



Office of the City Manager

PUBLIC HEARING
January 31, 2017

To: Honorable Mayor and Members of the City Council
 From: *DWR* Dee Williams-Ridley, City Manager
 Submitted by: Phillip Harrington, Director, Public Works
 Subject: Extend Residential Preferential Parking Program on Sections of Harper Street, Allston Street, Grant Street, and Claremont Avenue

RECOMMENDATION

Conduct a public hearing and upon conclusion, adopt a Resolution amending Resolution No. 56,508-N.S. Sections 25M, 25C, and 25L by adding subsections to extend the Residential Preferential Parking Program on four city blocks.

FISCAL IMPACTS OF RECOMMENDATION

Funding of \$2,079 to implement the Residential Preferential Parking Program (RPP) extension is available in the FY 2017 Transportation Traffic Maintenance General Fund budget. .

CURRENT SITUATION AND ITS EFFECTS

In conformance with Berkeley Municipal Code (BMC) Section 14.72.050(A)(1), staff verified that a numerical majority of residences submitted signatures on qualifying petitions to “opt-in” to the RPP for the below listed street sections. These blocks are included in the existing residential Study Area boundaries covered by the Environmental Impact Report (EIR) certified by the City Council in September 1988, in accordance with California Environmental Quality Act (CEQA) guidelines.

1. Harper Street: currently there is no RPP control on either side of Harper Street between Ashby Avenue and Prince Street. A petition was received from both sides of the street.
2. Allston Way: currently there is no RPP restriction on either side of Allston Way between Sacramento Street and Spaulding Avenue. A petition was received from both sides of the street.
3. Grant Street: currently there is no RPP control on either side of Grant Street between Blake Street and Parker Street. A petition was received from both sides of the street.
4. Claremont Avenue: currently there is RPP control on the west side of Claremont Avenue between Webster Street and Prince Street. A petition was received from the east side of the street between Hazel Road and Oakvale Avenue. The four side streets all terminate at Claremont Avenue slightly offset from each other.

Staff verified that 75% or more of available curb spaces were occupied during mid-morning and mid-afternoon observation periods at all locations.

The addition of one side of one block (Claremont) and both sides of three blocks (Harper, Allston and Grant) to existing RPP Areas L, M, and C should result in minimal impacts to enforcement capabilities. Each RPP addition, however, tends to result in slightly diminished enforcement for other existing permit areas.

BACKGROUND

Expansion of the RPP Program was approved by City Council in February 1989, after Council certified the associated EIR in September 1988. The analysis was done for the Study Area shown on Attachment 3, and fourteen RPP areas (A-N) have been designated to date. Although permit parking has been established for the majority of blocks located within the EIR study area, there are approximately 300 additional blocks that do not presently have permit parking restrictions.

The RPP Program allows residents to petition the City to “opt-in” or “opt-out” of the Program. The process requires submittal of a petition signed by residents of at least 51% of dwellings sited along the affected block, and a parking survey of those blocks that shows 75% or more of available on-street parking spaces are occupied during the mid-morning and mid-afternoon. In addition, blocks petitioning to opt-in should be included in existing residential Study Area boundaries covered by the EIR.

ENVIRONMENTAL SUSTAINABILITY

Expansion of the RPP Program may decrease the level of greenhouse gases generated as the Program may decrease the number of commuter vehicles searching for parking, the number of cold starts (moving a car without warming up the engine), and the number of drivers that move cars to new locations after the two-hour parking limit expires.

Incremental expansion of the RPP program may make alternative transportation options more attractive. A modal shift by commuters to walking, bicycling, public transportation, or carpooling may also lead to a decrease in greenhouse gases.

RATIONALE FOR RECOMMENDATION

Because at least 51% of residential households on the subject blocks signed a petition, and as parking surveys show over 75% occupancy of available parking spaces, these blocks meet the requirements set forth by the BMC for inclusion into the RPP Program.

ALTERNATIVE ACTIONS CONSIDERED

Council may leave these streets with unrestricted parking. Yet Council has acted previously to routinely approve the “opting in” of blocks where the requisite number of households signed a petition requesting RPP control, and where the parking utilization exceeds 75%.

CONTACT PERSON

Farid Javandel, Transportation Manager, Public Works (510) 981-7010
Matthew Cotterill, Traffic Engineering Assistant, Public Works (510) 981-6433

Extend Residential Preferential Parking Program on Sections of Harper Street, Allston Street, Grant Street, and Claremont Avenue

PUBLIC HEARING
January 31, 2017

Attachments:

1. Resolution
2. Public Hearing Notice
3. Map of Street Sections Opting Into Program

RESOLUTION NO. ##,###-N.S.

EXTEND RESIDENTIAL PREFERENTIAL PARKING PROGRAM ON FOUR STREETS

WHEREAS, Berkeley Municipal Code Section 14.72.050.A.1, Designation of a Residential Preferential Parking Program, allows residents to petition the City to "opt-in" or "opt-out" of the Program and requires submittal of a petition containing signatures of residents of at least 51% of dwellings on the affected block; and

WHEREAS, residents of at least 51% of the dwellings on the following blocks have petitioned to "opt-in" to Residential Preferential Parking Permit Program:

1. both sides of Harper Street between Ashby Avenue and Prince Street;
 2. both sides of Allston Way between Sacramento Street and Spaulding Way;
 3. both sides of Grant Street between Blake Street and Parker Street;
 4. the east side of Claremont Avenue between Hazel Road and Oakvale Avenue;
- and City staff concurs; and

WHEREAS, staff has conducted field observations and determined at least 75% of available on-street parking spaces are occupied during the mid-morning and mid-afternoon time periods; and

WHEREAS, the designation of these blocks as a residential preferential permit parking area will not be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing in the area designated; and

WHEREAS, the \$2,079 implementation cost is available in FY 2017 General Fund 010 for Transportation Traffic Maintenance.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the following subsections of Section 25 of Resolution No. 56,508-N.S. are hereby added to read as follows:

Section 25M HARPER STREET, both sides, between Ashby Avenue and Prince Street

Section 25C ALLSTON WAY, both sides, between Sacramento Street and Spaulding Avenue

Section 25C GRANT STREET, both sides, between Blake Street and Parker Street

Section 25L CLAREMONT AVENUE, east side, between Hazel Road and Oakvale Avenue

**NOTICE OF PUBLIC HEARING – BERKELEY CITY COUNCIL
CITY COUNCIL CHAMBERS, 2134 MARTIN LUTHER KING JR. WAY
EXTEND RESIDENTIAL PREFERENTIAL PARKING PROGRAM
TUESDAY, JANUARY 31, 2017 AT 7:00 P.M.**

The Department of Public Works is proposing to conduct a public hearing and, if recommendations are approved, adopt a Resolution amending Sections 25E and 25L of Resolution No. 56,508-N.S. by adding subsections to extend residential permit parking on both sides of Harper Street between Ashby Avenue and Prince Street, both sides of Allston Way between Sacramento Street and Spaulding Way, both sides of Grant Street between Blake Street and Parker Street, and the east side of Claremont Avenue between Hazel Road and Oakvale Avenue.

The Residential Permit Parking Program allows for residents to petition the City to "opt-in" or "opt-out" of the Program. Complying with the requirements, residents of the blocks now being considered for opting into the Residential Permit Parking Program have submitted the qualifying signatures on petitions and also have at least 75% of the curb spaces occupied during the morning and mid-afternoon observation periods. Adding blocks within the existing residential study area boundaries through evaluations by an EIR study certified on September 27, 1988, and in accordance with California Environment Quality Act (CEQA) guidelines, are categorically exempt as defined by Section 15.162(c).

A copy of the agenda material for this hearing will be available on the City's website at www.CityofBerkeley.info as of **January 19, 2017**.

For further information, please contact **Matthew Cotterill, Traffic Engineering Assistant** at (510) 981-6433.

Written comments should be mailed or delivered directly to the City Clerk, 2180 Milvia Street, Berkeley, CA 94704, in order to ensure delivery to all Councilmembers and inclusion in the agenda packet.

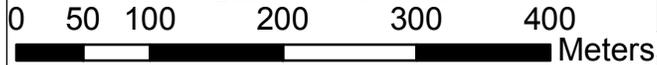
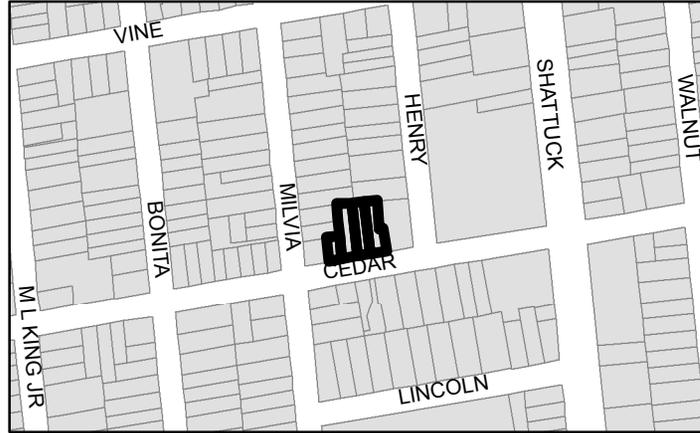
Communications to the Berkeley City Council are public record and will become part of the City's electronic records, which are accessible through the City's website. **Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to the City Council, will become part of the public record.** If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the City Clerk. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the City Clerk at 981-6900 or clerk@cityofberkeley.info for further information.

Posted: January 19, 2017

Posting is in accordance with Berkeley Municipal Code Chapter 14.72

~~~~~  
I hereby certify that the Notice for this Public Hearing of the Berkeley City Council was posted at the display case located near the walkway in front of Council Chambers, 2134 Martin Luther King Jr. Way, as well as on the City's website, on January 19, 2017.

\_\_\_\_\_  
Mark Numainville, City Clerk



# ATTACHMENT 3



-  Parcels Opting In
-  RPP Area Boundary

This map is for reference purposes only.

Care was taken in the creation of this map, but it is provided "AS IS". Please contact the City of Berkeley to verify map information or to report any errors.  
January 5th, 2016



**CITY OF BERKELEY**  
Transportation Division  
1947 Center Street  
Berkeley CA 94704