



City of Palo Alto

City Council Staff Report

(ID # 8959)

Report Type: Consent Calendar

Meeting Date: 3/5/2018

Summary Title: Adoption of a Resolution Amending Southgate RPP

Title: Adoption of a Resolution Amending the Southgate Residential Preferential Parking Program to Extend the Program Area to the West Side of El Camino Real, Increase the Number of Employee Parking Permits, Make Clarifying Modifications to the Resolution, and Restate the Program Provisions

From: City Manager

Lead Department: Planning and Community Environment

Recommendation:

Staff recommends that the City Council:

- A. Adopt a Resolution (Attachment A) amending the Southgate Residential Preferential Parking Program, established by Resolution No. 9688, to incorporate the west side of El Camino Real (SR 82) between Churchill Avenue and Park Boulevard, increase the number of employee permits by 15 contingent on the boundary change, conform the Resolution to that of the other residential preferential parking programs, make clarifying modifications, and restate the program provisions; and
- B. Direct staff to forward the Resolution to the California Department of Transportation (Caltrans) to authorize the addition of residential preferential parking on El Camino Real (SR 82) and, upon approval by Caltrans, an additional 15 employee permits will be released; and
- C. Direct staff to make corresponding changes to the Administrative Guidelines for the residential preferential parking programs; and
- D. Find these actions exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Sections 15061(b)(3) and 15301 (Existing Facilities) of Title 14 of the California Code of Regulations.

Background and Discussion:

On January 29, 2018 the City Council received a report on the Southgate Residential Preferential Parking Program and requested that staff return with an amended Resolution to incorporate parking on the west-side of El Camino Real and to clarify language on re-parking. The staff report can be found at <https://www.cityofpaloalto.org/civicax/filebank/documents/62945> and the meeting minutes can be found at <https://cityofpaloalto.org/civicax/filebank/documents/63464>.

Policy Implications:

The following Comprehensive Plan programs and policies are relevant to the Southgate RPP program:

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.

Policy B-1.2 Promote Palo Alto's image as a business-friendly community. Assume an active role in fostering businesses, including small start-ups, entrepreneurs, and innovative businesses.

Policy B-1.3 Engage with all stakeholders in the community, including businesses of all sizes, local retailers, the public, and City decision-makers in order to understand the challenges businesses and employers face.

Policy B-2.3 Recognize that employers, businesses and neighborhoods share many values and concerns, including traffic and parking issues and preserving Palo Alto's livability, and need to work together with a priority on neighborhood quality of life.

Policy B-3.3 Develop strategies for promoting businesses and employers that generate revenues that will support a full range of high-quality City services, including retain and attract revenue-generating businesses.

Policy B-4.2 Attract and support small businesses, start-ups, non-profit organizations, and professional services, which are vital to a diverse and innovative economy.

Resource Impact:

At current permit prices, additional employee parking permit sales could generate between \$1,600 and \$2,200 for the Southgate Residential Preferential Parking Program. It is estimated that the changes in signage on El Camino Real, based on Council direction in the January (Staff Report 8763) would require approximately \$4,500 in funding. There is sufficient budget in Capital Project PL-15003, Residential Preferential Parking in the Fiscal Year 2018 Approved

Capital Budget to cover the cost of signage.

Timeline:

If the Council adopts the proposed resolution, staff expects that California Department of Transportation (Caltrans) will take somewhere between one to six months to review and provide an approval or denial of this request. Upon Caltrans approval, the installation of new signage on El Camino Real (SR 82) would require up to two months. New employee permits can be released to sync with the installation date of the additional signage.

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: Resolution Amending Southgate RPP Program (PDF)

Resolution No. _____

Resolution of the Council of the City of Palo Alto Continuing the Southgate Residential Preferential Parking District (RPP) Pilot Program Established by Resolution No. 9688 With Amendments to Expand the District Boundary and Add a New Zone on El Camino Real and Adjust the Number of Permits Available, and Clarifying and Restating the Program Provisions

RECITALS

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 Alto Municipal Code, which established 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 Southgate area.

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

E. On April 26, 2017, the Planning and Transportation Commission held a public hearing to consider the proposed Southgate residential preferential parking program.

F. On June 19, 2017, the Council adopted Resolution No. 9688, which established the Southgate Residential Preferential Parking Program pilot and rescinded existing parking restrictions that conflicted with the restrictions established by this RPP district.

G. The Council desires to continue the Southgate Residential Preferential Parking Program pilot established by Resolution No. 9688 with modifications, including expansion of the RPP district boundary to include a portion of the west side of El Camino Real, a state highway subject to Caltrans' jurisdiction, and increasing the number of permits contingent on Caltrans' approval of the boundary expansion, and to restate the applicable Program provisions for this RPP district in the subject Resolution.

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

SECTION 1. Findings. The criteria set forth in Section 10.50.030 of the Palo Alto Municipal Code for designating a Residential Preferential Permit Zone have been met as follows:

- A. That non-resident vehicles do, or may, substantially interfere with the use of on-street or alley parking spaces by neighborhood residents in that based on observation there are few available parking spaces available midday, while the streets are relatively

unoccupied at midnight thus demonstrating the parking intrusion is largely by nonresidents.

- B. That the interference by the non-resident vehicles occurs at regular and frequent intervals, either daily or weekly, in that the parking intrusion is most severe during daytime hours during the regular workweek.
- C. That the non-resident vehicles parked in the area of the District create traffic congestion, noise, or other disruption (including shortage of parking spaces for residents and their visitors) that disrupts neighborhood life in that based on information from residents and other city departments the vehicle congestion is interfering with regular activities.
- D. Other alternative parking strategies are not feasible or practical in that the City has implemented a series of alternative parking strategies in the past and concurrently and there is still a shortage of parking available.

SECTION 2. Definitions.

- A. "Dwelling Unit" shall have the same meaning as it is defined in Palo Alto Municipal Code Section 10.50.020.
- B. "Southgate Residential Preferential Parking Program District" or "District" shall be those city blocks identified in Table 1.

TABLE 1	
STREET	BLOCKS ENFORCED
Castilleja Avenue	1500 and 1600
Churchill Avenue	12 to 100
Escobita Avenue	1500 and 1600
Madrono Avenue	1500 and 1600
Manzanita Avenue	200 and 300
Mariposa Avenue	1500 and 1600
Miramonte Avenue	100, 200, 300, 400 and 500
Portola Avenue	1500 and 1600
Sequoia Avenue	200, 300, and 400
El Camino Real	East Side of El Camino Real between 190 feet North of Park Boulevard and Churchill Avenue
El Camino Real	West Side of El Camino Real between Park Boulevard and Churchill Avenue

- C. "Parking Zones" shall be those areas within the District as shown in Exhibit A to this Resolution.

SECTION 3. Parking Restrictions within the District.

- A. Two-hour Parking Limit and No Re-parking. Within the District, no person shall park a vehicle adjacent to any curb for more than two hours. Re-parking a vehicle more than two hours after initially parking on the same day in the District is prohibited. These restrictions shall be in effect Monday through Friday from 8:00 AM to 6:00 PM, except holidays as defined in Palo Alto Municipal Code Section 2.08.100. Vehicles properly displaying a valid Parking Permit as described in Section 4 of this Resolution are exempt from these restrictions.
- B. Exempt vehicles. Vehicles exempt from parking restrictions as described in Palo Alto Municipal Code Section 10.50.070(d) are exempt from the restrictions in this section.

SECTION 4. Parking Permits.

- A. Employee Parking Permits. The City may issue Employee Parking Permits for use by employees working in the District. Employee Parking Permits shall be subject to the following regulations:
 - a. Duration. Employee Parking Permits shall be available in the form of six-month permits (“Six-Month Employee Parking Permits”) and one-day permits (“Daily Employee Parking Permits”).
 - b. Form of Permit. The City may issue Employee Parking Permits in any form it deems practicable, including stickers or hangtags.
 - c. Commuting Only. Employee Parking Permits are valid only when used by employees who are working within the District on the day the permit is used.
 - d. Zones. Employee Parking Permits shall be specific to one of the Parking Zones shown in Exhibit A and shall entitle the permit holder to park only in the Parking Zone designated on the Employee Parking Permit.
 - e. Maximum Number of Permits Issued. A maximum of 10 Six-Month Employee Parking Permits shall be granted at any given time. Upon Caltrans’ approval of the incorporation of a portion of El Camino Real into the District by this Resolution, an additional 15 Six-Month Employee Parking Permits shall be granted, for a total of 25 Six-Month Employee Parking Permits granted at any given time.
 - f. Daily Employee Parking Permits. Daily Employee Parking Permits will be available to employees only, and will not be available for sale to employers. Employees will be limited to purchase up to four (4) daily parking permits per month, or roughly one per week. The permit will state the date through which it is valid.
- B. Resident Parking Permits. The City may issue Resident Parking Permits to residents of dwelling units within the District. Resident Parking Permits shall be subject to the following regulations:
 - a. Duration. Resident Parking Permits shall be available in the form of annual permits and one-day permits.
 - b. Form of Permit. The City may issue Resident Parking Permits in any form it deems practicable, including stickers or hangtags.

- c. Maximum Number of Permits per Dwelling Unit. Each dwelling unit within the District shall be limited to six Annual Resident Parking Permits at any given time. These permits may be used by residents or guests within the District.
- d. Daily Resident Parking Permits. Each dwelling unit shall be limited to 50 Daily Resident Parking Permits annually, which may be used by residents or guests within the District. These permits may be in the form of scratcher hangtags, an online issuance system, or such other form as the City determines. The permit will state the date through which it is valid.

SECTION 5. Fees.

Fee for Parking Permits. The fee for Parking Permits in the District shall be the following:

- a. Annual Resident Permit: First Annual Resident Permit sticker is free; second, third and fourth Annual Permit Resident Permit stickers are \$50 per permit per year; transferable Annual Resident Permit hangtags (up to two) are \$50 per permit per year.
- b. One-Day Resident Permit: \$5 per permit.
- c. Employee Parking Permits
 - 1. Six-month Employee Permit: \$74.50 (or \$25 if employee qualifies for low-income status in accordance with Residential Preferential Parking Regulations) per permit.
 - 2. One-Day Employee Permit: \$5 per permit.

SECTION 6. Existing Parking Restrictions.

In the event City staff should, at a later time, discover conflicting parking restrictions within the District that conflict with the restrictions of this resolution, but are not expressly rescinded, the RPP restrictions of this resolution shall control. However, existing parking restrictions indicated by painted curbs and implemented pursuant to Vehicle Code section 21458 are not superseded by this Resolution and remain in effect.

SECTION 7. Supersede. To the extent any of the provisions of this Resolution are inconsistent with the regulations set forth in Resolution 9688, this Resolution shall control.

SECTION 8. 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 9. Effective Date. This Resolution shall take effect immediately upon its passage. The provisions with respect to El Camino Real will take effect upon the approval of Caltrans which has jurisdiction over this state highway. Enforcement shall commence, pursuant to Chapter 10.50 of Title 10 of the Palo Alto Municipal Code and the California Vehicle Code, when signage is posted.

SECTION 10. Pilot Program. The RPP Program shall remain in force until the City Council takes action to extend, modify, or rescind. The City Council shall reconsider this Southgate RPP Program by November 1, 2018.

INTRODUCED AND PASSED:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

ATTEST:

City Clerk

Mayor

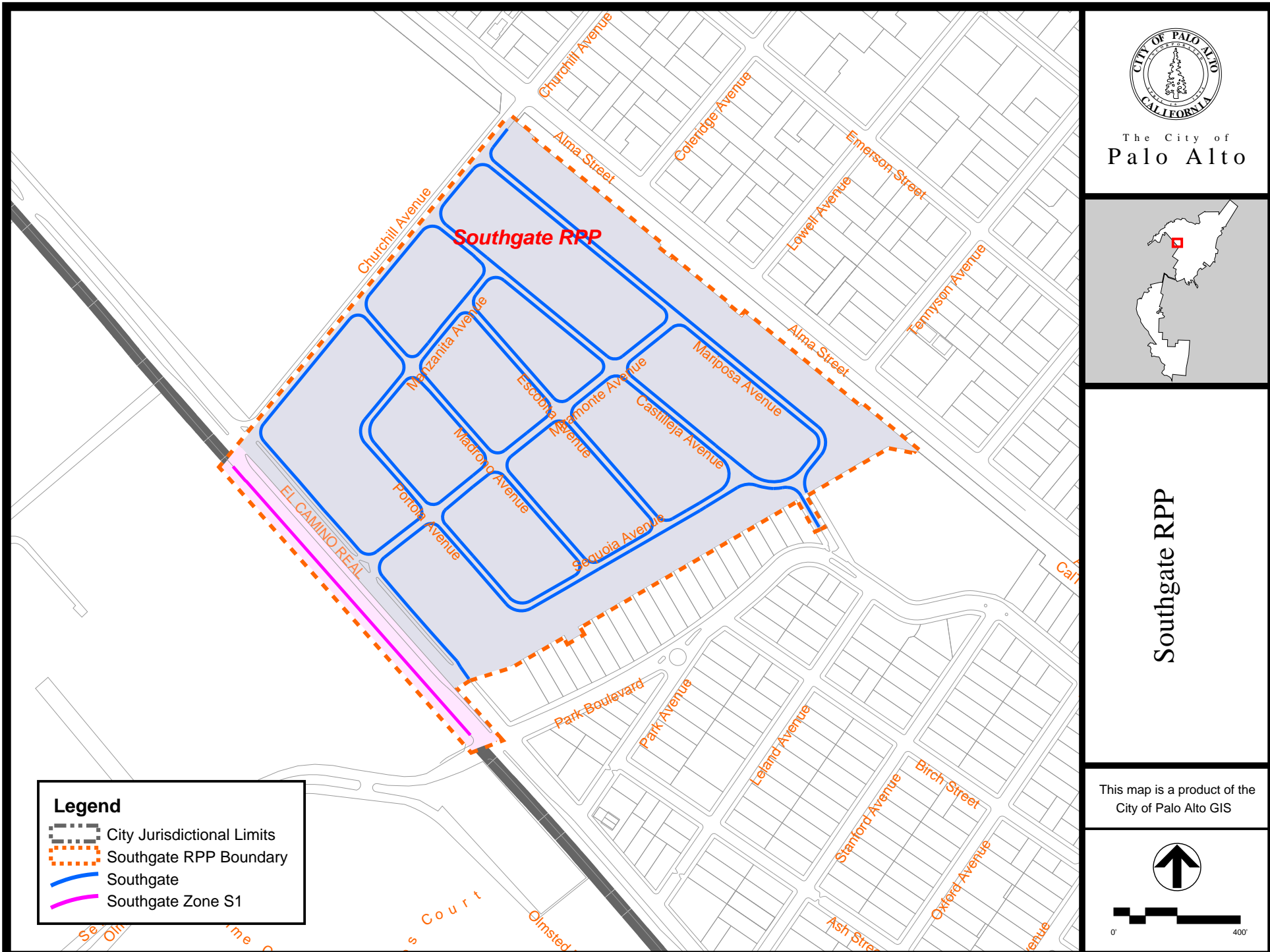
APPROVED AS TO FORM:

APPROVED:

Assistant City Attorney

City Manager

Director of Planning and Community
Environment



The City of Palo Alto



Southgate RPP

This map is a product of the City of Palo Alto GIS



Legend

- City Jurisdictional Limits
- Southgate RPP Boundary
- Southgate
- Southgate Zone S1

EMPLOYEE ZONES AND PERMIT ALLOCATION			
Zones	Employee Permit Allocation	STREET	BLOCKS ENFORCED
S	10	Castilleja Avenue	1500 and 1600
		Churchill Avenue	12 to 100
		Escobita Avenue	1500 and 1600
		Madrono Avenue	1500 and 1600
		Manzanita Avenue	200 and 300
		Mariposa Avenue	1500 and 1600
		Miramonte Avenue	100, 200, 300, 400 and 500
		Portola Avenue	1500 and 1600
		Sequoia Avenue	200, 300, and 400
		El Camino Real	East Side of El Camino Real between 190 feet North of Park Boulevard and Churchill Avenue
S1	15	El Camino Real	West Side of El Camino Real between Park Boulevard and Churchill Avenue