



City of Palo Alto

City Council Staff Report

(ID # 9112)

Report Type: Consent Calendar

Meeting Date: 5/14/2018

Summary Title: Crescent Park No Overnight Parking

Title: Adopt an Ordinance Amending Chapter 10.51 of Title 10 of the Palo Alto Municipal Code Related to the Crescent Park No Overnight Parking Program to Reflect the Current Status of Approved Streets Within the Program, to Tentatively Approve Additional Street Segments Within Crescent Park, and to Add Provisions for Opting-Out of or Dissolving the Restricted Parking Area

From: City Manager

Lead Department: Planning and Community Environment

Recommendation

Staff recommends that the City Council adopt the proposed ordinance (Attachment A) amending Chapter 10.51 of Title 10 of the Palo Alto Municipal Code to tentatively approve additional street segments within Crescent Park, and to add provisions for opting-out of or dissolving the restricted parking area.

Note: When the Chapter 10.51 was last amended, some streets/street segments in the Crescent Park area were inadvertently left off the list of “tentatively approved” streets (eligible to petition into the program). The proposed ordinance would add those streets to the tentatively approved list and create an “opt out” procedure.

Executive Summary

On August 12, 2013, Council approved implementation of a pilot No Overnight Parking program on certain streets within the Crescent Park neighborhood for one year. Developed in response to resident concerns about non-resident parking, the program aimed to restrict overnight parking to resident permit holders only. Crescent Park residents petitioned by street, and the City implemented a pilot No Overnight Parking program requiring residents to display a valid City of Palo Alto parking permit on their vehicles to park on-street between the hours of 2:00 am and 5:00 am. Residents of streets within the program boundaries and whose streets have

opted to participate in the program are eligible to purchase permits. Residents are allowed up to two annual permits per household at a cost of \$100 each.

Based on the success of the program, Council authorized staff in September 2014 to continue the Crescent Park No Overnight Parking program trial.

Background

Table 1 contains a full list of streets originally deemed eligible for the Crescent Park No Overnight Parking program based on initial Council direction, and indicates the current status at the writing of this report whether the street has opted into the program.

While streets were approved for inclusion in the Crescent Park No Overnight Parking program, each block must opt in individually via the following process:

- 1) Residents request a petition from City staff, and must submit the petition signed by at least one member of at least 50% of the parcels on the block.
- 2) The City issues a postal survey to verify participation/interest of all residents. At least a 70% support rate of parcels on the block is required for approval
- 3) Following validation of majority support, City staff implements signs and residents are notified of eligibility to purchase parking permits at City Hall.

Table 1
Crescent Park No Overnight Parking Program
Participating Streets

Crescent Park Street or Street Segment
Edgewood Drive between Southwood and Channing
Newell Road between Edgewood and Newell Place
Phillips Road

Madison Way
Hamilton Ave between Lincoln and Alester
Jefferson Drive
Southwood Drive
Crescent Drive
Dana Avenue between Center and Alester
East Crescent Drive
West Crescent Drive
Island Drive
Kings Lane
Center Drive between University and Pitman
Pitman Avenue, 1432 to 1494 Pitman
University Avenue between Palm and East Crescent
Louisa Court
Arcadia Place

Source: Palo Alto Department of Planning & Community Environment, March 2018

In most instances, the implementation of overnight parking restrictions has reduced parking occupancy on those streets, and has received favorable feedback from the Crescent Park residents. Enforcement of the streets is based primarily on resident-request but the Police Department does provide random enforcement as staff time permits. In all, an estimated 480 parking citations have been issued since the implementation of the pilot program.

Through the initial two years of the pilot program, as individual blocks opted into the program, displaced non-resident parkers have moved to other adjacent streets, thus increasing overall parking occupancy on other blocks. This spillover resulted in more blocks organizing and requesting inclusion in the program. Over time, the parking occupancy of blocks not included in the initial pilot has increased.

Expanding the program boundary and including additional streets in the Crescent Park No Overnight Parking program does not automatically create permit restrictions on the street. Rather, residents of those streets are given the opportunity to organize and opt in to the program if they choose. Table 2 contains a full list of additional street segments recommended for eligibility into the Crescent Park No Overnight parking program.

Table 2
Crescent Park No Overnight Parking Program
Recommended For Eligibility

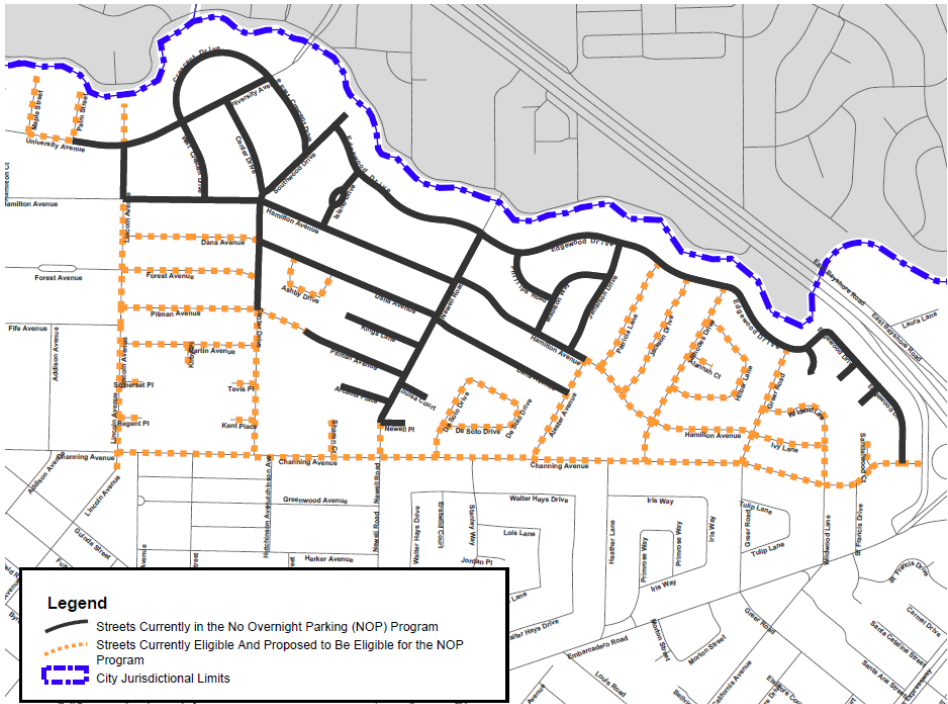
Crescent Park Street or Street Segment
Channing Ave between Lincoln and W. Bayshore
Center Drive between Pitman to Channing
Lincoln Avenue between Channing and Hamilton (south side)
Dana Avenue from Lincoln to Center
Hamilton Avenue from Alester to Greer
Ashby Drive
Pitman Avenue from 1494 to Lincoln
Dana between Lincoln and Center
Forest between Lincoln and Center
Lincoln between Hamilton and Channing
University between Hale and Palm
Alester between Channing and Hamilton
Patricia Lane
Jackson Drive
Sandalwood Court
Wildwood Lane
Ivy Lane
Hilbar Lane
Alannah Court
De Soto Drive
Sharon Court
Tevis Place
Kent Place

Regent Place
Somerset Place
Kirby Place
Palm Street
Maples Street
Marlowe Street

Source: Palo Alto Department of Planning & Community Environment, March 2018

Figure 1 shows the streets that are currently part of the program and streets staff recommend as eligible for the No Overnight Parking program (including those already tentatively approved and those proposed to be tentatively approved).

Figure 1
Crescent Park No Overnight Parking Program
Current Participation and Proposed Program Expansion



Source: Palo Alto Department of Planning & Community Environment, April 2018

Resource Impact

Residents are allowed up to two annual permits per household at a cost of \$100 each. Revenue impacts will depend upon which neighborhood blocks decide to opt into the program and can

be estimated at that time. The Crescent Park No Overnight Parking program currently receives no on-going targeted enforcement, relying primarily on resident requests to drive periodic enforcement. Additionally, given that the parking restriction is in the early morning hours, enforcement is by uniformed police officers as needed, rather than the parking control officer program. The limited enforcement minimizes the program's operational costs and financial impact.

Environmental Review

Extension of existing parking restrictions and the addition of streets to the program are covered by the general rule that CEQA applies only to projects which have the potential to cause significant environmental impacts. Here it can be seen with certainty that the minor changes proposed will not have a significant impact and CEQA does not apply. (Public Resources Code 21065 and CEQA Guidelines Section 15061(b)(3)).

Attachments:

Attachment A: Ordinance Amending Chapter 10.51 Crescent Park Overnight Parking (PDF)

Not Yet Approved

Ordinance No. ____

Ordinance of the Council of the City of Palo Alto Amending Chapter 10.51 (Crescent Park No Overnight Parking Program) of Title 10 (Vehicles and Traffic) of the Palo Alto Municipal Code to Reflect the Current Status of Approved Streets and Add the Remaining Streets or Street Segments Within Crescent Park to the List of Tentatively Approved Streets and Street Segments, and to Add Provisions for Opting-Out of or Dissolving the Restricted Parking Area

The Council of the City of Palo Alto ORDAINS as follows:

SECTION 1. Section 10.51.030 (Designation of Crescent Park no overnight parking area) of Chapter 10.51 (Crescent Parking No Overnight Parking) of Title 10 (Vehicles and Traffic) of the Palo Alto Municipal Code (PAMC) is amended to read as follows:

10.51.030 Designation of Crescent Park no overnight parking area.

(a) Area.

(1) The following streets or street segments are approved for the Crescent Park no overnight parking program:

Crescent Park Street or Street Segment	Status
Edgewood Drive between Southwood and Patricia <u>Channing</u>	Opted in September 2013
Newell Road between Edgewood and Dana <u>Newell Place</u>	Opted in September 2013
Phillips Road	Opted in September 2013
Madison Way	Opted in September 2013
Hamilton Ave between Island <u>Lincoln</u> and Alester	Opted in September 2013
Jefferson Drive	Opted in September 2013
Southwood Court <u>Drive</u>	Opted in November 2013
Crescent Drive	Opted in November 2013
Dana Avenue, Ashby to <u>between Center and</u> Alester	Opted in November 2013
Newell Road, Dana to Pitman	Opted in November 2013
Newell Road from Alester/Dana to Lincoln	Opted in November 2013
East Crescent Drive	Opted in December 2013
<u>West Crescent Drive</u>	

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Island Drive	Opted in April 2014
Kings Lane	Opted in April 2014
Center Drive <u>between University and Pitman</u>	Opted in June 2014
Pitman Avenue, 1432 to 1494 Pitman	Opted in October 2014
University Avenue between East Palm and East Crescent and Lincoln Avenue	Opted in December 2014
Louisa Court	Opted in March 2015
Arcadia Place	Opted in July 2015
Hamilton Avenue from Center to West Crescent	Opted in August 2015

(2) The following streets or street segments are tentatively approved for the Crescent Park no overnight parking program:-

Crescent Park Street or Street Segment	Status
<u>Channing Avenue between Lincoln and West Bayshore</u>	
Center Drive from Hamilton <u>between Pitman</u> to Channing Avenue	Pending Approval
Newell Place	Pending Approval
Lincoln Avenue between University <u>Channing</u> and Hamilton (<u>south side</u>)	Pending Approval
Southwood Drive from Hamilton to Edgewood	Petition Distributed
West Crescent	Petition Distributed
Dana Avenue from Ashby <u>Lincoln</u> to Center	Petition Distributed
Hamilton Avenue from West Crescent <u>Alester</u> to Lincoln <u>Greer</u>	No Petition Request
Ashby Drive	No Petition Request
Pitman Avenue from 1494 to Center <u>Lincoln</u>	No Petition Request
Dana <u>Avenue</u> between Lincoln and Center	Recommended Program Expansion
Forest <u>Avenue</u> between Lincoln and Center	Recommended Program Expansion
Lincoln <u>Avenue</u> between Hamilton and Channing	Recommended Program Expansion
University <u>Avenue</u> between Lincoln <u>Hale</u> and Palm	Recommended Program Expansion
Alester <u>Avenue</u> between Channing and Hamilton	Recommended Program Expansion

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Patricia Lane	Recommended Program Expansion
Jackson Drive	Recommended Program Expansion
<u>Sandalwood Court</u>	
<u>Wildwood Lane</u>	
<u>Ivy Lane</u>	
<u>Hilbar Lane</u>	
<u>Alannah Court</u>	
<u>De Soto Drive</u>	
<u>Sharon Court</u>	
<u>Tevis Place</u>	
<u>Kent Place</u>	
<u>Regent Place</u>	
<u>Somerset Place</u>	
<u>Kirby Place</u>	
<u>Palm Street</u>	
<u>Maples Street</u>	
<u>Marlowe Street</u>	
Hamilton-Chaucer Street between Patricia-Palo Alto Ave and Rhodes University	Recommended Program Expansion
Edgewood-Palo Alto Avenue between Patricia-Hale and Rhodes Marlowe	Recommended Program Expansion

(b) Parking restriction hours.

- (1) Vehicles not displaying a valid overnight residential parking permit are prohibited from parking within the restricted parking area between two a.m. and five a.m. every day of the week. All vehicles may utilize on-street parking in Crescent Park outside of this specified enforcement period.
- (2) City staff shall cause appropriate signs to be erected in that area, indicating prominently thereon the time limitation and period of the day for its application.

SECTION 2. A new Section 10.51.065 (Modification or termination of restricted parking areas) is added to **Chapter 10.51 (Crescent Parking No Overnight Parking)** of Title 10 (Vehicles and Traffic) of the PAMC to read as follows:

10.51.065 Modification or termination of restricted parking areas.

(a) Opting out. After final adoption of a designated restricted parking area, an application to opt out may be filed with the director of planning and community environment, subject to the following:

- (1) The minimum number of blocks and percentage of dwelling units supporting the opt-out shall be specified by the director in the administrative guidelines.
- (2) Each legal dwelling unit, as defined in Section 18.04.030(b)(46) of this code, shall be entitled to one vote towards the determination of support.
- (3) Applications for opting out shall be made in the form and manner prescribed by the director and shall be acted upon by the director.

(b) Dissolution. The city council, following a noticed public hearing, may adopt a resolution dissolving a designated restricted parking area:

- (1) Upon receipt and verification of a signed petition representing 50% or more of the affected dwelling units within a designated restricted parking area; or
- (2) Upon findings by the city council that the criteria for designating the restricted parking area are no longer satisfied.

SECTION 3. Any provision of the Palo Alto Municipal Code or appendices thereto inconsistent with the provisions of this Ordinance, to the extent of such inconsistencies and no further, is hereby repealed or modified to that extent necessary to effect the provisions of this Ordinance.

SECTION 4. If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 5. The Council finds that this Ordinance does not meet the definition of a project under Section 21065 of the California Environmental Quality Act.

Not Yet Approved

SECTION 6. This Ordinance shall be effective on the thirty-first date after the date of its adoption.

INTRODUCED:

PASSED:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

NOT PARTICIPATING:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

APPROVED:

Assistant City Attorney

City Manager

Director of Planning & Community
Environment