

RESOLUTION NO. 19-20

Resolution Of The City Council Of The City Of Emeryville Adopting A Framework For Paid Parking In The North Hollis And Triangle Areas

WHEREAS, parking in Emeryville is regulated by three different, but related, sets of provisions: (1) the “Vehicle Traffic and Parking” provisions in Chapter 9 of Title 4 of the Municipal Code, (2) the parking standards of the Planning Regulations, in Article 4 of Chapter 4 of Title 9 of the Municipal Code, and (3) the Transportation and Urban Design Elements of the General Plan; and

WHEREAS, a goal of the General Plan is to provide “A balanced parking supply system— Parking supply that balances economic development, livable neighborhoods, environmental and energy sustainability, and public safety, while reducing dependence on the automobile” (Parking T-G-8) and more specifically the following policies of the General Plan are supportive of the Parking Management Plan:

- T-P-49 Quality of life and business viability will be promoted by maintaining an adequate supply of parking to serve growing needs, while avoiding excessive supplies that discourage transit ridership and disrupt the urban fabric.
- T-P-51 The City supports parking supply and pricing as a strategy to encourage use of transit, carpools, bicycles, and walking.
- T-P-54 The City supports public parking strategies, such as variable pricing for on-street and off-street public parking and public use of private garages, to maintain a parking space utilization goal of 85 percent.
- T-P-58 The City supports the expansion of the Residential Permit Parking (RPP) program to ensure adequate parking availability in residential areas, recognizing the need for adequate parking to support neighborhood businesses; and

WHEREAS, in September 2006, the City Council held a joint meeting with the Planning Commission to discuss various aspects of parking policy, and subsequently issued a Request for Proposals (RFP) to consultants to provide parking research services; and

WHEREAS, in March 2007, the City Council and former Redevelopment Agency selected Wilbur Smith Associates, which has since become CDM Smith, to prepare a Parking Policy and Management Implementation Plan (PPMIP) as a pilot project in the North Hollis area; and

WHEREAS, on September 7, 2010, the City Council considered the PPMIP but decided to defer its implementation until the economy had sufficiently recovered from the Great Recession; and

WHEREAS, on June 21, 2016 the City Council adopted the 2017-2021 Capital Improvement Program (CIP), including the North Hollis Paid Parking and Transportation Demand Management Project (CIP Number T-07, now assigned Project Number 18475002 (the “Project”)); and

WHEREAS, on April 27, 2017 the Alameda County Transportation Commission (ACTC) awarded funding of \$930,000 for fiscal year 2018-19 (the "Parking Grant") to support the Project; and

WHEREAS, on May 16, 2017, the City Council held a joint meeting with the Planning Commission on small businesses where parking was identified as a major concern by the business community; and

WHEREAS, on September 5, 2017 the City Council approved a contract for CDM Smith to expand the program from North Hollis to consider citywide parking improvements; and

WHEREAS, over 10,000 postcards were sent to every Emeryville address to engage citizens in the Plan's process, over 240 surveys were completed and over 400 people participated in various engagement opportunities throughout the development of the Parking Management Plan; and

WHEREAS, the City Council reviewed the Parking Management Plan and provided comments and direction at a study session on June 19, 2018; and

WHEREAS, the City Council considered adoption of the Parking Management Plan on July 24, 2018, provided further direction, and continued the item; and

WHEREAS, the City Council again considered adoption of the Parking Management Plan on October 30, 2018, decided not to adopt the plan, and directed staff to develop a framework for paid parking implementation; and

WHEREAS, on February 19, 2019, the City Council considered the framework for paid parking developed by staff; now, therefore be it

RESOLVED, that the City Council of the City of Emeryville hereby finds that the Paid Parking Framework is exempt from the California Environmental Quality Act (CEQA) under State CEQA Guidelines Section 15301(c) which applies to operation and minor alteration of existing streets, sidewalks, and similar facilities; and be it further

RESOLVED, that the City Council of the City of Emeryville hereby approves the Emeryville Paid Parking Framework as described in the staff report dated February 19, 2019 with any modifications as directed by the Council; and be it further

RESOLVED, that the City Council hereby directs the City Manager to take the necessary steps to implement the Emeryville Paid Parking Framework including but not limited to:

- Developing an Automatic License Plate Reader (ALPR) policy,
- Seeking revisions of the Parking Grant consistent with the framework,
- Updating the Master Fee Schedule,
- Contracting with a Hearing Officer,

- Developing ordinances to establish parking meter areas
 - Developing and circulating a Request for Proposals for technology, installation, maintenance and operations associated with paid parking, including:
 - Collections contract
 - Installation contract (meters/kiosks, signage, vehicles, ALPR equipment)
 - Maintenance contract (of above installations)
 - Software – virtual permits, multi-modal portal, collections, and enforcement
 - Hiring a parking manager and parking enforcement staff,
 - Conducting a study of a Hollis Street Peak Hour Transit Lane
 - Beginning the process of pursuing revenue generating meters on San Pablo Avenue, unless the City Council eliminates parking on San Pablo Avenue in the interim.
 - Installing parking meters and kiosks in locations generally as depicted on Exhibit A and Exhibit B attached hereto, including:
 - Hollis Street from the northern City Boundary to Powell street, wherever the curb is uncontrolled or designated currently for short term parking,
 - Under the Powell Street overpass over Horton Street and the railroad tracks
 - The east side of Doyle Street between 61st Street and 59th Street
- And removing existing parking restrictions on:
- The east side of Doyle Street from 59th Street to Powell Street
 - The east side of Adeline between 43rd Street and 42nd Street
 - Conducting community education and issuing warnings for violations, and
 - Conducting enforcement.

ADOPTED by the City Council of the City of Emeryville at a regular meeting held Tuesday, February 19, 2019, by the following vote:

AYES:	5	Mayor Medina, Vice Mayor Patz, and Council Member Bauters, Donahue, and Martinez
NOES:	0	
ABSTAIN:	0	
ABSENT:	0	

ATTEST:


CITY CLERK


MAYOR

APPROVED AS TO FORM:


CITY ATTORNEY

Emeryville Paid Parking Proposal: North Hollis Sub Area



Curb Properties

Curb Type

- Locations for Meters/Kiosks
- No Parking
- Driveway (adjacent to areas of change)
- Disabled Access Only
- Drop off/Pickup
- Loading/Unloading
- Residential Parking Permit
- Temporary Residential Parking Permit
- No curb
- S-T Parking to be Removed
- Uncontrolled
- fordgo 2
- Bikeshare Docks
- AC Transit Stops
- EmeryGoRound Stops

Emeryville Paid Parking Proposal: Triangle Sub Area



Curb Properties

Curb Type

Locations for Meters/Kiosks

Short Term Parking

No Parking

Driveway (complete for areas of change)

Disabled Access Only

Drop off/Pick up

Loading/Unloading

Short Term Parking to be Removed

Uncontrolled

fordgo 2

Bikeshare Docks

AC Transit Bus Stops

EmeryGoRound Stops