



City of Palo Alto

City Council Staff Report

(ID # 8670)

Report Type: Consent Calendar

Meeting Date: 12/11/2017

Summary Title: Resolutions Modifying Evergreen Park-Mayfield and Southgate RPP Programs

Title: Adoption of a Resolution Amending Evergreen Park-Mayfield Residential Preferential Parking Program Resolution 9663 and a Resolution Amending Southgate Residential Preferential Parking Program Resolution 9688, Both to Adjust the Number and Allocation of Employee Parking Permits, and a Resolution Establishing a Two-Hour Parking Restriction on the East Side of El Camino Real Between College Avenue and Park Boulevard and in the Commercial Zones Adjacent to 1515 El Camino Real and 1638 El Camino Real

From: City Manager

Lead Department: Planning and Community Environment

Recommendation

Staff recommends that Council:

A. Adopt the following Resolutions:

- (1) A Resolution (Attachment A) amending Resolution 9663 that established the Evergreen Park-Mayfield Residential Preferential Parking (RPP) Program to increase the maximum number of employee permits in Zone A from 75 to 100, to increase the maximum number of employee permits in zone B from 50 to 66, and to limit the purchase of these additional permits to employees and businesses that are located outside the California Avenue Parking Assessment District (Attachment D);
- (2) A Resolution (Attachment B) amending Resolution 9688 that established the Southgate RPP Program to increase the maximum number of employee permits from 10 to 25; and
- (3) A Resolution (Attachment C) establishing two-hour time-limited parking, to be in effect on Monday through Friday between the hours of 8:00am and 5:00pm, in three locations, one in proximity to the Evergreen-Park Mayfield RPP Program area and two in proximity to the Southgate RPP Program area, namely:

- a. East side of El Camino Real between College Avenue and Park Boulevard;
 - b. East side of El Camino Real starting at Churchill Boulevard and extending approximately 110 feet southeasterly, and the south side of Churchill Avenue starting at El Camino Real and extending 120 feet east along Churchill (adjacent to 1515 El Camino Real); and
 - c. East side of El Camino Real, starting at the corner of El Camino Real and Park Boulevard and extending approximately 215 feet northwesterly (adjacent to 1681 El Camino Real).
- B. Direct staff to make corresponding changes to the Administrative Guidelines for the RPP programs; and
 - C. Find these actions exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) and 15301 (existing facilities) of Title 14 of the California Code of Regulations.

Executive Summary

The Residential Preferential Parking (RPP) programs in the Evergreen Park-Mayfield and Southgate neighborhoods are in their initial “pilot” phases and limit commercial parking on residential streets by requiring permits for any person desiring to park for longer than two hours during business hours. The programs also limit the number of permits available to area employees and businesses for purchase, while allowing for an unlimited number of residential permits.

As both programs have gotten underway, some business owners including owners of smaller dental and medical office uses in both districts have been unable to purchase permits because of the limited supply (i.e. all employee permits in their area have been sold out). As a result, these business owners have asked the City to release more employee permits. City staff has evaluated the on-street occupancy within the affected areas, discussed the request with resident and business stakeholders, and is recommending that some additional employee permits be made available for purchase through the remainder of the pilot phases of both programs. At stakeholders’ recommendations, the recommended resolution would also create two-hour parking zones (with no ability to park for longer with a permit) adjacent to two commercial properties in the Southgate area. More information is provided regarding these recommendations below.

Background

Beginning in early 2014, the City has been actively addressing parking and transportation challenges throughout the City using a multi-faceted approach focused on parking management, parking supply, and transportation demand management programs. Parking management strategies included the development of a city-wide Residential Preferential

Parking (RPP) ordinance, which was adopted in December 2014, establishing procedures for establishment of individual neighborhood RPP programs. So far, the City has adopted neighborhood programs in residential areas surrounding Downtown and in Evergreen Park-Mayfield and Southgate.

Evergreen Park-Mayfield RPP Program

Permit sales for the Evergreen Park-Mayfield RPP Program pilot began in March 2017. At this time, there was some concern that some of the smaller businesses that are located far away from the garages and lots, such as small dental and medical offices, might have difficulty purchasing permits for themselves and staff. During the first six months of this program, staff reached out to these offices to make sure that they were not impacted, and they were not. However, in October 2017 the second phase of six-month employee permits went on sale, and it was immediately obvious that there would not be an adequate number of employee parking permits available the small dental and medical offices, specifically businesses that are outside of the California Avenue Parking Assessment District and are thus unable to purchase public garage and lot permits.

Staff met with the managers of dental offices in Employee Parking Zone A and found that there was a shortage of parking for their employees due to the RPP program. Also, according to the managers, El Camino Real now has cars parked on it that were previously parking in the neighborhood and are not associated with either the businesses or the residents. Occupancy data shows that the occupancy on El Camino Real adjacent to Employee Parking Zone A was 94% in the morning (9:00-11:00AM), 94% mid-day (12:00-2:00PM), and 82% afternoon (3:00-5:00PM). Adjacent to Employee Parking Zone B, occupancy on El Camino Real was 100% in the morning (9:00-11:00AM), 71% mid-day (12:00-2:00PM), and 81% afternoon (3:00-5:00PM).

Southgate RPP Program

Permit sales for the Southgate RPP Program pilot began in October 2017 and enforcement began in mid-November. With only two commercial properties within the Southgate neighborhood, only ten employee parking permits were made available initially. Despite there being only two commercial properties in the Southgate neighborhood, there are seven businesses registered at these two addresses and some employees and businesses were unable to secure employee parking permits.

Discussion

Evergreen Park-Mayfield RPP Program

Staff contracted with a private contractor to conduct a parking occupancy study in Evergreen Park-Mayfield in October 2017, to provide data on the occupancy and the impact of the RPP program in the midpoint of its one-year pilot. The results of this study found that on street parking spaces in the three zones ranged from 34% occupied to 60% occupied, depending on

zone and time of day.¹ Evergreen Park-Mayfield Employee Parking Zones A and B did not reach 60% occupancy at any time period, and Employee Parking Zone C only reached 60% during the 12:00PM to 2:00PM period, which was the busiest time across all of the zones.

Additionally, the study found that a relatively small percentage of all employee parking permits are in use at any one time. Specifically, an average of 32% of the employee permits (or 81 employee vehicles) was found at any one time. This percentage is called the “show rate” and is similar to prior findings in the Downtown RPP program area.

Table 1 below, shows the recent occupancy counts, taken on a weekday (with Stanford in session), at three different time points throughout the day.

Table 1: Existing Weekday Occupancy on Streets in the Evergreen Park-Mayfield RPP District by Employee Parking Zone

	Total Supply	9:00 AM - 11:00 AM	12:00 PM - 2:00 PM	3:00 PM - 5:00 PM	Average Occupancy
Zone A	329	42%	53%	45%	47%
Parked Vehicles		138	174	149	154
Employee Permits Counted	75 Employee Permit Cap	19	37	15	24
Employee Show-rate		25%	49%	20%	32%
Resident Permits Counted		81	85	66	77
Zone B	462	34%	41%	38%	38%
Parked Vehicles		156	190	177	174
Employee Permits Counted	50 Employee Permit Cap	23	36	23	27
Employee Show-rate		46%	72%	46%	55%
Resident Permits Counted		83	74	94	84
Zone C	278	46%	60%	53%	53%
Parked Vehicles		129	166	147	147

¹ In an exclusively downtown commercial district it is typically deemed desirable to maintain an 85%-occupancy rate on most blocks, to allow for at least one open parking space per block. However, in residential districts, residents prefer to have parking within a reasonable distance to their house, and do not typically have the tolerance to walk as far, thus staff recommends setting 60% as a standard for occupancy in residential districts like Evergreen Park-Mayfield. As an example, a block with ten parking spaces and a 60%-occupancy rate would have four spaces available.

	Total Supply	9:00 AM - 11:00 AM	12:00 PM - 2:00 PM	3:00 PM - 5:00 PM	Average Occupancy
Employee Permits Counted	125 Employee Permit Cap	28	33	29	30
Employee Show-rate		22%	26%	23%	24%
Resident Permits Counted		27	24	36	29

Source: Planning and Community Environment Department, November 2017

On November 2, 2017, staff met with Evergreen Park-Mayfield residents and stakeholders to get RPP program feedback and provide preliminary occupancy data. Meeting attendees provided favorable responses to the RPP program, citing a reduction in neighborhood traffic, improved visibility when driving, seeing a higher number of bicyclists, improved safety for bicyclists, and the availability of parking in their neighborhood.

Due to the occupancies below 60% found in both Employee Parking Zones A and B, and with the receipt of comments expressing concern from businesses that are located outside of the California Avenue Business District, staff recommends increasing the available employee permits as follows:

Table 2: Proposed Evergreen Park-Mayfield Employee Permit Revisions by Employee Parking Zone

Proposed Revision	Current Employee Permits	Proposed Employee Permits	Employee Permit Increase	Percent Change
Employee Zone A	75	100	25	33%
Employee Zone B	50	66	16	32%
Employee Zone C	125	125	0	0%
Total	250	291	41	16%

Source: Planning and Community Environment Department, November 2017

While resident stakeholders expressed some concern about adding to the number of employee permits, the proposed change is designed to keep occupancy in all three zones at or below 60% occupancy as a standard, but the release of an additional 41 permits is believed to meet the needs of the businesses that were not able to get permits. With an average 32% show-rate, this will likely result in about eight new employees parking in Employee Parking Zone A and about five new employees parking in Employee Parking Zone B each day. Based on the current employee show-rate, this change would raise Employee Parking Zone A to a maximum 57% mid-day occupancy and Employee Parking Zone B to a maximum 44% mid-day occupancy.

In addition, to ensure that the additional employee permits are available to the small dental and medical offices that have not been able to purchase permits under the current program, staff is recommending that the new permits be available only to businesses outside the old California Avenue Parking Assessment District. While this assessment district is not currently active, the Municipal Code does not currently allow businesses outside the district to purchase (or get on the waiting list for) permits to park in the lots and garages in the district.

In addition to this revision for employees, it is recommended that parking in front of these businesses along the east side of El Camino Real between College Avenue and Park Boulevard be changed to two-hour time-limited parking in effect on Monday through Friday between the hours of 8:00AM and 5:00PM. Currently this parking is not time-regulated. This will allow for parking by customers who may currently be occupying parking spaces within the Evergreen Park-Mayfield RPP Program area, but would restrict residents from using this as all day parking. The section of the east side of El Camino Real between Page Mill Road and College Avenue is already signed for two-hour parking. Staff also considered incorporating this area into the RPP district, but is recommending against it, as staff believes that this parking would then become occupied by residents and employees, and would push customers, that have a higher turnover rate, into the neighborhood.

Southgate RPP Program

Although the Southgate RPP Program area only includes two commercial properties located at 1515 El Camino Real and 1681 El Camino Real, per the Palo Alto Business Registry there are seven businesses registered (one business is not in operation) on these properties with over 70 employees, although many of these are part-time employees. 1515 El Camino Real has a parking lot with 10 parking spaces, and 1681 El Camino Real has a parking lot with five parking spaces.

Table 3: Palo Alto Business Registry, Businesses in the Southgate Neighborhood

Business Name	Address	Employees
Plastic Surgery Center	1515 El Camino Real, Unit A	0-25
George W. Commons, MD FACS	1515 El Camino Real, Unit C	0-25
Illuminate Plastic Surgery Inc	1515 El Camino Real, Unit C	0-25
Duet Plastic Surgery, A Medical Corporation	1515 El Camino Real, Unit D	0-25
Palo Alto Dermatology	1515 El Camino Real, Unit D	Not in operation
Seung K Kim MD Inc	1515 El Camino Real, Unit F	0-25
Bay IVF Center	1681 El Camino Real	0-25

Source: Palo Alto Business Registry Data accessed November 2017

In the development of the program parameters, staff used information from stakeholder public

outreach meetings that occurred in 2016, which had requested limiting the businesses in Southgate to ten employee permits. On March 13, 2017 staff mailed out surveys to all residential properties and property owners within the proposed program area, and the program design elements included in the mail survey included “A maximum of 10 annual employee permits would be available in the Southgate RPP Program.” Based on recent communication with employers in the area, the ten permits originally allocated are not adequate. With approximately 70 employees, 15 total parking lot spaces available, and assuming that less than half of the total number of employees would be working at any given time, it is estimated that issuing 15 additional transferable hangtag permits (25 total) should more adequately address employee parking demands. Also, using the 30-40% average show-rate staff has observed in the other RPP districts, it is estimated that during work hours this would likely result in an employee show-rate of nine total employee vehicles parking in the Southgate RPP district at any given point in the day. Staff recommends increasing the employee parking permits in Southgate from 10 to 25.

In addition to this revision for employees, it is recommended that parking along the frontages of these two commercial properties be changed to two-hour time-limited parking in effect on Monday through Friday between the hours of 8:00AM and 5:00PM. This will allow for parking by customers who may currently be occupying parking spaces within the Southgate RPP Program area.

Policy Implications

The following Comprehensive Plan programs and policies are relevant to the Evergreen Park-Mayfield and Southgate RPP programs:

Policy T-5.5 Minimize the need for employees to park in and adjacent to commercial centers, employment districts and schools

Policy T-5.11 Work to protect residential areas from parking impacts of nearby businesses and uses, recognizing that fully addressing some existing intrusions may take time.

Program T5.11.1

Coordinate with neighborhood groups and local businesses and other stakeholders to evaluate the need for a residential parking permit program in areas without existing programs.

Resource Impact

At current permit prices, additional employee parking permit sales could generate between

\$4,000 and \$6,000 in additional revenue for Evergreen-Mayfield and between \$1,600 and \$2,300 for Southgate RPP districts. It is estimated that the changes in signage in front of the businesses would require approximately \$20,000 in funding. There is sufficient funding in the Fiscal Year 2018 Approved Budget for CIP Project PL-12000, Parking and Transportation to cover the cost of signage. The cost of incremental changes to current parking enforcement by the Police Department along El Camino Real cannot be quantified.

Timeline

If the Council adopts the proposed resolutions, staff expects that employee permits can be released immediately. The installation of new signage in front of the businesses would require up to two months to complete.

Environmental Review

This program is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) of Title 14 of the California Code of Regulations since it can be seen with certainty that there is no possibility the adoption and implementation of this program may have a significant effect on the environment and Section 15301 in that this proposed resolution will have a minor impact on existing facilities.

Attachments:

- Attachment A: Draft Resolution Amending Evergreen Park - Mayfield RPP (PDF)**
- Attachment B: Draft Resolution Amending Southgate RPP (PDF)**
- Attachment C: Draft Resolution Establishing Two Hr Parking (PDF)**
- Attachment D - Inactive California Avenue Parking Assessment District Map (PDF)**

Resolution No. _____

Resolution of the Council of the City of Palo Alto Amending Resolution No. 9663 that Established the Evergreen Park- Mayfield Residential Preferential Parking District to Adjust the Number of Permits Issued and Making Other Technical, Non-substantive or Clerical Corrections

R E C I T A L S

A. California Vehicle Code Section 22507 authorizes the establishment, by city council action, of permit parking programs in residential neighborhoods for residents and other categories of parkers.

B. On December 15, 2014 the City Council adopted Ordinance No. 5294, adding Chapter 10.50 to Title 10 (Vehicles and Traffic) of the Palo Municipal Code. This Chapter establishes the city-wide procedures for RPP Districts in the city.

C. On May 9, 2016, the City Council directed City staff to implement a Residential Preferential Parking program in the Evergreen Park area.

D. Beginning in July 2016, a stakeholders' group comprised of Evergreen Park residents and business interests met two times and made its recommendations to the City on the particular rules to be applied to the Evergreen Park - Mayfield RPP District.

E. On December 14, 2016, the Planning and Transportation Commission held a public hearing to consider the proposed Evergreen Park - Mayfield residential preferential parking program.

F. On January 23, 2017, the Council adopted Resolution No. 9663, which established the area for the Evergreen Park – Mayfield residential preferential parking program pilot and rescinded existing parking restrictions that conflicted with the restrictions established by this RPP district.

G. In October and November 2017, the City conducted a parking occupancy study in the Evergreen Park – Mayfield RPP district and met with residents and stakeholders to receive program feedback. The study found occupancies below 60% in Employee Parking Zones A and B, but some businesses were unable to receive Employee Parking Permits under the current limits.

H. The Council now desires to amend Resolution No. 9663 to adjust the maximum number of permits available in the Evergreen Park – Mayfield RPP district.

NOW, THEREFORE, the Council of the City of Palo Alto RESOLVES, as follows:

SECTION 1. Parking Permits. Section 4, subdivision d. of Resolution 9663 is hereby amended to read as follows:

- d. Maximum Number of Permits Issued. A maximum of 291 annual Employee Parking Permits will be available: 100 in Employee Parking Zone A, 66 in Employee Parking Zone B, and 125 in Employee Parking Zone C. Preference will be given to low-income employees and those already on the waiting list for the City-owned garages and lots in the area as of the effective date of this resolution. In Employee Parking Zone A, up

to 19 permits will be reserved for Businesses that are outside of the former California Avenue Parking Assessment District. In Employee Parking Zone B, up to 12 permits will be reserved for Businesses that are outside of the former California Avenue Parking Assessment District. The boundary of the former California Avenue Parking Assessment District is shown in Exhibit A.

SECTION 2. Exhibit A to Resolution No. 9663, the map of the former California Avenue Parking Assessment District, was inadvertently omitted from said Resolution and is attached hereto as **Exhibit A.**

SECTION 3. This resolution supplements, amends and corrects Resolution No. 9663 only to the extent specified herein. Except to the extent specifically amended by this resolution, Resolution No. 9663 shall remain in full force and effect.

SECTION 4. CEQA. This resolution is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) of Title 14 of the California Code of Regulations since it can be seen with certainty that there is no possibility the adoption and implementation of this resolution may have a significant effect on the environment and Section 15301 in that this proposed resolution will have a minor impact on existing facilities.

SECTION 5. Effective Date. This resolution shall take effect immediately upon its passage. Enforcement shall commence, pursuant to Chapter 10.50 and the California Vehicle Code, when signage is posted.

INTRODUCED AND PASSED:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

APPROVED:

Assistant City Attorney

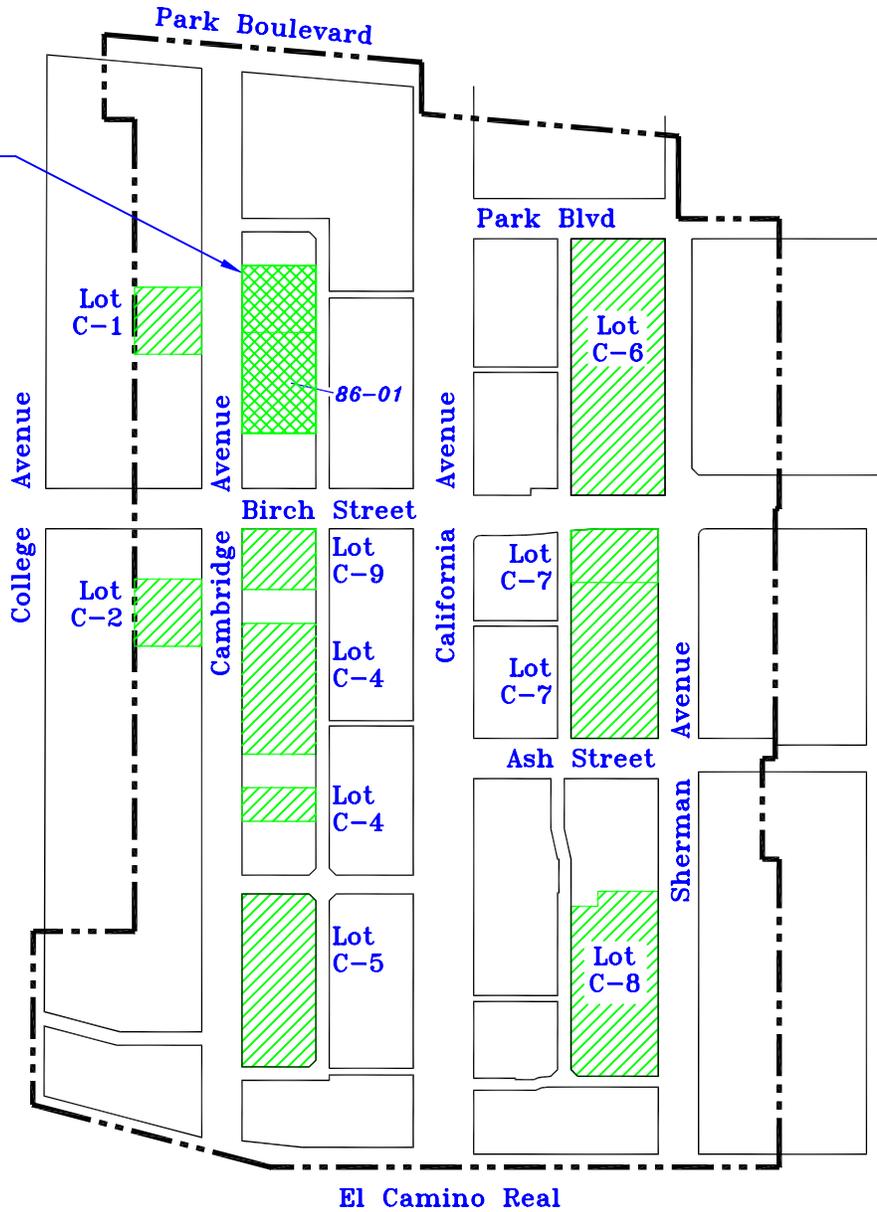
City Manager

Director of Planning and Community
Environment

California Avenue Parking Assessment District



Ted Thompson
Parking Garage
92-13



Public Parking Lots 
Currently Assessed
Parking Projects 

Assessment District
Boundary 



NOT YET ADOPTED

Resolution No. ____

Resolution of the Council of the City of Palo Alto Amending Resolution No. 9688 that Established the Southgate Residential Preferential Parking District to Adjust the Number of Permits Issued

R E C I T A L S

A. California Vehicle Code Section 22507 authorizes the establishment, by city council action, of permit parking programs in residential neighborhoods for residents and other categories of parkers.

B. On December 15, 2014 the Council adopted Ordinance No. 5294, adding Chapter 10.50 to Title 10 (Vehicles and Traffic) of the Palo Municipal Code. This Chapter establishes the city-wide procedures for RPP Programs in the city.

C. On May 9, 2016, the City Council directed city staff to implement a residential preferential parking program in the Southgate area.

D. In July 2016, a stakeholders' group comprised of Southgate residents met and made its recommendations to the City on the particular rules to be applied to the Southgate RPP Program.

E. On April 26, 2017, the Planning and Transportation Commission held a public hearing to consider the proposed Southgate Residential Preferential Parking (RPP) Program.

F. On June 19, 2017, the City Council established the Southgate Residential Preferential Parking (RPP) Program pilot and rescinded existing parking restrictions that conflicted with the restrictions established by this RPP district.

G. Since implementation of the Southgate RPP Program, the City has received feedback from employers in the Program area that current Employee Parking Permit levels are too low for the number of employees typically working in that Program area.

H. The Council now desires to amend Resolution No. 9688 to increase the number of Employee Parking Permits available in the Southgate RPP Program.

NOW, THEREFORE, the Council of the City of Palo Alto RESOLVES, as follows:

SECTION 1. Parking Permits. Section 4, subdivision c. of Resolution No. 9688 is hereby amended to read as follows:

c. Maximum Number of Permits Issued. A maximum of 25 six-month Employee Parking Permits will be available under the Southgate RPP Program.

NOT YET ADOPTED

SECTION 2. CEQA. This resolution is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) of Title 14 of the California Code of Regulations since it can be seen with certainty that there is no possibility the adoption and implementation of this resolution may have a significant effect on the environment and Section 15301 in that this proposed resolution will have a minor impact on existing facilities.

SECTION 3. Effective Date. This resolution shall take effect immediately upon its passage. Enforcement shall commence, pursuant to Chapter 10.50 and the California Vehicle Code, when signage is posted.

INTRODUCED AND PASSED:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

APPROVED:

Assistant City Attorney

City Manager

Director of Planning and Community
Environment

NOT YET ADOPTED

Resolution No. _____

Resolution of the Council of the City of Palo Alto Establishing Two Hour
Parking Limits Along Certain Portions of El Camino Real and Churchill Avenue

R E C I T A L S

A. Palo Alto Municipal Code Section 10.44.010 allows the City Council to establish parking, stopping, standing and parking restrictions or prohibitions on streets or portions of streets within the City of Palo Alto.

B. Currently, the portion of El Camino Real between College Avenue and Park Boulevard, as well as the portions of El Camino Real and Churchill Avenue that are adjacent to 1515 El Camino Real and 1681 El Camino Real, have no time limits for parking.

C. The Council desires to limit parking to two hours during weekdays along those portions of El Camino Real and Churchill Avenue to allow for more patrons visiting businesses in those areas to park along El Camino Real. By doing this, the Council seeks to reduce parking by patrons in the adjacent residential neighborhoods.

NOW, THEREFORE, the Council of the City of Palo Alto RESOLVES, as follows:

SECTION 1. The Council hereby restricts parking on the east side (northbound direction) of El Camino Real between College Avenue and Park Boulevard as follows: No person shall park a vehicle adjacent to the curb for more than two hours. This restriction shall be in effect Monday through Friday, from 8:00 AM to 5:00 PM, except for holidays as defined by Palo Alto Municipal Code Section 10.04.050.

SECTION 2. The Council hereby restricts parking on the east side (northbound direction) of El Camino Real starting at the southeast corner of El Camino Real and Churchill Avenue and extending 110 feet south along El Camino Real, and on the south side of Churchill Avenue starting at the southeast corner of El Camino Real and Churchill Avenue and extending 120 feet east along Churchill Avenue (adjacent to that certain real property commonly known as 1515 El Camino Real, Palo Alto, California, situated at the southeast corner of El Camino Real and Churchill Avenue) as follows: No person shall park a vehicle adjacent to the curb for more than two hours. This restriction shall be in effect Monday through Friday, from 8:00 AM to 5:00 PM, except for holidays as defined by Palo Alto Municipal Code Section 10.04.050. This restriction does not supersede any existing parking restrictions or prohibitions, including but not limited to red zone restrictions on parking or stopping at any time.

SECTION 3. The Council hereby restricts parking on the east side (northbound direction) of El Camino Real starting at the northeast corner of El Camino Real and Park Boulevard and extending 215 feet north along El Camino Real (adjacent to that certain real property commonly known as

NOT YET ADOPTED

1681-1691 El Camino Real, Palo Alto, California) as follows: No person shall park a vehicle adjacent to the curb for more than two hours. This restriction shall be in effect Monday through Friday, from 8:00 AM to 5:00 PM, except for holidays as defined by Palo Alto Municipal Code Section 10.04.050. This restriction does not supersede any existing parking restrictions or prohibitions, including but not limited to red zone restrictions on parking or stopping at any time.

SECTION 4. CEQA. This resolution is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) of Title 14 of the California Code of Regulations since it can be seen with certainty that there is no possibility the adoption and implementation of this resolution may have a significant effect on the environment and Section 15301 in that this proposed resolution will have a minor impact on existing facilities.

SECTION 5. Effective Date. This resolution shall take effect immediately upon its passage. Enforcement shall commence, pursuant to Chapter 10.44 of Title 10 of the Palo Alto Municipal Code and California Vehicle Code Section 22507.

INTRODUCED AND PASSED:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

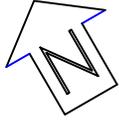
APPROVED:

Assistant City Attorney

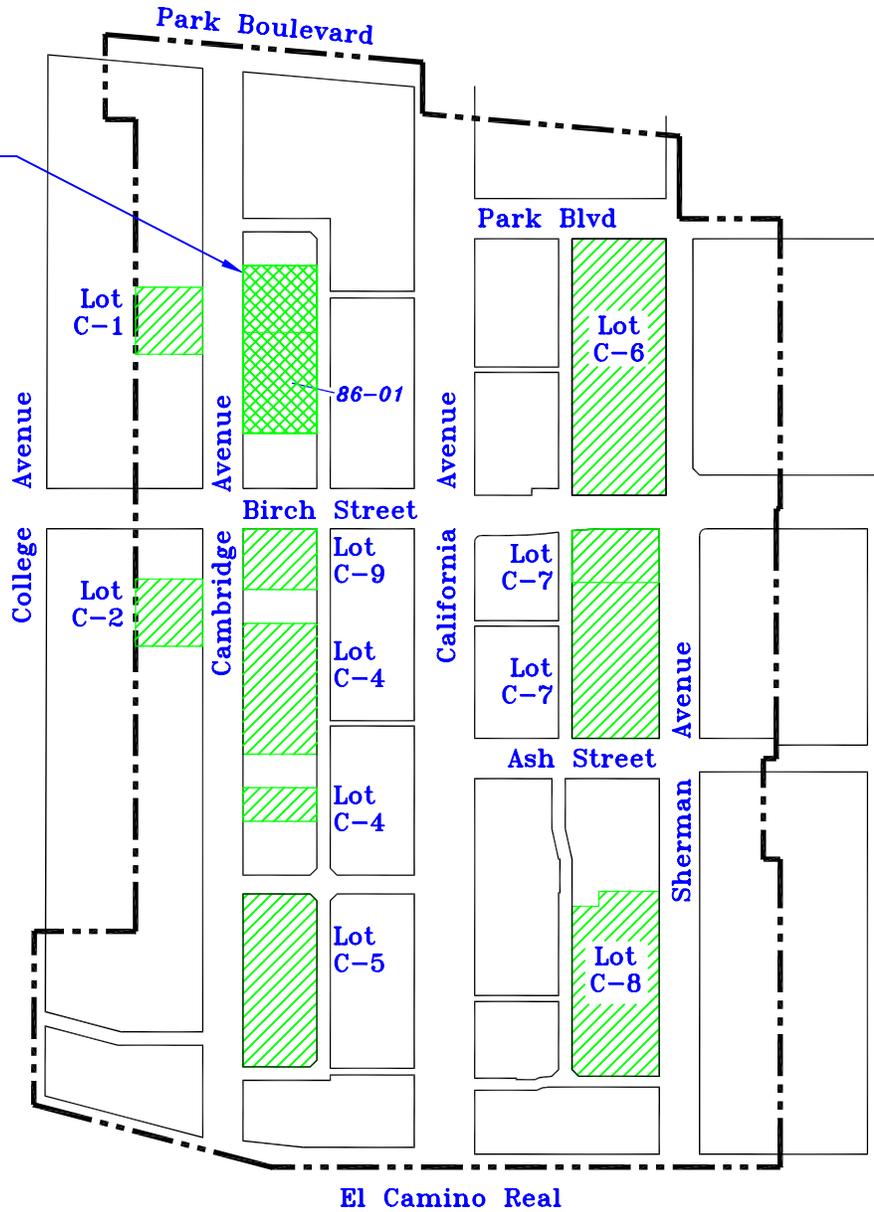
City Manager

Director of Planning and Community
Environment

California Avenue Parking Assessment District



Ted Thompson
Parking Garage
92-13



Public Parking Lots 

Currently Assessed
Parking Projects 

Assessment District
Boundary 

