



City of Palo Alto

City Council Staff Report

(ID # 11688)

Report Type: Consent Calendar

Meeting Date: 11/16/2020

Summary Title: Adoption of a Resolution Extending the Old Palo Alto RPP

Title: Adoption of a Resolution to Establish the Old Palo Alto Residential Preferential Parking Program as a Continuing Program

From: City Manager

Lead Department: Transportation Department

Recommendation

Staff recommends that the City Council hold a public hearing (per PAMC § 10.50.060) and take the following actions:

- A. Adopt a resolution (Attachment A) to conclude the “pilot” phase of the Old Palo Alto Residential Preferential Parking (RPP) Program established by [Resolution No. 9862](#) and establishing the Old Palo Alto Residential Preferential Parking (RPP) Program as a continuing program.
- B. 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.

Background and Discussion

The City Council established the Old Palo Alto RPP Program as a one-year pilot program with the adoption of Resolution Number 9862 in October 2019. Permit sales for the Old Palo RPP Program pilot began in November 2019 with soft enforcement (warnings with no citations). Full citation enforcement roll-out started in December 2019.

During the pilot period, there have been only minor issues such as high on-street occupancies (“bunching”) on streets near the district’s original boundaries and a few complaints from visitors wanting to park near the California Avenue business district and the Caltrain Station. Residents, however, have generally been supportive of the program.

In January of 2020, staff received RPP program feedback and collected preliminary occupancy data. Old Palo Alto residents 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 increased parking availability in their neighborhood. Staff also received concerns about parking overflow on adjacent blocks as non-

resident parkers park beyond the district and walk to their respective destinations, either their place of employment or the Caltrain Station.

On October 5, 2020, staff initially recommended extending the Old Palo Alto RPP pilot for an additional twelve months to further evaluate the program, as the economic downturn related to COVID-19 has significantly impacted travel patterns in the October 5, 2020 ([CMR #11621](#)). Council determined that an extension of the pilot program and a follow up survey was not needed. Based on the community's favorable input and straightforward nature of the parking issue in the district, Council voted instead to direct Staff to return to Council with a Resolution to establish the Old Palo Alto Residential Preferential Parking (RPP).

Policy Implications

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

No additional resource impact is expected with continued operation of this program as funds

were included in the Adopted FY 2021 Operating Budget. Staff will continue to monitor the activity of this program and will bring forward any necessary budgetary adjustments as part of the annual budget process. Funding for future years is subject to the annual appropriation of funds by the City.

Timeline

Current parking permits expire on March 31, 2021 and new permits will go on sale at least 20 days in advance of that date.

Stakeholder Engagement

The recommended action is a result of expectations of residential stakeholders outlined in the City’s parking management work (prioritized Parking Work Plan), reflecting outreach and community engagement processes documented at the outset of the planning processes that created the citywide RPP program as well as subsequent RPP study (Residential Preferential Parking Program Review).

Environmental Review

This program as recommended in the 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 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 - Continuing Old Palo Alto RPP Program

NOT YET APPROVED

Resolution No. _____

Resolution of the Council of the City of Palo Alto Continuing the Old Palo Alto Residential Preferential Parking District (RPP) Program Established by Resolution 9862, Adjusting the District Boundaries, and Restating the Program Provisions

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 Alto Municipal Code, which established the city-wide procedures for (RPP) districts in the city.

C. On March 27, 2019, the Planning and Transportation Commission prioritized Old Palo Alto for Residential Preferential Parking program implementation.

D. In August 2019, a stakeholders' group comprised of Old Palo Alto residents met and made its recommendations to the City on the particular rules to be applied to the Old Palo Alto RPP District.

E. On August 28, 2019, the Planning and Transportation Commission held a public hearing to consider the proposed Old Palo Alto Residential Preferential Parking program.

F. On October 21, 2019, the Council adopted Resolution 9862, which established the Old Palo Alto Residential Preferential Parking Program pilot. The trial period set by Resolution 9862 requests the Council take action on the pilot by December 1, 2020.

G. It is the goal of the City to reduce the impacts of non-resident overflow parking from the commercial areas on the surrounding neighborhoods.

H. The Council desires to extend and continue the Old Palo Alto RPP Program established by Resolution No. 9862 with modifications to adjust the District boundaries and to restate the applicable Program provisions for the 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. "Old Palo Alto Residential Preferential Parking Program District" or "District" shall be that area as shown in Exhibit A to this Resolution.

SECTION 3. Parking Restrictions within the District.

- A. Two-hour Parking Limit and No Re-parking. In the areas within the District listed in Table 1, 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 5:00 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.

TABLE 1	
STREET	BLOCKS
Washington Ave.	Alma St. to Bryant St.
North California Ave.	High St. to Bryant St.
Nevada Ave.	High St. to Ramona St.
Ramona St.	Washington Ave. to Oregon Ave.
Emerson St.	Washington Ave. to Oregon Ave.
High St.	Washington Ave. to Oregon Ave.

- 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.

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SECTION 4. Parking Permits.

- A. 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 hangtags.
 - c. Maximum Number of Permits per Dwelling Unit. Each dwelling unit within the District shall be limited to five 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. 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. The fee for Parking Permits in the District shall be set by the City's Municipal Fee Schedule.

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. To the extent any of the provisions of this Resolution are inconsistent with the regulations set forth in Resolution 9862, this Resolution shall control.

SECTION 7. 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.

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NOT YET APPROVED

SECTION 8. Effective Date. This Resolution shall take effect immediately upon its passage. 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.

INTRODUCED AND PASSED:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

APPROVED:

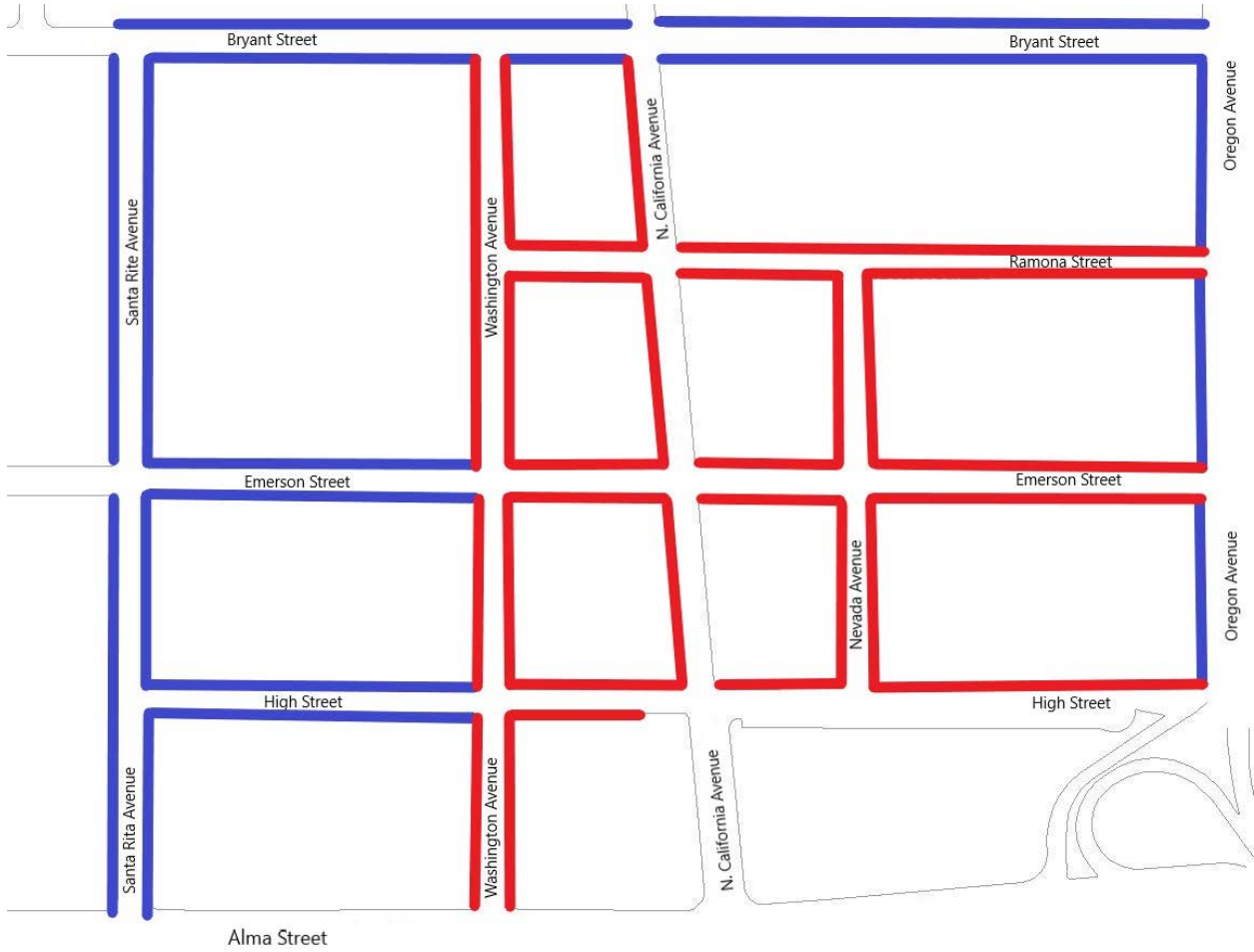
Deputy City Attorney

City Manager

Chief Transportation Official

NOT YET APPROVED

EXHIBIT A
Old Palo Alto RPP District



Old Palo Alto RPP District in Red
RPP Eligible Blocks in Blue