

Albert, Peter

From: lubaw@lcwconsulting.com
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To: Albert, Peter
Subject: GSW - SEIR pages related to RPP parking
Attachments: Vol_1_GSW_MB_DSEIR 431-438-439.pdf

Hi Peter

Attached are the pages from the EIR related to parking conditions within the residential areas.

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the perceived convenience of driving is lessened by a shortage of parking. By promoting carpooling, providing parking attendant services, providing clear direction to alternative parking locations in advance of events, and adjusting event parking rates, the parking supply would likely be more efficiently utilized during the event days and the potential parking deficit would be eliminated.

In the event that the 450 South Street parking garage would not be made available for event parking during weekday evenings, and the proposed parking supply in the study area would not meet demand, and it is possible that some drivers may seek available parking in adjacent residential areas to the south. South of the project site within the study area, the streets between Mariposa and 18th Streets, between Indiana and Third Streets are subject to the RPP “X” regulation which restricts on-street parking Monday through Friday, to a two or four-hour period between the hours of 8:00 a.m. and 4:00 p.m. unless an RPP “X” permit is displayed, in which case there is no time limit enforced. On these streets, the RPP regulation is not in effect during the weekday evenings, thus residents arriving to these areas could have difficulty parking on-street. If residents in adjacent residential areas to the south perceive an increased challenge in finding on-street parking in their neighborhoods, residents can request to establish a new or expand existing RPP Area “X” through the SFMTA. They may also explore other possible parking management strategies to address spillover parking in residential areas. The extent of spillover into the nearby residential neighborhoods to the south could be minimized by extending the RPP regulations to a larger area, reducing all non-residential on-street parking to two hours, adding parking meters at key locations, and increasing weekday midday enforcement.

Table 5.2-69 also shows that in the event that the UCSF parking facilities would not be made available for event parking during weekday and weekend evenings, the expected project parking demand could still be accommodated among the remaining facilities (assuming that the 450 South Street parking garage is available), with the overall occupancy increasing from 84 percent to 91 percent on weekday evenings, and from 69 percent to 77 percent on Saturday evenings.

As part of post-event transportation management, temporary parking restrictions on South Street (34 spaces between Third Street and Terry A. Francois Boulevard), Terry A. Francois Boulevard (15 spaces between South and 16th Streets), 16th Street (61 spaces between Third Street and Terry A. Francois Boulevard), and Illinois Street (40 spaces between 16th and 18th Streets) would reduce vehicular travel on the affected streets, and would displace the existing parking demand to other streets or to off-street facilities in the nearby vicinity. As noted above, lack of available on-street parking may result in drivers looking for a parking space on other streets, primarily to the west and south of the project site. During the weekday and weekend evening periods, on-street parking occupancy is low, and the overall number of parking spaces that would be affected would be relatively low (less than 150 spaces), and would not be expected to substantially affect overall on-street parking conditions.

Overall, under existing plus project conditions without a SF Giants evening game at AT&T Park, the project-generated parking demand would be accommodated with the existing off-street and on-street supply during weekday and Saturday conditions, as long as the 450 South Street parking garage becomes available for event parking on weekday evenings.

TABLE 5.2-72
2040 CUMULATIVE WITH PROJECT STUDY AREA PARKING DEMAND
AND SUPPLY WITHOUT A SF GIANTS GAME AT AT&T PARK

Parking Facility Grouping	No Event		Convention Event		Basketball Game	
	Midday	Evening	Midday	Evening	Midday	Evening
Weekday Conditions						
Existing Supply + Project	8,685	6,205	8,685	6,205	8,685	7,605
Additional existing facilities that remain open after hours	0	0	0	0	0	780
Cumulative Changes	4,225	2,837	4,225	2,837	4,225	3,065
Total Cumulative Supply	12,910	9,042	12,910	9,042	12,910	11,450
Existing Demand + Project	6,458	2,600	7,315	2,780	6,481	6,381
Cumulative Changes	7,820	4,625	7,820	4,625	7,820	4,625
Total Cumulative Demand	14,278	7,225	15,135	7,405	14,301	11,006
Surplus/(Shortfall) ^a	(1,368)	1,817	(2,225)	1,637	(1,391)	444
Total Parking Occupancy	111%	80%	117%	82%	111%	96%
Saturday Conditions						
Existing Supply + Project	6,205	6,205	–	–	6,205	7,605
Additional existing facilities open on Saturday	0	0	–	–	0	0
Cumulative Changes	2,837	2,837	–	–	2,837	2,837
Total Cumulative Supply	9,042	9,042	–	–	9,042	10,442
Existing Demand + Project	1,748	1,381	–	–	1,757	5,492
Cumulative Changes	3,420	2,850	–	–	3,420	2,850
Total Cumulative Demand	5,168	4,231	–	–	5,177	8,342
Surplus/(Shortfall)	3,874	4,811	–	–	3,865	2,100
Total Parking Occupancy	57%	47%	–	–	57%	80%

NOTE:

^a Parking supply shortfall highlighted in **bold** and shaded.

SOURCE: Advant Consulting/LCW Consulting, 2015

Because the proposed cumulative parking supply in Mission Bay would not meet cumulative demand on weekdays at midday, it is possible that some drivers may seek available parking in adjacent residential areas to the south, some of which are subject to the RPP “X” regulation (currently limits parking to two or four hours, depending on the block, between the hours of 8:00 a.m. and 4:00 p.m. unless an RPP “X” permit is displayed). Because some visitors might park for less than four hours, residents of these areas could find it more challenging to find parking on the street. Expansion of an existing RPP area, or altering the existing time limits and/or time-of-day of enforcement for an RPP zone, is typically a resident-driven process. As noted above, if residents in adjacent residential areas to the south perceive an increased challenge in finding

on-street parking in their neighborhoods, residents can request to establish a new or expand existing RPP Area "X" through the SFMTA. They may also explore other possible parking management strategies to address spillover parking in residential areas. The extent of spillover into the nearby residential neighborhoods to the south could be minimized by extending the RPP regulations to a larger area, reducing all non-residential on-street parking to two hours, adding parking meters at key locations, and increasing weekday midday enforcement.

2040 Cumulative with Project with a SF Giants evening game at AT&T Park

Table 5.2-73 presents the 2040 cumulative with project parking demand and supply for the analysis scenarios for conditions with an overlapping SF Giants evening game at AT&T Park. A comparison between existing plus project (**Table 5.2-70**) and 2040 cumulative with project (**Table 5.2-73**) parking conditions with an overlapping SF Giants evening game shows that, under 2040 cumulative conditions, parking demand would exceed parking supply during the weekday midday period for all project scenarios (No Event, Convention Event, and Basketball Game), as opposed to existing plus project conditions where no shortfall has been identified. The weekday midday parking shortfall, estimated to be between 800 and 1,700 spaces, would be a result of cumulative development and growth in Mission Bay, which, as noted above, would provide parking spaces at approximately 50 percent of the estimated peak parking demand based on current travel characteristics.

The 2040 cumulative weekday midday parking shortfall with an overlapping SF Giants evening game at AT&T Park would be 60 to 75 percent of the shortfall that would be experienced without an overlapping SF Giants evening game at AT&T Park. This is because the daytime parking demand in Mission Bay on days when the SF Giants play in the afternoon is typically lower than on no-game days, as a result of the higher daily parking rates (\$50 and higher) charged on game days at parking facilities managed by the SF Giants. As a result of the cumulative parking shortfall during the weekday midday period, individuals who would have preferred to drive may instead use non-auto modes of travel to arrive at Mission Bay, and as noted above, the cumulative parking supply would likely be more efficiently utilized during peak demand times, but the overall cumulative parking shortfall would likely not be eliminated.

Because the projected 2040 cumulative parking supply in Mission Bay would not meet 2040 cumulative demand during the weekday midday, it is possible that some drivers may seek available parking in adjacent residential areas to the south. Because some cumulative visitors might park for less than four hours, residents of these areas could find it difficult to park on the street. The extent of spillover into the nearby residential neighborhoods to the south could be minimized by extending the RPP regulations to a larger area, reducing all non-residential on-street parking to two hours, and increasing weekday midday enforcement.

A 2,000-space larger parking shortfall would also be experienced on weekday evenings with overlapping evening games at the event center and at AT&T Park (about 150 spaces under existing plus project conditions compared to 2,150 spaces under 2040 cumulative conditions). Similarly, a 230-space larger parking shortfall would also be experienced on Saturday evenings with an overlapping event at the event center and at AT&T Park (about 70 spaces under existing