From: egas1044@aol.com
To: Planning Commission
Subject: Please retain the Downtown Development Cap
Date: Monday, July 23, 2018 3:11:10 PM

Palo Alto needs less commerical office space, not more. Please retain the Downtown Development Cap

The last few years have seen much adverse impact on neighborhoods surrounding the downtown area in terms of traffic and parking problems. We need to provide housing to address the jobs/ housing imbalance rather than make it worse by encouraging commercial growth.

I lament the loss of a rich balance of retail options required to keep my sales tax dollars in the city I lived in for the last 25 years. I have to venture to Menlo Park, Mountain View or online to obtain everyday necessities. The traffic rage that occurs daily outside my home on Hamilton Avenue because commuters are fed up waiting to get to 101 is ridiculous. Every few hours, some impatient soul floors the accelerator and peels around a corner looking for a short-cut, or else blows the car horn so loud that it disturbs everyone with a mile radius of the offending vehicle. More disturbing is the very likely possibility that the driver will hit something or someone in his attempt to speed around traffic impediments.

Raising the cap will only make these problems worse. Since most of the tech companies that are likely to be tenants of such space contribute very little in terms of sales tax revenue to offset their adverse impact on traffic and housing, I hardly see any positive effects other than making the developers money at the expense of residents and property taxpayers.

The planning commission and city council talk a good story about sustainability, and housing, but always end up making decisions that go against these issues. It's time to walk the talk. Vote against raising the Downtown Development Cap.

Sincerely,

Eileen Skrabutenas
[redacted] **Hamilton Avenue**
Palo Alto, CA

From: Neeraj Pendse
To: Council, City; Planning Commission
Subject: Changes to the Downtown Office Cap
Date: Monday, July 23, 2018 3:05:09 PM

Dear City Council and Planning Commissioners

I am a resident of Downtown North, and have been involved in several local activities related to traffic, safety and neighborhood quality of life. I urge you to:

1. Take no action on downtown office cap until all residents in the Downtown RPP are fully notified and informed about parking impact including the unkonwn funding of the programs to manage the RPP. Staffing and budgets to manage permit parking are on the shakiest grounds in the past two years.

2. Take no action until neighborhood traffic solutions are fully discussed with neighbors currently challenging safety and traffic issues on Middlefield, Hamilton, Lincoln and Addison.

Thank you,

Neeraj Pendse
(Downtown North resident for 11 years)

From: iris korol
To: Planning Commission
Subject: Downtown Development Cap
Date: Monday, July 23, 2018 2:42:34 PM

I am against eliminating the Downtown Development Cap.
Iris Korol
[redacted] Dana, 94301

From:	Suzanne Keehn
To:	Neilson Buchanan; John Guislin; Norman H. Beamer; Michael Hodos; Allen Akin; Elaine Meyer; Mary Gallagher; Mary Dimit; Furman, Sheri; Becky Sanders; Gabrielle Layton; Christian Pease; Carol Scott; Paul Machado; Wolfgang Dueregger; David Schrom; Marion Odell; Kleinberg, Judy
Cc:	Shikada, Ed; De Geus, Robert; Mello, Joshuah; Jocelyn Dong; dprice@padailypost.com; Planning Commission
Subject:	Re: request for public information submitted July 23
Date:	Monday, July 23, 2018 1:23:18 PM

Thank you Nielson, You are much appreciated. Suzanne

From: Neilson Buchanan <cnsbuchanan@yahoo.com>
To: John Guislin <jguislin@gmail.com>; Norman H. Beamer <nhbeamer@yahoo.com>; Michael Hodos <mehodos@mac.com>; Allen Akin <akin@arden.org>; Elaine Meyer <emeyer3@gmail.com>; Mary Gallagher <marygallagher88@gmail.com>; Mary Dimit <marydimit@sonic.net>; Sheri Furman <sheri11@earthlink.net>; Becky Sanders <rebsanders@gmail.com>; Gabrielle Layton <strop@redjuice.com>; Christian Pease <cgpease2016@gmail.com>; Carol Scott <cscott@crossfieldllc.com>; Paul Machado <plmachado@gmail.com>; Wolfgang Dueregger <wolfgangdueregger@gmail.com>; David Schrom <david@ecomagic.org>; Marion Odell <marionodell7@gmail.com>; Judy Klienberg <judy@paloaltochamber.com>
Cc: Ed Shikada <ed.shikada@cityofpaloalto.org>; Robert De Geus <robert.degeus@cityofpaloalto.org>; Joshuah Mello <joshuah.mello@cityofpaloalto.org>; Jocelyn Dong <jdong@paweekly.com>; dprice@padailypost.com; Planning Commission <planning.commission@cityofpaloalto.org>
Sent: Monday, July 23, 2018 11:15 AM
Subject: request for public information submitted July 23

Today I filed a request of public information to continue improvement of the Downtown RPP and to integrate the missing commercial core parking data to RRP analyses. A recent decision by the PTC clearly reflects lack of information to manage parking in the commercial core and neighborhoods.

In my opinion stakeholders among the residents and business community will be forever stressed and divided by the lack of data to manage Univ Ave commercial core parking/traffic and its negative impact upon the adjacent neighborhoods.

Resident leaders have in the past been unable to get this data into public debate but now I am resolved to bring these issues into light of day. Based on past experience I anticipate a difficult process to obtain this data and I have budgeted personal resources to pursue the attached request for public records. Two different requests for public information are being drafted by experts who can expedite the city process.

I appreciate all the support from residents across Palo Alto who are feeling these pressures. I am confident that focus on University Ave commercial core and its neighborhoods will benefit many other neighborhoods impacted by commercial parking spillover and traffic.

Neilson Buchanan
[redacted] Bryant Street
Palo Alto, CA 94301

[redacted]

[redacted]com

From:	Neilson Buchanan
To:	John Guislin; Norman H. Beamer; Michael Hodos; Allen Akin; Elaine Meyer; Mary Gallagher; Mary Dimit; Furman, Sheri; Becky Sanders; Gabrielle Layton; Christian Pease; Carol Scott; Paul Machado; Wolfgang Dueregger; David Schrom; Marion Odell; Kleinberg, Judy
Cc:	Shikada, Ed; De Geus, Robert; Mello, Joshuah; Jocelyn Dong; dprice@padailypost.com; Planning Commission
Subject:	request for public information submitted July 23
Date:	Monday, July 23, 2018 11:15:29 AM
Attachments:	July 18 2018 Request for public information Buchanan.pdf

Today I filed a request of public information to continue improvement of the Downtown RPP and to integrate the missing commercial core parking data to RRP analyses. A recent decision by the PTC clearly reflects lack of information to manage parking in the commercial core and neighborhoods.

In my opinion stakeholders among the residents and business community will be forever stressed and divided by the lack of data to manage Univ Ave commercial core parking/traffic and its negative impact upon the adjacent neighborhoods.

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Neilson Buchanan
[redacted] Bryant Street
Palo Alto, CA 94301

[redacted]
cnsbuchanan@yahoo.com

https://cityofpaloalto.org/gov/depts/clk/public_records_request.asp

I am following up on the June 25 Council meeting during which Josh Mello made a statement about garage wait lists. He referenced wait list information for garage(s) provided by Mr. Cintz. For reference please see the video of the Council meeting commencing around 2:02:37.

Please consider this email as three formal requests for public records.

A. All documents, correspondence and studies related to wait list information for city garages: Bryant Street, Cowper/Webster and High Street R & Q. Time period January 1, 2017 to July 18, 2018. Rationale: The status of wait lists by garage is essential data for all stakeholders, especially for Council, to evaluate utilization of non-resident neighborhood parking. The degree of misinformation has created unnecessary confusion between residents and key members of the business community.

B. Wait list information from other sources: If similar data has been compiled and submitted to city officials by other sources such as downtown property owners, stakeholders in the PAD and/or other business associations, please provide that data in whatever formats are available for period January 1, 2017 to July 18, 2018. Mr. Cintz apparently has access to wait list information. If he created his own report, please provide any such report submitted to city staff and/or Council.

C. Various city councilpersons and staff have alluded to data detailing the show rates in the Downtown RRP zones and the three garages noted above. Please provide 2017 and 2018 reports, correspondence and studies describing show rates. Include survey dates and methodology.

CONTEXT:
This is not a frivolous request upon staff. This issues covered by this request have been avoided for too many years.

The Downtown RPP cannot be analyzed and evaluated without garage wait list and show rate data. Management of downtown parking resources and neighborhood impact has consistently been faulty.

I want to make resident stakeholders' opinions clear - the Downtown RPP is not stable as it is currently administered and reported to the public. Later this summer neighborhood leaders will be submitting thorough resident-generated data about unused capacity in two garages. We will highlight what has been excellent management of the High Street garage with its valet service. We urge city staff to

initiate parallel surveys so that city staff data can be reconciled with data generated by residents.

NEW STAKEHOLDER PROCESS:
Residents appreciate the intent of senior city staff to convene a RPP stakeholder process soon. Please address concerns below as soon as possible.

1. The current permit issuance and management system is marginally functional and hopefully will be replaced soon at a date uncertain. Estimates for an operational new system range from permit years beginning April 1, 2019 to April 1, 2020. Valet services in three garages is an essential reform component. What are the latest timelines for implementation?
2. City staff has once again suffered major turnover and one person cannot deal with everyday problems and move forward with system design/bidding, implementation of new permits systems, garage guidance, staff replacement, valet expansion, etc. What positions are budgeted and funded for replacement? What is estimated timeline to increase staffing to work on backlogged projects.
3. Based on staff recommendations to Council on June 25, staffing shortages may marginalize decisions to adjust permit sales among the zones. Pressure from the business community for zone preferences can only increase. How will staff "adjustments" of zone limits be communicated publicly and to City Council?
4. The city budget is subject to $4 million potential cuts and nobody knows how or when funding will be allocated for systematic parking management for RPPs and commercial cores. Residents look forward to a renewed stakeholder collaboration to match residents' expectations with city staff's ability to deliver results.
5. During the last five years resident leaders have respectfully asked for city ordinances, guidelines, policies or procedures regulating eligibility of downtown employees to apply for and receive downtown garage parking permits. This concern will be addressed by an upcoming request for public information.
6. Also residents have repeatedly asked city staff to explain the role of the Downtown Parking Assessment District as it relates to parking permit eligibility and allocations. Additionally residents will be seeking for city ordinances, guidelines, policies or procedures governing parking requirement for PAD properties (Parking Assessment Benefits). This concern will be addressed by an upcoming request for public information.

7. The stated goal of Palo Alto RPPs is to regulate non-resident parking loads. Managing non-residential parking loads without quality standards is counter-productive to the Comp Plan which states that City Council promotes commerce but not at the expense of residential neighborhoods.
8. Furthermore, best practices all over the world are available for adoption. There is no need to reinvent wheels. Please place Stanford's best practices on the upcoming agenda. https://transportation.stanford.edu/news/stanford-parking-permits-go-virtual-new-resources-and-updates

BOTTOM LINE

Downtown RPP must be managed in context of parking capacities and utilization within the University Avenue commercial core. Delay in providing and analyzing this data will result in misallocation of operating and capital budgets.

From: abby boyd
To: Planning Commission
Subject: Retain the Downtown Development Cap
Date: Monday, July 23, 2018 11:09:47 AM

And make it permanent.

I don't want more office space opening in Palo Alto.

I want traffic imporved.

The president Hotel should remain housing and not be converted to office space. Also the Laning Chateau.

Stop offering parking permits in front of residences.

Abby Boyd
[redacted] Bibbits Dr.
[redacted]

From: Paul Karol
To: citycouncil@cityofpaloalto.org; Planning Commission
Subject: RPP
Date: Monday, July 23, 2018 9:49:40 AM

Dear City Council and Planning Commissioners

Regarding changes to the Downtown Office Cap, please(!)

Take no action until all residents in the Downtown RPP are fully notified and informed about parking impact including the unkonwn funding of the programs to manage the RPP. Staffing and budgets to manage permit parking are on the shakiest grounds in the past two years.

Take no action until neighborhood traffic solutions are fully discussed with neighbors currently challenging safety and traffic issues on Middlefield, Hamilton, Lincoln and Addison.

Paul J. Karol
Bryant St

From: zbrcp1@comcast.net
To: Council, City; Planning Commission
Subject: Downtown Office Cap
Date: Monday, July 23, 2018 9:37:11 AM

Respectfully urge you to postpone action on staff recommendation
to reduce or eliminate subject cap.
Take no action without clear, quantified study of impact on neighborhoods
of staff's questionable proposal.
Thank you.
Joseph Baldwin
[redacted] Webster St [redacted]
Palo Alto CA 94301
[redacted]
zbrcp1@comcaast.net

From: Steven Wright
To: Planning Commission
Subject: Remove the Cap, please
Date: Monday, July 23, 2018 8:51:27 AM

Hi,

I am not sure if I will be able to attend on Wednesday night, but I wanted to express my strong support for removing the cap on development. Frankly, I am appalled at how Palo Alto officials reneged on their agreement with AJ Capital Management in the context of the Hotel President. To me, it represents a direct taking of property rights and reeks of a corrupt city government. There will certainly be negative reputational damage to Palo Alto among other potential developers, which will only slow the fantastic progress and improvement the city has enjoyed over the last two decades.

Best,

Steven Wright

From: Emily Renzel
To: Planning Commission
Cc: Council, City
Subject: Retain the Downtown Development Cap
Date: Monday, July 23, 2018 6:44:35 AM

Dear Members of the Planning Commission: I was serving on the City Council that passed the Downtown Development Cap. There were studies and documentation supporting that Development Cap then and their conclusions were valid then and continue to be valid now. Palo Alto is like the frog in the pot of cold water. The temperature slowly rises and the frog never jumps out of the pot but eventually overheats and dies. Those of us who have lived in Palo Alto for a while, are well aware that past predictions of traffic congestion and parking shortages were on the mark. As has been pointed out by others, downtown development has been receiving a huge parking subsidy in the form of local residential neighborhood parking that gives downtown employees (and their employers/property owners) valuable city real estate. The fees paid for that parking simply pay the costs of enforcement - probably not even street maintenance.

With all the hullabaloo about housing shortages, abandoning the Downtown Development Cap is clearly impacting housing that exists in the downtown. The President Apartments is the current most visible victim, but many smaller apartments have already fallen victim as well.

The whole concept of Comprehensive Plannning is to make sure that ALL of the Planning Elements are in balance with each other and that the City's Land Use and Transportation actually function efficiently. Palo Alto has been reaching toward a point of no return for some time, but you, the Planners, need to affirmatively take charge to make a difference.

Please retain and enforce the Downtown Development Cap.

Sincerely,

Emily M. Renzel
Councilmember 1979-91
[redacted] Forest Avenue (now providing parking for downtown)
Palo Alto, CA 94301

From: Larry and April Alton
To: Planning Commission
Subject: Downtown Cap: Do not Repeal PAMC Chapter 18.18.040
Date: Sunday, July 22, 2018 8:05:06 PM

Dear Planning Commission,

As a downtown Palo Alto resident I have witnessed the degradation of the environment in the downtown area. Too many buildings built with not enough parking. Traffic is horrendous. Please keep the cap on building in Palo Alto; we have enough work to do to restore a decent environment in our formerly high class city.

Thank You for your efforts to make Palo Alto a wonderful place to live,

Larry Alton

From: Liz Kniss
To: Neilson Buchanan
Cc: Lait, Jonathan; Shikada, Ed; De Geus, Robert; Mello, Joshuah; Planning Commission; Council, City; Michael Dorricott; Dena Mossar; Michael Hodos; Dave Price; Gennady Sheyner; John Guislin; KJ and Fred Kohler; Sandy Peters
Subject: Re: 999 Alma and neighborhood quality
Date: Saturday, July 21, 2018 12:59:27 PM

Thx for letting us know.
Liz

On Jul 21, 2018, at 2:30 PM, Neilson Buchanan <cnsbuchanan@yahoo.com> wrote:

> On behalf the neighbors concerned about 999 Alma parking and traffic impact, I want to communicate their reluctant option to not pursue the appeal. Nevertheless, there is strong opinion that staff and PTC overlooked basic stewardship responsibilities to protect neighborhood quality and failed to analyze the cumulative impact on adjacent businesses who may be competing for very scarce parking.
>
> In the allocation of upcoming budgets, we urge Council to assure Transportation Department receives full funding for staff and programs to manage parking and traffic proactively.
>
> Unfortunately the staff and PTC decision to avoid a required parking study means that management of neighborhood parking continues in its remedial, retro mode*** contrary to the comp plan.
>
> Since the Transportation staff is so over-committed, then the burden of neighborhood quality falls solely on nearby neighbors. I hope this situation will be addressed by the next City Council and City Manager,
>
> ***For example, we urge that staff communicate to resident leaders by early August about staff plans and timelines to correct the lack of signage impeding enforcement of non-resident vehicles within the 10 RRP zones.
>
> Neilson Buchanan
> [redacted] Bryant Street
> Palo Alto, CA 94301
>
> [redacted]
> cnsbuchanan@yahoo.com

From:	Neilson Buchanan
To:	Lait, Jonathan; Shikada, Ed; De Geus, Robert; Mello, Joshuah; Planning Commission; Council, City
Cc:	Michael Dorricott; Dena Mossar; Michael Hodos; Dave Price; Gennady Sheyner; John Guislin; KJ and Fred Kohler; Sandy Peters
Subject:	999 Alma and neighborhood quality
Date:	Saturday, July 21, 2018 11:30:48 AM

On behalf the neighbors concerned about 999 Alma parking and traffic impact, I want to communicate their reluctant option to not pursue the appeal. Nevertheless, there is strong opinion that staff and PTC overlooked basic stewardship responsibilities to protect neighborhood quality and failed to analyze the cumulative impact on adjacent businesses who may be competing for very scarce parking.

In the allocation of upcoming budgets, we urge Council to assure Transportation Department receives full funding for staff and programs to manage parking and traffic proactively.

Unfortunately the staff and PTC decision to avoid a required parking study means that management of neighborhood parking continues in its remedial, retro mode*** contrary to the comp plan.

Since the Transportation staff is so over-committed, then the burden of neighborhood quality falls solely on nearby neighbors. I hope this situation will be addressed by the next City Council and City Manager,

***For example, we urge that staff communicate to resident leaders by early August about staff plans and timelines to correct the lack of signage impeding enforcement of non-resident vehicles within the 10 RRP zones.

Neilson Buchanan
[redacted] Bryant Street
Palo Alto, CA 94301

[redacted]
cnsbuchanan@yahoo.com

From:	Neilson Buchanan
To:	Michael Dorricott; Kleinberg, Judy
Cc:	Michael Hodos; John Guislin; Norman H. Beamer; Planning Commission; Mello, Joshuah; De Geus, Robert; Gennady Sheyner; Dave Price
Subject:	Re: RE: follow upB
Date:	Tuesday, July 10, 2018 9:40:21 PM

see my notes appended below.. Comments are in all caps so you can find them easily. I have made it very clear that I was not a formal spokesperson for Professorville residents closest to gym, med offices, new school and pipeline projects. It is important to hear back from them.

I often serve as a resource to neighborhoods in Palo Alto and have no powers delegated to me.

Neilson Buchanan
[redacted]Bryant Street
Palo Alto, CA 94301

[redacted]
cnsbuchanan@yahoo.com

On Tuesday, July 10, 2018, 7:18:42 PM PDT, Judy Kleinberg <Judy@paloaltochamber.com> wrote:

Thanks Neilson. You've done a lot of work to get these issues aired and to make a good faith effort to work with Michael about how his business approach can resolve your main concerns.

It would help if you would provide a little more clarity about the status of the challenge at this point.

Given your own review (including Josh's feedback) and especially the commitments that Michael has made to you and others about how he intends to conduct his business there, I take your statement "Your project in my opinion can move forward despite my reservations about neighborhood quality," to mean that as far as you're concerned, you no longer feel you need to challenge this new use, and are willing to withdraw it. Is that correct? I PERSONALLY THINK THAT THE APPEAL IS FUTILE BASED ON LACK OF SUPPORT FROM STAFF AND PTC. ISSUES OF QUALITY FOR NEIGHBORHOOD SIMPLY ARE NOT IN DEBATE OR CONSIDERATION. IN THIS CASE THE THREAT IS CLEAR: GREATER AND GREATER COMMERCIAL PARKING AND TRAFFIC UPON FRAGILE PROFESSORVILLE. PROACTIVE CITY MANAGEMENT OF NEIGHBORHOOD QUALITY IS NOT FORTHCOMING IN THE SHORT TERM.

THE THREAT IS NOT ONE BUSINESS PER SE. THREAT IS ACCUMULATED COMMERCIAL DEVELOPMENT, TRAFFIC AND PARKING UPON PALO ALTO' S NEIGHBORHOODS. IRONICALLY PROFESSORVILLE IS JUST THE CURRENT ISSUE. I CAN ACCEPT THAT YOU, AS LEADER OF CHAMBER OF COMMERCE, DONT ACCEPT MY PREMISE.

IT WAS SMALL MIRACLE THAT COMP PLAN WAS ADOPTED WITH A KEY PROVISION AT THE LAST MOMENT. THE KEY PHRASE: COMP PLAN STATES THAT COMMERCE IS PROMOTED BUT NOT A EXPENSE OF RESIDENTIAL NEIGHBORHOODS. THIS IS THE PERPETUAL SEASON OF DISCONTENT.

If so, will you be recommending that the others listed on your challenge agree to withdrawal? Is the “consensus report” you’re waiting for, a response from the others listed on your challenge? When do you realistically expect to receive such a report? I AM MAKING NO RECOMMENDATION. I DONT HAVE A DEFINITE TIME LIMIT. I AM AND HAVE BEEN URGING A TIMELY RESPONSE. AS YOU KNOW, I AM OUT OF STATE; BUT, I WILL BE CHECKING EMAIL AND VOICE MAIL FREQUENTLY.

Thanks so much for clarifying. MIKE AND JUDY, IF THIS IS NOT CLARIFYING, EMAIL ME. I WOULD LIKE TO WRITE AN OPINION PIECE FOR ONE OF THE NEWSPAPER BECAUSE THIS CUTS TO THE SOUL OF PALO ALTO.

I appreciate it.

Judy

From: Neilson Buchanan [mailto:cnsbuchanan@yahoo.com]
Sent: Tuesday, July 10, 2018 6:49 PM
To: Michael Dorricott <michaeldorricott@gmail.com>; Judy Kleinberg <Judy@paloaltochamber.com>
Cc: Jonathan Lait <jonathan.lait@cityofpaloalto.org>; Joshuah Mello <joshuah.mello@cityofpaloalto.org>; Robert De Geus <robert.degeus@cityofpaloalto.org>; Dena Mossar <dmossar@gmail.com>
Subject: follow up

I had intended to give you information today about other residents' response to the appeal of 999 Alma CUP.

I dont have control of a private neighborhood email/contact list of those neighbors.

As a result, I have not heard back from them.

I personally am satisfied with one response I received from Transportation(Parking) leader Josh Mello. He answered my remaining question but, of course, Josh and city process do not address the primary issue.

My primary issue is that a parking study was not part of the the city's process to protect neighborhoods and the Downtown RPP designed to reduce volume and distribution of non-resident vehicles. Reluctantly I realize that city staff and Planning Commission have concluded retrospective parking studies may be necessary as quality assurance for this residential neighborhood. Your project in my opinion can move forward despite my reservations about neighborhood quality.

During coming months residents will initiate their studies and will be urging city staff to conduct independent studies.

As soon as I get a consensus report from those neighbors, I will pass those comments to you and city staff.

Neilson Buchanan

[redacted] Bryant Street

Palo Alto, CA 94301

[redacted]

[redacted]

cnsbuchanan@yahoo.com

From:	Neilson Buchanan
To:	Planning Commission
Cc:	Lait, Jonathan; Michael Dorricott; Norman H. Beamer; John Guislin; De Geus, Robert
Subject:	2012 and 2014 RPP Editorials
Date:	Thursday, June 28, 2018 9:42:33 AM
Attachments:	140815 Overdue Parking Iniitiatve Editorial PA Weekly Aug 15 20.pdf 121116 Kicking The Can Editorial PA Weekly 001.pdf

I have been hesitating to bring these editorials forward, but now the time is right. Please re-enter them into the PTC archives. Last night they would have been instructive for the 999 Alma discussion.

I want to put these issues and others into stronger context at your next meeting.

Useful history is being overlooked. Facts are not fully on the table. We all are repeating mistakes.

Neilson Buchanan
[redacted] Bryant Street
Palo Alto, CA 94301

[redacted]
cnsbuchanan@yahoo.com

PaloAltoOnline.com

Palo Alto Weekly

Planning and Transportation Commission Public Comment 7-25-18

Editorial

A long overdue downtown parking initiative

Technology will play key role in easing downtown parking mess

What a difference a week can make. After Monday's ill-advised 5-4 decision to spend $180,000 to conduct studies of a poorly conceived plan to shuttle workers from parking places east of Bayshore Freeway to downtown Palo Alto, the city council will have a chance for redemption.

At next Monday's meeting, the council will consider a proposal for implementing state-of-the-art technology tools that have the potential of revolutionizing the way parking is managed and paid for downtown.

The recommendations, based on a study recently completed for the city by a national parking and transportation consulting firm called SP+, include the use of electronic parking sensors that monitor how many spaces are available and where, dynamic signage and smartphone apps that convey that information to drivers, online permit processing, the ability to quickly pay for parking via smartphones, and several innovative and technology-based options for enforcement.

After years of tired and repetitive debate over the inefficiency and underutilization of downtown garages and staff resistance to change and innovation, these proposals catapult the discussion to a level worthy of a city whose residents are such intense consumers (and developers) of technology.

We hope the City Council endorses this direction with all the enthusiasm they withheld last week when Mayor Nancy Shepherd and council members Greg Scharff, Gail Price, Marc Berman and Liz Kniss voted to move the "satellite" parking concept forward.

With the parking technology recommendations being released just two days after that vote, one has to question why the mayor and city manager didn't make sure the council either dealt with both proposals together or at least knew of the latest proposal while debating the first.

Had that happened, we believe at least one of the five supporting the satellite parking concept would have felt safe joining council members Pat Burt, Larry Klein, Greg Schmid and Karen Holman in rejecting it. Councilman Klein raised that exact point, and we hope he makes a motion Monday for the council to reconsider its earlier action.

Part of the unspoken problem is that the council and staff are feeling immense pressure to respond to public frustration over the parking problems after years of inaction. The staff is responding to this pressure by serving up multiple strategies and options, which adds more pressure on the council to act merely for the sake of appearances rather than in response to sound ideas.

The frustration of both staff and council members was obvious Monday night. Staff was bringing back a plan that the council had earlier asked them to pursue, yet only one council member, Price, expressed any real enthusiasm for it. The four others who supported moving forward with the satellite parking concept were quick to point out their support was only for learning more information, not for the plan itself.

Good decisions aren't made under pressure, and ideally not piecemeal. In the long run, the community is better off taking a bit more time to tackle this problem in a well-thought-out, integrated way. It is great that the council and staff are responding to public demands for action on parking, but it is essential that our goal not be to simply create a list of disconnected "accomplishments" of dubious value.

Next Monday night's discussion on technology's role in helping to fix our parking problems is another opportunity for the council to weigh the trade-offs of quick action versus a more integrated solution.

The consultant recommends moving forward with both a parking guidance system (keeping track of and helping people find available parking spots) and a "revenue and access control" system (the process of controlling access to parking spots based on whether a driver or car has been issued a permit or paid a fee, and tied to how long the car is parked.)

By having a single vendor undertake the implementation of these two systems at one time, there is full integration and accountability, compared to phasing the project and potentially using two different vendors.

The consultant recommends a complete overhaul of the current system. It urges abandonment of the color zones, which do little more than legitimize employees moving their cars from one zone to another during the day, incentive and variable pricing to obtain full utilization of parking spots, the elimination of burdensome permitting rules and extensive use of online tools.

It's a good and overdue plan, and we hope the council repeals last week's action and supports the full scope of the consultant and staff's innovative recommendations.

Palo Alto Weekly
www.PaloAltoOnline.com

Nov 16 2012

Editorial

Kicking the can down the road

Council approves more studies on downtown parking problems, leaving residents waiting for relief, again

Once again, residents of downtown neighborhoods have been told to be patient about the impacts of employee parking spilling onto their streets. That's been the city's consistent refrain for years as neighborhoods have been increasingly inundated with employees working in bustling downtown offices who opt against purchasing parking permits for city lots and garages.

On Tuesday, the City Council complicated and delayed the day of reckoning by combining efforts to address the current parking problems with an evaluation of overall future development downtown and an assessment of future parking needs as more development occurs.

To city residents, it's just more of the same. The study plans adopted by the Council will likely delay any further action on residential parking issues for at least a year, probably longer.

To be sure, the dynamics of downtown parking are complicated and affected by many different variables. And some good work is being done to improve the utilization of existing city garages.

But relief for downtown residents can't wait for the financing and construction of hypothetical future parking garages years from now.

After a long discussion Tuesday, the council voted 8-1 to assess the potential parking needs for new downtown development and to look again at utilization of parking-garage space and whether construction of another garage is warranted.

While these studies will shed some light on what the city can do to provide adequate parking downtown in anticipation of more development, there is nothing in either one to provide direct relief for the neighborhoods. The only minor help came when the council narrowly approved short-term measures creating some loading zones and issuing permits for the few Professorville residents whose homes do not have any off-street parking.

As they have before, council members acknowledged that solving the long-standing parking shortage will be a challenge. Mayor Yiaway Yeh said the action is "the start of what I know is a significant undertaking."

But perhaps a more telling assessment is the varying points of view offered by business and neighborhood representatives, who have been working over the last two years with city planners to find a solution. Russ Cohen, executive director of the Downtown Business and Professional Association, expressed support for the parking study and the city's effort to solve the parking problem.

Richard Brand, who lives on Addison Avenue in Professorville, was decidedly less enthusiastic. The council should focus on parking shortages in the neighborhood, he said, rather than relating the problems in Professorville with the downtown as a whole.

Member Karen Holman picked up the neighborhood torch, calling downtown parking a "systemic problem" that needs a solution soon, adding that the city should act soon to create a residential permit-parking program in the downtown neighborhoods. She cast the lone no-vote on the plan, which she said was due to her dissatisfaction that the plans did not have a specific timeline.

Council member Greg Schmid said the staff should do more work to accurately assess the scope of the downtown parking problem. Schmid called parking a "critical" issue that will require staff resources be spent on finding out whether the city has a "systemic deficit" in parking.

The council and staff's reluctance to implement a residential parking-permit system is in part based on the fear that it will leave employees with insufficient places to park, and then deprive shoppers of easily accessible short-term parking in city lots as employees move around their cars.

Those are important concerns, but until there is 100 percent utilization of all permit-only parking spaces in city lots and garages, the city is not managing its parking program to maximum efficiency.

That's why the highest priority, as Schmid suggested, should be to focus on defining just how big a parking shortage we have. Without that knowledge, the city has no idea how many spaces it will take to meet downtown demand, present or future, and also entice downtown workers away from parking in neighborhoods.

Some overdue improvements in the permit system are coming soon in response to direction given by council in July. Just a year ago studies showed that 1,200 of the city's 3,000-plus downtown parking spaces were vacant much of the time due to an unwieldy and poorly managed permit system and to an unwillingness of employees to buy permits when they can park free in the neighborhoods. An online management system is about to be implemented that will enable the city to release permits weekly, rather than on the old quarterly schedule that increased wait times. It should improve utilization of available parking space and make it easier for employees to acquire permits.

But the patience of downtown residents is understandably running out, and the council should be including the development of a residential permit-parking system in the staff's work plan. Otherwise, a year from now we could be no closer to actually solving this problem, in spite of a large pile of consultants' reports.

From: Neilson Buchanan
To: Clerk, City; Planning Commission
Cc: Popp, Randy
Subject: PTC Presentation June 27 2018 Buchanan with Professorville residents
Date: Wednesday, June 27, 2018 6:42:43 PM
Attachments: 999 Alma PTC (5).pptx

Neilson Buchanan
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cnsbuchanan@yahoo.com

999 Alma

PTC Hearing
June 27, 2018

Nearby Parking is a Major Problem

Monday, June 25, 2018 11:08 am
High Street between Addison and Lincoln
3 vacant spaces / block is 85% saturated

From the Gym's Own Numbers

Monday ~ 200 members	
6-8a	40
8-10a	10
10a-12p	20
12-2p	40
2-4p	10
4-6p	50
6-8p	30

The peak time will be during the 4-6pm period when, at maximum, we project 50 members plus 20 trainers or 70 people in total. Most likely this attendance will be staggered over the course of the two-hour period so a more likely total will be approximately 60 people. The overall maximum

We anticipate alternate transportation for 30% of those coming to the site.

60 people
less 30% with alternate transportation
= 42 cars

Parking Survey
Monday 5 pm, June 25, 2018

Yellow indicates "nearby" parking

	Capacity	In Use	Available
Nearby Commercial	73	29	44
Nearby Residential	64	33	31

At 5 pm, assume Office is closed

Assume gym is fully in use, needing 28 spaces

That's less than the 43 available commercial spaces, so in theory it's OK?

If one tightens the parking area, maybe it will impact residential

Legend:

- Gym location
- Block faces where people will park
- Block face counts used in calculations above

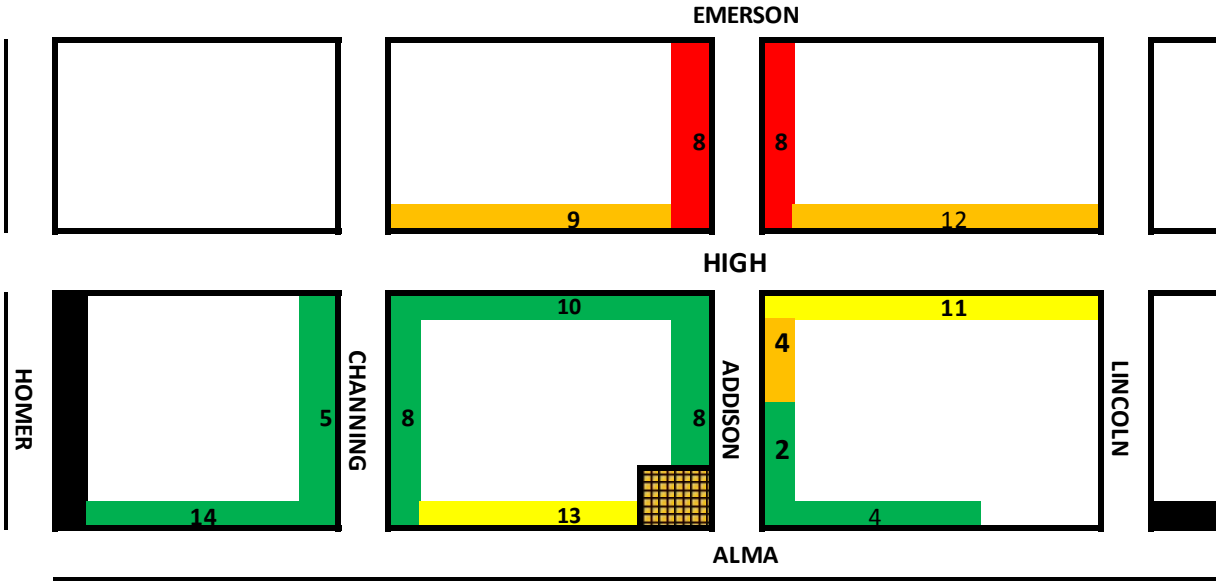
Found 62 available parking spaces near the gym

Monday 5 pm Scenarios

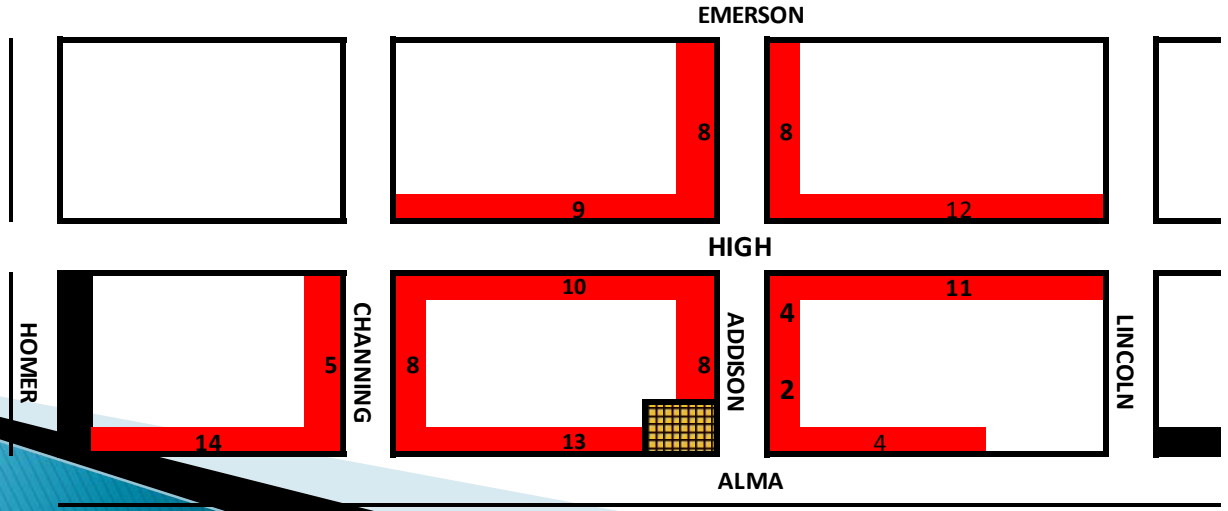
	Scenario in Staff Report	Full Gym, Fewer Patients
Gym	42 cars	57 cars
Medical Office (1 per 250 sq. ft.)	20 cars	10 cars
Total Cars Added by 999 Alma	62 cars	67 cars
Off-Street Parking at 100 Addison	7 spaces	7 spaces
Available Street Parking, Monday 5pm	62 spaces	62 spaces
Total Available Spaces	69 spaces	69 spaces
Remaining Spaces	7	2

Result is Carmageddon

Before:



After:



CUP Issued Without Any Parking Study

- Maps in packet are from October 2017, before RPP Zone 8 changed
- Maps don't show actual available spaces

Negative Parking Impacts? CUP Cannot Be Issued!

Neither the director, nor the city council on appeal, shall grant a conditional use permit, unless it is found that the granting of the application will:

(1) Not be detrimental or injurious to property or improvements in the vicinity, and will not be detrimental to the public health, safety, general welfare, or convenience;

(2) Be located and conducted in a manner in accord with the Palo Alto Comprehensive Plan and the purposes of this title (Zoning).

from 18.76.010 (c) of the Palo Alto Municipal Code

Staff Report Echoes That

… the Commission has the authority to consider potential impacts to the general welfare, including parking related impacts, and may impose reasonable conditions and make a recommendation on the application to address any concerns.

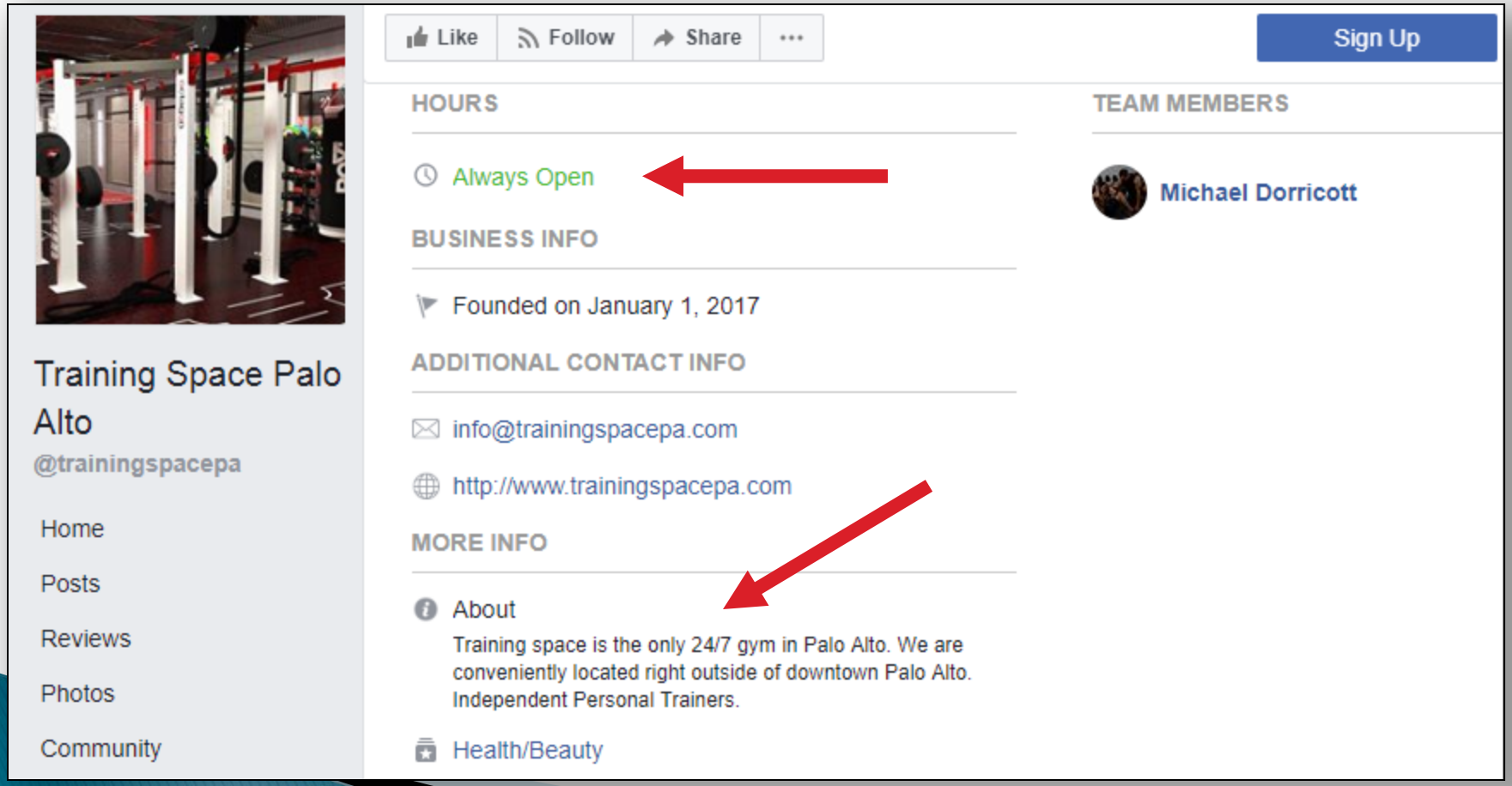
Other Deficiencies in the CUP

- No reporting on gym parking
- No enforcement on gym parking
  Gym will be unstaffed at off-hours
- No requirement gym participate in the TMA
- No requirement gym have a TDM
- No reevaluation if parking situation worsens
- No enforcement on gym hours

Other CUPs have such conditions … why not this?

Gym Still Advertising as 24/7

From Facebook – at June 27, 2018 noon



Alma/Addison Intersection Safety is Still a Concern

- Hasn't been studied with all three businesses operating

Summary

- CUP cannot be issued

  The city has not determined that there will be no negative parking impacts on businesses and residents

- We need an independent, thorough parking study

- CUP needs conditions that prevent negative parking impacts

- Hours and traffic safety must be addressed

From: Willi Paul
Subject: Where the Landlord is King - Interview with Emily Beach, Burlingame City Councilmember
Date: Wednesday, June 27, 2018 6:03:09 PM
Attachments: centerspace.png

"Where the Landlord is King"

Interview with Emily Beach, Burlingame City Councilmember
by Willi Paul & Planetshifter.com

- excerpt -

Willi: What is your vision for Burlingame Avenue in 5 years?

Emily: A thriving, walkable, sustainable, pedestrian-friendly district with a local feel and regional draw. A place where people can walk from where they live to all the goods and services they need on Burlingame Avenue or its adjacent neighboring streets. A place where it is safer, easier, and more convenient to choose transit, walking, or biking over driving single-occupancy cars. I envision a beautiful town square adjacent to the former post office site that serves as a community gathering space. I am hopeful as transportation modes shift away from single-occupancy car trips downtown and parking needs change with technology, perhaps some of our surface parking lots could be converted to higher uses -- including green space.

http://www.planetshifter.com/myth/2558

--
Willi Paul, Principal
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