13	14	93%
Cobra Lane, east side	0	8	0%
Cobra Lane, west side	1	8	13%

Field Survey 3:**Tuesday, 6:30 pm**

Street	No. Parked Vehicles	Parking Capacity	Percent Occupancy
Wrenfield Drive, north side	5	8	63%
Wrenfield Drive, south side	13	14	93%
Cobra Lane, east side	0	8	0%
Cobra Lane, west side	1	8	13%

Field Survey 4:**Sunday, 7:30 am**

Street	No. Parked Vehicles	Parking Capacity	Percent Occupancy
Wrenfield Drive, north side	3	8	38%
Wrenfield Drive, south side	13	14	93%
Cobra Lane, east side	0	8	0%
Cobra Lane, west side	0	8	0%

Analysis:

Field reviews of the area showed that the south side of Wrenfield Drive requested for permit parking is regularly impacted by commuter vehicle parking. The north side of Wrenfield Drive was not observed to have similar parking impacts as the south side. This could be due to being more convenient for commuter vehicles to park on the south side of Wrenfield Drive entering from Edwards Street and in an area with an open parking segment without driveways.

Cobra Lane was not observed to be impacted by commuter vehicle parking. However, the residents included that street for permit parking reasoning that the impacted parking could move to Cobra Lane if all of Wrenfield Drive were to be designated permit parking. Staff agrees with the assumption that it is likely Cobra would be impacted if the district is extended on Wrenfield. Including Cobra Lane may be enough distance to discourage the commuter vehicles from the nearby condominiums and apartments from parking in the neighborhood.

It should be noted that the ordinance states that permit parking districts are not to affect other reasonable uses of on-street parking by the public including parks and schools. The current parking restrictions, midnight to 6 a.m., would be extended to the Golden View Park frontage with the proposed amendment. During these parking restriction times, the park and school are typically closed and, therefore, would not affect the available on-street public parking for those uses.

Municipal Code 10.42 requires that specific conditions shall exist for a parking district request to move forward for consideration to the City Manager's office. These include: unrestricted parking creates a situation where on-street parking cannot be regularly used by residents and guests; or, unrestricted parking by commuter vehicles produces significant sources of health, safety, or welfare concerns. Based on the field evaluations and discussions with the residents staff finds that the unrestricted parking on Wrenfield Drive creates a situation where the commuter parking regularly interferes with residents and their guests parking. Staff supports amending Permit Parking District Q, adding properties along Wrenfield Drive not currently included, and Cobra Lane to District Q.