



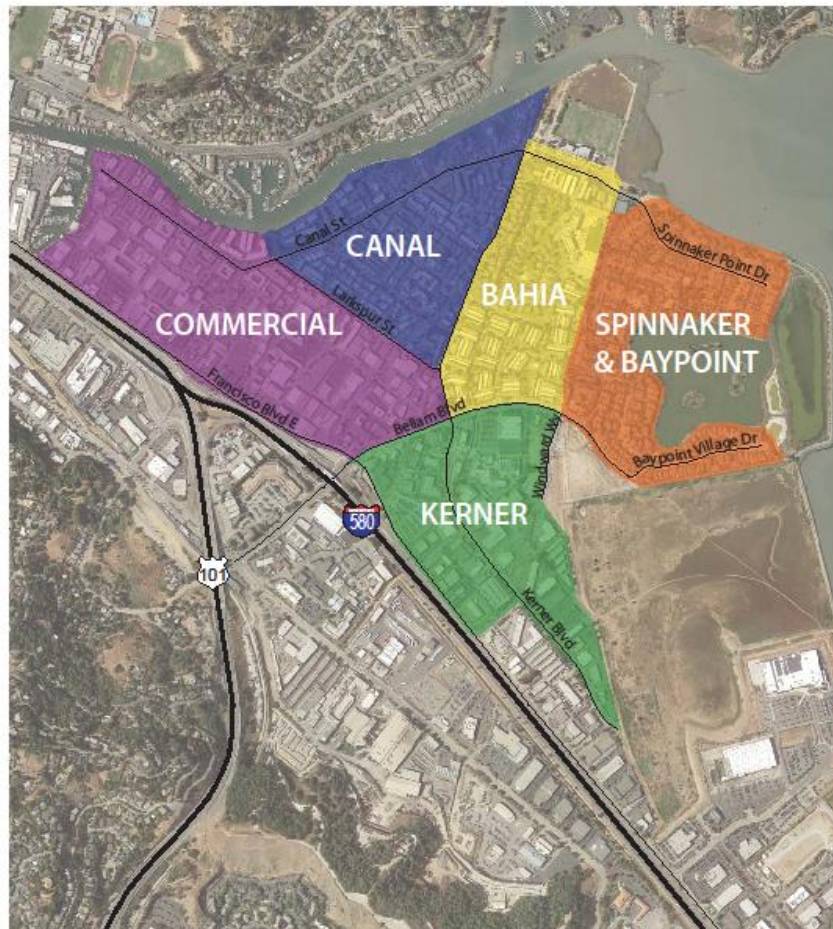
**EAST
SAN RAFAEL
PARKING**
PUBLIC MEETING






City Council Study Session
September 18, 2017



SAN RAFAEL
THE CITY WITH A MISSION

5 Subareas



LEGEND	
	Commercial Subarea
	Canal Subarea
	Bahia Subarea
	Spinnaker and Baypoint Subarea
	Kerner Subarea



East San Rafael Parking Study
Figure ES-1 – Study Area



Community Outreach (Nov 2016– July 2017)

Surveys

- Community Surveys

Meetings

- Canal Alliance
- Spinnaker Point and Baypoint HOA
- Marin Organizing Committee
- Bahia HOA
- East San Rafael Working Group of the San Rafael Chamber of Commerce
- Public Meeting in July 2017

Existing Parking Supply and Demand

- 2,300 on-street parking spaces for 2,880 cars
 - 580 on-street spaces deficit
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- 235 off-street parking spaces in key parking lots

Recommended Parking Strategies

- Enforcement
- Education
- Evaluation

Recommended Parking Strategies

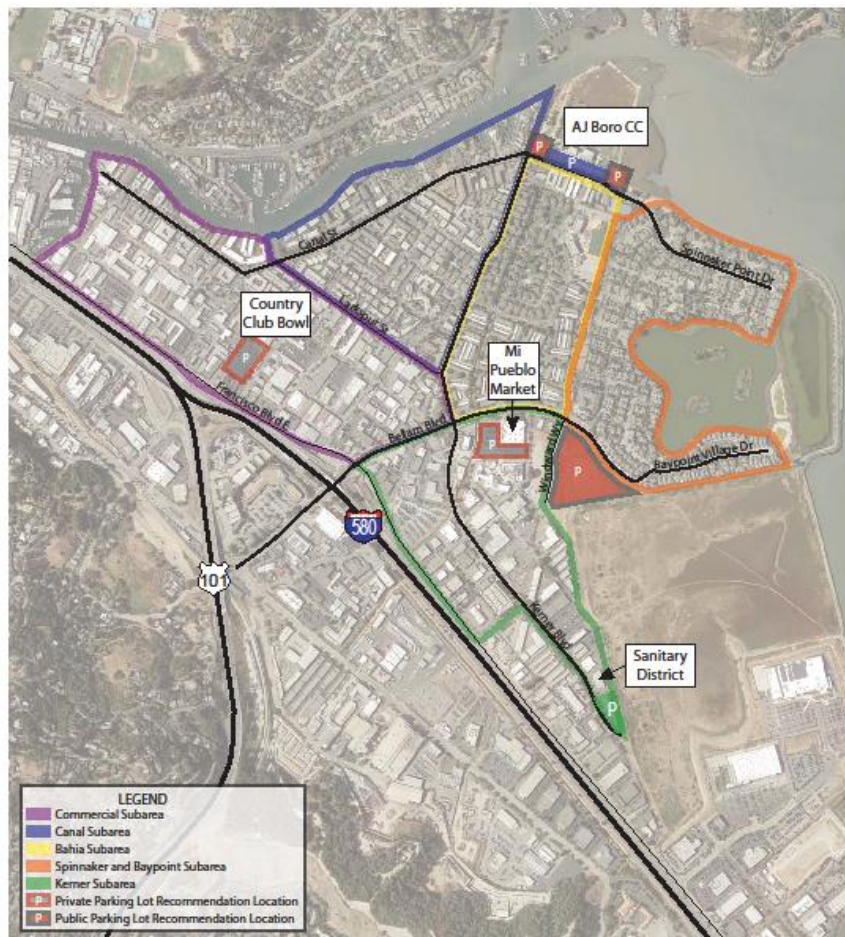
- Enforcement
 - Education
 - Evaluation
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- Short-Term (1 Yr)
 - Mid-Term (2 - 4 Yrs)
 - Long-Term Recommendations (5+ Yrs)

Recommended Short-Term Parking Strategies (1 Yr)

Table ES-3 – Recommended Parking Strategies Summary

Time	Strategy	Benefits	Drawbacks
Short-Term			
	Time Limited Parking - Change from 72-hr to 24-hr parking limits in residential areas, with 4 or 8-hr limits in commercial area	Effective strategy to provide turnover of parking in residential and commercial areas	Requires regular enforcement; does not entirely address the issues of spillover or the overall parking deficit
	Public-private partnership/ Off-Street Parking	Utilizes existing parking facilities (Bowling Alley, Mi Pueblo) to add up to 329 spaces	Requires private businesses to be willing to lease their parking spaces; Majority of cost falls to the City to incentivize owners, maintain lots, and provide security
	Transit Opportunities	Reduces the reliance on vehicles for travel; minimal cost to residents	Cost of subsidizing passes on the City or Marin Transit

Recommended Parking Strategies – Added Parking Supply



East San Rafael Parking Study
Figure 7 – Recommendations



Recommended Mid-Term Parking Strategies (2-4 Yrs)

Table ES-3 – Recommended Parking Strategies Summary

Time	Strategy	Benefits	Drawbacks
Mid-Term			
	City-Owned Parking Lots	Increases City-owned parking supply by 119-346 spaces; Costs of permits can offset administrative costs; Spaces can be short or long-term	High cost – up to \$2.3M; Would provide some but not total relief to address 582 space shortfall
	Parking Permits	Reduces spillover; Encourages parking turnover; Provides equitable way to manage parking in East San Rafael; Parking demand will be reduced and relocated	Requires regular enforcement/admin staff; Revenue from permits needs to be over \$200/year to cover the cost of administration (\$435,000 per year); Requires capital expenditure for signs, permits, maintenance, etc.; May result in relocation of parked vehicles outside of East San Rafael
	City Parking Code	Ensures that any development or redevelopment within the Canal Neighborhood subarea provides sufficient parking to meet the City's current code	

Recommended Parking Strategies - Permits

Table ES-2 – Option 1 Parking Permit Distribution

Subarea	Number of Units	Percent of Units	Number of Permits	Number of On-Street Spaces
Canal	1,350	48%	960	640
Spinnaker and Baypoint	459	16%	320	426
Commercial	873	31%	620	668
Commercial/Kerner Blvd Business	124	5%	100	358
Bahia*	-	-	-	210 public spaces
Total	2,806	100%	2,000	2,302

Note: *Bahia would not be included as they are implementing their own permitting program

Recommended Long-Term Parking Strategies (5 Yrs +)

Table ES-3 – Recommended Parking Strategies Summary

Time	Strategy	Benefits	Drawbacks
Long-Term			
	<p>Parking Structure</p>	<p>Can significantly increase parking supply and provide long-term parking for East San Rafael residents</p>	<p>High cost of \$25,000 or more per space; limited opportunity sites available</p>

East San Rafael Parking Study Summary

- 2,300 on-street parking spaces for 2,880 cars
- Need to:
 - reduce spillover
 - reduce demand
 - encourage turnover of spaces
 - add supply
- Several solutions are proposed
 - Short-Term (1 yr)
 - Reduce spillover and demand, encourage turnover - Change time limits from 72-hr to 24-hrs in residential areas
 - Add parking supply - Public/Private partnerships
 - Reduce demand - more use of transit
 - Mid-Term (2 – 4 yrs)
 - Add parking supply in City lots (Windward Way, Community Center)
 - Reduce spillover and demand, encourage turnover – permit parking
 - Add parking supply - update City Code for new development
 - Long-Term (5+ yrs)
 - Add parking supply in a parking structure

East San Rafael Parking Study Summary

Community Feedback

1. Proposed Recommendations
 - Schedule
 - Funding
 - 24 hour rule
 - Permits
 - Parking supply
2. Maintenance
3. Enforcement
4. Safety
5. Equity/Housing
6. Specific Concerns on Certain Streets



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