

MINUTES
TRANSPORTATION AND CIRCULATION COMMISSION
MONDAY, NOVEMBER 5, 2007 - - - 4:00 P.M.
City Council Chamber ----- City Hall

COMMISSIONERS PRESENT: J. Michael Cochran, Chairman
 Stephen Hall, Vice Chairman
 Edmundo Duvignau
 Rob Hallstrom
 Leslie Mahaffey
 Rosa Nowels
 Johnnie Simmons

COMMISSIONERS ABSENT: None

STAFF PRESENT: Mark Miller, City Traffic Engineer
 Lt. Kevin Hamilton, Fullerton Police Department
 Sgt. Steve Williams, Fullerton Police Department
 Dave Langstaff, Traffic Engineering Analyst
 Teri Carlson, Engineering Aide III
 Sue McGraw, Recording Secretary

CALL TO ORDER

Chairman Cochran called the Transportation & Circulation Commission meeting to order at 4:00 p.m.

MINUTES

Motion was made by Commissioner Nowels, seconded by Commissioner Duvignau, and carried unanimously, that the Minutes of the October 1, 2007, meeting be approved as written.

NEW BUSINESS

1. NO STOPPING ANYTIME – BRADFORD AVENUE

City Traffic Engineer Miller stated that this situation had been brought to his attention via a letter from the City of Placentia, and a copy of the letter had been provided for the Commissioners. Approximately one year ago the City had installed “No Stopping” signs on the east side of Bradford Avenue, with Placentia’s concurrence. Placentia now wanted to extend the signs further north to Palm Circle. Staff was not opposed to the request, and asked the Commission to make a recommendation to the City Council to approve the request. No opposition had been received from any of the neighbors.

Commissioner Duvignau asked if the curb would also be painted, and City Traffic Engineer Miller responded only signs would be installed.

Public hearing opened.

No one from the public wished to speak on this item.

Public hearing closed.

MOTION was made by Commissioner Hallstrom, SECONDED by Commissioner Nowels, and CARRIED unanimously that said request be recommended to City Council for approval.

2. NO STOPPING ANYTIME – MALVERN AVENUE

City Traffic Engineer Miller stated staff recommended installation of “No Stopping Anytime” on both sides of Malvern Avenue, from west of Gilbert Street to the westerly City limit. Currently, a portion of the roadway was posted on the north side of the street up to Sunny Ridge Drive, but occasionally vehicles parked in this area. It was his opinion that the City needed to take care of some areas in the City that should have the “No Stopping Anytime” signs installed on arterial streets, and also in anticipation that the City would be striping a third lane in each direction when the road was repaved. No opposition had been received from any of the neighbors.

Public hearing opened.

No one from the public wished to speak on this item.

Public hearing closed.

MOTION was made by Commissioner Nowels, SECONDED by Commissioner Simmons, and CARRIED unanimously to accept staff’s recommendation.

3. NO STOPPING ANYTIME – ORANGETHORPE AVENUE

City Traffic Engineer Miller stated staff recommended installation of “No Stopping Anytime” on the remaining portions of Orangethorpe Avenue between Magnolia Avenue and Gilbert Street. Staff had come to the Commission several times to post various parts of Orangethorpe Avenue. Orangethorpe Avenue was designated as a major arterial in the County Master Plan of Arterial Highways, which meant that it was a six-lane facility, three lanes in each direction. It was also designated as a bike route, so anytime the City had made improvements on Orangethorpe, such as repaving, the striped median had been narrowed, bike lanes installed, and the roadway had been designed in anticipation of the third lane. The City had been adding the third lane from the eastern City limits going westerly. The City of Anaheim, which owned a piece of Orangethorpe Avenue between Raymond Avenue and Lemon Street, had also striped the third lane. On the west end of the City several paving projects had been completed, and this portion of the roadway had been completed three to four years ago. The north side was finished out in front of the Harley Davidson building, with “No Stopping Anytime” and a bike lane, and on the south side staff wanted to install the third lane going east bound from Magnolia Avenue. Presently, there was a short section of fifteen minute green curb on the south side of Orangethorpe. Buena Park had installed three lanes on Orangethorpe going westerly from Magnolia Avenue. The whole route of Orangethorpe was viewed as a bypass arterial when the 91 freeway was congested or had closures. Caltrans anticipated a widening project on the 91 freeway beginning within the next year, west bound from State College to the 5 freeway.

Over the past several years complaints had been received from the restaurant owners on the south side of Orangethorpe who had complained that vehicles from auto repair shops had parked on Orangethorpe which restricted sight distance and they had requested parking be removed.

A number of residents from a condominium development located at 2350-2360 Orangethorpe had called and opposed this proposed restriction. An email in opposition was also received.

Chairman Cochran asked who the objections were coming from, and City Traffic Engineer Miller explained that it was the property owners of the condominiums in the 2300-2400 area, and they had stated there was not enough visitor parking. City Traffic Engineer Miller was unsure why that was an issue, as the condominium complex should have had visitor parking onsite; the street was not used to meet any parking requirements for any project. There was no overnight parking in this location, and vehicles who parked overnight were cited. Gilbert Street, south of Orangethorpe, had two cul-de-sacs on the west side that allowed overnight parking.

Commissioner Simmons asked what was in front of the location that had the "15-minute" parking, and City Traffic Engineer Miller responded that there was an Asian restaurant/market. Commissioner Simmons further inquired why this location had a different parking restriction, and Traffic Engineering Analyst Langstaff responded that needs had changed over the years. The "15-minute" resolution stated it had been installed in 1998. Commissioner Hallstrom asked if the cars parked there were overflow vehicles from the nearby businesses that fronted Orangethorpe. City Traffic Engineer Miller responded that it was difficult to tell where the vehicles were from. Commissioner Hallstrom then commented that these vehicles would have to park on the north- and south-bound streets.

Commissioner Simmons asked if the three lanes included a left-turn lane in the middle, and City Traffic Engineer Miller responded that the three lanes would be the through lanes and the left turn would be in the striped median area. Also, a bike lane would be striped against the curb.

Commissioner Simmons asked if this was consistent with what would continue on Orangethorpe, and City Traffic Engineer Miller responded that it was. Chairman Cochran stated that it was also consistent with the General Plan and the Orange County Master Plan of Arterial Highways..

Public hearing opened.

Shawn Sampson, 2350 W. Orangethorpe, and a board member for the Orangethorpe Village Homeowner's Association (HOA), stated that this area of Orangethorpe was very congested with residences. There were two apartment complexes and one HOA with forty-five condominiums in it. He was unsure of the parking requirements at the time the complex was built, but currently they had 1.8 parking spaces per home. The apartments next door had 50-60 units in the complex, and the area in front of their condominiums was always full of cars. Cars were rarely ticketed at night for overnight parking. You could not park on Pekham Street or Gilbert Street or your car would be vandalized. The church across the street had allowed overnight parking for those on a waiting list for parking in the HOA. To take away this parking area would force the residents to park in an area that was unsafe or to walk three to four blocks to their homes.

Mr. Sampson stated that there were seventeen three-bedroom units, sixteen two-bedroom units, and the remainder were one-bedroom lofts. They were built in 1984, and nothing had been built on the property since.

David Wonder, 2370 W. Orangethorpe, lived in the condominiums. He had moved there in 1998, and cars had parked overnight on the street then. The parking was eliminated on the north side of the street because the church did not believe their parishioners could exit safely

due to large trucks which parked and blocked their line-of-sight. When family and friends came to visit, the only option was to have them park in the park-and-ride lot at Orangethorpe Avenue and Magnolia Avenue. Vehicles were being cited for overnight parking, and he had come to the City to find a solution, but was not offered any help. The Church across the street had been accommodating, but to have additional cars park in the church lot would be a burden. Houses had driveways, but condominiums did not.

Commissioner Nowels asked if there were open spaces and if they were assigned. Mr. Wonder responded that they were assigned. The one-and two-bedroom units were assigned one garage space. There was no provision for guest parking, and the extra spaces were rented by the HOA to owners.

Mr. Sampson stated that there were guest spaces, but the Board of Directors opted to make those spaces available to homeowner's due to the limited parking.

City Traffic Engineer Miller commented that staff understood the extra spaces were sold for approximately \$4,000.00, and there was a waiting list. Commissioner Duvignau asked if that was allowed, and Traffic Engineering Analyst Langstaff responded that the phone call they received indicated that upwards of \$4,000.00 was charged for garage spaces, and they had received that information from several residents. He was unaware of residents renting the carports. The HOA was required to maintain a certain amount of visitor parking and common area parking, and the City's Community Preservation department was investigating the situation. The archived files were being retrieved from an offsite storage location.

Mr. Sampson stated that an owner was not allowed to buy or sell their garage. However, owners had routinely parked in the guest parking spots due to the limited parking available, so the HOA had decided to charge for the spaces.

Public hearing closed.

Chairman Cochran stated that this type of problem had come before the Commission a number of times before. Public streets were not there to solve a development's parking problem. It appeared that the HOA created the problem by selling what guest parking they did have.

Commission Duvignau asked if the information that would be retrieved from storage would help the Commission understand the situation any better. He understood the lack of parking, but with the anticipated proposed project for the 91 freeway, and Orangethorpe Avenue being a major arterial through the City, it may be needed.

Vice Chair Hall stated that the problem appeared to be overnight parking which would not be impacted by the freeway construction. This proposal would not have an impact on their parking problem as they were not supposed to park on the street overnight; they could apply for an overnight parking exemption.

Commissioner Nowels stated she had a similar problem and went to nearby businesses to ask if she could lease a certain portion of their parking lot. She believed this may be a solution for the HOA, or they could negotiate with the church.

MOTION was made by Commissioner Nowels, SECONDED by Commissioner Duvignau, and CARRIED unanimously to accept staff's recommendation.

Chairman Cochran stated the item would go before the City Council in January 2008. The appeal process was explained.

4. 2 HOUR PARKING – DOROTHY LANE

City Traffic Engineer Miller explained the request had come from the Fullerton School District. Several years ago there were busses that provided transportation for students attending Acacia Elementary and the City had installed “Busses Exempt” in a “No Stopping” zone. Currently busses were not being used to pick-up or drop-off students in this area, so the District and principal had requested the City to extend the parent drop-off area another 165’ (eight to ten car lengths). The signage would state “two hour parking from 7:00 a.m. until 3:00 p.m., Monday through Friday, non-school days exempt”. The red curb would remain as it approached the stop sign at Acacia. There was a bike lane striped outside of the curb lane.

Public hearing opened.

No one from the public wished to speak on this item.

Public hearing closed.

MOTION was made by Commissioner Mahaffey, SECONDED by Commissioner Hallstrom, and CARRIED unanimously to accept staff’s recommendation.

5. NO STOPPING – ELM STREET

City Traffic Engineer Miller explained the request had come from the Fullerton School District to recommend “No Stopping Anytime, Bus Loading Only 7:00 to 8:30 a.m., 12:30-3:00 p.m., Non-School Days Exempt”. The addition to the St. Jude’s Medical Center in this quadrant of Elm Street and Ford Avenue had increased usage of the lot and traffic in the area. The school used to drop off the special education children in the parking lot in this area. Because traffic now entered through that driveway, and additional employee traffic would be entering the St. Jude employee entrance, the District as well as staff believed it would be a hazard to the children to be dropped off in the parking lot and then cross the driveway. Staff believed the best area to designate for drop off was the “knuckle” of the cul-de-sac at Elm Street and Ford Avenue, and to restrict a space so the special education busses could drop-off and pick-up the children in a location where the students would have immediate access to the campus sidewalk.

Commissioner Hallstrom stated that he had driven through the area and understood the need for this request. He asked if this restriction would apply only during the morning and afternoon hours, and City Traffic Engineer Miller responded affirmatively. Commissioner Hallstrom had observed that people were allowed to park on the northeast corner which restricted the line-of-sight for vehicles traveling in either direction.

Public hearing opened.

Larry Lara, Maintenance and Facilities Director for the Fullerton School District, stated that staff had done a good job describing the situation and he was available to answer questions.

Public hearing closed.

Commissioner Simmons asked if there was a way to add a sidewalk from where the busses would drop off the students, and City Traffic Engineer Miller responded that there was currently a sidewalk in place.

Commissioner Hall agreed with staff's recommendation. He asked if the St. Jude Community Outreach building was permanent, and Commissioner Mahaffey responded that the location was the FIES distribution center and was permanent. City Traffic Engineer Miller stated that parking in the area and the usage of the facility had increased.

MOTION was made by Commissioner Hall, SECONDED by Commissioner Nowels, and CARRIED unanimously to accept staff's recommendation and add a condition that the northeast corner of Elm Street and Ford Street be painted red.

COUNCIL REVIEW

City Traffic Engineer Miller gave an update on items heard by the Commission that were going before Council.

Chairman Cochran stated he would be at the December 18, 2007, parking hearing.

Chairman Cochran announced Commissioner Nowels' resignation and thanked her for her service on the Commission.

PUBLIC COMMENTS

No one from the public wished to speak.

ADJOURNMENT

The Transportation and Circulation Commission adjourned at 4:44 p.m. until the next regularly scheduled meeting of February 4, 2008, at 4:00 p.m.