



## City Council Agenda Item Staff Report

CITY OF SAN BRUNO

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**DATE:** October 4, 2022

**TO:** Honorable Mayor and Members of the City Council

**FROM:** Jovan D. Grogan, City Manager

**PREPARED BY:** Matthew Lee, Public Works Director

**SUBJECT:** Adopt Resolution Approving Various Curb Marking Changes on Darby Place and Oxford Lane

**BACKGROUND:** The City has received concerns from residents of the Skyline Park neighborhood (Attachment 2) regarding some vehicles being parked on the Darby Place cul-de-sac and Oxford Lane in a manner that makes access difficult to their garages and impedes pedestrian access on sidewalks. Vehicles are also parking on these two streets in violation of the California Vehicle Code, which regulates parking on public streets under Division 11, Rules of the Road, Chapter 9 (Attachment 3). The California Fire Code requires that fire apparatuses entering a dead-end street in excess of 150 feet be provided with turnaround provisions. Due to posting of roadway signs stating that Darby Place and Oxford Lane were private streets with unauthorized vehicles subject to towing, the Police Department has not had the clarity necessary to enforce public street parking regulations.

With the requests by residents to enforce parking regulations within the Skyline Park neighborhood the Public Works Department in conjunction with City Attorney's office analyzed whether Darby Place / Oxford Lane were public or private roadways. Signage was originally installed by the Skyline Park Homeowners Association stating that Darby Place / Oxford Lane are private streets. The City Engineer and the City Attorney have since concluded that both Darby Place and Oxford Lane are City public streets based on a review of historical documents as well as the subdivision maps for this neighborhood. These findings have now provided the Police Department with the legal authority necessary to enforce the applicable laws and codes. The City required that the signage installed by the Skyline Park Homeowners Association stating that Darby Place / Oxford Lane are private streets be removed.

Pursuant to San Bruno Municipal Code 7.08.040, the Traffic Safety and Parking Committee (TSPC) is tasked with reviewing and recommending to the City Council areas in which parking is prohibited or restricted on streets within the public right of way. The recommendations of the TSPC on red curb striping are based on evaluations by the City staff, including the City Traffic Engineer. These evaluations take into consideration whether the designation of no parking zones would improve public safety, comply with State and local code requirements for vehicle and pedestrian access, and the impact of parking reduction in the neighborhood.

The proposed installation of new red "no parking zones" on Darby Place and Oxford Lane would improve traffic circulation, pedestrian safety and fire access. This recommendation was presented to the TSPC on August 3, 2022. The TSPC reviewed the recommendation and concurred with the staff recommendation with no changes. Residents also attended the TSPC meeting and provided public comments on the agenda item.

**DISCUSSION:** Vehicles are currently often parking on the Darby Place cul-de-sac and Oxford Lane in a manner as to impede either the sidewalk, driveways, and/or the roadway. In response to these concerns, public safety personnel from both the Fire Department and Police Department performed a site assessment to determine what parking restrictions would be necessary. Staff prepared a resolution (Attachment 1) approving various curb marking changes on Darby Place and Oxford Lane. The proposed painting of new red "no parking zones" on Darby Place and Oxford Lane would improve traffic circulation, pedestrian safety and fire access.

#### Darby Place

The entire public right of way on the Darby Place cul-de-sac is proposed to be painted red for no parking zone. Because on some portions of the cul-de-sac there are no curbs to separate the public right of way from the private right of way, a fire lane striping will be painted on the public right of way. As illustrated on Attachment 4, this would result in the loss of one existing parking space (Space #9) while parking on two spaces (Space #7 and Space #8) would be restricted to either smaller vehicles and/or motorcycles.

As Darby Place is not wide enough to have parked cars on both sides while still meeting minimum fire code requirements, the face of curb in the northbound travel direction will need to be painted red from 100 Darby Place to 180 Darby Place. Additionally, the housing units facing the street in the southbound travel direction have a shared entrance and a building façade that comes up directly to the back of sidewalk. Due to this configuration, to maintain adequate ingress/egress in the event of an emergency the Fire Department is recommending that the vertical curb in front of the shared entrance be marked red for no parking. The red curbing proposed above would not result in the loss of public on-street parking but it would require residents to no longer park in a manner that spills over onto the sidewalk and into the street. The parking restrictions recommended for Darby Place are as shown on Attachment 5.

#### Oxford Lane

As Oxford Lane is not wide enough to have parked cars on both sides while still meeting minimum fire code requirements, the face of curb in the northbound travel direction will need to be painted red from 110 Oxford Lane to 150 Oxford Lane and the face of curb in the westbound travel direction will need to be painted red from 170 Oxford Lane to 190 Oxford Lane. The red curbing proposed above would not result in the loss of public on-street parking but it would require residents to no longer park in a manner that spills over onto the sidewalk and into the street. The parking restrictions recommended for Oxford are as shown on Attachment 6.

The Homeowners Association for the residences on Darby Place and Oxford Lane was notified of the City Council meeting. Additionally, the residents within a 300-foot vicinity of

the proposed red curb installation were notified by mailed public notices.

**FISCAL IMPACT:** There is sufficient funding in the operating budget to install no parking red zones and no new appropriation is being requested.

**ENVIRONMENTAL IMPACT:** This activity is exempt from the California Environmental Quality Act, pursuant to CEQA Guidelines Section 15301(c), existing facilities which exempts repairing of existing streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities. This project will not cause an expansion of an existing use of the streets.

**RECOMMENDATION:** Adopt Resolution Approving Various Curb Marking Changes on Darby Place and Oxford Lane

**ALTERNATIVES:**

1. Do not approve the proposed installation of no parking red zones.
2. Direct staff to modify the proposed no parking red zones.

**ATTACHMENTS:**

1. Resolution with Exhibits A and B
2. Location Map
3. Photos of Area
4. Darby Place Cul-de-sac
5. Darby Place Proposed Red Zone
6. Oxford Lane Proposed Red Zone