



**EAST
SAN RAFAEL
PARKING**
PUBLIC MEETING

July 12, 2017



SAN RAFAEL
THE CITY WITH A MISSION

Study Purpose

- Densely populated neighborhoods and increased rates of car ownership over the years have led to serious parking issues in the Canal, Spinnaker, and Baypoint neighborhoods.

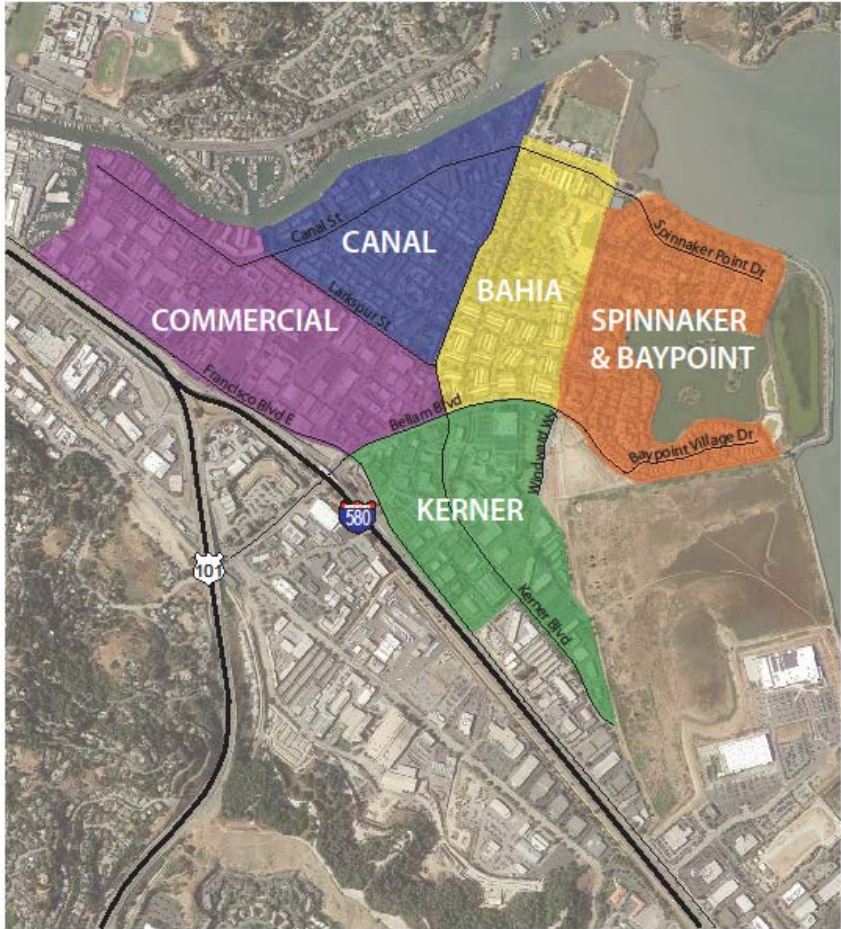
Study Purpose

- Densely populated neighborhoods and increased rates of car ownership over the years have led to serious parking issues in the Canal, Spinnaker, and Baypoint neighborhoods.
- The Mayor, Council and City have heard the community's concerns, and the City commissioned a study this year to help identify what measures can be taken to alleviate parking headaches.






Study Purpose

- Densely populated neighborhoods and increased rates of car ownership over the years have led to serious parking issues in the Canal, Spinnaker, and Baypoint neighborhoods.
- The Mayor, Council and City have heard the community's concerns, and the City commissioned a study this year to help identify what measures can be taken to alleviate parking headaches.
- The Mayor and other City officials invite you to join them tonight to discuss the results of the study and provide your feedback on the proposed solutions.

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 – Jan 2016)

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

Surveys

- Community Surveys

Existing Parking Supply and Demand

Table ES-1 – On-Street and Off-Street Peak Occupancy Rates

Subarea/Time Period	Time of Peak Parking Utilization	Time of Peak Parking Utilization		
		Supply	# Spaces	% Occupancy
Commercial Subarea				
Weekday Morning	1:00 p.m.	668	649	97%
Weekday Evening	12:00 a.m.		818	122%
Saturday	12:00 a.m.		822	123%
Canal Subarea				
Weekday Morning	12:00 p.m.	596*	547	92%
Weekday Evening	12:00 a.m.	640	775	121%
Saturday	12:00 a.m.		793	124%
Bahia Subarea				
Weekday Evening	11 p.m.	311	329	106%
Saturday	11 p.m.		326	105%
Spinnaker & Baypoint Subarea				
Weekday Evening	12:00 a.m.	436	408	94%
Saturday	12:00 a.m.		386	89%
Kerner Blvd Subarea				
Weekday Morning	9:00 a.m.	358	268	75%
Weekday Evening	12:00 a.m.		263	73%
Saturday	12:00 a.m.		240	67%
A. Boro Community Center				
Weekday Evening	10:00 p.m.	79	66	84%
Saturday Evening	11:00 p.m.		81	103%
Country Club Bowl				
Tuesday Morning	12:00 p.m.	137	16	12%
Tuesday Night	8:00 p.m.		44	32%
Saturday	7:00 p.m.		79	58%
Sanitary District No 1-Marin				
Tuesday Morning	1:00 p.m.	19	25	132%

Notes: # = number of occupied spaces; % = Occupancy Rate

; *A few of the cul-de-sacs were not included in Tuesday morning's count, as that survey focused on the commercial areas.

- 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

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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 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	<p>Increases City-owned parking supply by 119-346 spaces; Costs of permits can offset administrative costs; Spaces can be short or long-term</p>	<p>High cost – up to \$2.3M; Would provide some but not total relief to address 582 space shortfall</p>
	Parking Permits	<p>Reduces spillover; Encourages parking turnover; Provides equitable way to manage parking in East San Rafael; Parking demand will be reduced and relocated</p>	<p>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</p>
	City Parking Code	<p>Ensures that any development or redevelopment within the Canal Neighborhood subarea provides sufficient parking to meet the City's current code</p>	

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 Parking Strategies – Added Parking Supply



East San Rafael Parking Study
Figure 7 – Recommendations



Recommended Long-Term Parking Strategies (5 Yrs +)

Table ES-3 – Recommended Parking Strategies Summary

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

East San Rafael Parking Study Summary

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

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- ***Let's discuss the results of the study and provide your feedback on the proposed solutions.***



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