

Planning & Transportation Commission Action Agenda: April 26, 2017

Council Chambers 250 Hamilton Avenue 6:00 PM

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Call to Order / Roll Call 6:05pm

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- 9 <u>Chair Alcheck</u>: Welcome to our Planning Commission meeting, Planning and Transportation
- 10 Commission (PTC) meeting on April 26th. Secretary will you please open or take roll call?

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- 12 <u>Yolanda Cervantes, Administrative Assistant</u>: Chair Alcheck, Commissioner Gardias,
- 13 Commissioner Lauing, Commissioner Monk, Commissioner Rosenblum, Commissioner Summa,
- 14 Vice-Chair Waldfogel. All present.

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16 <u>Chair Alcheck</u>: Thank you.

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Oral Communications

19 The public may speak to any item not on the agenda. Three (3) minutes per speaker. 1,2

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- 21 Chair Alcheck: Why don't we, do we have any speaker cards for Oral Communications?
- 22 Individuals want to speak on any topic of their choosing. Ok, we do not have any so I will move
- 23 on.

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Agenda Changes, Additions, and Deletions

3 The Chair or Commission majority may modify the agenda order to improve meeting management.

5 Chair Alcheck: Are there any Agenda changes, additions, and deletions? Nope? Ok.

City Official Reports

1. Assistant Directors Report, Meeting Schedule and Assignments

10 <u>Chair Alcheck</u>: Then why don't we begin with the Assistant Directors Report?

Jonathan Lait, Assistant Director: Sure and I just have one thing to report and that is the parcel map that the Planning Commission, Planning and Transportation Commission (PTC) looked at regarding the Bowman School at 689 Arastradero. That's going to go to the City Council on May 8th. And if there's interest in Commission representation at that meeting that would be Commissioner Gardias to represent the Commission. And so that's the only announcement I have.

<u>Chair Alcheck</u>: Ok, so I think it's worth noting that our next meeting is a joint meeting with City Council on May 8th.

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1	Mr. Lait: Yes. Thank you. That's also on May 8th so I guess you'll all be in attendance for that
2	and that will start I believe it's at six o'clock. If it's earlier I'll let you know and I should also
3	mention on May 1st the City Council is going to have a discussion regarding the Comp Plan Land
4	Use and Transportation Elements and so that's obviously something that's of interest to the
5	Commission. That's going to be on May 1st.
6	
7	Chair Alcheck: Ok and I'll just provide a little background on the joint session in anticipation of
8	the joint session Asher and I met with the Mayor and Vice-Mayor to discuss possible agenda
9	topics and we did create an outline and we sent it to them. And I think are you creating a
10	report about that or does that not get circulated?
11	
12	Mr. Lait: Yeah very briefly it's everything you said, but the short title not the expanded
13	explanation.
14	
15	<u>Chair Alcheck</u> : Right.
16	
17	Mr. Lait: Yeah.
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19	Chair Alcheck: Ok, anyway so you'll see that obviously ahead of that meeting. And hopefully
20	we'll have a really informative and efficient hour long session with them. Yeah?

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2 <u>Commissioner Rosenblum</u>: Is there anything you need help preparing? In the past I know that

3 we've done different things, but like I think in the past we've had a memo from the Commission

on everything that was accomplished that was split. The work was split on those things among

5 us.

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7 Chair Alcheck: Yeah.

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9 <u>Commissioner Rosenblum</u>: This time do you need any help or are you guys covering it?

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11 <u>Chair Alcheck</u>: No, it's true. And so typically in the past these meetings have taken place

towards the end of the calendar year and outgoing the outgoing Chair would typically put

together a memo detailing everything that the Commission accomplished during that year.

Because of the timing not having been at the end of calendar year and me not being the Chair

last year we sort of opted to approach the meeting differently. We're going to talk a lot about

the future as opposed to the past and ways to accomplish some of our big priorities over the

next year and those topics. So I'm looking forward to it. I think we're going to have to have a

good meeting. And so that's all I want to say about that. Any other questions? No? Ok, good.

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3	Public Comment is Permitted. Five (5) minutes per speaker.
4	None
5 6 7	Action Items Public Comment is Permitted. Applicants/Appellant Teams: Fifteen (15) minutes, plus three (3) minutes rebuttal. All others: Five (5) minutes per speaker. 1,3
8 9 10 11	 Review and Recommendation to the City Council for the Creation of a New Residential Preferential Parking (RPP) Program in the Southgate Neighborhood Bounded by Churchill Avenue, Caltrain Rail Corridor, Sequoia Avenue, and El Camino Real.
13	<u>Chair Alcheck</u> : Alright why don't we move to the next item which is the Southgate residential
14	the Southgate Residential Preferential Parking (RPP) Program.
15	
16	Jonathan Lait, Assistant Director: Great, thank you Chair. And I'll just introduce Philip Kamhi
17	he's joined our City about a month ago and is already wading into the very complex and
18	interesting topic of parking management here in the City of Palo Alto. So he's here to present
19	tonight's item on the Southgate RPP and I'm sure you're going to enjoy it.
20	
21	Phillip Kamhi, Transportation Programs Manager: Thank you. So as John said I am Philip Kamhi.
22	I'm the Transportation Programs Manager. This is I believe my completion of my fourth week
23	at the end of this week.
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Study Session

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1 Mr. Lait: And he's already picked up the requisite stress and fatigue cold that comes along with

the first month of employment.

address the issues.

Mr. Kamhi: So the Southgate RPP program if I can get to go to the next slide... alright. So this program was modeled after the other RPP programs using the same administrative guidelines and the resolution was modeled after it, but per the RPP citywide ordinance the criteria to establish a new RPP program is that nonresident vehicles do interfere with the use of on street parking, that the interference by nonresident vehicles occurs at regular or frequent, regular and frequent intervals, and that the nonresident vehicles create traffic congestion, noise or other disruption including shortage of parking spaces. And further it recommends that staff look at other alternative strategies and identify that there's not any other strategies that are feasible to

So this timeline is really interesting for me especially coming into this program just last month, but I realized a little bit later on as I was working on this that this actually came before the Planning and Transportation Commission (PTC) before and PTC did recommend Southgate to be a RPP. It was in April 2016 PTC recommended RPP for Evergreen Park and Southgate; however, in May a City Council recommended to implement Evergreen Park and for Southgate to implement engineering and Transportation Demand Management (TDM) measures in order to address the Southgate parking issues. And as a result of that staff did do some TDM measures

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1 and engineering. Both added approximately 90 new parking spaces along El Camino Real. And

2 also redid the Palo Alto High School (Paly) permit system working in partnership with Paly High

3 essentially establishing a preference for students that live further out from the school to get

4 permits so that students that live closer can use other alternative means, walking or biking, so

that the students living further can drive.

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7 So following that implementation of the new engineering and TDM measures in March of 2017

8 the residents and property owners again did a survey. And that survey, I'll show, share the

results of it, but they did vote to pass per the RPP criteria which is a 70 percent threshold. And

then here we are today in April at the PTC. The plan is for this item to go to City Council on

June 19th and if approved, if it's established and is approved enforcement could begin in

October of 2017.

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So for the Parking Occupancy Study the study reviews three different times: morning,

afternoon, and evening. The morning occupancy rate was determined to be 71 percent. The

lunchtime occupancy rate was determined to be 89 percent. And 85 percent is typically the

standard threshold that we use for best practices to determine now this is for downtown areas

typically, but 85 percent usually means that there's not necessarily a parking spot on every curb

on every corner. And 54 percent evening occupancy rate so it's really obvious that the parking

is mostly impacted during the middle of the day.

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2 So these are the survey that I referenced that was conducted last month, self-administered by

the members of the area. Staff mailed out 232 surveys. We received 128 surveys back which is

approximately fifty-five percent and 95 of those voted yes which is seventy-four percent of the

respondents. And I just want to emphasize that this survey happened after we implemented

new parking spaces and TDM measures.

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8 So I'll get into the draft program design. And as I mentioned this is modeled after the other

current existing RPP programs and in particular the Evergreen so the ordinance is taken from

that, the resolution, the administrative guidelines as well. These are all attachments, but

they're all taken from the other RPP program. Just to give you context of the borders we

defined the Southgate district and it's from the original plot of the center line of El Camino, the

center line of Churchill to the north, the Caltrain railroad corridor and then the southern edge

of properties along the south side of Sequoia. And those two businesses that are shown it looks

like it's white in the screen it should be yellow, but it's on the top in the corner of Churchill and

El Camino and on the bottom of El Camino and Sequoia are businesses and they were both part

17 of the original plot.

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So the program and this is where I have to correct something in the staff report, on Page 6 of

your report which is enforcement hours it says that the program would be Monday through

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Friday from 8:00 am to 6:00 pm. That's incorrect and inconsistent with the resolution in the report. It would be 8:00 to 5:00 pm. And the resident parking permit stickers resident would get one free and up to three additional for \$50 each. Resident parking permit hanging tags they'd get up to two annual and \$50 each and fifty daily per year at \$5 each. And we're recommending 10 total employee parking permits that would be sold at in six month periods as well for \$74.50 or \$25 for low income. And with that I've got your recommendation is in front

of you and I'm happy to take any questions.

9 <u>Chair Alcheck</u>: Ok. We have one speaker card here for Item Number 2. If anybody else would like to speak on the item please fill out a speaker card. We will allot five minutes to Jim McFall.

Jim McFall: Good evening, Jim McFall, Southgate resident and a member of the Southgate Neighborhood Parking Committee. Thank you for the chance to speak this evening. Phil did a good job of covering the process so he's covered most of my points so I have just a few minor items to add. Should note that it was one year ago tomorrow night that we were here with you to discuss RPP programs in several neighborhoods and in which you recommended covering a program in Southgate. So we're happy to be back for that. We started working with staff over two years ago on the process and at that time we had a survey done for ourselves for the neighborhood and 95 percent of the people surveyed supported approaching the City for an RPP program. And as you heard tonight with the survey that story that staff did last month we

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1 had a 74 percent supporting percentage by neighbors who responded which as far as I'm aware

is quite a bit higher than any other neighborhood that's received a RPP program so far in Palo

3 Alto.

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5 A couple of comments about the neighborhood, it's very geographically distinct. It's defined by

6 the streets that he mentioned and Caltrain. And one of the defining characteristics is the

narrowness of the streets. All the streets are 24 feet wide or less with one exception and so the

point there is when cars park on both sides of the streets they become virtually or realistically

one way streets. And so that exacerbates congestion and traffic and we also have the Castilleja

bike boulevard that goes right through the neighborhood and so we've got lots of kids going to

Paly biking and walking and so it raises significant safety concerns. The neighborhood really

was not designed in the Twenty's for anywhere close to double loaded or double parked

streets. And so that really was the genesis for concerns raised by neighbors over the recent

years.

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I'd also note that at your meeting last on January where you discussed the Evergreen Park RPP

program Commission Members did discuss what's going to happen with cars parking in that

area particularly on the north end of Evergreen Park along Park Boulevard and it was noted by I

think several of you that it was very likely those cars were going to migrate to Southgate. We

agree entirely with that and in addition Paly continues to grow. They're looking to add another

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1	300 students over the next several years and as well as I'm sure you know Stanford is planning
2	to grow over two million square feet of new building area as well as 3,100 housing units. So
3	there's going to be continual pressure over the next several decades for parking and traffic and
4	resulting in congestion. So I think staff has done a great job of covering the issues in the staff
5	report and I strongly encourage the Commission to implement the Southgate RPP program.
6	Thank you.
7	
8	Chair Alcheck: Ok, thank you. Why don't we begin with a round of comments or questions for
9	staff and why don't we start at that end? Mr. Gardias will you kick us off?
10	
11	Commissioner Gardias: Sure. Thank you very much for coming. Congratulations on your job
12	and (interrupted)
13	
14	Mr. Kamhi: Thank you.
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16	Commissioner Gardias: You have big shoes to fill. I think you will replace Jessica's
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18	Mr. Kamhi: Yes.
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20	Commissioner Gardias: Position, right?

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2	Mr. Kamhi: Yes, somewhat. It's a little bit changed.
3	
4	Commissioner Gardias: Congratulations.
5	
6	Mr. Kamhi: Thank you.
7	
8	Commissioner Gardias: She was very liked by the neighborhoods and maybe because of her
9	hard work the RPP programs we're moving on.
10	
11	Mr. Kamhi: [Unintelligible].
12	
13	Commissioner Gardias: But a with your help I'm sure that they will expand further so thank you
14	for the (interrupted)
15	
16	Mr. Kamhi: Thank you.
17	
18	Commissioner Gardias: For preparing this for us. Could you start with enlightening us with
19	telling us what's the timing of the similar program on the Evergreen, in the Evergreen? Because
20	I think it's going to be key. We just heard that cars once they are pretty much banned from

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1	Southgate they may move to the other neighborhood or maybe across the railroad tracks.
2	That's another possibility. So I would like to understand what is the perspective timing of the
3	pilot or implementation on Evergreen and because from my perspective I probably would like
4	to see them at the same time.
5	
6	Mr. Kamhi: Yeah.
7	
8	Commissioner Gardias: So that's let's start with this and I have other questions.
9	
10	Mr. Kamhi: Sure. Unfortunately I think probably my guess is that was staff's initial plan was to
11	have them go at the same time which is why last April you heard both of the programs at the
12	same time. Unfortunately we're currently signing for Evergreen and Mayfield. So that signage
13	is getting put up currently and is set to go into enforcement in early May. So unfortunately
14	they are not going to happen at the same time unless this can happen overnight. Yeah.
15	
16	Commissioner Gardias: So Evergreen is will be enforced once this one is in piloted so pretty
17	much there maybe opposite effect, right? So Evergreen will be already RPP?
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19	Mr. Kamhi: Yes.
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1 Commissioner Gardias: So those cars out of Evergreen may move to eventually to this area?

2

3 Mr. Kamhi: Yeah, that is possible.

4

5 <u>Commissioner Gardias</u>: Ok, so that's the risk. Are there any other risk of having them not time

6 the same moment?

7

8 Mr. Kamhi: Yeah, I'm not sure if there's other risks other than them just continuing to be

9 impacted [unintelligible] that they believe they are. They self-selected to do this. At their

request after we did make modifications so I believe they feel that they are currently impacted

by both Paly and Stanford parking. And I would anticipate that there would be impact from the

Evergreen RPP Program in this area.

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<u>Commissioner Gardias</u>: Ok, so let me just run by some couple of other questions by you. So in

the staff report and let me direct you to the right, to the right paragraph. So this is the same

Page 6 that you referred to before and paragraph is Parking Occupancy And Supply. You're

providing us with the numbers and then at the prior meetings I was always asking about the

numbers and I was recommending to build the balance sheet of the assets and then liabilities.

So assets would be pretty much areas of the neighborhood from the perspective maybe of

attractiveness and then see how many who's parking at those places. So here what you're

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1	saying is that You say, you're saying that this clearly shows the impact of Palo Alto High
2	School and Palo Alto Unified School District (PAUSD) students, employees, and visitors so I just
3	want to make sure that this is the right statement. I observed this so I believe this is right, but
4	then I just want to make sure if there are any other factors in the spaces taken outside of the
5	neighbors. The reason is like this because I would like to understand once this will be
6	implemented then pretty much we will have ability to award the parking permits to the
7	businesses.
8	
9	Mr. Kamhi: Yeah.
10	
11	Commissioner Gardias: And I think that those businesses are also from the outside of the
12	neighborhood, am I right?
13	
14	Mr. Kamhi: Well there's actually two businesses that are in the original plat. They are part of
15	the neighborhood. They're two small businesses.
16	
17	<u>Commissioner Gardias</u> : So those two businesses on the corners (interrupted)
18	
19	Mr. Kamhi: Yes.
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1	Commissioner Gardias: Of El Camino those will be only two entitled to park in this
2	neighborhood?
3	
4	Mr. Kamhi: Yes. Yeah. And it will be a limit. We're recommending a limit of 10 permits.
5	
6	<u>Commissioner Gardias</u> : So there will be no other businesses allowed know from the outset?
7	
8	Mr. Kamhi: No. Yeah.
9	
10	Commissioner Gardias: So pretty much I'd like to understand then so it seems to me that given
11	this restrictions the parking spaces will be taken only by those two businesses and then of
12	course the neighborhood owners.
13	
14	Mr. Kamhi: Yeah.
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16	Commissioner Gardias: So it will result with 166 Paly students per your arithmetic that you have
17	on Page Number 6 parking somewhere else or take taking different means of transportation?
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1 Mr. Kamhi: Yeah and I just want to clarify it's probably not just Paly students. It's probably also 2 quite a bit of Stanford students with the proximity of Stanford. But yeah, they would have to 3 park elsewhere. 4 5 Commissioner Gardias: So once you conduct this pilot I would like to understand where did 6 those people go? And that was that's my continuous ask if we're going to work together you'll 7 hear me asking about the same thing. I would like to understand if we place restrictions in one 8 place those cars are either taken off the street or maybe not. So I would like to you to tell me 9 pretty much where did they go? 10 11 Mr. Kamhi: Yeah. 12 13 Commissioner Gardias: Did they move to another neighborhood? Did they move to Stanford? Did people started taking buses? So I know that you may not be precise, but probably some 14 15 good observation may provide the right result. 16 17 Mr. Kamhi: Yeah. Yeah I think we can at least pull some inferences from maybe there we see 18 higher ridership in transit or maybe Stanford tells us that there's more permits being sold on 19 their campus. 20

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1	Commissioner Gardias: Yes, but there is also a possibility that Old Palo Alto may become the
2	secondary parking ground.
3	
4	Mr. Kamhi: Right or we could see another neighborhood get impacted.
5	
6	Commissioner Gardias: Yes. So I would like to ensure to make sure that pretty much your
7	observation includes this 166 Paly students and PAUSD and the other visitors (interrupted)
8	
9	Mr. Kamhi: Yeah.
10	
11	Commissioner Gardias: Where would they be going to?
12	
13	Mr. Kamhi: Yeah.
14	
15	Commissioner Gardias: Ok, so that's my ask to you. So once you're going to come back to us in
16	a year or so just please just tell us where, what happened with those cars. Another item I
17	would like to ask you and is I'd like to understand the cost. I know that there is a comment in
18	this staff report that you are still looking at the cost, but what we talked at one of the prior
19	meetings about understanding of the true cost. And I did somewhere analysis and hold on a

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1 second, let me see, maybe I can just get to them. So I can provide you with readouts. If not I 2 will just tell you directly from my head. 3 4 So I think that you have 478 parking spaces and then based on your observation there is 258 5 that are local. I would like to those people would be paying for \$75 for six months which will 6 just up \$150 per year if they just to get one additional permit and I when I did the calculations 7 which I unfortunately don't have in front of me it was around 20 few thousand dollars of 8 revenue and I just eyeballed and I said ok probably fully burdened cost to service this this RPP is 9 going to be \$50,000. So we are \$25,000 short and then probably similar result maybe in other 10 RPPs. So I'd like to understand the impact of the cost. 11 12 Mr. Kamhi: Yeah. 13 14 Commissioner Gardias: So when you're going to visit us please just provide this how much this is under and we would like to also understand or I would like to understand how much it would 15 take to break it even. 16 17 18 Mr. Kamhi: Ok. 19

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1	Commissioner Gardias: Would we need to increase the fee for the annual parking permit or just
2	take some other measures? Thank you.
3	
4	Mr. Kamhi: Yep. Thank you.
5	
6	Commissioner Lauing: Ok, good report; very thorough. And I take it from your comments that
7	there are really no substantive changes from the last RPP?
8	
9	Mr. Kamhi: That's correct. So the only major change is from 6:00 pm and that's why the report
10	changed actually. Originally Evergreen was to 5:00 pm as well and it was later changed to 6:00
11	pm. This one is the opposite. It really should be 5:00 pm. That was what the neighborhood
12	requested.
13	
14	Commissioner Lauing: Ok on package, Packet Page 8 where you're talking about the cost of
15	these things was this also identical to the last one or where there any changes based on
16	neighborhood or?
17	
18	Mr. Kamhi: [Unintelligible].
19	
20	Commissioner Lauing: Page 2 of your report is Packet Page 8.

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1	
2	Mr. Kamhi: I believe that these are the same costs as the other program, but I'm sorry that
3	cannot tell you definitively (interrupted)
4	
5	Commissioner Lauing: As well as the number of annual permits and things like that? Is that just
6	sort of a pick up to?
7	
8	Mr. Kamhi: Yes, that's all consistent.
9	
10	Commissioner Lauing: Ok. So (interrupted)
11	
12	Mr. Kamhi: I believe that these costs are consistent.
13	
14	Commissioner Lauing: So there's some data in the, in there that suggests these are fine?
15	
16	Mr. Kamhi: Yes.
17	
18	Commissioner Lauing: We're not getting (interrupted)
19	
20	Mr. Kamhi: I think that (interrupted)

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3

4 Mr. Kamhi: I think our goal is to have the cost all be equitable against, across the different

5 programs.

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7 <u>Commissioner Lauing</u>: Yeah. Ok on Packet Page 10 I had a couple questions on the public

outreach just process wise. I was surprised at that last sentence of the first paragraph where

you say that the attendees many attendees disagreed with the format and requested that the

future meetings include a group question and answer period. That seems like a really simple

change. So why wasn't that part of it to begin with?

12

13 Mr. Kamhi: Unfortunately, I cannot tell you that because this is before my time, but I concur.

14

15 Commissioner Lauing: Ok, and then you list here below that feedback varied and you tell us

about the subject, but was there any pertinent granularity that you could give us on what the

17 debates were or anything like that?

18

16

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1	Mr. Kamhi: Unfortunately I cannot provide a lot of detail other than what's here not having
2	been at the meetings. Just I received summaries of the meetings and this is pretty much the
3	bulk of what was expressed as important to me.
4	
5	Commissioner Lauing: Ok, and then the last question in that area is do you know was there
6	when you sent out these surveys to the people and it got a great response, but for the ones
7	that they didn't come back did they get a second reminder? Remember to fill out your survey?
8	
9	Mr. Kamhi: Again unfortunately I cannot speak to that because that was before my time, but I
10	do think we did receive a pretty good response for a survey of this type.
11	
12	Commissioner Lauing: Yeah, you did. I just wondered if the second people who didn't respond
13	got a reminder because we all get lots of mail and sometimes it's like you got to get this in
14	(interrupted)
15	
16	Mr. Kamhi: Right.
17	
18	Commissioner Lauing: In two days and we sent you one before and
19	
20	Mr. Kamhi: Yeah.
	

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4 Mr. Kamhi: Yeah, I think that's a good question. I'll add that there is an opt out procedure so if

this neighborhood so desired to opt out of this program at a future date they would need to get

50 plus 1 percent of their residents to petition and they could opt out of the program if they at

such a time decided it was not necessary. Yeah.

8

9 <u>Commissioner Lauing</u>: Yeah... [unintelligible] the tone of my comments is just to make sure that

10 they have every chance to (interrupted)

11

12 Mr. Kamhi: Yes.

13

14 <u>Commissioner Lauing</u>: Vote on things and every chance to give us feedback like please take

some questions at the end.

16

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17 Mr. Kamhi: I think specifically this neighborhood had a lot of time to prepare for this coming

because they had requested it over a year ago then voted for it. And I'm sorry I don't have the

survey results from that original survey, but then were notified that a year later that this would

20 be coming.

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3 period is to be reevaluated after one year. At least in this document I didn't see that there was

4 a list of criteria that are going to be evaluated to see if it's a success or failure, one of which

5 would be my colleague's comment on (interrupted)

6

7 Mr. Kamhi: Yeah.

8

9 <u>Commissioner Lauing</u>: Impact on other neighborhoods, but it could be what's the definition of

success here or what do we have to change if we get "negative feedback"?

11

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12 Mr. Kamhi: Yeah, I definitely agree with that. We wouldn't want a... we would want your

feedback on what defines success. We also want to hear what the residents how the residents

feel about it and also the people that are not able to park in that area now. So I think that

that's a very salient point.

16

17

Commissioner Lauing: But does the City have a list right now of maybe from one of the prior

18 ones?

19

20 Mr. Kamhi: That I cannot speak to. Sorry about that.

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2 <u>Commissioner Lauing</u>: Ok. Oh, I'm sure Jonathan's listening too so [unintelligible]. What was

3 that?

4

5 [Mr. Lait or Mr. Kamhi]: I heard the response.

6

- 7 <u>Commissioner Lauing</u>: You guys are all talking like you have attorneys sitting next to you saying
- 8 you can't talk about anything.

9

10 Mr. Kamhi: Yeah, I know. I know. I get to do this on (interrupted)

11

12 Commissioner Lauing: I don't see any attorneys around.

13

- 14 Mr. Kamhi: [Unintelligible], but I will tell you that there's definitely criteria that I'd want to look
- for and one of those is just the visual. Go out there and see what's the street look like now and
- 16 go out and see the neighborhoods surrounding and see what does it look like now, but then
- 17 there's also the consideration of the members of the public and what their desires are. So I
- 18 think probably it might require another public workshop or going out and getting into the
- 19 community and talking to them about the impacts, talking to Paly, talking to Stanford to find
- 20 out how it's impacted them.

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2 <u>Commissioner Lauing</u>: Yeah so just in general with these things if you're coming back and say

3 hey, it was a great success because what you fill in the blanks with what we see and visuals are

4 great. I mean you can't beat your eyes, but if there's any data that's even better so.

5

6 Mr. Kamhi: Yes.

7

8 <u>Commissioner Lauing</u>: I think that's it. Yep, that's all. Thank you.

9

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10 <u>Vice-Chair Waldfogel</u>: Thank you. Hey thanks very for moving this along really fast for this is

fast paced for a City program. So I actually really appreciate that. I will support this RPP. A

couple comments, I hope we're not setting a precedent that 85 percent parking in a residential

neighborhood is a threshold for anything in a pure residential neighborhood. This isn't adjacent

to any business district and I think that we'd have other residential neighborhoods up in arms if

they believe that that's a any kind of defining number.

16

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I do appreciate that we're making some concessions to medical and dental businesses in this

neighborhood. We've heard from that community before and that seems like an appropriate

concession to make. And then just to echo Commissioner Gardias' question about timing. Is

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1 there any possibility we could expedite implementation to align with Evergreen Park if the City 2 Council were to move quickly or? 3 4 Mr. Kamhi: I will say that we can and would be happy to try and expedite it, but the signage is 5 being put up right now in Evergreen and enforcement is set to start on May 1 so there's 6 (interrupted) 7 8 Vice-Chair Waldfogel: Right, I understand it we couldn't be concurrent. 9 10 Mr. Kamhi: No we couldn't, but it is possible for us to assuming that Council's supportive it is 11 possible for us to do it faster than October 1. 12 13 Vice-Chair Waldfogel: Ok, that's all I have. Thank you very much. Really appreciate it. 14 15 Mr. Kamhi: Thank you. 16 17 Commissioner Monk: Thank you, Assistant Director Lait and Mr. Kamhi for your presentation 18 today and to the community members that came out and spoke on behalf of this RPP program. 19 So maintaining our neighborhood integrity is something that I support. I myself live in the 20 Downtown district that has the RPP program in place. I think that it has a lot of merit to it and

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1 it's an important program particularly in the neighborhood that I live and, but it's not without

2 flaws that we'll get into in a little bit. And I just want to make sure that the residents really

know what they're getting into in promoting this program for themselves.

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5 Not living in a commercial district I can see that there's different requirements or different

interests that are at play here. From what I understand these are residents who live in narrow,

the neighborhood is characterized by narrow streets and I have experienced those streets

myself visiting people that live in that area and I appreciate exactly what's going on on those

streets. And it's difficult for folks to even get in and out of their own driveways because if a car

is parked across the street they can't even get in and out sometimes. So but does that apply to

the entire area that we're referring to? I think it applies to maybe two or three of the streets. I

don't know if limiting it to certain streets would make a difference or not and if it's going to

then cause over spill on to other neighboring streets so it's a little bit a complex issue, but I do

appreciate that the issue that you're dealing with.

15

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So what I would like Council to consider when they're looking at this is what is the policy behind

the RPP? Is it to have more available open spaces on our streets? Is it to accommodate the

parking needs of our City? I'm not seeing an actual policy behind the RPP. If there is one I'd

love for you to point it out to me. In the Downtown it's very apparent. We're more than 85

percent occupancy rate so that merited it. I don't know what it is in general. So what I'd like

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1	the Council to do is consider what is a healthy balance of parked cars in our neighborhoods? I
2	agree with Commissioner [Note-Vice-Chair] Waldfogel that 85 percent in a strictly residential
3	area is far too condensed with parked cars, but what is a good healthy number that we're
4	looking to achieve? So I would like Council to look at that.
5	
6	As far as the criteria from this survey I hear that 55 percent return rate is a good rate of return.
7	Is that correct on these?
8	
9	Mr. Kamhi: For the survey?
10	
11	Commissioner Monk: Right.
12	
13	Mr. Kamhi: I would think so, 55 percent of (interrupted)
14	
15	Commissioner Monk: So 55 percent return the surveys and of that 74 percent support it. Is that
16	a good representation? Is that enough for us to say yes these, this is representative of that
17	community and that we should go, move forward with this program?
18	

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1 Mr. Kamhi: So per the guidelines it's for in order to petition they need over 50 percent in order

2 to approve in the survey and this is just per the guidelines it's 70 percent of respondents. So I

3 would say per the guidelines yes.

4

5

Commissioner Monk: Right so (interrupted)

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7 Mr. Kamhi: But I think you do have a good question as to whether there should be a guideline

for how many respondents we receive having that be a percentage greater than X is a fair

question.

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<u>Commissioner Monk</u>: So I would like to say moving forward that we might want to look at some

guidelines because under the current guidelines any minority of residents in a particular

neighborhood can come forward and get this pushed through without having really any

overriding policy to support it. Just because they want to implement it to me doesn't seem it's

too arbitrary and I would like to see some guidelines put in place.

16

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And then going back to that 85 percent threshold for supporting this program and we're

understanding that it's in this area the biggest issue is in the daytime hours by the students

from Paly also them loitering, causing other issues as well, so it's not just the 85 plus. There's

just other issues associated with the who actually is parking there. And I want to make sure

.

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1	that I'm reading this correctly so I'm looking at Packet Page 39 where it has the midday
2	occupancy rate. Is that the correct place for us to look at the occupancy rate?
3	
4	Mr. Kamhi: Yeah, yes for the midday.
5	
6	Commissioner Monk: And that's where you said it was a 89 percent, correct?
7	
8	Mr. Kamhi: Yes.
9	
10	Commissioner Monk: But that map there has a much broader area so I'm not seeing where the
11	area that we're talking to which is bounded by Sequoia, El Camino, Churchill and I don't see the
12	other street. Park, correct.
13	
14	Mr. Kamhi: So I would state that (interrupted)
15	
16	Commissioner Monk: So I'm the area that we're referring to tonight is Southgate, but the study
17	that is the 89 percent occupancy rate is Southgate and Evergreen, correct?
18	
19	Mr. Kamhi: No, I believe it is just Southgate. And I think that the reason why this looks a little
20	bit misleading is because you see a lot of green areas, but I'd also want to recognize that there's

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1	a lot of yellow areas which could be up to, it could be in the mid eighty's and there's a lot of red
2	areas. I believe that it's 89 percent overall.
3	
4	Commissioner Monk: So the yellow areas that go 50 to 84 percent occupancy is a pretty big
5	jump and I don't think that you're presenting us with the best picture of what's happening in
6	that neighborhood.
7	
8	Mr. Kamhi: Yeah, it is.
9	
10	Commissioner Monk: So I appreciate that the neighborhood is impacted in the middle of the
11	day. I have no doubt that there's Paly students parking there, but this isn't really illustrative of
12	to what's going on.
13	
14	Mr. Kamhi: Yeah.
15	
16	Commissioner Monk: So I don't know that I'm convinced that there's an 89 percent occupancy
17	rate in the area that we're talking about midday.
18	
19	Mr. Kamhi: So the 89 percent (interrupted)
20	

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1 Commissioner Monk: Because this even at a maximum is 84 so there's a little bit of a 2 discrepancy. 3 4 Mr. Kamhi: So the way I was understand that and just note that this was before my time as 5 well, but the way that this survey was done is overall how much curb space. So it's however 6 many vehicles versus how much curb space is available. And I know that this map shows you by 7 area, but that's not necessarily reflective of where the most curb space is and how that shakes 8 out through the area. 9 10 Commissioner Monk: When you bring this to Council I think getting more clarity on the 12, are 11 you planning on doing another study before this goes to Council? This is the study we're relying 12 on? 13 Mr. Kamhi: No, yeah I don't believe s we're planning (interrupted) 14 15 Commissioner Monk: So if there's any way that you could clarify looking back at your data that 16 17 12:00 to 2:00 pm occupancy rate and really let them know what's happening on which streets I 18 think would be really helpful. 19 20 Mr. Kamhi: Yeah, I agree.

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1	
2	Commissioner Monk: And so I just want to be clear you said that the TDM was implemented
3	and then the survey was conducted after the TDM was implemented. It was a year later?
4	
5	Mr. Kamhi: Yeah the TDM and the engineering was done in August-September.
6	
7	Commissioner Monk: Of last year?
8	
9	Mr. Kamhi: Yeah and then the I can go back to the maybe I can't, it's not letting me go back,
10	but
11	
12	Commissioner Monk: And so is engineering where they took out some of the red curbed on E
13	Camino and created more spacing?
14	
15	Mr. Kamhi: Yes. Yeah.
16	
17	Commissioner Monk: And so we were saying that that really has not had an impact on this
18	neighborhood at all?
19	

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1	Mr. Kamhi: I would say that now first I have to note that the occupancy study was done before
2	that. So this occupancy study was done before (interrupted)
3	
4	Commissioner Monk: This was done in May and the TDM and the engineering was done later
5	on in the year?
6	
7	Mr. Kamhi: Yes, that's correct. So the TDM was done in September.
8	
9	Commissioner Monk: So we don't have any data points on the impact of the TDM, is that right?
10	
11	Mr. Kamhi: That's right. What we have is the residents coming forward and saying that they
12	still needed this. And that was in March of 2017. If I could though one earlier question you had
13	about impacts if I'm just assuming that what you were saying is the impacts if we were to
14	implement RPP in some of the areas potentially the red areas or the yellow areas I just want to
15	mention that I believe that that would have impact to the other areas similar to we expect
16	there'll be an impact from Evergreen RPP program.
17	
18	Commissioner Monk: But we haven't measured the impact from the Evergreen program to this,
19	to Southgate, right?
20	

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1	Mr. Kamhi: Well, Evergreen's not (interrupted)
2	
3	Commissioner Monk: Oh it hasn't (interrupted)
4	
5	Mr. Kamhi: It's not, it's not even in place. It's just getting signed right now.
6	
7	Commissioner Monk: Oh, ok. I didn't know if it had gotten implemented yet.
8	
9	Mr. Kamhi: So we would be able to do that quite soon.
10	
11	Commissioner Monk: So do we have any idea what this program will cost to implement and
12	what type of revenue we can expect to generate to have it sustain itself?
13	
14	Mr. Kamhi: I think this is somewhat a question that we received earlier, but I think that we're
15	not sure and that's why it's a pilot program at this point is part of that is determining costs.
16	We're not sure how many people are going to buy permits. We're still determining the cost of
17	signage and enforcement. So.
18	
19	Commissioner Monk: So I think when this goes to Council it would be helpful for them to know
20	what it costs for all the signage, for the enforcement, the contractors, anticipated number of

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1	permits because in this instance there really won't it'll just be residents that'll be purchasing
2	and there's a free one to each home.
3	
4	Mr. Kamhi: Yeah.
5	
6	Commissioner Monk: They also mostly have driveways so I don't see a huge amount of revenue
7	generation from here [unintelligible] of looking at what those costs were I think would be
8	something the City would want to (interrupted)
9	
10	Mr. Kamhi: Right it's a question of (interrupted)
11	
12	Commissioner Monk: The City Council would want to know.
13	
14	Mr. Kamhi: Do they just take the free permit and then park in their driveway? Do they buy
15	multiple permits and plan on parking on the streets? Do they buy visitor permits? Do we sell
16	10 employee permits that we're allotting?
17	
18	Commissioner Monk: Right.
19	
20	Mr. Kamhi: Those are all the questions that we have and really would establish the impact.
	

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Commissioner Monk: So I think just coming up with some figures of a range and then just looking at the overall cost. And then lastly I wanted to advocate for the 8:00 to 5:00 program as you had mentioned it was different in here. I understand that two hours is kind of the standard. I just want to point out to the residents that I do live in this area and most likely you have friends that come they always are there for two hours and 10 minutes. It is really prohibitive. I don't know where people stand on that. I don't know if it's enforceable to do three hours or something like that, but just please be aware that if you're not planning on buying a permit or having permits the two hours could get quite cumbersome because you can't just move your car across the street or to another block. You have to move out of the zone. So that is something that you just really need to be aware of. And I don't know if as a community we want to look at a different policy to the zone policy and just moving it across the block or not, but it could be a bit of a challenge so just be aware of that with anyone who comes to service your home or overnight guests or to come visit you because at five dollars a day it does add up when you have family or friends coming and visiting.

I'd also like to suggest to Council to consider more conformity with all the other programs. This one is \$50. I understand that might be going up to \$75. Downtown is \$50, College Terrace is \$40, Crescent Park pays \$100. They all have different time zones. So I would like Council to come up with some sort of decision on whether or not they want to look at each neighborhood

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1 individually and respect their unique characteristics or if they want to have a broader policy and

2 bring all the programs a little bit more conformity citywide. So depending on which way they

want to go is something they should take a decision on.

4

3

5 Mr. Kamhi: Yeah I concur with that. I think we'd like to see more equivalent programs across

6 the board.

7

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8 <u>Commissioner Monk</u>: Ok and then finally my last comment; I do want to see this is a pilot

program that after a year that it's very well noted to all the residents that after one year it's

over and if there's any changes that they're informed of it. We were not communicated that

well within our Downtown program that it had that it finished and we were now on to a

permanent program. So please ensure good communication after the pilot program that it's

really a pilot program and that if there's another survey that can be sent out to see if the

neighbors have any concerns or modifications to that program for the following year. Also I

was told that if after the pilot program in the event that they don't want to move forward for

some reason are they then precluded from forever asking for it? Because I was told that

something like let's say after a year they say we don't want to keep this anymore, but in five

18 years they want to re-up it. Can they do that?

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1 Mr. Kamhi: I didn't see anything in the municipal code or guidelines that says that they could

2 not.

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4 Commissioner Monk: Ok. Alright, thank you so much.

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6 <u>Commissioner Summa</u>: Hi. So welcome to our new staff member and thank you very much for

the staff report and for moving pretty quickly on this. And I'm very happy and pleased for the

neighborhood because I think they really want it. And I think you've really done what Council

asked you to do with this RPP and, but I do have a couple of questions. And the first thing I

wanted to bring up was I know in the Downtown area there were residents and this is a general

question for staff, there were residents that had submitted letters from attorneys with

concerns about whether this was legal with the state law about residential parking permit

programs. And I hadn't ever heard about what happened about that, but I just wanted to get

reassurance and clarification that whether the staff was concerned at all about the position

that the those attorneys took.

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[Albert Yang-Senior Assistant City Attorney]: This is something that our office reviewed and we

were comfortable with the program that City was going forward with.

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1 <u>Commissioner Summa</u>: Ok, thank you. So a few things; I understand that the ordinance the

2 citywide residential ordinance does allow for customization for different neighborhoods which I

so I understand it's written that way. I'm a little concerned that somehow this creates a bit

some neighborhoods are kind of winners and some are kind of losers. So that's just a little

concern of mine.

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7 And then let's see... I do think it's probably the case that the two hour parking in Southgate

8 won't result in too much of an impact. In some neighborhoods that are actually closer to

downtown areas it does so, but it seems like that would be appropriate and will probably work

here. I share some of the concerns of my colleagues especially I think 85 percent block

coverage is a little bit high for a residential neighborhood.

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So and then the rest my questions are about the two businesses. I note that those are zoned

differently. They're RM-15 so I don't know the history of how they became medical, but I am a

little concerned about what would happen in the future if they so I don't know if they were

grandfathered in as medical or if they have a Conditional Use Permit (CUP) that would affect

any future uses there and whether that whether the 5 the 10 permits does that mean if the one

business shows up first they can take all 10 or does each business get 5? That seemed kind of

un... like it might become problematic. And then I didn't see much analysis or maybe any

analysis of how completely parked those buildings are now. They both have pretty big parking

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1	lots so if you could clarify how that's going to work with 5 and 5 or if one could get all 10 which
2	doesn't quite seem fair, how in the future if the use changes we would address that?
3	
4	And I'm just I'm making the I'm assuming that the Southgate permits will be marked like S.G. or
5	something so I'm assuming that they wouldn't be able to park with a permit in Evergreen. I'm
6	sure that they're marked differently or something just visually.
7	
8	Mr. Kamhi: That's correct.
9	
10	Commissioner Summa: Ok. And then let's see yeah, so and why is the rate so this is my other
11	question, I just didn't know this. Why is the rate so different than Downtown?
12	
13	Mr. Kamhi: I believe we are planning to make all of the rates consistent as mentioned
14	previously and a couple times (interrupted)
15	
16	Commissioner Summa: Ok.
17	
18	Mr. Kamhi: I think that we are playing on making the rates consistent.
19	
20	<u>Commissioner Summa</u> : Ok with [unintelligible], ok.
	

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4 Commissioner Summa: Yeah. Ok.

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- 6 Mr. Kamhi: And if I can to your earlier question about the employers we actually don't
- 7 anticipate that we're going to sell out the employer permits. We're really anticipating that
- 8 there's, they are as you mentioned they both have their own parking lots. And we really don't
- 9 they're very small businesses one is a plastic surgery clinic and one's an In Vitro Fertilization
- 10 (IVF) clinic. We really don't think that they're going to have a lot of employees that cannot park
- in their lots and that are needing to use the employer permits, but we do want to keep it
- 12 available for them.

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14 <u>Commissioner Summa</u>: Ok, but is it going to be five and five for each business respectively or?

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16 Mr. Kamhi: I don't believe that that has been defined.

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18 <u>Commissioner Summa</u>: Ok.

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1 Mr. Kamhi: I think that is something that could be approached if there was a concern of actually 2 impacting it, but we don't anticipate that we're actually going to even sell them out. 3 4 Commissioner Summa: Ok and so since that zone is not zoned for medical office in the future 5 do you know the answer to the question about whether it's a CUP or if it's grandfathered in and 6 if it could change to a more intense use which might result in the nearest by neighbors having a 7 real density problem with two hour parking? 8 9 Mr. Lait: So I don't know if there's a CUP or any kind of entitlement and I'm kind of poking 10 around now to see what I can find out about that property. 11 12 Commissioner Summa: Yeah. 13 14 Mr. Lait: But as far as a non-conforming use let's assume that it's a legal non-conforming use. 15 The another use could occupy that site, but if it's a more intense use in terms of say parking then that would be something that we would not allow. But we could we would allow uses to 16 17 swap out as long as they had a similar parking requirement or less. 18 19 Commissioner Summa: Ok, so in other words it wouldn't couldn't someday become a densely 20 occupied software company or something.

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3 office I have to take a look at the code as far as which one has a higher parking ratio. I think

4 medical may. They're different.

5

6 Commissioner Summa: Yeah.

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8 Mr. Lait: So I can take a look at that. And so if it were if it required more parking for the general

9 office then no, if it required less parking then that would not be precluded.

10

11 Commissioner Summa: Ok I would just look out for that because changes in those two

12 businesses could really affect the closest by neighbors especially. Other than that I'm very

happy for the neighborhood. So thank you very much.

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Commissioner Rosenblum: [Unintelligible - speaks completely off microphone starting at

16 <mark>54:40]</mark>.

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18 Mr. Kamhi: Thank you.

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Commissioner Rosenblum: [Unintelligible main priorities for the City didn't have anyone 1 2 unintelligible so it's great to have you]. 3 4 Mr. Kamhi: Thank you. 5 6 Commissioner Rosenblum: [Unintelligible-off microphone One thing that was brought up this is 7 different from a lot of these other areas that had parking unintelligible in that there's not a lot of businesses that are adjacent. So the big unintelligible adjacent hasn't really been addressed 8 9 which is unintelligible. So to what extent did you guys unintelligible but I assume this is coming 10 here tonight unintelligible I would assume that the difference the reason why it's so full at 11 midday]. 12 13 Mr. Kamhi: Yes it did predate me, but however yes there were discussions and there was 14 actually what we would call TDM improvements to Paly's permit. Paly's actual permit process 15 which was establishing a range based permit system on Paly so they don't have somebody from Evergreen driving to Southgate and parking. Hopefully they have people driving from further 16 that would get priority on the permits. Does that make sense? 17 18 Commissioner Rosenblum: I'm not sure I completely grok what you just said. So can you 19 20 restate please?

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2 Mr. Kamhi: Sure. So staff worked with Paly in order to establish a system for how students

3 would be assigned parking permits based on their location so that students are within close

4 biking and walking range would not have priority for permits.

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6 Commissioner Rosenblum: Yeah, yeah.

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8 Mr. Kamhi: The permits priority would go to students that are further out.

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Commissioner Rosenblum: And so now that this is about to become probably a reality my guess

is I am in support of this I'll just say and I'm my guess is that because we've seen this once and

we supported it that we will also support again. Has Paly expressed concerns about obviously

some portion of either students or parents, staff are parking this neighborhood and now

they've implemented some TDM measures so has there been further, has there been follow up

with them after they've implemented these TDM measures and is there any concern or

consternation that this is coming into effect?

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Mr. Kamhi: Unfortunately I cannot speak to that, but I do know that we do have regular

discussions with Paly in particular about walking and biking. We have Safe Routes to School

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team that actually coordinates quite a bit with them on helping their students and making sure

they're safe walking and biking paths to their school. So that is a focus.

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4 Commissioner Rosenblum: Yeah, but I'm not (interrupted)

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6 Mr. Kamhi: But I can't speak to whether the TDM they've seen an impact that's alleviated all of

7 their concerns with students parking there, but I do want to add that we really think that it's

not just Paly students parking in this area. We also think it's Stanford students that are avoiding

paying the permit price.

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11 <u>Commissioner Rosenblum</u>: And by the way I'm not, my question is more I think that we owe it

to our the neighbors to have a discussion, let them know this taking place, and get the reaction.

That should be part of the package that goes to Council. In the case of Paly they should have

sufficient parking for their staff for example. If their students live too close to get a permit I

don't think that they should be parking in the neighborhood for example. I think the parents if

there's a two hour limit while I agree that two hour limits can be harsh I think it's sufficient, but

I do think they're a major entity and the neighbor and they're probably the source of some of

this traffic. So both Stanford and Paly need to be clearly informed that this is coming down,

down the road and that should be included in the Council package, just the communications

and if there's been any response.

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My next area kind of reflects a couple of comments that were already made, but I think the packet should include learnings in particular from the Downtown RPP. And the reason I say the Downtown RPP was there was a lot of thought that was put into the mix of businesses and residents. There's been some time to collect dissatisfaction. So for example I live also in the Downtown RPP area. To me the streets are now easy to park on. It's been great for me. Sometimes people complain that their visitors have been ticketed. There are people who are doing work in our neighborhood that get ticketed. So I feel badly the folks that come and do clean water monitoring at the stream that goes through our neighborhood now are getting ticketed and that's terrible. They're a nonprofit. Things like that, just things where the everyday life is disrupted more than some people thought it might have been. And so you do have neighbors grumbling like geez I didn't think that now my mother gets ticketed every time she comes here and I always forget. So things do go wrong and so I think as part of the package should be an attempt to consolidate learnings and we should get better at this each time we go and so the package doesn't include that.

And to the response about we don't know what the costs will be or the revenue will be we should know the cost and revenue right now of the Downtown RPP so that should be included.

And then people can do the math themselves and they can scale it based on the size of this. So I don't think that's a good answer. I think that we have enough data right now because we

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1 have these programs implemented that you should at least include that. We're going to be

2 losing money on each of these as they're currently priced and so the City should know how

much money we're losing.

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5 And then finally there was a little bit of discussion what the goals should be. So what does

6 success look like? And for me personally I may be a little different from others up here on a

7 couple dimensions, but I'll just say Southgate's a little different. Its streets are much narrower.

And so to me there's a safety issue in Southgate that is not as apparent in other places

especially because it is a bike route. And so it's very narrow and so success to me is probably

some kind of safety dimension, but I'm not going to be able to be that helpful around how to

define it. But some capacity that's probably lower than other neighborhoods. Capacity

utilization that's probably lower than other neighborhoods; however, in general I do support

the Donald Shoup golden rule that 85 percent capacity is what you want to have a situation

where on every block face there's an empty space. And so you don't want to have people

circling around the block. You don't want to have people that are simply unable to park

anywhere near their place of residence; however, I also don't think that the goal is streets clear

17 of cars.

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And so Donald Shoup has done a lot of research in this area. He is America's expert on parking

programs and I think we would do well to follow a lot of his recommendations and the golden

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1 rule is 85 percent. And so I think it's stood the places that have implemented his philosophies

2 quite well, but in this case I would say it's a bit different. It is so narrow that there's something

3 it's not just an issue of people not finding parking it's an issue of just basic safety and getting

around. So I'm not sure if that's helpful, but I would say this neighborhood's goal should be

lower than probably other neighborhoods with standard street width.

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7 Those are all of my questions and comments. I think like I said I think this package is quite

8 good. I would just say before it goes to Council I think you owe them some comparative data

and you probably owe them the feedback that you've gotten from the neighbors so Paly and

Stanford.

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Chair Alcheck: Ok, thank you. I have a few questions and comments. I'll start with the

businesses. I think it seems like we've chosen an arbitrary number and I would suggest that we

look at this from the perspective of the landowner as opposed to the business user, figure out

what are the and this might be sort of more applicable to the Planning Staff, but figure out

what are the what would be the requirements for parking based on any of the applicable uses

under our current zoning for that property. And then if the property is under parked then sort

of see what that number is. Because an under parked property elsewhere would have the

opportunity to park in sort of the streets adjoining the business. In this particular case we're

20 going to make that impossible.

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2 So if for example it's over parked for any of its contemplated uses under our current zoning

then what does it need any permits for? And if it's under parked substantially even though it's

current use doesn't really you don't feel like there's a significant need based on its current user

if you're going to codify this it seems like you'd want to not really think about the current user

you'd want to be thinking about the landowner who may have an empty building when the

lease of the current user is up and then can't lease it because the parking is problematic. So I'd

like us to move away from sort of an arbitrary number and just have some reasoning. I would

recommend I would support an amendment if we were looking at the recommendation that's

in front of us as is I would sort of support an amendment to having a more analytical approach

to the number we choose for the employee parking permits. We may not need them at all.

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I want to echo I mean some of the comments tonight were about consistency. I want to just

echo that. In addition to the inconsistencies and cost are the, is the Evergreen neighborhood

are dwelling units in the Evergreen neighborhood do they also have the opportunity for six

16 permits?

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Mr. Kamhi: Yes.

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<u>Chair Alcheck</u>: And then how's (interrupted)

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speak as to whether there's been comments received on it since then. If there had been any

provided that the non-speaking members agree not to speak individually.

negative comments about it I would assume that I would have heard so.

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1	Chair Alcheck: No I think I mean I think throughout our experience with this particular
2	neighborhood I don't think we've heard from the school. So I can speak for it.
3	
4	Mr. Kamhi: Well I would say that we definitely did engage the school on this issue and that's
5	what led to the changes in their permit system. So.
6	
7	Chair Alcheck: You mean the addressing some of the community concerns changed their
8	system?
9	
10	Mr. Kamhi: Yes, yes.
11	
12	Chair Alcheck: Yeah, no I can appreciate that.
13	
14	Mr. Kamhi: Right.
15	
16	Chair Alcheck: I just mean are they concerned with what some of the with some of the
17	consequences of the RPP will be. And I mean the radio silence in that regard just and I think
18	one of our Commissioners sort of brought it up tonight which is about the data. And I would
19	agree I don't know that these color charts are helpful. I think you could you have the data so
20	you could easily actually include a percentage on the block.
	

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2 Mr. Kamhi: Yep.

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4 <u>Chair Alcheck</u>: So for example if let's just take twelve to two so if the if one side of Castilleja

5 Avenue which is yellow and red and the other side which is green and red you could probably

just put the percentages in. You could say it's 76, 45, you could... that might be more helpful.

7 And this might just be me, but I'm not that persuaded by our process that essentially let me try

to say this eloquently. There is a way for this the community to disengage from this RPP by

having 50 plus 1 individuals say so.

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Mr. Kamhi: Yep. That's correct.

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<u>Chair Alcheck</u>: And even though we have this seven, here I'm trying to pull it up. Even though

we have this response rate of 74 percent and it's in line with our sort of current guidelines

essentially less than 50 percent of the actual residents are suggesting they want it, 95 out of

232. And I'm not suggesting that we shouldn't support this program or that there isn't a need

here, but it's just so shockingly low. Just it just strikes me as so odd and if this community is so

if this is so problematic in this community I don't understand there's 230 homes. Why are we

hearing from so few of them? Maybe that's maybe nobody has time? Maybe that's what that

is or I don't know. It just strikes me as 74 percent is a great number. If we had 74 percent of

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1 people responding I would be even more excited. There's just something odd about the fact

that only 95 people have responded, but maybe not. Maybe that's just typical.

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4 Ok, I'll just say one more thing and this applies I think to the timeline essentially. I remember

when we went over this I think at our last meeting when we suggested that this was a zone that

should move forward with an RPP it was basically in light of the fact that we were we strongly

encouraged one in Evergreen. And there was this notion that we anticipated that the I guess

southern blocks of the Southgate area would probably be impacted once the Evergreen got

started. So I guess what I'm trying to say is I find the data that we're using to sort of create... I

think when you in my opinion when you approach the City Council with the numbers I think

that there should be an asterisk around your data for two reasons. Number one it's likely to it

likely would have been much different if Evergreen was already in play.

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Mr. Kamhi: Yep.

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Chair Alcheck: And also it doesn't reflect that some of the changes that have taken place since

you did the survey. And so it's... it doesn't really serve the purposes of the discussion because

we don't really know if it's accurate. I don't know that that necessarily is a reason not to

support the RPP, but I would just suggest that.

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1	Ok so [those are] the end of my comments and questions. If there are others who would like to
2	speak why don't you light up the board and I'll call on you. And if someone wants to make a
3	Motion at any time they can and if anybody wants to make an amendment at any time we can
4	entertain that as well as in this process. Ok, I have Commissioner Lauing.
5	
6	MOTION
7	
8	Commissioner Lauing: But I did the light correctly. That's good. Just to get the discussion going
9	I would move to adopt a resolution.
10	
11	SECOND
12	
13	Chair Alcheck: I'll second that Motion.
14	
15	Commissioner Lauing: And just to speak very briefly to it I think that the one year pilot gives us
16	time to get a lot of data including the items that you mentioned Chair Alcheck in terms of the
17	some of the specifics and it's not too far out that we would be penalizing businesses for
18	example in the in the short term. So I think we get that that data including other things we've
19	talked about tonight like budgets, revenue, things like that. So I think in general you've done

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1 your job and Council has asked for implementation of a program I think the program

implication as is not withstanding I thought the constructive comments from up here tonight.

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4 Chair Alcheck: Ok. I'm going to allow individuals who have sort of lit up the board to speak.

Commissioner Rosenblum. Second, did you light up?

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7 <u>Commissioner Rosenblum</u>: Yeah just I'm in support of the Motion, but I was just going to give

two things first. Commissioner Summa I just looked it up that we're talking about four permits

and in Downtown area it's also four plus we have the hangars that we can get. So I just wanted

to correct the record. It's not six it's four.

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But also just in terms of turning in surveys by mail and getting them back I think that the

number they got back is extraordinarily high. It's very rare to get anything close to this so I

think we are dealing with a pretty good survey and pretty good representation of neighborhood

sentiment so just I wanted to say that I felt quite good actually about the percentage that came

back that we're looking at the true neighborhood sentiment at this period of time.

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Commissioner Lauing: But it's why I asked if they were sent a reminder to those that didn't

respond in the first time and if we really wanted a turn out we could have City or

20 Commissioners volunteering to go door to door because it's only 200 doors.

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Commissioner Monk: So if we vote yes to support this creation of a RPP program today it will

18 continue indefinitely beyond one year.

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1	Mr. Kamhi: That's not my understanding. This is a my understanding is this is a pilot program
2	for one year to be reevaluated for the program's success.
3	
4	Commissioner Monk: Alright.
5	
6	Mr. Kamhi: That's my under (interrupted)
7	
8	Commissioner Monk: So I'm new at this myself so I don't know if it's appropriate to make some
9	sort of amendment that it does get reevaluated after a year to see that it (interrupted)
10	
11	Commissioner Lauing: In the recommendation under Number 1 it says it's a one year pilot.
12	
13	Commissioner Monk: Right. So was the Downtown, but then it just sort of converted into this
14	program. So that's what's not really clear to me.
15	
16	Commissioner Lauing: I mean after the one year pilot then (interrupted)
17	
18	Commissioner Monk: It's not clear to me what happened.
19	

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1	Mr. Kamhi: I can't speak to that for certain, but I do believe that it was reevaluated the
2	Downtown after the first year. This was definitely before my time, but I do believe it was
3	reevaluated. I believe that it had to come to Council to be extended.
4	
5	Commissioner Monk: And there was an opportunity for public comment?
6	
7	Mr. Kamhi: Yes. That was a public (interrupted)
8	
9	Commissioner Monk: So I would just [unintelligible] make sure that then after a year that there
10	would be opportunity for public comment that persons impacted would be properly and
11	effectively notified.
12	
13	Mr. Kamhi: Yeah.
14	
15	Commissioner Monk: Because that was not the case I don't think for Downtown residents.
16	
17	UNFRIENDLY AMENDMENT #1
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19	Chair Alcheck: Ok, I'd like to make an amendment and I'd prefer if we, you treat it as an
20	Unfriendly so we could just quickly get it out of the way if there's support for it or not. Which

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1 would be that we revise the recommendation, recommended vote, recommended program to 2 reflect more analytical review of the employee parking permits as opposed to the sort of 10 3 that are in the current report. 4 5 Commissioner Lauing: Would that language... 6 7 Chair Alcheck: So ideally what I'd like to do is to suggest that as Unfriendly and then if anybody 8 feels... you know what I mean? What I'd like you to do is treat that as Unfriendly. 9 10 Commissioner Lauing: But if I accepted it as friendly we can still talk about it. 11 12 Chair Alcheck: You're right, but it would amend your Motion and we'd be voting on that 13 together which won't give individuals the opportunity. We can do that. You're entitled to that. 14 15 Commissioner Lauing: Is that language understandable in terms of what different action you would take? 16 17 18 Chair Alcheck: I can be more specific. What I'm suggesting is that the parcel that is the business 19 entity be evaluated to determine whether it's under parked for its possible uses and if so for the number of employee permits to have some relationship to that scenario. 20

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Mr. Lait: So I think we understand the sentiment. I don't know what... Phillip can speak to why we came up with 10 and I understand your interest in having it be rooted in something a little more analytical just sort of back of the envelope research of this now looks like there's 10 parking spaces at 1515 El Camino Real which is the property that we're one of the two commercial properties that we're talking about or commercial uses. And just looking up the square footage of the building on some online sources it looks like it's about just over 8,000 square feet. Medical use is a 1:250 use. That has a requirement of 32 parking spaces for that building for the uses that are there now. I mean this is back of the envelope stuff, no floor plans.

11

10

Chair Alcheck: Right.

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- Mr. Lait: Details. And if there's 10 onsite there's a deficiency of 22 parking spaces for that use.
- 15 I've also learned about some other interesting things about the site in terms of it was previously
- zoned CN and the City actually initiated the change to RM-15. So there's some interesting
- 17 history with that, but so that's an example for the one. I haven't done any [unintelligible]
- 18 looked at the other one.

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- 1 Chair Alcheck: So yeah. So essentially what I'm suggesting is that we allot employee permits in
- the number that the that the office or medical office [unintelligible] I should use the zoning
- 3 designation building is deficient as opposed to 10 because I don't want to create a scenario
- 4 where that building is somehow under... struggling (interrupted)

6 Commissioner Lauing: Yeah, I'm just trying to do the right wordsmithing now is all.

7

8 Chair Alcheck: Yeah.

9

- 10 Mr. Kamhi: So if I can I believe that both of the businesses were talked to and that was based
- on estimated demand although we think that it's 10 or less for those two buildings and
- 12 although I really cannot speak definitively on this; however, this is recommending two percent
- of the entire parking inventory for employees.

14

- 15 Chair Alcheck: Yeah so to be really clear it's one thing in my opinion to speak to a business
- owner, it's another thing to speak to a land owner. And if you're a land owner I highly doubt
- 17 you would ever say you know what I don't... You wouldn't walk away from an opportunity to
- potentially have access to parking if your building was "under parked" and that's never been an
- issue for this land owner up until now. And I unless the business owner owns the property then

provided that the non-speaking members agree not to speak individually.

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1	it strikes me as Anyway so what again I there may be other sort of opinions here and I see a
2	light.
3	
4	Commissioner Lauing: Ok, so let's go the other direction then and let's say that it's Unfriendly.
5	
6	<u>Chair Alcheck</u> : Yes. I would prefer that.
7	
8	Commissioner Lauing: Because it's kind of complicating the Motion a little bit.
9	
10	Chair Alcheck: Yeah. I'd like to make an Unfriendly (interrupted)
11	
12	Commissioner Lauing: And my point on it was I think that your concern is taken care of in the
13	year during which we have the data and it could be adjusted after the pilot.
14	
15	Mr. Kamhi: If I can also if we were to determine that there was a significant impact that we
16	hadn't anticipated we could come back to you immediately following program implementation
17	and that's what we should do on our in our ongoing analysis of how this is performing is report
18	back to if there's any significant issues.
19	

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1	Chair Alcheck: Yeah, ok so here's what I'd like to do. I'd like to basically I'll propose my
2	language again and we'll treat it as an Unfriendly and then we can take a vote on it or if there's
3	people who'd like to speak to it.
4	
5	Vice-Chair Waldfogel: So I'll second it as an Unfriendly.
6	
7	RESTATED UNFRIENDLY AMENDMENT #1
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9	Chair Alcheck: Ok. That would be great. Thank you. And to before you second it I'll just be
10	really specific what I'm suggesting and I appreciate what you're saying about one year, but this
11	lease could be a year and then we find it like Ideally what I'd like to do is suggest that the
12	employee parking have a relationship to the zoning requirements for parking related to the
13	parcel. That's my very specifically language.
14	
15	SECOND
16	
17	Vice-Chair Waldfogel: I'll second that.
18	
19	Chair Alcheck: Ok, great. I believe I have a light from Commissioner Summa? Ok, good.
20	
	

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Commissioner Summa: So Jonathan I just have a question. You were talking about the building just now on the corner of Churchill and El Camino, right? So the other building has a big parking lot and I actually think this is kind of the flipside of what I brought up because I was sort of asking for this also, but I was thinking why do they need to have any? If it hasn't been established that they have any need why do it? So it may be that all 10... I mean it would be interesting to know, but my intent behind that was not to put more commercial parking in the neighborhood. I believe that Council direction was to park adjacent merchants and but I do think that these medical uses are also neighborhood serving. So I don't think it would hurt to be more precise with that analysis because 10 seem kind of arbitrary to me and that's why I brought up the questions I have. But just I want to be clear that my intention was not to put more commercial parking into the neighborhood streets.

Chair Alcheck: Ok, Commissioner [Note-Vice-Chair] Waldfogel.

<u>Vice-Chair Waldfogel</u>: Thank you. Let me just say why I don't support this. I mean I think that these are good points that can be addressed if or when the use is changed, but the current uses seem to be properly accommodated if some new development or some use were to change at this site I could see a new discussion happening, but I just don't think we need to anticipate that today. Because we just don't know what those other things might look like.

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1 Chair Alcheck: Ok if (interrupted) 2 3 Mr. Kamhi: If I can the other clinic which is the IVF it looks like they have five parking spaces 4 within their lot. There's a separate building which is actually not considered part of this district 5 that's on the corner that has a larger lot. 6 7 **VOTE** 8 9 Chair Alcheck: Yeah. Ok. So just to be clear I'm not suggesting more or less parking. I'm just 10 suggesting the approach to those parking permits have an evaluation that's based on what our 11 City would require that particular zoned parcel to have which could very likely be under parked. 12 Ok, I don't want to keep speaking to it. I'd rather just put it to a vote. So I'm going to just safely 13 assume that you all know what we're voting on. This is the amendment, the Unfriendly Amendment. All those in favor of this Unfriendly Amendment please raise your hand. Ok. 14 15 Alright, all those opposed? Alright, the nay's have it. 16 17 UNFRIENDLY AMENDMENT #1 FAILED (2-5, Chair Alcheck and Commissioner Summa supported) 18 19 VOTE 20

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1 Chair Alcheck: Ok, then let's move forward with our current Motion. All those in favor of

2 moving forward with the recommendation as written in the staff packet please raise your hand.

That is and all those opposed. Ok, we have six in favor and one dissenting. Would you care to

speak to your dissent?

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MOTION PASSED (6-1, Commissioner Monk opposed)

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need of some way to address the congestion on the streets and the parking. As I said I've been there myself and it is incredibly difficult to get in and out of driveways and to navigate those

Commissioner Monk: So I do want to support this Motion. I think this neighborhood is in dire

narrow alley, the narrow streets. Also having a bike lane there and having it as a bike boulevard

it's important to have a program in place. I don't know that this is the answer to those

problems and not having any insight as to what effect the TDM and the engineering has had

leaves me with the question as to what is the occupancy rates that we are looking at because

what we were provided with was done months prior to that and so we don't have data points

to really know what's happening currently or since the TDM was done. So as much as I do think

this neighborhood does need a program I don't know if it needs it on every street or if there's

an alternative solution that I'd like to see help this neighborhood navigate its parking problems

a little bit more easily.

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1	<u>Chair Alcheck</u> : Ok, thank you. For the purposes of clarity the Unfriendly Amendment was
2	supported by Chair Alcheck and Commissioner Summa and all the other Commissioners
3	opposed. And the Motion was supported by all the Commissioners with the exception of
4	Commissioner Monk. Ok, just to clear I didn't call the names out. So there you go. Ok, that
5	concludes item agenda, Agenda Item Number 2.
6	
7 8 9 10	Commission Action: Motion made by Commissioner Ed Lauing to Recommend to the City Council the Creation of a new Residential Preferential Parking (RPP) Program in the Southgate Neighborhood Bounded by Churchill Avenue Caltrain Rail Corridor, Sequoia Avenue, and El Camino Real. Motion was seconded by Chair Alcheck. Motion passed 6-1 (Monk against)
12 13	Approval of Minutes Public Comment is Permitted. Five (5) minutes per speaker. ^{1,3}
14 15	3. March 29, 2017 Draft Planning & Transportation Commission Meeting Minutes
16	Chair Alcheck: I'd like to ask if anybody would like to make a Motion to approve the draf
17	minutes from the March 29th meeting.
18	
19	MOTION
20	
21	Commissioner [Woman]: I'll make that Motion.
22	
23	Chair Alcheck: Second? Can I get a second?

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 SECOND Commissioner Man: I'll second. Chair Alcheck: Thank you. Alright, all of those in favor of approving the draft or exception. 	
4 <u>Commissioner [Man]</u> : I'll second. 5	
5	
6 <u>Chair Alcheck</u> : Thank you. Alright, all of those in favor of approving the draft or exc	
	use me
7 approving the minutes please raise your hand. Great, so it's unanimous.	
8	
9 MOTION PASSED (6-0)	
10	
Commission Action: March 29 th meeting minutes were approved 7-0.	
12 Committee Items	
13	
14 <u>Chair Alcheck</u> : Aright that concludes our meeting. Are there any committee items in	need o
15 reporting?	
16	
17 <u>Commissioner Summa</u> : Just briefly actually the Citizen Advisory Committee (CAC) did	meet. I
18 was our penultimate meeting. I was not there. I could not attend, but I understand	that the
 was our penultimate meeting. I was not there. I could not attend, but I understand recommendation to refer the Implementation Element to Council was approved and 	
	also the

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Commissioner Questions, Comments or Announcements 2 3 4 Chair Alcheck: Ok. Are there any Commissioner questions, comments, or announcements? 5 6 Commissioner Gardias: A quick question if you could just disclose what's the proposed agenda 7 for the meeting with the Council? I know that there will be an email, but I think it would not 8 hurt if you could just tell us about the three topics that will be on the agenda. Thank you. 9 10 Jonathan Lait, Assistant Director: Yeah, I can let me just pull up the report. 11 12 Chair Alcheck: Just to be clear the agenda that we've put together essentially reflects a discussion that Commissioner [Note-Vice-Chair] Waldfogel and I had with Vice-Mayor Kniss and 13 14 Mayor Scharff and then there's essentially a summary of some of the points that we came up with and I is it unedited? 15 16 17 Mr. Lait: No, no. Well you're about to hear. 18

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Chair Alcheck: Ok, yeah. I don't know so this is good news.

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1 Mr. Lait: You'll be surprised maybe. But it's along the lines of I believe what was discussed and

2 it starts off with introduction. There's new obviously Commissioners and Council so there's an

introduction moment which is expected to last a few minutes. And then there is a Council led

discussion on Planning and Transportation Commission (PTC) priorities and the focus for 2017.

5 And another discussion on the PTC process improvement opportunities is another Council led

discussion. And it ends with a summary and conclusions. Hopefully the Mayor will summarize

sort of the essence of the conversation. So that's the topic. It's about an hour long study

session so there's a lot to potentially talk about in that time.

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Chair Alcheck: Any other comments, questions, announcements? Alright, oh sorry.

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Commissioner Gardias: Yes my in the same regard so in terms of the priorities for 2017 is there

a list from either Council's side or from a Commission's side?

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15 <u>Chair Alcheck</u>: I can respond to that. I think our the objective was to give the City Council

Members the opportunity to articulate their perspectives on the priorities for 2017 to us. And

in essence giving us an opportunity to seek clarity during that Council led discussion if there was

issues that they've identified. So for example during our meeting with the leadership they in

essence can't develop the priorities without consulting all the Council Members and so the in

the absence of having an actual meeting. So they could have a meeting and then they could

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1 bring those priorities and there would be a list to our meeting, but I believe that the objective is

2 essentially to develop that list in a discussion format. So my sense is that... Mayor Scharff has

3 his own set of priorities, but other Council Members may also sort of voice some of their

4 priorities in that discussion. And I'm hoping that we'll have the opportunity to ask questions of

clarity or guidance if for some if there's if any of you feel like that would be helpful. I think

they're allotting 30 minutes to the discussion on priorities and or 25 minutes on the discussion

of priorities and then 25 minutes on process improvement opportunities.

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9 <u>Commissioner Gardias</u>: Yes. So thank you. I think that if I may ask Jonathan would it be

possible that staff giving the schema of the of the upcoming meeting is it possible that staff

could prepare its priorities? Does staff can staff articulate priorities for 2017 or maybe even an

encroaching 2018 is there some is there this is would it be possible? And then circulate this to

us and of course share it with Council. It would just give us opportunity to maybe use it in

building our perspective because your priorities would probably reflect your capabilities within

you currently operate.

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Mr. Lait: Alright. So I think that this is an opportunity to hear from Council what the Council

thinks the priorities ought to be for the PTC. We have our staff responsibilities that the Council

has asked us to put forth for the work program that we do so I think it's a slightly different

20 conversation. I would imagine the types of things that the Council might be interested in

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talking about probably relate in part to the Comp Plan effort that the Commission will be

2 spending time on over the summer, but I think that's the opportunity to hear from the Mayor

3 and the City Council as far as what the heading of that discussion is to hear from the Council the

4 Mayor what it believes are the priorities for the PTC. And presumably that's being done with

the understanding that there's there may be workload implications and things of that matter

for our Department which would presumably be part of the conversation too.

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8 <u>Commissioner Gardias</u>: Yes it is a different discussion I totally agree with this. What I where I

was getting with this question I would like to pretty much understand which maybe you can

answer over the email or verbally is there anything else that staff there is there any other

priority beyond the list that is published in the packet?

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13 Mr. Lait: Yeah I wouldn't necessarily call those all priorities. Those are a combination of I mean

those are just work products that are coming to the Commission. Yeah there's a mountain of

work that we're working on whether it's the Transportation Division or a Long Range Planning

Program and the Current Planning Program which is some of the stuff that you're seeing on that

list. So I don't know that I've received the latest feedback from the City Council's retreat where

I think they talked about some of the priorities, but I can certainly have that conversation with

Director Gitelman when she returns next week.

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- 1 Commissioner Gardias: Yes. If you could share it with us if there is of course anything to share
- 2 that would just help us in preparation. Thank you.

- 4 <u>Chair Alcheck</u>: Ok, with that I would like to conclude our March or April 26th meeting. The time
- 5 is 7:47; excuse me, 7:37. Thank you all for being here.
- 6 Adjournment 7:37pm

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Palo Alto Planning & Transportation Commission

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Chair Michael Alcheck
Vice Chair Asher Waldfogel
Commissioner Przemek Gardias
Commissioner Ed Lauing
Commissioner Susan Monk
Commissioner Eric Rosenblum
Commissioner Doria Summa

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