Planning & Transportation Commission

Staff Report (ID # 10040)

Report Type: Action Items **Meeting Date:** 3/27/2019

Summary Title: Evaluation of RPP Petitions for Future Districts or Annexation

Title: The Planning and Transportation Commission Will Make a Recommendation to the City Council Regarding the Evaluation and Prioritization of New Residential Parking (RPP) Program Petitions for Old Palo Alto, Green Acres, and Charleston Gardens

From: Jonathan Lait

Recommendation

Staff recommends that the Commission recommend a prioritized list of the requested Residential Preferential Parking (RPP) districts, subject to the addition of adequate staff resources in the FY 2019-20 Budget.

Executive Summary

Beginning in early 2014, the City has been actively addressing the parking and transportation challenges throughout the City through a multi-faceted approach focused on parking management, parking supply, and transportation demand management programs. The strategy included the development of a citywide Residential Preferential Parking (RPP) ordinance, which was adopted in December 2014.

Initially exercised in the development of the Downtown RPP district, which went into effect in September 2015, the citywide ordinance includes parameters for neighborhoods to petition and request a new RPP district or to be annexed to an adjacent, existing RPP district through a petition process reviewed annually by staff and prioritized through PTC direction. This staff report discusses the resident-organized petitions for new RPP districts received as of March 27, 2019 and requests the Commission to prioritize these requests.

Background and Discussion

Per the citywide RPP Ordinance, residents may self-organize and request the formation of an RPP district in their neighborhood (see Municipal Code Chapter 10.50). The process, as outlined in the Ordinance (which does not yet reflect the City's creation of an Office of Transportation

independent from the Planning and Community Environment Department of which it was formerly a part), is as follows:

1. Residents must request a petition from the Planning and Community Environment Department. The petition includes a narrative portion and a signature form to demonstrate resident support.

2. The Director of Planning and Community Environment will review all petitions received by March 31 of that year.

3. Following receipt of the petitions and director review, staff will bring the complete petitions to the Planning and Transportation Commission (PTC) for its review and recommendation on prioritization of the completed petitions. In making its recommendation to the director, the Commission must consider the severity of non-residential parking impact, the demonstrated level of neighborhood support, and the staff resources needed to process requests in making its recommendations, according to the RPP Ordinance.

4. After prioritization by the PTC, the ranked list will be considered by Council to provide direction to staff on which district(s) to consider further for potential implementation after study and outreach is conducted.

5. For those district(s) that are selected for prioritization, staff will gather additional information and begin community outreach and stakeholder engagement. This process includes parking occupancy counts and a stakeholder process to develop a program that meets the needs of all parties as best as possible. At the end of the stakeholder engagement process, the City Attorney will prepare a draft resolution containing the parameters of the proposed program.

6. Staff will bring the proposed RPP District to the Planning and Transportation Commission by the end of September of the same calendar year. The PTC will review the draft resolution and make a recommendation to City Council regarding the RPP district.

7. Following these steps, the City Council will hold a public hearing to review the proposed resolution, and to adopt, modify, or reject the proposal.

As of March 31, 2019, staff has received petitions for the following neighborhoods:

<u>Old Palo Alto</u> (Attachment A)
- Date submitted: August 2018
- Boundary: 2200 and 2300 blocks of Ramona Street, 100 and 200 block of Washington Avenue, 100 block N. California Avenue, 2200 and 2300 block High Street, 100 and 200 block Oregon Avenue

- Background: Petition notes parking intrusion from Caltrain riders and from Cal Avenue Business District. Parking congestion is noted daily during the weekdays between 7:00 am to 7:00 pm. Petition includes signatures from 26 residents who support parking restrictions.
- Resident-Requested Program Parameters: Residents have indicated interest in resident permits only, although the petition was initially submitted to annex into the existing Evergreen Park-Mayfield district which does offer employee permit parking. Streets could either annex into the existing Evergreen Park-Mayfield RPP district, or a small, new district could be formed.
- Parking Occupancy Levels: None Submitted
- Potential Implications: While annexation into an existing program would be a simplified approach from the planning perspective, a stakeholder process and community outreach process is recommended to develop a program that provides for residents and employees and could include permits for on-street parking.

Green Acres (Attachment B)

- Date submitted: August 2018
- Boundary: Georgia Ave, Hubbartt Drive, 4000 Block of Donald Drive
- Background: Petition notes parking intrusion from Gunn High School. Parking congestion is noted on weekdays during school hours. Petition includes signatures from 40 residents who support initiation of an RPP zone. Timed parking restrictions exist in parts of this neighborhood to discourage on-street parking by Gunn High School students and visitors. Parking is not allowed on-street between 9 and 10 AM on school days on Hubbartt and parts of Georgia and Donald.
- Parking Occupancy Levels: None Submitted
- Resident-Requested Program Parameters: Specific program parameters were not noted in the petition and would be addressed and proposed based on the community outreach and stakeholder process. Residents note a daytime parking intrusion and frustration with having to move their cars to avoid citations due to the existing timed parking restriction.
- Potential Implications: An in-depth community outreach and stakeholder process would be necessary to convert the existing parking restriction into an RPP program or other solution. Engineering and enforcement alternatives for the neighborhood, including red curb and adjustments to timed parking restrictions may be options to pursue in lieu of or in addition to a permit program and should be considered prior to or in tandem with the implementation of an RPP District.

Charleston Gardens (Attachment C)

- Date submitted: September 2018
- Boundary: 800 block of San Antonio Road
- Background: Petition notes parking intrusion by car rental businesses and the Jewish Community Center. Parking congestion is noted daily throughout the week. Petition includes signatures from 8 tenants of one building who support parking restrictions.
- Resident-Requested Program Parameters: None
- Parking Occupancy Levels: None Submitted

- Potential Implications: Petition does not meet the requirements for an RPP as the submitter is not a resident, and the parking intrusion occurs in a commercial zone. The Municipal Code states that RPP districts are "intended to restore and enhance the quality of life in residential neighborhoods." In consultation with the proprietors who submitted this request, staff are investigating solutions to the parking issues identified by the petition in this commercial area.

Following PTC prioritization and Council direction, evaluation and Council consideration of implementation of each program would occur as follows:

Old Palo Alto: Per the city-wide RPP Ordinance, staff would conduct a community outreach and stakeholder process to design a program for the area. If the neighborhood wishes to be annexed to the adjacent Evergreen Park-Mayfield RPP program rather than establish a new program, further City Council action would be necessary. Otherwise, at the conclusion of the stakeholder process, the City Attorney will draft a resolution with program parameters for PTC review and recommendation to City Council, followed by Council evaluation and decision to adopt, modify, or reject the proposed RPP district.

Green Acres: Per the City-wide RPP Ordinance, staff would conduct a community outreach and stakeholder process to design a program for the area. At the conclusion of the stakeholder process, the City Attorney will draft a resolution with program parameters for PTC review and recommendation to City Council, followed by Council evaluation and decision to adopt, modify, or reject the proposed RPP district.

Policy Implications

The implementation of Residential Preferential Parking districts is consistent with the following Comprehensive Plan policy and program:

Policy T-5.11: Work to protect residential areas from parking impacts of nearby businesses and uses, recognizing that fully addressing some existing intrusions may take time.

Program T5.11.1: Coordinate with neighborhood groups and local businesses and other stakeholders to evaluate the need for a residential parking permit program in areas without existing programs.

Resource Impact

The demands for parking services have continued to grow and now far exceed the staff resources available for these services. The expansion of Residential Permit Parking districts adds to this demand. In addition, the complexity of developing and operating customized and unique Residential Permit Parking districts places a significant strain on City resources, including City staff and its contractors. The City Council will be asked to address this situation though a set of actions including the addition of more staff resources in the parking program;

investments (new permit parking and citation management system) that improve both the effectiveness and efficiency in the delivery of services; and consideration of modifications to the existing Residential Permit Parking program.

Environmental Review

The Commission prioritization and subsequent City Council decision are expected to provide conceptual direction for a new RPP district in Palo Alto, and are not a project under the California Environmental Quality Act (CEQA). Adoption of a new RPP district, including specific parameters for the district, would be subject to consideration and approval by Council by resolution at a later date. That resolution would address compliance with CEQA.

Attachments:

- Attachment A: Old Palo Alto RPP Petition (PDF)
- Attachment B: Green Acres RPP Petition (PDF)
- Attachment C: Charleston Gardens RPP Petition (PDF)

City of Palo Alto
Planning & Community Environment
Transportation Division
250 Hamilton Avenue
Palo Alto, CA 94301
(650) 329-2520

Neighborhood Petition Request Form

This form must be filled out in its entirety and submitted to:

The City of Palo Alto
Transportation Department
250 Hamilton Avenue
Palo Alto CA 94301

Feel free to attach additional sheets containing pictures, occupancy maps, additional testimony or additional text if the space provided is insufficient.

1. Requesting Individual's Contact Information

Name: Isabelle & Lloyd Diamond
Address: [redacted] Nevada Avenue
Phone Number: [redacted]
Email: [redacted]

2. Please describe the nature of the overflow parking problem in your neighborhood.

1. **What streets in your neighborhood do you feel are affected by overflow parking?**
2. **How often does the overflow occur?**
3. **Does the impact vary from month to month, or season to season?**

1. High street from Oregon to North California avenue / Nevada Avenue from High to Emerson.
2. Monday through Friday from 7:00AM to 7:00PM.
3. It is constant.

3. **Can you identify a parking impact generator that is the cause of overflow parking inthe neighborhood? Are there any facilities (churches, schools, shopping centers, etc.) near this location that generate a high concentration of vehicle and pedestrian traffic? Please list your understanding of the causes:**

California Avenue Caltrain station is the cause of the high overflow of traffic. Most of the car traffic comes from drivers parking their vehicles for the entire day, so that they can take the underpass to walk to California Caltrain station. It is important to note that Caltrain parking is never full as most of the train users elect to park their car in our neighborhood, for free!

Several consequences:

1/ This results in a constant overflow of cars all week long from Monday to Friday on High Street. This large increase in cars limits the access to the neighborhood park for families since there are no parking spaces available all day long. This defeats the purpose of having a park for the enjoyment and pleasure of our community.

2/ Some families who would like to enjoy the park, are forced to park at the end of High Street on the off ramp from Oregon to Alma, which is an extremely dangerous spot to park.

3/ We see cars cruising down at full speed, searching for parking spaces all day long. This endangers pedestrians crossing to go to the park, not to mention the kids that are running around the park. Bowden Park and shops at California Avenue also generate pedestrian traffic. Families walk and drive to enjoy the park facilities as well as the shops and restaurants at California Avenue.

4/ As High Street is fully congested with cars, Caltrain users find parking spaces in other perpendicular streets (Nevada Avenue for example), slowly inundating the whole neighborhood.

5/ Local residents often have no parking spaces available for their secondary vehicles or are sandwiched between 2 cars obstructing their driveways. There is also a fire hydrant on the corner of Nevada and High, in front of which cars are constantly parked illegally.

6/ Our neighborhood has finally become the parking lot for Caltrain customers

Printed with soy-based inks on 100% recycled paper processed without chlorine.

4. Please describe how parking restriction will be able to eliminate or reduce overflow parking impacting the neighborhood. Please include your suggestion for the boundary of the program:

For all the above reasons cited in section 3, we believe that requesting limited parking access (2 hours maximum per car per day) from Monday to Friday (8:00am to 5:00pm) on the **portion of High Street from Oregon off ramp to California** and **the portion of Nevada Avenue from High Street to Emerson**, would allow our neighborhood to safely enjoy the benefits and amenities of our town of Palo Alto; not only the park, as well as the California avenue retail stores and restaurants. This would also allow people outside the neighborhood to equally enjoy the park and the retail outlets, allowing parking opportunities for everyone.

1/ Since the flow of traffic will decrease, safety will improve for pedestrians, in particular. To further improve safety, we would also like to request for the city to place speed deterrents (speed bumps for example) on High Street, running from the off ramp to Oregon to California Avenue.

2/ Parking restriction would allow everyone who wishes to enjoy the park, to be able to park his/her vehicle during day time. It is only by restricting the time amount that there will be parking space available for all to enjoy the park (now Caltrain users park as early as 6:00 am until as late as 7:00 pm. By 8:00 am, High street is completely full as well as the portion of Nevada to Emerson).

3/ To ensure that our neighborhood is no longer the parking lot for Caltrain users when there is space available for them to park at the station.

Printed with soy-based inks on 100% recycled paper processed without chlorine.

5. Is there neighborhood support for submittal of this application? Have you contacted your HOA/Neighborhood Association?

Please see signatures below

Printed with soy-based inks on 100% recycled paper processed without chlorine.

Neighborhood Petition Form (Street by Street Basis)

THE UNDERSIGNED BELOW AGREE TO THE FOLLOWING:

1. All persons signing this petition do hereby certify that they reside on the following street, which is being considered for parking restrictions: High Street / Nevada Avenue

2. All persons signing this petition do hereby agree that the following contact person(s) represent the neighborhood as facilitator(s) between the neighborhood residents and City of Palo Alto staff in matters pertaining to this request:

Name: Isabelle Diamond

Address: [redacted] Nevada Avenue, Palo Alto Phone #: [redacted]

Name: George Herman

Address: [redacted] High Street, Palo Alto Phone #: [redacted]

Name: Kristin Major

Address: [redacted] Nevada Ave, Palo Alto. Phone #: [redacted]

ONLY ONE SIGNATURE PER HOUSEHOLD

Name (Please Print)	Address	Phone Number	Signature
1. Helen Carnes	[redacted] High St.	[redacted]	
2. CINDY BAO	[redacted] HIGH ST.	[redacted]	
3. Lloyd Diamond	[redacted] Nevada Ave	[redacted]	
4. GEORGE HERMAN	[redacted] High St	[redacted]	
5. Krishn Major	[redacted] Nevada Ave.	[redacted]	
6. JEFF HALE	[redacted] Nevada Ave.	[redacted]	
7. Chris and Lisa Young Hallenbeck	[redacted] Emerson.	[redacted]	

(Currently living overseas - email confirmed agreement to petition)

Neighborhood Petition Form (Street by Street Basis)

THE UNDERSIGNED BELOW AGREE TO THE FOLLOWING:

1. All persons signing this petition do hereby certify that they reside on the following street, which is being considered for parking restrictions: High Street / Nevada Avenue

2. All persons signing this petition do hereby agree that the following contact person(s) represent the neighborhood as facilitator(s) between the neighborhood residents and City of Palo Alto staff in matters pertaining to this request:

Name: Isabelle Diamond

Address: [redacted] Nevada Avenue, Palo Alto Phone #: [redacted]

Name: George Herman

Address: [redacted] High Street, Palo Alto Phone #: [redacted]

Name: Kristin Major

Address: [redacted] Nevada St, Palo Alto Phone #: [redacted]

ONLY ONE SIGNATURE PER HOUSEHOLD

Name (Please Print)	Address	Phone Number	Signature
1. ROBERTA DURHAM	[redacted] OREGON, PALO ALTO 94301	[redacted]	Roberta Durham
2.	↙ OWNER OF [redacted] HIGH ST, PALO ALTO 94301		
3. INDY BAROCCHI	[redacted] EMERSON Palo Alto 94301		* I am @ corner of Nevada/Emerson Indy Barocchi
4.			
5.			
6.			
7.			

Printed with soy-based inks on 100% recycled paper processed without chlorine.

This petition has collected
24 signatures
using the online tools at ipetitions.com

Printed on 2018-08-16

Neighborhood Petition Request Form

About this petition

This form must be filled out in its entirety and submitted to:

The City of Palo Alto
Transportation Department
250 Hamilton Avenue
Palo Alto CA 94301

Feel free to attach additional sheets containing pictures, occupancy maps, additional testimony or additional text if the space provided is insufficient.

1. Requesting Individual's Contact Information

Name: Isabelle Diamond
Address: 150 Nevada Avenue

2. Please describe the nature of the overflow parking problem in your neighborhood.
   1. What streets in your neighborhood do you feel are affected by overflow parking?

      - High - From: Washington To: Oregon
      - Emerson - From: Washington To: Oregon
      - Ramona - From: Washington To: Oregon
      - Washington - From: Alma To:Ramona
      - N California - From: Alma To:Ramona
      - Nevada - From: High To: Ramona
      - Oregon - From: High To: Ramona

   2. How often does the overflow occur?

      - Monday through Friday from 7:00AM to 7:00PM.

   3. Does the impact vary from month to month, or season to season?

      - It is constant.

3. Can you identify a parking impact generator that is the cause of overflow parking in the neighborhood? Are there any facilities (churches, schools, shopping centers, etc.) near this location that generate a high concentration of vehicle and pedestrian traffic? Please list your understanding of the causes:

California Avenue Caltrain station is the cause of the high overflow of traffic. Most of the car traffic comes from drivers parking their vehicles for the entire day, so that they can take the underpass to walk to California Caltrain station. It is important to note that Caltrain parking is never full as most of the train users elect to park their car in our neighborhood, for free!

Several consequences:

1) This results in a constant overflow of cars all week long from Monday to Friday on the streets mentioned above. This large increase in cars limits the access to the neighborhood park for families since there are no parking spaces available all day long. This defeats the purpose of having a park for the enjoyment and pleasure of our community.

2) Some families who would like to enjoy the park, are forced to park at the end of High Street on the off ramp from Oregon to Alma, which is an extremely dangerous spot to park.

3) We see cars cruising down at full speed, searching for parking spaces all day long. This endangers pedestrians crossing to go to the park, not to mention the kids that are running around the park. Bowden Park and shops at California Avenue also generate pedestrian traffic. Families walk and drive to enjoy the park facilities as well as the shops and restaurants at California Avenue.

4) As High Street is fully congested with cars, Caltrain users find parking spaces in other perpendicular streets (Nevada Avenue for example), slowly inundating the whole neighborhood.

5) Local residents often have no parking spaces available for their secondary vehicles or are sandwiched between 2 cars obstructing their driveways.

6) Our neighborhood has finally become the parking lot for Caltrain customers.

4. Please describe how parking restriction will be able to eliminate or reduce overflow parking impacting the neighborhood. Please include yours suggestion for the boundary of the program:

For all the above reasons cited in section 3, we believe that requesting limited parking access (2 hours maximum per car per day) from Monday to Friday (8:00am to 5:00pm) on the streets mentioned above, would allow our neighborhood to safely enjoy the benefits and amenities of our town of Palo Alto; not only the park, as well as the California avenue retail stores and restaurants. This would also allow people outside the neighborhood to equally enjoy the park and the retail outlets, allowing parking opportunities for everyone.

1) Since the flow of traffic will decrease, safety will improve for pedestrians, in particular.

To further improve safety, we would also like to request for the city to place speed deterrents (speed bumps for example) on High Street, running from the off ramp to Oregon to California Avenue.

2) Parking restriction would allow everyone who wishes to enjoy the park, to be able to park his/her vehicle during day time. It is only by restricting the time amount that there will be parking space available for all to enjoy the park (now Caltrain users park as early as 6:00 am until as late as 7:00 pm. By 8:00 am, High street is completely full as well as the portion of Nevada to Emerson. Traffic then begins to inundate the surrounding streets.).

3) To ensure that our neighborhood is no longer the parking lot for Caltrain users when there is space available for them to park at the station.

4) To accommodate not residents, we are willing to accept 20 non-resident paid parking permits to be issued.

5. Is there neighborhood support for submittal of this application? Have you contacted your HOA/Neighborhood Association?

Please see signatures below

Neighborhood Petition Form (Street by Street Basis)

THE UNDERSIGNED BELOW AGREE TO THE FOLLOWING:

1. All persons signing this petition do hereby certify that they reside on the following street, which is being considered for parking restrictions: High, Nevada, Emerson, Ramona, Washington, N. California and Oregon

2. All persons signing this petition do here by agree that the following contact person(s) represent the neighborhood as facilitator(s) between the neighborhood residents and the City of PaloAlto staff in matters pertaining to this request:

Name: Isabelle Diamond

Address: [redacted] Nevada Avenue, Palo Alto

Name: George Herman

Address: [redacted] High Street, Palo Alto

Name: Kristin Major

Address: [redacted] Nevada Avenue, Palo Alto

ONLY ONE SIGNATURE PER HOUSEHOLD

Signatures

1. Name: Keith Clarke [redacted] on 2018-08-01 23:45:30
   Street Address: [redacted] Washington Ave
   Phone Number: [redacted]

2. Name: Isabelle Diamond [redacted] on 2018-08-02 01:24:03
   Street Address: [redacted] Nevada Avenue
   Phone Number: [redacted]

3. Name: Edward Keyani [redacted] on 2018-08-02 21:28:14
   Street Address: [redacted] Washington Ave
   Phone Number: [redacted]

4. Name: George Herman [redacted] on 2018-08-02 23:10:50
   Street Address: [redacted] High St
   Phone Number: [redacted]

5. Name: Ann Protter [redacted] on 2018-08-03 01:54:09
   Street Address: [redacted] N California Ave
   Phone Number: [redacted]

6. Name: Elizabeth Shepard [redacted] on 2018-08-03 05:02:59
   Street Address: [redacted] Nevada Avenue
   Palo Alto, CA
   Phone Number: [redacted]

7. Name: Nahid Waleh [redacted] on 2018-08-03 15:28:54
   Street Address: [redacted] Emerson Street
   Phone Number: [redacted]

8. Name: Tim Roper [redacted] on 2018-08-03 16:02:10
   Street Address: [redacted] N. California Ave.
   Phone Number: [redacted]

9. Name: Ann Winkler [redacted] on 2018-08-03 20:39:12
   Street Address: [redacted] Ramona Street
   Palo Alto, CA 94301
   Phone Number: [redacted]

10. Name: Ping Wan [redacted] on 2018-08-03 21:24:39
    Street Address: [redacted] Washington Ave
    Phone Number: [redacted]

11. Name: Ferdinand Sales [redacted] on 2018-08-05 17:29:22
Street Address: [redacted] Ramona St
Palo Alto CA 04301
Phone Number: [redacted]

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12. Name: Bud and Barbara Bennigson [redacted] on 2018-08-05 22:12:59
Street Address: [redacted] Ramona Street
Phone Number: [redacted]

---

13. Name: M Dreyer [redacted] on 2018-08-06 00:32:51
Street Address: [redacted] Nevada Ave
Palo Alto CA 94301
Phone Number: [redacted]

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14. Name: Kenneth Hadler [redacted] on 2018-08-06 06:11:14
Street Address: [redacted] High Street
Palo Alto CA 94301
Phone Number: [redacted]

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15. Name: Astrid Hadler [redacted] on 2018-08-06 06:12:36
Street Address: [redacted] High Street
Palo Alto CA 94301
Phone Number: [redacted]

---

16. Name: Mitchell Miller [redacted] on 2018-08-08 00:55:44
Street Address: [redacted] RAMONA ST
Phone Number: [redacted]

---

17. Name: Christopher Robell [redacted] on 2018-08-08 22:12:33
Street Address: [redacted] Emerson St
Phone Number: 650-245-7395

---

18. Name: John Carlson [redacted] on 2018-08-09 18:30:37
Street Address: [redacted] Washington Ave
Phone Number: [redacted]

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19. Name: Brandon [redacted] on 2018-08-10 04:09:43
Street Address: [redacted] Nevada Ave
Phone Number: [redacted]

---

20. Name: Rafael Oliveira [redacted] on 2018-08-13 21:16:30
Street Address: [redacted] Ramona St
Phone Number: [redacted]

---

21. Name: Laurel Robinson [redacted] on 2018-08-14 02:33:28
Street Address: [redacted] WASHINGTON AVE
Palo Alto CA 94301
Phone Number: [redacted]

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22. Name: Matt Robinson [redacted] on 2018-08-14 05:23:48
Street Address: [redacted]

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23. Name: Morgan Lashley [redacted] on 2018-08-15 04:29:08
Street Address: [redacted] Washington Ave
Palo Alto, CA 94301
Phone Number: [redacted]

---

24. Name: Evelyn Chan-Cox [redacted] on 2018-08-15 22:25:16
Street Address: [redacted] Washington Ave
Phone Number: [redacted]

Jeneen Nammar

[redacted] Hubbartt Dr.• Palo Alto, CA 94306
Phone: [redacted] • E-Mail: [redacted]

8-21-18

Mark Hur
Parking Operation Lead
Planning & Community Environment
Transportation
City of Palo Alto
250 Hamilton Ave.
Palo Alto, CA 94301

Dear Mr. Hur:

As you are aware, in our neighborhood by Gunn High School, many of us live in a zone in which the city can ticket residents for parking in front of their own homes on weekday mornings from 9 to 10 am. The streets impacted are Hubbartt, Georgia, and to a small extent Donald. Surely the signs are intended to keep Gunn high school students from abusing the residents, and to some extent they are appreciated for trying to fulfill that purpose. There is not much doubt in the neighborhood that without the signs, the students would be taking advantage of us. Each of us can testify to students taking up the street space in front our homes. Those on Georgia, that live by the path to Gunn, are especially exasperated that visitors to their homes would have to park away from them. However, the street signs do not exempt the residents themselves from being ticketed. Monday through Friday, from 9 to 10 am, the city can financially penalize residents for parking in front of their own homes, and from our experience, does. This sets up certain unacceptable inequities between us and other Palo Alto residents, and our petitions aim to rectify that.

As required by city policy, I solicited signatures from residents to grant us access to the Residential Preferential Parking Program (RPP). As I gained signatures, I personally talked with many residents, who have felt unfairly treated and financially penalized by tickets- that we do not enjoy the same parking freedoms as other residents. We are now aware that other neighborhoods with similar signs have already been given access to the RPP program- that we are behind in asking for RPP and that every ticket we get, could have been avoided now. So we ask for same equal treatment. RPP should be extended to all residents in school zones and ours. Please extend it to our neighborhood. Thank you for listening and your help in this matter. Please advise me as to when it will begin for us, as now I responsible to 40 other residents. The school year has started, and we are concerned that we will be financially penalized at any time until the RPP is extended to us.

Sincerely,

Jeneen Nammar

Jeneen Nammar
Gunn High School Neighborhood Resident

PLANNING & COMMUNITY ENVIRONMENT

CITY OF PALO ALTO
250 Hamilton Avenue, 5th Floor
Palo Alto, CA 94301
650.329.2441

Residential Preferential Parking (RPP) Program - Neighborhood Petition Form

The purpose of this form is to enable neighborhoods to initiate a new residential preferential parking program in accordance with the City of Palo Alto's adopted residential preferential parking program Ordinance, Resolutions and approved Administrative Guidelines. This form must be filled out in its entirety and submitted with any request to:

City of Palo Alto
Transportation Division
250 Hamilton Avenue, Floor 5
Palo Alto, CA 94301

Feel free to attach additional sheets containing pictures, occupancy maps, additional testimony or additional text if the space provided is insufficient.

1. Requesting Individual's Contact Information

Name: Jeneen M. Nammar
Address: [redacted] Hubbard Dr.
Phone Number: [redacted]
E-mail Address (optional): [redacted]

2. Please describe the nature of the overflow parking problem in your neighborhood.

1. What streets in your neighborhood do you feel are affected by overflow parking?
2. How often does the overflow occur?
3. Does the impact vary from month to month, or season to season?

3. Can you identify a parking impact generator that is the cause of overflow parking in the neighborhood? Are there any facilities (churches, schools, shopping centers, etc.) near this location that generate a high concentration of vehicle and pedestrian traffic? Please list your understanding of the causes:

4. Please describe how a Residential Parking Permit Program will be able to eliminate or reduce overflow parking impacting the neighborhood. Please include your suggestion for the boundary of the program:

5. Is there neighborhood support for submittal of this Residential Parking Permit Program application? Have you contacted your HOA/Neighborhood Association?

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4192, 4182, 4463, 4461, 4150

CITY OF PALO ALTO
PLANNING & COMMUNITY ENVIRONMENT
250 Hamilton Avenue, 5th Floor
Palo Alto, CA 94301
650.329.2441

Neighborhood Petition Form (Street by Street Basis)

THE UNDERSIGNED BELOW AGREE TO THE FOLLOWING:

1. All persons signing this petition do herby certify they reside on the following street, which is being considered for the residential preferential parking: Hubbartt Dr.

2. All persons signing this petition do hereby agree that the following contact person(s) represent the neighborhood as facilitator(s) between the neighborhood residents and the City of Palo Alto staff in matters pertinent to this request:

Name: Jeneen Nammar
Address: [redacted] Hubbartt Dr. Phone : [redacted]
Name:
Address: Phone :
Name:
Address: Phone :

ONLY ONE SIGNATURE PER HOUSEHOLD

	Name (Please Print)	Address	Phone Number	Signature
1.	David Tanaka	[redacted]	Hubbartt Dr. [redacted]	
2.	ROGER NOLL	[redacted]	Hubbartt Dr [redacted]	
3.	CRAIG MOHR	[redacted]	[redacted]	
4.	Jeneen Nammar	[redacted]	Hubbartt Dr [redacted]	
5.	Smita Shah	[redacted]	Hubbartt Dr. [redacted]	
6.	CARY LIU	[redacted]	Hubbartt Dr [redacted]	
7.	TODD GRAY	[redacted]	Hubbartt Dr [redacted]	
8.	DALJEET VIRDI	[redacted]	Hubbartt Dr [redacted]	
9.	TRILOCHAN VIRDI	[redacted]	Hubbartt Dr. [redacted]	
10.	Renu Virdi	[redacted]	Hubbartt Dr. [redacted]	
11.	Nisha Singh	[redacted]	Hubbartt Dr [redacted]	
12.	THEODORE CHANG	[redacted]	HUBBARTT DR. [redacted]	
13.	CHI-CHUN CHANG		"	
14.	Hannah Wu	[redacted]	Hubbartt Dr. [redacted]	
15.	Maria Green	[redacted]	Hubbartt Dr [redacted]	
16.	Michael Green	[redacted]	Hubbartt Dr [redacted]	
17.	NORMAN CHU	[redacted]	ARASTRADERO [redacted]	
18.	NUMITA PARAT	[redacted]	Hubbartt Dr.	
19.	ANOOP SINHA	[redacted]	HUBBARTT [redacted]	
20.	Anamari Eng	[redacted]	Hubbartt [redacted]	

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PLANNING & COMMUNITY ENVIRONMENT
CITY OF PALO ALTO
250 Hamilton Avenue, 5th Floor
Palo Alto, CA 94301
650.329.2441

Neighborhood Petition Form (Street by Street Basis)

THE UNDERSIGNED BELOW AGREE TO THE FOLLOWING:

1. All persons signing this petition do herby certify they reside on the following street, which is being considered for the residential preferential parking: Georgia and Donald Drives

2. All persons signing this petition do hereby agree that the following contact person(s) represent the neighborhood as facilitator(s) between the neighborhood residents and the City of Palo Alto staff in matters pertinent to this request:

Name: Jeneen Nammar
Address: [redacted] Hubbard Dr Phone : [redacted]
Name:
Address: Phone :
Name:
Address: Phone :

ONLY ONE SIGNATURE PER HOUSEHOLD

	Name (Please Print)	Address	Phone Number	Signature
1.	SUSAN PINES	[redacted] DONALD	[redacted]	
2.	EREZ DOLEV	GEORGIA		
3.	SHERI SHON	GEORGIA		
4.	MERAV DOLEV	417 5385		
5.	MIRIAM JACOB	[redacted] Georgia		
6.	Karin Bricker	Georgia		
7.	[illegible]	GEORGIA		
8.	Sue Abellera	Georgia		
9.	Bob Hesson	[redacted] Georgia	[redacted]	
10.	Reinhold Oederle	[redacted] Georgia		
11.	Kevin Houck	Georgia Ave		
12.	Laura Macky	Georgia Ave		
13.	[illegible] Chandler	[redacted] Georgia	[redacted]	
14.	RICHARD KELLER	[redacted] GEORGIA		
15.	Jeff Liu	[redacted] Donald Dr		
16.	DOUG CRANE	[redacted] GEORGIA AVE	[redacted]	
17.	Chun Liang	[redacted] Donald Dr		
18.	Diane Sun	[redacted] Georgia Ave	[redacted]	
19.	ELLIOT STEIN	[redacted] GEORGIA		
20.	RICHARD HUANG	GEORGIA	[redacted]	

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City of Palo Alto
Planning & Community Environment
Transportation Division
250 Hamilton Avenue
Palo Alto, CA 94301
(650) 329-2520

Neighborhood Petition Request Form

This form must be filled out in its entirety and submitted to:

The City of Palo Alto
Transportation Department
250 Hamilton Avenue
Palo Alto CA 94301

Feel free to attach additional sheets containing pictures, occupancy maps, additional testimony or additional text if the space provided is insufficient.

1. Requesting Individual's Contact Information

Name: MGA Properties Inc. ~~(Agent: Sarah Bricksin)~~ Janelle Valente
Address: 809 San Antonio Road, Palo Alto, CA 94303 [redacted]
Phone Number: office: 408-871-5914, [redacted]
Email: mgapropertiesinc@gmail.com, ~~sarah.mgaproperties@gmail.com~~

2. Please describe the nature of the overflow parking problem in your neighborhood.

1. **What streets in your neighborhood do you feel are affected by overflow parking?**
2. **How often does the overflow occur?**
3. **Does the impact vary from month to month, or season to season?**

1. Frontage road adjacent to southbound San Antonio Rd, south of E Charleston Rd., in front of 809 San Antonio Rd.
2. Daily
3. Varies slightly with the cooperation of other local businesses. Parking has been a consistent issue, worse after building of Jewish Community Center.

3. Can you identify a parking impact generator that is the cause of overflow parking in the neighborhood? Are there any facilities (churches, schools, shopping centers, etc.) near this location that generate a high concentration of vehicle and pedestrian traffic? Please list your understanding of the causes:

Hertz and Enterprise rental cars have been parked in front. We have asked them not to park in front of our building. The cars will be removed for some time but appear again at will. The new Jewish Community Center let us know they instruct their employees to park there. We have an abandoned vehicle (white TransSport van) which has been repeatedly reported over many months to no avail. In such a congested area, the 72-hour parking rule should be enforced without prompting. The city may wish to monitor the cars on Fabian Way more closely as well.

4. Please describe how parking restriction will be able to eliminate or reduce overflow parking impacting the neighborhood. Please include your suggestion for the boundary of the program:

Our management company and the businesses that operate out of our building have made many efforts to report violations to the city of Palo Alto and the police department. The scarcity of parking created by permitting new construction without sufficient parking has created a hardship for the tenants of our older building. Our building was zoned with the intent that we use this public parking in front. Our property has no parking and we cannot compel anyone to rent parking spaces out to us (we have tried). New construction can only be approved and permitted when parking to accommodate a new building is considered sufficient, correct? To maintain the continuity of the neighborhood and deter people from parking on the frontage road, rather than parking on their own properties, we propose to make all public parking on the frontage road permit-required parking. Perhaps with a couple of 2-hour parking spaces for our tenant's patrons.

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5. Is there neighborhood support for submittal of this application? Have you contacted your HOA/Neighborhood Association?

All of our tenants are in agreement and acknowledge these parking issues. The building just north of ours (next door) is under renovation. We believe whatever employees or clients will be frequenting there would also be served by this change as their building has no parking either and should be allowed to obtain parking permits and designate temporary parking spaces at their discretion.

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Neighborhood Petition Form (Street by Street Basis)

THE UNDERSIGNED BELOW AGREE TO THE FOLLOWING:

1. All persons signing this petition do hereby certify that they reside on the following street, which is being considered for parking restrictions: 809 San Antonio Rd, Palo Alto, CA 94303 (business location, not residence)

2. All persons signing this petition do hereby agree that the following contact person(s) represent the neighborhood as facilitator(s) between the neighborhood residents and City of Palo Alto staff in matters pertaining to this request:

Name: ~~Sarah Bricksin~~

Address: 125 E Sunnyoaks Ave, Suite 201, Campbell, CA 95008 Phone #: 408-871-5914 (office) [redacted]

Name: Janelle Valente

Address: 125 E Sunnyoaks Ave, Suite 201, Campbell, CA 95008 Phone #: 408-871-5914

Name:

Address: Phone #:

ONLY ONE SIGNATURE PER ~~HOUSEHOLD~~ BUSINESS

Name (Please Print)	Address	Phone Number	Signature
1. Esmeralda Baez	809 San Antonio Rd #1, 94303	[redacted]	
2. David Chen	809 San Antonio Rd #10(4)0	[redacted]	
3. William Heaton	809 San Antonio #9	[redacted]	
4. Jimmy HUANG	" #6	[redacted]	
5. Kikue Shimura	" #7	[redacted]	
6. Linh-chi Nguyen	" #2	[redacted]	
7. Tammy Nguyen	" #8	[redacted]	

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8. Nicoletta Vera 809 San Antonio Rd. #4 [redacted] Nicoletta V.

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