



Sunnyvale

Citywide Parking Study

February 3, 2026



Study Background

Vehicle Abatement Officers have logged 3,395 parking complaints since 6/19/25

Oversized Vehicle Parking Complaints are most prevalent the following commercial-zone areas:

- 1) Del Rey Ave
- 2) Benicia Ave
- 3) Hermosa Ave

Study Background

Scope of work includes the following key elements:

- Update the 72-hour parking policy in the municipal code
- Research an Oversized Vehicle Parking Permit program
- Research restricting oversized vehicles near parks and schools
- Research potential considerations

Study Methodology

- Research and review Sunnyvale's policies, plans, and regulations
- Peer review
- Stakeholder outreach
- Develop potential approaches

Summary of Outreach Conducted

- Meeting 1, September 23, 2025 – 10am
 - Attendance: 20 in person, 22 online
- Meeting 2, September 23, 2025 – 5:30pm
 - Attendance: 9 in person, 20 online
- Direct outreach to business associations
- Request for written comments posted on Sunnyvale social media outlets
- Eight e-mail comments received

Summary of Outreach

- Long-term parking causing health and safety concerns
- Supportive of the proposed movement and time to return requirements; concern won't solve it in the long term.
- Generally supported a long-term solution to the problem; some supported Safe Parking sites.
- Expressed the need for a compassionate approach while following the rules.
- Mostly supportive of a parking permit option for OSVs that allows for resident parking of OSVs.
- Long-term parking issues are not only regarding RVs, including idling semi trucks and passenger vehicles.

72-hour Parking – Current Ordinance

- Considered to have been parked for 72+ hours if it has remained inoperable or has not been moved.
- An inoperable vehicle cannot be moved under its own power or cannot operate legally and safely on the highway.
- Pushing a **vehicle a short distance** or attempting to rub away the tire marking is not allowed.
- Successive acts of parking are presumed to be a single act of parking when the **vehicle is moved merely for the purpose of avoiding the parking limitations.**

72-hour Parking – Distance Requirement

Add a distance requirement (at least 0.25 miles)

Example Cities

Mountain View, San Jose, and Palo Alto have distance requirements 0.1-0.5 miles

Benefits

Provides more clarity for enforcement officials

Considerations

It is difficult to track for enforcement

Community Feedback

No major objection expressed

Fiscal Impact

None is assumed, as it provides more clarity to existing regulations

72-hour Parking – Time Requirement

Add a no-return time period (at least 24 hours)

Example Cities

Mountain View has a 24-hour no-return requirement

Benefits

Provides more clarity for enforcement officials

Considerations

It is difficult to track for enforcement

Community Feedback

No major objection expressed

Fiscal Impact

None is assumed, as it provides more clarity to existing regulations

"Vanlording"

Example Cities

San Jose, Cupertino, Palo Alto (approved by City Council in December)

Benefits

Discourages a practice commonly believed as predatory

Considerations

It is difficult to identify vanlords; the City has identified at least one operating in the City

Community Feedback

Not discussed in outreach efforts

Fiscal Impact

Minimal, assumes enforcement would be completed with existing resources

Oversized Vehicle Permit Program

Cities that have OSV Permit Programs

- Cupertino, Long Beach, San Diego, and Santa Barbara have some form of OSV permit.
- San Jose, Palo Alto, and Mountain View do not have an OSV permit.

Considerations

- It could be seen as unfair to people experiencing homelessness and living in their OSVs if no alternative Safe Parking site or shelter is offered.
- Should consider workers who live in RVs during the week, and who do not experience homelessness.
- Potential for sign clutter.

Community Feedback

Generally supportive of a permit program for residents.

Fiscal Impact

Costs for signage and increased enforcement. Cost and difficulty of towing OSVs.

OSV Parking near Parks/Schools

Example Cities

- San Jose has a temporary tow-away zone program for sensitive areas of the City that may include schools and parks.

Considerations

- Due to a significant number of parks and schools (39 public parks, 10 public schools), this can result in vehicles concentrating in other locations, such as business districts.
- Potential for sign clutter.

Community Feedback

Little feedback on this specific topic.

Fiscal Impact

Costs for signage and increased enforcement.

Summary of Cost Estimates for OSV Management*

Signage with posted restriction	Fabrication and installation: \$750,000 - \$3,000,000 (depending on focus area) Temporary staffing augmentation for signage implementation: 1 TE, 1 TE Tech (\$330K-\$350K)
Permit Administration	Assumed DPW, the City needs to evaluate if the current staffing level can administer the permit.**
Annual Towing Fees	\$250K-\$500K

*Cost estimates are based on discussions with City staff and are for planning level purposes only.

**Revenue potential from a permit program was not evaluated as part of this study.

Peer Review Summary

Factors	Sunnyvale	San Jose	Mountain View	Palo Alto
Population	162,605	969,655	87,316	68,572
2025 PIT Unsheltered	328	3,959	722	399
2025 PIT Unsheltered living in a vehicle	75%	39%	96%	73%
72 hr movement requirement	None	0.1 mi	0.2 mi	0.5 mi
72 hr no return requirement	None	None	24 hours	None
OSV Parking Permit Program	None	None	None	Considering
City reimbursement to tow companies	\$2,500/vehicle, \$13K max/yr	Tow management contracted out to 3 rd party	\$5,000/vehicle, \$80K max/yr	\$5,000/tow, \$25K max/yr
Photo Requirement for Complaint	Photo is optional	Yes	Photo is optional	Photo is optional
Prohibit “Vanlords”	No	Yes	No	Considering

OSV Management in Other Cities

- Palo Alto - considering limiting OSV to certain locations and banning inoperable/detached trailers.
- San Jose – has temporary tow away zones for OSVs to facilitate street cleaning.
- Mountain View – has a Narrow Streets ordinance, limiting OSVs to certain areas.
- Cupertino – prohibit overnight OSV parking except by permit. Each household can obtain up to 20 permits per year for its OSV. Prohibits living or sleeping in vehicles on public streets and property.

Additional Considerations

- OSV Buyback program - Offering a stipend for those willing to accept shelter and relinquish their OSVs.
- Increase the City-allocated budget for towing vehicles to facilitate the towing of cited vehicles.
- Require those submitting an Access Sunnyvale vehicle abatement complaint to provide a photo.

Staff Recommendation

Direct staff to:

Prepare an updated *§ 10.16.120 Use of streets or public parking facilities for storage of vehicles, prohibited*, to add the following components:

- ◆ Specify that vehicles must move 0.25 miles to comply
- ◆ Specify that vehicles cannot return to the original parking space for at least 24 hours

Evaluate the practice of vanlording for potential inclusion within the ordinance

Return in one year to evaluate the need for an Oversized Vehicle Permit Program and prohibition of OSV parking near parks and schools



Sunnyvale

Questions