

Date: August 10, 2016
To: Municipal Council
From: Mike DeSimone, Director
Re: Winter Parking Permits

Background

Logan City regulates overnight parking through Section 10.52.170 of the Municipal Code by limiting on-street parking between the hours of 1:00 a.m. and 6:00 a.m. from November 15th through the end of February. The general purpose for these restrictions is to facilitate snow removal. Logan City adopted Resolution 08-24 which, in conjunction with the parkstrip reclamation project, instituted a winter time residential street parking permit system in order to assist those properties impacted by the restoration of the parkstrip in front of their property. The intent of the permit program was to provide a temporary parking solution while the property owners secured off-street parking elsewhere.

The number of winter parking permits has steadily increased since 2008 when the City issued 51 permits representing 21 properties. In 2015, the City issued 224 permits representing 84 specific properties. Of the 84 specific properties, 41 individual properties received 135 parking permits, or 60% of the total number issued. And, of these 84 properties, approximately 142 parking stalls were eliminated from the park strip when it was reclaimed by the City.

The remaining 43 individual properties received 89 separate parking permits, or 40% of the total number issued. And, of these 43 properties, 19 are grandfathered multi-family units and 24 are not.

The cost of an overnight permit in 2008 was \$200.00. This was reduced in 2010 to \$50.00.

Issue

The program has expanded beyond the original intent of temporarily helping properties impacted by the parkstrip removal project, to now including a wide range of residential properties lacking adequate off-street parking. In fact, we do not charge for overnight parking permits for single family residential properties demonstrating a need. The result has been an increased impact on winter time road maintenance activities (snow plowing) as plows are having to work around more parked cars. And, as more cars are parked legally overnight, the number of cars parked illegally overnight appears to be increasing which is placing greater demands on the Police Department to enforce illegal overnight parking. Coupled with the City's mechanism of enforcement (ticket on the window), the actual elimination of illegally parked vehicles from the roadway is not very effective.

Request

Consider the following options (or others) in evaluating the winter time residential street parking permit system, and work with the Mayor and staff in implementing any desired changes to this program:

- (1) Retain the program as is by continuing to issue winter time residential street parking permits to those properties, regardless of their impact from the parkstrip reclamation program, that have a demonstrated need due to a lack of off-street parking.
- (2) Scale back the parking permit system and restrict its use for only those properties that have lost parking due to the parkstrip reclamation program.
- (3) Eliminate all overnight parking permits and prohibit all on-street parking between the hours of 1:00 a.m. and 6:00 a.m. November 15th through February.
- (4) Eliminate the residential street parking permit system and eliminate the prohibition on winter time overnight parking.
- (5) Scale back the parking permit system over a period of two years, eventually eliminating the winter time residential street parking permit system, and then institute a complete prohibition off on-street parking between the hours of 1:00 a.m. and 6:00 a.m. November 15th through February.
- (6) Increase the permit fee to an amount sufficient to fund additional parking enforcement personnel. The current fee generated approximately \$10,000 in revenue last year which went to the City's General Fund. A fee increase from \$50 to \$250 may generate an additional \$40,000 annually which could be used to provide additional parking enforcement personnel during the winter months.
- (7) Only permit winter time parking on non critical roadways such as local streets. Using the City's snow plow street prioritization list, prohibit overnight parking on major/minor arterials and major collector roads to ensure snow plows are able to efficiently plow heavily travelled roadways without having to work around parked cars.

Discussion

Each of the options identified above have issues and implications.

Retaining the program as is, without any modifications, is not sustainable from a neighborhood standpoint or a financial standpoint. The current practice impacts the City's ability to efficiently plow and clear City streets and strains law enforcement as it attempts to balance overnight parking enforcement with other demands.

Scaling back the program to only those properties initially impacted by the City's decision to reclaim parkstrips (as was the original intent), would reduce the total numbers of permits. However, it does not ensure that we will not have continual problems with overnight parking on City streets. We have estimated that the parkstrip reclamation project impacted properties with over 400 parking stalls eliminated from the City's parkstrips.

Eliminating all overnight parking permits and prohibiting all on-street parking is generally consistent with the other jurisdictions in Cache Valley and Utah; however, many cities provide for some relief through a permitting system for properties lacking adequate off-street parking.

The elimination of all overnight winter time parking ensures we have cleared right of ways to facilitate snow removal, but will cause some property owners problems as they may have limited or no options.

Eliminating all overnight winter time parking restrictions entirely would allow property owners the flexibility to park on the street at all hours of any given day. The obvious impact is to snow removal efforts as this will decrease the efficiency of the City's snow removal program as plows have to work around parked cars. May also lead to cars being plowed in and potentially creates an expectation that the City is responsible for digging out plowed in vehicles.

Scaling back the permit system over a period of time (2 – 3 years) and then eliminating overnight permit parking altogether would allow enough time to notify those impacted by this decision, and then give them time to secure alternative off-street parking for their properties.

Raising the parking permit fee to an amount greater than \$50.00 will cover the costs of administering the program and should help fund enhanced parking enforcement efforts.

Eliminating parking on major/minor arterials or collectors will help the City in plowing the primary routes that benefit a majority of the resident and non-resident traffic moving through the City with minimal obstacles. This does shift the burden of accommodating overnight parking onto other residential streets that, prior to this shift, may not have had overnight parking problems.

The challenge with this entire system is that the use of a permit system impacts a wide range of differing circumstances. Many property owners are using the residential street permit system to compensate for their lack of off-street parking. Some properties owners relied on the City's parkstrips to meet their parking needs for their multi-unit properties which created a false expectation of on-going adequate parking. Other situations involve owner occupied, single family dwellings in core neighborhoods that just lack adequate space for multi-car families. If we want to retain families in neighborhoods, maybe we should provide some level of flexibility. While others are grandfathered, multi-family buildings legally permitted and constructed at a time when off-street parking requirements were non-existent.

Recommendation

Staff does not have a recommended course of action at this time, other than to recommend that the Council and Mayor evaluate the specific intent of the winter time residential street parking permit system to determine (1) whether the original intended purpose is still valid, and (2) determine an appropriate course of action that will guide the City in managing overnight on-street parking beginning this year.

Staff from Community Development, Police and Public Works will be available at the Council meeting to answer any questions you may have.

CITY OF LOGAN, UTAH
ORDINANCE NO. 07 107

AN ORDINANCE AMENDING SEC. 10.52.170, STREET MAINTENANCE,
OVERNIGHT PARKING

BE IT ORDAINED BY THE MUNICIPAL COUNCIL OF THE CITY OF LOGAN,
UTAH AS FOLLOWS

SECTION 1. Logan Municipal Code Section 10.51.170, Street Maintenance,
Overnight Parking Prohibited, is hereby amended to read as follows.

10.52.170: STREET MAINTENANCE; OVERNIGHT PARKING PROHIBITED

- A. No person shall park a vehicle on any street within a residential zone after any snow accumulation until 48 hours after the end of such accumulation.
- B. No person shall park a vehicle on any street or city owned parking lot ~~without it being attended by someone able to immediately remove the same~~ between the hours of one o'clock (1:00) A.M. and five o'clock (5:00) A.M. of any day, beginning November 15 and ending the last day of February of each year; except healthcare professionals and/or emergency support personnel during emergency calls.
- BC. No person shall leave any vehicle parked as to be an obstruction to a public works project or solid waste collection vehicles which would be hazardous to other traffic at any time, day or night.
- CD. Residents or persons visiting when required by emergency or other unusual circumstances may apply to the city for a period for all night parking on the street if off street parking is not available. The city for good cause shown may authorize a vehicle or vehicles to remain parked on the street for a specified period of time provided a permit is issued and properly displayed.
- DE. No person who owns or has possession, custody, or control of any vehicle shall park such vehicle upon any street or alley or city owned parking lot for more than a consecutive period of twenty one (21) hours, unless authorized by the mayor or a designee and a permit showing such authorization is visibly displayed as designated on the permit.
- EF. The mayor, or a designee may, when conditions justify such action, declare an emergency and designate specific streets as emergency routes. Such designation shall, unless otherwise specified, prohibit parking on those streets, day or night, until the emergency designation is removed. Notification shall be by newspaper and/or radio, television, cable or e-mail. (Ord. 2000-97 § 1, 2000: prior code § 42-14-17)

ADVISOR
NAME
ADDRESS

Steven C. Taylor, Chair

ATTEST

Lois Price
Lois Price, City Recorder

PRESENTATION TO MAYOR

The foregoing ordinance was presented by the Logan Municipal Council to the Mayor for approval or disapproval this *1st* day of *June*, 2007.

Steven C. Taylor
Steven C. Taylor, Chair

MAYOR'S APPROVAL OR DISAPPROVAL

The foregoing ordinance is hereby approved this *9th* day of *June*, 2007.

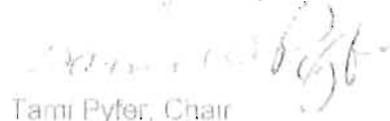
Randy Watts
Randy Watts, Mayor

ADOPTED BY THE LOGAN MUNICIPAL COUNCIL THIS 15 DAY OF
JANUARY, 2008, BY THE FOLLOWING VOTE:

AYES: 5

NAYS: 0

ABSENT: 0

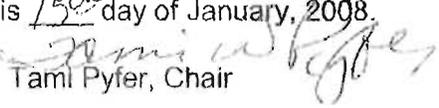

Tami Pyfer, Chair

ATTEST:


Lois Price, City Recorder

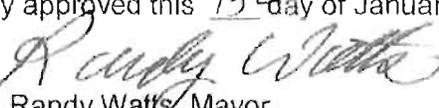
PRESENTATION TO MAYOR

The foregoing ordinance was presented by the Logan Municipal Council to
the Mayor for approval or disapproval this 15th day of January, 2008.


Tami Pyfer, Chair

MAYOR'S APPROVAL OR DISAPPROVAL

The foregoing ordinance is hereby approved this 15th day of January,
2008.


Randy Watts, Mayor

APPROVED: MAY 18, 2008
CITY OF LOGAN
COUNCIL OF THE CITY OF LOGAN
CITY CLERK

BE IT ORDAINED BY THE MUNICIPAL COUNCIL OF THE CITY OF LOGAN,
UTAH AS FOLLOWS:

SECTION 1. Logan Municipal Code Section 10.51.170, Street Maintenance,
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10.52.170: STREET MAINTENANCE; OVERNIGHT PARKING PROHIBITED

- A. No person shall park a vehicle on any street within a residential zone after any snow accumulation until 48 hours after the end of such accumulation.
- BA. No person shall park a vehicle on any street or city owned parking lot between the hours of one o'clock (1:00) A.M. and five six o'clock (6:00 5:00) A.M. of any day, beginning November 15 and ending the last day of February of each year.
- CB. No person shall leave any vehicle parked as to be an obstruction to a public works project or solid waste collection vehicles which would be hazardous to other traffic at any time, day or night.
- CC. Residents or persons visiting when required by emergency or other unusual circumstances may apply to the city for a period for all night parking on the street if off street parking is not available. The city for good cause shown may authorize a vehicle or vehicles to remain parked on the street for a specified period of time provided a permit is issued and properly displayed.
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- CE. The mayor, or a designee may, when conditions justify such action, declare an emergency and designate specific streets as emergency routes. Such designation shall, unless otherwise specified, prohibit parking on those streets, day or night, until the emergency designation is removed. Notification shall be by newspaper and/or radio, television, cable or e-mail. (Ord. 2000-97 § 1, 2000; prior code § 42-14-17)

SECTION 2: This ordinance shall take effect immediately upon publication,
which date is January 18, 2008.

CITY OF LOGAN, UTAH
RESOLUTION NO. 08-24 Revised

**A RESOLUTION SUPPORTING PARK STRIP REGULATION AND
ENFORCEMENT**

WHEREAS, Logan City has adopted various ordinances regulating the park strips based on a municipality's authority to regulate the public rights-of way; and

WHEREAS, in many areas throughout the City, public park strips are currently being used for private parking which is compromising the overall quality of some of our neighborhoods; and

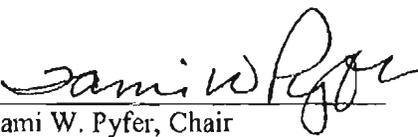
WHEREAS, Logan City's Administration has proposed an enforcement plan to eliminate parking within the public park strips and to restore and develop the park strips to their intended use; and

WHEREAS, the Council finds the proposed enforcement plan is a uniform and equitable approach to reclaiming the park strips.

NOW THEREFORE, BE IT RESOLVED THAT THE LOGAN MUNICIPAL COUNCIL, supports the attached enforcement plan, with amendments, and encourages the City Administration to move forward with its uniform and equitable enforcement.

This resolution shall take effect immediately upon its adoption and approval.

PASSED BY THE LOGAN MUNICIPAL COUNCIL THIS 13th DAY OF
MAY 2008 by the following vote:
Ayes: *Swenson, Olsen, Pyfer, Monahan*
Nays: *Thompson*
Absent: *None*


Tami W. Pyfer, Chair

ATTEST:


Lois Price, City Recorder

10.5.1
Proposed Park Strip Restoration Plan
May 2008

1. The initial priority is to restore the public park strip in single family residential districts. Once accomplished, staff will work on the same approach in commercial, industrial, and remaining residential areas of the city.
2. An inventory has been conducted of all single family residential streets to determine priorities based on the most affected conditions where parking exists in public park strip.
3. **In order to provide protection for single family property owners, which is our goal in these districts, owners should be allowed to park operable vehicles that they need for their residence. Proposed changes in the Land Development Code would allow additional flexibility for parking (see item 12 below). Additional staff recommended variances could also be obtained from the Board of Adjustments for properties used as single family residences. Free curb parking permits would be made available in cases where more parking is needed for single family properties and where parking cannot be obtained on the owner's property. Park strip and excessive front yard parking should still be prohibited on single family properties**
4. The City proposes to do the work required to remove bridges, paving and gravel involved in the park strip. Warnings will be posted on streets prior to work. Parked cars will be posted to inform owners to remove vehicles from park strips to allow work to commence. Tickets will not be issued at this stage. The City will haul removed materials to recycling sites or an appropriate disposal location. The Streets Division will initially remove bridges and approaches one street at a time based on priorities listed on the attached map. The Streets Division will remove these structures until all single family residential streets are complete. The Street Division will then begin restoration of the curbs and gutters as funds are available. Where paving and gravel are removed from the park strip, the City will provide top soil that the property owner may use to restore a green landscape in the park strip. Priority for restoration work will be based on safety and preventing further parking in the park strip as determined by the Public Works Director. Diagrams are attached illustrating general direction on how removal of parking structures will be accomplished under various site configurations.
5. Initial funding to remove and restore is proposed to come from a reallocation of CDBG funds previously intended for the Model Streets Project. Construction costs have reduced the effectiveness of the Model Streets Projects. A reallocation of the \$200,000 for this purpose would greatly benefit more properties and more neighborhoods. The reallocation would be consistent with the proposed use of CDBG funds and will have more significant positive impact on the overall community. It has been estimated that all bridges and approaches can be removed and a portion of the restoration work accomplished within the limits of the available funds. Future CDBG funds could be solicited for the final phase of restoration.

6. Parking enforcement will start on those streets where the Streets Division has removed bridges and approaches to park strip parking. The parking authority will eventually enforce parking violations on all single family residential streets where the Streets Division has removed bridges and approaches on all single family residential streets.
7. Parking enforcement will also continue on a complaint basis. As parking complaints are submitted to the city, staff will respond to complaints in parallel with other parking enforcement priorities.
8. Property owners will only be asked to restore the landscape in the park strip. Other costs will be handled by the city.
9. Parking permits will be offered to property owners to allow parallel parking in legal locations on designated city streets if the following conditions occur:
 - i. Property owner restores the landscape;
 - ii. Permits will be purchased and renewed annually by the property owner. Permit fees will be based on the cost to construct parking on private property spread over a ten year period. Example: it will cost about \$2,000 to construct a paved parking stall. When that cost is spread over ten years the annual amount would be \$200. Permit fees should be returned to neighborhoods to install missing sidewalks, repair existing sidewalks, and restore park strips.
 - iii. The number of parking permits allowed for each property owner will be based on the number of occupants legally allowed to reside on the property minus the number of parking stalls that could be legally approved on the property owner's site. Example: if the property is a single family home with a legal basement apartment the allowed occupancy would be 6. If the property owner could provide 2 new parking stalls in the sideyard or rearyard and already had 2 parking spaces in the garage, then 2 parking permits would be available to the property owner for on street parking throughout the year.
 - iv. Parking permits will be limited to geographic area or neighborhood of the property. Example: someone with a permit in the Adams Neighborhood would be limited to permit parking in that neighborhood.
 - v. Parking permits may be revoked if the property owner demonstrates a history of noncompliance with City Codes.
10. Approvals and cost of permit applications will be streamlined for property owners who displace park strip parking to legal locations on private property.
11. All other restoration of curbs, gutters, and landscaping not completed in this phase of work will occur as regular streets are rebuilt and/or as Public Works can accomplish it as part of routine maintenance.

12. A code change is proposed to allow no more than 50% paving in backyard, no more than 30% paving in the frontyard, and allow up to 100% paving in one of the sideyards. An additional change in the code should allow parking on paved areas on the property without penalizing, particularly, single family owners for parking growing numbers of vehicles at single family residences.
13. A property owner may appeal a staff decision concerning location of parking on the owner's property, staffs determination of the number of parking spaces permitted for the property, the number of parking spaces to be located on the owner's property, and/or the number of permits made available to the property owners tenants. However appeals for the private use of city owned property will not be appealable, unless the Municipal Council finds that an exception can be justified.
14. Extreme and unusual circumstances that could not be satisfactorily determined by staff will be heard and decided by the Board of Adjustments. The cost of parking appeals shall be the same as all other appeals to the Board of Adjustments. Current fees are \$212.50 which covers only a portion of administrative and noticing costs. A no cost appeal would simply shift all of the decision making to a board rather than the bulk of the work being performed by the professional staff.

CITY OF LOGAN, UTAH RESOLUTION
NO. 10-16

A RESOLUTION TO APPROVE CHANGES IN THE RESIDENTIAL STREET
PARKING PERMIT FEE

WHEREAS, the City of Logan owns and manages its public rights of way, and

WHEREAS, the Community Development Department proposes to reduce the existing residential parking permit fee of \$200.00 to \$50.00 annually.

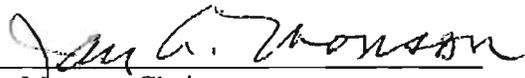
NOW THEREFORE, BE IT RESOLVED BY THE LOGAN MUNICIPAL COUNCIL, that this Council approve the change in the Residential Street Parking Permit fee and reduce the existing fee to \$50.00 annually per eligible permit, effective March 2, 2010.

PASSED BY THE LOGAN MUNICIPAL COUNCIL, STATE OF UTAH, THIS 2
DAY OF MARCH, 2010.

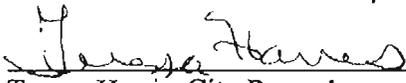
Ayes - Daines, Olsen, Monson, Swanson, Quynle

Nays - none

Absent - none


Jay A. Monson, Chairperson
Logan Municipal Council

ATTEST:


Teresa Harris, City Recorder

City streets have been divided into varying types and a level of service has been defined for each type. In emergency situations, in order to operate efficiently, it may be necessary to partially complete a lower-level-of-service group before the normally-higher priority group is completed.

Type 1 Service

Roadways affected: Minor arterial and collector streets generally with an average daily traffic greater than 5,000. The following streets shall receive Type 1 service:

Street Name	Limits
Route 1	
Canyon Road	Center Street to Hwy 89
Center Street	600 West to Logan River bridge
Mountain Road	Logan River bridge to east end
Quail Way	1400 East, from South end to Mountain Road to Quail Way
Crockett Avenue	Center Street to Canyon Road
400 East	Canyon Road to 300 South
Route 2	
800 East	700 North to North city limits
500 North	600 West to 700 East
700 North	700 East to 1500 East
1500 East	Highway 89 to 1000 North (Ellendale Drive)
1000 North (Ellendale Drive)	1200 East to 1600 East
1600 East	1000 North to North city limits
1400 North / 1500 North	800 East to 1720 East
1200 East	Highway 89 to North city limits
1100 North	1200 East to 1600 East

Route 3	
1000 North	1000 West to 1200 East
900 North	600 East to 800 East
800 North	600 East to 800 East
700 North	600 East to 700 East
600 East	200 North (steep dugway) to North city limits
Boulevard	Center Street to 500 East
600 North	400 East to 700 East
500 North	600 West to 700 East
Transit Center	225 East to 250 East (6:00 a.m. to 7:00 p.m.)
200 North / 300 North	Main Street to Boulevard
100 North	100 West to 300 East
400 East	Boulevard to North city limits
500 East	Boulevard to 1000 North
300 North	Boulevard to 200 East
300 East	100 North to 400 North
Route 4	
600 West	300 South to 2500 North, West on 2500 North to Airport Rd
600 West	Park Avenue to Blackhawk
1400 North	1000 West to Main Street
100 West	1000 North to 600 South
100 East	800 North to 500 South
200 East	Center Street to North city limits
200 West	100 South to 2200 North
400 West	400 South to 1800 North
Route 5	
City Hall parking lot	
Emporium parking lot	
Fire Hall parking lot	

Route 6	
100 South	Pioneer Parkway to 1800 West
Three-Point Avenue	1000 West to Park Avenue
300 South	600 West to Main Street
400 South	600 West to 100 East
1000 South	1000 West to Hwy 89/91 (Golf Course Road)
600 South	West city limits to 600 West
1200 South	Hwy 89/91 to Hwy 165

General treatment: Plowing and applying ice control materials to avoid a snow accumulation of 2 inches or icy conditions. Service is to be provided 24 hours per day, 7 days per week, from 6:00 a.m. to 11:00 p.m. Centerline and traffic lanes **only** will be plowed. We will follow up with Type 2 service on the next shift after the storm has subsided.

Type 2 Service

Roadways affected: Minor collector streets generally with a pavement width of at least 30 feet and average daily traffic during the snow removal season between 1,000 and 5,000.

General treatment: During regular work hours-plowing after a snow accumulation of 2 inches and application of ice control materials as necessary to prevent icy conditions.

During off hours-plowing after a snow accumulation of 2 inches and application of ice control materials as necessary to prevent icy conditions prior to morning peak traffic hour only.

Type 3 Service

Roadways affected: All other streets, including cul-de-sacs and dead-end streets.

General treatment: During regular work hours-after service levels have been met on type 1 and 2 streets, after a snow accumulation of 2 inches. Cul-de-sacs will be pushed all in one direction into the cul-de-sac with the first pass straight bladed down the middle of the roadway and each side wind-rowed toward the curb to complete the roadway. The small trucks and the backhoe will have primary responsibility for cul-de-sac cleaning, with the large trucks having secondary responsibility. Ice control materials may be applied to intersections, hills, school crosswalks, and other severely icy areas as necessary to achieve optimal pavement conditions as soon as possible (according to policy) after a storm.

During off hours-plowing and application of ice control materials to severe areas after a snow accumulation of 4 inches.

Type 4 Service

Area affected: Stockpiled or drifted snow in parking lots, streets, waterways, and right-of-ways. The City of Logan will remove these problems as deemed necessary. The normal work schedule for this work is 12:00 a.m. to 8:00 a.m.

Type 5 Service

If the storm is forecasted to set in for a period lasting longer than 24 hours, the Street Department will split its crews and run two 12-hour shifts.. During this shift work, type 1 service only to center line and traffic lanes will be provided.