



ACTION MINUTES

Planning Commission

Planning Commissioners:

Gail Donaldson	Chair
Linda Barrera	Vice Chair
D. Miguel Guerrero	Commissioner
Sam Kang	Commissioner
Steven Keller	Commissioner
Christine Scott Thomson	Commissioner
Vacant	Commissioner

SPECIAL MEETING

Thursday, May 17, 2018

6:30 PM

Council Chambers

1. CALL TO ORDER

The meeting was called to order at 6:30 p.m. by Chair Gail Donaldson.

2. ROLL CALL

Present: (5) Chair Gail Donaldson
 Vice Chair Linda Barrera
 Planning Commissioner D. Miguel Guerrero
 Planning Commissioner Steven Keller
 Planning Commissioner Christine Scott Thomson

Absent: (1) Planning Commissioner Sam Kang

3. PUBLIC COMMENT

None.

4. DISCLOSURE OF CONFLICTS OF INTEREST AND EX PARTE COMMUNICATIONS

None.

5. STUDY SESSION

5.1. Parking Management Plan - Study session on Emeryville Parking Management Implementation Plan for on-street parking throughout the city, including parking meters (short-term, mid-term, and long-term) on many streets and parking permit areas for residents and employees

Amber Evans, Community and Economic Development Coordinator, presented and responded to Commissioner questions.

Public comment was opened.

Mary Eileen Farrell, 5 Admiral Drive, member of the Parks and Recreation Committee, said the proposed permit costs should be lower, was not in favor of meters at the Marina, expressed support for license plate readers, and recommended building public garages.

Louise Engel, 1 Captain Drive, complimented staff and the consultants for the hard work. She said Watergate was built over 45 years ago and the assumption was that there was one person per apartment, whereas there are now up to three tenants per apartment. She requested consideration of parking along Powell Street between Captain Drive and Trader Vic's to accommodate this increase in inhabitants.

Fran Quittel, 2 Commodore Drive, member of the Budget Advisory Committee, said the parking plan should include an additional six months to a year's research. She expressed concerns about small business customers and employees and said the proposed fees were two to four times higher than any other city in the Bay Area. She said a simple solution is signage and hiring a Parking Enforcement Officer.

Marika Roberson, small business owner at 63rd and Doyle Streets for 30+ years, expressed concerns about the lack of community awareness of the plan and said that current regulations are not being enforced. She said a solution should be found for the Hollis Street corridor rather than assuming that parking is a Citywide problem. She said that \$200 per year for business permits was a tax that will affect whether businesses come to Emeryville and whether her company remains.

George Martin, Geo. M. Martin Company, 1250 67th Street, said his company has been there for 78 years. He said that the study is badly flawed. He said the \$12 per day parking signage at the Marchant Building is to discourage casual parking, and that business patrons' parking is validated. He said parking enforcement is non-existent and should be funded. He said there is a mistaken perception that there is no parking on his street. He does not support the Hollis Street bus lane concept. He said he appreciates the work that staff is doing, but they are trying hard to solve a problem that is not that big a problem.

Marianne Clark, 4300 Horton Street, speaking on behalf of PARC, recommended enforcing existing green zones or putting short-term meters in existing greens zones; residential permits for Emeryville residents, including throughout the Park Avenue District; business permits at a high enough rate to encourage use of alternative transportation; and elimination of long-term meters that can be used by commuters who park in Emeryville all day to take BART, AC Transit, or carpool.

Mary Pecka, 1274 61st Street, said she has been an Emeryville homeowner for 23 years in the Hollis-Doyle corridor. She said she had not received notification and suggested that communications be improved. She does not support limiting the number of owned cars or putting meters everywhere. She said the parking problem is primarily a business problem, and she supports hiring a person to enforce the existing parking restrictions.

Ron Silberman said he has worked in Emeryville for 35 years. He agreed that garages and private parking lots are underutilized. He expressed concern there are no parking provisions for construction workers and that only 200 business permits were being offered. He said that some streets are mislabeled on the plan maps as being predominantly residential when they are a mix. He suggested the use of signage and enforcement.

Marilyn Fulrath, 2 Commodore Drive, said she was concerned about the expense and management that would be required to run the plan. She does not favor it and thinks there is a better solution than parking meters

Wanda [no last name given], 62nd Street resident, said she found out about the plan through Next Door and did not receive a notice. She said it should be an option to have residential parking and not have a limit on the number of vehicles that can be owned. She said parking meters should be in limited areas, not residential. She suggested that business parking permits could be given out when business licenses are issued.

Fran Quittel spoke again, and said that Nathan Centeno, manager of Bay Street, has said that he could make parking spaces available in their garage during the day, and that should be followed up on. She said that no city makes money on parking.

Public comment was closed.

There was a break at 8:20 pm. The meeting resumed at 8:26 pm.

Staff responded to Commission questions about the origin, purpose, and findings of the parking study.

General Commissioner comments included that this should be a mobility study, rather than just a parking study, and should include environmental quality and air quality. It was noted that parking is complex and contentious, and is really a land use issue. Support was expressed for a holistic citywide approach. It was noted that a major purpose of the study is to implement the General Plan goal of managing parking for environmental sustainability and to reduce dependence on the automobile. One Commissioner commented that traffic and congestion is not that bad in Emeryville, and that the study should focus on addressing the needs of businesses for parking turnover without impacting residents. It was suggested that ways to more effectively use underutilized private parking resources should be explored. It was noted that this program is not intended to make money for the City, but is a tool for managing congestion. General support was expressed for additional public outreach.

In response to the discussion questions posed by staff, Commissioners agreed with the proposed short-term, mid-term, and long-term metered parking areas, and the proposed pricing strategy, and said that the effects should be studied after implementation, with adjustments as necessary. Support was expressed for Residential Permit Parking (RPP) wherever there are residential uses, including Watergate, the Park Avenue District, Artists Coop, and North Bayfront. The proposed RPP pricing was felt to be reasonable, although it was suggested that provisions need to be made for additional non-family members and special users such as home health care workers. It was suggested that RPP fees could be paid in installments. One Commissioner suggested that the existing block-by-block RPP request program should be retained, and another suggested that RPP areas could be designated by the City Council with an "opt out" program for blocks that did not want it. Business parking permits were supported, but it was felt that there needs to be sensitivity to the impact on lower income employees who may not have other commuting options. It was also suggested that ways to promote carpooling should be studied. Commissioners noted that construction parking is now done through encroachment permits, which seems to be satisfactory, so it does not need to be included in the plan. Support was expressed for studying a bus lane on Hollis Street, although there was not consensus as to whether it should be included in Phase I or taken up later. The Commission expressed general appreciation to staff for exploring alternatives to address concerns raised by the community.

6. PLANNING COMMISSIONERS COMMENTS

None.

7. ADJOURNMENT

The meeting was adjourned at 9.17 p.m.

THE NEXT SCHEDULED REGULAR MEETING WILL BE HELD ON THURSDAY, JUNE 28, 2018 AT 6:30 P.M. IN THE CITY COUNCIL CHAMBERS, CITY HALL, 1333 PARK AVENUE, EMERYVILLE, CA 94608.