

PALTO ALTO NEIGHBORHOOD PARKING

Time for A Solution

NO MORE KICKING THE CAN DOWN THE ROAD

February 21, 2018

INTRODUCTION

We respectfully submit the following proposal to improve the Downtown RRP District and enabling Resolution 9473.

The recent staff report, if adopted as presented, has the potential to reverse the quality improvements realized over the past 2 years. The staff report fails to address the most important issue: What is the credible rationale for staff to authorize issuing non-resident permits in numbers greater than the established demand?

Furthermore, staff has not yet been able to fully occupy Bryant Street and Cowper/Webster garages, where non-resident vehicles should be directed before accessing neighborhoods permits. These two garages have the capacity for 100-150 additional permit sales. Now is the time to address these issues.

Residents' proposal is presented to foster continuous improvement of RPP programs and to give clarity to merchants, office tenants, property owners and residents. This proposal represents the experience of involved and informed residents. It address unresolved issues that have persisted since the formation of the RPP Stakeholder effort.

RESIDENTS' PROPOSAL

ACTION 1

REJECT THE STAFF RECOMMENDATION TO CONTINUE THE CURRENT DOWNTOWN RPP WITH NO MODIFICATION.

ACTION 2

ADOPT THE FOLLOWING MOTIONS:

- A. REDUCE THE NUMBER OF NON-RESIDENT PERMITS AVAILABLE IN THE DOWNTOWN RPP PROGRAM TO 1,000 FOR THE YEAR COMMENCING APRIL 1, 2018
- B. RETURN TO COUNCIL NOT LATER THAN JUNE 1 WITH AN RFP FOR A NEW RPP MANAGEMENT SYSTEM FOR ALL RPPS, CITY MANAGED GARAGES AND PARKING LOTS. REALISTIC FUNDING PLAN MUST BE INCLUDED.
- C. DIRECT CITY MANAGER TO COME BACK TO COUNCIL NO LATER THAN AUGUST 30, 2018 WITH A DETAILED PLAN INCLUDING COMMITTED BUDGET AND RESOURCES TO IMPLEMENT, MONITOR AND MANAGE ALL PALO ALTO'S RPP'S.
- D. DIRECT CITY MANAGER TO RETURN TO COUNCIL NOT LATER THAN SEPTEMBER 30, 2018 WITH STAFF REPORT ON HOW TO PRIORITIZE NON-RESIDENT PERMITS AMONG ELIGIBLE APPLICANTS WITH PRIORITY GIVEN TO NEIGHBORHOOD-SERVING BUSINESSES.
- E. DIRECT CITY MANAGER TO CONDUCT AND SUBMIT TO COUNCIL NOT LATER THAN AUGUST 1, 2018 AN INDEPENDENT SPOTCHECK OF ALL DOCUMENTS REQUIRED TO ISSUE NON-RESIDENT AND RESIDENT PERMITS. FOR WORKERS, AT MINIMUM THIS INCLUDES PROOF OF EMPLOYMENT, VEHICLE REGISTRATION, LEVEL OF INCOME AND THE PERMIT RECORD MUST BE ASSOCIATED WITH A BUSINESS INCLUDED IN PALO ALTO'S BUSINESS REGISTRY. FOR RESIDENTS, THIS INCLUDES PROOF OF RESIDENCE AND VEHICLE REGISTRATION.
- F. IF IN THE COURSE OF THE UPCOMING PERMIT YEAR (APRIL 1, 2018 TO MARCH 31, 2019), THE CITY MANAGER FINDS A SEVERE SHORTAGE OF PERMITS, THEN AUTHORIZE CITY MANAGER TO ISSUE A TRANCHE NOT TO EXCEED 100 OF NON-RESIDENT PERMITS WITH A TERM NOT TO EXCEED 90 DAYS. AT THE FOLLOWING CITY COUNCIL MEETING THERE SHOULD BE AN INFORMATIONAL ITEM ON THE COUNCIL AGENDA EXPLAINING THE RATIONALE FOR ADDITIONAL PERMITS.
- G. COUNCIL ACKNOWLEDGES THAT THE INTENT OF DOWNTOWN RPP HAS BEEN TO DETERMINE THE DEMAND FOR AND REDUCE THE IMPACT OF COMMERCIAL TRAFFIC AND PARKING ON NEIGHBORHOODS ADJACENT TO UNIVERSITY AVENUE COMMERCIAL CORE. FURTHERMORE, COUNCIL HAS SET THE EXPECTATION THAT DEMAND SHOULD BE REDUCED THROUGH MITIGATION PROGRAMS SUCH AS TMA, TDM, PERMIT PRICING, SHUTTLES, GARAGES AND REDUCED EXCEPTIONS TO BUILDING CODES. COUNCIL ACKNOWLEDGES THAT PARKING DEMAND IS ALSO DRIVEN BY A BUSINESS SHIFT TO HIGHER NUMBERS OF WORKERS PER SQ FT AND BY NEW PROJECTS IN THE CONSTRUCTION PIPELINE. FROM THIS POINT FORWARD COUNCIL ACKNOWLEDGES THAT RESPONSIBILITY FOR FUNDING SOLUTIONS TO THE SHORTAGE

OF COMMERCIAL PARKING AND TRAFFIC MUST RESIDE WITH PROPERTY OWNERS AND TENANTS WHO ARE INCURRING THAT BUSINESS RISK.

- H. THERE IS A NEED FOR POLICIES TO ESTABLISH QUALITY STANDARDS FOR THE GROWING NUMBER OF NEIGHBORHOOD RPPS. THE CITY MANAGER IS DIRECTED TO RETURN WITHIN 180 DAYS WITH POLICY RECOMMENDATIONS ESTABLISHING REASONABLE STANDARDS FOR RPPS BUT NOT WITH "ONE SIZE FITS ALL CONSTRAINTS." SOME NEIGHBORHOODS AND SUB-NEIGHBORHOODS MAY HAVE A RESPONSIBILITY AND THE DESIRE TO PROVIDE ON-GOING SHORT-TERM AND LONG-TERM COMMERCIAL PARKING TO COMMERCIAL INTERESTS WITHIN PALO ALTO. THERE IS SUBSTANTIAL WILLINGNESS TO SHARE NEIGHBOR PARKING WITH LOWER WAGE WORKERS. THERE IS AMPLE EXPERIENCE TO PROPOSE A POLICY FRAMEWORK FOR QUALITY FOR ANY NEIGHBORHOOD IMPACTED BY COMMERCIAL PARKING INTRUSION.
- What is the minimum number of non-resident permits needed?
 - What is the show rate?
 - What is the impact of 2 hour parking with no permit?
 - How will short-term and all-day non-resident vehicles be distributed along residential street faces?
 - What is Council's intent? To reduce or maintain the level of non-resident permits? What is an acceptable standard for commercial parking in residential neighborhoods?
 - What pricing policy will effectively dis-incentivize parking intrusion from commercial zones to residential zones?
- I. DIRECT STAFF TO ISSUE PERMITS EQUITABLY TO ALL 10 ZONES IN SUCH A MANNER THAT PERMITS ISSUED IN THE OUTER MOST ZONES, SUCH AS 8, 9 AND 10, CAN BE REDUCED TO ZERO NOT LATER THAN APRIL 1, 2019. THESE ZONES SHOULD THEN BECOME RESIDENT-ONLY PARKING AREAS. [THE ENABLING LEGISLATION RAISES A CLEAR QUESTION OF ADJACENCY IN THE CASE OF DOWNTOWN RPP.]

Above is a framework for continuous improvement of all of Palo Alto's Residential Permit Parking Programs.

Respectively submitted,

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