



CITY OF CHICO MEMORANDUM

TO: CITY COUNCIL (Meeting 2/6/01) **DATE:** January 18, 2001
FROM: INTERNAL AFFAIRS COMMITTEE **FILE:** Committee Binder
RE: REPORT ON INTERNAL AFFAIRS COMMITTEE MEETING HELD JANUARY 9, 2001

Committee Present

Councilmember Bertagna, Chair
Councilmember Jarvis
Councilmember Kirk

Staff Present

City Manager Lando
City Attorney Frank
Director of Public Works Ross
Planning Director Seidler
Senior Planner Hayes

Asst. Dir. of Public Works McKinley
Traffic Engineer Johnson
Fire Marshal Myers
Police Sergeant Dye
Admin. Analyst Young

CONSENT AGENDA

Councilmember Jarvis was absent during the approval of the Consent Agenda

- A. **Approval of Amendment to Chapter 10.20 of the Chico Municipal Code to Prohibit Back-In Parking in City Parking Lots.** The Committee was provided with a memorandum dated 12/14/00 from the Director of Public Works recommending adoption of an ordinance which would prohibit vehicles from backing into parking stalls in City parking lots, structures, and other City-owned property where parking is permitted. In many instances, individuals backing their vehicles into, and pulling out of, angled or perpendicular parking stalls will drive against the flow of traffic, thereby creating dangerous driving conditions and threatening public safety. The Chico Municipal Code does not currently specifically prohibit such back-in parking. The Director of Public Works recommended that the ordinance be forwarded to the City Council for adoption.

Recommendation:

The Committee recommended (2-0, Jarvis absent) that the ordinance prohibiting back-in parking in City parking lots be forwarded to the City Council for adoption.

- B. **Consideration of a Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 703.** The Committee was provided with a memorandum dated 12/9/00 from the Director of Public Works reporting on a request from Richard Blair, owner of property located at 955/957 Normal Street, to establish handicapped parking in front of the duplex for the benefit of his disabled tenants. The Director of Public Works recommended adoption of this resolution establishing two "Handicapped Parking" spaces at 955/957 Normal Street.

Action:

The Committee adopted (2-0, Jarvis absent) the Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 703, establishing two handicapped parking spaces at 955/957 Normal Street.

- C. **Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 705 - 670 Rio Lindo Avenue.** The Committee was provided with a memorandum dated 12/9/00 from the Director of Public Works reporting on written requests received from Quest Diagnostics Incorporated, Open MRI System, Convenient Care Health Center, and Bidwell Physical Therapy, all tenants at 670 Rio Lindo Avenue, for thirty-minute or temporary parking along the frontage of 670 Rio Lindo Avenue. These businesses were requesting this change to encourage more turnover of parking spaces in front of 670 Rio Lindo Avenue. The Director of Public Works recommended

adoption of this resolution authorizing "Limited Time Parking - 24 Minutes."

Action:

The Committee adopted (2-0, Jarvis absent) the Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 705, authorizing 24-minute time limited parking at 670 Rio Lindo Avenue.

REGULAR AGENDA

D. This item was removed from the Consent Agenda by Dave Fletcher.

Consideration of establishing prohibited parking on Raley Boulevard between Forest Avenue and Bruce Road between the hours of 2:00 a.m. and 7:00 a.m. The Committee was provided with a memorandum dated 12/9/00 from the Director of Public Works reporting on a request from the Managing General Partner of Serenity Homes, located at 2490 Bruce Road, to review the long term parking activity along Raley Boulevard. The Director of Public Works recommended adoption of this resolution establishing prohibited parking on Raley Boulevard between Forest Avenue and Bruce Road between the hours of 2:00 a.m. and 7:00 a.m.

Councilmember Jarvis arrived at 8:05 a.m.

Dave Fletcher stated that his family was "homeless," living in a 1978 motor home, and parked on Raley Boulevard because the Recreational Vehicle (RV) and trailer parks would not allow vehicles older than 1980 models to rent spaces. He indicated that several RVs parked on Raley Boulevard, and he felt that this was an attempt by Serenity Homes to discriminate against them and get rid of them. With empty fields on both sides, he did not feel the RVs were disturbing anyone.

Staff responded they felt the concern was more with large trucks and trailers that had been parking there for years.

Catherine Fletcher reiterated her husband's concerns, urging the Committee not to approve the prohibition of parking on Raley Boulevard. Instead, she suggested the Committee consider prohibiting RV and trailer parks from setting an age limit on vehicles allowed to rent spaces.

Councilmember Jarvis noted that Wal Mart allowed RVs to park in its lot, and also that the City code prohibited parking of vehicles on public streets for more than seven days.

Councilmember Bertagna added that one of the concerns was that there had been illegal dumping of tanks on Raley Boulevard where some of the RVs were parked.

Mike Hamilton was concerned that truck drivers had been using Raley Boulevard for years, and it would hurt commerce if they were prohibited from parking there overnight. He also felt the proposal was mean-spirited and aimed at the homeless.

Sergeant Dye advised that Jan Court was another place for truck drivers to park.

Councilmember Jarvis suggested that this matter be continued for a month in order to attempt to resolve the homeless problem.

Councilmember Bertagna advised that the purpose of public streets was not for permanent parking of vehicles to be lived in, pointing out that the concern was with trucks parking overnight on Raley Boulevard, and that the homeless issue had never risen until today.

Councilmember Kirk indicated she would support a continuance in order to address the homeless problem,

City Manager Lando felt there were two separate issues: (1) the "homeless" problem with RVs, which the

City had not been aware of and needed to be addressed; and (2) the truck parking, which was a commercial venture for which the companies should take responsibility, not the City. He suggested that the Fletchers contact the Department of Public Works for assistance in solving their problem.

Action:

The Committee (2-1, Bertagna voting no), continued this matter for one month in order to give the "homeless" that were parking their motor homes/recreational vehicles on Raley Boulevard more time to find alternatives.

- E. **Consideration of Proposal from Elks Lodge and other Service Organizations for City Display of Flags on Patriotic Occasions.** The Committee was provided with copies of a letter dated 10/4/00 addressed to the Mayor from Edward Regan, Americanism Chairman of the Chico Elks Lodge No. 423, requesting the City to consider an increased display of American flags, citing the practice recently implemented in the Town of Paradise. Chair Bertagna had requested this be scheduled on today's agenda. Mr. Regan was contacted and indicated he would be present at today's meeting, along with representatives from other service organizations, to provide further information on the proposal.

Ed Regan and Sally Smith were present and spoke in support of some sort of assistance from the City for a program to promote a greater display of American flags, especially on patriotic holidays. Mr. Regan said he had not had a chance to mobilize the service organizations yet to develop a firm proposal, but was hoping to get a commitment from the City to perhaps: (1) provide the labor for raising and lowering the flags on holidays, and (2) provide and/or install flag holders on utility poles.

Mike Hamilton and Don Kidd also spoke, offering suggestions for flag displays.

Councilmember Jarvis suggested the service organizations also consider contacting the neighborhood associations throughout the City for input during the development of the flag proposal.

Committee members expressed support for the project, but advised Mr. Regan that no commitment for assistance from the City could be made until a proposal was developed.

Councilmembers Kirk and Bertagna both favored flag displays in Plaza Park.

City Manager Lando recommended that the City assign Assistant Director of Public Works Martinez and Public Information Technician Wood as the City's liaisons to work with the service organizations in development of a flag proposal.

Action:

The Committee (3-0) expressed conceptual support for a service organization sponsored program for greater display of American flags in the City; directed Assistant Director of Public Works Martinez and Projects Manager Wood to work with the service organizations in development of a proposal; and continued this matter for further consideration when a proposal was submitted.

Councilmember Jarvis left the meeting

- F. **Review of Potential Effects on Residential Setbacks related to Amendments of the General Plan Noise Element Recently Adopted by the City Council.** The Committee was provided with a memorandum dated 12/28/00 from Senior Planner Hayes providing additional information on the extent to which the amendments to the Noise Element of the General Plan, adopted by the City Council on 11/07/00, may affect street setbacks for future residential development in Chico. The memo concluded that while the amendments would not affect setbacks, they would provide opportunities in multi-family residential developments to avoid the need for sound walls by making greater use of building design and placement to reduce traffic noise experienced by residents.

Senior Planner Hayes reviewed his memorandum, noting that Councilmember Keene had been concerned that the amendments to the Noise Element would change the minimum setbacks required in residential areas. He clarified that it would not, and the point of the amendment was to provide alternative design to avoid the use of noise walls. The amendment changed the location for noise mitigation measures from the property line to outdoor activity areas which could be located behind buildings.

City Manager Lando added that staff had not explained the amendment clearly at the hearing, and that it would not affect access in any way, but rather, provided design alternatives for mitigation of noise.

The Committee took no action on this matter, since it had been clarified by staff that the amendment to the Noise Element of the General Plan would have no effect on minimum setback requirements in residential areas.

- I. **Reports and Communications.** The following report and communication item was provided for the Committee's information and consideration, and no action was requested unless the Committee wishes to give direction to staff.

Report on Amendment to Title 19 of the Chico Municipal Code Relating to the Review of Site Plans and Architectural Design for Projects with Discretionary Permits. The Committee was provided with a memorandum dated 12/28/00 from Senior Planner Palmeri forwarding a proposed ordinance which would implement the Committee's and Council's previous direction for staff to prepare a Code amendment to clarify the architectural review process for projects requiring discretionary permits by the Planning Commission. The proposed ordinance would be reviewed by the Planning Commission and then brought back to the Committee for recommendation to Council. No action was requested from the Committee at this time.

The Committee took no action on this report.

- J. **Adjournment and Next Meeting.** The next meeting was scheduled for Tuesday, February 13, 2001, at 8:00 a.m. in Conference Room No. One.

Bebe Young
Administrative Analyst

Distribution:

City Clerk (22)
Director of Public Works
Asst. Dir. off Public Works McKinley
Pub. Works Admin. Mgr. Halldorson

Traffic Engineer Johnson
City Attorney
Risk Manager
Planning Director

Finance Director
Comm. Dev. Director
Chief of Police
Fire Chief



CITY OF CHICO MEMORANDUM

TO: CITY COUNCIL (Meeting 3/6/01) **DATE:** February 14, 2001
FROM: INTERNAL AFFAIRS COMMITTEE **FILE:** Committee Binder
RE: **REPORT ON INTERNAL AFFAIRS COMMITTEE MEETING HELD FEBRUARY 13, 2001**

Committee Present

Councilmember Bertagna, Chair
Councilmember Jarvis
Councilmember Kirk

Staff Present

City Manager Lando
City Attorney Frank
Director of Public Works Ross
Chief of Police Efford
Police Captain Maloney
Police Officer Kelly

Planning Director Seidler
Asst. Dir. of Public Works McKinley
Traffic Engineer Johnson
Fire Marshal Myers
Admin. Analyst Young

CONSENT AGENDA

A. **Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 706 (Establishing Stop Signs on Newport Drive at Sierra Springs Drive).**

The Committee was provided with a memorandum dated 1/2/01 from the Director of Public Works reporting on a 10/29/00 letter from Annette Zimmerman, 431 Newport Drive, and area neighbors requesting the installation of stop signs on Newport Drive at Sierra Springs Drive. The Director of Public Works recommended adoption of the resolution.

Action:

The Committee adopted (3-0) the Resolution of the Internal Affairs Committee of the City Council of the City of Chico adopting Traffic Regulation Amendment No. 706, establishing stop signs on Newport Drive at Sierra Springs Drive.

B. **Recommendation for Approval of Amendment to Title 19 of the Chico Municipal Code relating to Review of Site Plans and Architectural Design for Projects with Discretionary Permits.**

The Committee was provided with a memorandum dated 2/5/01 from Senior Planner Palmeri forwarding this proposed ordinance that would implement previous direction from the Committee and the City Council. The Code amendment would clarify: (1) that with a discretionary application, Architectural Review Board (ARB) approval would not be final until the Planning Commission had approved the project; (2) that an appeal of an ARB decision on a project for which the Planning Commission had discretionary review would be considered by the Planning Commission; and (3) that appeals of ARB decisions for projects with no discretionary approval would be considered by the City Council. Staff recommended that the ordinance be forwarded to the City Council for adoption.

Recommendation:

The Committee recommended (3-0) that this Code amendment be forwarded to the City Council for adoption, to be brought back with other amendments to Title 19, which would tentatively be submitted to Council on 3/20/01.

REGULAR AGENDA

C. **Consideration of Internal Affairs Committee Resolution Establishing Prohibited Parking on Raley**

Boulevard between Forest Avenue and Bruce Road Between the Hours of 2:00 a.m. and 7:00 a.m.

The Committee was provided with a memorandum dated 1/22/01 from the Director of Public Works reporting on a request from the Managing General Partner of Serenity Homes, located at 2490 Bruce Road, to review the long term parking activity along Raley Boulevard. At its 1/9/01 meeting, the Committee continued consideration of this item for one month to give individuals who were parking their recreational vehicles on Raley Boulevard more time to find alternatives. The Director of Public Works recommended adoption of the resolution.

Director of Public Works Ross reported that staff had attempted to contact, but had received no response from Mr. and Mrs. Fletcher and Mike Hamilton regarding a meeting to assist them in finding alternative parking for their recreational vehicle. Therefore, staff recommended adoption of the resolution.

Action:

The Committee adopted (3-0) the Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 704, prohibiting parking on Raley Boulevard between Forest Avenue and Bruce Road between the hours of 2:00 a.m. and 7:00 a.m.

- D. **Consideration of Proposal for Video Enforcement of Red Light Traffic Signals.** At its 12/12/00 meeting, the Committee considered a proposal from the Police Department for establishing the video enforcement of red light traffic signal violations. The Committee requested more information on the proposal, and the Chief of Police arranged for Nestor Traffic Systems to make a presentation on its particular system.

Bob Young, Nestor Traffic Systems, distributed information regarding his company's "CrossingGuard" program for video monitoring of intersections for red light violations. He also presented a five-minute video regarding such programs and their effectiveness.

Mr. Young indicated that in addition to producing a video showing red light violations, the Nestor system has a "collision avoidance" feature, which enabled it to predict a violation and hold the red light a few seconds longer in order to prevent a collision.

Responding to questions from Committee members, Mr. Young advised that:

1. Studies show that after a year, red light violations typically go down by 40%.
2. Nestor Traffic Systems has two competitors, Lockheed-Martin, and Red Flex; both of which use loops across the roadway and cannot produce complete videos of the violator entering and leaving the intersection, and neither of which have the "collision avoidance" feature.
3. For protection of privacy, only the driver's photograph is used (other passengers are blocked out) in mailed citations.
4. The fine for red light violations in Chico is \$271, of which \$140 or \$40 would go to the City (depending on which financing option the City chose) and the remainder to Nestor Traffic systems.
5. Nestor Traffic Systems is currently operating in Irvine, and has been retained by Long Beach, Fresno, Cypress, Rancho Cucamonga, and Chino.
6. There are several options for implementing the CrossingGuard program. The City may opt for the turnkey program with no up front cost and have it paid for by traffic fines collected, in which case Nestor would take \$100 out of the \$140 due to the City from the fine; or the City could purchase the hardware at \$100 - \$125,000; or the City could lease it for three to five years, which also includes maintenance.
7. The Nestor program includes a noticed public hearing, a public education campaign and posting of signs, which Nestor would perform.
8. Nestor would work with the City's traffic engineers to determine which intersections should be targeted, and if it were determined that there was less than one violation per direction per day, the system would not be used at that intersection.
9. The equipment is not portable, so could not be moved from intersection to intersection.

Councilmember Bertagna indicated he would like to see the statistics that actually demonstrate that there was a decrease in violations as a result of these systems, and Mr. Young responded that Santa Barbara and Oxnard had completed studies, which he would provide.

John Gillander inquired what the cost to the City would be if Nestor personnel had to be paid as expert witnesses for citations that were contested in court, and Mr. Young responded that Chico police officers

would be trained by Nestor to serve as expert witnesses, since they would be provided with lap top computers to view the videos and would actually determine which citations would be issued.

Councilmember Jarvis requested staff to develop a cost analysis on implementation of such a system, including the impact of lost revenue to the City, since approximately half of each fine would go to the provider of the service.

City Manager Lando indicated staff would develop a cost analysis of such a system, including its impact on current revenue from red light citations, and would also contact the other companies providing similar services and report back to the Committee.

Action:

The Committee (3-0) continued this matter to a future meeting in order for staff to contact other companies providing similar services and report back with a cost analysis, statistics proving that such systems reduced violations, and other information requested by the Committee.

- E. **Consideration of Code Amendment regarding Recycling Container Requirements for Multi-Family Complexes.** At its June and September meetings, the Committee considered John Gillander's request that the City Council address the lack of adequate recycling containers in multi-family complexes. At its 9/12/00 meeting, the Committee reviewed a letter from the North Valley Property Owners Association (NVPOA) providing recommendations regarding how to increase participation in the multifamily recycling program by increasing public education efforts. The Committee did not concur with NVPOA's recommendations, and directed staff to continue to work with the NVPOA to draft provisions for a minimum number of recycling containers required for multifamily complexes for the Committee's consideration. The Committee was provided with a memorandum dated 2/01/01 from Management Analyst Herman submitting proposed revisions to the multifamily recycling section of the Chico Municipal Code and reporting on the NVPOA's review and recommendations regarding these proposed revisions.

Management Analyst Herman reviewed her memorandum. Staff was recommending the Code be amended to include a requirement for a 64-gallon recycling container to be provided for every ten units within a multi-family complex. The proposed ordinance allowed for some flexibility when there were physical constraints within a complex that would prevent implementation of the requirement. NVPOA did not agree with the staff recommendation and preferred that the requirement be tied to the number of trash enclosures in a complex (rather than the number of units) and that City code enforcement staff be authorized to increase the container requirement for a specific complex if it was not adequate. However, the Community Development Director felt it would be better to set a standard, rather than relying on code enforcement staff to set the requirements.

City Manager Lando strongly recommended that City code enforcement staff not be involved in setting the requirement.

John Miller, Boardmember of NVPOA, said although the Association supported recycling programs, it felt the requirement for a 64-gallon container for every 10 units was excessive and might be an over reaction to the problem. He suggested instead that the Association set up some test cases to determine the extent of any problems, rather than the City implementing a requirement that would create more recycling bins in areas where they were not necessary.

Steve Rodowick of North Valley Disposal commented that every complex was unique as to its number of trash enclosures, and provided information regarding sizes of recycling bins.

John Gillander felt the staff recommendation was a good start, but doubted that one recycling container for every 10 units would be sufficient. He suggested that this would be an appropriate issue to refer to the Shadow City Council which the Council had approved, and that group might monitor and study the problem, and work with students to see if the City's requirement was sufficient.

Bob Morrison, Everett Apartments, spoke against the staff recommendation, advising that his company provided recycling containers for all of its complexes and most of the time they were used for overflow of trash containers.

John Gillander suggested that the City's requirement be tied to volume instead of number of containers, so complexes could use smaller or larger recycling bins as appropriate to their needs and still comply with the requirement.

Staff and Committee members agreed with this suggestion and Management Analyst Herman suggested the proposed ordinance be amended to state that "containers equivalent to 64 gallons" be provided for every ten units.

John Miller spoke again opposing the proposed requirement, advising that NVPOA had not received any complaints from its tenants, and therefore, felt that one recycling bin per trash enclosure would be sufficient.

Councilmember Bertagna pointed out that since AB 939 required communities to divert 50% of their landfill, citizens needed to modify their behavior and begin recycling before it became mandated by the State.

Councilmember Jarvis added that although NVPOA managed its properties very well, other multi-family property owners in the community were not as responsible, and she did not feel the proposed requirement was particularly onerous.

Recommendation:

The Committee recommended (3-0) approval of the proposed Code amendment with the revision that the requirement for recycling containers be based on volume, that this requirement be reviewed one year after its implementation, and that staff be directed to publicize and educate the community regarding the new ordinance.

- F. **Consideration of a Proposal for a Mounted Enforcement Unit within the Police Department.** This proposal was scheduled for Committee consideration at the request of Councilmember Bertagna. The Committee was provided with a memorandum dated 2/5/01 from the Chief of Police submitting a proposal from the Police Department for a Mounted Enforcement Unit. The proposal was to establish a part-time, two-officer Mounted Enforcement Unit within the department that would be used on an occasional basis for special events, public relations, and other uses as might be necessary.

Councilmember Bertagna requested this be scheduled for consideration since it had been discussed at a Council budget work session about a year and a half ago and never brought back.

City Manager Lando reviewed an electronic mail memorandum from the Risk Manager regarding liability issues associated with mounted enforcement units which was distributed at today's meeting, also noting that a previous memorandum from the Risk Manager advised that limiting the number of events decreased exposure to liability where mounted units would be used.

Chief of Police Efford advised that since the incident occurred in Chico where a horse was lost due to a foot injury involving broken glass, specialized protection for horses' hooves had been developed.

City Manager Lando advised that he was not supportive of the proposal because of the uncertainty regarding total costs, particularly since a ruling from the FLSA regarding salary for mounted officers had not yet been received. He anticipated receiving the ruling from FLSA this spring. If the cost for the mounted enforcement unit became higher than anticipated, he felt there might be higher priorities for use of these funds within the Department, such as hiring another officer.

Police Officer Dan Kelly, who had been researching mounted enforcement units since 1994, stressed that mounted units were more than a public relations function, and provided the type of police presence that "made the bad guys go away and the good ones come out." Horses had a calming effect on crowds, and could also be used effectively to patrol areas where drug dealing was a problem.

Responding to City Manager Lando's inquiry, Officer Kelly said that mounted units did not patrol alone, but in pairs and that his proposed usage of the mounted team would be concentrated in the spring for patrolling

the lower Bidwell Park area when there was increased usage, after which the team could gradually be moved from the Park into the downtown area and then into high crime neighborhoods.

Responding to questions from Committee members and staff, Chief of Police Efford, Captain Maloney, and Officer Kelly provided the following information:

1. The Department was not requesting additional staff and the mounted unit officers would not be pulled from their primary assignments, but would use the horses for deployments as assigned.
2. The officers would carry plastic bags to clean up and remove "road apples" when possible.
3. Mounted enforcement units provided a much greater awareness of police presence and were rated high as a crime deterrent.
4. Because the horses would be owned by the officers, who would pay for feed and boarding, the officers would be paid \$70.00 for each deployment
5. The estimated total cost for the program for the first year would be \$6,809.92, which would include Equestrian Pay (FLSA 5%) for the two officers; Daily Use/Lease for 20 deployments at \$70 each; Monthly Training at \$70 for 12 deployments; and transportation/ Mileage at \$16.24 for 20 deployments.

Councilmember Bertagna commended the Police Department for a very thorough and complete proposal.

Recommendation:

The Committee recommended (3-0):

1. ***Conceptual approval of the Police Department request for a two-officer Mounted Enforcement Unit; and***
2. ***That up to \$10,000, which would include up to 40 deployments, be allocated for the Mounted Enforcement Unit in the proposed budget for FY 2001-02, if the FLSA equestrian pay figures fell within that parameter.***

- G. **Consideration of Proposed Abandonment of the North Half-Block of Chestnut Street Between West 2nd and West 3rd Streets.** The Committee was provided with a memorandum dated 1/31/01 from the Director of Public Works reporting on the results of a neighborhood meeting held 1/30/01 to determine any concerns the neighbors may have with the proposed abandonment of the north half block of Chestnut Street between West 2nd and West 3rd Streets. The Director of Public Works recommended that the Committee forward a recommendation to the City Council for adoption of a resolution of intention to abandon a portion of the Chestnut Street right-of-way between West 2nd and West 3rd Street, and set a public hearing on the proposed abandonment.

Director of Public Works Ross reviewed the staff report, advising that Bill McGinnis, Facilities Planner at the University had indicated at the neighborhood meeting that there were no plans to build any structures on this portion of Chestnut Street, and if there were any proposals in the future, they would have to go through the public hearing process. Mike Campos had raised these concerns at the neighborhood meeting.

Councilmember Jarvis was concerned that the University had previously indicated that the abandoned roadway was to be used as a visitors' entrance to the University and inquired whether any conditions could be attached to the abandonment to ensure that no structures, other than an information kiosk, would be built.

City Manager Lando suggested that the abandonment be conditioned upon the University's use of the roadway as a visitor's entrance, with an information kiosk only, and that the City would take back the road if any other structures were proposed to be built.

Responding to Councilmember Bertagna's request, Bill McGinnis, University Facilities Planner indicated that if the City or Chamber of Commerce supplied the materials, information about the City of Chico could also be distributed at the information kiosk.

Recommendation:

The Committee recommended (3-0) that staff be directed to prepare the necessary documents to abandon the north half-block of Chestnut Street between West 2nd and West 3rd Streets for an

entrance to the University, with a visitor information kiosk, which could also be used to distribute information about the City of Chico, subject to a provision that no other structures are built in the abandoned area.

J. **Reports and Communications.** The following reports and communication items were provided for the Committee's information and consideration, and no action was requested unless the Committee wished to give direction to staff.

1. **Correspondence Regarding Traffic Concerns in California Park.** The following correspondence had been received and, unless a Committee member requested an item to be scheduled sooner, would be addressed when Yosemite Drive / California Park area traffic concerns were re-evaluated, approximately two months after the speed humps on Yosemite Drive were installed.

a. Opposition to Three-Way Stop Signs at Intersection of Idyllwild Circle and South Burney Drive: Letter dated 1/12/01 from Connie Wallick, Susan & Patrick McVicker-Wever, Fred McDaniel, and the Fortino family; Letter dated 1/18/01 from Mike Fortino.

Mike Fortino, 281 Idyllwild Drive, was present and indicated the stop signs at this intersection caused traffic to stop directly in front of his driveway, producing excessive noise and air pollution and sometimes, "road rage". He urged the Committee to remove the stop signs.

Connie Wallick, 22 Burney Drive, speaking on behalf of several neighbors, said that they had submitted a letter opposing installation of the stop signs because the intersection was very quiet with a low volume of traffic, and there was no reason to stop at Idyllwild. She felt the stop sign was a hazard, especially since most vehicles did not honor it and stop.

Copies of a letter received 2/9/01 from Mark Maidenburg, 269 Idyllwild Circle, urging the Committee to retain the stop signs and to also establish stop signs at Idyllwild and Catalina Point were distributed at the meeting.

Councilmember Kirk felt the stop signs at Burney and Idyllwild should be re-evaluated and removed immediately, since she had observed the situation over a period of time and felt they were unnecessary at this location.

Councilmembers Bertagna and Jarvis felt that re-evaluation of these stop signs should be addressed when traffic concerns in the whole California Park area were brought back to the Committee for further consideration two months after the speed humps on Yosemite Drive had been installed.

Councilmember Jarvis suggested that Ms. Wallick and Mr. Fortino try to organize a meeting with their neighbors to develop a consensus supporting their position.

The Committee took no action on this request, since it would be addressed in approximately four months (June, 2001) when California Park traffic concerns were brought back for re-evaluation.

b. Opposition to Stop Signs at Intersection of Yosemite Drive and Idyllwild Circle: Letter dated 1/8/01 from Robert Sprague; Letter dated 1/25/01 from Gary Cowden.

c. Request for Installation of Stop Signs on Idyllwild at Catalina Point (referred to as Dana Point in letter): Letter dated 11/9/00 from Mark Maidenburg.

2. **Correspondence regarding "U-Turns allowed for Autos Only" Signs on Skyway:** Letter received 1/4/01 from Foothill Car Wash requesting U-Turns be allowed from westbound Skyway to eastbound Skyway at its intersection with Notre Dame Boulevard; Letter dated 1/11/01 from Associate Civil Engineer Johnson indicating Director of Public Works approval of this request.

K. **Adjournment and Next Meeting.** The next meeting was scheduled for Tuesday, March 13, 2001, at 8:00 a.m. in Conference Room No. One.

Judy Hansel, Administrative Secretary
(for Bebe Young, Administrative Analyst)

Distribution:

City Clerk (22)
Director of Public Works
Asst. Dir. off Public Works McKinley
Pub. Works Admin. Mgr. Halldorson

Traffic Engineer Johnson
City Attorney
Risk Manager
Planning Director

Finance Director
Comm. Dev. Director
Chief of Police
Fire Chief



CITY OF CHICO MEMORANDUM

TO: CITY COUNCIL (Meeting 4/3/01) **DATE:** March 19, 2001
FROM: INTERNAL AFFAIRS COMMITTEE **FILE:** Committee Binder
RE: **REPORT ON INTERNAL AFFAIRS COMMITTEE MEETING HELD MARCH 13, 2001**

Committee Present

Councilmember Bertagna, Chair
Councilmember Jarvis
Councilmember Kirk

Staff Present

City Manager Lando	Asst. Dir. of Public Works McKinley
Director of Public Works Ross	Asst. Comm. Dev. Director Sellers
Chief of Police Efford	Traffic Engineer Johnson
Asst. City Attorney Barker	Fire Marshal Myers
Asst. Dir. Of Public Works Martinez	Admin. Analyst Young

CONSENT AGENDA

- A. **Traffic Circle at California Park and Yosemite Drives.** The Committee was provided with a memorandum dated 2/2/01 from the Director of Public Works reporting on a request by the Committee at its 10/10/00 meeting to delay any consideration of the installation of a traffic circle at California Park Drive and Yosemite Drive in order to determine the effectiveness of the recently installed stop signs, and to bring this matter back for further Committee consideration in four or five months. The Director of Public Works recommended that no further action be taken to install a traffic circle at California Park Drive and Yosemite Drive, because the recent speed surveys have shown a reduction in the approach speeds of traffic and residents have indicated satisfaction with the effectiveness of recently installed stop signs at Yosemite and California Park Drives.

The Committee took no action on this matter, concurring with the staff recommendation that a traffic circle not be installed at the intersection of California Park Drive and Yosemite Drive.

- B. 1. **Resolution of the Internal Affairs Committee Converting unrestricted parallel parking spaces to unrestricted diagonal parking spaces on Cherry, Hazel and Normal Streets.** The Committee was provided with a memorandum dated 2/5/01 from the Director of Public Works reporting on a Parking Place Commission recommendation that the Internal Affairs Committee consider changing the designation of parking spaces on the east side of Cherry Street between West 3rd and West 4th Streets, the east side of Hazel Street between West 4th and West 5th Streets, and the west side of Normal Street between West 3rd and West 6th Streets from unrestricted parallel parking spaces to unrestricted diagonal parking spaces. The Director of Public Works recommended the Internal Affairs Committee concur with the Parking Place Commission recommendation and adopt this resolution converting unrestricted parallel parking spaces to unrestricted diagonal parking spaces on one side of these five (5) city blocks, which would increase available parking in the area by 19 spaces.
2. **Status Report on Parking Lot 5 Redevelopment Feasibility Study.** The Committee was provided with a memorandum dated 3/6/01 from the Assistant Community Development Director regarding parking alternatives identified in the Parking Lot 5 Feasibility Study. This matter was related to the diagonal parking proposal in that if Parking Lot 5 was developed with other uses, the lost parking spaces would need to be replaced in the downtown area. The Assistant Community Development Director recommended the Internal Affairs Committee direct staff to continue exploring alternatives to replace parking in the downtown area, determine the extent of soil contamination on the site and remediation options, and identify parties with the resources to undertake a redevelopment project on the parking lot.

Action and Recommendation:***The Committee (3-0):***

- (1) adopted the Resolution of the Internal Affairs Committee of the City Council of the City of Chico adopting Traffic Regulation Amendment No. 701, converting parallel parking spaces to diagonal parking spaces on one side of Cherry, Hazel and Normal Streets between West 3rd and West 6th Streets; and***
- (2) In connection with the parking Lot 5 Redevelopment Feasibility Study, recommended that staff be directed to continue exploring alternatives to replace parking in the downtown area, determine the extent of soil contamination on the site and remediation options, and identify parties with the resources to undertake a redevelopment project on the parking lot.***

REGULAR AGENDA

- C. **Traffic issues on East 1st Avenue between Esplanade and Mangrove Avenue including the pedestrian refuge at Laburnum Avenue, corner bulbing and a pedestrian traffic signal at Oleander Avenue** – The Committee was provided with a memorandum dated 2/5/01 from the Assistant Director of Public Works reporting on requests for modifications on East First Avenue between Esplanade and Mangrove, including the “Left Turn Prohibition” from East 1st Avenue to Laburnum Avenue, review of pedestrian refuge at Laburnum Avenue, consideration of corner bulbing and the addition of a pedestrian signal at Oleander Avenue. A letter dated 2/27/01 from Ed McLaughlin was received describing his positive experiences with the installed pedestrian refuge on East 1st Avenue at Laburnum. Copies of a letter dated 3/9/01 from Peter and Marian Milbury supporting the pedestrian refuge and additional bulbing were provided to the Committee at today’s meeting. The Director of Public Works recommended the Committee (1) Retain the “Left Turn Prohibition” from East 1st Avenue to Laburnum Avenue; (2) Provide staff direction as to whether the Committee will further consider corner bulbing at all or some of the other intersections on East 1st Avenue between Esplanade and Mangrove Avenue; and (3) Provide staff direction as to whether the Committee will consider a pedestrian signal at the East 1st Avenue and Oleander Avenue intersection.

Left Turn Prohibition on East 1st Avenue at Laburnum Avenue. Director of Public Works Ross reviewed the staff report and recommendations, noting that since traffic counts on East 1st Avenue were also high on the weekends, staff did not recommend allowing left turns at Laburnum, even for the evening hours or on weekends.

The following persons felt the left turn prohibition from East 1st Avenue on to Laburnum Avenue caused significant problems with access to the First Christian Church, and spoke in support of allowing left turns on weekends and after 7:00 p.m. due to the many activities at the church: Ted Searle, Bill Howerton, Diane Cherril, Audi Van Ornum, Ken Browndell, and Lowell Terril.

Councilmember Jarvis felt that the success of the pedestrian refuge on East 1st Avenue and Laburnum, and the additional safety it ensured for pedestrians, far outweighed the inconvenience of the left turn prohibition, and she did not support allowing left turns at any time.

Councilmembers Bertagna and Kirk supported removal of the left turn prohibition during weekends for a trial period, with the matter to be reviewed by the Committee three months after its implementation.

City Manager Lando advised that the signage allowing left turns from East 1st Avenue on to Laburnum during weekends would be installed within 30 days, and also that the trees in the vicinity would be trimmed so that the signs would be more visible.

Audi Von Ornum, Board Moderator for the First Christian Church, 295 East Washington Avenue, requested that she be notified as the contact person for the Church when this matter came back before the Committee for review.

Possible Corner Bulbing of other Intersections on East 1st Avenue and Pedestrian Refuge at Oleander Avenue. Director of Public Works Ross reviewed the staff recommendation against further bulbing at East 1st Avenue's intersections with Palm and Spruce, because the bulbing would narrow the roadway and require prohibition of left turns.

Committee members discussed the impact that bulbing of Spruce and Palm would have on vehicles wishing to turn left on those streets.

Ed McLaughlin suggested that if one-half bulbing were installed on the side streets, left turns would not have to be prohibited from East 1st Avenue on to those streets.

John Anderson suggested that short medians in the center of side streets might be more effective in calming traffic than bulbing.

Barbara Berkette expressed concern that left turn prohibitions on other streets intersecting with East 1st Avenue would increase the traffic volumes on Spruce.

Judy O'Neill spoke in opposition to bulbing of other intersections if left turns on East 1st Avenue were to be prohibited. She requested that all residents in the vicinity be notified of any further proposed traffic calming measures for East 1st Avenue so that they might meet to develop a consensus on the issues.

Councilmember Jarvis supported exploring the possibility of one-half bulbing on Oleander and on Palm at their intersections with East 1st Avenue, if left turns off of East 1st Avenue did not have to be prohibited.

Councilmember Kirk was concerned with the installation of bulbing on any of the streets before sidewalks were installed. Director of Public Works Ross responded that the sidewalks in this area would be completed in FY 2001-02, and also advised that the installation of bulbing before sidewalks would not be a problem.

Action:

The Committee:

- (1) (2-1, Jarvis voting no) directed staff to install appropriate signage on East First Avenue at Laburnum to allow left turns on to Laburnum Avenue on Saturdays and Sundays only, for a trial period of three months, after which the situation would be reviewed by the Committee;***
- (2) (3-0) directed staff to explore the concept of one-half bulbing on Oleander and Palm Avenues at their intersections with East First Avenue (including traffic counts at those locations) if such one-half bulbing would not result in the prohibition of left turns from East First Avenue on to those streets (no action was taken regarding a pedestrian refuge at Oleander Avenue); and***
- (3) (3-0) Directed that both of the above matters be brought back to the Committee for further evaluation three months after implementation of Number (1) above, after which a neighborhood meeting regarding East First Avenue traffic issues would be conducted.***

- D. **Traffic Concerns: Notre Dame Boulevard.** The Committee was provided with a memorandum dated 2/06/01 from the Director of Public Works reporting on a 1/05/01 letter from Vernon B. Byrd, 2153 Notre Dame Boulevard, requesting City review of a number of traffic concerns on Notre Dame Boulevard, including traffic speed, truck traffic, and lack of police presence. The Chico Police Department had been notified of Mr. Byrd's concerns. In light of previous direction regarding traffic issues along Notre Dame Boulevard, the Director of Public Works was requesting direction from the Committee on any action to be taken on the other requests made by Mr. Byrd.

Mr. Byrd was not present at today's meeting to speak in support of his requests.

Director of Public Works Ross reviewed previous traffic calming measures, such as striping, which the City had implemented on Notre Dame Boulevard in order to slow down the speed of traffic.

Councilmember Jarvis requested that the Committee consider at a future meeting, the possibility of a concerted educational program aimed at slowing down traffic in Chico, noting that billboards and other educational materials were available for this purpose.

The Committee discussed taking no action on Mr. Byrd's requests; however, Councilmember Kirk requested staff to contact WinCo and request that their trucks be encouraged to use Forest Avenue instead of Notre Dame Boulevard.

Action:

The Committee (3-0) took no action on Mr. Byrd's requests for traffic calming measures on Notre Dame Boulevard; however, staff was directed (1) to schedule for consideration by the Committee, a public education program aimed at reducing speeding in Chico; and (2) to contact WinCo and ask the company to request its commercial truck traffic to use Forest Avenue, which was a designated truck route, rather than Notre Dame Boulevard.

- E. **John Gillander request for amendment to Chapter 9.48, Posters & Advertisements.** The Committee was provided with a letter dated 1/24/01 from John Gillander requesting polices be reviewed and Chapter 9.38 possibly amended for consistency and clarification.

Mr. Gillander reviewed the concerns outlined in his letter, feeling that the prohibition in Chapter 9.48 against distributing commercial literature, in the form of fliers and doorhangers, on residences/vehicles, was unconstitutional. He also pointed out that violations of various provisions of this Chapter were inconsistently enforced by the City.

Assistant City Attorney Barker advised that the City Attorney's office was in the process of reviewing Chapter 9.48 and had discovered problems with some of the provisions because they were content-based. The office would be revising Chapter 9.48 to make sure it would be content-neutral, which should satisfy Mr. Gillander's concerns. She noted that this may not be completed until after the third attorney was hired.

Councilmember Jarvis requested the City Attorney's office to include in the amending ordinance an option for individuals to abate political signs posted in yards.

Action:

The Committee (3-0) concurred with the Assistant City Attorney's recommendation that after it is fully staffed, the City Attorney's office would review and propose amendments to Chapter 9.48 of the Chico Municipal Code, and also directed that John Gillander be notified when the amendments were submitted to the Committee for review.

- F. **Request from Elks Lodge to display flags on Patriotic Occasions.** The Committee was provided with a proposal dated 3/1/01, which was developed by a committee of citizens representing several civic organizations in Chico, and requested that City government, commercial enterprises, and civic organizations work together to provide the citizens of Chico with a "City of Flags" using a target date of July 4. When completed, the business and municipal areas of the city would have extensive displays of the American flag during patriotic holidays. Residents and businesses would participate in display contests, and schools would be encouraged to sponsor Flag Day exercises open to the Public.

Ed Regan of the Chico Elks Lodge explained that the "Flag" Committee was requesting City assistance only for installation of the brackets and straps that would hold the 86 flags along the Esplanade. He indicated it was a citizens', grass roots project to be funded by the service organizations. The Flag Committee was proposing to display flags on the light poles along the Esplanade from Memorial Way north to 11th Avenue, and to eventually expand this display to Park Avenue.

Director of Public Works Ross indicated that it took staff approximately 10-15 minutes to install the hardware for one of the flags on the Esplanade, and he estimated it would take less than two days to install them all. The City would also need to process a grant of license in order for the brackets to be installed on the light posts as proposed.

Mr. Regan indicated that the Flag Committee would be considering the following day, a proposal from another group to leave the flags up permanently, rather than taking them down after the designated dates for patriotic occasions.

City Manager Lando felt the proposal to fly the flags permanently might result in maintenance problems and could cost up to \$21,000 per year if they had to be replaced two or three times a year due to weathering. If the flags were to be displayed permanently, the City would need a contact person in the event of any problems.

Councilmembers Bertagna and Kirk felt the flying of the flags permanently might detract from the special effect that would result from flying them only on designated, patriotic occasions.

Mr. Regan responded that he would report back on the recommendations of the "Flag" Committee after it considered the proposal for permanent display of the flags. At this point, he was requesting approval from the City to proceed incrementally with the proposal for displaying the flags on the Esplanade and Park Avenue

Larry Juanarena also spoke in support of the flag display proposal.

Recommendation:

The Committee recommended (3-0):

- 1. approval of the proposal from the Committee of service organizations for installation of American flags on light posts along the Esplanade between Memorial Way and 11th Avenue, and expansion to Park Avenue;***
- 2. approval of a Grant of License for use of the light posts;***
- 3. authorization for a one-time expenditure of approximately \$625.00 for purchase of brackets and stainless steel straps for installation of 86 flags on the Esplanade; and***
- 4. authorization for City staff to install the brackets and straps.***

The Committee was in recess from 9:20 to 9:25 a.m.

- G. **Update on City of Chico Draft Traffic Calming Management Program.** At its meeting held 11/4/00, the Committee continued consideration of the draft Neighborhood Traffic Management Program (NTMP) until staff had an opportunity to incorporate the revisions and directions provided by the Committee. The Committee was provided with a memorandum dated 2/20/01 from the Director of Public Works providing information on the additions, revisions and changes. The Director of Public Works requested input and direction from the Committee regarding the proposed Traffic Calming Program and associated issues and concerns.

Traffic Engineer Johnson reviewed changes that had been made to the draft NTMP, and noted that on Pages 12 and 13, the minimum requirement of 50 percent response from a neighborhood survey in order for a plan to proceed should be changed to 60 percent. He reviewed the local street rank score criteria which had been applied to neighborhoods previously considered by the Committee for traffic calming measures, with the result of rank scores as follows: Bar Triangle Street — 0; Yosemite Drive — 18; and Idyllwild Drive — 23. Staff was proposing a threshold of about 25 points in order to for a neighborhood to be eligible to proceed with a traffic calming program.

Staff and Committee members noted that if the threshold was 25, Yosemite Drive would not have qualified for traffic calming measures. However, all agreed that the criteria, including speed and volume, for this sample had been applied after the various traffic calming measures had already been implemented on Yosemite.

Councilmember Jarvis felt that the speed criteria should be based on vehicles traveling five miles per hour over the speed limit, rather than ten, as was proposed in the draft NTMP.

Traffic Engineer Johnson explained that a different rank scoring system was proposed for collector streets, such as East First Avenue, and was proposing that 50 points be established as the threshold for collectors.

Councilmember Bertagna felt that a minimum distance from elementary schools should be included as a criteria for a neighborhood to earn points for the rank score.

Action:

The Committee (3-0) directed staff:

- 1. to change the rank score threshold to determine eligibility for traffic calming measures to 25 for local streets and 50 for collectors;***
- 2. to change the speeding criteria to five, rather than ten, miles per hour over the speed limit;***
- 3. to include an additional criteria in the rank score system relating to the presence of elementary schools in neighborhoods; and***
- 4. to apply this revised rank scoring system to five or ten local and collector streets (with Committee members to contact staff with suggested streets) and bring the results back to the Committee for further review.***

- H. **Discussion on Alternative Fuel Vehicles and request for formal policy on acquisition.** The Committee was provided with a memorandum dated 3/1/01 from the Director of Public Works reporting on alternative fuel vehicles and providing information on the pros and cons for each type of alternative fuel vehicle currently on the market. Staff's preference would be to purchase electric vehicles; however, due to the higher cost, lack of service availability, and the experimental nature of these vehicles, they were not competitive in the current bidding process with conventional vehicles. The Director of Public Works recommended that a policy be established to purchase low emission vehicles whenever possible.

Assistant Director of Public Works Martinez responded to questions from the Committee.

Councilmember Jarvis requested that staff contact Mike Pembroke at Cal Water and provide him with the information the Committee had received.

Recommendation:

The Committee recommended (3-0) that low emission vehicles be purchased by the City whenever practicable.

- I. **Business from the Floor.** Members of the public could address the Committee at this time on any matter not already listed on the agenda, with comments being limited to three minutes. The Committee could not take any action at this meeting on requests made under this section of the agenda.

Policies proposed by Planning Division staff / Planning Commission rather than the City Council.

John Gillander noted that at a recent Planning Commission meeting, the staff report for an application for a drive-thru restaurant on Vallombrosa Avenue indicated that the Commission was proposing a policy not to permit drive-thru restaurants on Vallombrosa Avenue. He questioned whether it was appropriate for policies to be developed by the Planning Commission or staff rather than being reviewed by a Council Committee, such as the Internal Affairs Committee, and then being brought forth by the City Council.

City Manager Lando responded that he felt it was appropriate for Planning Division staff to propose policies and then have the policies reviewed by the City Council; however, he advised that he would investigate and discuss with staff the language which Mr. Gillander found objectionable in that particular staff report.

J. **Reports and Communications.** The following report and communication item was provided for the Committee's information and consideration, and no action was requested unless the Committee wished to give direction to staff.

- Letter from Frieda L. White dated 2/23/01 regarding traffic enforcement at the corner of Yosemite Drive and Idyllwild Circle.

The Committee took no action on this letter from Ms. White.

K. **Adjournment and Next Meeting.** The next meeting of the Committee will be Tuesday, April 10, 2001, at 8:00 a.m. in Conference Room No. One.

Bebe Young, Administrative Analyst)

Distribution:

City Clerk (22)
Director of Public Works
Asst. Dir. off Public Works McKinley
Pub. Works Admin. Mgr. Halldorson

Traffic Engineer Johnson
City Attorney
Risk Manager
Planning Director

Finance Director
Comm. Dev. Director
Chief of Police
Fire Chief



CITY OF CHICO MEMORANDUM

TO: CITY COUNCIL (Meeting 5/1/01) **DATE:** April 11, 2001
FROM: INTERNAL AFFAIRS COMMITTEE **FILE:** Committee Binder
RE: **REPORT ON INTERNAL AFFAIRS COMMITTEE MEETING HELD APRIL 10, 2001**

Committee Present

Councilmember Bertagna, Chair
Councilmember Kirk
Councilmember Wahl (substituting
for Councilmember Jarvis)

Staff Present

City Manager Lando
Director of Public Works Ross
Chief of Police Efford
City Attorney Frank
Asst. Dir. of Public Works McKinley

Assoc. Civil Engineer Burgi
Traffic Engineer Johnson
Fire Marshal Myers
Admin. Analyst Young

CONSENT AGENDA

- A. **Approval of Request to Install a Stop Sign at “T” Intersection of Marilyn Drive with Parkway Village Drive.** The Committee was provided with a memorandum dated 3/6/01 from the Director of Public Works reporting on concerns of neighbors regarding unsafe traffic conditions at the “T” intersection of Marilyn Drive and Parkway Village Drive and request for the installation of a stop sign on Marilyn Drive at Parkway Village Drive. The Director of Public Works recommended adoption of the Committee Resolution approving Traffic Regulation Amendment No. 709, establishing a stop sign on Marilyn Drive at Parkway Village Drive.

Action:

The Committee (3-0) adopted the Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 709, establishing a stop sign on Marilyn Drive at Parkway Village Drive.

REGULAR AGENDA

- B. **Approval of Request for “No Overnight Parking” Signs Along West Eaton Road.** The Committee was provided with memorandum dated 12/9/00 from the Director of Public Works reporting on a 10/4/00 letter from Sylvia Keller, 205 Windrose Court, and a petition signed by 10 homeowners, requesting that the City (1) Maintain the City’s right-of-way between the sidewalk and the cement block wall which denotes the northerly boundary of the Meadowood Subdivision; and (2) Post “No Overnight Parking” signs along West Eaton Road to eliminate the noise caused by the overnight parking of refrigerated semi-trailers. The Director of Public Works recommended adoption of the Committee Resolution approving Traffic Regulation Amendment No. 708, establishing prohibited parking between the hours of 2:00 a.m. and 7:00 a.m. on West Eaton Road between Eaton Village Dr and The Esplanade.

Councilmember Kirk removed this from the Consent Agenda for staff clarification on whether the Police Department would be patrolling to enforce the prohibition of overnight parking or whether it would be complaint driven. Chief of Police Efford responded that enforcement in residential areas was usually complaint driven.

Councilmember Kirk requested staff to post notices or place notes on vehicles in the area advising of the new parking restrictions that would be implemented.

Action:

The Committee (3-0) adopted the Resolution of the Internal Affairs Committee of the City Council of the City of Chico adopting Traffic Regulation Amendment No. 708, establishing prohibited parking between the hours of 2:00 a.m. and 7:00 a.m. on West Eaton Road between Eaton Village Drive and The Esplanade.

- C. **Consideration of Traffic Concerns on Cohasset Road (Esplanade to Mangrove) at the Bicycle Pedestrian Crossing.** The Committee was provided with a memorandum dated 3/6/01 from the Director of Public Works reporting on a request dated 12/13/00 from Dr. Donald F. Richey, 251 Cohasset Road, to review traffic and public safety concerns at the bicycle/pedestrian crossing on Cohasset Road (Esplanade to Mangrove); specifically, the occurrence of multiple accidents, excessive traffic speed and its effect upon the pedestrians and bicyclists crossing at that location, and installation of flashing signage to specify the speed limit. The Director of Public Works recommended that no action be taken regarding the installation of signage. The issue regarding traffic speed has been forwarded to the Chief of Police.

Director of Public Works Ross reviewed the staff report, noting that the bicycle/pedestrian crossing did not meet warrants for installation of a bicycle signal. Staff was currently working with the Chico Medical Group property owners to trim or remove the landscaping in the vicinity to improve visibility, which would improve the situation.

Dr. Richey was not present at the meeting to address his concerns.

The Committee took no action on this request, noting that excessive speeding had been referred to the Police Department, and the Community Development Department was currently working on trimming landscaping in the vicinity to improve visibility and safety.

- D. **Consideration of Proposal for Video Enforcement of Red Traffic Lights.** The Committee was provided with a memorandum dated 3/19/01 from the Chief of Police providing the additional information requested by the Committee at its meeting of 2/13/01 regarding a proposal by Nestor Traffic systems for video enforcement of red traffic signals. Included was a report detailing that such devices had showed a significant decrease in traffic collisions in other communities; an analysis of the revenue loss/gain that might result as a result of the use of such devices; and information on other providers of similar "anti-red light running" technologies.

Chief of Police Efford summarized his report and responded to questions from Committee members, advising that if Nestor Traffic Systems was retained to implement this project, it would conduct a study to determine which intersections were most appropriate for installation of the cameras. Signs would be posted at those intersections indicating the cameras were in place. It did not appear that once implemented, such systems had ever been removed.

City Manager Lando advised that if the proposal were approved in concept, staff would go out to bid on the project, specifying a system that did not require cutting of the pavement at the intersections.

Councilmember Wahl said he could not support the proposal at this point because he had not been present for the previous presentation and other information the Committee had received from Nestor Traffic Systems.

Recommendation:

The Committee recommended (2-1, Wahl requesting more information) that staff be directed to proceed with going out to bid for a system for video enforcement of red traffic signal lights.

- E. **Consideration of Proposal to Change Police Patrol Car Graphics.** The Committee was provided with a memorandum dated 3/19/01 from the Chief of Police recommending approval of a proposal from the police patrol officers to move to a more contemporary striping design on the marked patrol vehicles, and forwarding copies of the proposed new designs. The difference in cost for these new graphics was about \$100 more per vehicle, and there were currently sufficient funds in the vehicle replacement fund to pay for the new graphics, both for the six new vehicles as well as for the cars that would be purchased in the near future.

Chief of Police Efford reviewed the changes in patrol car graphics with the Committee and responded to questions, noting the new graphics would probably be phased in gradually over three years.

Chair Bertagna felt that the new graphics should be implemented on all patrol cars as soon as possible to promote uniformity, rather than phasing them in over three years.

City Manager Lando requested the Director of Public Works to provide information on the costs for removing the old and placing the new graphics on the cars.

Recommendation:

The Committee recommended (3-0) approval of the new Police patrol car graphics, with more information on costs of implementing the new graphics all at once for uniformity, versus phasing the new graphics in over three years, to be provided for consideration by the City Council.

- F. **Discussion regarding Flooding along Little Chico Creek.** The Committee was provided with a memorandum dated 3/28/01 from the Director of Public Works reporting that his item was being brought back before the Committee at the request of residents and property owners along Little Chico Creek. Several concerned property owners had requested that the Internal Affairs Committee further discuss the flooding and any possible remedies. This item was before the Internal Affairs Committee on 12/12/00, and the City Council on 01/02/01, and was referred back to the Committee in order for Ray Murdock, Robb Cheal, and Mike Campos to be notified.

City Manager Lando noted that the main issue to be addressed was whether something could be done in terms of construction anywhere in the system to eliminate areas in the vicinity of Little Chico Creek being designated as a flood plain on the FEMA map, and the cost of any such measures.

Director of Public Works Ross reviewed his report, summarizing three possible solutions for the flooding on Little Chico Creek west of Forest Avenue as follows:

1. Redesign the diversion structure to divert more water from Little Chico Creek during heavy storms.
2. Increase the capacity in Little Chico Creek by either widening it or reducing its roughness coefficient.
3. Reduce flows from Dead Horse Slough.

City Manager Lando asked if it would be possible to use the California Park lakes as diversion ponds. Director of Public Works Ross responded that they were private lakes, and California Park property owners had indicated they would not support the lakes being used for attenuation because the lake levels would have to be lowered to accept the peak flows from Dead Horse Slough and this would decrease their property values. City Manager Lando noted it would be very expensive if the City had to acquire the California Park lakes through eminent domain in order to eliminate the flood plain designation for Little Chico Creek.

Responding to Chair Bertagna's inquiry whether water from Little Chico Creek could be diverted to Butte Creek, Director of Public Works Ross said that FEMA plans had indicated that 1,500 cfs would have to be diverted from Little Chico Creek to eliminate it from FEMA flood plain maps.

Morris Boeger, Mike Campos, Ray Murdock, and Robb Cheal were present to object to the designation of Little Chico Creek as a flood plain on the FEMA map, pointing out that the Creek had never flooded, and such designation on the FEMA map was incorrect and had resulted in the requirement for flood insurance on their properties at exorbitant costs.

Mike Campos suggested spreading the burden of peak flows by exploring the possibility of diverting smaller amounts of water from Little Chico Creek into Butte Creek and into the California Park lakes, thus decreasing the impact. He felt new development should bear some responsibility for increased flow, and the City should begin the process of investigating solutions.

Councilmember Wahl and City Manager Lando noted that the law did not allow the City to require developers to attenuate any more of the water flow than they generate.

Councilmember Kirk announced that she would abstain from participating in this matter due to a conflict of interest because she owned property in California Park.

Robb Cheal felt that California Park Lake could hold a tremendous amount of water without being drained significantly. He urged the City to start a program of monitoring water supplies and controlling flood irrigation valves.

Morris Boeger stated there was no evidence that property by Little Chico Creek had ever been flooded, and he felt it had been mis-designated as a flood plain in order to recoup losses for other flooded areas.

City Attorney Frank suggested that the first step in finding a solution would be to talk with FEMA to determine the amount of water that it would require to be diverted from Little Chico Creek in order to remove its designation as a flood plain on the map, and what exactly would have to be done to accomplish this.

Director of Public Works Ross agreed that if FEMA would verify that 1500 cfs needed to be diverted from Little Chico Creek, and the City could show an engineering solution to accomplish this, it could request FEMA to remove the area from designation as a flood plain on the map.

Mike Campos suggested that since this would be a long term solution, the City might consider allocating funds for it in the budget.

Robb Cheal added that there was a tremendous amount of money available from grants for flood control and the City should investigate these funding sources.

Director of Public Works Ross advised he would keep the Council informed of any progress on talks with FEMA regarding what would be required to have the flood plain designation removed for Little Chico Creek, estimating it would be at least three months before he would have any information to report.

Action:

The Committee (2-0-1, Kirk abstaining) directed staff to (1) set up a meeting with FEMA to determine what steps would need to be taken to remove the designation of Little Chico Creek as a flood plain on the FEMA map; (2) investigate grants that might be available as funding sources for flood control, in the event there was an engineering solution that could be implemented to accomplish this; and (3) keep the Council informed on the progress of the talks with FEMA by informational memorandums and schedule the matter for further Committee consideration if and when appropriate.

- G. **Reports and Communications.** The following report and communication items were provided for the Committee's information and consideration, and no action is requested unless the Committee wishes to give direction to staff.

Staff recommended that the Committee address the concerns outlined in the following letters when traffic issues in the vicinity of East First Avenue are reviewed again by the Committee in June or July.

1. **Letter objecting to the pedestrian refuge that was installed at East First Avenue and Laburnum Avenue.** Letter dated 3/26/01 from Karen Zinniel, 290 East Washington Avenue, objecting to the pedestrian refuge and forwarding the results of a survey of residents in the vicinity which she conducted concerning the pedestrian refuge. (At its meeting of 3/13/01, the Committee authorized left turns from East First Avenue on to Laburnum Avenue during weekends only, and directed staff to bring traffic issues in this area back for further review three months after implementation of this directive.)
2. **Letter supporting left turns being allowed from East First Avenue on to Laburnum Avenue.** Letter dated 3/31/01 from Jackie Hughes, member of the First Christian Church, expressing appreciation for left turns being allowed on weekends, and requesting they eventually be allowed every day of the week.

The Committee took no action on these letters, which would be brought back for consideration with East First Avenue traffic concerns as recommended by staff.

- H. **Adjournment and Next Meeting.** The Committee adjourned at 9:05 a.m. The next meeting was scheduled for Tuesday, May 8, 2001, at 8:00 a.m. in Conference Room No. One.

Bebe Young, Administrative Analyst)

Distribution:

City Clerk (22)
Director of Public Works
Asst. Dir. off Public Works McKinley
Pub. Works Admin. Mgr. Halldorson

Traffic Engineer Johnson
City Attorney
Risk Manager
Planning Director

Finance Director
Comm. Dev. Director
Chief of Police
Fire Chief



CITY OF CHICO MEMORANDUM

TO: CITY COUNCIL (Meeting 6/19/01) **DATE:** May 21, 2001
FROM: INTERNAL AFFAIRS COMMITTEE **FILE:** Committee Binder
RE: **REPORT ON INTERNAL AFFAIRS COMMITTEE MEETING HELD MAY 8, 2001**

Committee Present

Councilmember Bertagna, Chair
Councilmember Kirk
Councilmember Jarvis

Staff Present

City Manager Lando Traffic Engineer Johnson
City Attorney Frank Fire Marshal Myers
Asst. Dir. of Public Works McKinley Admin. Analyst Young
Asst. Comm. Dev. Dir. Sellers

A. **Consideration of Parking Place Commission Recommendations from its Meeting held January 17, 2001: (1) Removal of two parking meters in front of residences on 316 and 318 Flume Street and Denial of residents' request for Preferential Parking; (2) Rescission of City Council Resolution No. 17 99-00.** At its meeting of 5/1/01, the City Council referred these recommendations to the Internal Affairs Committee for further consideration. The Committee was provided with copies of the memorandum dated 3/21/01 from the Director of Public Works (which was prepared for the Council) recommending acceptance of the Parking Place Commission's recommendations for adoption of two City Council resolutions which would authorize: (1) the removal of two parking meters in front of residences located at 316 and 318 Flume Street, but deny the resident's request to establish preferential parking at that location; and (2) rescind City Council Resolution 17 99-00, which was adopted 8/17/99 for the purpose of modifying parking spaces in MPL #5 to accommodate the requests of Immediate Care Medical Center. Since that time, Immediate Care has decided not to purchase the building adjacent to MPL #5, so the requested modifications are not necessary. The Director of Public Works recommended that the resolutions implementing the Parking Place Commission recommendations be forwarded to the City Council for adoption.

(1) Consideration of removal of two parking meters in front of residences at 316 and 318 Flume Street and denial of residents' request to establish preferential parking at that location. Lea Juhl, 316 Flume Street, and Bill Leonard, 318 Flume Street, were present and urged the Committee to support their request for preferential parking in front of their residences if the parking meters were removed. They indicated that due to the proximity of businesses located downtown and on Flume Street, the parking spaces in front of their residences were in demand and were seldom free. Further, they felt if preferential parking had been allowed by the Veterans Memorial Building and in the Mansion Park area near the University, their request should be approved. Timothy Morehouse, 269 East Third Street, also spoke in support of preferential parking in front of the residences at this location.

City Manager Lando advised that the City Council had previously considered requests for preferential parking in the vicinity of the downtown area and they had been turned down.

Ms. Juhl acknowledged that the Council had not approved preferential parking for the downtown area in years past, but she felt it should be reconsidered in view of the increased amount of activities and attractions which drew more visitors to the downtown area, such as the Thursday Night Market.

Councilmember Kirk felt establishment of preferential parking in any vicinity of the downtown area would set a precedent and cause a domino effect, resulting in requests for preferential parking on all sides of the downtown area and in other commercial areas. Another conflicting factor was that the Downtown Chico Business Association (DCBA) encouraged its employees to park in residential areas in order to free parking spaces in front of businesses for visitors.

Councilmembers Bertagna and Jarvis were also concerned with setting a precedent, as well as with enforcement issues associated with preferential parking.

Ms. Juhl, Mr. Leonard and Mr. Morehouse all requested that the parking meters not be removed if establishment of preferential parking was denied, because removal of the meters would result in an even greater demand for the parking spaces in front of their residences. Mr. Morehouse added that another problem which should be addressed was that residents in the vicinity of downtown were often not notified of street closures for activities downtown (although he, as a Board of Director member of the DCBA, did receive notification of street closures for DCBA-sponsored events downtown).

(2) Rescission of City Council Resolution 17 99-00. No one was present to speak on this matter.

Recommendation:

The Committee recommended (3-0):

- 1. That the request for establishment of preferential parking spaces adjacent to the residences at 316 and 318 Flume Street be denied, and that the parking meters at this location not be removed, since the residents preferred the meters to remain if preferential parking was not allowed; and***
- 2. That the City Council adopt "Resolution of the City Council of the City of Chico Adopting Amendment to Traffic Regulations (Amendment No. 707)," rescinding City Council Resolution No. 17 99-00, which was adopted for the purpose of modifying parking spaces in Municipal Parking Lot No. 5 to accommodate a medical facility which did not relocate to the proposed site.***

- B. **Resolution of the Internal Affairs Committee of the City Council of the City of Chico adopting Traffic Regulation Amendment No. 710 (Establishing prohibited parking on Hartford Drive at Intersection with Bedford Drive).** The Committee was provided with a memorandum dated 4/13/01 from the Director of Public Works reporting on the establishment of "Prohibited Parking at All Times" on Hartford Drive at its intersection with Bedford Drive. This designation was needed as part of City of Chico Capital Project #10165, Bicycle Path - Springfield Drive to Little Chico Creek. The Director of Public Works recommended adoption of this resolution.

Action:

The Committee adopted (3-0) the Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 710, establishing "Prohibited Parking at All Times" on Hartford Drive at its intersection with Bedford Drive in conjunction with the Springfield Drive bike path project.

- C. **Consideration of Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 701 (Conversion to diagonal parking on various streets in South Campus area).** The Committee was provided with a memorandum dated 4/5/01 from the Director of Public Works reporting on a Parking Place Commission recommendation that the Internal Affairs Committee consider changing the designation of parking spaces on the east side of Cherry Street between West 3rd and West 4th Streets, the east side of Hazel Street between West 4th and West 5th Streets, and the west side of Normal Street between West 3rd and West 6th Streets from unrestricted parallel parking spaces to unrestricted diagonal parking spaces. This resolution was approved by the Committee at its 3/13/01 meeting; however, when the City Council considered that Committee report on 4/3/01, the matter was referred back to the Committee to ensure notification of this meeting to representatives from the South Campus Neighborhood Association. The Director of Public Works recommended the Internal Affairs Committee concur with the Parking Place Commission recommendation and adopt this resolution converting unrestricted parallel parking spaces to unrestricted diagonal parking spaces on one side of these five (5) city blocks.

Assistant Community Development Director Sellers presented the historical background of this proposal, explaining that as part of the Feasibility Study for Redevelopment of Municipal Parking Lot No. 5 developed by DiGiovanni and Anderson, it was concluded that a significant amount of additional parking spaces could be found in the "West of Downtown/South-of-Campus" area. The Department of Public Works performed an extensive survey to identify the feasibility of conversion to diagonal parking, resulting in the above recommendations which would provide an additional 19 parking spaces.

Traffic Engineer Johnson elaborated further on the process and criteria that was used to develop the recommendations for conversion to diagonal parking on the five blocks as set forth above.

After establishing that the proposed diagonal parking spaces were not designed for back-in parking, Councilmember Jarvis expressed concern with the safety of bicyclists and pedestrians due to vehicles backing out of the parking spaces.

City Manager Lando questioned whether the net gain of 19 parking spaces was worth the conversion to diagonal parking, especially in view of safety factors. After confirming with Traffic Engineer Johnson that the proposal was for the spaces to be ten feet in width, he suggested consideration of reducing the width of the spaces to eight and one-half feet in order to gain additional spaces.

Mike Campos, property owner in the area, was opposed to the proposal for conversion to diagonal parking, outlining his concerns as follows: (1) the net gain of 19 spaces was not worth the cost of \$4,500, plus maintenance cost for the striping; (2) safety issues associated with backing out of diagonal parking spaces; (3) the area was a residential neighborhood of historical significance and diagonal parking would give it a commercial appearance, detracting from the aesthetics of the neighborhood; (4) the addition of 19 parking spaces would bring more vehicles into the area, increasing congestion in an area that was not designed for diagonal parking. Mr. Campos added that he could live with conversion to diagonal parking on Normal Street, but was opposed to anything west of Normal Street that would infringe into the historical district.

Charlie Pruesser, representing the South Campus Neighborhood Association, indicated the Association was opposed to the proposal for the following reasons: (1) several older, permanent residents were concerned with the safety issues of backing out of parking spaces; (2) the neighborhood had more than adequate parking for its residents and the proposal would increase traffic and congestion; and (3) attempting to solve the problem of shortage of parking in downtown Chico by increasing the parking in adjacent residential areas was not an equitable solution.

Beth Lorber questioned why the City and the University did not build parking garages to solve the parking shortage in the downtown and University area.

City Manager Lando responded the main drawback to parking lots and garages were the high costs. A parking structure at a cost of six million dollars had been proposed at Second and Wall Streets, and the City was talking with the University regarding a cooperative effort. The City Council would be considering proposals and costs of parking lots and structures in the future, probably next Spring.

Richard Elsom, representing the South Campus Neighborhood Association, questioned why Normal Street between 6th and 8th Streets had not been proposed for conversion to diagonal parking. Traffic Engineer Johnson responded that due to the amount of driveways, no net gain in parking would result. Mr. Elsom suggested widths of seven and one-half feet, as opposed to ten feet, be considered. He also pointed out that the areas east of downtown and north of campus were also in need of parking, and that a broader solution to the entire problem should be sought, perhaps through use of Community Development Block Grant (CDBG) funds.

Randy Skoshin addressed the Committee regarding lack of adequate handicapped spaces in the downtown area and his concerns about bus service.

Chair Bertagna responded that his concerns were not scheduled on the agenda for consideration by the Committee today, and City Manager Lando directed staff to refer his concerns with adequate handicapped parking to the Parking Place Commission for a survey.

Councilmember Jarvis said she could not support the proposal for conversion to diagonal parking unless back-in parking was required, and also felt it was not worth implementing unless the width of the spaces could be reduced to eight and one-half feet in order to gain more parking spaces. She suggested that staff reconsider diagonal parking on Normal Street between 6th and 8th Streets, especially on the east side, with reduction of space width to eight and one-half feet. She felt if two dozen parking spaces could be gained in the neighborhood it would not increase congestion.

Action:

The Committee (3-0) directed staff to re-survey the area proposed for conversion to diagonal parking and to include Normal Street between 6th and 8th Streets in the survey, based on a reduction in parking space width from ten feet to eight and one-half feet, in order to determine how many additional parking spaces could be realized, and to bring the results back for further consideration by the Committee.

- D. **Consideration of Request for Stop Signs and Crosswalks on Oleander Avenue at East Frances Willard Avenue.** The Committee was provided with a memorandum dated 4/18/01 from the Director of Public Works reporting on a request that the City consider the installation of stop signs and crosswalks on Oleander Avenue at East Frances Willard Avenue. Staff studied the intersection and had determined that crosswalks were not warranted at this location. In the event the Committee did not agree with staff's recommendation, a Committee resolution adopting the Traffic Regulation Amendment had been provided for the Committee's consideration. The Director of Public Works recommended that stop signs and crosswalks not be installed on Oleander Avenue at East Frances Willard Avenue.

Assistant Director of Public Works McKinley reviewed the staff report, outlining the reasons for the recommendation for denial of the request.

Traffic Engineer Johnson elaborated on the pedestrian counts that had been performed with the help of Chico Junior High School students, and advised that the City's Code Enforcement Officer had been directed to address the problem of sight distance from overgrown vegetation that had been identified at the stop signs on East Frances Willard Avenue at Oleander Avenue.

Tara LaRose and Andrea Jones, both representatives of student government at Chico Junior High School, spoke in support of the request for stop signs and crosswalks on Oleander Avenue at East Frances Willard Avenue in order to make travel to and from the School safe for the students.

Councilmember Jarvis expressed concerns with the requested stop signs: (1) that four parking spaces would be lost in an area with an already serious parking shortage, and (2) parents might be encouraged to stop longer in order to drop off their children at the School.

Ed McLaughlin advised there were significant speeding problems on Oleander Avenue, and suggested that traffic calming measures other than stop signs be considered to alleviate the problem and increase safety for the students.

In response to Councilmember Kirk's inquiry as to whether a pedestrian refuge might work at this location, Traffic Engineer Johnson indicated that staff would have to perform an analysis in order to make a recommendation.

City Manager Lando suggested it would be appropriate to involve the Chico Unified School District in this matter, since the drop-off site at the school was a contributing factor to congestion and safety.

Councilmember Jarvis said she had heard the County Health Department was planning to move out of the facility across the street from the school on Oleander, and this might be an opportunity to alleviate some of the parking problems.

Action:

The Committee (3-0) directed staff to (1) contact the Chico Unified School District regarding any plans to improve the drop-off site on Oleander Avenue at Chico Junior High School, (2) contact the Butte County Health Department regarding its plans for the facility across the street from the School on Oleander Avenue; and (3) investigate other traffic calming measures, such as a pedestrian refuge, for the intersection of Oleander Avenue and East Frances Willard Avenue, and bring the matter back for further consideration by the Committee.

- E. **Consideration of Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 711 (Revising prohibited parking areas in the vicinity of the Chico Beauty College at 1365 Longfellow Avenue).** The Committee was provided with a memorandum dated 4/13/01 from the Director of Public Works reporting on citizen's concerns regarding impacts to the area resulting from on-street parking by students attending Chico Beauty College at 1356 Longfellow Avenue. Those concerns expressed were shortage of on-street parking on East Lindo Avenue, sight distance inadequacy at the westerly intersection of Terrace Drive and East 1st Avenue, and long term parking of vehicles on Terrace Drive. The Director of Public Works recommended adoption of Traffic Regulation Amendment No. 711 which would improve the parking situation by allowing parking in some areas currently designated "no parking" and by designating additional "no parking" areas where sight distance was a concern, resulting in a net gain of four parking spaces.

Assistant Director of Public Works McKinley and Traffic Engineer Johnson reviewed the staff report, displaying maps outlining the proposed changes in allowed parking and prohibited parking.

Debbie Stranton indicated that the Beauty College had expanded without addressing adequate parking for its increased student enrollment, thereby negatively impacting residents in the area with increased demand for parking by its students. She objected that the City was attempting to address a parking problem that should be the responsibility of the Beauty College.

Jim Sorrell, Danielle Smith, Maria Cyr, Beth Lorber, Alden Ager, Charles Mueller, and Peggy Sorrell also expressed concern with the negative impact of the expansion of the Beauty College on parking in their neighborhood, stressing the safety hazard caused by lack of sight distance at the intersection of Terrace Drive and East First Avenue, due to parked cars on the corners.

A petition from 21 residents of the area was submitted requesting that non-residential parking be prohibited on all four corners of the intersection of East First Avenue and Terrace Drive.

Several residents suggested that parking be prohibited completely on the south side of East First Avenue due to the blocking of sight distance for vehicles exiting from Terrace Drive.

Several residents also advised that they had contacted the Beauty College in an effort to address the parking problems caused by its students, but could get no cooperation or response.

City Manager Lando explained that the Beauty College expansion was probably allowed without the requirement to provide additional parking because it did not require a building permit, but that staff would check into the circumstances and confirm this.

Councilmember Jarvis suggested that although the City had no authority to require the Beauty College to address the parking problems, it might be helpful if City staff contacted the business and encouraged it to consider providing parking for its students in existing parking lots (such as at Longfellow Video).

After further discussion and recommendations from the City Manager the Committee agreed that parking should be prohibited for two spaces back on each of the four corners of the intersection of Terrace Drive and East First Avenue, and on the entire south side of East First Avenue between Terrace Drive and Longfellow Avenue.

Action:***The Committee (3-0):***

1. ***Directed staff to contact the Beauty College and encourage it to consider providing additional parking for its students in existing parking lots in the area;***
2. ***Adopted the Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment 711 (as revised by the Committee at today's meeting to also prohibit parking for two spaces back on each of the corners of the intersection of Terrace Drive and East First Avenue, and not to remove the existing prohibited parking along the south side of East First Avenue between Terrace Drive and Longfellow Avenue); and***
3. ***Directed staff to conduct a neighborhood meeting in the area to determine if there was interest in annexation to the City and establishment of residential parking.***

- F. **Reports and Communications.** The following communication item was provided for the Committee's information and consideration, and no action could be taken unless the Committee wished to give direction to staff, or schedule the matter on a future agenda for consideration.

Letter dated 3/28/01 from Bob Malowney concerning the process involved in determining appropriate street closures in the downtown commercial core.

Action:

The Committee (3-0) requested staff to schedule concerns with the process for street closures in the downtown area for the Committee's next meeting, and to notify downtown businesses and surrounding residential neighborhoods (with Councilmember Jarvis to contact staff regarding the extent of the notification).

- I. **Adjournment and Next Meeting.** The next meeting was scheduled for Tuesday, June 12, 2001, at 8:00 a.m. in Conference Room No. One.

Bebe Young, Administrative Analyst

Distribution:

City Clerk (22)
Director of Public Works
Asst. Dir. of Public Works McKinley
Pub. Works Admin. Mgr. Halldorson

Traffic Engineer Johnson
City Attorney
Risk Manager
Planning Director

Finance Director
Comm. Dev. Director
Chief of Police
Fire Chief



CITY OF CHICO MEMORANDUM

TO: CITY COUNCIL (Meeting 7/10/01) **DATE:** June 20, 2001
FROM: INTERNAL AFFAIRS COMMITTEE **FILE:** Committee Binder
RE: REPORT ON INTERNAL AFFAIRS COMMITTEE MEETING HELD JUNE 12, 2001

Committee Present

Councilmember Bertagna, Chair
Councilmember Nguyen-Tan,
 substituting for Kirk
Councilmember Wahl,
 substituting for Jarvis

Staff Present

City Manager Lando
City Attorney Frank
Director of Public Works Ross
Fire Chief Brown
Asst. Dir. of Public Works McKinley

Principal Planner Figge
Traffic Engineer Johnson
Admin. Analyst Young

A. **Consideration of Request to Abandon the Bike Path Between Parkway Village Drive and Mansfield**

Court. The Committee was provided with a memorandum dated 5/18/01 from the Director of Public Works reporting on a request by residents in the neighborhood to abandon the bike path between Parkway Village Drive and Mansfield Court. The residents contended that the vandalism the neighborhood was experiencing was caused by individuals using the bike path. The bike path was installed as a result of Council policy, through the tentative map process, to facilitate bicycle movement and provide connectivity between neighborhoods. The Director of Public Works did not recommend granting the request for abandonment of the bike path.

Assistant Director of Public Works McKinley reviewed the staff report, noting that the bike path was originally approved as part of the tentative map process the Parkway Village Subdivision. However, the streets were subsequently redesigned and as a result, the bike path dead-ended into an apartment complex parking lot. If the bike path was removed, connectivity between the neighborhoods would still exist, but the route would be slightly longer.

City Manager Lando added that he was not opposed to abandonment of the bike path because in this particular case, it went through a street with no traffic signal and ended in a parking lot. The alternate route through the neighborhood streets with stop signs and signals was actually safer for bicyclists and not that much longer.

Daryl Fitzgerald was present supporting the request for abandonment of the bike path on behalf of the residents in the neighborhood who had signed the petition. He displayed photographs and said the bike path was dangerous and if it was removed, children would take a safer route to school. He added that there had been significant crime and vandalism in the vicinity of the apartment complex where the bike path terminated, and the bike path had been used by escapees attempting to evade law enforcement. He concluded that the overall goal of the bike path was not being met.

Mr. Fitzgerald responded to Councilmember Nguyen-Tan's question regarding what alternate routes were available for bicyclists and pedestrians, indicating that most of them would take Huntington Court and connect to Forest Avenue.

Responding to Chair Bertagna's question regarding what would happen to the bike path if it was abandoned, City Manager Lando advised that the easement would revert to the property owners. Mr. Fitzgerald said the property owners had indicated a willingness to expand their property lines.

Chair Bertagna and Councilmember Nguyen-Tan were concerned with setting a precedent, especially since the bike path had been required as a condition of approval of the subdivision. Councilmember Nguyen-Tan suggested that if future requests were received, staff prepare an analysis of the "big picture" in terms of connectivity between bicycle/pedestrian routes and outlining alternate routes.

City Manager Lando agreed, recommending that such requests be reviewed on a case-by-case basis, with staff to examine alternate routes.

Recommendation:

The Committee recommended (3-0) that the bike path between Parkway Village Drive and Mansfield Court be abandoned; and that future requests be considered on a case-by-case basis with staff to provide an analysis of alternate bicycle/pedestrian routes, and how such abandonment would fit in with the overall bike path system.

- B. **Consideration of Establishment of a Radar Enforceable Speed Limit on East Lassen Avenue Between SHR 99 and Cohasset Road.** The Committee was provided with a memorandum dated 4/20/01 from the Director of Public Works recommending the establishment of a 40 MPH speed zone on East Lassen Avenue between SHR 99 and Cohasset Road. Upon annexation of this area, staff reviewed all traffic related items for compliance with City of Chico policy, and conducted the necessary engineering and traffic surveys to establish a radar enforceable speed limit on East Lassen Avenue between SHR 99 and Cohasset Road which identified the maximum safe speed limit as 40 MPH. Currently, the County posted speed limit is 35 MPH which was not based on an engineering and traffic survey. The Director of Public Works recommended forwarding the implementing resolution to the City Council for adoption.

City Manager Lando advised that even though the traffic surveys established a radar enforceable speed limit of 40 MPH, he was recommending that no change be made to the existing signs and that the speed limit be established at 35 MPH.

Recommendation:

The Committee (3-0) concurred with the City Manager's recommendation to establish a 35 MPH speed limit on East Lassen Avenue.

- C. **Consideration of Development of Traditional Neighborhood Design (TND) Improvement Standards.** At its 5/22/01 meeting with Boards and Commissions, the City Council and the Planning Commission discussed a parallel development code for traditional neighborhood design (TND) projects. The Council directed staff to refer this matter to the Internal Affairs Committee for further discussion and possible recommendations. The Committee was provided with a memorandum dated 6/4/01 from the Planning Director providing additional background on this issue.

Principal Planner Figge reviewed the staff report. The Planning Director supported development of TND standards but felt it would make sense to wait until an approved TND project (Doe Mill) that was now being developed was completed, both to gauge public reaction to the project and to actually see how it looked on the ground. She added that the time to consider development of parallel TND standards would be after the current development was completed and evaluated in terms of whether it could be successfully marketed in Chico. The Doe Mill development would be completed in approximately three months.

John Gillander felt that TND standards could work for infill within Chico because of the existing large trees and classic improvements, but he cautioned that TND standards may not be desirable in outlying, undeveloped areas. He agreed with the staff recommendation to wait until after Doe Mill was completed to consider development of TND standards rather than taking staff time now away from more immediate needs.

City Manager Lando agreed that the cautious approach would be appropriate, adding that he would like to see a parallel code of TND standards implemented eventually.

Recommendation:

The Committee (3-0) recommended that the City Council delay consideration of development of parallel Traditional Neighborhood Design (TND) standards until after the TND project that was currently being developed was completed.

- D. **Consideration of Conversion to Diagonal Parking on various Streets in the South Campus Area from Orange to Salem Streets.** The Committee was provided with a memorandum dated 5/23/01 from the Director of Public Works reporting on an Internal Affairs Committee request to re-survey the area proposed for conversion to diagonal parking based upon a reduction in parking stall width from ten feet to eight and one-half feet, and to include Normal Street between West 6th and West 8th Streets in the survey. The City's standard head-in diagonal parking stall width was 9 feet and the back-in diagonal parking stall width was 10 feet. The cost to convert one side of these streets to diagonal parking would be \$6,300.

City Manager Lando advised that staff did not recommend back-in diagonal parking stalls with an eight and one-half foot width due to lack of maneuverability. He questioned whether the conversion to diagonal parking was worth the few parking spaces (19) that would be gained.

Assistant Director of Public Works McKinley responded that the general consensus at the previous Committee meeting when this was discussed was that the proposal would not be worth the net gain of 19 parking spaces. Traffic Engineer Johnson added that because the existing parallel parking spaces in the area were 22 feet long, more cars were probably accommodated than the number of spaces suggested, so the net gain in converting to diagonal parking was probably even less.

Mike Campos stated most residents and property owners in the South Campus area were opposed to the diagonal parking proposal because it gave the neighborhoods a commercial look. He did feel that diagonal parking could be considered on Salem Street, since it was wider than other streets in the area and was more commercial than residential. The bike path on Salem would have to be abandoned in order to implement diagonal parking, but he said most bicyclists used other streets in the area anyway.

City Manager Lando reviewed that this proposal was developed as a result of the feasibility study for development of Chico Municipal Parking Lot No. 5, in an effort to gain parking spaces that would be lost. However, it appeared to be a "band-aid" fix for a much larger parking shortage issue which would need to be addressed. He recommended that the Committee take no action on the proposal for conversion to diagonal parking at this time, and that staff provide a report to the full Council on how other communities handled diagonal parking, and an analysis of whether it should be considered for Salem Street.

Councilmembers Bertagna and Nguyen-Tan stressed that they did not want to eliminate the option of the diagonal parking proposal, even if no action was taken on it at this time.

Action:

The Committee (3-0) took no action at this time on the proposal for conversion of parallel parking to diagonal parking in the South Campus area, but directed that the option be left open, and that staff provide a report to the Committee on how other communities were handling diagonal parking, and an analysis of whether it should be considered for Salem Street.

- E. **Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 716 (establishing a "Handicapped Parking" space in front of 637 West Sixth Avenue).** The Committee was provided with a memorandum dated 5/21/01 from the Director of Public Works reporting on a request from Robert Sharp, the owner of a single family residence located at 637 West Sixth Avenue, to establish handicapped parking in front of his property for his use. Staff met with Mr. Sharp, reviewed the current parking designations in the vicinity, and concurred there was a need to designate a handicapped parking space at that location. The Director of Public Works recommended adoption of the Resolution.

Action:

The Committee (3-0) adopted the Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 716, establishing a "Handicapped parking" space in front of 637 West Sixth Avenue.

- F. **Consideration of Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 715 (removal of three Two-Hour limited time parking spaces at corner of Main and East Ninth Street, and conversion of two Two-Hour limited time parking spaces adjacent to 1000 Main Street to Ten-Minute spaces).** The Committee was provided with a memorandum dated 5/21/01 from the Director of Public Works reporting on Parking Place Commission consideration of a request from Mark Abouzeid, the owner of Automotive Elite located at 902 Main Street, for City review of the conflict between the Two-Hour limited time parking spaces and his driveway onto Main Street. The Director of Public Works recommended adoption of Traffic Regulation Amendment No. 715 which would: 1) remove the three, Two-Hour limited time parking spaces on Main Street at its corner with East 9th Street adjacent to 902 Main Street; and 2) change the designation of the two, Two-Hour limited time parking spaces adjacent to 1000 Main Street to Ten-Minute limited time parking spaces.

Traffic Engineer Johnson reviewed the staff report. No one was present in the audience to address this matter.

Action:

The Committee (3-0) adopted the Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 715 (removal of three, Two-Hour limited time parking spaces at corner of Main and East Ninth Streets, and conversion of two, Two-Hour limited time parking spaces adjacent to 1000 Main Street to Ten-Minute spaces).

- G. **Status Report on the City / County Fire Automatic Aid Agreement.** The Committee had been provided with copies of the first annual status report regarding the City / County Fire Automatic Aid Agreement, entitled Chico Urban Area Fire and Rescue Agreement (CUAFRA).

Fire Chief Brown was present and reviewed the background of the Agreement. The Plan had three parts: the first part covered facilities, the second part addressed ideal fire station locations in order for the City to protect the core urban area and the County to protect the outlying areas; and the third part was an on-the-ground operational plan for the two agencies (operational letter). In order to change anything in the Plan, both the City and County would have to agree. However, the two Fire Chiefs had authority to change the operational letter. The Agreement was to be reviewed after one year to determine whether revisions were needed to either the Plan or the operational letter.

Chief Brown then outlined the following issues that had been identified:

1. The Pager Alarming System for City response to calls in the unincorporated area was unreliable. The City had recommended to the County Fire Chief that the system be changed so that the County dispatch center would contact the City dispatch center directly. The pager alarming system would be kept as a back-up.
2. Boundaries of the Urban Area – an error had been made in calculating which station should respond in the area west on Highway 32 towards the river, and an adjustment would be made so that Station 6 served this area.
3. Relocation of Station 44 –the County Fire chief was looking into a new location for this station in the far southern section of the urban area because it had a very small service area and two of the City stations were able to cover its first due area.
4. Need for more training by County on operational procedures under the Agreement – County personnel from outside the urban area were often not familiar with the operational procedures of the Agreement.
5. Joint monthly City/County meetings – for a time these were not implemented, but were occurring now on a regular basis.

Fire Chief Brown responded to Councilmember Nguyen-Tan's questions about concerns the International Association of Firefighters (IAFF) bargaining group had brought to him.

Chuck Fry, representing IAFF, said the Association agreed with the issues of concern the Chief had outlined and planned to work with him on those issues. He added the issues would also be addressed at the monthly meetings with the County. The Association would submit its recommendations at the joint meeting in July.

Chief Brown concluded his report, advising the Committee that those issues requiring agreement by the City Council and the County Board of Supervisors would be brought before the Council, and that he would provide an informational report to Council on the operational issues which could be resolved by the two Fire Chiefs.

Action:

The Committee took no action on this status report.

- H. **Business from the Floor.** Members of the public could address the Committee at this time on any matter not already listed on the agenda, with comments being limited to three minutes. The Committee could not take any action at this meeting on requests made under this section of the agenda.

Mitigation Monitoring Program. John Gillander was concerned that the on-site pre-development meetings with staff and developers that were required as part of the recently implemented Mitigation Monitoring Program were a fruitless exercise that was unnecessary and wasted the developers' time and money. He cited a recent situation where apparently City staff did not show up for such a meeting. Chair Bertagna thought the Mitigation Monitoring program was supposed to have been brought back to the Committee for a one-year review. City Manager Lando advised that a status report on the Mitigation Monitoring program would be added to the Committee's pending agenda items list and brought back to the Committee in a couple of months.

- I. **Reports and Communications.** The following report and communication item was provided for the Committee's information and consideration, and no action was requested unless the Committee wished to give direction to staff.

Letter dated 5/2/01 from Jann Reed, 347 Legion Avenue, requesting amendments to the preferential parking permits in the Mansion Park area which would limit permittees to parking on certain streets. Councilmembers Nguyen-Tan and Wahl requested that this be included on the Committee's next agenda so that regular Committee members Kirk and Jarvis would have an opportunity to schedule it for consideration if they so wished.

- I. **Adjournment and Next Meeting.** The meeting was adjourned at 9:20 a.m.. The next meeting was scheduled for Tuesday, July 10, 2001, at 8:00 a.m. in Conference Room No. One.

Bebe Young, Administrative Analyst

Distribution:

City Clerk (22)
 Director of Public Works
 Asst. Dir. of Public Works McKinley
 Pub. Works Admin. Mgr. Halldorson

Traffic Engineer Johnson
 City Attorney
 Risk Manager
 Planning Director

Finance Director
 Comm. Dev. Director
 Chief of Police
 Fire Chief



CITY OF CHICO MEMORANDUM

TO: CITY COUNCIL (Meeting 8/7/01) **DATE:** July 17, 2001
FROM: INTERNAL AFFAIRS COMMITTEE **FILE:** Committee Binder
RE: REPORT ON INTERNAL AFFAIRS COMMITTEE MEETING HELD JULY 10, 2001

Committee Present

Councilmember Bertagna, Chair
Councilmember Kirk
Councilmember Jarvis

Staff Present

City Manager Lando
City Attorney Frank
Chief of Police Efford
Asst. Dir. of Public Works McKinley
Traffic Engineer Johnson
Fire Prevention Officer Doane
Admin. Analyst Young

A. **Consideration of Traffic Issues on Marigold Avenue, North of East Avenue, including the Establishment of a Speed Zone.** The Committee was provided with a memorandum dated 6/19/01 from the Director of Public Works reporting on a number of traffic related issues along Marigold Avenue, including: (1) the number of trucks traveling on Marigold; (2) the possibility of installing speed bumps; (3) the lack of speed limit signs; and (4) the need for repair of asphalt curbing and for both street and sidewalk sweeping along Marigold Avenue, which has been forwarded to the Operations and Maintenance Division of the Public Works Department for action. The Director of Public Works recommended establishing a 40 mile-per-hour speed zone on Marigold Avenue and that the implementing resolution be forwarded to the City Council for adoption.

City Manager Lando recommended that the speed limit on Marigold be set at 35 mph, rather than 40, even though it was not radar enforceable.

Councilmember Jarvis recommended that if Council was going to set the speed limit on Marigold lower than what was radar enforceable, that it be set at 25 mph, although she was concerned that this might give a false sense of security. She recommended that a letter be sent to residents in the area explaining the restrictions on the radar enforceability of a 25 mph speed limit. She also requested that staff send a letter to the contractor in charge of construction at the end of Marigold requesting that the trucks be directed to slow down, and the City Manager said staff would follow through on this.

Marjorie Fredenberg was concerned that the City had opened Marigold Avenue as a four-lane street with no speed controls. She felt 30 mph would be a comfortable and efficient speed limit, but agreed 25 mph would be better. City Manager Lando explained that the design of Marigold Avenue had been changed from a four-lane to a two-lane street because a previously proposed development in that area was no longer anticipated, and staff was directed to send her a letter explaining this. Regarding her concerns with the debris collecting around the asphalt dividers, this had been referred to the Operations and Maintenance Division to address.

Recommendation

The Committee recommended (3-0) that the speed limit on Marigold Avenue be established at 25 miles per hour, and that staff be directed to send a letter explaining the enforceability of this speed limit to residents in the area.

- B. **Consideration of Parking Issues on the South Side of East 3rd Street between Wall and Flume Streets.** The Committee was provided with a memorandum dated 6/19/01 from the Director of Public Works reporting on action taken by the Parking Place Commission at its 4/18/01 meeting to deny a request from Karissa Morehouse, 269 East 3rd Street, to establish a "Preferential Parking Area" for the five uncontrolled parking spaces on the south side of East 3rd Street between Wall and Flume Streets. The Director of Public Works recommended the Committee concur with the Parking Place Commission recommendation denying the request to establish a "Preferential Parking Area" for the five uncontrolled parking spaces on the south side of East 3rd Street between Wall and Flume Streets.

Karissa Morehouse was present explaining that the reason for her request for preferential parking at this location was due to business owners and employees in downtown Chico frequently parking in front of her house for the entire day. She felt preferential parking should be considered as an option since it had been implemented in other areas of the City (Mansion Park).

Councilmember Jarvis explained that the Council had considered preferential parking for residential areas close to downtown on a number of occasions and found it not to be an option for many reasons, including surveys indicating a majority of residents in the area were not in favor of it.

Recommendation:

The Committee recommended (3-0) denial of the request to establish a "Preferential Parking Area" for the five uncontrolled parking spaces on the south side of East 3rd Street between Wall and Flume Streets.

- C. **Consideration of Request from Team Chapman for Measures to Reduce Tobacco Advertising and Promotions in Stores.** The Committee was provided with a memorandum dated 6/18/01 from a youth group of Team Chapman (under the umbrella of the Butte County Office of Education) providing information on a survey conducted regarding tobacco advertising and promotions, including self-service displays, in stores in Chico, requesting the City Council to take action to reduce both the availability and promotion of tobacco products to youth, and outlining options such as: prohibiting self-serve displays and publicly visible tobacco advertising near "kid zones;" limiting the number of tobacco-only outlets near "kid zones;" and licensing tobacco retailers and revoking licenses if sales to minors laws were violated.

Ellen Michels, Butte County Department of Public Health, and the following representatives from the Team Chapman youth group were present at today's meeting and presented the results of its study and its request to the Committee: Tommy Kirk, Mai Sayavong, Sakuna Lay, Sayfenez Sayavong, Apsarana Hwok, Daisie Hurtado, Steen Saiavong, Edgar Hurtado, and Francisco Hurtado.

Team Chapman members shared their experiences in surveying stores selling tobacco products, feeling that a major concern which contributed to youth tobacco use were the self-serve displays found in several stores, which were often close to candy and snacks, and which were easily accessible. They also spoke about the large number of junior high and high school students who already smoked cigarettes across the street from school grounds during breaks and lunch.

Responding to Committee members' questions regarding citing underage smokers, the Chief of Police advised that there was not enough personnel to patrol the schools.

Ellen Michels distributed information regarding local restrictions on tobacco advertising and sales, including a list of California communities with ordinances restricting youth access to tobacco, a sample ordinance regulating the location and operations of tobacco retailers, and information on municipal authority to regulate the location and operation of tobacco retailers.

Councilmember Kirk was interested in restricting self-service tobacco displays as soon as possible, feeling those products that could be easily shop-lifted by youth were the most dangerous.

City Attorney Frank advised that the City could restrict self-service displays, and the City Manager added enforcement by City Code Enforcement Officers would be fairly simple.

The City Attorney indicated that a recent Supreme Court ruling had struck down a State of Massachusetts regulation which restricted tobacco advertising within 1000 feet of schools.

City Manager Lando noted that the results of Team Chapman's survey regarding tobacco advertising signage appeared to conflict with the City's current sign ordinance.

Ellen Michels indicated that the Public Health Department had been awarded a grant for enforcement of tobacco-related ordinances, which might be of some assistance to the City if restrictions were adopted.

Recommendation:

The Committee recommended (3-0):

1. ***That staff be directed to pursue restriction of self-service tobacco product displays in stores.***
2. ***That staff report back on how the City's current sign ordinance impacts tobacco advertising and whether enforcement of current regulations would solve the concern with excessive tobacco advertising.***
3. ***That the City Attorney provide an update on recent court decisions regarding restrictions on location of retail tobacco product stores and advertising.***

D. Consideration of (1) Reclassification of various streets within the City from "Collector" to "Local;" and (2) Traffic Calming Measures in California Park

1. **Proposed General Plan Amendment to Reclassify various City Streets from "Collector" to "Local."** The Committee was provided with a memorandum dated 6/19/01, the Director of Public Works recommends (a) that the following City streets be reclassified in the General Plan as "Local" streets, which would allow radar enforcement of a 25 mile-per-hour speed limit: East Lindo Avenue (Laburnum Avenue - Mangrove Avenue); East Sacramento Avenue; Idyllwild Circle; Lakewest Drive (Bruce Road - Idyllwild Circle); Palm Avenue; Spruce Avenue; Yosemite Drive; West Lindo Avenue (Moyer Way - Esplanade); West First Avenue (North Cedar Street - Warner Street); and West Fourth Avenue (Warner Street - Esplanade); and (b) that 25 mile-per-hour signs be installed on Idyllwild Circle and Lakewest Drive (Bruce Road - Idyllwild Circle).

City Manager Lando advised that the above recommendation was pursuant to previous direction from the Committee.

Recommendation:

The Committee recommended (3-0):

- a. ***That the following City streets be reclassified in the General Plan as "Local" streets, which would allow radar enforcement of a 25 mile-per-hour speed limit: East Lindo Avenue (Laburnum Avenue - Mangrove Avenue); East Sacramento Avenue; Idyllwild Circle; Lakewest Drive (Bruce Road - Idyllwild Circle); Palm Avenue; Spruce Avenue; Yosemite Drive; West Lindo Avenue (Moyer Way - Esplanade); West First Avenue (North Cedar Street - Warner Street); and West Fourth Avenue (Warner Street - Esplanade).***
 - b. ***That 25 mile-per-hour signs be installed on Idyllwild Circle and Lakewest Drive (Bruce Road - Idyllwild Circle).***
2. **Traffic Calming Measures in California Park.** Councilmember Kirk disqualified herself from participating in this matter because her residence was located in California Park.

The 6/19/01 memorandum from the Director of Public Works also provided background and evaluation of the impacts of traffic calming measures that had been implemented within California Park during the last year. Included in the report were subsequent requests that had been received for additional traffic calming measures in California Park, including speed bumps and stop signs, as well as requests for removal of recently installed stop signs. The staff conclusion was that reclassification of Idyllwild Circle, Lakewest Drive and Yosemite Drive to "local" streets (see #1 above) would help solve the area wide problem of speeding in California Park, as opposed to localized solutions, such as stop signs and speed humps, which may have negative impacts if not warranted.

City Manager Lando summarized that the three issues to be addressed today were (1) whether the three stop signs at the intersection of Burney Drive and Idyllwild Circle should be removed or retained; (2) whether the recently installed stop signs on Yosemite Drive should be removed or retained; and (3) whether the temporary speed bumps on Yosemite Drive should be made permanent, and if so, whether more should be added and where.

Connie Wallick, Mike Fortino, and M. and R. Collins spoke in support of removing the recently installed stop signs at the intersection of Idyllwild Circle and Burney Drive, feeling they were unwarranted, created a traffic "log jam," and were dangerous because the signs were not obeyed by most drivers. No one present at the meeting had any objection to removal of these stop signs; however, Traffic Engineer Johnson noted that Mark Maidenburg, who had originally requested installation of these stop signs, had sent a facsimile message requesting that the signs not be removed.

Action:

The Committee (2-0-1, Kirk disqualified) adopted the Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 719, authorizing the removal of the three stop signs at the intersection of Burney Drive and Idyllwild Circle.

Susan McManus, Frieda White, and Joe Matz spoke in favor of retaining the recently installed speed bumps and stop signs on Yosemite Drive, noting that their immediate neighbors who could not be present today, also supported their retention. Copies of an electronic message from Donald Chambers supporting retention of the speed bumps and stop signs on Yosemite Drive were distributed at the meeting.

Traffic Engineer Johnson reported he had received one request from Gary Cowden to remove the stop signs at the intersection of North Idyllwild Circle and Yosemite Drive.

Jennifer Eberly, 217 Idyllwild Circle, spoke against redesignating Idyllwild South as a local street, feeling that since only eight residences faced the street, a 25 mph speed limit was too slow and would clog the traffic flow.

City Manager Lando responded that the Committee had heard before from a majority of residents there was a speeding problem on Idyllwild Circle, and he advised Ms. Eberly she should contact the City if traffic congestion became a problem due to a 25 mph speed limit.

Jerry Henderson felt there was also a speeding problem on Lakewest Drive and questioned why Yosemite Drive was getting all the attention.

City Manager Lando requested the Chief of Police to place the Department's radar trailer on Lakewest Drive to deter speeding.

The consensus of those present in the audience was that the recently installed stop signs and speed bumps on Yosemite Drive should be retained.

The Committee concurred that the existing stop signs on Yosemite Drive should be retained, taking no action on this issue since action would have been required only for removal of the signs.

The Committee discussed its previous direction that the temporary speed bumps be moved to the north section of Yosemite Drive after a trial period. Staff indicated it could take up to six months to install the permanent speed bumps which would replace the temporaries on the south section of Yosemite Drive, and the Committee agreed that relocation of the temporary speed bumps from the south to north section of Yosemite Drive should be addressed in six months.

Recommendation:

The Committee recommended (2-0-1, Kirk disqualified) that permanent speed bumps be installed where the temporary speed bumps were currently located on the south portion of Yosemite Drive; and that the issue of relocation of the temporary speed bumps from the south to the north section of Yosemite Drive be addressed by the Committee in six months, after the permanent speed bumps were installed on the south portion of the street, with notification of that meeting to be provided to California Park residents.

- E. **Reports and Communications.** The following report and communication items were provided for the Committee's information and consideration, and no action was requested unless the Committee wished to give direction to staff.
- A. Letter dated 5/2/01 from Jann Reed, 347 Legion Avenue, requesting amendments to the preferential parking permits in the Mansion Park area which would limit permittees to parking on certain streets. ***No action was taken by the Committee.***
- B. Memorandum dated 6/26/01 from Assistant Director of Public Works McKinley providing a report on how other communities are handling diagonal parking and an analysis of whether it should be considered in the future for Salem Street. ***No action was taken by the Committee, and this matter will remain on the Committee's pending list.***
- F. **Adjournment and Next Meeting.** The meeting adjourned at 9:45 a.m. The next meeting was scheduled for Tuesday, August 14, 2001, at 8:00 a.m. in Conference Room No. One.

Bebe Young, Administrative Analyst

Distribution:

City Clerk (22)
Director of Public Works
Asst. Dir. of Public Works McKinley
Pub. Works Admin. Mgr. Halldorson

Traffic Engineer Johnson
City Attorney
Risk Manager
Planning Director

Finance Director
Comm. Dev. Director
Chief of Police
Fire Chief



CITY OF CHICO MEMORANDUM

TO: CITY COUNCIL (Meeting 9/4/01) **DATE:** August 17, 2001
FROM: INTERNAL AFFAIRS COMMITTEE **FILE:** Committee Binder
RE: **REPORT ON INTERNAL AFFAIRS COMMITTEE MEETING HELD AUGUST 14, 2001**

Committee Present

Councilmember Bertagna, Chair
Councilmember Jarvis
Councilmember Kirk

Staff Present

City Manager Lando
City Attorney Frank
Chief of Police Efford
Director of Public Works Ross
Asst. Dir. of Public Works McKinley
Traffic Engineer Johnson
Fire Prevention Officer Meyers
Admin. Analyst Young

- A. **Consideration of Request for Traffic Calming Measures on Oak Way at Lia Way.** The Committee was provided with a memorandum dated 7/25/01 from the Director of Public Works reporting on a request from Kristen Fairfield, 1091 Lia Way, urging City consideration of traffic calming measures in the vicinity of Oak Way and Lia Way. Specifically, Ms. Fairfield had requested the installation of either a stop sign at the intersection of Oak and Lia Ways or the installation of a speed bump on Oak Way to slow traffic. This intersection did not meet the requirements for a speed bump or a stop sign. The Director of Public Works recommended the establishment of a 40 MPH speed zone on Oak Way and that Traffic Regulation Amendment No. 720 be forwarded to the City Council for adoption.

City Manager Lando explained that the Department of Public Works staff recommendation for a 40 MPH speed limit on Oak Way was based on a speed survey for radar enforceability; however, he recommended it be set no higher than 35 MPH.

Linda Leahy objected to raising the speed limit to 40 MPH, requesting that a speed survey be performed during soccer season when there was heavy congestion in the area by Oak Way Park.

Councilmember Bertagna said he would support a 25 MPH speed zone on Oak Way.

Kristin Fairfield and Ruth Murphy spoke in opposition to a 40 MPH speed zone on Oak Way, stressing its proximity to the Park and School. The Committee was provided with copies of Ms. Murphy's letter regarding traffic issues on Oak Way.

Dick Cory supported the lowest possible speed limit for Oak Way, especially since there were no sidewalks in many places for students walking to school.

The Committee requested staff to investigate whether plans were in place for any development which might require installation of more sidewalks to fill in the gaps on Oak Way.

Leslie Hess, who lived at 1634 Oak Way, spoke in support of the lowest possible speed limit for Oak Way, agreeing with other residents' comments about the heavy congestion during soccer season.

Ruth Murphy suggested that parking be prohibited in front of Ms. Hess' home at 1634 Oak Way to relieve the congestion and Ms. Hess said she would be in favor of the parking prohibition.

The Committee requested staff to investigate a parking prohibition in front of the home at 1634 Oak Way.

Recommendation:***The Committee (3-0):***

1. ***Recommended the speed limit be established at 25 miles per hour on Oak Way and that the implementing resolution be forwarded to the City Council for adoption.***
2. ***Directed staff to conduct a speed survey on Oak Way during soccer season.***
3. ***Directed staff to investigate whether development plans were underway which would require installation of sidewalks in the gaps where there were none along Oak Way.***
4. ***Directed staff to investigate the possibility of prohibited parking adjacent to 1634 Oak Way.***
5. ***Directed staff to investigate whether Oak Way should be reclassified from a collector street to a local street.***

B. Consideration of Traffic Issues along East First Avenue Between Esplanade and Mangrove Avenue.

At its 3/13/01 meeting the Committee asked staff to review the left turn from East 1st Avenue onto Laburnum Avenue as well as the concept of half-bulbing the intersection of Oleander and Palm Avenues at East 1st Avenue. By memorandum dated 7/25/01, the Director of Public Works provides information on the following traffic related issues along East First Avenue:

1. Installation of one-half bulbing at the intersections of Oleander and Palm Avenues with East First Avenue; and
2. Installation of signage on East 1st Avenue at Laburnum Avenue to allow left turns onto Laburnum Avenue on Saturdays and Sundays. The Director of Public Works recommended to continue allowing left turns onto Laburnum Avenue on Saturdays and Sundays.

Allowing Left Turn Lanes on to Laburnum Avenue. The Committee was provided with copies of a phone message from Metta Boyd indicating she felt the pedestrian refuge was ineffective and should be removed; but if it was not removed, she supported allowing left turns from East 1st Avenue on to Laburnum at all times.

Bill Howerton spoke in support of allowing left turns, and also pointed out that most people receiving notices in the mail did not understand what "traffic calming measures" meant, suggesting that this be articulated in future notices.

Councilmember Jarvis requested staff to explain what "traffic calming measures" are in future public notices, and City Manager Lando responded staff would try to include pictures or diagrams.

Tom Shepler, First Christian Church, urged the Committee to expand the times that left turns would be allowed, advising that the Church was used by many community service groups in the evenings and during the week and was not a "Sunday only" facility.

Ken Brownell indicated there was a dangerous situation at the intersection of Sacramento Avenue and Spruce in that there was a large motor home parked on the corner that blocked the sight distance at the intersection. Andy Holcombe added that there may be an American with Disabilities Act issue in connection with the owner of the motor home and where it was parked.

City Manager Lando advised there was a provision in the Code which allowed posting of signs requiring parked vehicles to be under a certain height, and that staff would check into this situation and contact Mr. Brownell and the owner of the vehicle.

Lowell Terrill advised that the left turn sign needed to be moved.

City Manager Lando responded that staff would check into the positioning of the left turn signs by the pedestrian refuge.

During discussion, Chair Bertagna and Councilmember Kirk supported continuing to allow left turns from East 1st Avenue on to Laburnum Avenue on Saturdays and Sundays and expanding the times left turns would be allowed to every day between 6:00 p.m. and 6:00 a.m.

Councilmember Jarvis indicated she could not support that recommendation, in that she had been opposed to allowing left turns at any time and felt allowing more would increase the chance of accidents.

Installation of One-Half Bulbing at Intersections of Oleander and Palm Avenues with East 1st Avenue. Assistant Director of Public Works McKinley explained that one-half bulbing on the side streets would not affect left turns off of East 1st Avenue.

City Manager Lando added that although one-half bulbing did not affect left turns, it could slow down right turns coming from East 1st Avenue on to the side streets.

Councilmember Bertagna indicated he had spent some time observing these intersections and did not feel the one-half bulbing was necessary, and that it might cause accidents if right turning vehicles were unaware of the bulbing and did not slow down enough.

Andy Holcombe felt the biggest problem was ensuring a safe pedestrian crossing of East 1st Avenue at Oleander and that one-half bulbing on the side streets would not help because it was East 1st Avenue that was the problem. If at all, he felt the one-half bulbing should be installed on East 1st Avenue, and that it would serve no purpose on the side streets.

Judy O'Neill asked if there was an example of one-half bulbing in town, and Director of Public Works Ross responded that some had been installed in the Doe Mill subdivision.

Paula Busch spoke in support of bulbing on East 1st Avenue and also objected to more signs being installed by the pedestrian refuge. Director of Public Works Ross responded that additional signs would not be installed, but that the existing signs would be revised.

The Committee (3-0) took no action on the installation of one-half bulbing on Oleander and Spruce Avenues at their intersection with East 1st Avenue.

Recommendation:

The Committee (2-1, Jarvis opposed) recommended that left turns from East 1st Avenue onto Laburnum Avenue be allowed between 6:00 p.m. and 6:00 a.m. every day, continue to be allowed all day on Saturdays and Sundays, and that the implementing resolution be forwarded to the City Council for adoption.

The Committee was in recess from 9:00 a.m. - 9:10 a.m.

C. **Consideration of City of Flags Committee's Request for Approval of (1) Specific Holidays and Election Days for Display of Flags; and (2) Additional Streets for Expansion of the Display.** By letter dated 7/31/01, Ed Regan requests the Committee to recommend approval of:

1. Flag displays on Memorial Day, Flag Day, Independence Day, Voting Day (during an election year); and Veteran's Day.
2. Expansion of the flag displays to the following streets as funds become available to the City of Flags Committee:
 - a. Main and Broadway (from Memorial Way to East 20th Street)
 - b. East Park to Highway 99
 - c. Mangrove (Vallombrosa to Cohasset)
 - d. Forest Avenue (20th to Skyway)
 - e. East 20th (Park to Forest)
 - f. Upper Esplanade (11th Avenue to East Avenue)

The Committee indicated support of the request and asked the members of the Flag Committee who were present to introduce themselves.

Director of Public Works Ross advised that the City owned most of the poles on the designated streets, but in some instances P.G.&E. was the owner and could be contacted for permission.

City Manager Lando suggested adding authorization for the flags to be displayed on other days as may be approved by the City Manager, in the event other occasions arose when it might be appropriate (such as during the recent memorial services held for the community's slain peace officers).

Recommendation:

The Committee recommended (3-0) approval of the City of Flags Committee's request for specific days and expansion of the flag displays as follows:

- 1. Flag displays on Memorial Day, Flag Day, Independence Day, Voting Day (during an election year), Veteran's Day, and other occasions as may be approved by the City Manager.***
- 2. Expansion of the flag displays to the following streets as funds become available to the City of Flags Committee:***
 - a. Main and Broadway (from Memorial Way to East 20th Street)***
 - b. East Park to Highway 99***
 - c. Mangrove (Vallombrosa to Cohasset)***
 - d. Forest Avenue (20th to Skyway)***
 - e. East 20th (Park to Forest)***
 - f. Upper Esplanade (11th Avenue to East Avenue)***

- D. **Consideration of Structure for the Youth Shadow Council Program.** At its meeting of 7/17/01, the City Council conceptually approved continuance of the Youth Shadow Council program for the upcoming school year, and requested the Committee to work with Project Director Dolly Brown on final determination of the new structure. The Council also requested that when the matter came back to Council for final approval, the following be provided: (1) information on the impact on staff, including the anticipated hours needed; and (2) commitment letters from Butte County Behavioral Health and Chico State University for the program. The Committee was provided with copies of a memorandum dated 8/9/01 from Dolly Brown outlining the proposed program structure. Ms. Brown had requested final Council approval at its 9/4/01 meeting in order to implement the program by October.

Councilmember Jarvis questioned why the program was proposed for October 2001 through November 2002, suggesting that it should follow the school year by beginning in September or October and continuing through May or June. She suggested No. 3 in Ms. Brown's memorandum be changed to September through May, and the Committee concurred.

Chair Bertagna felt the age limit of 25 was too high, noting that he would like to see younger students in the program between the ages of 14 - 20.

Ms. Brown responded that most of the participants were in the younger age group, but that 25 was the limit in the standard definition of "youth."

Referring to Item No. 9 in the memorandum, Chair Bertagna said he did not want this program to become a political venue, feeling that the Youth Shadow Council input and recommendations should not automatically come before the City Council.

City Manager Lando recommended that the program outline be amended to clarify that the Youth Shadow Council's input and recommendations on issues would go through the usual channels to come before a City Board or Commission or the City Council.

Councilmember Kirk inquired about the commitment to the program from the other agencies, and Ms. Brown responded that she had letters and emails from CSUC and Butte County Department of Behavioral Health indicating their willingness to assist with the program.

Ms. Brown requested permission to begin recruitment/application process for Youth Shadow Council participants, even though the program would not be considered for final approval by the City Council until 9/4/01, so that representatives might attend the youth programs held during the League of California Cities annual conference in September.

City Manager Lando advised her that it would be appropriate to begin recruitment for the program at any time since the Council had conceptually approved continuation of the program.

Councilmember Jarvis clarified No. 11 of the memorandum regarding "town hall meetings," which she said would be held at various schools, rather than in the Council Chambers, and would take the place of some regular Youth Shadow Council meetings.

Staff requested Ms. Brown to advise the City Clerk's office in advance when a televised meeting was rescheduled as a town hall meeting at one of the schools, so that televising of the meeting could be canceled.

Councilmember Jarvis requested Ms. Brown to submit a schedule of Youth Shadow Council meetings and notify City Councilmembers of the town hall meetings.

Recommendation:

The Committee recommended (3-0) approval of the Youth Shadow Council program as set forth in Project Director Brown's memorandum of 8/9/01, with the following revisions and clarification:

- 1. No. 3 (and No. 4) should be revised to provide for the program to be conducted from September or October through May (rather than November), with regular meetings to be held on the second Monday of the month from 6:30 p.m. to 8:30 p.m..***
- 2. No. 9 should be revised to clarify that the Youth Shadow Council's input or recommendations would go through established City procedures, and would not automatically come before the City Council or its Boards and Commissions for consideration.***
- 3. A provision should be added that the Project Director will submit a schedule of meetings to the City Clerk's office and that the City Council would be notified of all "town hall meetings" of the Youth Shadow Council.***

- E. **Consideration of Prohibited Parking on portion of Palmetto Avenue – Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 718.** The Committee was provided with a memorandum dated 7/25/01 from the Director of Public Works reporting that staff had received a number of complaints of limited site distance on Palmetto Avenue at Karen Drive. He recommended the establishment of "Prohibited Parking at All Times" on a portion of Palmetto Avenue on the east side of Karen Drive, and Committee adoption of the implementing resolution.

Charles Turner, owner of the corner property where parking would be prohibited, had no objection to the parking prohibition on Palmetto, and recommended that it be extended around the corner on Karen Drive as well.

Chair Bertagna felt there was a dangerous situation at the intersection of Moss and Palmetto, and that the right-of-way should be assigned to prevent confusion. He requested staff to investigate the installation of yield signs.

Action:

The Committee (3-0):

- 1. Adopted the Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 718, as revised at today's meeting to extend the parking prohibition on Palmetto Avenue around the corner on Karen Drive.***
- 2. Directed staff to investigate assigning the right-of-way at the intersection of Moss Avenue with Palmetto Avenue and report back to the Committee.***

- F. **Consideration of Proposal for Development of a Public Educational Brochure to be used as a Tool to Reduce Speeding on City Streets.** At its meeting of 3/13/01, the Internal Affairs Committee requested that staff develop a public education program to reduce speeding in residential areas and on City streets. The Committee was provided with a memorandum dated 7/25/01 from the Director of Public Works providing information on the City's traffic calming program, the use of education, enforcement and engineering (the three "e"s), and a proposal for public service announcements.

Councilmember Jarvis felt the brochure was a great start, but recommended that the City allocate funding for some paid advertising on network as well as public television to discourage speeding in residential areas.

Action:

The Committee (3-0):

1. ***Directed staff to investigate a program for television commercials to discourage speeding in the community and bring it back to the Committee for further consideration.***
2. ***Requested that when finalized, the educational brochure be distributed during highschool and college orientations.***

- G. **Request for Direction to Staff regarding City's Draft Traffic Calming Program (Neighborhood Traffic Management Program).** The last time the Committee reviewed the City's draft Traffic Calming Program in March, staff was requested to apply the revised ranking system to a few City streets and bring the results back for further review. The Director of Public Works was requesting further direction from the Committee as to which streets should be used as samples for testing the ranking system, and would be prepared to discuss options at the meeting.

Action:

The Committee (3-0) directed staff to apply the ranking system in the City's draft Traffic Calming Program to (1) Palmetto Avenue, (2) Madrone Avenue, and (3) West Fourth Avenue between the Esplanade and Warner Street; as well as any other streets that staff might feel were appropriate to use as samples for testing the ranking system.

- H. **Reports and Communications.** The following communication item was provided for the Committee's information and consideration, and no action was requested unless the Committee wishes to give direction to staff.

Electronic Message received 7/16/01 from Jane Heller regarding Noise and Parking Problems for Residents living Close to the Downtown Area. Ms. Heller suggests (1) that landlords be requested to provide tenants (and their parents if tenants are under age 21) with City statutes regarding noise; and (2) that preferential parking be established for residents near the downtown area.

The Committee took no action to schedule this matter for consideration, requesting the City Manager to respond to Ms. Heller's request, advising her of the history of denial of preferential parking in the downtown area, and suggesting she contact the North Valley Property Owners' Association regarding distribution of the City's noise regulations.

- J. **Adjournment and Next Meeting.** The meeting adjourned at 9:45 a.m. The next meeting was scheduled for Tuesday, September 11, at 8:00 a.m. in Conference Room No. One.

Bebe Young, Administrative Analyst

Distribution:

City Clerk (22)
 Director of Public Works
 Asst. Dir. of Public Works McKinley
 Pub. Works Admin. Mgr. Halldorson

Traffic Engineer Johnson
 City Attorney
 Risk Manager
 Planning Director

Finance Director
 Comm. Dev. Director
 Chief of Police
 Fire Chief



CITY OF CHICO MEMORANDUM

TO: CITY COUNCIL (Meeting 10/2/01) **DATE:** September 21, 2001
FROM: INTERNAL AFFAIRS COMMITTEE **FILE:** Committee Binder
RE: **REPORT ON INTERNAL AFFAIRS COMMITTEE MEETING HELD SEPTEMBER 18, 2001**

Committee Present

Councilmember Bertagna, Chair
Councilmember Jarvis
Councilmember Kirk

Staff Present

City Manager Lando	Development Engineer Johnson
Chief of Police Efford	Traffic Engineer Mickelson
Asst. City Attorney Barker	Police Sergeant Fonseca
Risk Manager Koch	Fire Prevention Officer Meyers
Asst. Dir. of Public Works McKinley	Admin. Analyst Young

- A. **Consideration of Possible Amendments to the Chico Municipal Code and Fee Schedule regarding Regulation of Parades.** The City Council requested that the City Attorney's office prepare an opinion regarding the free speech rights involved in regulating parades, including the ability of the City to regulate time and place and the charging of fees. The Committee was provided with copies of: 1) Opinion from Assistant City Attorney Barker dated 8/21/01 regarding Regulation of Parades; 2) Chico Municipal Code Section 14.50, entitled "Use of Streets and Sidewalks for Parades, Athletic Events and Public Assemblies; and 3) City of Chico Fee Schedule No. 60.140. Based on the conclusions in the City Attorney Opinion, the Committee was requested to give staff direction regarding any Code amendments, as well as any amendments to the Fee Schedule, the Committee believes are appropriate.

Assistant City Attorney Barker responded to Committee and staff concerns regarding the conclusions of the legal analysis on regulation of parades. In summary, a valid parade ordinance must contain only content-neutral, time, place and manner restrictions. It must not allow for discretion in issuing permits or in imposing or waiving fees. Fees for city services necessitated by the permittee's action may be charged, but fees for the purpose of providing police protection to parade participants or spectators may not. Applications for a parade permit may not be required to be filed more than a few days in advance of the parade, and a requirement to provide general liability insurance is probably not permissible. She recommended that the City's ordinance be amended to provide for a shorter permit application period.

Chair Bertagna was concerned that all parades must be viewed as free speech events and permitted with no discretion, since he felt some parades were commercially-oriented.

Chief of Police Efford was concerned that three-days' notice of a parade would not allow enough time to get safety personnel coverage or to get the streets safely closed.

Chair Bertagna and Chief of Police Efford asked if the City could deny a parade permit if it was in conjunction with multiple events on the same day, and Assistant City Attorney Barker replied no, not unless there was a conflict with the proposed location of the event, i.e., another parade had already been approved for use of the same streets.

City Manager Lando acknowledged their concerns, but pointed out that the City must comply with Supreme Court rulings regarding the exercise of First Amendment, free speech rights. He noted that the three-day application filing requirement would remove the City Council from the decision-making process in permitting of parades.

Assistant City Attorney Barker recommended that athletic events requiring street closures be addressed in the ordinance separately from parades, and that a longer application period be required for athletic events.

In response to Chair Bertagna's question regarding what the City could do to regulate parades, Assistant City Attorney Barker said parade routes and fees could be established. City Manager Lando said he would like to see a minimum, or flat fee established for insurance.

Recommendation:

The Committee recommended (3-0) that the City Attorney be directed to draft amendments to the City's parade ordinance (Chico Municipal Code Chapter 14.50) to bring it into compliance with U.S. Supreme Court rulings regarding First Amendment, free speech rights.

- B. **Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 724 (Authorizing Installation of "Yield" Sign on Moss Avenue at its Intersection with Palmetto Avenue).** The Committee was provided with a memorandum dated 8/22/01 from the Director of Public Works reporting on the establishment of a "Yield" sign on the northeasterly leg of Moss Avenue at Palmetto Avenue. After review, it was determined that the uncontrolled intersection warranted the installation of the yield sign. Installation of the yield sign would not result in the loss of any on-street parking. The Director of Public Works recommended adoption of Traffic Regulation Amendment No. 724 which would establish a "Yield" sign on the northeasterly leg of Moss Avenue at Palmetto Avenue.

Action:

The Committee adopted (3-0) the Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 724 (Authorizing of "Yield" Sign on Moss Avenue at its intersection with Palmetto Avenue).

- C. **Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 725 (Establishment of "Prohibited Parking" on Portion of Ceanothus Avenue North of East Avenue).** The Committee was provided with a memorandum dated 8/22/01 from the Director of Public Works reporting on the establishment of a "Prohibited Parking at All Times" designation along a portion of the east side of Ceanothus Avenue north of East Avenue. Recent reconstruction had caused narrowing of a portion of the east side of Ceanothus Avenue to a point that necessitated removal of on-street parking. The Director of Public Works recommended adoption of Traffic Regulation Amendment No. 725 which would establish "Prohibited Parking at All Times" along a portion of the east side of Ceanothus Avenue north of East Avenue.

Action:

The Committee adopted (3-0) the Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 725 (Establishment of "Prohibited Parking" on Portion of Ceanothus Avenue North of East Avenue).

- D. **Consideration of Traffic Issues on Floral Avenue North of East Avenue.** The Committee was provided with a memorandum dated 8/22/01 from the Director of Public Works reporting on a number of traffic related concerns along Floral Avenue expressed by resident Michelle Storm by letter dated 7/9/01. Her concerns included the speed limit on Floral Avenue, the speed of City buses, the visibility at median islands, and a request for the installation of stop signs on Floral Avenue at Glenshire Avenue. The Director of Public Works recommended that stop signs not be installed on Floral Avenue at Glenshire Avenue; however, the issue of speed safety had been forwarded to the Police Department for enforcement action.

Development Engineer Johnson reviewed the staff report, advising that staff had addressed Ms. Storm's concerns as follows: the bus companies had been contacted regarding the excessive speed of buses; the City's Urban Forester had been contacted and Park staff would be trimming the landscaping on the median islands to improve visibility; and the Police Department had been contacted regarding the need for enforcement of the 30 mph speed limit on Floral Avenue. A valid engineering and traffic survey had established a radar enforceable speed limit of 35 mph; however, in 1995 the City Council authorized a 30 mph speed zone on Floral Avenue. Assistant Director of Public Works McKinley added that the location of the bus stops on Floral Avenue would be reviewed by staff to determine the optimal locations to minimize site distance conflicts.

The following documents were distributed at the meeting: 1) letter received 9/17/01 from Robert Brandt expressing visibility concerns at the landscaped medians along Floral Avenue; 2) Petition from residents in the area requesting enforcement of the speed limit on Floral Avenue and installation of stop signs at its intersection with Glenshire Avenue; and 3) A diagram of Floral Avenue and the visibility problems at its intersections with side streets submitted by Michelle Storm.

Michelle Storm indicated that even though Floral Avenue was posted for a speed limit of 30 mph, Police Sergeant Fonseca had informed her that it was radar enforceable at 40 mph, and she wanted to know the reasons for this practice.

City Manager Lando and Sergeant Fonseca explained that some time ago the judges had informed the City that the courts would not take notice of speeding violations unless they were at least 5 mph above the radar enforceable speed limit, which was 35 mph on Floral Avenue. City Manager Lando said he would be requesting the City Attorney to schedule a meeting with police officers and judges to revisit this issue. Councilmember Jarvis said she would like to be included in that meeting.

Ms. Storm reiterated her concerns with speeding on Floral Avenue as outlined in her letter and urged the Committee to consider putting in stop signs at the intersection of Glenshire and Floral to slow down the traffic.

Cathrine Hinberg spoke in support of the request for stop signs, feeling that the City should change its view of traffic issues by putting the safety of children first, whether stop signs were warranted or not.

Councilmember Jarvis responded that the City had begun a campaign to urge drivers to slow down in residential areas. She explained that traffic studies had proven that stop signs did not slow the speed of traffic and should not be used for that purpose.

City Manager Lando suggested that after the City staff had met with the traffic court judges to address speeding enforcement thresholds, it might be effective if police officers patrolled Floral Avenue during the school "rush hours" and issued citations.

Action:

The Committee (3-0) continued consideration of the request for stop signs at the intersection of Glenshire and Floral Avenues for three months in order to assess whether the measures taken by staff had mitigated the speeding problems on Floral Avenue.

- E. **Consideration of Request for Pavement Undulations on Filbert Avenue Between Rey Way and Moss Avenue.** The Committee was provided with a memorandum dated 8/22/01 from the Director of Public Works reporting on a request and petition from Karen Beckwith, 1266 Filbert Avenue, regarding the installation of pavement undulations on Filbert Avenue between Rey Way and Moss Avenue. The Director of Public Works recommended that: 1) pavement undulations (speed humps) not be installed along either Filbert Avenue or Bryant Avenue; 2) 25 mph speed limit signs not be installed along either Filbert Avenue or Bryant Avenue; and 3) no multi-way stop intersections be created along Filbert Avenue. Traffic speed concerns had been forwarded to the Police Department for review.

Development Engineer Johnson reviewed the staff report, outlining the reasons for the staff recommendations against pavement undulations in the area. He noted that traffic volume counts on Filbert Avenue were low, at only about 1000 vehicles per day. Filbert Avenue did meet the criteria for radar enforcement of a 25 mph speed limit; however, staff did not recommend installation of 25 mph speed limit signs due to the expense, especially if such signs were to be installed on every street in the City with a prima facie speed limit of 25 mph.

Copies of a letter received this date from Doug Fogel were distributed at the meeting, requesting the Committee to consider alternative traffic calming measures in the area, such as sidewalks, curbs, parkways, boulevard strips, lane curves, bike lanes, street trees, and raised intersections.

Councilmember Kirk pointed out that even though the original request was for speed bumps on Filbert Avenue, at the neighborhood meeting the majority of residents indicated they did not want them.

Councilmember Jarvis confirmed with staff that this area was designated as low priority for street improvements. She suggested the residents park their vehicles on the street which would narrow the perception of width of the street and might help slow traffic. She recommended that 25 mph speed limit signs be installed on Filbert Avenue between Rey Way and Moss Avenue and that staff report back with speed surveys after the signs were installed.

Cathrine Hinberg commented that she did not believe speed limit signs were very effective in reducing speeding.

Action:

The Committee (3-0) directed staff to install 25 mph speed limit signs on Filbert Avenue between Rey Way and Moss Avenue, and report back on whether speeding had been reduced as a result of their installation.

- F. **Report on School District Parking Projects.** Mike Weissenborn, Facilities Planner for the Chico Unified School District, was asked to present a report on both the current status and the long range plans for school district parking projects, including, but not limited to Neal Dow, Chico Junior and Hank Marsh Junior High Schools, and Pleasant Valley High School.

Mr. Weissenborn gave an overview of the traffic safety and parking improvements which the District had implemented at McManus, Chapman, Cohasset, Hooker Oak, Neal Dow, Parkview, Shasta, Marigold, and Citrus schools. He responded to Committee members' concerns with parking and traffic congestion problems at Pleasant Valley High School and Hank Marsh Junior High School.

Regarding Pleasant Valley High School, the parking lot at the intersection of East Avenue and Marigold Avenue was to be closed and fenced off, which should help with the dangerous situation and traffic congestion at this intersection.

Regarding Hank Marsh Jr. High School, after the signal at the intersection of Highway 32 and El Monte Avenue was installed by CalTrans (by the end of this year), other improvements such as bike paths and crosswalks could be completed. More parking spaces would be established by the gymnasium. He said part of the traffic congestion problem at the school was due to the staff and teachers parking in the streets closer to the school rather than in the parking lots.

Committee members requested the District to ask the teachers and staff at Hank Marsh Jr. High School to use the back parking lots.

Cathrine Hinberg said she was a member of the PTA at Hank Marsh Jr. High School and would bring the issue of staff and teacher parking to their attention at a meeting.

Councilmember Jarvis requested staff to monitor the parking situation on Humboldt Avenue to determine if parking could be prohibited.

The Committee took no action on this informational report from the School District.

G. **Reports and Communications.** The following reports and communication items were provided for the Committee's information and consideration, and no action was requested unless the Committee wished to give direction to staff.

1. Letter/Petition dated 8/15/01 from Cathrine Hinberg, et al., Requesting Stop Signs be Reinstalled at Intersection of Burney Drive and Idyllwild Circle. Cathrine Hinberg was present and urged the Committee to schedule this matter for consideration, stressing that she had submitted a petition supporting reinstallation of the stop signs at this intersection that had been signed by over 90% of the residents in the area. Mike Fortino, who lived on the corner of the intersection where the stop signs had been removed, spoke against their reinstallation. Ms. Hinberg urged the Committee to consider installing stop signs on Idyllwild to slow the speed of traffic, and volunteered to have the stop signs placed in front of her residence if it was agreeable to the neighbors, even though there was not an intersection at this location.

The Committee agreed to schedule the matter on an agenda for consideration, noting that it would also consider alternative locations for stop signs on Idyllwild Circle. The Committee urged Ms. Hinberg to submit neighborhood suggestions for alternative locations for the stop signs.

Action:

The Committee (3-0) directed staff to schedule the request for reinstallation of stop signs at the intersection of Burney Drive and Idyllwild Circle, along with the option of installing stop signs at alternate locations on Idyllwild Circle, for its meeting of 10/9/01.

2. City Attorney Report on Regulation of Tobacco. By report dated 8/20/01, Assistant City Attorney Rock provided a synopsis of the Supreme Court of the United States case, *Lorillard Tobacco Co. et al v. Reilly, Attorney General of Massachusetts, et al.* decided June 28, 2001, regarding certain regulations of tobacco product stores and advertising. ***No action was taken by the Committee on this report.***

H. **Adjournment and Next Meeting.** The Committee adjourned at 10:00 a.m. The next meeting was scheduled for Tuesday, October 9, 2001, at 8:00 a.m. in Conference Room No. One.

Bebe Young, Administrative Analyst

Distribution:

City Clerk (22)
Director of Public Works
Asst. Dir. of Public Works McKinley
Pub. Works Admin. Mgr. Halldorson

Traffic Engineer Mickelson
City Attorney
Risk Manager
Planning Director

Finance Director
Comm. Dev. Director
Chief of Police
Fire Chief



CITY OF CHICO MEMORANDUM

TO: CITY COUNCIL (Meeting 11/6/01)

DATE: October 18, 2001

FROM: INTERNAL AFFAIRS COMMITTEE

FILE: Committee Binder

RE: REPORT ON INTERNAL AFFAIRS COMMITTEE MEETING HELD OCTOBER 9, 2001

Committee Present

Councilmember Bertagna, Chair
Councilmember Jarvis
Councilmember Kirk

Staff Present

City Manager Lando
Chief of Police Efford
Director of Public Works Ross
Asst. City Attorney Barker
Asst. Dir. of Public Works McKinley
Projects Manager Wood

Airport Manager Grierson
Development Engineer Johnson
Traffic Engineer Mickelson
Police Sergeant Fonseca
Fire Prevention Officer Meyers
Admin. Analyst Young

COMMITTEE ITEMS REQUIRING CITY COUNCIL ACTION

- A. **Approval of Suspension of Enforcement of 30-Minute Parking Limit Between 2:00 a.m. and 7:00 a.m. for On-Street Metered Parking in the Downtown Area.** The Committee was provided with a memorandum dated 9/19/01 from the Director of Public Works reviewing the impact of the 30-minute limited time parking between 2:00 a.m. and 7:00 a.m. in the Downtown area on the street sweeping service. The contract for street sweeping services expired 8/31/01 and the City was in the process of analyzing if street sweeping services should be contracted out or provided by City staff. Until that determination had been made, the Director of Public Works recommended that enforcement be suspended for 12 months or until a determination has been made on street sweeping schedules.

Recommendation:

The Committee recommended (3-0) approval of suspension of enforcement of the 30-minute parking limit between 2:00 a.m. and 7:00 a.m. for on-street metered parking in the downtown area until a determination has been made by the City regarding street sweeping schedules.

- B. **Approval of Proposal for Neighborhood Traffic Safety Publicity Campaign.** The Committee was provided with a memorandum dated 10/1/01 from Projects Manager Wood outlining a proposed plan for implementation of this publicity campaign as requested by the Committee, and transmitted examples of a press release, advertisement, flyer, and public service announcement. Staff recommended approval of the proposed Traffic Safety Publicity Campaign.

Recommendation :

The Committee recommended (3-0) approval the Traffic Safety Publicity Campaign as proposed by staff, including press releases, advertisements, flyers, and public service announcements.

- C. **Approval of Permit Parking for On-Street 10-Hour Metered Parking Spaces.** The Committee was provided with a memorandum dated 9/19/01 from the Director of Public Works reporting on a Parking Place Commission recommendation to allow permit parking for all on-street 10-hour metered parking spaces. The Parking Place Commission recommended allowing permit parking for all on-street 10-hour metered parking spaces.

Recommendation:

The Committee recommended (3-0) approval of permit parking for all on-street 10-hour metered parking spaces as recommended by the Parking Place Commission.

- D. **Consideration of Request for Review of “Reconsideration” Provisions in City Council Rules of Procedure.** Councilmember Jarvis had requested the Committee to review the provisions for

"Reconsideration of an Agenda Item." The Committee was provided with copies of this provision as set forth in Administrative Procedure & Policy No. 10-10, City Council Rules of Procedure.

Councilmember Jarvis explained that when a Councilmember wished to change his or her vote on an issue that had been considered by the City Council, and the change of vote would not affect the outcome of the action taken by Council, she did not feel it should require the permission of a majority of the Council, as was presently provided for under "Reconsideration of an Agenda Item."

City Manager Lando suggested that this circumstance, which was not really "reconsideration" of an item, could be handled administratively. He suggested that Councilmembers could be allowed to state for the record at a Council meeting, under Business from the Floor, that they would like to change their opinion on a previous Council decision, with the stipulation that the change of vote would not change the outcome of the Council's previous action. The record could then reflect a change of vote and the City Clerk could annotate it in the previous minutes. He suggested this could be handled administratively and would not require a revision to the "City Council Rules of Procedure." He indicated he would outline this recommended procedure in a memorandum to the City Council.

Recommendation:

The Committee recommended (3-0) approval of an administrative procedure as outlined in a memorandum to be prepared by the City Manager that would allow Councilmembers to indicate their changed opinion on a previous City Council decision for the record, with the stipulation that the change in vote would not affect the outcome of the Council's previous action.

- E. **Consideration of Validity of City Ordinance Prohibiting Parking on City Streets of Vehicles for the Purpose of Sale.** The Committee was provided with a memorandum dated 9/20/01 from the City Attorney forwarding a legal analysis of Chico Municipal Code Section 10.20.180, "Displaying a vehicle for sale on or adjacent to street - Parking prohibited," which concluded that a court would most likely find this Code section to be an unconstitutional, content-based restriction on commercial speech. The City Council requested this legal analysis to be prepared in response to a letter dated 7/18/01 from Robert Terrill, who was cited for violation of this Code section, protesting that it was not constitutionally valid. The City Attorney recommended that the Council: (1) cancel Mr. Terrill's tickets; and (2) suspend enforcement of Municipal Code Section 10.20.180 until it was either repealed or replaced by some other provision that would survive constitutional analysis.

City Manager Lando advised that the City Council did not have the authority to cancel citations, but the situation with Mr. Terrill's tickets could be handled administratively. He added that the area on West East Avenue where many vehicles were parked displaying "for sale" signs was in the County, and he suggested that staff send a letter to the County requesting it to consider prohibiting parking on this section of West East Avenue.

Recommendation:

The Committee recommended (3-0) that further enforcement of Chico Municipal Code Section 10.20.180 be suspended until it was repealed or replaced by some other provision that would survive constitutional analysis.

COMMITTEE MATTERS REQUIRING NO CITY COUNCIL ACTION

- F. **Approval of Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 726.** The Committee was provided with a memorandum dated 9/19/01 from the Director of Public Works reporting on an electronic message from Doug Ringel, California State University Chico Facilities Management and Services Center, requesting removal of 97 feet of prohibited parking along the east side of Cedar Street between West 1st and West 2nd Streets. The Director of Public Works recommended adoption of Traffic Regulation Amendment No. 726 which would remove the 97 feet of Prohibited Parking along the east side of Cedar Street between West 1st and West 2nd Streets.

Action:

The Committee adopted (3-0) the Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 726 (removal of prohibited parking along the east side of Cedar Street between West 1st and West 2nd Streets).

- G. **Consideration of Reinstallation of Stop Signs on Idyllwild Circle at South Burney Drive.** The Committee was provided with a memorandum dated 9/19/01 from the Director of Public Works reporting on a Committee request to further consider the issue of stop signs on Idyllwild Circle at South Burney Drive due to residents' request that stop signs be reinstalled at this location. At its meeting of 9/18/01 the Committee agreed to schedule this request for today's meeting and indicated that it would also consider alternate locations for stop signs on Idyllwild Circle. The Director of Public Works was requesting Committee direction as to further consideration of stop signs on Idyllwild Circle.

Assistant Director of Public Works McKinley reviewed the staff report. Speed surveys conducted along the northerly section of Idyllwild indicated there was no change in the 85th percentile speed of 34 mph when the stop signs were in place at Burney and Idyllwild, and after they were removed. As previously discussed at past Committee meetings, the "Manual on Uniform Traffic Control Devices for Streets and Highways" stated that stop signs should not be used for speed control.

Copies of a letter from Dan and Linda Beadle, 43 Burney Drive, opposing the installation of stop signs on Idyllwild Circle, were distributed at the meeting.

Mark Maidenburg, 269 Idyllwild Circle, said that the speed humps that were installed on Yosemite Drive caused more traffic to use Idyllwild, and the increased traffic congestion had exacerbated the speeding problem. He established that staff had conducted the speed surveys at 10:00 a.m., when in fact they should have been conducted during peak commute hours in the early morning and late afternoon. He requested that installation of speed humps be considered for Idyllwild Circle, and also supported reinstallation of the stop signs at the intersection of Idyllwild and Burney Drive.

Kyle Eberle, 217 Idyllwild Circle, was opposed to reinstallation of the stop signs or speed humps on Idyllwild, feeling that speeding was not a problem and such traffic control devices would only cause increased traffic congestion.

City Manager Lando advised that traffic volume counts taken on Idyllwild Circle after installation of the speed humps on Yosemite Drive showed that the traffic volume had actually decreased.

Cathrine Hinberg, 292 Idyllwild Circle, said that she had talked to almost all of the residents on Idyllwild, that 90% of them with driveways facing on Idyllwild were in favor of reinstallation of the stop signs at Burney Drive, and that 80% were in favor of speed humps on Idyllwild Circle.

Councilmember Jarvis asked Ms. Hinberg if she had contacted her neighbors across the street to see if they would agree to having stop signs installed on Idyllwild in front of their house, and she replied she had not asked the neighbors because the Traffic Engineer had advised that it was doubtful whether the Committee or Council would approve stop signs that were not at an intersection.

Connie Wallick, a resident of Burney Drive, was opposed to reinstallation of the stop signs at Burney and Idyllwild because the speed surveys showed they did not reduce speed, and further, the facts were that stop signs were not warranted and were not supposed to be used for speed control.

Dan Cranfield, a resident of Burney Drive, felt that the stop signs had reduced the speed of traffic, and he supported their reinstallation.

Robert Cullen, 275 Idyllwild Circle, confirmed with staff that the speed survey showed there was not a speeding problem on Idyllwild.

Judy Demoris, 6 Laguna Point Road, questioned the time of day the speed survey was done, noting most of the speeding occurred early in the morning.

Dave Castro, a resident of Laguna Point Road, felt that speeding was not a problem on Idyllwild Circle, and the speed surveys conducted before and after the stop signs were installed proved it. He was opposed to reinstallation of the stop signs.

Tammy Farrow, 271 Idyllwild Circle, said the stop signs at Burney did make a difference, in that vehicles coming down the hill had to slow down to stop. She was in favor of their reinstallation.

Robert Riselle, 292 Idyllwild Circle, pointed out that eyewitness evidence of the speeding problem on Idyllwild was better than the speed surveys that were conducted during mid-morning. He said the stop signs did make a difference and supported their reinstallation.

Robert Cullen inquired whether increased police enforcement of the speed limit might solve speeding problems.

Chief of Police Efford responded that the Police Department could not commit to a presence on Idyllwild at regular intervals, but when officers had been there, they had not observed a speeding problem and the few tickets that had been issued were largely to residents in the area. Sergeant Fonseca added that the courts would not take notice of speeding tickets less than 10 mph over the speed limit. City Manager Lando advised that a meeting had been scheduled for 10/23/01 with the traffic court judges to discuss this issue. He added that enforcement could not be relied upon to solve ongoing speeding problems, because the day after tickets had been issued and there was no longer a police presence, speeding usually resumed.

Mark Maidenburg requested the committee to schedule consideration of the installation of speed humps on Idyllwild Circle on a future agenda.

Staff and the Committee discussed the costs of speed humps, temporary and permanent, noting that the cost to install them in every neighborhood in the City that felt it had speeding problems would be prohibitive.

Councilmember Jarvis suggested that if the neighborhood residents could pay for the cost of speed humps, possibly through an assessment district, the Committee might consider approving their installation.

Councilmember Jarvis said she could not support the reinstallation of stop signs at Idyllwild and Burney, and could find no other location on Idyllwild where it would make sense to install stop signs, particularly due to the mailboxes located at the intersections.

Cathrine Hinberg requested the Committee to consider installation of stop signs in front of her house at 292 Idyllwild if she could get agreement from the affected residents (this location would be approximately half way between Idyllwild's two intersections with Burney Drive).

Chair Bertagna was opposed to this suggestion because he said it would be using stop signs to control speed, which was not in accordance with traffic management policies.

Actions:

- 1. The Committee (2-1, Bertagna opposed) directed staff to schedule for its next meeting consideration of the installation of mid-block stop signs on Idyllwild Circle.***
- 2. The Committee (3-0) directed staff to schedule for a future agenda consideration of installing temporary speed humps on Idyllwild Circle, including the possibility of the City purchasing more portable speed humps, and recommendations from the residents of the neighborhood regarding the location for installation of the speed humps.***

- H. **Consideration of Request for Installation of Multiway Stop Signs at the Intersection of West 8th Avenue and Forty Niner Court.** The Committee was provided with a memorandum dated 9/19/01 from the Director of Public Works reporting on a letter dated 06/11/01 from Deborah Ziemke, 1555 West 8th Avenue, requesting multiway stop signs be installed on West 8th Avenue at Forty Niner Court because of the danger speeding cars posed to students crossing West 8th Avenue en route to Emma Wilson School. The Director of Public Works recommended that stop signs not be installed on West 8th Avenue at Forty Niner Court because this intersection did not meet traffic warrants for stop signs.

Deborah Ziemke and Monty Wagner stressed the dangerous conditions at this intersection and supported installation of stop signs.

Committee members acknowledged that even though stop signs were not warranted at this intersection, they had consistently made exceptions and installed stop signs when safety concerns near schools were involved.

Councilmember Jarvis questioned where the stop signs could be placed, and Director of Public Works Ross responded that engineering staff would determine the most effective placement of the stop signs.

During discussion of the increased traffic congestion that will probably result after the installation of the stop signs due to parents dropping children off at school, Councilmember Jarvis advised that Oregon and Arizona have state laws addressing traffic adjacent to schools. She requested that staff write a letter to California's state legislators requesting consideration of special laws to address traffic concerns near schools.

Action:

The Committee (3-0) authorized the installation of stop signs and crosswalks at the intersection of West 8th Avenue and Forty-Niner Court near Emma Wilson School, with their location to be determined by Engineering staff.

- I. **Consideration of Impacts of Security Measures Throughout the City.** Chair Bertagna had requested the Committee to discuss the impacts of additional security measures as a result of the events of September 11th. The Airport Manager and Chief of Police were present to respond to Committee questions.

Chair Bertagna said he supported additional security measures but was concerned with duplication, since the City had allocated significant additional funding to provide the required security at the Airport through Pride security services, and the Federal Government was providing National Guard personnel and had also requested additional City Police patrols.

Airport Manager Grierson advised that these concerns were being addressed Nationwide, although as yet there was no cohesive plan. Some felt additional security costs at airports should be funded through passenger fees, and others felt the Federal Government should provide the additional security. He felt a "threat assessment" should be prepared for individual airports since the security needs were likely to vary greatly.

City Manager Lando felt neither the State nor Federal government could afford to pick up all the extra costs, and that a passenger surcharge might be levied to provide trained officers for security at airports, as opposed to private security services such as Pride. He felt the Federal government should handle passenger screening.

Chief of Police Efford said the Police Department had been required to increase its presence with extra patrols at the Airport, government buildings and Cal Water facilities. A Statewide security task force had been formed by Federal mandate and would begin meeting soon to coordinate efforts.

The Committee took no action on this matter.

- J. **Reports and Communications.** The following report and communication item was provided for the Committee's information and consideration, and no action was requested unless the Committee wished to give direction to staff.

Report Back to Committee on Oak Way Traffic Issues. By memorandum dated 9/19/01, the Director of Public Works reports back to the Committee as requested regarding traffic concerns on Oak Way.

The Committee took no action on this Report.

K.. **Adjournment and Next Meeting.** The Committee adjourned at 9:50 a.m. The next meeting was scheduled for Tuesday, November 13, 2001 at 8:00 a.m. in Conference Room No. One.

Bebe Young, Administrative Analyst

Distribution:

City Clerk (22)
Director of Public Works
Asst. Dir. of Public Works McKinley
Pub. Works Admin. Mgr. Halldorson

Traffic Engineer Mickelson
City Attorney
Risk Manager
Planning Director

Finance Director
Comm. Dev. Director
Chief of Police
Fire Chief



CITY OF CHICO MEMORANDUM

TO: CITY COUNCIL (Meeting 12/4/01) **DATE:** November 14, 2001
FROM: INTERNAL AFFAIRS COMMITTEE **FILE:** Committee Binder
RE: REPORT ON INTERNAL AFFAIRS COMMITTEE MEETING HELD NOVEMBER 13, 2001

Committee Present

Councilmember Bertagna, Chair
Councilmember Jarvis
Councilmember Kirk

Staff Present

City Manager Lando	Asst. Dir. of Public Works McKinley
Director of Public Works Ross	Traffic Engineer Mickelson
City Attorney Frank	Police Sergeant Fonseca
Community Dev. Director Baptiste	Fire Prevention Officer Meyers
Planning Director Seidler	Admin. Analyst Young

ITEM REQUIRING COUNCIL ACTION

A. **Consideration of Issues related to Paint Spray Booth Facilities near Schools and Day Care Centers.**

The Committee was provided with a memorandum dated 10/29/01 from the Planning Director providing information on public concerns about the potential health effects on children of paint spray booth facilities that are located near schools and day care centers. The Planning director recommended that the Committee consider these concerns and several options discussed in the memorandum.

Planning Director Seidler noted that no one from the Butte County Air Quality Management District (AQMD) would be present at today's meeting due to conflicting schedules. Chair Bertagna expressed displeasure with AQMD for not having a representative present for this discussion.

Planning Director Seidler reviewed his memorandum, advising that the AQMD operates on adopted State standards, has expressed concern (in connection with paint spray facilities located near schools and day care facilities) that those standards are based on adult toxicity, and there are studies in progress to determine whether children are more susceptible to such toxicity. The issue of the City amending its land use regulations to address the health effects on children of vehicle spray paint booths near schools has most recently arisen in connection with an application to the AQMD for a permit to allow a paint spray booth proposed by California Color directly across the Esplanade from the Montessori School. The City zoning of the property allows this use by right.

Planning Director Seidler reviewed the following options regarding possible Code amendments to address the issue of health hazards to children in the vicinity of paint spray booth operations:

1. Use Permit. The AQMD earlier recommended to City staff that the City amend its code to require prior approval of a use permit for spray paint booth facilities; however, City staff does not recommend this option because rather than a land use issue, this is primarily a public health issue already addressed by State standards, and it would put the Planning Commission and City Council, who have no expertise in the field and would ultimately have to approve such use permits, into the center of a health issue addressed solely by the AQMD.
2. Distance Prohibition. The AQMD has provided information indicating that there is a rapid fall-off in emissions from paint spray booths at a distance of 400 feet, and the City could amend the Code to prohibit paint spray booths within a 400-foot distance of schools and day care centers. This option would avoid interposing unqualified City staff, Planning Commissioners, and City Councilmembers between applicants and the concerned public in a discretionary process, and was recommended by staff.

Planning Director Seidler recommended that staff be directed to investigate the option of the 400-foot distance prohibition for the location of paint spray booth facilities near schools and day care centers.

Copies of a letter dated 11/9/01 from Moss & Enochian, attorneys representing California Color, were distributed at the meeting, requesting any decision regarding California Color's application to AQMD for a permit be deferred to a later date, due to the short notice for today's meeting.

Planning Director Seidler advised that the AQMD had indicated that it would probably issue the permit to California Color at the end of the month.

Councilmember Jarvis supported the 400-foot prohibition but pointed out that it would not address the current concerns with the California Color facility being permitted by Montessori School.

Planning Director Seidler said the only way to address the current concern with Montessori School would be through the adoption of an emergency ordinance which could take effect immediately.

City Attorney Frank advised that adoption of an emergency ordinance, would require factual findings to support the need to take immediate action.

City Manager Lando added that the AQMD had not provided the City with the information that would support an emergency ordinance; in fact, the District had not identified a health risk to children from paint spray emissions. Planning Director Seidler said the State was studying the risks to children but had not yet reached any conclusions.

At Councilmember Jarvis' request, City Attorney Frank explained the emergency ordinance process. An emergency ordinance may be placed on a Council agenda and if adopted, would take effect immediately and be effective for six months, at which time it would elapse or could be extended by Council.

Chair Bertagna commented that the "leap" the City would be taking if it adopted such land use regulations as an emergency ordinance would be due to the refusal of the AQMD to provide definitive information.

Tensin Drowsky indicated that spray paint booths were governed by OSHA regulations to ensure there would be no health hazards to employees, and he felt sure California Color would be required to comply with OSHA standards, which should be sufficient.

Paul Freedlander, parent of a child at Montessori School, urged the City to impose a moratorium on paint spray booths until the State completed its studies. He felt the State would not even be conducting studies unless a health risk for children existed.

Don Dicks, paint distributor for 50 businesses in the area, said there are 50,000 body shops and twelve dozen spray booths in the United States, and he did not know of any distance prohibitions in any other communities. He did not feel any distance prohibition on location of paint spray booths should be imposed without supporting documentation.

City Manager Lando disagreed that there was no documentation, noting that there was a letter on file from the AQMD stating that the paint spray emissions drop off significantly at 400 feet, which was why City staff recommended the distance prohibition.

Calvin Greenwood, parent of a child at Montessori School, spoke in opposition to location of the paint spray booth near the school.

Don Lytle spoke in support of adoption of an emergency ordinance implementing the distance prohibition.

Jim Goodwin, Chamber of Commerce, spoke against moving forward with an emergency ordinance, feeling there was not adequate scientific evidence regarding the health risk to children.

Yvonne O'Donnell, attorney for Montessori School, felt that whether the State studies to determine toxicity to children were completed or not, an issue which had been ignored was the nuisance factor of the smell of paint near schools. She felt this nuisance factor could be addressed as a land use issue and it would be unnecessary to wait for the State to complete its toxicity studies.

Rod Carter, representing a business consulting company retained by California Color, felt this matter should be addressed as a business issue, since the AQMD appeared to be saying that there was no health risk. He questioned how the 400-foot distance prohibition would apply to existing businesses and uses since there were three other paint spray booths besides California Color that were closer than 400 feet to schools. He felt the issues were complicated and required thoughtful research before leaping into an emergency ordinance.

The Committee was in recess from 9:20 a.m. - 9:30 a.m.

Pete Manerino, owner of the property where the existing California Color was located, said the business had been there for 11 years, was there before the day care center, and he had never received a complaint about his tenant. He questioned whether a similar business could move in if he lost his tenant.

Discussion ensued regarding existing uses, the requirement of a use permit for expansion, and whether public schools would be exempted under a 400-foot distance prohibition. City Manager Lando said any expansion of school classrooms or paint spray facilities would require a use permit. Chico Unified School District had not declared itself exempt from land use regulations by taking a 2/3 vote of the School Board.

Councilmember Jarvis suggested that the Committee forward this matter to the full Council for consideration at its 12/4/01 meeting, including whether the Code should be amended to implement the 400-foot distance prohibition, and whether it should be done by adoption of an emergency ordinance to take effect immediately.

Chair Bertagna agreed that consideration of this matter should continue, as he had concerns about who had been notified for today's meeting.

Ray Barnett, biologist at Chico State University, advised that sample models that would support the 400-foot prohibition did exist and that it would be appropriate. Regarding pre-existing businesses located near schools, if they planned to expand, he suggested they be required to upgrade to the best practices to abate the harmful effects of emissions. He felt that in addition to adopting a 400-foot distance prohibition, the City should urge existing businesses to upgrade mitigation measures by offering encouragement such as low-interest loans. As the parent of a child at Montessori School, he supported adoption of an emergency ordinance.

Michael Jones was opposed to distance prohibition regulation, feeling it would have a negative impact on schools trying to find locations.

Will Row, toxicologist, said there was a lot of ambiguity in scientific testing, and he supported adoption of an emergency ordinance rather than depending on the AQMD for studies, since its staff were not trained toxicologists.

Jim Pamplin, owner of Montessori School, said he was also frustrated with AQMD for not dealing with the problem and for that reason, felt the City needed to step in and address it. He said the proposed paint spray booth facility was not just a health risk but a nuisance factor and that it would put his business at risk.

Steve Martinovich, owner of California Color, said he was sorry that he had not been aware that Montessori was a school, and that he had now over \$300,000 invested in his business.

Councilmember Jarvis requested that the City Attorney prepare an emergency ordinance for consideration at Council's 12/4/01 meeting

Chair Bertagna disagreed, feeling it should require full Council direction for the City Attorney to draft an emergency ordinance.

The Committee agreed to forward this matter with no recommendation, feeling the issues required full Council consideration. Councilmember Kirk urged those present to submit written comments prior to the 12/4/01 Council meeting. Planning Director Seidler asked those present today to contact him with their names and addresses if they wished to receive notification of the 12/4/01 Council meeting.

Action:

1. *The Committee (3-0) forwarded the proposed spray paint booth regulations to the full City Council for consideration at its meeting of 12/4/01 with no recommendation, directing staff to:*
 - a. *Request the Butte County Air Quality Management District to be present at the 12/4/01 Council meeting and to answer the following questions: (1) does the District believe in its model for determining health risks from paint spray booth emissions; (2) what are the major polluters; and (3) would District employees allow their children to attend a school in close proximity to a paint spray booth operation.*
 - b. *Provide information on how existing uses and expansions would be handled under the proposed regulations.*
 - c. *Provide a legal opinion on whether there are sufficient grounds for adoption of an emergency ordinance for a distance prohibition between paint spray booths, schools and day care centers.*
 - d. *Provide notification of the 12/4/01 City Council meeting to everyone present at today's Committee meeting requesting it, all paint spray booths operations in the City, all private schools and day care centers, Chico Unified School District, Children's Services, and any other individuals or agencies staff identifies that may be implicated by the proposed regulations.*
2. *The Committee (2-1, Bertagna opposed), directed the City Attorney to prepare an emergency ordinance implementing the 400-foot distance prohibition between paint spray booths and schools and day care centers for the Council's consideration at its meeting of 12/4/01.*

ITEMS REQUIRING NO COUNCIL ACTION

- B. **Approval of Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 729 (one-hour limited parking at 546 Hickory Street).**
The Committee was provided with a memorandum dated 10/24/01 from the Director of Public Works reporting on a property owners' request to consider "One-Hour Limited Parking" at 546 Hickory Street. This would allow better access to the business at this address. The Director of Public Works recommended adoption of Traffic Regulation Amendment No. 729 which would provide "One-Hour Limited Parking" along the frontage of 546 Hickory Street.

Action:

The Committee adopted (3-0) the Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 729 (one-hour limited parking at 546 Hickory Street).

- C. **Approval of Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 730 (parking prohibition at 1385 East Lindo Avenue).**
The Committee was provided with a memorandum dated 10/24/01 from the Director of Public Works reporting on a request from Nina M. Ricci to prohibit parking along the frontage of Villa Del Mar Apartments at 1385 East Lindo Avenue. This would allow for safer sight distance when exiting the apartment complex. The Director of Public Works recommended adoption of Traffic Regulation Amendment No. 730 which would prohibit parking in two parking spaces along the frontage of Villa Del Mar Apartments.

Action:

The Committee adopted (3-0) the Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 730 (parking prohibition at 1385 East Lindo Avenue).

- D. **Consideration of Mid-Block Stop Signs and Other Traffic Calming Measures on the Northerly Portion of Idyllwild Circle.** The Committee was provided with a memorandum dated 10/29/01 from the Director of Public Works reporting on requests for installation of mid-block stop signs on the northerly portion of Idyllwild Circle, multiway stop signs on the northerly portion of Idyllwild Circle, and that a neighborhood meeting for the residents along the northerly portion of Idyllwild Circle be conducted. The staff report evaluated the latest traffic and speed surveys in the area, and presented several alternative traffic calming measures. The Director of Public Works recommended: 1) that mid-block stop signs not be installed on the northerly portion of Idyllwild Circle; 2) that multiway stop signs not be installed on the northerly portion of Idyllwild Circle; and 3) that traffic calming devices not be installed on the northerly portion of Idyllwild Circle.

Traffic Engineer Mickelson reviewed the staff report, summarizing that the results of the speed surveys and traffic counts that had been conducted did not meet the criteria for installation of traffic calming devices. Further, a neighborhood meeting was conducted on 11/6/01 and there was no general consensus in support of stop signs, speed bumps, or striping. He also distributed copies of a letter dated 11/12/01 from Michael and Elizabeth Boyd opposing speed bumps or stop signs on Idyllwild Circle.

The following residents of the area spoke in opposition to stop signs and/or speed bumps and striping, stressing that traffic calming devices were not warranted and that the neighborhood could address any traffic issues through increased communication among the residents: Steve Snow, Connie Wallick, Tom Rolfe, Bobbie Vassar, Sue Westrin, Sue Hymen, and Robert Red. Ms. Vassar also submitted a statement signed by residents of the area who did not support installation of any traffic calming devices.

Kathrine Hinberg felt strongly that speeding on Idyllwild was a problem and should be mitigated with traffic calming devices, stressing that the petitions she had circulated to households with driveways fronting on Idyllwild Circle resulted in 29 signatures in favor of stop signs and 27 in favor of speed humps. She said the figures in the staff report relating to percentage of speeders were incorrect and, therefore, she had no confidence in the results of the traffic studies conducted by staff.

Discussion ensued regarding the decrease in traffic volume, and some residents noted that it was probably because most of the construction that had been going on in California Park for years was nearing completion.

City Manager Lando suggested that since much of the speeding problem had been attributed to construction workers going to and from work sites, the City could provide a note with building permits requesting that employees respect the speed limits.

Councilmember Jarvis commended Ms. Hinberg's efforts in making the neighborhood aware of traffic issues, and urged the residents to continue to work together in addressing them. She did not feel any traffic calming devices should be installed at this time, but suggested the matter be revisited in a year if residents felt there were problems.

Action:

The Committee (3-0) concurred with the staff recommendation that no traffic calming devices be installed on Idyllwild Circle at this time and that the matter be revisited in a year if further concerns were brought forth.

- E. **Consideration of Pedestrian Safety Issues at the Intersection of Longfellow and East Lindo Avenues.** The Committee was provided with a memorandum dated 10/24/01 from the Director of Public Works reporting on the safety of the intersection at Longfellow and East Lindo Avenues, following a request by Laurel Blankenship to evaluate the safety of the crosswalk at that intersection. Accident history and safety requirements were included in the report. The Director of Public Works recommended that the Committee review this report and provide direction.

Action:

The Committee (3-0) directed staff to remove the pedestrian crosswalk at this intersection due to safety concerns.

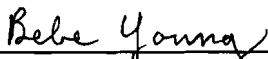
F. **Consideration of Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 727 (parking prohibition on Esplanade between Shasta Avenue and Eaton Road).**

Due to time constraints, this matter was continued to the Committee's next meeting on 12/11/01.

G. **Consideration of Purchase of Additional Portable Speed Humps.**

Due to time constraints, this matter was continued to the Committee's next meeting on 12/11/01.

H. **Adjournment and Next Meeting.** The Committee adjourned at 10:15 a.m. The next meeting was scheduled for Tuesday, 12/11/01, at 8:00 a.m. in Conference Room No. One.



Bebe Young, Administrative Analyst

Distribution:

City Clerk (22)
Director of Public Works
Asst. Dir. of Public Works McKinley
Pub. Works Admin. Mgr. Halldorson

Traffic Engineer Mickelson
City Attorney
Risk Manager
Planning Director

Finance Director
Comm. Dev. Director
Chief of Police
Fire Chief



CITY OF CHICO MEMORANDUM

TO: CITY COUNCIL (Meeting 01/08/02) **DATE:** December 13, 2001
FROM: INTERNAL AFFAIRS COMMITTEE **FILE:** Committee Binder
RE: **REPORT ON INTERNAL AFFAIRS COMMITTEE MEETING HELD DECEMBER 11, 2001**

Committee Present

Councilmember Bertagna, Chair
Councilmember Jarvis
Councilmember Kirk

Staff Present

City Manager Lando
City Attorney Frank
Asst. Dir. of Public Works McKinley
Traffic Engineer Mickelson
Development Engineer Johnson

Chief of Police Efford
Police Officer O'Quinn
Fire Prevention Officer Meyers
Admin. Analyst Young

ITEMS REQUIRING COUNCIL ACTION

A. **Approval of Traffic Regulation Amendment No. 732 Which will Make Changes to Downtown Parking Meter Designations.** The Committee was provided with a memorandum dated 11/21/01 from the Director of Public Works reporting on the Parking Place Commission's recommendation to make the following changes to downtown meter designations:

1. **Limited Parking to Unrestricted Parking: 11 parking spaces**

The cost to change from limited to unrestricted parking is approximately \$110.00. The scope of work consists of changing the sign designation. The limited parking designation was originally created to facilitate the operations of the Greyhound bus station on Wall Street between East 7th and 8th Streets. Since Greyhound no longer operates from that location, the change seems appropriate and minor in cost.

2. **Change of Meter Designations: 102 parking spaces (set forth in chart included in staff report)**

The cost to change meter designations on these blocks would be approximately \$2,550. The scope of work consists of changing both meter heads and sign designations.

The Parking Place Commission revised and approved the Downtown Chico Business Association proposed parking plan. The Parking Place Commission and the Director of Public Works recommended adoption of Traffic Regulation Amendment 732.

Recommendation:

The Committee recommended (3-0) approval of the changes to downtown parking meter designations as recommended by the Downtown Chico Business Association and the Parking Place Commission, and that the resolution authorizing Traffic Regulation Amendment No. 732 be forwarded to the City Council for adoption.

B. **Review and Consideration of Possible Recommendation for Change to the City of Chico's Appeal Process.** The Committee was provided with a memorandum dated 12/3/01 from the City Manager reporting that the City Council referred the issue of the City's appeal process to the Internal Affairs Committee to review and determine whether or not any changes were appropriate. The City Manager recommended that the City Council maintain the current appeals process, but limit the total public discussion at the initial meeting to a specific time period.

The Committee concurred that it did not want to recommend eliminating the initial consideration of appeals which would result in every appeal automatically being scheduled for hearing.

Councilmember Jarvis suggested that staff develop very specific information for appellants and the public regarding what should be addressed during initial consideration of an appeal. It should be made clear to the appellants that the merits of the appeal are not to be addressed during initial consideration, and that their comments should be limited to why the appeal should be heard. She recommended that staff develop specific questions for the appellants to answer and that the questions be attached as a form to the letter the Clerk sends to appellants advising them of the date of initial consideration of their appeal, so that appellants could respond to the questions in writing and bring their notes to the Council meeting.

Recommendation:

The Committee recommended (3-0) that the appeals process remain a two-step process, but that public comments during initial consideration of an appeal be limited to 20 minutes, and that staff be directed to develop questions for appellants to use in formulating their testimony for initial consideration as to why the appeal should be heard, and that these questions be attached as a form to the letter sent by the City Clerk notifying the appellant of the date of initial consideration by Council.

ITEMS REQUIRING NO COUNCIL ACTION

- C. **Approval of Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment No. 727 (parking prohibition on Esplanade between Shasta Avenue and Eaton Road).** The Committee was provided with a memorandum dated 10/24/01 from the Director of Public Works reporting on property owners' request to remove parking on both sides of The Esplanade from Shasta Avenue to Eaton Road due to sight distance safety concerns. The Director of Public Works recommended adoption of Traffic Regulation Amendment No. 727 which will prohibit parking along both sides of The Esplanade from Shasta Avenue to Eaton Road.

Action:

The Committee adopted (3-0) the Resolution of the Internal Affairs Committee of the City Council of the City of Chico Adopting Traffic Regulation Amendment 727, which will prohibit parking on the Esplanade between Shasta Avenue and Eaton Road.

- D. **Consideration of Request by Nathan Esplanade regarding Chico Beauty College Use of Residential Parking Spaces.** The Committee was provided with copies of a letter dated 10/30/01 from Nathan Esplanade, Manager of the Catalina Apartments at 1391 East Lindo Avenue, requesting the Committee to consider his concerns regarding the use of residential parking spaces in the area by students at Chico Beauty College, located at 1356 Longfellow Avenue.

Chair Bertagna reviewed the Committee's previous actions to help mitigate the parking problems in this neighborhood, which included prohibiting parking in certain areas to improve sight distance, and directing staff to contact the Beauty College regarding the possibility of providing parking for its students. Further, staff had been directed to send letters to residents in the neighborhood inquiring whether they would be interested in annexing to the City in order to pursue preferential parking. He explained that the Beauty College could not be required to provide off street parking for its students because it was a pre-existing use and the City had no mechanism to require it to provide parking.

Nathan Esplanade objected that these were "band aid" approaches to the problem and the parking prohibitions had simply moved the problem to other areas. He had submitted a document dated 11/15/01 to Committee members supporting his request that a nuisance abatement action be filed against Chico Beauty College for maintaining a commercial parking nuisance in residential neighborhoods. Though the City Attorney and Community Development Director had advised him that parking on a public road could not be abated as a nuisance, he said the California Supreme Court had upheld a City of Los Angeles decision to abate parking.

City Manager Lando indicated that the City had considered, but never implemented, the concept of amortization of uses, whereby after a certain number of years, pre-existing uses could be reviewed and required to comply with standards that would be applied to current use permits.

Councilmember Bertagna was hesitant to move in this direction because he supported commercial uses in neighborhoods and the Beauty College was part of a thriving neighborhood commercial center.

Daniel Smith, Marty Laver, Michael Karap, Guy Stacy, Gudrun Sweatt, Marta Lorber, Beth Lorber, and Gary Davidson, residents of the neighborhood, spoke regarding the parking problems in the neighborhood due to Chico Beauty College and supported Mr. Esplanade's position that the College should be required to provide off-street parking for its students.

Committee members confirmed with the residents that they had received letters from the City inquiring as to their interest in annexing. Assistant Community Development Director Sellers advised there had been no interest expressed by the neighbors in annexing to the City.

Councilmember Jarvis suggested that a meeting be scheduled with two Committee members, the owner and manager of the Chico Beauty College, and a couple of representatives of the neighborhood to try to resolve the parking problems. The Committee discussed areas in the vicinity that the Beauty College might be able to lease to provide parking for its students.

Mr. Esplanade was opposed to further meetings with the Beauty College, advising that he, the City Attorney and the Assistant Community Development Director had already met with Mr. Morrison, owner of the Beauty College, and he had been unwilling to lease parking spaces.

Assistant Director of Public Works McKinley said it was his understanding that the ownership of the Beauty College had changed.

Councilmember Kirk felt if there was a new owner, he or she should be given the opportunity to meet with staff and the neighbors to discuss resolving the problem, especially if amortization of the use permit was to be considered. Councilmember Bertagna said he would not be comfortable using amortization without attempting to resolve the problem with the new owners.

Mr. Esplanade indicated that the Beauty College had been expanding and Councilmember Jarvis suggested staff determine whether there had been any expansion that should have required a permit.

Several residents present requested that parking be prohibited for the three spaces that were allowed to remain on East First Avenue after the Committee implemented the parking prohibition when it last considered these issues in May.

Chair Bertagna said he did not want to consider such a parking prohibition at this meeting without the entire neighborhood being notified and without considering the entire picture.

Mr. Esplanade was opposed to further signage and parking prohibitions, feeling the real solution was to require the Beauty College to provide 80 off street parking spaces for its students within six months.

Action:

The Committee (3-0) directed staff to:

- 1. Determine the current ownership of the Chico Beauty College***
- 2. Determine if the facility had expanded or changed its use and if so, whether permits should have been required***
- 3. Attempt to determine the number of cars parked by students using the Butte Community College bus pick-up area***
- 4. Determine whether In-Motion Fitness meets its parking requirements***
- 5. Determine how many parking spaces could be provided if the City-owned area by Lindo Channel was paved for that purpose***
- 6. Determine what other areas in the area might be available to be leased for parking and how many spaces would be available***
- 7. Schedule a meeting with the manager and owner of Chico Beauty College, representatives of the neighborhood, the owners of the property across the street where parking might be available to be leased, and Councilmembers Bertagna and Jarvis to discuss possible resolution of the parking problems in this neighborhood***
- 8. Schedule this matter for further consideration by the Committee at its meeting of 1/8/01 with notification to the entire neighborhood, unless additional parking is secured.***

The Committee was in recess from 8:55 a.m. - 9:05 a.m.

- E. **Consideration of the Installation of a Multi-way Stop Sign at Oleander and East Frances Willard Avenues and Other Traffic Calming Measures in the Vicinity of Chico Junior High School.** The Committee was provided with a memorandum dated 11/21/01 from the Director of Public Works reporting on requests for the installation of a multi-way stop sign at Oleander and East Frances Willard Avenues, and to present other available traffic calming measures for consideration. The Director of Public Works recommends that a multi-way stop sign not be installed at Oleander and East Frances Willard Avenues and that other traffic calming measures not be installed on Oleander Avenue.

Traffic Engineer Mickelson reviewed the staff report. No one was present to speak on this matter and after establishing that the School District was notified of today's meeting, Committee members requested the City Manager to direct a letter to Chico Unified School District encouraging it to have a representative present at meetings when the Committee discussed traffic issues in the vicinity of schools.

Copies of a letter from Tara LaRose, one of the students who had requested a pedestrian crosswalk on Oleander, further supporting the request, were distributed at the meeting.

Councilmember Jarvis said although she would like to see a crosswalk on Oleander, she could not recommend it because crosswalks with no traffic controls gave pedestrians a false sense of security and were dangerous.

The Committee (3-0) took no action on this matter.

- F. **Consideration of Report on Traffic Issues on Floral Avenue North of East Avenue.** The Committee was provided with a memorandum dated 11/21/01 from the Director of Public Works reporting on a request to install a multi-way stop sign at Floral Avenue and Glenshire Lane. At its meeting of 9/18/01, the Committee continued consideration of the request for stop signs at the intersection of Floral Avenue and Glenshire Lane for three months in order to assess whether the measures taken by staff had mitigated the speeding problems on Floral Avenue. After further consideration, the Director of Public Works recommended that a multiway stop sign not be installed at Floral Avenue and Glenshire Lane.

Brian Mickelson reviewed the staff report, stressing that since Floral Avenue was a major arterial street, staff was not recommending the stop signs that had been requested.

No one was present to speak on this matter.

The Committee (3-0) took no action on this matter.

- G. **Consideration of Speed Hump Options.** The Committee was provided with a memorandum dated 11/21/01 from the Director of Public Works reporting on a Committee request to further consider the possibility of purchasing more portable speed humps. Various options to the speed humps were described, and recommendations from the Fire Department for emergency vehicle access criteria was included. The Director of Public Works recommended the purchase of portable speed cushions (type of speed hump).

Development Engineer Johnson reviewed the staff report, advising that speed cushions were designed with cut-outs to accommodate the wheel width of large trucks, such as fire trucks, so that there was no vertical deflection to impede the speed of emergency vehicles. Committee members confirmed with him that the speed cushions would not allow for a regular passenger truck to avoid the undulation.

Because the temporary speed humps on Yosemite Drive would soon be available, staff was seeking direction as to whether additional temporary speed humps should be purchased.

City Manager Lando confirmed that permanent speed humps with cutouts for emergency vehicles were also a viable traffic calming device, and he recommended using permanent speed cushions as needed, as opposed to purchasing portable cushions.

Since the temporary speed humps from Yosemite would be available soon, the Committee and staff felt there was no need to purchase more portable humps. City Manager Lando recommended staff investigate the possibility of altering the existing portable speed humps with cut-outs to accommodate emergency vehicles.

The Committee concurred that speed humps with cutouts for emergency vehicles were preferable to the standard humps that impeded emergency vehicle speed.

Chair Bertagna felt the City should consider altering the speed humps on the road into Upper Park with cut-outs to facilitate the speed of emergency vehicles, and City Manager Lando advised this request would have to be considered by the Bidwell Park and Playground Commission.

Councilmember Jarvis requested that portable speed cushions be included with other traffic calming devices in the City's traffic calming plan.

Action:

The Committee (3-0) directed staff to investigate whether the City's portable speed humps that will soon be removed from Yosemite Drive can be re-engineered with cut-outs to accommodate emergency vehicles, and report back to the Committee.

- H. **Adjournment and Next Meeting.** The Committee adjourned at 9:40 a.m. The next meeting was scheduled for Tuesday, January 8, 2002, at 8:00 a.m. in Conference Room No. One.

Bebe Young, Administrative Analyst

Distribution:

City Clerk (22)
Director of Public Works
Asst. Dir. of Public Works McKinley
Pub. Works Admin. Mgr. Halldorson

Traffic Engineer Mickelson
City Attorney
Risk Manager
Planning Director

Finance Director
Comm. Dev. Director
Chief of Police
Fire Chief