

**AD-HOC JACK LONDON DISTRICT ON-STREET PARKING IMPROVEMENT COMMITTEE**  
248 Third Street #845, Oakland, CA 94607

December 9, 2003

Public Works Committee  
Oakland City Council  
Vice-Mayor Nancy Nadel, Chair  
Councilmembers Desley Brooks, Henry Chang, Jr., Jean Quan  
One City Hall Plaza  
Oakland, CA 94607

RE: Agenda Item #9 – Jack London On-Street Parking Improvements

Dear Vice-Mayor Nadel and Committee Members:

The ad-hoc committee supports the resolution attached to your staff report. The committee also supports introduction of the parking meter relocation ordinance that will be considered at the December 16<sup>th</sup> City Council meeting (agenda item #20). The committee appreciates the time and attention staff has devoted to bringing these items forward in a timely manner. We are concerned, however, that there is much unfinished business identified in the staff report and discussed below, that needs further attention.

**ACTION REQUESTED OF THE PUBLIC WORKS COMMITTEE**

The ad-hoc committee asks that the Public Works Committee take the following actions:

1. Recommend that the City Council approve the resolution on the consent calendar for 12/16/03;
2. Endorse revisions to Proposal #6 (Mixed-Use District Permit Parking Program) suggested by the ad-hoc committee on 12/5/2003 (see Attachment 1) and direct staff to return to the Public Works Committee on January 27, 2004 with a recommendation or revision for each point in Proposal #6,
3. Direct staff to return to the Public Works Committee on January 27, 2004 with responses to the ad-hoc committee's comments below and appropriate recommendations.

*from the staff report: ...*

**RECOMMENDATIONS AND RATIONALE** (*plus AD-HOC COMMITTEE COMMENTS*)

Staff recommends approval of the resolution calling for installation of: 1) diagonal parking one side of the street for eleven identified blocks, and 2) one and two-hour parking zones on eighteen identified block fronts, in the Jack London District, upon majority support from adjacent properties.

In addition, the following is staff's response to the eight proposals presented in the Plan (*followed by the ad-hoc committee's comments*):

**Proposal #1: The JLD Committee proposes that the Public Works Agency adopt criteria and policies for angle parking in the Jack London District that are consistent with and similar to those adopted in the City of San Diego.**

Staff does not support this proposal. Standards from four other cities (Los Angeles, Long Beach, San Diego, and Sacramento) were obtained for comparison. Oakland and Los Angeles have the most stringent standards, followed by Long Beach and Sacramento. Application of all these standards yields the same result – seven out of the 18 blocks in the proposal are too narrow for diagonal parking. Only the San Diego standards would qualify those seven blocks. There is not enough evidence to suggest that the San Diego standards should replace prevailing standards, and staff has concerns that simply adopting these

standards will reduce traffic safety. However, staff proposes to develop standards for on-street diagonal parking by Summer 2004, taking into consideration factors such as functional classification of streets (e.g. arterial, collector, local streets), traffic volume, posted speeds, and others.

*AD-HOC COMMITTEE COMMENT: The ad-hoc committee is disappointed but not surprised by staff's position. The City of Oakland currently uses standards for off-street parking lots and garages as its on-street angle parking standards. This means, in effect, the City has no standards for on-street angle parking. New standards are needed. In addition to the cities noted, staff should look at standards from Bay Area cities including San Francisco, Hayward, Berkeley, and Emeryville for comparison. The Public Works Committee may wish to request a date certain for a report and recommendation on new standards.*

**Proposal #2: The JLD Committee proposes that the Public Works Agency prepare a resolution pursuant to OMC 10.28.050 designating those streets in the Jack London District (illustrated in Figure #3) which are eligible for angle parking in accordance with criteria and policies adopted pursuant to Proposal #1 (above).**

Staff supports the preparation of a resolution to install diagonal parking spaces on 11 out of the 18 blocks, as City standards allow, in this proposal. For the remaining seven blocks, staff will determine whether exceptions may be made under special circumstances (where volume is extremely low, i.e. in a cul-de-sac).

*AD-HOC COMMITTEE COMMENT: The ad-hoc committee supports installation of angle parking on the 11 blocks proposed by staff. The committee is disappointed but not surprised by staff's position on the other seven blocks. We note that staff rejected installation of angle parking on three streets in the Jack London District: Castro, 4<sup>th</sup>, and 5<sup>th</sup> Streets because they are "too narrow." Yet in 1997 the City installed 41 angle stalls on 4<sup>th</sup> Street between Alice and Madison and 17 angle stalls on Jackson Street, which is the same width as Castro and is much busier than Castro. The Public Works Committee may wish to direct staff to determine whether special circumstances may exist on Castro and on 4<sup>th</sup> Street, and report back on January 27, 2004.*

**Proposal #3: The JLD Committee proposes that the Public Works Agency install angle parking spaces as rapidly as possible in accordance with approved criteria and policies.**

Staff supports this proposal.

*AD-HOC COMMITTEE COMMENT: The Public Works Committee may wish to ask staff for a schedule for installation of the 11 blocks of angle parking contained in the resolution.*

**Proposal #4: The JLD Committee proposes that the Public Works Agency prepare one or more resolutions pursuant to OMC 10.28.180, 10.28.190, and 10.28.210, to authorize installation of signs limiting parking to no more than four hours throughout the district, or fewer hours in accordance with the attached map (Figure #4). The resolution should include criteria for adding, changing, or removing signs on a block-by-block basis and notification procedures that include property owners, business owners, and residents on both sides of the street.**

Staff supports this proposal in accordance to the conditions stated in the recommendation below for Proposal #5.

*AD-HOC COMMITTEE COMMENT: The ad-hoc committee supports the resolution prepared by staff for one and two hour signs. However, the resolution does not include notification procedures as recommended in Proposal #4, and the criteria for adding, changing, or removing signs are extremely vague ("signatures from at least 51% of the addresses on a block"). The Public Works Committee may wish to ask staff to return on January 27, 2004 with a separate resolution that addresses these concerns.*

**Proposal #5: The JLD Committee proposes that the Public Works Agency install all approved time-limited parking zone signs in conjunction with adoption and implementation of the proposed Mixed-Use District Permit Parking Program (below).**

Staff supports one or two-hour time-limit signs, with no permit exception, be installed on the 16 proposed blocks upon the receipt of qualifying petitions, or, in lieu of petitions, demonstration from the JLD Committee that the simple majority (51%) of the addresses on each block favor the time-limit signs. Removal or changes to these signs shall be subject to the same 51% minimum support. No four-hour permit-parking signs will be installed in accordance to the response below for Proposal #6.

AD-HOC COMMITTEE COMMENT: See comment above.

**Proposal #6: The Committee proposes that the City Attorney and the Public Works Agency work with the Ad-Hoc Committee to draft an ordinance that includes the points listed below (see Page 5 of the Plan regarding Mixed-Use District Permit Parking Program) and present it to City Council for approval within three months.**

Staff is not making a recommendation at this time, but will return to the Council with recommendations following a collaborative effort with the community to address both the JLD and overall City needs and policies.

AD-HOC COMMITTEE COMMENT: The committee has revised this proposal (see separate page) and asks the Public Works Committee to approve Proposal #6 as revised. We believe the revised proposal is supported by staff.

**Proposal #7: The Committee proposes that the Public Works Agency and the Financial Services Agency work with the Ad-Hoc Committee to draft criteria for adding, changing, or relocating parking meters in the Jack London District, including specific notification procedures.**

Staff supports this proposal.

AD-HOC COMMITTEE COMMENT: The ad-hoc committee is pleased that staff supports our proposal. The Public Works Committee may wish to ask staff to return with proposed criteria and notification procedures on January 27, 2004.

**Proposal #8: To enhance retail activity, the Committee proposes that the Public Works Agency relocate several dozen parking meters and install a few new meters as shown on the attached map (Figure #5).**

Staff supports this proposal, and will return to Council in the near future with an ordinance addressing the relocation and installation of new meters.

AD-HOC COMMITTEE COMMENT: The proposed ordinance will be considered at the December 16 City Council meeting (agenda item 20). The ad-hoc committee supports the proposed ordinance and concurs with staff's recommendation for its approval.

Sincerely,

Ad-Hoc Jack London District On-Street Parking Improvement Committee

Joanna Adler, Jack London Mail

Dave Alley, Jack London Square Bath Gallery

Mike Bartlett, Horizon Partners

Albert del Masso, Bay Cities Produce Co., Inc.

Kevin Dawson, Phoenix Lofts

Dave Dunn, e-agency

Ken Hansen, 4<sup>th</sup> Street Concerned Citizens

Joshua Howes, Overload Studios

Gary Knecht, The Egghouse

Steve Lowe, WOCA

Andrea Masotti, Horizon Partners

Margaret Partlow, Metrovation

Donald E Puccini, Puccini Properties, LLC

Steve Sacks, Prime Smoked Meats, Inc.

Mark Seiler, Metrovation

Merritt Sher, Metrovation

Gail Staba, Tower Lofts

Rachel Stubblefield, Phoenix Lofts

**Attachment:** Proposal #6: Mixed-Use District Permit Parking Program

## ATTACHMENT 1

### **PROPOSAL #6: MIXED-USE DISTRICT PERMIT PARKING PROGRAM**

*The Ad-Hoc Committee proposes to replace this language from our Plan:*

Proposal #6 (9/15/2003): The Committee proposes that the City Attorney and the Public Works Agency work with the Ad-Hoc Committee to draft an ordinance that includes the points listed below and present it to City Council for approval within three months.

*with this language:*

**Proposal #6 (revised 12/5/2003): The Committee proposes that the Community and Economic Development Agency, the Public Works Agency, and the Financial Services Agency work with the Ad-Hoc Committee to review each of the points listed below, and return to the Public Works committee on January 27, 2004 with a recommendation or revision for each point. After approval by the Public Works Committee, staff will draft an ordinance that includes the approved and/or revised points listed below and present it to City Council for approval no later than March 16, 2004.**

*The rest of the language remains unchanged:*

- The area covered by permit parking will have non-residential zoning (not zoning that prohibits residential, just zones other than R- zones). Boundaries of the proposed Mixed-Use District are shown in Figure #4.
- Every mailing address within the district will be eligible for one parking permit. An individual's association with that mailing address can be established with a utility bill, a driver's license, a business license, a lease document, or a property ownership document.
- Each permit must be attached to a licensed motor vehicle.
- The permit will cost no less than \$78 and no more than \$100 per year, as determined by recommendation from staff, based on a financial analysis of program costs.
- 1-day and 7-day permits, currently issued in residential districts for visitors and rental vehicles, etc., will be available in the Mixed-Use Permit Parking District at the same prices as in residential districts.
- A business license or non-profit organization document will entitle such an entity to additional parking permits. There will be no limit on the number of additional permits an entity can purchase, unless City staff is able to recommend a fair and reasonable system for setting such limits.
- Additional permits can be purchased only by a business or non-profit organization's owner or CEO, or a representative with written authorization. Purchaser must certify that permits will be attached to vehicles that are used by employees of that entity or others conducting business with or for that entity within the Mixed-Use District's boundaries. Permits may not be used to store or park vehicles within the district while vehicle owners are conducting business outside the district. Violators will be penalized.
- Each additional permit will cost \$100 per year.
- A permit will exempt the vehicle it is attached to from citations wherever there is 3-hr or 4-hr time-limited parking. It will not exempt that vehicle from citations at parking meters, in 1-hr or 2-hr parking zones, or in green, white, yellow, blue, or red zones.