



Date: June 27, 2014

To: Thomas J. Bonfield
Through: Keith Chadwell, Assistant City Manager
From: Mark Ahrendsen, Director of Transportation
Subject: Controlled Parking Residential Area 1300 – 1400 Rosewood Street

Executive Summary

The Department of Transportation received requests from residents to establish Controlled Parking Residential Areas in the 1300 and 1400 blocks of Rosewood Street. Once established, no person would be able to park a vehicle on these streets for a period longer than two hours without a properly displayed parking permit decal. Parking permits would be issued free of charge only to residents of the designated streets. Staff has investigated the requests and found that the requirements as set forth in City Code Chapter 66, Article IV, Division 3, Controlled Parking Residential Area, have been met.

Recommendation

The Department of Transportation recommends that the City Council:

- a. Adopt an ordinance to establish a Controlled Parking Residential Area on both sides of the 1300 block of Rosewood Street, between E. Lawson Street and Dayton Street; and
- b. Adopt an ordinance to establish a Controlled Parking Residential Area on both sides of the 1400 block of Rosewood Street from Dayton Street southward to, but not including, the 1500 block.

Background

The purpose of Controlled Parking Residential Areas is to restrict the flow of traffic from commercial, industrial or institutional districts or uses into adjoining residential districts for parking purposes. The program is intended to preserve available on-street parking for residents of the street. The program was initiated in 1991 in response to concerns for residents near North Carolina Central University that students' vehicles were occupying available on-street parking making it difficult for residents to park.

There are presently three Controlled Parking Residential Areas in Durham. They are as follows:

- Area A – North Carolina Central University vicinity;
- Area B – Duke University East Campus vicinity; and
- Area C –Duke University West Campus vicinity.

A map illustrating the streets subject to controlled parking restrictions in the vicinity of North Carolina Central University is attached.

A request for controlled parking restrictions is initiated by residents of the street. At least 50% of the residents along the street block (s) must support the parking restriction by petition. Subsequent to the receipt of a request for parking restrictions, a study is conducted. While several factors are considered in determining the need for a Controlled Parking Residential Area, two primary criteria must be met:

1. At least 70% of the legal parking capacity of the proposed Controlled Parking Residential Area must be occupied during normal weekday business hours; and
2. At least 25% of the vehicles parked on the street in the proposed Controlled Parking Residential Area must be registered in the names of persons who do not live on such street.

Where the results of a study show controlled parking is warranted and the aforementioned criteria has been met, the City Council may designate such streets as a Controlled Parking Residential Area. Residents of Controlled Parking Residential Areas are eligible to receive a parking permit decal for each vehicle they operate which permits them to park on any street designated for controlled parking in their area. There is no charge for permit decals.

Issues and Analysis

The Department of Transportation received requests from residents of the 1300 and 1400 blocks of Rosewood Street to establish a Controlled Parking Residential Area in these blocks. Residents have complained that students attending North Carolina Central University park along these street blocks for extended periods of time during the day. As a result, the residents have experienced difficulty finding available on-street parking.

Staff has contacted the residents along this street, investigated the requests and found that the requirements as set forth in City Code Chapter 66, Article IV, Division 3, Controlled Parking Residential Area, have been met.

Since receiving sufficient petitions and notifying all residents of the proposed changes, other residents have submitted a self-prepared petition opposing the establishment of the parking restrictions in the 1300 block. One of the persons signing the petition in opposition first signed the petition supporting the request. However, the remaining nine residents represent 60% of those needed for a sufficient petition. A copy of the petitions is attached.

Alternatives

The alternatives are to approve the residential parking restrictions or not. Approving the parking restrictions would limit parking on Rosewood Street to no more than two hours for any vehicle without a properly displayed parking permit decal. This would provide greater on-street parking opportunities for residents of the street but would reduce parking opportunities for students and others associated with North Carolina Central University.

Not approving the parking restrictions would maintain the current parking provisions. Students and others associated with North Carolina Central University would be able to continue to park on Rosewood Street without time restrictions. Residents of this street would continue to find it difficult to park.

Financial Impact

The costs associated with approving the Controlled Parking Residential Areas consist of the signs designating the parking restrictions and the parking permit decals. These costs are modest and are provided for in the department's operating budget. Parking enforcement will be provided by Lanier Parking Systems through our existing contract.

SDBE Summary

Due to the nature of this item, and SDBE review was not conducted.

Attachments

Attachment 1 - Map of the Controlled Parking Residential Area A

Attachment 2 - Ordinance

Attachment 3 - Petitions