

February 18, 2019

City Council
City of Emeryville
1333 Park Avenue
Emeryville, CA 94608

Re: Emeryville's Revised Paid Parking Framework

Dear Councilmembers:

Wareham is pleased to see that the City continues to move forward in implementing paid parking on city streets, after many years of analysis and planning. Free all-day on-street parking without any real enforcement of existing limits has led to an overuse of street parking and a laissez faire treatment of existing loading zones, fire lanes, and time and use restrictions. While we support the move toward paid parking and enforcement, we would like to see a more consistent and logical approach applied to the North Hollis area.

In the draft plan most recently published there are a number of blocks or portions of blocks of unenforced parking in the midst of regulated areas. These appear as black or dark gray in the map. It is illogical to leave these blocks unregulated. Doing so essentially means that they will be permanently occupied all day by the earliest parkers to arrive. Meters along all curbs in the North Hollis area will allow you to appropriately prioritize shorter term parking that many small retail and office-service tenants depend on for their customers and visitors. Meters also allow you to issue permits for qualified residents and businesses which would allow those people to use the metered spots with their permits working instead of feeding the meter. Particular blocks of concern are the two blocks underneath the Powell Street Bridge, and the east side of Hollis between 59th and 61st Street, as they are entirely surrounded by regulated zones. On the attached parking plan map we have highlighted with bold blue lines the areas that show black (i.e. are unregulated) on your plan, but which should be regulated.

Leaving portions of Hollis unregulated as the latest plan proposes works against the notion of improving the Hollis corridor's functionality for transit. At a minimum, all of the curbs on Hollis should be regulated. This will be a key first step in a potential evolution to no parking at rush hours to help transit, if the Hollis corridor study you will be commissioning suggests such a step.

February 18, 2019

Page 2

This plan also fails to explain exactly how the "pink" Residential Permit Parking areas will work. From the prior plan we understood those areas would be accessible (i.e. able to be used for parking) by either commercial or residential parkers, but that dual use is not clear in this latest plan. Pink zones should not allow for residents to park cars there all day, essentially becoming vehicle storage spaces, but rather should contemplate residents parking during evening hours and driving those cars to work at daytime, freeing the spaces up to be used by retail and commercial customers and visitors.

In summary, this busy section of town along the Hollis corridor needs overall city control of the curbs and a means to enforce the rules. The plan needs to be simple, with all curbs controlled so City policy can best be implemented. Particularly important is the control of the Hollis corridor as part of an evolution towards a better transit corridor. We hope that you will take these recommendations seriously in your consideration.

Very truly yours,



Geoffrey B. Sears

WAREHAM DEVELOPMENT




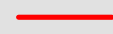

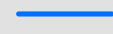
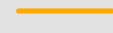
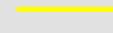
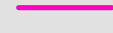

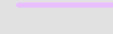




Jennifer Kain

WAREHAM DEVELOPMENT

cc: Rich Robbins

Emeryville Paid Parking Proposal: North Hollis Sub Area

Curb Properties

-  Proposed 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
 -  Uncontrolled
-
-  Bikeshare Docks
 -  AC Transit Stops
 -  EmeryGoRound Stops

 Areas needing regulation

