

**Public Input****Effects Residents or Businesses****Citywide**

Emery Go-Round routes should have metered parking to dissuade commuter parking.  
 Long-term, overnight parking for residents who do not have off-street parking should be considered.  
 Parking regulations need to be enforced.  
 Residential permit holders should park for free at metered parking spaces on street cleaning days.  
 If parking demand is caused by nonresidential development, parking costs should be paid for by developers.

**Financing**

Increase investments in encouraging people to walk, bike, or take public transi. Consider revenue use for park and ride or garages.  
 Increase enforcement by adding dedicated police staff.  
 Encourage individuals without a car to live in Emeryville or to decrease car ownership for existing residents through improving transit in Emeryville.  
 Parking revenue should be used to increase night-time surveillance (e.g., break-ins).  
 Parking revenue should be used to provide transit subsidies to all or selected residents and to enhance transit services (e.g., extended hours or routes).  
 Parking revenue should be used for parks, building requirements, and constructing new parking.  
 Improve and add street lighting to encourage walking to transit and other areas (e.g., Doyle between 59th and Powell).

**North Hollis/Doyle**

Residential and business permits are needed on both sides of 62nd Street.	
Businesses should not be able to park on residential streets east of Doyle Street.	Businesses
Provide residential permits for Oakland residents on Vallejo Street.	Residents
Development construction workers should not be able to park on the street and should be enforced.	Businesses
Eliminate the 2-hour limit on 62nd between Hollis and Horton (across the street from Hollis Complex) because there are more LW than parking on north side.	
Allow free 4-hour parking instead of 2-hour parking to benefit workers.	Businesses
Consider residents who don't have off-street parking options, households with more than 2 cars (with teens), and who work from home.	Residents
Incentivize businesses to encourage employees to park in garages.	Businesses
There should be no parking changes on 67th Street until needed.	Businesses

**Peninsula**

Allow residential permits on Powell Street for Watergate residents and visitors of residents (e.g., nannies, eldercare workers, etc.).	Residents
Parking at the marina should be free for all, or free for those with a residential permit.	Residents
Parking at the marina should have time limits to prevent all-day commuter parking.	

**North Bayfront**

Entire area should have short-term metered parking.	
South side of Haruff Avenue should be mid- or short-term parking to serve business customers.	Businesses

### South of Powell and Triangle

Meters on Adeline Street should be a RPP area instead.	Residents
Senior Center parking should have longer time limits (3-4 hours).	Businesses
ECCL has designated staff parking/permits - how does the Plan incorporate existing permitting?	Businesses
Parking limits and increased enforcement should be considered for evening hours, especially near the Senior Center and in the Triangle neighborhood.	Residents
Parking without a permit should only be allowed for 30 minutes, especially near the SPA.	
Business permits should not be allowed in the Triangle neighborhood.	Businesses
Construct a new park-and-ride lot.	
Streets adjacent to the Sherwin Williams development should be designated for permit parking instead of metered parking.	Residents
Add a permit area to Park Avenue Districts.	
Horton Street near the Sherwin Williams development should have more restrictive parking to allow parking availability for residents.	Residents
Permits and meters should both be designated near the artist co-op and 1500 Park Avenue.	

### Permits

Permit areas should also include metered parking for employees and visitors from Monday to Friday, 8-5.	Businesses
Permits should be transferrable (e.g., placards) for better convenience to households and businesses.	
Residential and business permit holders should be allowed to park at metered spaces at no cost.	
Proposed parking pricing should consider the effects on small businesses in Emeryville.	Businesses
Residential permit costs as proposed are too high, especially for the price jump to the second permit.	Residents
Reduce costs for residential parking permits, while increasing costs for business parking permits.	Residents
Consider how to accommodate the costs for multiple permits for renter/roommate situations.	Residents
Consider the impacts and mitigation of parking in adjacent Oakland areas.	Residents
Visitor permits should be convenient to obtain (e.g., online).	Residents
Business permits should not be available to businesses with revenues over \$2M per year.	Businesses
Price the cost of permits depending on several factors including the type of site (residential or commercial) and availability of existing off-street parking.	Residents
Business permits should only be provided for low-wage workers.	Businesses
Construction parking should be in the form of a permit for flexibility, not a designated parking space.	
All-day parking permits should be allowed for maintenance workers.	Residents
Allow more than two parking permits per dwelling unit, but raise the price significantly for the third and any subsequent permits.	Residents
Low-income residents should have free or permits at a low cost.	Residents
Business permits should have tiered pricing (e.g., by size of business) to reduce the burden for small businesses.	Businesses
Small businesses should get priority for business permits.	Businesses
Residential permits should be an option for those who live on a street with proposed metered parking.	Residents

### Metered Parking

Time limits on metered parking should be based on the need for short- and long-term parking needs.	
Long-term parking pricing is too inexpensive and should be \$1 to \$1.50/hour.	
Short-term metered parking should be inexpensive for the first few hours and more expensive for hours following.	
Add metered parking in proposed permit areas, especially in the area bounded by Hollis Street, Ocean Avenue, Vallejo Street, and Powell Street.	
Increase pricing for meters so that they are more demand-based and similar to pricing in Berkeley and Oakland.	