

11/15/22

Walker Consultant PPD Program Evaluation- my comments

I assume the Council has the discretion to enact more than one of the recommendations.

#1- Require new study before new PPD. This seems like a costly option. This study already has extensive analysis for the region with impacted parking. Use this study for new PPDs, and then commission another study in 5 or 10 years?

#2- Create new mixed use PPDs, but not at commercial only districts. This is a good recommendation that deals with mixed use (new or existing) land uses.

#3- PPDs to use full block faces. A good recommendation. I don't see any downside to it.

#4- Clarify & adjust permit requirements. A good recommendation. The benefits are real, but the challenges are not what I experienced when I got my annual permits. With more than 1 vehicle, I had to bring in the registration for each of my vehicles. Also, I don't see why a person without a current driver's license should not be allowed to park their car, even if they cannot drive it regularly. The driver's license status could change?

#5- Fee for permits. A poor recommendation. Although the fee amounts could be small, it is another fee imposed on residents. I have all my vehicles parked within my property and rarely have to use the guest permits. Why should I have to pay for permits when I don't park on the street? If the fee program is enacted, I hope that residents are not required to have a household permit.

#6- Issue permits after all street parking is utilized. A good recommendation. On my street, there are few driveways and garage is use via alley access. A large majority of my neighbors do not use their garage. One neighbor has 4 cars and never uses their garage. So they take up parking wherever they please, often in front of my house. If they were forced to use their garage spaces, it would free up parking on my street. The City of Pasadena already uses a version of off street parking verification, as mentioned in the evaluation.

#7- Update when PPD is dissolved. This recommendation is needed.

#8- Maximum 15 permits issued per day. No real benefit in this recommendation. So, someone could take time out of their day to go to City Hall and potentially get turned away because the City already issued 15 permits that day? A potential inconvenience for residents.

#9- Change PPD start date to February. A real good idea, as City Hall closes some days during the holidays, residents often leave town and year end duties for all parties add up fast. Year end is a bad time for issuing permits.

#10- Establish grid system and make the PPD Citywide. Establishing a Citywide grid system would be beneficial but, I don't think the whole City needs a PPD program. Not all City areas have tight parking

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situations. Deal with new parking problems on a case by case basis (commission a less thorough PPD analysis prior to enactment?).

Other comments on the study:

- Adding PPDs to spill over neighborhoods adjacent to existing PPDs. I agree with this concept. As long as the 75% non-resident occupancy is exceeded on a regular basis.
- Is there a way to prevent residents from regularly using guest permits in lieu of a resident permit? If automatic license plate readers are used, this could be solved?
- I like the concept of requiring funding sources (for the program administration) before a new PPD is initiated.
- I like the use of mobile license plate readers. Plan to budget the cost for obtaining these into the City budget?
- I agree that the City website should add more information and communication options concerning the PPD program.
- The Walker evaluation was very professional and thorough. I hope that their advice and recommendations are used appropriately.

Anthony Santana, past Design Review Board member.

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