CITY OF
PALO
ALTO

CITY OF PALO ALTO
MEMORANDUM

TO: HONORABLE CITY COUNCIL

FROM: CITY MANAGER

DEPARTMENT: PLANNING AND COMMUNITY ENVIRONMENT

AGENDA DATE: JANUARY 27, 2014

ID#: 4376

SUBJECT: RESIDENTIAL PARKING PERMIT (RPP)

On January 27th the City Council is scheduled to discuss a possible citywide framework for establishment of Residential Permit Parking (RPP) programs in Palo Alto's neighborhoods. This discussion -- focusing on criteria and procedures for prioritizing and adopting RPP districts -- was originally scheduled for December 16th and deferred due to the lateness of the hour. The attached staff report has not been modified since the December 16th meeting, and is being provided in advance of the regular Council packet to allow additional time for public review.

City staff acknowledges the significant community input received on this item, and will address concerns expressed to date in the presentation on January 27th. The presentation and discussion on the 27th is intended as a starting point for constructive dialog that will ultimately lead to implementation of RPP in neighborhoods where this approach makes sense.

Those wishing to provide additional input on citywide criteria and procedures should feel free to email staff at Jessica.sullivan@cityofpaloalto.org, or to submit written or oral comments directly to the City Council.

Coming Attractions

Virtually all of the community input regarding the RPP framework has acknowledged that neighborhood parking restrictions are only one piece of the puzzle, and that the City will need to create additional parking supplies and reduce parking demand by offering alternatives to the private automobile.

In the next 60 days, City staff will be bringing specific parking supply and transportation demand management (TDM) strategies to the City Council for your consideration and direction as part of a larger initiative we're calling *Our Palo Alto: A Community Conversation about our City's Future.*

Staff will be seeking Council direction regarding the following parking supply initiatives:

1. The first steps towards financing and constructing a new parking garage in Downtown
2. Award of a contract for a valet parking trial in one of the Downtown parking lots
3. Design of one or more satellite parking areas with shuttle service to Downtown
4. Planning and coordination related to expansion of the University Transit Mall at Urban Lane with a public parking garage element
5. Solicitation of qualifications and ideas from private sector partners interested in constructing parking garages in Downtown and the California Avenue Business District
6. Parking garage access and revenue controls aimed at collecting "real time" data on existing parking garage occupancy

Staff will also be seeking Council direction regarding transit and transportation demand management (TDM) initiatives:

1. Solicitation of proposals to establish a Transportation Management Authority (TMA) for Downtown Palo Alto
2. Solicitation of bids to expand the Palo Alto shuttle service, including new routes and increased frequencies
3. Partnering with car-share providers in Downtown
4. Marketing and evaluation of rideshare applications

Knowing community interest in this matter, for those with questions or comments about the Residential Permit Parking framework or these upcoming initiatives, we know Council will certainly encourage attendance at upcoming City Council meetings.

HILLARY GITELMAN
Director

JAMES KEENE
City Manager

Attachment

City of Palo Alto
City Council Staff Report

(ID # 4376)

Report Type: Action Items **Meeting Date: 1/27/2014**

Summary Title: Policy Direction of RPP Framework

Title: Council Review and Policy Direction to Staff on the Residential Parking Permit Program Framework (Continued from December 16, 2013)

From: City Manager

Lead Department: Planning and Community Environment

Recommendation

Staff recommends that Council review and provide direction on a proposed conceptual framework for the establishment of RPP (Residential Preferential Parking) districts. The conceptual RPP framework outlines the process and evaluation criteria necessary for establishment of RPP districts, as well as key implementation issues that would have to be resolved during establishment of individual RPP districts. Specific policy questions have been highlighted for Council consideration and direction.

Note: The proposed framework is conceptual and should be discussed at a policy-level. Some Council members and staff may be precluded from participating in more specific discussions regarding individual RPP districts.

Executive Summary

In the past few years, community concern about parking supply and traffic congestion in Palo Alto's downtown and neighborhoods has reached critical levels. Council listed "The Future of Downtown and California Avenue: Urban Design, Transportation, Parking, and Livability" as a top priority for the year 2013, and the City has been actively engaged on initiatives related to managing/increasing parking supplies as well as promoting alternative modes of transportation.

Establishment of an RPP program can be seen as part of these initiatives, since it would better manage parking supplies and encourage commuters to use travel modes such as transit, carpooling, or bicycling.

The objective of an RPP program is to preserve a neighborhood's quality of life by ensuring adequate parking for neighborhood residents. The RPP framework must acknowledge, however, that in some neighborhoods of the City, existing businesses and employees currently rely on street parking to supplement available parking lots and garages, and the process for establishing RPP districts must address this issue.

- *Quality of life issue*
- *Part of larger transportation strategies*
- *Community process with neighborhood and business*

The proposed RPP framework outlines the process neighborhoods would follow to establish an RPP district and contains:

1. Suggested criteria for creation of neighborhood RPP districts;
2. A suggested process for establishment of neighborhood RPP districts, including data collection and community engagement requirements; and
3. A list of key issues that will have to be resolved during RPP implementation, including the cost of permits, the extent of enforcement, and the appropriate supply of permits for residents and non-resident employees.

A summary of community perspectives, existing RPP programs, and examples from other jurisdictions is provided below, followed by a discussion of a possible RPP framework. Based on Council's review and direction, staff is prepared to develop a draft ordinance setting forth the RPP framework for additional community input, review by the Planning and Transportation Commission and consideration by the Council during the first quarter of 2014. As currently envisioned, the RPP framework would have to be adopted before individual neighborhoods could apply to establish an RPP, although the Council could direct staff to work in parallel on a priority district(s), if there is general agreement on the conceptual framework. Also, as currently envisioned, the cost of implementing neighborhood parking restrictions would be fully offset by permit and citation revenues, although this is mostly conceptual at this point.

Background

The City Council has directed staff to assess a variety of transportation and parking initiatives for implementation in the last year. These initiatives include transportation demand management (TDM) strategies aimed at promoting the use of alternatives to solo driving and reducing traffic and parking demand. Parking management, including establishment of an RPP Framework can be seen as a TDM strategy, complementing other efforts such as:

1. Car share program in downtown lots and garages
2. Satellite parking lots outside of downtown with expanded shuttle service
3. Expansion of Palo Alto's shuttle program to better support local and commuter routes

4. Improved bike infrastructure and bike-sharing options
5. Transportation Management Authority (TMA) consideration to help identify grant opportunities and build public-private partnerships aimed at shifting commuters to alternative transportation modes
6. Use of technology, including employee car pool/share mobile app

Establishment of an RPP framework can also be viewed in the context of strategies aimed at addressing parking supply issues. These include:

1. Parking study to identify opportunities for new parking garages.
2. Attendant parking for downtown garages to expand permit parking supply
3. Permit management modifications to allow the temporary transfer of permits between employees
4. Technology enhancements to support parking guidance systems and permit management strategies
5. Consideration of paid parking in commercial districts
6. Elimination of zoning exemptions for new development

An update on the City's ongoing initiatives can be found in Attachment A: Ongoing Parking and Transportation Demand Management Initiatives.

RPP History in Palo Alto

In 1996 Council approved a staff recommendation to conduct a survey of residential areas in the downtown proximity to determine whether parking saturation was a concern. While the results of the survey did not show obvious resident support for a downtown RPP District, many residents noted an increase in the difficulty of parking compared to previous years. In 2001 staff requested approval of an RPP framework which would coincide with the opening of new parking garages downtown. Council directed staff to develop a program showing permits that would have no annual cost to residents, provide 2-hour free parking for visitors and charge an annual fee for non-residents who wished to purchase them. However, the framework was ultimately not adopted.

As downtown development continued to expand and Palo Alto's neighborhoods became more concerned about employee and commuter parking, resident support for an RPP district within the downtown area grew. In 2011 and 2012, staff explored implementing a trial RPP in the Professorville neighborhood, but the effort was halted in July of 2012 when Council recommended focusing on other parking management strategies including attendant parking, garage capacity analysis, zoning exemptions and others. The City made some progress on those initiatives, although much more remains to be done. (See Attachment A.)

Although the trial Professorville RPP was not implemented, in the fall of 2012 and the spring of 2013 there was significant community support to continue to examine a Downtown-focused RPP district which would limit employee commuters from parking all day in neighborhoods. Staff held parking meetings for downtown residents and business leaders in the summer and fall of 2013 to get feedback on a proposed downtown RPP district, which extended from Palo Alto Avenue to Embarcadero and from Guinda to Alma.

This initial proposal, which eventually led to the current, broader discussion of a Citywide RPP framework, allowed residents of neighborhoods in the immediate vicinity to express support for RPP District implementation near the downtown, voicing the following perspectives:

1. Commuter parking intrusion into certain areas, specifically Evergreen Park and Downtown North, is making it regularly impossible for some residents to park next to their homes during normal business hours.
2. Increased office employment densities and increased food service uses have resulted in greater parking demand, despite limited development during the economic downturn.
3. Upcoming development projects will bring more people to downtown and employees will spill over into the residential parking areas.
4. The City has not built new parking garages since 2003, and there is not enough downtown parking to accommodate all of the employees. Also, some existing parking garages may not be at capacity because free on-street parking is available in adjacent neighborhoods.

At the same time, business leaders expressed concerns about RPP near downtown, voicing the following perspectives:

1. The economic vitality of Palo Alto's downtown depends on the availability of parking for customers and employees, and an RPP Program, if implemented without other measures first, will be very detrimental.
2. Low-wage employees of small businesses cannot afford the costs of permits for their employees, and there are currently not adequate alternative transportation modes available to support local businesses.
3. There will be nowhere for employees to park if RPP is implemented since there is currently limited permits available for downtown lots and garages.
4. Employees will relocate to short term spaces, moving their cars every two hours, and customers will not have places to park.

Attachments B and E contain a selection of comments and data submitted by interested residents and businesses during the past couple of months.

Currently, the only formal RPP District in Palo Alto exists in the College Terrace neighborhood adjacent to Stanford University and the California Avenue Business District. Crescent Park has a permit parking program which allows permit-holders to be exempt from overnight parking restrictions, but this is not the same as an RPP designed to address neighborhood intrusions by employees during regular business hours. The neighborhood programs in College Terrace and Crescent Park are not the result of a consistent RPP framework process and are considered predecessors to a more formalized approach.

College Terrace Neighborhood

The College Terrace RPP District was enacted in 2009 due to concern about Stanford staff and students parking in this neighborhood, and later parking by Facebook's employees from 1601 California Avenue. As a condition of approval for Stanford's 2000 General Use Permit, seed money was provided to the City to support a Residential Parking Permit Program in the College Terrace neighborhood. The RPP is neighborhood-wide; however individual blocks can opt out of the program by providing a petition process with 51% of the addresses on the block in favor of opting out.

The College Terrace RPP program allows one residential parking permit to be purchased for each vehicle of a household owner at a cost of $40 annually. Each resident can also purchase up to two reusable guest permits. The guest permits are available only for a household that has purchased at least one resident parking permit; this allowance provides accessibility for resident services in the neighborhood as well as for guests of the household. Guest passes are provided per household rather than per vehicle ownership, and are designed to hang from the rear view mirror. The program enforcement period is Monday-Friday, between 8:00am and 5:00pm. No business or employee permits are made available.

The program allows permit holders to use on-street parking at any time, while vehicles without a permit may park for only up to 2 hours during the enforcement period within the same street block. All vehicles may use on-street parking outside of this period.

Currently the College Terrace RPP District operates at a loss; the annual revenue received from residential permits and citations does not cover the annual operating expense for the program including enforcement, revenue collections and signage maintenance.

Crescent Park Neighborhood

The Crescent Park permit program was initiated as a response to resident concerns about non-Palo Alto residents parking within the neighborhood. Staff proposed that a no-overnight restriction could be implemented to eliminate parking from outside sources, and in the summer of 2013 Council approved a trial No Overnight Parking (2AM-5AM) program with a provision for residents to purchase up to two (2) permits per household. The permits exempt residents from the no overnight parking restrictions and cost $100 each. Permit revenues were intended to significantly offset enforcement expenses, although enforcement is by request only, which minimizes the operations cost of the program to the City.

At the time of the adoption of the Crescent Park program, Council identified several pre-approved street blocks which have the option to opt into the program. Currently, most of the street blocks have done so. If a specific block from the pre-approved street list wishes to add itself to the permit district, Staff provides a Petition Request to the resident. A 50% response rate to the petition is requested from the block stating that they desire a permit program to be implemented. Staff then initiates a postal survey to confirm the results of the petition, and if 70% of the respondents are in favor of the program, the street block is included within the trial program. If a block which has not been pre-approved for addition to the permit program requests to be included, the request would need to be considered by Council via a resolution. Since the start of the trial program several additional street have successfully opted into the program. An updated program map of the Crescent Park permit program is provided in Attachment C.

RPP Summary: Other Jurisdictions

Many other cities across the state, peninsula and within the Bay Area have RPP programs to alleviate impacts from non-resident parking. A summary of some RPP programs are outlined below:

1. City of Santa Monica: The City of Santa Monica allows purchase of up to four residential permits per address, and scales the cost from $20 to $60 depending on how many permits are purchased. Non-residential permits are not available for purchase except on a case-by-case basis.
2. City of Santa Cruz: The City of Santa Cruz charges $25 per permit for residents and $240 per permit for commercial businesses. However, the purchase of a permit for non-residents is only allowed if 60% of the parking occupancy of a street block is vacant based on City occupancy data. Only two non-residential spots per block are allowed, and these spots are restricted to daytime hours.
3. City of Berkeley: Certain businesses within a designated Merchant Permit Range may purchase only one permit annually. Rates are $125, while the resident permits cost $45. Exceptions are made to the rule on merchant permits on a case-by-case basis.

4. City of San Francisco: In San Francisco, rates for both businesses and residents are $109 per permit within any of its RPP Districts. For businesses, only one parking permit for a personal vehicle per postal address is allowed.
5. City of San Jose: Permits are sold to both residents and non-residents in San Jose at $33 per permit. San Jose also offers Guest Permits to all residents in each zone. Some zones have to pay for their Guest pass while other zones get them for free (several RPP zones in San Jose do not charge at all for a residential parking permit because of how the program was initiated.) San Jose also has Single Use Permits that are free in each zone, which can be used for a maximum of three days.
6. City of Los Gatos: Permits are sold to residents of six residential districts in Los Gatos at $39 per permit. In one commercial district, permits may be purchased for the same price by non-residents.
7. City of San Mateo: The City of San Mateo RPP is funded through the revenue generated from parking citations and provides permits free to residents. When the program was initiated, the City conducted an evaluation which determined that there were sufficient funds being collected by the citation revenue to cover the costs of the program. The citation revenue goes into the General Fund, but the City has not confirmed recently whether citation revenues are still covering the costs of the program.

See Attachment D for a table comparing the characteristics of some of these RPP programs.

Discussion

Staff is requesting direction on a conceptual, City-wide RPP framework consisting of (a) suggested criteria for establishment of RPP districts; (b) a suggested process for establishment of neighborhood RPP districts; and (c) a list of key implementation issues that would need to be addressed for each new RPP district, with different implications in terms of timing, enforcement, and cost. Based on Council's direction, staff would prepare a draft ordinance for public input, Planning and Transportation Commission review, and formal consideration by the City Council. Elements of the conceptual framework are described below:

Criteria for Establishment of RPP Districts

Staff suggests three criteria for establishment of a neighborhood RPP; all three criteria would have to be met for an RPP proposal to be adopted by the City:

a. First, there would have to be an identified source of non-resident parking intrusion within the neighborhood. If there is an identified residential source of intrusion (e.g. from an adjacent neighborhood), this criterion would not be met,

although the RPP Framework could allow for some flexibility with an exception for "special circumstances."

b. Secondly, the average occupancy on the streets in the proposed RPP District during the period of concern would have to be at least 75%. Periods of concern will generally consist of peak periods during regular business hours. The RPP framework could establish a specific period of concern, or could allow for flexibility.

Is 75% Occupancy the Appropriate Standard for Establishment of an RPP District?

c. Finally, at least two-thirds of the neighborhood residents would have to support establishment of the RPP District, including the proposed cost of permits and level of enforcement.

Community input and Council direction on these potential criteria would be appreciated. In particular, does the 75% occupancy standard provide an appropriately high bar that is adequately protective of the neighborhood quality of life?

Process for Establishment of RPP Districts

Staff suggests a five step process for the establishment of a neighborhood RPP District. Each of these steps is listed below with a brief description. Community input and Council direction on this five step process would be appreciated.

Five Step Process for consideration of new RPP districts

Staff is particularly interested in some direction regarding prioritization of RPP requests (Step 1), since it would probably be infeasible for staff (or the PTC and Council) to undertake data collection/analysis and community outreach related to more than one or two potential RPP districts at one time. In particular, if the initial focus is to be on downtown neighborhoods, staff would not have the resources to process requests from other neighborhoods at the same time.

1. **Prioritization and Petitions**. Neighborhood residents interested in establishing an RPP district would be required to submit an initial request for assistance from the City's Department of Planning and Community Environment for prioritization and development of petitions for the collection of resident signatures. The RPP Framework should either establish priorities, or indicate the decision makers (e.g. Planning Director, PTC, etc.) who will do so.

How should RPP district requests be prioritized for consideration by the City?

Once a request for establishment of an RPP district is prioritized for consideration, a city-generated petition form and a map showing potential boundaries for the proposed RPP District would be used to ensure consistency. The petition would also include a description of the area and possible restrictions/costs to help neighborhood organizers educate residents on the benefits and impacts of an RPP District. (Note that staff would assist neighborhood residents with preliminary boundaries and possible restrictions/costs, but these would be subject to change during the process of establishing the RPP District.) At the same time, neighborhood organizers would be required to consult with representatives from the businesses or uses that are thought to be the source of non-resident parking. City staff could facilitate this consultation.

2. **Data Collection & Analysis**. Once the City receives a petition demonstrating support from 50% of neighborhood residents, as well as evidence of consultation with the potential source(s) of non-resident parking, the City would conduct a parking occupancy survey to evaluate various periods of concern and district boundaries. While resident-collected parking occupancy data would be accepted as a justification to prioritize consideration of the district, the City will require an independent consultant under contract to determine if the occupancy criteria of 75% has been met, as well as the recommended district boundaries and restrictions. Occupancy surveys will be completed during normal traffic data collection periods when schools in the Palo Alto Unified School District and Stanford University are in session. Data will not be collected on city holidays, Mondays, Fridays, summer recess from schools, and periods of inclement weather. The City may also collect parking occupancy data beyond the proposed RPP District boundary to help evaluate potential impacts of the RPP District if implemented.

   Concurrently, staff will send a post card survey that includes the potential boundaries and costs of the proposed RPP district to validate neighborhood support. Each household will be asked to submit one response. A super majority (70%) support from returned surveys must be received in order for the RPP District to be considered further, with at least a 50% response rate. Staff may also elect to use an online survey rather than a postal survey but one only one vote per household will be used. This is consistent with the methodology used in the modified Crescent Park No Overnight Parking program.

   To conclude the data collection and analysis phase, Staff would consider whether a proposed RPP would have any impacts requiring review under the California Environmental Quality Act. It is anticipated that districts would be structured to avoid such impacts, however the City will assess potential district boundaries, spill-over traffic and parking impacts, and indirect physical environmental impacts that may need to be addressed.

3. **Community Outreach & PTC Recommendation**. City staff will organize a community outreach meeting with residents of the proposed RPP district boundary, the residents of any adjacent districts and, if possible, with the businesses and commuters thought to be the source of parking intrusion into the neighborhood. The purpose of community outreach will be to provide information to residents who may not have participated in the petition process, as well as to share the findings from parking occupancy studies, recommended restrictions, permit costs, and a tentative implementation schedule.

   Following the community outreach meeting and any necessary adjustments, City staff will request that the Planning & Transportation Commission (PTC) review and make a recommendation to the City Council. The PTC may make a recommendation to the City Council immediately based on testimony at their hearing, or may require a second community outreach meeting with residents and affected businesses/commuters prior to making a recommendation. The PTC may also require resident-leaders to solicit additional petition signatures to further expand the proposed RPP District boundary.

4. **City Council Approval on a Trial Basis**. Once the PTC has made a recommendation, the City Council will hold a public hearing and consider establishment of the RPP District for a trial evaluation period based on the criteria presented above. Implementing the district for a trial period will allow the neighborhood and the City to assess the effectiveness of the parking restrictions, and to gauge any unintended consequences or boundary adjustments that are needed. (See below for more discussion regarding implementation questions.)

5. **Monitoring and Final Adoption**. During the trial period, additional parking occupancy data will be collected and City staff will send a follow-up post card survey to solicit public input for permanent retention or removal of the trial RPP district. City Staff will present the results of the survey and monitoring data to the City Council for consideration of permanently establishing the RPP district after the trial period.

RPP Implementation Questions

As part of the decision to establish an RPP district, the City will need to obtain community input and resolve several key implementation questions:

1. How many residential and non-residential permits will be issued and how will they be distributed?
2. How will the program be rolled out, and what concurrent or prerequisite actions will be taken to address the needs of displaced employees?

3. What will permits cost, what will the cost-recovery level/General Fund subsidy be for the program, and what level of enforcement will be used?

All of these questions are interrelated and answers are likely to vary somewhat by district.

Residential Permits. Staff anticipates that most RPP districts would entitle residents living in the district to purchase one permit for each vehicle registered at their address, with a limit of two permits per household. There may be districts in which this is not the case, and certain restrictions may be appropriate for multi-family residential developments that provide structured parking for their occupants.

Two permits per household, guest passes, and application requirements

Residents would be required to provide the California license plate information for each vehicle within their household to assist with parking enforcement and any resident living within an RPP district could also purchase a number of day passes to support daytime events within their household.

The following application requirements are suggested for residents to obtain a permit within a designated RPP district:

(a) Applicants must demonstrate they are currently a resident of the area for which the permit is to be issued by providing documentation with their address as part of the application. Documents may include:
   a. Copy of City of Palo Alto Utilities bill
   b. Current vehicle insurance policy
   c. Bank statement or pre-printed check with the resident's name and address
   d. Rental/lease agreement

(b) Applicants must demonstrate ownership or continuing custody of the motor vehicle receiving the permit, either by proof of vehicle registration or other DMV document.

(c) Any motor vehicle to be issued a permit must have a vehicle registration indicating registration at the address for which the permit is to be issued.

Residents could apply for permits either in person at the Revenue Collections office at City Hall, or online via the City of Palo Alto online permit management system.

Employee Permits. Parking intrusion by non-resident cars in residential neighborhoods is occurring for a variety of reasons, including demand from Caltrain commuters, students, and employees of nearby businesses who are unable to park at or nearer their workplace.

The City has an interest in accommodating employees who may be displaced with the implementation of a strict RPP program by providing the employees with alternatives, or by making some permits available to employees who work in the immediate vicinity.

How many employee permits should be made available?

This could mean phasing-in the RPP program while other parking options or TDM programs are implemented. Under this limited, phase-in approach, the City Council would specify programs or improvements required prior to RPP implementation. When those requirements are met, permits would be issued to residents only, confirming the actual residential parking demand. Then a limited number of permits could be released for employees based on the determined occupancy rate.

An alternative approach would be to issue permits to both residents and employees to start with, confirming actual parking demand by both groups (and excluding Caltrain commuters, students, etc.). The employee permits could then be phased out over several years as other parking options or TDM programs are implemented. The decision to use a phase-in or phase-out approach will depend on the source and nature of non-resident parking intrusions, and the timing of expected parking solutions and TDM programs affecting the area.

Phase-In?	*or*	*Phase-Out?*
• *Phase-in the RPP restrictions as additional parking supplies and TDM programs come on line* • *Provide a limited number of employee permits if occupancy remains low after residential permits are issued*		• *Allow both residents and employees to purchase permits (but not Caltrain commuters, students, etc.)* • *Phase out the employee permits over several years as additional parking supplies and TDM programs come on line*

Permit Cost & Enforcement.

Relationship between permit costs and enforcement

Staff is envisioning citywide RPP programs as cost-neutral. That means that permit costs would be set to ensure that revenues from permits and citations equal the expenditures of enforcement and management and that no General Fund subsidy would be required to support the program. Therefore the cost of permits would be directly related to the level of enforcement desired. Staff is in the process of assessing potential permit costs and enforcement alternatives, but is not ready to report any details at this time. It is clear, however, that the more permits that are issued, the lower the costs per permit can be. Also, revenue from enforcement is likely to decline over time, as people get used to the new restrictions and fewer violations occur.

Resource Impact

Citywide cost-recovery goal

As indicated above, staff's recommendation is to strive for a citywide RPP program this is ultimately cost-neutral, similar to the majority of other jurisdictions consulted. Ideally, revenue from RPP district permits and citations would be incorporated into a single RPP revenue fund to cover the cost of establishing and maintaining RPP districts throughout the City, including the pre-existing RPP program at College Terrace and the Crescent Park overnight parking ban.

Achieving and maintaining a balance between costs and expenditures will be challenging, and will require dialog with the affected departments and residents as individual RPP districts are considered for addition to the City's exiting districts.

The process of working with residents to develop an RPP District would also require staff time in multiple departments. Currently it is expected that the Parking Manager in the Department of Planning and Community Environment could spend 20-25% of time on RPP-related issues.

Policy Implications

The implementation of an RPP Framework for future RPP Districts aligns with multiple directives from Council related to parking management and transportation, as well as the Council's 2013 top priority to maintain the livability of Palo Alto's Downtown districts. As transportation accounts for nearly 30% of all greenhouse gas emissions, reducing single-occupancy vehicle traffic is a major component of complying with AB 32: Global Warming

Solutions Act. As part of an overall Transportation Demand Management program, an RPP program would further this policy objective.

Environmental Review

Establishment of an RPP Framework and subsequent adoption of parking restrictions in selected neighborhoods are expected to be exempt from review under CEQA Guidelines Section 15301 (Class One, Existing Facilities) and Section 15061(b)(3), the general rule that CEQA only applies to projects with the potential for causing a significant effect on the environment. The suggested program and its implementation would essentially manage existing parking supplies and would not result in noticeable physical changes to the environment. Also, the absence or presence of parking itself is no longer a physical environmental effect warranting review under CEQA, as demonstrated by changes to the Initial Study Checklist (CEQA Guidelines Appendix G) adopted in 2010.

Attachments:

- Attachment A: Ongoing Parking and Transportation Demand Management Initiatives (PDF)
- Attachment B: Data Sets (PDF)
- Attachment C: Map of Current No Overnight Parking - Crescent Park (PDF)
- Attachment D: Residential Preferential Permit (RPP) Program Comparisons (PDF)
- Attachment E: Public Comments (PDF)

Attachment A

Palo Alto Ongoing Parking and Transportation Demand Management Initiatives

The City of Palo Alto is pursuing implementation of Downtown parking solutions and Transportation Demand Management strategies to help maintain the City's quality of life by increasing the availability and viability of alternative modes of transportation and increasing parking supply.

The following summarizes these ongoing initiatives, including their current status and next steps.

Residential Preferential Permit (RPP)

Significant interest from residents initiated investigation of a Downtown RPP district earlier this year. This investigation in turn spurred a policy discussion regarding a citywide framework, so that all neighborhoods could have the option of applying to become an RPP District. This discussion will be held at the December 16th, 2013 Council meeting.

Alternative Transit Incentives (Leading By Example)

Staff is investigating options to provide City employees with GoPasses or increased subsidies in exchange for forgoing a parking permit downtown.

Car Share Opportunities

City staff has engaged with representatives from City CarShare and Zipcar to discuss the potential of dedicating 20-30 spots in downtown lots and garages to these vehicles. An RFP is in development for a Carshare entity to enter into an agreement with the City to provide these services for Downtown.

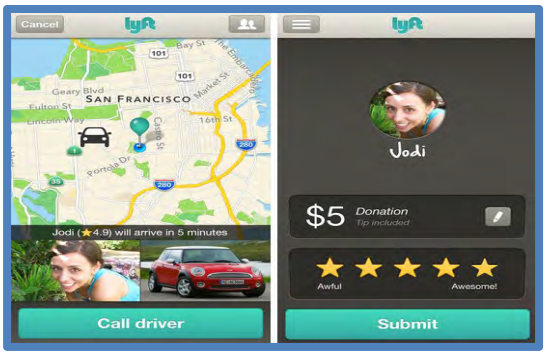
Satellite Parking Lots + the Palo Alto Shuttle Program

City Staff are investigating whether it would be possible to use parking lots located outside of the downtown core to provide additional places for commuters to park. Embarcadero road has been suggested as one location and there may be other locations in East Palo Alto.

Identification and use of a satellite parking lot would require expansion of the Palo Alto Shuttle Program. There are currently two shuttles which are free to the public, and the City is investigating the costs associated with expansion of this service through an RFP process. An RFP for expanded shuttle service will be released in January and options for Council consideration presented in February.

Bike Infrastructure and Bike Share

Palo Alto has a variety of efforts underway to promote a bike-friendly community consistent with the adopted Bicycle and Pedestrian Transportation Plan. Improvement of existing and new bike boulevards (thoroughfares which are developed to promote ease of bike use throughout the city)



1. Multiple events to promote bike awareness
2. Bay Area Bike Share locations
3. Bike Lockers for local use
4. Local adoption of Calgreen ordinance which requires bike parking for all commercial developments which expect visitors

Rideshare Apps

Rideshare applications accessible by mobile phone allow the users to find and schedule rideshares. The City is investigating the use of these applications in Downtown.

Safe Routes to School

Safe Routes to School is an international movement to make it safe, convenient, and fun for children to bicycle and walk to school. In Palo Alto, City Staff work to make sure that the program embodies the "5 'e's": education, encouragement, engineering, enforcement, and evaluation. Parents are also exposed to alternate forms of transportation through the program.

Public-Private Partnerships: Based on direction from City Council, the City is investigating the possibility of creating public/private partnerships to develop additional parking on existing City lots. The parking would be developed in conjunction with other uses by private developers on City property. Staff is currently developing an RFP for policy input and consideration in 2014.

New Parking Garages: City Staff has studied the physical feasibility of constructing public parking garages on five existing city-owned parking lots and the "urban lane" transit mall. In 2014, staff will

return to the City Council for a discussion of priorities and possible funding mechanisms for one or more garages.

Attendant Parking: The City has a live RFP which is expected to be awarded in early 2014 to assign at least one City-owned garage (R) with attendants. If the program is successful the City may consider implementing this strategy at other garages.

Parking Permit Management: The City actively monitors garages to confirm that the number of permits issued is maximized. The most recent permit release was in November of 2013. An online permit management system is now complete and the online interface for persons to register for permit use will be released shortly. The permit management system will also be used to sell permits to residents once RPP Districts are created.

Parking Permit Reform: The City is exploring restructuring the process by which permits are released. Permits are currently sold to individuals and limited to persons working in the Downtown core. Staff is exploring the concept of creating a Business Account that allows business to directly pay for permits and transfer the permits to other employees within their organization when the registered permit user is not on-site. This allows permit registration to remain with an individual, a critical element in the public bond financing structure, but provides flexibility to businesses which take on the responsibility of purchasing those permits for their employees. This helps increase the utilization of parking structures and address business interest in being able to make permits to new employees. Revenue and Access controls are a key element in being able to improve the flexibility of permit use.

Technology Enhancements for Garages: The City is developing an RFP for revenue and access controls and parking guidance systems to more actively monitor the occupancy of the garages and provide the infrastructure to direct drivers to available parking spaces.

Zoning Exemptions: Several parking exemptions were removed at October 21 Council meeting.

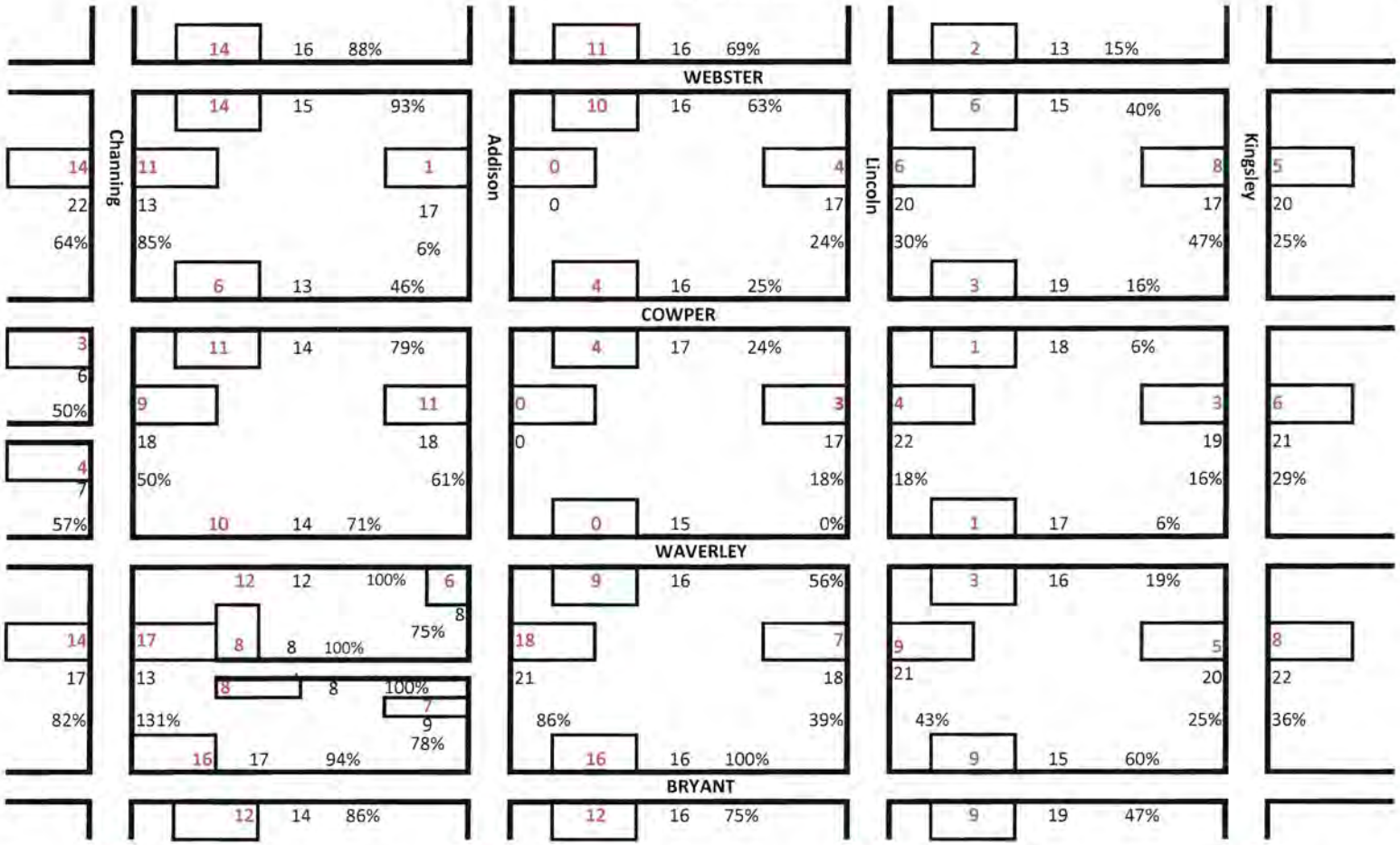
Paid Parking: Council has also requested an analysis of paid parking in Downtown. The implementation of revenue and access gate controls is the first step towards introducing opportunities for paid and parking pricing structures.

Attachment B

Key University South Neighborhood Streets

Survey Date: APRIL 2013 MID-DAY City of Palo Alto

Source: City of Palo Alto



	Channing	Addison	Lincoln	Kingsley
Vehicle Count	72	43	33	35
Saturation %	75%	59%	29%	29%

A Block	Venicle Count	Capacity	%
1	18	19	95%
2	36	28	129%
3	99	104	95%
4	35	44	80%
TOTAL	187	196	95%

B Block	Venicle Count	Capacity	%
6	20	30	67%
7A	31	44	70%
7B	14	27	52%
8	36	43	84%
9	28	40	70%
10	48	76	63%
TOTAL	217	292	74%

A BLOCK	187	196	95%
B BLOCK	217	292	74%
TOTAL	404	488	83%

C Block	Venicle Count	Capacity	%
11	23	45	51%
12	27	50	54%
13	19	46	41%
14	13	46	28%
15	19	38	50%
16	33	58	57%
17	19	51	37%
18	20	55	36%
TOTAL	173	387	45%

D Block	Venicle Count	Capacity	%
19	18	45	40%
20	78	97	80%
21	41	44	93%
22	55	58	92%
23	37	44	84%
24	16	44	36%
25	26	50	52%
TOTAL	251	362	69%

ALL BLOCKS	Venicle Count	Capacity	%
A	187	196	95%
B	217	292	74%
C	173	387	45%
D	251	362	69%
TOTAL	828	1237	67%

Source: Venture Neighborhood Residents

Purple Parking Options

Purple Zone
284 Parking spaces total
Maximum 20% business permits to be issued.
So 57 business parking permits to be issued in purple zone.

57 parking permits shown in use

More than 57 will be needed.

612 Pink spaces = 122 parking permits + Deficit of 122-245
284 Purple spaces = 57 parking permits + Deficit of 57-114
507 Teal spaces = 101 parking permits + Deficit of 101-203
701 Orange spaces = 140 parking permits - Deficit of 140-280

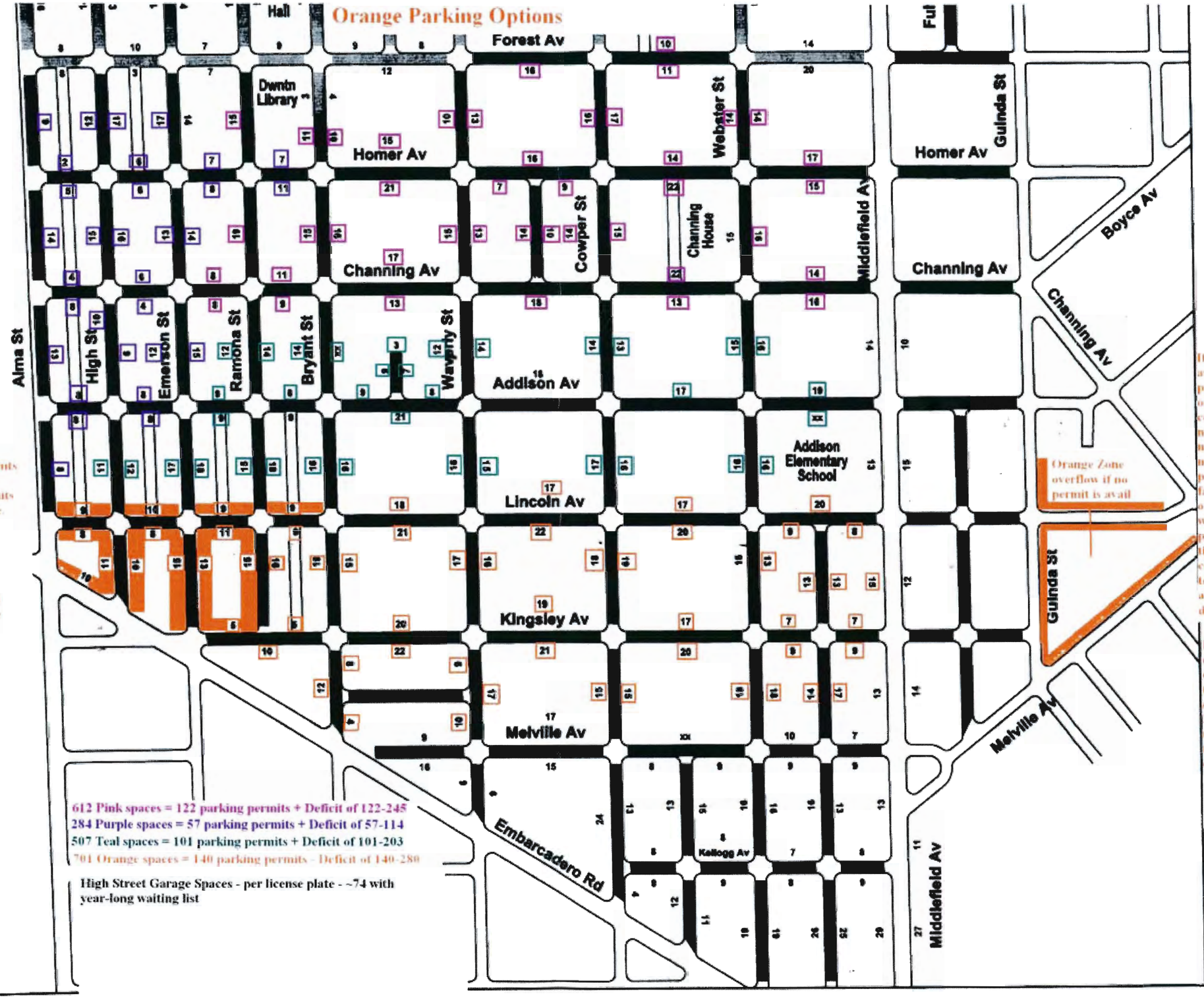
High Street Garage Spaces - per license plate - ~74 with year-long waiting list

Purple zone
Overflow parking if no permit avail or need free.

If permits are not available for all day parking in garages or color zones, then commuters will need to go to the nearest non-permit, not-limited parking, however far away. Since all other color zones will have same pressure, following the direction of the color zones points to the most likely availability of desired parking.

If residents are correct that most of the parking on their streets is commuters, then 20% to businesses is a likely far understatement of the need.
40%-60% could be needed

Orange Parking Options



Orange Zone
715 Parking spaces total
Maximum 20% business permits to be issued.
So 141 Business parking permits will be issued for Orange Zone.

141 orange permits shown in use

More than 141 permits will be needed.

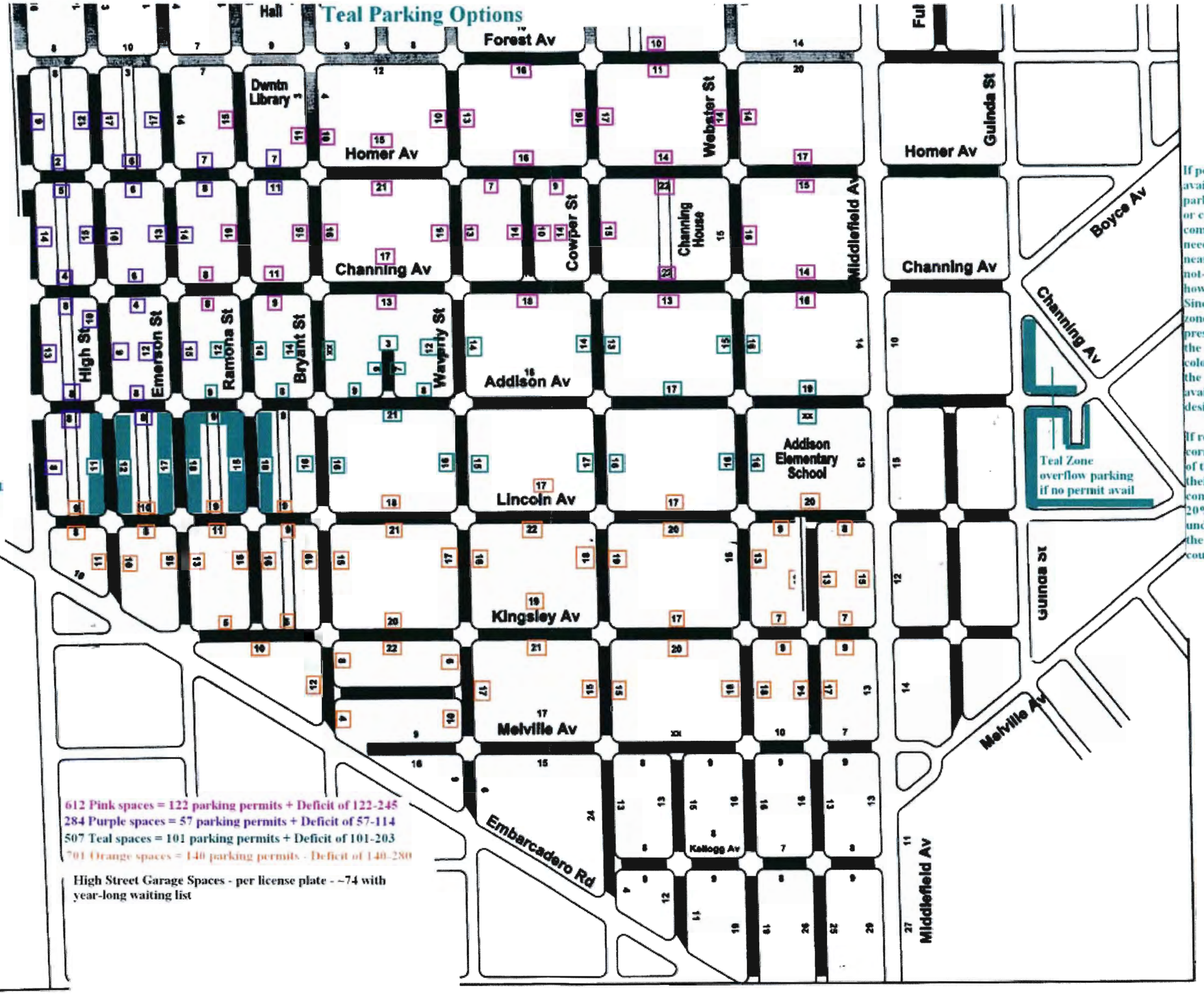
612 Pink spaces = 122 parking permits + Deficit of 122-245
284 Purple spaces = 57 parking permits + Deficit of 57-114
507 Teal spaces = 101 parking permits + Deficit of 101-203
701 Orange spaces = 140 parking permits - Deficit of 140-280

High Street Garage Spaces - per license plate - ~74 with year-long waiting list

If permits are not available for all day parking in garages or color zones, then commuters will need to go to the nearest non-permit, not-limited parking, however far away. Since all other color zones will have same pressure, following the direction of the color zones points to the most likely availability of desired parking.

If residents are correct that most of the parking on their streets is commuters, then 20% is a far understatement of the need. 40-60% could be needed.

Teal Parking Options



Teal Zone
506 Parking spaces total
Maximum 20% business permits to be issued.
So 101 business parking permits to be issued for Teal Zone.

101 teal permits shown in use

More than 101 permits wil needed.

612 Pink spaces = 122 parking permits + Deficit of 122-245
284 Purple spaces = 57 parking permits + Deficit of 57-114
507 Teal spaces = 101 parking permits + Deficit of 101-203
701 Orange spaces = 140 parking permits - Deficit of 140-280

High Street Garage Spaces - per license plate - ~74 with year-long waiting list

If permits are not available for all day parking in garages or color zones, then commuters will need to go to the nearest non-permit, not-limited parking, however far away. Since all other color zones will have same pressure, following the direction of the color zones points to the most likely availability of desired parking.

If residents are correct that most of the parking on their streets is commuters, then 20% is a far understatement of the need. 40-60% could be needed

Pink Parking Options

Pink Parking Zone
612 Parking spaces total
Maximum 20% business permits to be issued.
So 122 business permits to be issued for the Pink zone.

122 Parking permits shown in use

More than 122 will be needed.

612 Pink spaces = 122 parking permits + Deficit of 122-245
284 Purple spaces = 57 parking permits + Deficit of 57-114
507 Teal spaces = 101 parking permits + Deficit of 101-203
701 Orange spaces = 140 parking permits - Deficit of 140-280

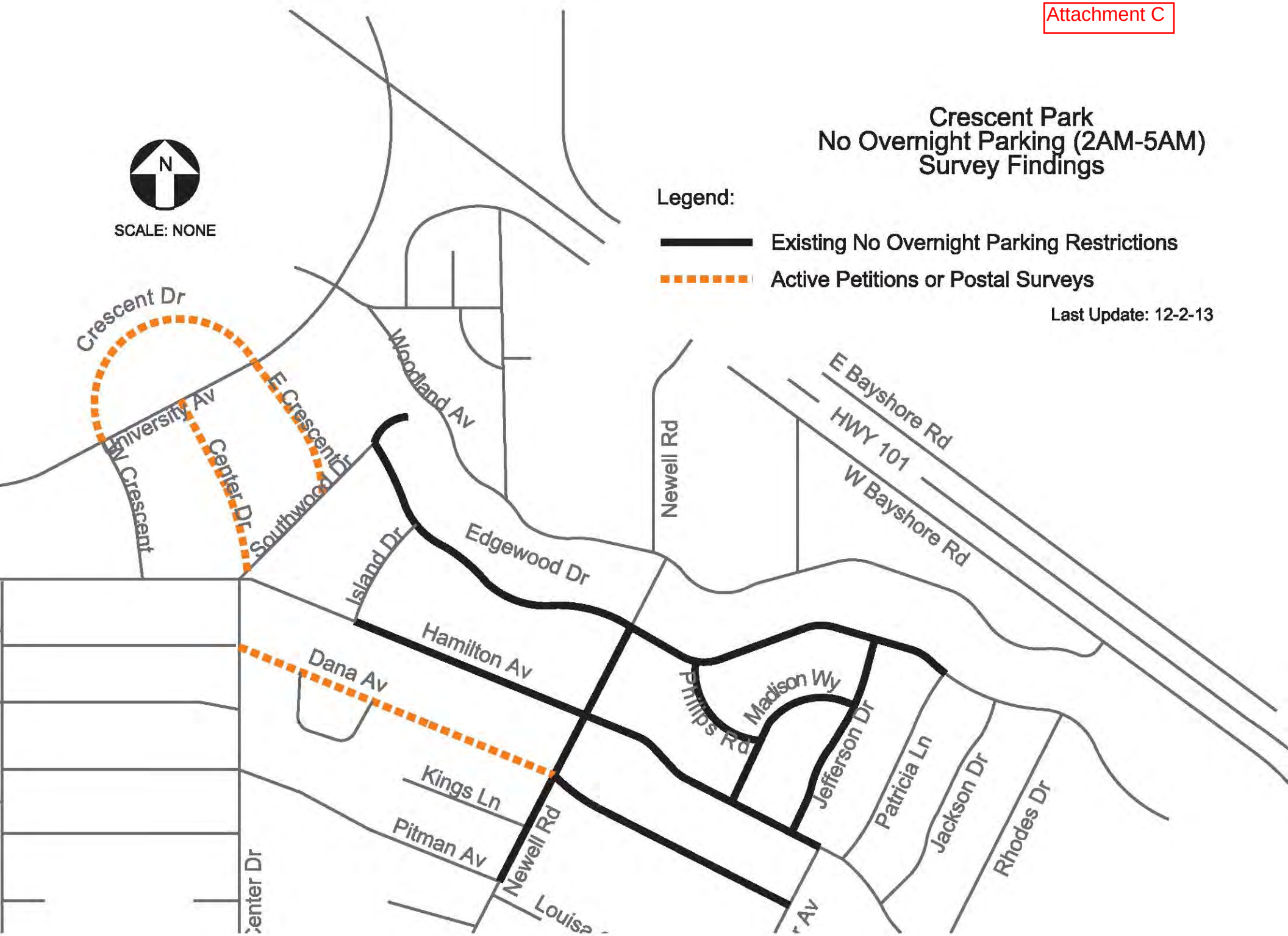
High Street Garage Spaces - per license plate - ~74 with year-long waiting list

If permits are not available for all day parking in garages or color zones, then commuters will need to go to the nearest non-permit, not-limited parking, however far away. Since all other color zones will have same pressure, following the direction of the color zones points to the most likely availability of desired parking.

If residents are correct that most of the parking on their streets is commuters, then 20% is a far understatement of the need. 40-60% could be needed

Attachment C

Crescent Park
No Overnight Parking (2AM-5AM)
Survey Findings



Attachment D

ATTACHMENT D: RESIDENTIAL PREFERENTIAL PERMIT (RPP) PROGRAM COMPARISONS

	Santa Monica	Santa Cruz	Berkeley	San Francisco	San Jose	Los Gatos	San Mateo
Overview	Five (5) zones. Permit holders may park in that zone or up to two blocks away from it.	Six (6) zones. Employee Commuters may purchase a permit which is for a designated block face.	Fourteen (14) zones, some of which are also enforced on Saturdays.	Twenty-Eight (28) zones; parking permits are not transferable across zones.	Sixteen (16) zones. Business permits are available in half of them.	Six (6) zones and one (1) commercial zone.	Thirteen (13) zones and no commercial zones.
Annual Rates for Resident permits	$20 for 1, $25 for the second, $40 for the third and $60 for the fourth	$25 per permit	$45 per permit	$109 per permit	$33 per permit	$39 per permit and $34 replacement	$0 per permit
Annual Rates for Employee Commuter or Business Permits	Not Available for Purchase.	$240 per permit ($60 quarterly)	$125 per permit	$109 per permit	$33 per permit	$230 per permit	N/A - Separate permit program for parking at downtown meters.
Visitor rates and/or Guest Passes	Free one-day guest passes up to 25 per day, 300 per year. Permits are transferrable between residents and their guests.	$25 per permit, and up to thirty (30) day-use passes.	$2.25 per day, $23.00 per 14 days	One-Day Flex: $16, Two (2) weeks: $37, Four (4) weeks: $54, Six (6) weeks: $72, Eight (8) weeks: $93	Guest permits free depending on the zone. Free single use permits. There are 3-day passes with a max of 50 at one time.	Special Event permits are available for $10.00. Each permit purchase includes two (2) complimentary guest passes.	Day use passes are available for free.

ATTACHMENT D: RESIDENTIAL PREFERENTIAL PERMIT (RPP) PROGRAM COMPARISONS

	Santa Monica	Santa Cruz	Berkeley	San Francisco	San Jose	Los Gatos	San Mateo
Number of Permits Allowed	One (1) per residential vehicle, and up to three permits per year.	Up to three (3) annual residential permits and two (2) annual guest permits per household.	One (1) per motor vehicle. Local business permits will only be issued as to not be concentrated on a specific block front in any given residential permit parking area.	A maximum of four (4) annual residential permits may be issued to a single address.	One (1) for non-resident business owners in most zones, but up to three (3) in others.	Up to four (4) vehicles per address.	Parking permits can be purchased for any vehicle which is registered to a residential address in the zone.
Conditions Under Which Employee - Commuter (Business) Permits May be Sold	Not available for purchase.	Only sold if at least 60% of the block is vacant, and sold specific to a block. Only two (2) business permits are allowed per block.	Only sold if City Council finds that residents have reached a general consensus to allow for the sale of local business permits in the area. The business must be located within Merchant Permit Range. One (1) permit is issued per business for the Block Front.	Commercial property owners operating a business on a RPP zoned block may obtain one (1) parking permit for a personal vehicle per postal address. Up to three (3) additional permits may be purchased for delivery vehicles with commercial license plates. These vehicles must be registered to the business address.	An assessment is made prior to the issuance of any business permits. The maximum number of permits issued is the lesser of the number of employees listed on the Business Tax Certificate or the employee directory/listing.	Only sold within the one Business District.	Not available for purchase in an RPP district.

ATTACHMENT D: RESIDENTIAL PREFERENTIAL PERMIT (RPP) PROGRAM COMPARISONS

	Santa Monica	Santa Cruz	Berkeley	San Francisco	San Jose	Los Gatos	San Mateo
How does a residential neighborhood apply for an RPP District?	2/3 of the residents of at least 50% of the dwelling units must sign a petition to get the City staff to consider the zone. If City Staff recommends it to Council based on data collection, Council will consider.	Based on petition staff will evaluate the City's ability to serve the area with parking management services. DPW will have the authority to implement the program or bring it to the city Transportation Commission for review.	Residents can petition or the City Council can initiate designation for an RPP zone. Residents have to consult with City Staff prior to obtaining signatures. If City Council initiates, they have to send the notice of intent to all address within the area.	A petition must be submitted to the SFMTA (one signature per household). To create a new Residential Permit Parking Area, a petition signed by at least 250 households (one signature per household) in the proposed area must be submitted to the SFMTA.	Not an option at this time. San Jose states that they don't have the resources to expand or create new zones.	Residents create a petition which is reviewed by the Transportation and Parking Commission. The Commission will confirm whether a District is warranted, and Council reviews after a one-year trial period.	Residents fill out a questionnaire and a petition which asks for a description of the parking challenge and gather community support via survey, HOA letter or community meetings.
Criteria for designation of an RPP Zone	Nonresidential vehicles regularly interfere with residential ability to park cars and regularly are the source of environmental and/or traffic hazards.	Not identified.	At least 80% of the block fronts with unlimited on-street parking must be residentially zoned. 75% occupancy any two one-hour periods between 10:00 a.m. and 4:00 p.m.	The proposed block(s) must be contiguous to each other and must contain a minimum of one mile of street frontage. 80% occupancy and 50% non-resident vehicles.	N/A	No specific percentage designated. Los Gatos looks for marked intrusion at certain times of the day.	A parking impact generator must exist. Parking occupancy studies will be done to show the vacancies on the street. <60% will not be considered.

ATTACHMENT D: RESIDENTIAL PREFERENTIAL PERMIT (RPP) PROGRAM COMPARISONS

	Santa Monica	Santa Cruz	Berkeley	San Francisco	San Jose	Los Gatos	San Mateo
Response Rate to Petition	67%	67%	51%	51%	N/A at this time	51%	67%
Required for Application	Proof of residency, including a utility bill or bank statement showing name and address, as well as a California vehicle registration reflecting the current address.	Proof of residency, vehicle registration, current utility bill or typed rental contract showing the address in the RPP.	Proof of residency; vehicle registration for the area in which the person is applying.	Current DMV vehicle registration and second proof of residency at the permit address. Business permits must show proof of business license/registration.	Proof of residency, Completed application, and valid Photo ID.	Proof of residency, completed application form in the residents' name and address, current DMV vehicle registration for each vehicle.	Proof of residency, completed application form in the residents' name and address, current DMV vehicle registration for each vehicle.
General Fund Supported?	The money from permit fees goes into the general fund; however, these funds are not earmarked specifically to pay the operating expenses of the program.	All money from permits and citations goes into the general fund.	Program funds itself and is not general fund supported.	Program funds itself and is not general fund supported.	Program funds itself and is not general fund supported, although if inadequate revenue is received from citations, the general fund would support. Program has been self-sustaining for 7 years.	Program funds itself and is not general fund supported.	The money from permit fees goes into the general fund; however, these funds are not earmarked specifically to pay the operating expenses of the program.

NEW PREFERENTIAL PARKING PERMIT RATES
EFFECTIVE OCTOBER 1, 2013

The City of Santa Monica adopted new Preferential Parking Permit rates that will be in effect for all Resident and Visitor permits with an effective date that begins on or after October 1, 2013. **This will be the first change to Preferential Parking Permit rates since 1984.**

The new rate structure also reflects the City's policies to better manage parking through pricing by keeping the rates of the first two permits low while significantly increasing the rates for three or more permits.

Resident Permits – Annual	**Rates Effective Oct 1, 2013**
First	$20
Second	$25
Third	$40
Fourth or more	$60

Resident Permits Issued 6 Months or Less from Expiration	
First	$10
Second	$15
Third	$25
Fourth or more	$35

Visitor Permits – Annual	
Each (maximum of 2)	$30

Visitor Permits Issued 6 Months or Less from Expiration	
Each (maximum of 2)	$15

Temporary Permits	
30-Day Permit (new resident)	Free
One-Day Guest, self-print	Free
One-Day Guest, pick up from office	$2 each

Stolen/Lost Permits	
1st stolen, with Police report	Free
2nd stolen, with Police report	50% of cost
3rd stolen, with Police report, or any replacement w/o Police report (Lost permit)	Full cost

Commuter Parking Permit Guidelines

PARKING OFFICE
124 Locust Street, P.O.Box 1870, Santa Cruz, Ca. 95061 (831) 420-6097

Permit Location: _____ block of _____ odd or even side

Your Commuter Permit allows you to park on a designated block face in a residential program area. The permit exempts your vehicle from the daytime 2-hour parking restrictions, but does not allow you to park overnight. Commuter Permits are sold to employees and business owners that work adjacent to the Program Area.

1. Commuter permits are a calendar-quarter permit. Sales are prorated on the 1st and 15th for the remaining portion of the quarter. They can be purchased for the current calendar quarter, or up to all quarters in the current calendar year. The Commuter Permits are not refundable, so be sure about the purchase of quarters beyond the current one.

2. Your permit is issued for one side of the street on a specific block, and is not valid at any other location. After parking, hang the permit on the rearview mirror with the sticker side facing out. Be sure to park properly and follow all other vehicle regulations.

3. The permit you have for this location can be renewed through the last City workday in the purchased quarter. If you purchase the upcoming quarter before the permit expires, you can continue to park at your current permit location. On the first day of the new quarter, any permits not renewed will be added to the "available" list and can be purchased on a first come first served basis.

4. To renew your permit, bring the permit or permit number/location to our office during our business hours of Mon-Fri, 10am to 5pm, with your payment. We will provide you with a sticker for the upcoming quarter to validate your permit.

5. If you receive a citation because the permit was not displayed when parked at the permit location, come to our office with the citation and your permit before the due date of the citation. You may also mail a photocopy of your permit to us with the citation. If handled before the due date, we will void up to 5 such citations annually.

6. Lost or stolen permits will be replaced once for a $10 fee. After that, the cost for a replacement permit is the standard fee to purchase a permit for the quarter. Please lock your vehicle and keep the permit secure.

City of Berkeley RPP
Program Overview

Subscribe to this page **to receive e-mail notification when new information is posted.**

Please Note: All vehicles must be registered to a valid residential address within the City of Berkeley in order to receive the Residential Parking Permit (RPP). Also, please be aware that RPPs are not transferable between vehicles, nor are they refundable.

Please remember the Customer Service Counter located at 1947 Center St, is open Monday through Thursday between the hours of 8:30 a.m. - 4:00 p.m. Please contact the City via email (customerservice@CityofBerkeley.info) or by telephone (510-981-CITY or "311" from any landline within Berkeley), Monday through Friday between the hours of 8:00 a.m. - 5:00 p.m., if you have questions.

Residential Preferential Parking (RPP) Program

There are 14 Residential Parking Permit (RPP) areas in the City of Berkeley. These RPP areas are limited to two (2) hour parking unless a residential parking permit or a visitor permit is properly displayed on/in the vehicle. Annual permits are to be affixed to the left rear bumper of the vehicle and visitor permits must be displayed on the left hand side of the driver's dashboard.

These neighborhood Residential Parking Permit areas are enforced Monday through Friday and some streets in area E are enforced n Saturdays. Areas A, B, D, and K are enforced on Saturdays. If you see signs in your neighborhood displaying any letter of A to N, you live in a Residential Parking Permit area and will need a residential parking permit to park longer than two hours on the street. These zones are marked by signs that indicate the neighborhood parking permit areas by letter and indicate the days and times enforced.

These zones are marked by signs that indicate the neighborhood parking permit areas by letter and indicate the days and times enforced. Vehicles without a Residential Parking Permit or visitor permit may park for a total of two (2) hours per block face, defined as both sides of the street between intersecting cross streets.

There are two types of RPP, "Permanent" and "Visitor." For more information about eligibility and registration for an RPP, contact the Customer Service Center at (510) 981-7200.

Residential Parking Permits ***do not*** allow parking at parking meters, pay stations, loading zones, no parking anytime, 72hr parking, on Street Sweeping days or any other parking restrictions (i.e. at or near fire hydrants, driveways, or crosswalks, etc.). Some RPP may have limited 2 hour parking within the RPP zone and signs indicating this restriction are posted without the designated RPP area letter designation. RPP permitted vehicles are subject to the two hour restriction and will be cited if the vehicle is not moved.

Please note: Residential Preferential Parking (RPP) has been modified on selected blocks near Berkeley's Trader Joe's store at Berkeley Way/Martin Luther King Jr. Way to limit

parking on one side of the street to designated RPP Area permit holders, while parking on the other side remains RPP and 2-hour visitor parking.

The blocks affected are as follows:

- Berkeley Way: 1700, 1800 and 1900 blocks (McGee Avenue to Milvia Street)
- Addison Street: 1800 block (Grant Street to Martin Luther King Jr. Way)
- Bonita Street: 1900 block (Hearst Avenue to University Avenue)
- Grant Street: 1900 and 2000 blocks (Hearst Avenue to Addison Street)

Information about parking permits, locations and restrictions:

- Annual Parking Permit Year
- Parking Permit Fees
- Annual Renewal Deadline & Enforcement Date
- Visitor Permits
- Annual Residential Permits
- Merchant Permits
- In-Home Care Permits
- Days/Hours of Enforcement
- Contact Information

Links to additional information:

- Neighborhood RPP Designation
- RPP Zone map

- RPP Ordinance (BMC Chapter 14.72)*

  *This link will take you to the City's BMC site where you can browse the BMC in .pdf format, or search the BMC using Records Online. Search tips are available from the BMC site.

Annual Parking Permit Year

The annual parking permit year is from July 1st to June 30th.

Parking Permit Fees

- Annual Residential Permit: $45.00
- 1-Day Visitor Permit: $2.25
- 14-Day Visitor Permit: $23.00
- Annual Merchant Permit: $125.00
- Annual In-Home Care Permit: $45.00
- Annual Community Serving Facility Permit: $56.00
- North Berkeley Senior Center Permit: $1

Annual Renewal Deadline & Enforcement Date

You may renew your RPP permit in person or by mail. If you are renewing through the mail, please send your completed application before May 31st to receive your new permits for the next Parking Permit Year.
Enforcement of expired permits begins on July 1st.

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Visitor Permits

Visitor Permits for guest use may be purchased by residents when renewing their annual RPP permit. If purchasing Visitor Permits at a later time, a picture identification, along with one of the following documents that includes the current address of the resident, must be provided (billing statements must be dated within the last 30 days):

- California Drivers License (DMV)
- Signed lease agreement (within a year)
- Current bank statement
- Current PG&E billing statement
- Current telephone bill (not cellular)
- Current major credit card billing statement
- AT&T cablevision bill
- EBMUD water bill
- Vehicle registration (DMV)
- City Bills (Refuse bills, Fire Alarm bills, Fire Inspections bills, etc)

The vehicle for which the visitor permit is being obtained must not have any outstanding Berkeley parking violations older than 21 days.

Pick up Visitor Parking Permits at the Customer Service Center or call (510) 981-7200 for further information.

1-Day Visitor Permits - $2.25

- Residents may purchase up to 20 1-Day Visitor Permits in a permit year.
- 1-Day Visitor Permits may be purchased by mail or in person, and can be purchased in advance.
- All 1-Day permits will expire on June 30th of the current permit year.

14-Day Visitor Permits - $23.00

- Residents may purchase 3 14-Day Visitor Permits in a permit year.
- Please note that 14-Day Visitor Permits are valid for **14 consecutive calendar days**.
- 14-Day Visitor Permits may be purchased up to 3 weeks in advance of the initial usage date. The resident must provide the intended usage dates and the license plate number of the vehicle that will use the 14-Day Permit.

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Annual RPP Permits - $45.00

In order to qualify for an annual Residential Preferential Parking Permit, residents must present photo identification and the vehicle registration displaying their Berkeley address. Individuals subletting are not eligible for annual Residential Parking Permit.

The vehicle for which the permit is being obtained must:

- Be registered in California, at the Berkeley address for which the permit is being obtained; and
- Must not have any outstanding Berkeley parking violations older than 21 days.

If the vehicle is registered to the Berkeley address, but is not registered in the name of the Berkeley resident, the resident must provide a copy of the registered owner's valid picture ID, and a signed letter stating that the resident has the right to use the vehicle.

Pick up Annual Residential Preferential Parking Permits at the Customer Service Center or call (510) 981-7200 for further information.

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Merchant Parking Permits - $125.00

- Certain business addresses designated by Public Works Transportation are eligible for Merchant Permits.

In-Home Care Permits - $45.00

- Residents or family members who live in any of the City's RPP-designated areas who have disabilities or medical conditions requiring In-home care services, may be eligible for In-Home Care Permits.

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Days/Hours of Enforcement

Hours of enforcement are 8:00am to 7:00pm except Sundays, holidays and during posted street sweeping days.

Area A	Mon-Sat	**Area H**	Mon-Fri
Area B	Mon-Sat	**Area I**	Mon-Fri

Area C	Mon-Fri	**Area J**	Mon-Fri
Area D	Mon-Sat	**Area K**	Mon-Sat
Area E	Mon-Fri/Sat*	**Area L**	Mon-Fri
Area F	Mon-Fri	**Area M**	Mon-Fri
Area G	Mon-Fri	**Area N**	Mon-Fri

*Some areas within RPP Area E are enforced Monday through Friday; others are enforced Monday through Saturday. Please observe posted enforcement signs.

For additional information or questions, contact the Customer Service Center or call (510) 981-7200.

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City of San Francisco Resident Permit Guidelines

SFMTA Municipal Transportation Agency

Annual Permit for Residents

ANNUAL PERMIT INFORMATION

Annual Fee: $109

Expires within 6 months: $54

If you live in a residential parking permit area, a residential permit will exempt you from the posted time limit. All other parking regulations apply. Vehicles must be moved every 72 hours or they will be subject to towing.

APPLY FOR A PERMIT

Applications may be submitted in person or by mail to the SFMTA Customer Service Center at 11 South Van Ness Avenue, open Monday-Friday from 8:00 a.m. to 5:00 p.m.

Please ensure you have the proper documentation prior to submitting your application by mail or appearing at the SFMTA Customer Service Center. *No parking permits will be issued to any vehicle with delinquent parking citations or an expired vehicle registration.*

Application Requirements:

Download and complete Application See below for permit expiration dates. If permit area expires in less than six months, the fee is prorated to 50% of annual rate.

Proof of residency: Copy of PG&E or cable bill (cell phone bill not accepted), current vehicle insurance policy, bank statement or pre-printed check with resident's name and address, or rental/lease agreement.

California Vehicle registration: Registration must be at an address within RPP area. If you have recently moved, you must update your registration information in-person at the

Department of Motor Vehicles. Address changes by mail may take several weeks to update and RPP permits cannot be issued unless this information is updated in the DMV system. If you are applying for a permit for a new vehicle and do not have license plates yet, you will receive a 90-day temporary permit which will be converted to a standard permit once the license plates have been received.

If you are a **full-time student** or **active military personnel** and your vehicle is registered to another address, please provide proof of active military assignment or certification from the registrar's office at a higher education institution of full-time student enrollment (student ID is not sufficient). Proof of residency is also required.

Residents who are assigned a **company/business vehicle for exclusive use** must provide a copy of the current California vehicle registration in the name of the business or vehicle leasing company and an employment/vehicle assignment verification letter from the company the vehicle is registered to, in addition to proof of residency.

PERMIT EXPIRATION DATES

A 2/28	D 1/31	H 1/31	M 10/31	S 4/31	X 8/31
B 8/31	DD 7/31	I 11/30	N 3/31	T 8/31	Y 3/31
BB 1/31	E 9/30	J 11/30	O 3/31	U 9/30	Z 5/31
C 7/31	F 9/30	K 5/31	P 3/31	V 1/31	
CC 8/31	G 6/30	L 1/31	R 8/31	W 10/31	

LIMIT FOUR (4) PERMITS PER ADDRESS

A maximum of four active annual residential permits may be issued to a single address. In special circumstances, you may request a waiver to this limit.

To request a waiver, send a written request to:

SFMTA Customer Service Center
ATTN: RPP WAIVER REQUEST
11 South Van Ness Avenue
San Francisco, CA 94103

Please include all relevant vehicle information and the reason you are requesting additional permits in your letter, and allow 10 business days for the SFMTA to review your request.

MORE IN THIS SECTION

- Parking Permits
- Pay a Citation
- Contest a Citation
- Camera Enforcement
- Booting & Towing

SEE ALSO

- Parking around San Francisco
- Parking Projects

City of San Francisco
Business Permit
Guidelines

SFMTA
Municipal
Transportation
Agency

Business

BUSINESS OWNERS & DELIVERY VEHICLES

Annual: $109

Expires within 6 months: $54

Commercial property owners operating a business on a RPP zoned block may obtain **one parking permit for a personal vehicle per postal address.** The property owner may designate the personal vehicle permit for transfer to a bona fide employee.

In addition, up to three additional permits may be purchased for delivery vehicles with commercial license plates. These vehicles must be registered to the business address.

Application Requirements:

1. Completed application
2. Copy of current property title or commercial lease
3. Valid business registration certificate or tax exempt certificate for non-profit organizations
4. Valid vehicle registration (commercial vehicles must be registered to property address)

WHERE TO APPLY

Bring your application and required documents in person, or mail to:

SFMTA Customer Service Center
ATTN: RPP BUSINESS PERMIT
11 South Van Ness Avenue
San Francisco, CA 94103-1226

Open Monday-Friday from 8:00 a.m. to 5:00 p.m.

MORE IN THIS SECTION

- Parking Permits
- Pay a Citation
- Contest a Citation
- Camera Enforcement
- Booting & Towing

SEE ALSO

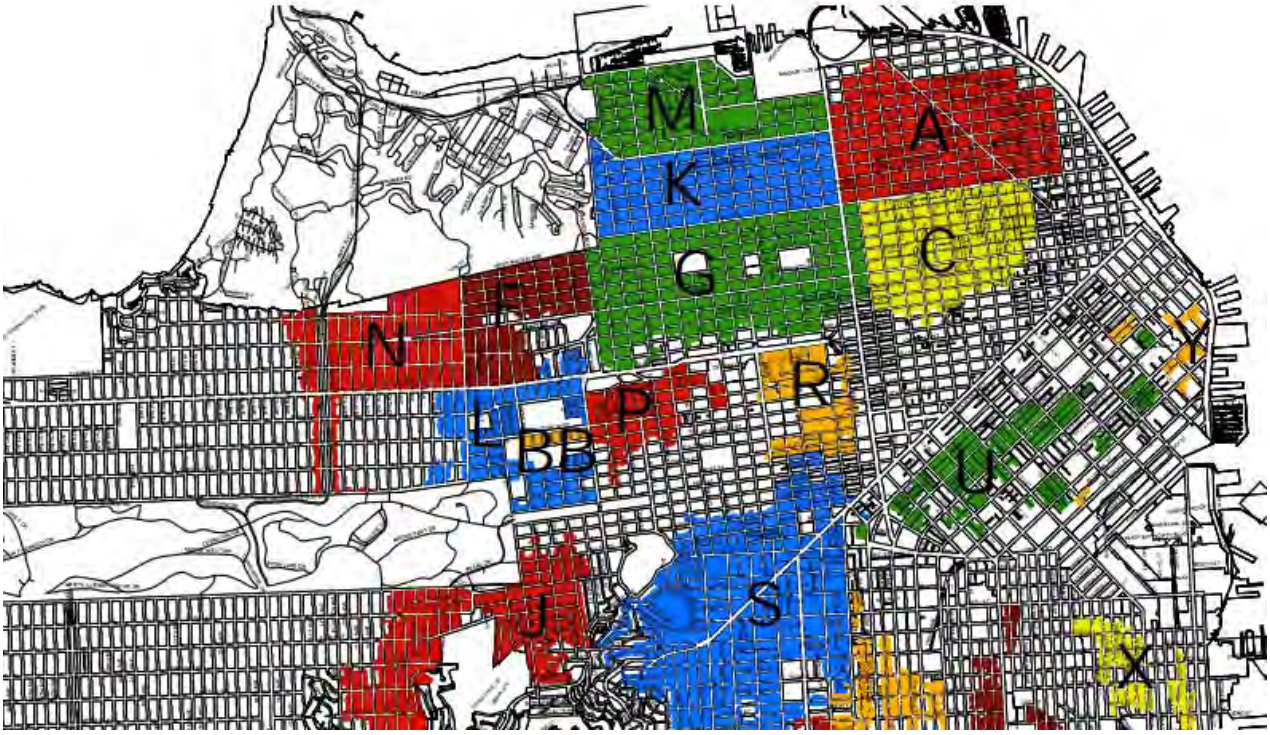
- Parking around San Francisco
- Parking Projects

City of San Francisco RPP District Map

SFMTA Municipal Transportation Agency

Request Permit Area Expansion

Learn about the petition and review process for bringing parking permits to your neighborhood.



Permit Area Map PDF

EXPAND AN EXISTING PERMIT AREA

To add a street block or address to an existing Residential Permit Area a petition signed by more than fifty percent of the households on each proposed block must be submitted to the SFMTA (one signature per household). Blank petition forms can be obtained here:

- Blank petition form-English PDF
- Blank petition form -Spanish PDF

Petitions should be mailed to:

SFMTA Sustainable Streets Division
Transportation Engineering
1 South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Requirements

The proposed block(s) must be contiguous to an existing residential permit parking area.

At least eighty percent of the legal on-street parking spaces within the proposed area are occupied during the day.

Residents on a metered block may petition to have their addresses be included as part of a residential permit parking area; however, a petition for an unmetered block must also be submitted at the same time.

Existing meters will not be removed.

ESTABLISH A NEW PERMIT AREA

To create a new Residential Permit Parking Area, a petition signed by at least 250 households (one signature per household) in the proposed area must be submitted to the SFMTA. See "Expand an Existing Permit Area" for petition forms.

Requirements

The proposed block(s) must be contiguous to each other and must contain a minimum of one mile of street frontage.

At least fifty percent of the vehicles parked on the street in the proposed area must be non-resident vehicles.

At least eighty percent of the legal on-street parking spaces within the proposed area are occupied during the day.

Review Process

If requests are approved, the legislation and sign installation process takes approximately three months from submittal of valid petitions for area extensions and six months from submittal of valid petitions for new areas. The process is as follows:

1. Review by SFMTA staff
2. Field study conducted
3. Engineering Public Hearing
4. Review by the SFMTA Board of Directors
5. Sign installation and permit issuance

QUESTIONS?

Call 311 or 415.701.2311 (if calling outside of San Francisco)

MORE IN THIS SECTION

Parking Permits

Pay a Citation

Contest a Citation

Camera Enforcement

Booting & Towing

SEE ALSO

Parking around San Francisco

Parking Projects

RESIDENTIAL PERMIT PARKING APPLICATION

200 East Santa Clara Street
San José, California 95113
(408) 535-3850 Fax (408) 292-6090
E-mail Address: DOTPermits@sanjoseca.gov

City of San Jose RPP Application

PLEASE READ THE POLICIES AND INSTRUCTIONS ON THE BACK OF THIS PAGE AND SIGN BELOW.

Required Documentation:

- ☐ Completed application
- ☐ Valid Photo Identification
- ☐ Proof of Residency*
- ☐ Current DMV Registration
- ☐ Non-Resident Owner**

Select Applicable Permit Parking Zone:

- ○ Cahill Park
- ○ Century/Winchester
- ○ Civic Center
- ○ College Park
- ○ Delmas Park
- ○ Horace Mann
- ○ Santana
- ○ Sherman Oaks
- ○ S.U.N
- ○ University

For Official Use Only	
Approved by:	
Transaction Date:	
Receipt #:	
Amount:	
Status:	

Last Name First Name Middle

Last Name First Name Middle

*Address (Must be in Residential Permit Parking Area) Unit Zip Code

**Mailing Address (if different from above & Non-Resident owner) Unit Zip Code

Phone (H) Phone (W) Email Address (optional):

PERMIT & REPLACEMENT FEES ARE NON-REFUNDABLE

RESIDENTIAL STICKER PERMITS (copy of current DMV registration required for each permit)

Permit # (Official Use)	Owner	Vehicle Year & Make	Vehicle License #	$33.00 each
R				
R				
R				
R				

(Official Use Only):

GUEST PLACARD PERMITS(Circle number of permits requested)

Number of permits	Permit # (Official Use)	$33.00 each (Non-Refundable)
1	G	
2	G	

Total Amount $

All residential parking permits are non-transferable. Selling, transferring, duplicating, and/or unauthorized distribution of permits is strictly prohibited.

I have received, read and understood the attached written instructions. I certify under penalty of perjury that the statements contained herein are true and hereby agree to comply with all the terms of the Residential Permit Parking Program.

Signature & Date

Signature & Date

INSTRUCTIONS FOR RESIDENTIAL PERMIT PARKING

1. To apply for permits, mail or bring in the documents to the address listed below. Permits are issued from 8:00 A.M. to 5:00 P.M., Monday through Friday, except on legal holidays. Permit applications submitted after 5:00 P.M. will not be processed until the following business day. Applications may take up to 10 business days to process if a field investigation is required. To apply or **renew**, you must have all of the following requirements or the application will not be accepted:
   - Completed application
   - Valid Photo Identification
   - Proof of residency within the designated permit parking area (*must be issued within the last 90 days). Only the following documents will be accepted: tenant verification form, rental contract (**except SUN and Horace Mann**), home telephone or utility bill, current vehicle registration, or current property tax bill
   - Current DMV registration for each vehicle (if applying for a residential permit)
   - Payment in cash, check, money order, Visa, or MasterCard is accepted

2. All applicants must be a resident or non-resident owner in the designated permit parking area. Businesses must use a separate business permit parking application form. The vehicle(s) must be currently registered to an occupant of the residence. Residents may obtain one (1) residential sticker permit per registered vehicle, except:
   - Cahill Park is not eligible to receive the residential sticker permits
   - Horace Mann and S.U.N. may only obtain three (3) residential sticker permits

3. A maximum of two (2) guest permit hangers is allowed per residential address (except Cahill Park). Cahill Park is allowed one (1) guest permit hanger per residential address. Permits are issued on a first-come first-serve basis.
4. **Non-resident property owners may obtain only one (1) guest permit hanger per zone, upon proof of ownership of property (**current property tax bill**) within a designated permit parking area. In addition, non-resident property owners must provide proof of residency (**see above proof of residency requirements**) at an address separate from the owned property.
5. Permit expiration dates: **Permits expire on these dates regardless of when they are issued during the cycle.**

AREA	EXPIRATION DATES	AREA	EXPIRATION DATES
S.U.N.	July 31st of every year	Cahill Park	January 31st of every ODD year
Horace Mann	September 30th of every year	Delmas Park	March 31st of every ODD year
Sherman Oaks	May 31st of every EVEN year	University	August 31st of every ODD year
College Park	August 31st of every EVEN year	Century/Winchester	November 30th of every ODD year
Civic Center	October 31st of every EVEN year	Santana	November 30th of every ODD year

6. If a permit is lost or stolen, there is a non-refundable replacement fee for each permit reported. The replacement fee will be waived when a copy of a police report and case number is provided.

7. If a vehicle is sold or the applicant has moved, the residential parking permit must be removed and our office notified immediately. If a new vehicle is purchased, the old vehicle permit may be exchanged for a new one. Note: Residential permit cannot be issued for new vehicle until a DMV registration with license plate is provided. Temporary permit for a new vehicle is available upon request.

8. The residential parking permit must be applied to the inside bottom left corner of the ***rear window*** and be visible to enforcement officers. For vehicles with tinted rear windows or obstructed by a camper shell, permit must be applied to the inside bottom left corner of the front windshield (driver's side). The guest permit hanger must be displayed facing outward on the rearview mirror of the vehicle. **(For motorcycles: the residential permit must be applied to the front left fork of the motorcycle).**
9. All permits must be prominently and properly displayed to be valid. Parking citations will be issued to any vehicle parking in a permit area without appropriate permit. The current minimum citation for a permit parking is set forth in the **Schedule of Parking Penalties**.
10. Vehicles displaying residential parking permits are not exempt from complying with parking restrictions in other designated parking spaces, such as red zones, metered spaces, and other time restricted zones.

11. **All residential parking permits are non-transferable. Selling, transferring, duplicating, and/or unauthorized distribution of permits is strictly prohibited.**

12. **The Director may revoke all permits and/or deny application for issuance or renewals of permits if individuals are found to supply incorrect information, violate any conditions placed upon the parking permit and/or fail to comply with any provisions of San Jose Municipal Code Chapter 11.48.**

For further information contact:
Department of Transportation, Residential Parking Permits Office
200 E. Santa Clara Street, San Jose, CA 95113
Online at: http://www.sanjoseca.gov/transportation/permits_parking.htm

City of San Mateo

Residential Parking Permit Program Policy and Procedures

Adopted by
San Mateo City Council
January 18, 2005
Revised August 19, 2013

Prepared by:
Gary Heap, P.E.
Senior Engineer

Residential Parking Permit Program

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PURPOSE

The City and the Public Works Department are committed to preserving livable and attractive neighborhoods. One issue that may cause deterioration of neighborhoods is the excessive parking of non-resident vehicles on residential streets for extended periods of time. A system of preferential resident parking serves to reduce this strain on the residents of these neighborhoods. The intent of this Residential Parking Permit Program (RPPP) is to allow residents to park on-street in their neighborhood while restricting long-term parking by non-residents.

PERMITS

Parking Permit Types

Residential Parking Permit Sticker – Parking permit stickers are issued to residents within the RPPP area. These permits allow residents to park on the street during the posted RPPP time restrictions.

- Parking permits are issued as stickers to be affixed to the resident's vehicle. The residential permit is valid for two calendar years and is available from the Public Works Department.

- The number of permits that may be issued to either a single-family household or a multi-family residence is unlimited. It is understood that a greater amount of parking permits may be issued than there are available on-street parking spaces. This may

create an environment of natural competition for on-street parking between neighborhood residents without the influence of long-term non-resident parking.

- Parking permits may be issued only for passenger non-commercial and passenger commercial (i.e., SUV's, small pick-up trucks, etc.) vehicles registered to residents residing within the residential parking permit area. Vehicles defined as oversized by the City's Oversized Vehicle Parking ordinance, such as commercial trucks, boat trailers, RV's (camping trailers, motor homes, etc.), trailers and work-type commercial vehicles, including taxis and limousines, are not eligible for residential parking permit program permits.

- The resident is responsible for acquiring a new permit by the first day of the new two-year permit cycle year (January 1). There is typically a 30-day grace period at the beginning of the two-year permit cycle during which the Police Department will issue warnings. No other grace period (i.e., new resident to area, new car, etc.) is available during the two-year parking permit cycle.

- The requirements to obtain a parking permit as a resident are:
  - A completed application form in the residents' name and address.
  - A current DMV vehicle registration for each vehicle the applicant is requesting a parking permit.
  - Proof of residency/ownership in the resident's/owner's name reflecting the permit address in the permit area. Acceptable proof of residency shall be a driver's license, the vehicle registration, a utility bill, car insurance policy, lease agreement or a preprinted personal check with the resident's name and address.

Visitor Parking Permits – Visitor permits are issued to residents within the RPPP area for use by *short-term guests* so they may park on the street with the same parking rights as a resident of the RPPP area.

Household visitor permits are issued as rear view mirror hangers, and must be displayed from the rear view mirror to be valid. Household visitor parking permit hangers are transferable, and may be placed on any vehicle that would be eligible to use a parking permit sticker.

Any residence, either single-family or multi-family, eligible to obtain a residential parking permit may obtain a household visitor parking permit hanger. Only one (1) visitor parking permit hanger may be issued per household. Lost or damaged visitor permits may be replaced at the discretion of City Staff. This household visitor parking permit is valid for the same two-years as a permanent resident parking permit. This household visitor parking permit is only intended to be used by visitors. Use of the household visitor parking permit by a resident is not permitted, and may result in the issuance of a citation and/or confiscation of the visitor permit.

Fee for Residential Parking Permits

There will be no charge for the issuance of any residential parking permit.

Eligible Exceptions for a Parking Permit Sticker

Company Cars – A residential parking permit sticker may be issued for residents who have company cars as their primary transportation vehicle. To obtain a permit, the person must be a legal resident within the residential permit parking area who has a motor vehicle for his/her exclusive use and under his/her control where said motor vehicle is registered to his/her employer and he/she presents a valid employee identification card or other proof of employment that is acceptable to the City.

Leased Cars – A residential parking permit sticker may be issued for a resident who has a leased car. To obtain a permit, the person must be a legal resident within the residential permit parking area who has a motor vehicle registered to a vehicle-leasing company and/or leased to the resident's employer, providing said vehicle is for the resident's exclusive use and provides proof or the lease agreement which is acceptable to the City.

- The requirements to obtain a parking permit sticker for a company or leased car are:
  - A completed application form in the residents' name and address.
  - A current DMV vehicle registration for each vehicle the applicant is requesting a parking permit.
  - Proof of residency/ownership in the resident's/owner's name reflecting the permit address in the permit area. Acceptable proof of residency shall be a driver's license, the vehicle registration, a utility bill, car insurance policy, lease agreement or a preprinted personal check with the resident's name and address.

Caregivers – Caregivers may be issued a parking permit sticker for a permit parking area provided the address of the resident receiving the care is within said parking area.

- The requirements to obtain a parking permit sticker for a caregiver are:
  - A completed application form in both the residents' and caregivers name and address.
  - A current DMV vehicle registration for each vehicle for which the applicant is requesting a parking permit.
  - Proof of residency/ownership in the resident's/owner's name reflecting the permit address in the permit area. Acceptable proof of residency shall be a utility bill, car insurance policy, lease agreement or a preprinted personal check with the resident's name and address.
  - A letter from the resident identifying the permit applicant as the caregiver.

Fine Amount

The fine for violation of the Residential Parking Permit Program regulations is set within the City's Comprehensive Fee Schedule.

Misuse of Parking Permits

Any person selling, fraudulently using, reproducing or mutilating a parking permit issued in conjunction with the residential parking permit program shall be guilty of an infraction and shall be subject to a citation for each offense and the forfeiture of all permits in conflict, or such other fine or penalty as the City Council may set by ordinance.

POLICIES

All residential parking permit programs shall follow a set of policies that are consistent from one program area to the next. This includes program area limits, enforceable times, and implementation practices.

- The implementation of a Residential Parking Permit Program does not guarantee the availability of parking spaces on a public street, or within a specific neighborhood. Because more parking permits may be issued than there are available on-street parking spaces, the program may create an environment of natural competition for on-street parking among neighborhood residents without the influence of long-term non-resident parking.

- The program allows for any resident or non-resident to park on-street during the restricted hours for a maximum of 2-hours unless a parking permit is displayed. "No Parking"/"Permit Parking Only" zones may be permitted, when appropriate, next to schools.

- The Residential Parking Permit Program is intended for use in single family and multi-family neighborhood areas. The program is not intended for use in areas or on streets where there is a mix of commercial and residential use. For the purpose of this program, mixed-use is defined as areas with both commercial and residential land uses where shared use of existing on-street parking is expected.

- Program enforcement hours will be determined based on the type of parking impact generator. This will provide for consistency among residential parking permit areas, and simplify enforcement of the program times.

- Unless otherwise approved by the Public Works Director, parking restrictions within residential parking permit areas must be consistent from corner to corner on all streets to prevent "spill-over" or shifting of an on-street parking problem to an adjacent non-restricted area. Half block segments may be approved by the Public Works Director.

- Limits of the parking permit neighborhood will be determined based on the potential of parked cars to overflow and impact adjacent streets. This will be done through a collaborative process involving both the applicant and Public Works traffic engineering staff. The final limits of the parking permit program area will be determined by the Public Works Director, whose decision is final unless appealed.

- Parking permit holders will be issued permits to park along any street within the limits of their residential parking permit neighborhood area.

- Parking permits will be issued to any car registered at an address within a permit parking area.

- Any work-type commercial vehicle, displaying a commercial license plate, that is actively performing work for a property within the limits of a residential parking permit program zone, may park on-street in front of the subject property without the need for a residential parking permit, and will not be cited.

- Parking permits are not intended for use at metered parking spaces within business districts or retail areas. This includes the Downtown area , 25th Avenue, 37th Avenue and 40th Avenueareas.

- For downtown residents, parking permits are not intended for use within designated parking lots. Downtown parking permits are available for purchase at the City Hall Finance Department counter.

- Vehicles displaying parking permits are subject to all other parking restrictions including 12 and 24-minute spaces, white passenger loading zones, yellow loading zones, handicap spaces and red zones.

- Displaying a residential parking permit does not exempt the vehicle from the City's ordinance which requires a car to be moved every 72 hours.

- Once established, a residential parking permit program area will sunset after ten (10) years. Prior to sunset, the neighborhood's interest in the RPPP shall be reconsidered through a City-developed residential survey. Based on the criteria in this document, if the majority of the property owners show interest in maintaining the current program, the RPPP will remain in place for another ten (10) years. If less than a majority indicate interest in maintaining the program, a public hearing will be scheduled to consider removal of the RPPP. Evaluation of the individual programs will be done in the final two years of the ten-year sun-setting cycle.

- To process a request for implementation of a residential parking permit program, a parking impact generator must exist. This program is not intended to restrict or limit the amount of residential vehicles that may park on-street within a given neighborhood.

- Any parking permit may be revoked if used contrary to the provisions of this policy.

REQUIRMENTS

The following are required to implement a residential parking permit program:

1. Parking Impact Generator Identification – A non-residential Parking Impact Generator must be identified that creates a parking overflow into the proposed residential parking permit neighborhood. The parking impact generator may be a school, business, commercial district or commercial use.

2. Determination of Parking Permit Program Zone – A parking utilization survey will be used to set the boundaries of the residential parking permit program zone. The survey will be conducted between 8:00 a.m. and 6:00 p.m., Tuesday through Thursday, and be on a day the community has identified as a typical problematic parking day. From the parking survey, a map will be generated showing the level of on-street parking. Street segments will be identified showing >75% parking, between 65% - 75% parking, and <60% utilization of on-street parking spaces. Staff will use this information to determine the limits of the parking permit zone. Street segments having <60% parking utilization will not be considered for inclusion in the parking permit zone. Other factors may also be considered by staff including street topography and the potential for parking creep directly adjacent to a newly signed parking permit program area. Half block segments may be approved by the Director of Public Works based on topography or length of street, or if the parking utilization study shows that it is justified. The decision of the Public Works Director is final.

3. Community Support – There are a number of optional tools that can be used to generate neighborhood support for the implementation of a residential parking permit program. These include:

- A neighborhood meeting
- Circulation of a resident petition
- Submittal of Homeowners' Association letters of support.

These tools are optional and at the discretion of the applicant. It is ultimately the responsibility of the applicant to generate sufficient community support that can be demonstrated to the Director of Public Works through a survey. Staff will work with the applicant to determine which options may be used to generate an adequate level of support.

4. Neighborhood Survey – For staff to recommend approval for the residential permit parking program to the Public Works Director, the neighborhood survey, distributed by the City, must have 50% or more response rate, and a 67% support level from those returning the survey.

PROCEDURES

PROGRAM DEVELOPMENT

Residential parking permit program development must be consistent with all policies as defined above. The recommended procedures presented below provide for consistent parking permit program development from one neighborhood to the next. Staff has the flexibility to modify the following procedures when it is appropriate.

1. A residential permit parking program is requested by a San Mateo resident through the Public Works Engineering Division. The application includes the requested streets to be included in the residential parking permit area.

2. Through discussions with the applicant, day and time limits of the proposed program will be identified. Days and times of enforcement will be established to reflect the nature of the parking impact generator and to provide consistency and ease of enforcement by our San Mateo Police Department.

3. A neighborhood meeting is optional. The applicant may request a neighborhood meeting to present the components of the Residential Parking Permit Program to the requested neighborhood area.
4. A neighborhood petition is optional. The applicant may circulate a City provided petition to provide outreach to the community or to demonstrate support for the implementation of the residential parking permit program. Only one signature is needed per dwelling unit. Each house, apartment or condominium will be considered a dwelling unit.

5. A support letter from the area's Homeowners' Association is optional. The applicant may demonstrate the support of their Homeowners'/Neighborhood Association (if one exists) through the submittal of a letter of endorsement from that group. That letter of support will be considered by the Public Works Director during deliberation of the requested zone.

6. Staff will prepare a survey to determine resident support for the requested residential parking permit area. The survey will be distributed by the City to all residents in the proposed RPPP area.

7. The Public Works Director will approve or deny a request for a residential parking permit area based on the preponderance of information gathered during the RPPP evaluation process. The decision of the Director of Public Works is final unless appealed to the Public Works Commission.

8. If the request for permit parking is approved by the Director, staff will draft and mail a letter to the residents within the proposed permit parking area to inform

them of the public hearing results. The letter will also notify them of the new requirements for on-street parking within the permit parking program area.

9. Residents will have thirty (30) calendar days to appeal the decision of the Public Works Director following mailing of the notification of Director action. Submitted appeals shall:
   a. Be in writing
   b. Provide grounds for the appeal
   c. Identify specific actions being appealed (parking time limits, hours of enforcement, zone boundaries, etc.)
   d. Include a recommended alternative action
   e. Provide a petition of surrounding residents in support of the appeal action

   Appeals will be heard by the Public Works Commission at the next available meeting.

10. If the request for permit parking is denied or terminated, a second study of the same or similar RPPP study area will not be conducted for a minimum of twelve months unless there is a significant, identifiable change in parking characteristics as determined by the Public Works Director. Subsequent studies of the same general study area will be subject to the same requirements and procedures as the initial study process.

11. As the parking permits are valid for two years, a letter is sent out by staff every other year notifying all residential parking permit holders of the need to renew the parking permit before the end of the calendar year. Parking permits may be renewed in person at City Hall, or by mail.

PROGRAM REMOVAL

The process to remove a residential parking permit program is similar to a program development. The procedures presented below provide for consistent parking permit program removal.

1. A RPPP area, or part thereof, may be removed from the permit parking program by the Public Works Director pursuant to:

   - A valid request from the affected residential parking permit neighborhood, and a City provided petition from that neighborhood indicating support from at least 67% of respondents in the area wishing to be removed from the RPPP.

   - A determination by the Public Works Director that removal from the RPPP is either in the community interest, or is in the interest of public safety.

2. Once the petition for removal is received by staff, a survey of the area is prepared and distributed to the neighborhood. Similar to the program development process, 50% of the residents surveyed within the area requesting removal from the RPPP must respond, and of those responding 67% must support removal from the permit program for staff to recommend removal of the program to the Public Works Director.

3. If the survey is successful, the Public Works Director will review the request and make a determination regarding removal of the parking permit area. The affected neighborhood is notified of the Director's determination. The action of the Director can be appealed to the Public Works Commission. The appeal must be submitted within 30 days of the Director's determination. Information required as part of the appeal shall be as described for appeal of a new parking permit area request.

4. If the request for removal is approved by the Public Works Director, the neighborhood is notified of the decision, and the RPPP signs are removed following the 30 day appeal period. There shall be no cost to the residents associated with removing an area from the RPPP.

5. If an existing RPPP area is revoked, any request for reinstatement shall be subject to the same process as that of a new RPPP area , and if approved the neighborhood shall be assessed the total cost of all related staff activities including permit printing costs, distribution cost and all resigning costs.

RESIDENTIAL PARKING PERMIT PROGRAM FREQUENTLY ASKED QUESTIONS

What is a Residential Permit Parking Program (RPPP)?
The City of San Mateo will implement a residential permit parking program as a remedy for neighborhoods that are impacted by long-term on-street overflow parking from sources (called parking impact generators) outside the neighborhood. These parking impact generators include some high schools, business complexes and commercial areas. This program is intended to deter long-term on-street parking, however short-term 2-hour parking will be permitted within any RPPP area for non-permitted vehicles.

Implementation of a RPPP area is a way to give residents of a designated area a better chance to park near their homes. It is not intended to designate a specific parking space along a property frontage. An RPPP area involves the posting of parking time limits or parking restrictions from which local residents are exempt if a valid permit is properly displayed within their vehicle. Residents within an approved parking permit neighborhood may obtain a parking permit to display on their car that will allow them to park for more than two hours along their neighborhood street. Any car registered to an address within a permit parking neighborhood is eligible to utilize a parking permit. The number of parking permits issued per property is unlimited.

Where are RPPP areas allowed?
Residential Parking Permit Programs are allowed within residential neighborhoods whose on-street parking ability is impacted by parked cars from non-residents, or parking impact generators.

Why is a policy and procedures document necessary?
The purpose of this document is twofold. The first reason to create a policy and procedures document is so that all parking programs are consistent. For a residential permit parking program to be effective it is essential that it can be enforced. One factor that increases the ability for the Police Department to enforce parking restrictions in an area is program consistency. Programs should be consistent from one area to another within the City. Secondly, this document serves as a tool to establish criteria and process expectations for both staff and the community while helping to define a collaborative process.

Are residents who live in a RPPP area required to obtain parking permits?
Obtaining a parking permit is purely optional. You may decide to obtain a parking permit which will allow you to park on the street during restricted hours, or you may decide not to obtain a parking permit and be subject to the on-street parking restrictions of the street.

How long does it take to establish a new RPPP area?
It can take several months to establish a new area. Depending on the size of the impacted area, the overall process from initial request to sign installation could take eight to twelve months or longer.

Can I use my parking permit to park in any of the posted RPPP neighborhoods?
Each parking permit issued will be for a specific RPPP neighborhood or area. With the appropriate parking permit, you may park within the boundaries of that specific RPPP area only. Parking for a period of time greater than that posted, in an area other than that designated by your parking permit, may result in your vehicle receiving a citation. The RPPP cannot guarantee or reserve the permit holder a parking space within a designated residential parking permit program area. Parking is on a first-come, first-served basis.

How are the restrictions enforced?
The Police Department will issue citations to vehicles that are in violation of the parking restrictions. Enforcement is made by routine police patrols or by calling the Police Department at (650) 522-7700.

Can a RPPP be abolished once an area has been created?
A RPPP may be removed per the program elimination process identified in the RPPP Policy and Procedures document. The City is notified of the request, a petition is circulated, a survey is distributed, a public hearing is held and if successful, the signs are removed.

If you have questions or are interested in a Residential Parking Permit Program, please call Public Works at (650) 522-7300.

NEIGHBORHOOD DRAWBACKS ASSOCIATED WITH 'RESIDENT ONLY' PARKING

Although there are many advantages associated with a RPPP, the City would like to point out some of the disadvantages. Please read the following information carefully while considering the impacts of implementing a Residential Parking Permit Program in your neighborhood.

1. The implementation of a Residential Parking Permit Program does not guarantee the availability of parking spaces on a public street, or within a specific neighborhood. The program creates an environment of natural competition for on-street parking between neighborhood residents without the influence of long-term non-resident parking.

2. Creating a new RPPP area can take several months and requires a review by the Public Works Director, and possibly the Public Works Commission and City Council adoption. Other alternatives to the neighborhood issue may be implemented much quicker.

3. A City survey must illustrate support by at least 67% of the residents responding within the proposed area. Sixty-seven percent of the responding residents can impose their parking desire on the other 33% of residents.

4. A parking impact generator must exist. Many neighborhoods do not qualify.

5. If you have guests that wish to stay for longer than two hours and park on the street, you must obtain a visitor parking permit for the vehicle of your guest.

6. If you or your guest park in the street for longer than two hours without a permit, the Police Department will issue a parking citation.

7. A residential parking permit program can be imposing to a neighborhood and create a lot of inconvenience. These drawbacks must be weighed with the potential benefits when considering the implementation of a program that would restrict outside parking influences from your neighborhood.

Residential Parking Permit Program Request Form

The purpose of this form is to enable neighborhoods to request the initiation of a Residential Parking Permit Program in accordance with the City of San Mateo's adopted Residential Parking Permit Program Policy and Procedures. This form must be filled out in its entirety and submitted with any request to:

The City of San Mateo
Public Works Department
330 West 20th Street
San Mateo, California 94403

Feel free to attach additional sheets containing pictures, maps, or additional text if the space provided is insufficient.

1. Requesting Individual's Contact Information

Name: _____
Address: _____
Phone Number: _____
Email (optional): _____

2. Please describe the nature of the overflow parking problem in your neighborhood. What streets in your neighborhood do you feel are affected by overflow parking? : _____
_____
_____
_____
_____

3. Can you identify a parking impact generator that is the cause of overflow parking in the neighborhood? Are there any facilities (churches, schools, shopping centers, etc.) near this location that generate a high concentration of vehicle and pedestrian traffic?: _____
_____
_____
_____
_____

4. Please describe how a Residential Parking Permit Program will be able to eliminate or reduce overflow parking impacting the neighborhood: _____
_____
_____
_____
_____

5. Is there neighborhood support for submittal of this Residential Parking Permit Program application? Have you contacted your HOA/Neighborhood Association? _____
_____

SAMPLE

Neighborhood Petition Form for Residential Permit Parking

City of San Mateo

THE UNDERSIGNED BELOW AGREE TO THE FOLLOWING:

1. All persons signing this petition do hereby certify that they reside on the following street, which is being considered for 2-hour residential permit parking: _____(Street Name)_____

2. All persons signing this petition do hereby agree that the following contact person(s) represent the neighborhood as facilitator(s) between the neighborhood residents and City of San Mateo staff in matters pertaining to this request:

Name: _____ Address: _____ Phone #: _____
Name: _____ Address: _____ Phone #: _____
Name: _____ Address: _____ Phone #: _____

ONLY ONE SIGNATURE PER DWELLING UNIT

Name (Please Print)	Address	Phone Number	Signature
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
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16.			
17.			
18.			
19.			
20.			

SAMPLE

City of
Creati

support is not present, staff will identify concerns, report results to the neighborhood and determine the next steps. Prior to staff approval of any parking modifications, staff shall determine if current parking resources have the ability to implement, manage and enforce any increased workload.

5. Implementation of parking Modifications

Non-preferential parking modifications may not require council approval for implementation. Neighborhood preferential parking modifications will require council approval. Parking plans may be implemented on a trial basis for a set period of time to be evaluated and considered for permanent implementation. Projects will be placed on a project list sequentially in an existing series of projects. Project costs may be a determining factor as to whether a project can be implemented.

Town of Los Gatos
Police Department
110 E. Main Street
Los Gatos, CA 95030

NEIGHBORHOOD PARKING PLAN PROCESS

Parks & Public Works
(408) 399-5770

Police Department
(408) 354-8600

February 2010

NEIGHBORHOOD PARKING PLAN PROCESS

Requests for consideration of neighborhood parking plans must be submitted via a written petition to the Town. Upon acceptance of a petition, initial data may be gathered to establish a better understanding of the reported issues. A determination will be made if there are safety issues requiring immediate attention. If no immediate safety issues are present, Town staff may request a future meeting with the petitioning neighborhood to discuss the gathered data and possible parking modifications. Proposed changes require agreement from 67% of the affected residential households prior to being considered by staff as a possible parking modification. Non-preferential parking modifications may not require council approval for final implementation, while any neighborhood preferred parking modification will require council approval prior to final implementation. Any approved parking modifications will be placed on a project list sequentially in an existing series of projects. Projects may be re-prioritized by the Police Chief or Department of Public Works Director.

Process

1. Petition

A neighborhood petition is required to begin the parking process. The petition must include signatures of at least 50% of the affected residential households. Staff retains the right to define the affected areas. The petition will need to state what specific problems exist, at what time the problems occur, on what days of the week the problems are most significant and suggested potential modifications. Petitions will be reviewed, prioritized and placed on a list. The petition will be discussed with the Transportation and Parking Commission at a scheduled meeting.

2. Data Collection

Town staff will collect data to evaluate the request. Items that will be considered during data collection are parking compaction, hours of impact, availability for residential off-street parking, engineering issues such as roadway narrowness, design of the street and general safety issues. Contributing causes to the parking conditions that will be considered are the proximity to a business district, school or a church, and the likelihood that parking controls will negatively affect an adjoining area.

3. Informational Neighborhood Meeting

If staff determines that there are issues that justify consideration, they will schedule a neighborhood meeting. The neighborhood meeting will be an information and feedback session. Staff will present the data gathered by the Town and establish the boundaries to define the neighborhood. The neighborhood will be included in the development of possible solutions and potential parking modifications. Additional analysis may need to be conducted after this initial meeting. The meeting should be attended by representatives from the Police and Parks and Public Works Departments and may include representatives from the Transportation and Parking Commission.

4. Additional Meetings and Proposed Modifications

After review of any proposed modifications, staff may convene additional neighborhood meetings to discuss alternatives and determine neighborhood preference and public consensus. The outcomes of the meetings will refine the development of possible modifications. Requested modifications will need the support of 67% of the affected residential households to be implemented. If the required neighborhood

Attachment E

Tamale, Diana

Subject: FW: Email 7

Jessica -

Thanks for the email explaining your process.

I do need answers to two of the questions I asked in my original email to Aaron and Jaime ...

2. What are the hours of enforcement currently proposed for the RPP zone in residential areas? M-F, 8am-5pm? 24/7? or something else?

3. When will the RPP plan be presented to the Planning Commission at a public meeting? It is typical that the Planning Commission reviews and makes recommendations prior to consideration by the City Council. I assume that the same is planned for RPP.

Can you answer these? If not please ask Jaime or Aaron to answer.

Thanks,

Simon Cintz
Cintz Commercial Properties, LP
P.O. Box 1216
Palo Alto, CA 94302
831-247-2387

On Thu, Oct 24, 2013 at 5:13 PM, Sullivan, Jessica <Jessica.Sullivan@cityofpaloalto.org> wrote:

Hi Simon,

Thanks for your follow up input and for your questions. We are working on compiling all of the feedback we've been receiving, and are continuing to develop various schemes for further consideration from both residents and business leaders. As you can imagine, there is significant consideration of all of the input we're receiving going into this process as we move forward.

CITY OF PALO ALTO

Jessica Sullivan | Parking Manager
250 Hamilton Avenue | Palo Alto, CA 94301
D: 650.329.2453 | E: jessica.sullivan@cityofpaloalto.org

Please think of the environment before printing this email – Thank you!

From: Simon Cintz [mailto:simoncintz@gmail.com]
Sent: Thursday, October 24, 2013 10:48 AM

To: Rodriguez, Jaime; Aknin, Aaron
Cc: Watercourse way; Sheilla Likar; Brad Ehikian; Palo Alto Downtown; Sullivan, Jessica
Subject: Re: Oct 17 Meeting Highlights

Jaime and Aaron -

Thank you for following up so quickly with me. I did take a look at the meeting notes. I do hope you will look at my "highlights" of the meeting email. The problem with the published minutes is that it is very detailed, person by person, and one cannot "see the forest for the trees" in the minutes. However, I do believe that both of you are well aware of the major issues that face our Downtown/SOFA businesses and employee in regards to RPP.

I have a few questions:

1. I'll start with the BIG QUESTION, which I do not expect you to answer immediately, but I do hope you will answer well before the Planning Commission meeting. **The BIG QUESTION: What changes to the current RPP plan will you propose to address the issues that businesses and employees raised at the OCT 17 meeting?** If the plan doesn't change, then we might as well not have had the meeting. I am hopeful that your department will take our concerns seriously and make SIGNIFICANT modifications to the RPP plan so as to make it a fair and balanced plan for residents, businesses, and employees. We are ALL part of the Downtown community and we ALL should have our needs addressed fairly.

Now for the easy questions ...

2. What are the hours of enforcement currently proposed for the RPP zone in residential areas? M-F, 8am-5pm? 24/7? or something else?

3. When will the RPP plan be presented to the Planning Commission at a public meeting? It is typical that the Planning Commission reviews and makes recommendations prior to consideration by the City Council. I assume that the same is planned for RPP.

Thanks,

Simon Cintz
Cintz Commercial Properties, LP
P.O. Box 1216
Palo Alto, CA 94302
831-247-2387

On Wed, Oct 23, 2013 at 11:37 AM, Rodriguez, Jaime <Jaime.Rodriguez@cityofpaloalto.org> wrote:

Hi Simon,

Thank you, it was a really good meeting and we're glad to have seen such good participation by SOFA business leaders. The minutes/presentation from the meeting are now available online at www.cityofpaloalto.org/downtownparking. We'll keep you posted on meeting schedules but again, do anticipate getting to the city council in early December for a discussion item on RPP Framework Policy around the city. That'll be a good opportunity for SOFA leaders to continue participate in the current process.

Thanks again.

CITY OF PALO ALTO

Jaime O. Rodriguez | Chief Transportation Official
250 Hamilton Avenue | Palo Alto, CA 94301
D: 650.329.2136 | E: jaime.rodriguez@cityofpaloalto.org

Please think of the environment before printing this email – Thank you!

From: Simon Cintz [mailto:simoncintz@gmail.com]
Sent: Wednesday, October 23, 2013 9:36 AM
To: Rodriguez, Jaime; Aknin, Aaron
Cc: Watercourse way; Sheilla Likar; Brad Ehikian; Palo Alto Downtown
Subject: Oct 17 Meeting Highlights

Aaron and Jaime,

Thank you for taking time to listen to SOFA (and some "downtown proper") businesses at the October 17 meeting. I hope that your department will take our concerns seriously and put together a plan that is supportive of businesses/employees, yet still effectively addresses the overparking problem in the residential areas.

Below is my list of the highlights from the October 17 meeting. Please understand that it is NOT an exhaustive list of all the issues that attendees raised. It highlights those issues that I feel represent the vast majority of those at the meeting. There are other issues that are important also and may grow in significance as the RPP program receives closer examination.

The following items are in no particular order. Numbering does NOT imply priority.

1. Do NOT take away or modify ANY of the existing two hour free street parking already in the greater Downtown (This includes SOFA). Do not sell it to residents. Do not sell it to non-residents/employees. Do not convert it to longer or shorter parking time periods. The existing 2-hour free street parking needs to stay AS IS because it serves our local business customers. Period.

2. From DAY ONE of implementation, an RPP program must provide sufficient parking for all existing businesses and employees in the greater Downtown area. We are concerned that the City's proposed 15-20% starting point, will leave many without any parking. Where will they park? Walking 7, 8, or more blocks one-way to work is not a reasonable option for those paying $466/permit. The City has not provided any concrete alternatives that are immediately and adequately available to make up for the employee parking deficit that the proposed RPP program will immediately create.

3. The cost of parking needs to be affordable. Many small businesses and low income employees (often working part-time) cannot afford the $466/year. The Hangtag program, while a good idea, does NOT significantly reduce the cost of parking to businesses/employees. It is a great way for a business to transfer a parking permit from an employee who is quitting to a new employee who is just starting, but it is a NIGHTMARE to administer if it is used (as Aaron suggested) on a shared basis by multiple employees/shifts at a business.

4. Employee safety is a primary concern for both businesses and employees. The current RPP zone can require a person to walk many blocks back to his/her car in the dark along dimly lit residential streets in the huge RPP area. What will the City do to ensure employee safety that results from the implementation of RPP over a 100+ residential block area?

5. RPP program issues are complex and RPP is NOT READY for implementation in Palo Alto. It appears that the City has insufficient data to determine how many employees will be displaced by only initially offering 15-20% of capacity to employees. The City needs to do a study to fully understand the impact of this program on

businesses and their employees. Without us there would be no "downtown".

6. The RPP program should not be the first step in solving the parking problem. RPP may have it's place AFTER the City has provided additional garages, Caltrain intensives, and shuttle programs. Once these programs are in place, ONLY then will employees have realistic parking/transportation options to choose from.

7. We want the City to treat Downtown/SOFA employees with the same respect that the City treats it's own employees.City employees are already given free parking and will be encouraged to use public transit, as an OPTION if appropriate for the individual City employee. However, the RPP is forcing the greater Downtown business employees to "get out of the neighborhood" and find some other way to get to work. The City should treat our employees with the same respect that it treats it own employees, allowing EVERYONE reasonable and flexible options.

8. Over and over again we heard that the Downtown/SOFA small businesses serve local neighborhoods and Palo Alto citizens at large. We are an asset to the community and should be treated as such. Don't kick us out of our own neighborhood. We are part of the neighborhood contributing to nearby residents and Palo Alto at large. It's been this way for decades We need to preserve BOTH the residential and business areas that make up our downtown community.

I hope we will be able to continue a meaningful dialogue that will produce a fair and balanced plan considering both residential and business needs. The current RPP plan as proposed by the City is lopsided and hurts businesses and their employees.

Thank you,

Simon Cintz
Cintz Commercial Properties, LP
P.O. Box 1216
Palo Alto, CA 94302
831-247-2387

Tamale, Diana

Subject: FW: Email 6

From: Simon Cintz [mailto:simoncintz@gmail.com]
Sent: Thursday, October 31, 2013 9:11 AM
To: Aknin, Aaron
Cc: Palo Alto Downtown; David MacKenzie; Rodriguez, Jaime; Sullivan, Jessica
Subject: City Wide RPP at Council Meeting?

Aaron -

During our brief conversation yesterday at the Downtown walk, I think you said that the City Council at their December meeting would consider adopting a "City Wide" RPP program. Maybe I misheard you or misunderstood. Please accept my apologies if I didn't properly understand your comments.

Please clarify what the planning/transportation department is intending on asking the Council to consider at their December meeting. Will the Council be asked to consider adopting RPP as a City Wide program/concept ... or ... will the it be asked to limit that meeting's focus to the Downtown RPP program that we have been discussing in public meetings the last few months? Or something else?

I have copied Russ Cohen and David MacKenzie on this email. Since the Council meeting will be the next public meeting regarding RPP, it is important that we are all clear on what the Council will be asked to consider and vote on.

Thank you,

Simon Cintz
Cintz Commercial Properties, LP
P.O. Box 1216
Palo Alto, CA 94302
831-247-2387

Tamale, Diana

Subject: FW: Email 5
Attachments: IMG_2660.JPG

From: Simon Cintz [mailto:simoncintz@gmail.com]
Sent: Thursday, November 14, 2013 10:19 AM
To: Gitelman, Hillary
Cc: Aknin, Aaron; Rodriguez, Jaime; Sullivan, Jessica; Hal Mickelson; David MacKenzie; Palo Alto Downtown; Brad Ehikian
Subject: Chamber Meeting Followup

Hillary -

I appreciate you and your staff coming to the Chamber of Commerce meeting yesterday. I appreciate your willingness to reach out to businesses and hear what they have to say. I hope you will continue to be open to our needs and concerns regarding parking issues.

I was originally told that Jaime was going to make a presentation on RPP and that I would follow him with my presentation which focused on the business problems with RPP. That format did not happen, but I do think we had a very useful discussion in the meeting.

Since I wasn't given an opportunity to do a formal presentation (as I had planned), I'm concerned that some of my unprepared comments weren't as clear as I would like them to have been. Therefore I am writing this email in the hope that if I didn't communicate clearly, that I can do so now.

I have spent many days literally walking from business to business in the SOFA (South of Forest Avenue) and Downtown areas. I've talked to over 50 business people in the last few months about RPP relative to their needs. Here are a few of the key points regarding business needs that I think you, your staff, and, eventually, the City Council need to take into serious consideration:

1. Overall, the RPP program presented by your Department in the Sept 24&26, 2013 public meetings is VERY BUSINESS UNFRIENDLY. This is the almost UNANIMOUS position of small businesses in the greater downtown area.

2. Your department can make RPP much more business friendly. Primarily this can be done by increasing the percentage of residential street parking allocated to businesses. The currently "proposed" maximum of 40% with an initial starting point of 15-20% is very far from adequate to take care of business employee needs. (I put the word "proposed" in quotes for Aaron's benefit to avoid a semantic squabble. Aaron, I know this is not a formal proposal, but it is a clear indication of how unbalanced of an approach the Planning and Transportation Department is taking toward business needs.)

3. A very low allocation of street parking space to employees leaves business owners with the unsolved problem of "Where will my employees park?". On Oct 17, I and Sue Nightengale, owner of Watercourse

Way with approx. 70 employees, organized a SOFA area business meeting with Jaime and Aaron. This issue was often repeated by the businesess attending. Also, of major concern was employee safety. The lower the allocation, the further employees must walk to their cars. After dark, this becomes a major concern for employees and the business owners/managers they work with. Additionally, any allocation of space in neighborhoods that requires a long walk from parking place to work is useless to businesses. As I'm sure you are aware, the very large size of the "proposed" RPP zone is not done so as to allocate more space to employees, but rather just the opposite ... to keep employees from evading the zone restrictions and parking outside of them.

4. Understandably, preservation of residential neighborhoods must be a key Planning/Transportation objective. I hope you and your staff understand that preservation of the business community must also be an important objective. Business parking needs to be INCLUDED and BALANCED with the residential needs. I grew up in this area and my parents lived in the SOFA residential neighborhood for many years. Businesses have been parking on these residential streets for many decades and parking issues has been "a fact of life" for many decades. (I won't bore you with my stores of growing up in Palo Alto, but I do have 50+ years of personal experience with the SOFA business and residential areas.)

5. The Planning/Transportation Department has done a very poor job of outreach to businesses and also to residents in the non-impacted neighborhoods. Notices of the public meetings are often not sent to business owners/managers. Residents in the outlying areas that are part of the "proposed" RPP map receive these notices but ignore them because "Why should we attend a meeting about Downtown parking? We don't have a problem on our street, therefore there is no reason to attend." The voices that the City Council and the Planning/Transportation department have been hearing are ONLY those of very loud and well organized residents in the highly impacted neighborhoods. I acknowledge that these residents have valid concerns, but they are not the only ones in the community. By not reaching out to businesses and non-impacted residents, your department is only hearing "the loudest voice in the room". The quieter voices are also important and need your sincerely attention. We need a COMMUNITY SOLUTION that addresses the needs of all, not just the loudest.

6. If you truly want to hear from businesses and employees, then postpone the December Council public hearing on city-wide RPP until mid-January. This problem has been going on for over 30 years, waiting another 30 days to include businesses and their employees in the discussion will not cause irreparable harm to anyone.

Lastly, I am attaching a photo that I took on Nov 12th (Tuesday) in the College Terrace RPP zone taken at about noon. I would have shown it at yesterday's meeting if I had been able to do a formal presentation. It was taken at the corner of College and Wellesley, looking east along College toward El Camino. The location is less than four blocks from the busy El Camino Business District. Noon is the busiest time of day for customer parking in the nearby business district. The College Terrace RPP program only allows residents to purchase permits. Businesses are excluded.

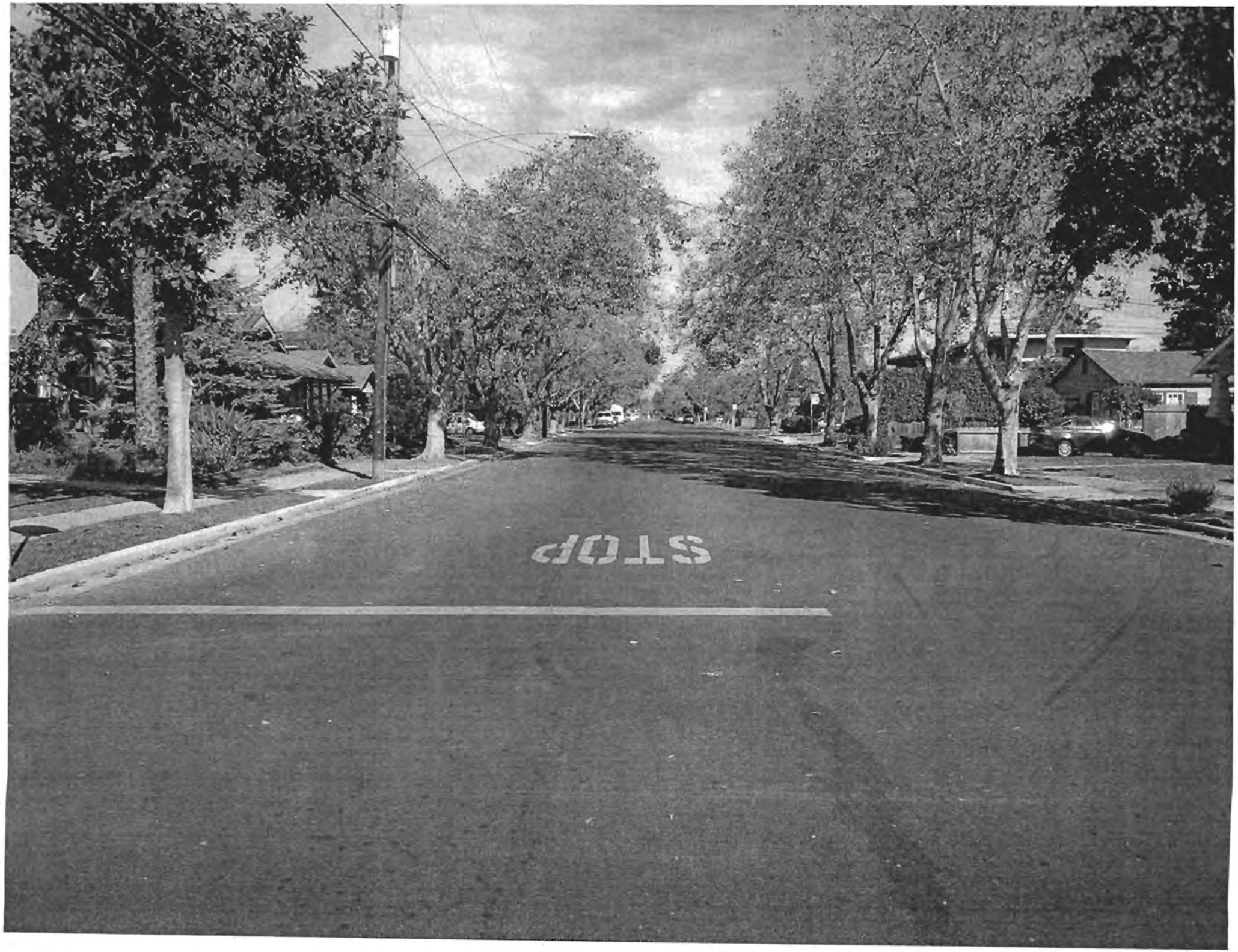
Notice that the photo shows almost NO vehicles on the street. Admittedly, not all College Terrace streets look this way. When I look at this photo, I see a wasted COMMUNITY RESOURCE because business employees have been excluded in reasonable and manageable numbers from this neighborhood. Where are these "excluded" employees parking now? They have been pushed into the residential streets near California Ave making that situation worse. And, of course, the California Ave residents are now complaining.

The College Terrace RPP program has simply moved the problem of business parking from one neighborhood (College Terrace) to another (California Ave.). This is the result of an OVERREACTION by the Planning/Transportation Departments to "the loudest voices" in College Terrace. Instead of just excluding Stanford Students (the major cause of overparking in the area) the College Terrace RPP program needlessly excludes ALL NON-RESIDENTS. I hope the Planning/Transportation Department will not make a similar mistake in planning a city wide RPP framework.

Businesses and their employees are a valuable part of the Palo Alto community. Your department and the City Council needs to acknowledge this and act accordingly.

Thank you for listening.

Simon Cintz
Cintz Commercial Properties, LP
P.O. Box 1216
Palo Alto, CA 94302
831-247-2387


STOP

Tamale, Diana

Subject: FW: Email 10
Attachments: Ventura Neighborhood Parked Vehicles Midday Oct 16 2013.pdf

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From: Gitelman, Hillary
Sent: Wednesday, November 13, 2013 9:56 AM
To: Sullivan, Jessica; Rodriguez, Jaime
Subject: FW: Ventura Neighborhood Parking Density Map

FYI

Hillary Gitelman | Planning Director | P&CE Department
250 Hamilton Avenue | Palo Alto, CA 94301
T: 650.329.2321 | E: hillary.gitelman@cityofpaloalto.org

CITY OF PALO ALTO

Please think of the environment before printing this email – Thank you!

From: Chris Donlay [mailto:chrisdonlay@yahoo.com]
Sent: Wednesday, November 13, 2013 9:23 AM
To: Gitelman, Hillary; Aknin, Aaron; Planning Commission
Subject: Ventura Neighborhood Parking Density Map

Hilary, Aaron and Comissioners,

Last night at the City Council Meeting I entered into the record the parking density map of the Ventura neighborhood created by residents. Following in the footsteps of other neighborhoods in town, we now compile this data twice monthly, to create an empirical record of the parking and traffic problems in our neighborhood. We are doing this, in part, because the City has never surveyed our neighborhood.

As you can see from the map, which shows street parking density at noon on October 16, 2013, a large part of the neighborhood is heavily parked. These cars come from businesses on El Camino Real, as well as business and retail complexes such as Fry's and the AOL building at Park and Page Mill. In the latter area, there is also spillover parking from destinations as far away as the train station in Evergreen Park.

Obviously, this map does not take into account projects that are currently underway, such as Park Plaza at 195 Park, which will undoubtedly worsen the problem. The map does highlight, though, why large proposed projects – such as the Jay Paul campus which would daily bring several thousand more workers to the area – are not tenable.

Along with submitting this map, I made two formal requests to the Council. One, the City should include the Ventura and Evergreen neighborhoods in its regular biannual traffic and parking surveys.

Second, a pipeline report should regularly be made public for both Ventura and Evergreen neighborhoods.

Through these efforts in sharing data, I hope that we can all work together effectively to evaluate and plan for future growth in our neighborhood.

Chris Donlay
Pepper Avenue (Ventura Neighborhood)
Palo Alto

Tamale, Diana

Subject: FW: Email 9
Attachments: Why we need the COPA Planning Department to frame issues and let all stakeholders understand how key solutions.docx

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From: Sullivan, Jessica
Sent: Thursday, December 05, 2013 12:30 PM
To: Tamale, Diana
Subject: Email 9

Plus the attachment

Jessica Sullivan | Parking Manager
250 Hamilton Avenue | Palo Alto, CA 94301
D: 650.329.2453 | E: jessica.sullivan@cityofpaloalto.org

CITY OF PALO ALTO

Please think of the environment before printing this email – Thank you!

From: Gitelman, Hillary
Sent: Thursday, October 31, 2013 1:08 PM
To: Sullivan, Jessica
Subject: FW: Moving Ahead at Faster Pace

Jessica: This will be useful to you as well. Hillary

Hillary Gitelman | Planning Director | P&CE Department
250 Hamilton Avenue | Palo Alto, CA 94301
T: 650.329.2321 | **E:** hillary.gitelman@cityofpaloalto.org

CITY OF PALO ALTO

Please think of the environment before printing this email – Thank you!

From: Aknin, Aaron
Sent: Monday, October 28, 2013 2:49 PM
To: Gitelman, Hillary
Subject: FW: Moving Ahead at Faster Pace

This is the main (residential) person in Downtown North pushing for new parking and development regulations.

AA

From: Neilson Buchanan [mailto:cnsbuchanan@yahoo.com]
Sent: Saturday, October 26, 2013 11:03 AM
To: Keene, James; Aknin, Aaron
Subject: Moving Ahead at Faster Pace

Jim and Aaron, thanks again for your time again. I think we agreed that all the stakeholders for sensible development in Palo Alto need to adopt a bias for action. Several of the attendees of the Oct 24 have reflected on our discussion and I think there a growing consensus that residents can move forward by taking the following actions:

1. I will meet with Roxy and Chop on Wednesday. I suggested a second resident to participate but Roxy felt this initial meeting should be limited. I have no problem with this. I have no agenda except to find common ground and start a collaborative,open problem solving process of any scope. Doing a few things well should be our mantra.

2.Oct 24 attendees and other citizens unable to attend should meet with new Planning Director at her earliest convenience. Please convey our urgent desire to meet with Aaron and her.

3. It is our understanding that Aaron and Planning Department Staff will produce the latest development pipeline data (March 18 format) as soon as feasible. Regular updates are essential; otherwise our forecasts of parked vehicle impact on residential streets will be outdated as projects change. 500 University seems to be a good example of outdated data. We feel pipeline data is the cornerstone to keeping neighborhood leaders and their fellow citizens informed and involved. Most importantly, without this information there will be no real sense of urgency from any stakeholder. **Aaron, when can we expect this report for the University and California Avenue commercial cores?** It is only a matter of time before new resident stakeholders from Old Palo Alto, Crescent Park and University South wake up and assess the commuter parking spillover threat.

4. Hopefully stakeholders will be responding spontaneously and creatively to parking, traffic, housing, etc with many solutions of all sorts. I predict a very welcomed shift from Palo Alto's slow, often stalemated problem solving process....from passive problem solving to perhaps over-reaction downside. If the Planning Department will respond with better framing information, then stakeholders will understand the significance and relative impact of solutions as they move from concept to serious study by Planning Department and stakeholders. WPP/RPP is a good example for the need to frame the emerging solution components now so that everyone's expectations are realistic as the idea moves from concept to policy(ordinance) to contract/funding and finally to implementation.

Attached is our amateur effort to give basic timeline framework for WPP/RPP. For obvious reasons every stakeholder should be monitoring the rollout and timelines of permit parking, but it does not make sense if every stakeholder is throwing out uninformed information about timelines, etc...especially since it is impossible for all stakeholders except COPA to know the capital and operating costs.

I am speaking only for a handful of residents...albeit very involved and very involved neighborhood leaders living near the two commercial cores.

thanks again, Neilson

Neilson Buchanan
155 Bryant Street
Palo Alto, CA 94301

650 329-0484
650 537-9611 cell
cnsbuchanan@yahoo.com

Why we need the COPA Planning Department to frame issues and let all stakeholders understand how key solutions [such as WPP and RPP] will develop

Underlying issue: Commuter Parking Intrusion into Evergreen Park and Downtown North has exceeded critical levels. Quality of neighborhood life is far more compromised than the Newell Bridge/Crescent Park situation and the quick fixes are impossible. Fixes may require 24 +months and are risky due to the fact that demand may outpace COPA's ability to craft a WPP/RPP solution. This is the prime reason to frame permit parking project throughout its evolution. Without a common sense of direction and urgency the Council will fail in its attempt to address quality of neighborhood issues.

We all now have a common understanding that no concrete proposal for WPP or RPP will be on the table for consideration until late Spring 2014...at the earliest...how long it will take to reach a go-ahead Council decision is problematic. So count the days from March 18, 2013...my most optimistic prediction is Memorial Day May 25 2014

It took 271 days to get Council to approve the ordinances to reform outdated exemptions. Everyone recognized the relative simplicity of this "near-term" solution.

The number of number of "near-term solution" for WPP and RPP could be well in excess of 434 days [March 18, 2013>May 25, 2014]

I bet James Keene a good glass of wine that the next Mayor will be lucky to drive the proposal step before late May 2014. Maybe just maybe...real collaboration will unfold and a faster track will be discovered.

I want to be clear. I am not faulting City Staff or Council. The process is necessary but only a few timelines are finally clear. The only way to hit May 25 is concurrent fast tracking a parking lot out on a frontage road along 101 with shuttle service. This parking lot and/or attendant parking in all 4 garages as previously presented to Council presumably are active projects now. This would assure downtown workers are not displaced by permit parking in 2015. I don't have all the ideas and hope I am overlooking fast track options.

There is one big fallacy in these assumptions. Staff and Council seem to be assuming that demand from existing office/retail spaces plus new development completed before 2015 do not create another 200-400 workers searching for parking space...very real probability. It is critical that the unused, virginal space on the top floors of High, Cowper and Bryant garages be fully utilized by attendant parking.... nobody has yet suggested any other solution for WPP/RPP displaced service and professional workers except one or two worthy, but unproven low hanging fruit TDM concepts. However, fast-tracked TDM solution are impractical without a functioning WPP/RPP.

If the Council and all stakeholders can get a proposal to Council by May 26, 2014, what it is timeline for implementation?

City Planning Staff can sketch out the framework with simple planning tools, for example. This is basic planning not rocket science. A good contractor for home remodeling can do this now not later in 2014. Here are just a few elements to consider:

1. Explanations to residents
2. Voting into the permit blocks or zones
3. Information and sale of permits to workers
4. Enforcement procedures and resources
5. Contracting and installation of signage

6. Parking alternative(s) for 600+ displaced workers actually functioning
7. etc, etc

Let's get these steps into a timeline.

My crude guess is that COPA and stakeholders will be pondering this project well into 2015 with a new Council and another mayor. I have few facts and a limited common sense to make this last assertion.

But the Council and Staff are in a very bad position for not making this timeline clear to all the stakeholders within the next 2 months. Bad behavior, mistrust and failed confidence in local government happens when expectations are not met either on purposefully under-managed.

I am reasonably confident that City Staff is aware of the parameters of the WPP/RRP project but too many people are in the dark. I am very impressed when the Planning Department has adequate staffing and resources. So let's fully utilize those talents.

My biggest concern is based on fear based intuition, partial information and bad data: Three hallmarks of no quality control and I am guilty of this quality lapse. If I am the least bit accurate about a mid-2015 implementation of permit parking, then the amount of growing, cumulative demand for parking spaces could be disastrous for every stakeholder.

BOTTOM LINE: THIS IS A BEST CASE ARGUMENT FOR COPA PLANNING DEPARTMENT TO START AN OPEN FRAMING PROCESS FOR KEY SOLUTIONS SUCH AS WPP/RPP.

Drafted by Neilson Buchanan October 26, 2013 with the input of few expert residents

Tamale, Diana

Subject: FW: Email 8

From: Sullivan, Jessica
Sent: Thursday, December 05, 2013 12:29 PM
To: Tamale, Diana
Subject: Email 8

Jessica Sullivan | Parking Manager
250 Hamilton Avenue | Palo Alto, CA 94301
D: 650.329.2453 | E: jessica.sullivan@cityofpaloalto.org

CITY OF PALO ALTO

Please think of the environment before printing this email – Thank you!

From: Tony Ciampi [mailto:t.ciampi@hotmail.com]
Sent: Thursday, October 24, 2013 6:48 PM
To: Aknin, Aaron
Cc: Rodriguez, Jaime; Sullivan, Jessica
Subject: RE: Downtown Parking Solution

Hi Aaron,

I think I am not understanding what the city is trying to accomplish. The only tenable solution other than my own is the satellite parking lot, yet a satellite parking lot would be fiscally and logistically an egregious burden placed upon businesses and their employees not to mention a further destruction of the local environment.

The solution put forth by Mr. Raney, http://www.paloaltoonline.com/square/index.php?i=3&d=&t=21507#add_comments, does not abate the lack of parking but does generate money for the residents and city by forcing citizens to pay to park on a public street which has already been paid for through numerous local and state taxes.

It is my understanding that the problem is that the residents are not able to find parking for their own cars adjacent to their homes. If this is not the problem that you are attempting to resolve or if there is more to it than this could you please elucidate with specificity exactly **what the goal is of the city** in regards to the

parking situation associated with downtown P.A.

Is the goal of the city to ensure that residents are able to park their cars next to their homes?
Yes or No?

Is the goal of the city to eliminate hundreds/thousands of cars owned by employees and other citizens from **downtown** neighborhoods ensuring that the neighborhoods have hundreds/thousands of empty parking spaces?
Yes or No?

I look forward to your clarification.

Tony

From: Aaron.Aknin@CityofPaloAlto.org
To: t.ciampi@hotmail.com
CC: Jaime.Rodriguez@CityofPaloAlto.org; Jessica.Sullivan@CityofPaloAlto.org
Subject: RE: Downtown Parking Solution
Date: Thu, 24 Oct 2013 23:38:31 +0000

Hi Tony,

You definitely have one of the more comprehensive strategies, many other ideas are focused on specific ideas or solutions (satellite parking lots, etc.). Here is another comprehensive idea we have received:

http://www.paloaltoonline.com/square/index.php?i=3&d=&t=21507#add_comments

I do not have a bullet point list for you, but you can check out the minutes from our parking meetings here:

http://www.cityofpaloalto.org/downtownparking

Thanks,

Aaron

Aaron Aknin | Interim Director of Planning and Community Environment
250 Hamilton Avenue | Palo Alto, CA 94301
D: 650.329.2679 | E: aaron.aknin@cityofpaloalto.org

CITY OF PALO ALTO

Please think of the environment before printing this email – Thank you!

From: Tony Ciampi [mailto:t.ciampi@hotmail.com]
Sent: Tuesday, October 22, 2013 9:06 PM
To: Aknin, Aaron
Subject: RE: Downtown Parking Solution

Hi Aaron,

thank you for the feedback. I've talked to a number of people and haven't heard of any other ideas with the exception of the city's proposal. Could you fill me in on some of these, a bullet point list will do. Thank you much and
hope to see you at the next meeting.

Tony

From: Aaron.Aknin@CityofPaloAlto.org
To: t.ciampi@hotmail.com
Subject: RE: Downtown Parking Solution
Date: Tue, 22 Oct 2013 22:05:43 +0000
Thanks Tony. We are collecting input from a lot of people at this point. I think you make some good points. As you know from your work in Palo Alto, there are a lot of great ideas out there we are attempting to synthesize.

We haven't met in person before, and I am not sure if you have attended the parking meetings, but please stop by and say hello next time.

Aaron

Aaron Aknin | Interim Director of Planning and Community Environment
250 Hamilton Avenue | Palo Alto, CA 94301
D: 650.329.2679 | E: aaron.aknin@cityofpaloalto.org

Please think of the environment before printing this email – Thank you!

From: Tony Ciampi [mailto:t.ciampi@hotmail.com]
Sent: Monday, October 21, 2013 1:31 PM
To: Aknin, Aaron; Rodriguez, Jaime; Keene, James; Council, City; HRC
Subject: Downtown Parking Solution

Aaron Aknin, Planning and Community Environment Director
City of Palo Alto

Hello Aaron,

So what do you think of the proposal that I and 126 people have put forward to alleviate the downtown parking problem?

https://www.change.org/petitions/palo-alto-city-council-please-don-t-eliminate-employee-parking

http://paparking.weebly.com/

Is there any reason why you and your staff cannot attempt this proposal to see if it solves the problem before implementing your own proposal?

It appears to hundreds of people that your current proposal is overkill in dealing with the parking problem, especially when you will be eliminating hundreds of parking places that are not adjacent to any homes but adjacent to public parks essentially eliminating the use of those parks by fellow Palo Alto residents who do not live in the acceptable neighborhoods.

Johnson; Hopkins; Heritage and Scott parks will be off limits during weekdays to fellow Palo Alto residents who live south of Embarcadero and East of Middlefield Roads. Will you be denying the use of Eleanor Pardee; Rinconada; Peers and Mitchell parks to residents who live north of Embarcadero and West of Middlefield Roads?

Tony Ciampi

P.S. Some of the comments regarding this proposal:

Mike McCue PALO ALTO, CA

- 19 days ago
- Liked 0

We are building an important new startup in Palo Alto and creating jobs. We will be forced to move to Redwood City if it's too difficult for our employees to park.

Shabeen Chollampat PALO ALTO, CA

- 19 days ago
- Liked 0

Business bring lot of taxes for the city. Employees should not have to worry about getting tickets while they work

Simon Cintz PALO ALTO, CA

- 20 days ago
- Liked 0

This proposal deserves serious consideration by the City Transportation Department, downtown businesses/employees, and downtown area residents. At least it attempts to be fair and balanced, unlike the City's current (Sept 2013) parking plan.

Charlene Gibson PALO ALTO, CA

- 19 days ago
- Liked 0

Fair parking supports all stakeholders. Residents get what they have requested. Workers get the free parking that has allowed businesses to thrive. I live and work in Palo Alto and believe this is proposal demonstrates fair parking. Try this plan before you try the RPP solution.

Jon Virtes MOUNTAIN VIEW, CA

- 19 days ago
- Liked 0

I don't just work in Palo Alto. I eat lunch and dinner, go for drinks, run errands, ship packages, do my banking, shop on University Ave, the mall, and other business in the area that I can drive to on a break. Yes, drive. This is all because I work in Palo Alto. If I no longer work here, then I won't be here to do business, its that simple. We're more than just workers and annoying cars parked on the street. We're the backbone of a thriving economy. This is what prosperity looks like and shortsighted plans like the one currently being considered can kill it. There must be a better solution, the one suggested in this petition seems like a more reasonable approach to seriously consider.
If not, then ask the people of Detroit if they would rather have good, high-paying jobs in their town or if they would rather not have to walk a block to their house during the hours of 9-5pm.

Carla Galaz SANTA CRUZ, CA

- 18 days ago
- Liked 0

I have to work 2jobs to make ends meet, I need my car right after work to go to my next job. It would be a hardship on me to pay the parking plus the parking avalable is quite limited once the residence parking is doled out. I park several blocks away to be sure clients can park close to our bussness. It is prejudicial to have the restriction for those of us who provide a service to the public. Our bussness brings people to the area who also patronize other places.

Debra Peterson OCEANSIDE, CA

- 18 days ago
- Liked 0

I work on Channing near downtown PA, and already compete for parking --if the city of Palo Alto goes ahead with their current plan, it will be too costly for me to afford to continue with my current position. I work with 150+ others who will also be affected. I cannot believe the residents don't get the connection between causing workers to pay for parking.....and the higher------much higher prices THEY will be paying to enjoy the downtown area amenities!

Abby Wittmayer SAN JOSE, CA

- 12 days ago
- Liked 0

I work in Palo Alto as well as my 190 Team Members at Whole Foods Market. We provide the residents a neighborhood market within walking distance. We desperately need the parking spots for our Team Members.

Renee Swink OAKLAND, CA

- 3 days ago
- Liked 0

I work at the Stanford Mall and have often enjoyed going downtown- the businesses there provide valuable services to the public- while I acknowledge that parking is limited, I do not understand why those who can likely least afford to pay for parking should be made to.

For all of the comments go to:

https://www.change.org/petitions/palo-alto-city-council-please-don-t-eliminate-employee-parking

---

From:**Aknin, Aaron** (Aaron.Aknin@CityofPaloAlto.org)
Sent: Wed 9/25/13 2:11 PM
To: Tony Ciampi (t.ciampi@hotmail.com)

Thanks Tony. I will take a look.

Aaron

Sent from my iPhone

Tamale, Diana

Subject: FW: Email 4

From: Richard Brand [mailto:mmqos@earthlink.net]
Sent: Friday, October 18, 2013 12:15 AM
To: Neilson Buchanan; Paul Machado; dedra@pacbell.net; David@ecomagic.org; Chris Donlay; Elaine Uang; Elaine Meyer; Sally-Ann Rudd; Marion Odell; Linda Anderson; Bruce Heister; beasley@stanford.edu; Pat Markevitch; Patrick Butler; norman.beamer@ropesgray.com; John Guislin; Jeff Levinsky; Fred Balin; Summa, Doria; Paul Karol; Ana Carvalho
Cc: Keene, James; Aknin, Aaron; Rodriguez, Jaime
Subject: Re: Fw: Meeting at 4:00

Neilson et al:
I found this meeting today to be very interesting and positive, especially to hear the comments from those business people who came to this meeting. First of all I have to say that I am very pleased to have Aaron in the position that he has at Staff and I told Jim Keene that today at the meeting. To announce the meeting under the auspices of a "full disclosure" is so fundamental and yet surprising and I told Jim that he is a "breath of fresh air". We REALLY need to support this guy and he and Jaime together are doing good work.
Overall, I found those in the meeting to be generally sympatico to we residents and the majority of the attendees were only looking to Aaron and Jaime as reps of CPA to provide a solution that would allow both their customers and their employees to have a fair chance to park near their businesses. A very fair request.
The Council should hear from this audience, (not just from Cintz who I felt was in a minority in the meeting) as they are looking for an equitable solution.
One of the things that was not put to the audience in the formal Staff presentation but which received a large majority support from the audience was my suggestion that the City provide parking off site, (i.e. outside of the residential area) and have a shuttle bus bring employees into the downtown business area. Previously Aaron and all have suggested this option and it was well received by the audience tonight. The other issue that I found to be overwhelming was the support for "Concept A" with the 3 hour option but with the component that the existing 2 hour parking zones near the businesses not be reduced with RPP. I can agree with this because I see that the new high density residents along Alma and High streets who already have underground parking, are not opting to park in their garages and are taking parking away from the businesses in those areas.
Again Neilson, thanks for letting me know about this meeting and also to Aaron for sending out his note.
We will make this work and I now think we are quite close to a solution which includes the 3 hour "free" parking option.
Regards,
Richard
Richard Brand
-----Original Message-----
From: Neilson Buchanan
Sent: Oct 17, 2013 11:44 AM
To: Paul Machado , "dedra@pacbell.net" , "David@ecomagic.org" , Chris Donlay , Richard Brand , Elaine Uang , Elaine Meyer , Sally-Ann Rudd , Marion Odell , Linda Anderson , Bruce Heister , "beasley@stanford.edu" , Pat Markevitch , Patrick Butler , "norman.beamer@ropesgray.com" , John Guislin , Jeff Levinsky , Fred Balin , "doriasumma@gmail.com" , Paul Karol , Ana Carvalho
Subject: Fw: Meeting at 4:00

fyi... could be interesting see Aaron's email below

Neilson Buchanan
155 Bryant Street
Palo Alto, CA 94301

650 329-0484
650 537-9611 cell
cnsbuchanan@yahoo.com

----- Forwarded Message -----
From: "Aknin, Aaron" <Aaron.Aknin@CityofPaloAlto.org>
To: "Neilson Buchanan (cnsbuchanan@yahoo.com)" <cnsbuchanan@yahoo.com>; "Ken Alsman (kenalsman@aol.com)" <kenalsman@aol.com>; Michael Hodos <mehodos@mac.com>; "Eric Filseth (efilseth@gmail.com)" <efilseth@gmail.com>
Cc: "Rodriguez, Jaime" <Jaime.Rodriguez@CityofPaloAlto.org>
Sent: Thursday, October 17, 2013 11:37 AM
Subject: Meeting at 4:00 Today

All,

Short notice, but in the spirit of full disclosure I wanted to let you know about a meeting we have planned with Simon Cintz and other SOFA business owners at 4:00 today. After the RPP meetings (while I was out of town), Simon requested a follow-up meeting with Jaime and me to answer various questions he had. He is basically serving an outreach coordinator role in the SOFA business community. I thought the meeting was just going to be with Simon and a couple of other people in a conference room going over the map and detailed questions. It appears the meeting has now expanded to additional business owners, although we are unsure how many. We did not send out any notices or do any outreach – Simon has just been spreading the word. I have honestly no idea how many will show, could be a handful, a dozen or more.

I apologize for the late notice, but you are welcome to come. Since we don't know how many people are going to show, we have reserved the Council Chambers. When we have a city sanctioned RPP meeting for all business owners (not just SOFA), we will obviously have more advance warning.

Aaron

Aaron Aknin | Interim Director of Planning and Community Environment
250 Hamilton Avenue | Palo Alto, CA 94301
D: 650.329.2679 | E: aaron.aknin@cityofpaloalto.org

Please think of the environment before printing this email – Thank you!

Tamale, Diana

Subject: FW: Email 2

From: Neilson Buchanan [mailto:cnsbuchanan@yahoo.com]
Sent: Monday, October 14, 2013 10:53 AM
To: Aknin, Aaron
Subject: Re: prep work for RPP in DTN

Aaron, thanks for the reply. I hope you can help us quickly for more information.

1. We still dont understand how garage policy and allocation decisions are ultimately made. Who makes the ultimate final decision?

2. We make surveys of the DT University Ave garages several times a month and there is significant unused parking capacity in the permit parking zones of all three garages. Who is responsibility for using that capacity to relieve the intrusion into the residential neighborhoods adjacent to the University Avenue Commercial Core. This is key to having any common understanding of Proposal A or B.

3. On the other hand, the garages around California Avenue seem to be fully utilized mid day for both permit and time restricted parking. Informal observation suggests that parking enforcement is lax...no hard data I admit. We have completed several 6am and midday assessments for the entire Evergreen residential and commercial area. Also finalizing 100% assessment of Ventura neighborhood. We want to sit down with you and the Mayor earliest time possible in November to review the maps and findings (one of the Mayor's Friday Open Office Hours) before we go the press with data/maps

4. One of the most limiting information gaps for us is the lack updated pipeline data for both University and California Avenues. Attached is the report presented to Council on March 18. When could we get an updated reported for University Avenue and a new report for Evergreen/Ventura? Without this information is difficult if not impossible to accept the permit proposals to restrict commuter parking permits. If the

demand for all day commuter parking is as great as we think it will be during the next few years..(based on the pipeline data)then how will those tenants park? I can only speculate that Proposal A and B would force tenants to Crescent Park and Old Palo Alto or Stanford Shopping Center.

5. We had a good steering committee meeting on October 8. As soon as I get a consensus about the meeting notes, I will forward them to you. There are many questions that you can address with FAQs on the city website. At the very least you can get a glimpse into our concerns. I think the steering committee was committed to launching into permit parking with the understanding that we all will learn as we go and make appropriate adjustment when the time is right.

Neilson Buchanan
155 Bryant Street
Palo Alto, CA 94301

650 329-0484
650 537-9611 cell
cnsbuchanan@yahoo.com

From: "Aknin, Aaron" <Aaron.Aknin@CityofPaloAlto.org>
To: "Neilson Buchanan (cnsbuchanan@yahoo.com)" <cnsbuchanan@yahoo.com>
Cc: "Rodriguez, Jaime" <Jaime.Rodriguez@CityofPaloAlto.org>
Sent: Monday, October 14, 2013 10:02 AM
Subject: FW: prep work for RPP in DTN

Nielsen – please see Jaime's responses below. Thanks, Aaron

From: Rodriguez, Jaime
Sent: Thursday, October 10, 2013 10:13 AM
To: Aknin, Aaron
Subject: RE: prep work for RPP in DTN

See the responses below. Thanks.

Jaime O. Rodriguez | Chief Transportation Official
250 Hamilton Avenue | Palo Alto, CA 94301
D: 650.329.2136 | E: jaime.rodriguez@cityofpaloalto.org

CITY OF PALO ALTO

Please think of the environment before printing this email – Thank you!

From: Aknin, Aaron
Sent: Thursday, October 10, 2013 9:45 AM
To: Rodriguez, Jaime
Subject: FW: prep work for RPP in DTN

From: Neilson Buchanan [mailto:cnsbuchanan@yahoo.com]
Sent: Wednesday, October 02, 2013 11:28 AM
To: Aknin, Aaron
Subject: prep work for RPP in DTN

Next week DTN will be convening an informal DTN steering committee to deal with known issues and to identify other issues necessary to move forward with the staff proposal(s). We have invited representatives from Crescent Park and DTS to attend. I anticipate that both Staff and Residents will have meaningful suggestions before the proposals go to PTC.

As soon as you return to work, can we have a quick conversation on how best to address the important questions below:

1. How many worker parking permits does the city want to allocate to DTN? It is impossible for us to analyze any proposal without this information.

The two proposed RPP concepts identified the total number of permits that would be sold to commuter employees assuming up to 40% permits of the on-street parking spaces. We would not suggest starting with 40%, maybe 20% and then adjusting up depending on the number of resident permits sold and monitoring. We are currently proposing residents to purchase up two permits per household but no cap resident permit sales.

2. How is allocation of space determined in the parking garages? On the surface, it appears that most of the decision making is controlled by the private governance of the parking assessment district. The issue is the ratio of permit space vs time restricted parking spaces. Since both staff RPP proposals create a massive amount of time restricted parking in DTN and DTS, my concern is that the parking garages could be converted to greater amounts of all day parking permitted spaces, thus displacing 2, 3 and 4 hour parking gradually onto residential neighborhood streets. As of September 2013 there is bountiful midday, 2 hour parking capacity in both Calif and Univ Ave commercial districts; however, available spaces are not uniformly spread

The City monitors both Visitor and Permit parking spaces in the garages/lots twice per year. Modifications to permit supply are made based on the count data received, staff monitoring, and input from the parking control officers. We've currently stabilized the permit sold threshold and it varies per site. Once we implement the trial Attendant Parking program we will release additional permits at Lot R. The attached file shows the Visitor/Permits/Permit Thresholds per garage/lot. Previous business and visitor input was to not reduce the amount of visitor parking in garages because it appears well balanced to encourage Downtown use.

3. What are the controls on restaurant and hotel valet parking? For example, are valet parking services allowed to temporarily park on "daytime" time restricted spaces and then move them before expiration of the time periods? Are valet services allowed unlimited use any "commercial" time restricted spaces after 5pm for example. Are valet services currently allows to use unrestricted "residential" streets? Are there penalties for violations valet "rules"?

Valet programs are administered by PD. Each valet program needs to identify where vehicles are parked and city garages/lots are not allowed for parking of valet programs. Each of the valets in operations has an agreement with a private property to park vehicles on off-site locations.

4. Have you followed up with the allegations that some downtown businesses are using paid staff to move vehicles around the color restrictions?

We have not surveyed individual businesses to determine if they have staff dedicated to moving cars.

Neilson Buchanan
155 Bryant Street
Palo Alto, CA 94301

650 329-0484
650 537-9611 cell
cnsbuchanan@yahoo.com

Tamale, Diana

Subject: FW: Email 3

From: Michael Hodos [mailto:mehodos@mac.com]
Sent: Wednesday, October 16, 2013 6:58 PM
To: Aknin, Aaron
Subject: RPP - Food For Thought

Aaron:

Over the past few weeks in informal discussions with my Professorville neighbors about the key elements of the RPP proposal you presented at the end of September four themes emerged repeatedly:

• "Why does it have to be so complicated? Why can't the resident permits allow the purchasers to park anywhere rather than limiting them to the color zone in which they live?"

While virtually everyone sees the need for the color zones to control the distribution of non-resident permitted parking, most questioned why resident permit parking should be controlled given that residents will inevitably try to park as close to their homes as possible anyway. Wouldn't this also make enforcement simpler?

• "Why can't we vote block by block as opposed to color zone by color zone?" The issue here seems to be the concern that the "edges" of the zones not yet impacted by intrusive parking (i.e. further from downtown) will inevitably reject the plan "for now" until they are affected.

• The desire to have the City should provide a printed FAQ document that addresses key issues associated with the program, including but not limited to permit pricing, anticipated number/percentage of non-resident permits per block face, guest permit protocols, anticipated number/percentage of transient "open spaces" per block face, future options to opt into the program, etc.

• The strong feeling that if the program is managed in such a way that the blocks end up fully parked or nearly fully parked then what's the point?

Michael
mehodos@mac.com

P.S. If you decide to produce a FAQ document I would be happy to work on it with whomever you designate to be responsible for the document.

Tamale, Diana

From: Aknin, Aaron
Sent: Tuesday, December 03, 2013 5:29 PM
To: Francisco Salazar
Cc: Sullivan, Jessica
Subject: RE: Stop Residential Parking Permits (RPP) Plan

Hi Francisco,

Thank you for your email regarding the implementation of a Downtown Residential Preferential Parking Program. I apologize for the delayed response.

City staff definitely recognizes the potential impact of a Downtown RPP District on local businesses and we are hoping to develop a program that minimizes those impacts. Also, we are actively working on other strategies designed to support the parking and transportation needs of local businesses and commuters.
We will be presenting some initial thoughts about these initiatives at the City Council meeting on December 16th, and would welcome your continued participation.

Please contact Jessica Sullivan, Parking Manager, at the email address above if you have any questions. Feel free to contact me as well.

Thanks,

Aaron

Aaron Aknin | Asst. Director of Planning and Community Environment

250 Hamilton Avenue | Palo Alto, CA 94301

D: 650.329.2679 | E: aaron.aknin@cityofpaloalto.org

Please think of the environment before printing this email – Thank you!

-----Original Message-----
From: Francisco Salazar [mailto:fjsalazar510@yahoo.com]
Sent: Wednesday, November 27, 2013 6:52 PM
To: Council, City
Cc: Aknin, Aaron

Subject: Stop Residential Parking Permits (RPP) Plan

Honorable Council Members and Aaron Aknin,

I Work for Watercourse Way in the SOFA downtown district in Palo Alto.
My shift is 5 hours with only 10-15 minutes in between clients ; I cannot move my car every 2 hours.
My shift ends after dark and walking many blocks to my is dangerous .
Sincerely
Francisco Salazar.

Sent from my iPhone

Tamale, Diana

From: Aknin, Aaron
Sent: Tuesday, December 03, 2013 5:28 PM
To: Lizzy Gruber
Cc: Sullivan, Jessica
Subject: RE: Stop Residential Parking Permit Plan Now!!!!

Hi Lizzy,

Thank you for your email regarding the implementation of a Downtown Residential Preferential Parking Program. I apologize for the delayed response.

City staff definitely recognizes the potential impact of a Downtown RPP District on local businesses and we are hoping to develop a program that minimizes those impacts. Also, we are actively working on other strategies designed to support the parking and transportation needs of local businesses and commuters.
We will be presenting some initial thoughts about these initiatives at the City Council meeting on December 16th, and would welcome your continued participation.

Please contact Jessica Sullivan, Parking Manager, at the email address above if you have any questions. Feel free to contact me as well.

Thanks,

Aaron

Aaron Aknin | Asst. Director of Planning and Community Environment

250 Hamilton Avenue | Palo Alto, CA 94301

D: 650.329.2679 | E: aaron.aknin@cityofpaloalto.org

Please think of the environment before printing this email – Thank you!

-----Original Message-----
From: Lizzy Gruber [mailto:lizzy.gruber@gmail.com]
Sent: Tuesday, November 26, 2013 9:12 AM
To: Council, City
Cc: Aknin, Aaron
Subject: Stop Residential Parking Permit Plan Now!!!!

Honorable Council Members and Aaron Aknin,

I work for Watercourse Way in the SOFA downtown district in Palo Alto.

My shift is 5 hours with only 10-15 minutes in between each client; I cannot move my car every 2 hours.

When I am sick, I need other therapists to work my shift and they usually need parking. When other therapists are sick, I help on days I don't usually work and need parking then.

All of us as therapist love our work and ease of being able to get to and from our cars with ease and not having to take extra time away from our day to find a new place to park. Especially for someone like me who doesn't feel safe walking in the dark a long way back to my car!

The parking deficit is bad everywhere in downtown Palo Alto, but worst for SOFA businesses because we are prohibited from getting permits at other downtown parking garages.

There are no parking permits available at the only garage where we can park and you knowingly plan to reduce business spaces by offering few surface parking permits to businesses in each color zone.

I want Palo Alto council members to acknowledge there is a parking problem, and stop the RPP plan while longer range solutions to erase the parking deficit can be put in place.

Downtown retail businesses are an asset to the community.

Sincerely,
Elizabeth Gruber

Tamale, Diana

From: Aknin, Aaron
Sent: Tuesday, December 03, 2013 5:28 PM
To: Charlene Gibson
Cc: Sullivan, Jessica; Gitelman, Hillary
Subject: RE: Stop Residential Parking Permit (RPP) Plan Now!

Hi Charlene,

Thank you for your email regarding the implementation of a Downtown Residential Preferential Parking Program. I apologize for the delayed response.

City staff definitely recognizes the potential impact of a Downtown RPP District on local businesses and we are hoping to develop a program that minimizes those impacts. Also, we are actively working on other strategies designed to support the parking and transportation needs of local businesses and commuters.
We will be presenting some initial thoughts about these initiatives at the City Council meeting on December 16th, and would welcome your continued participation.

Please contact Jessica Sullivan, Parking Manager, at the email address above if you have any questions. Feel free to contact me as well.

Thanks,

Aaron

CITY OF PALO ALTO

Aaron Aknin | Asst. Director of Planning and Community Environment
250 Hamilton Avenue | Palo Alto, CA 94301
D: 650.329.2679 | E: aaron.aknin@cityofpaloalto.org

Please think of the environment before printing this email – Thank you!

From: Charlene Gibson [mailto:charlene.wcw@gmail.com]
Sent: Sunday, November 24, 2013 12:32 PM
To: Council, City
Cc: Aknin, Aaron
Subject: Stop Residential Parking Permit (RPP) Plan Now!

Honorable Council Members and Aaron Aknin,

I work for Watercourse Way in the SOFA downtown district in Palo Alto.

My shift is 5 hours with only 10-15 minutes in between each client; I cannot move my car every 2 hours.

When I am sick, I need other therapists to work my shift and they usually need parking. When other therapists are sick, I help on days I don't usually work and need parking then.

My shift ends after dark and walking many blocks to my car is dangerous.

The parking deficit is bad everywhere in downtown Palo Alto, but worst for SOFA businesses because we are prohibited from getting permits at other downtown parking garages.

There are no parking permits available at the only garage where we can park and you knowingly plan to reduce business spaces by offering few surface parking permits to businesses in each color zone.

I want Palo Alto council members to acknowledge there is a parking problem, <u>and</u> stop the RPP plan while longer range solutions to erase the parking deficit can be put in place.

Downtown retail businesses are an asset to the community.

Sincerely,

Charlene Gibson

Tamale, Diana

From: Aknin, Aaron
Sent: Tuesday, December 03, 2013 5:25 PM
To: Emanuela Franchi
Cc: Keene, James; Gitelman, Hillary; Sullivan, Jessica
Subject: RE: Stop Residential Parking Permit (RPP) Plan now

Hi Emanuela,

Thank you for your email regarding the implementation of a Downtown Residential Preferential Parking Program. I apologize for the delayed response.

City staff definitely recognizes the potential impact of a Downtown RPP District on local businesses and we are hoping to develop a program that minimizes those impacts. Also, we are actively working on other strategies designed to support the parking and transportation needs of local businesses and commuters.
We will be presenting some initial thoughts about these initiatives at the City Council meeting on December 16th, and would welcome your continued participation.

Please contact Jessica Sullivan, Parking Manager, at the email address above if you have any questions. Feel free to contact me as well.

Thanks,

Aaron

CITY OF PALO ALTO

Aaron Aknin | Asst. Director of Planning and Community Environment
250 Hamilton Avenue | Palo Alto, CA 94301
D: 650.329.2679 | E: aaron.aknin@cityofpaloalto.org

Please think of the environment before printing this email – Thank you!

From: Emanuela Franchi [mailto:efranchi@2012.nhi.edu]
Sent: Monday, December 02, 2013 8:47 AM
To: Council, City
Cc: Aknin, Aaron
Subject: Stop Residential Parking Permit (RPP) Plan now

Honorable Council Members and Aaron Aknin,

I work for Watercourse Way in the SOFA downtown district in Palo Alto.

My shift is 5 hours with only 10-15 minutes in between each client; I cannot move my car every 2 hours.

When I am sick, I need other therapists to work my shift and they usually need parking. When other therapists are sick, I help on days I don't usually work and need parking then.

My shift ends after dark and walking many blocks to my car is dangerous.

The parking deficit is bad everywhere in downtown Palo Alto, but worst for SOFA businesses because we are prohibited from getting permits at other downtown parking garages.

There are no parking permits available at the only garage where we can park and you knowingly plan to reduce business spaces by offering few surface parking permits to businesses in each color zone.

I want Palo Alto council members to acknowledge there is a parking problem, and stop the RPP plan while longer range solutions to erase the parking deficit can be put in place.

Downtown retail businesses are an asset to the community.

Sincerely,

Emanuela Franchi

Tamale, Diana

From: Aknin, Aaron
Sent: Tuesday, December 03, 2013 5:23 PM
To: sherry smith
Cc: Keene, James; Gitelman, Hillary; Sullivan, Jessica
Subject: RE: Stop residential parking permit (RPP)

Hi Sherry,

Thank you for your email regarding the implementation of a Downtown Residential Preferential Parking Program. I apologize for the delayed response.

City staff definitely recognizes the potential impact of a Downtown RPP District on local businesses and we are hoping to develop a program that minimizes those impacts. Also, we are actively working on other strategies designed to support the parking and transportation needs of local businesses and commuters.
We will be presenting some initial thoughts about these initiatives at the City Council meeting on December 16th, and would welcome your continued participation.

Please contact me directly Jessica Sullivan, Parking Manager, at the email address above if you have any questions. Feel free to contact me as well.

Thanks,

Aaron

CITY OF PALO ALTO

Aaron Aknin | Asst. Director of Planning and Community Environment
250 Hamilton Avenue | Palo Alto, CA 94301
D: 650.329.2679 | E: aaron.aknin@cityofpaloalto.org

Please think of the environment before printing this email – Thank you!

From: sherry smith [mailto:sherrykaysmith@gmail.com]
Sent: Sunday, November 24, 2013 2:47 PM
To: Council, City
Cc: Aknin, Aaron
Subject: Stop residential parking permit (RPP)

Honorable Council Members and Aaron Aknin,

I work for Watercourse Way in the SOFA downtown district in Palo Alto.

Please give us special consideration. I can't leave a massage, walk 3 or 4 blocks to move my car.

My shift is 5 hours with only 10-15 minutes in between each client; I cannot move my car every 2 hours.

When I am sick, I need other therapists to work my shift and they usually need parking. When other therapists are sick, I help on days I don't usually work and need parking then.

My shift ends after dark and walking many blocks to my car is dangerous.

The parking deficit is bad everywhere in downtown Palo Alto, but worst for SOFA businesses because we are prohibited from getting permits at other downtown parking garages.

There are no parking permits available at the only garage where we can park and you knowingly plan to reduce business spaces by offering few surface parking permits to businesses in each color zone.

I want Palo Alto council members to acknowledge there is a parking problem, <u>and</u> stop the RPP plan while longer range solutions to erase the parking deficit can be put in place.

Downtown retail businesses are an asset to the community.

Thank you,
--
Sherry