

3.6 Parking and Loading Conditions

This section presents vehicle parking and loading supply and demand conditions for the Geary corridor. The primary study area for this parking and loading analysis includes on-street spaces on the Geary corridor (as defined in Section 3.2) between 34th Avenue and Market Street. The estimated changes in on-street parking and loading supply under each alternative are discussed.

In order to evaluate how changes to parking in the Geary corridor affect the overall parking supply in the area, this analysis also describes the supply of parking on streets surrounding the Geary corridor and nearby publicly-accessible off-street parking. However, the build alternatives would not involve changes to parking and loading spaces on surrounding streets or in off-street facilities.

3.6.1 | Regulatory Setting

Several plans and policies guide the parking and loading environment on and around the Geary corridor.

3.6.1.1 | THE SAN FRANCISCO GENERAL PLAN

Key policies relating to the provision of on-street parking and loading spaces in the San Francisco *General Plan* include:

- Policy 16.4: Manage parking demand through appropriate pricing policies including the use of premium rates near employment centers well-served by transit, walking and bicycling, and progressive rate structures to encourage turnover and the efficient use of parking.
- Policy 16.5: Reduce parking demand through limiting the absolute amount of spaces and prioritizing the spaces for short-term and ride share uses.
- Policy 33.2: Protect residential neighborhoods from the parking impacts of nearby traffic generators.
- Policy 34.2: Use existing street space to increase residential parking where off-street facilities are inadequate.
- Policy 35.1: Provide convenient on-street parking specifically designed to meet the needs of shoppers dependent upon automobiles.

3.6.1.2 | SAN FRANCISCO BETTER STREETS PLAN (2010)

The *Better Streets Plan* (2010) provides the citywide vision for an improved public right-of-way. The plan sets broad guidelines around creating streets that are balanced and accessible to all users. It encourages streets to be responsive to the needs of all users while also addressing the City's ecological and infrastructure systems. The plan promotes creative use of parking lanes including "permanent curb extensions with seating and landscaping; landscape planters in the parking lane; [and] flexible, temporary use of the parking lane for restaurant seating or other uses."

3.6.1.3 | SAN FRANCISCO TRANSPORTATION CODE

The San Francisco Transportation Code contains ordinances relevant to the provision of on-street parking and loading spaces. In particular, the Code defines parking meter zones and rates; designates residential parking permit zones; and regulates parking signage.

3.6.1.4 | AMERICANS WITH DISABILITIES ACT

The Americans with Disabilities Act regulates the provision of accessible parking spaces and corresponding signage.

3.6.2 | Affected Environment

The Geary corridor currently provides a diverse supply of on-street parking and loading facilities, including metered and unmetered general parking spaces, residential parking permit zones, commercial and passenger loading zones, and parking spaces for persons with disabilities. The composition of land uses and corresponding parking types varies from block to block. The majority of on-street parking spaces along the Geary corridor are oriented parallel to the street; however, in the Richmond District, particularly between 15th and 27th Avenues, many blocks have front-in angled parking.

As further detailed in Section 3.6.3 below, in late 2013, SFCTA conducted detailed parking studies in the two areas in which the build alternatives would potentially result in the highest levels of parking supply loss. These study areas are in the vicinity of Masonic Avenue and Fillmore Street. SFCTA collected parking occupancy data in these areas to serve as the basis for the analysis of build alternatives' potential effects parking supply.

Types of parking and loading spaces in the Geary corridor include:

- **Metered spaces:** Most on-street parking spaces in commercial areas are metered and typically subject to time limits. In addition, demand-responsive pricing was instituted along certain blocks in the Union Square and Fillmore neighborhoods as part of the SFpark Pilot program.¹
- **Residential Parking Permit (RPP) spaces:** On-street parking in some residential areas is controlled through SFMTA's Residential Permit Parking (RPP) program, which limits long-term parking in designated RPP zones, except for RPP permit holders.
- **Parking for people with disabilities (blue-colored curbs):** These spaces are generally located in close proximity to uses that are frequently accessed by people with disabilities and are close to a nearby curb ramp.
- **Unrestricted parking:** Some block faces, typically in residential areas, do not have meters, time limits, or other restrictions.

¹ For more information, see www.sfpark.org.

- **Commercial loading spaces (yellow-colored curbs):** Freight delivery and service vehicle demand in San Francisco is served via off-street facilities within buildings, as well as via on-street commercial loading spaces. On-street commercial loading spaces are provided to allow commercial vehicles (typically trucks and service vehicles) to park along the curb to load and/or unload goods. These spaces are frequently used by building service vehicles, contractors, and delivery vehicles for buildings with no supply of off-street parking.
- **Passenger loading zones (white-colored curbs):** Passenger loading zones provide places to load and unload passengers for adjacent businesses and residences, and are intended for quick passenger drop-off and pick-up. Within the Geary corridor, passenger loading zones serve a wide variety of different uses, including hotels, theaters, tour bus operators, churches, medical centers, and senior living facilities. These zones require a permit from SFMTA that must be renewed biennially.
- **Short-term parking spaces (green-colored curbs):** Green curbs are for short-term parking and are generally located in close proximity to commercial businesses with brief customer transactions, such as post offices, dry cleaners, and ATM machines. In unmetered areas, green curbs typically have a 10-minute time limit, while green space meters have either a 15- or 30-minute time limit.

SFCTA counted the existing on-street parking and loading supply in the study area in 2013. On-street parking has not changed substantially corridor-wide since 2013. Therefore, the 2013 estimates are still valid and relevant to this Final EIS, except between Van Ness Avenue and Market Street, for which this Final EIS presents updated counts of on-street parking spaces. Where individual parallel spaces were not demarcated by pavement markings or meters, the number was estimated based on a typical parking stall length of 18 to 20 feet, per SFMTA standards. Table 3.6-1 summarizes the number and type of existing on-street spaces along the Geary corridor. There are an estimated total of 1,682 parking and loading spaces along the Geary corridor between 34th Avenue and Market Street. Most of the spaces identified (74 percent) are metered or non-metered general parking spaces, including spaces in RPP zones. Fourteen percent of the spaces are designated for commercial loading at some or all times, 11 percent are for passenger loading, and about one percent is parking for people with disabilities.

Individual on-street spaces often vary in use between times of day and days of the week. For example, many spaces are designated for loading activities only during specified daytime hours but become general parking spaces in the evening and overnight. Therefore, the supply of loading spaces substantially overlaps with the supply of parking spaces.

Table 3.6-1 provides the parking and loading space supply by segment of the corridor. The general characteristics of parking in the Geary corridor generally vary by segment, as follows:

- **34th Avenue to 25th Avenue.** West of 28th Avenue, the land uses along Geary Boulevard are mostly residential with unmetered and unrestricted parallel parking along the curb. East of 28th Avenue, many buildings include

retail businesses; parking is metered. Several block faces at the eastern end of this segment have angled parking.

- **25th Avenue to Park Presidio.** This segment passes through the center of the Richmond retail district, with metered parking on all blocks and angled parking on all blocks except those at the east and west ends of the segment. Few retail businesses in this segment of the corridor provide off-street parking, although there are several privately-operated public parking facilities.
- **Park Presidio to Palm Avenue.** Much of this segment is lined with retail, although many businesses are auto-oriented (e.g. drive-through restaurants, auto sales and repair) and/or have off-street parking. On-street parking throughout this segment consists of metered parallel spaces.
- **Palm Avenue to Broderick Street.** West of Masonic Avenue, this segment is lined with retail, including some that are auto-oriented or have off-street parking supplies. All on-street parking is metered and parallel. There are no on-street parking spaces between Masonic and Presidio Avenues, but the major retailers nearby have off-street parking. Several block faces between Presidio Avenue and Broderick Street are primarily residential and have unmetered parking, some of which is time-restricted and/or part of an RPP district, and some of which is unregulated. Other block faces at the west end of the segment are metered.
- **Broderick Street to Laguna Street.** Parking supply and restrictions in this segment vary according to the adjacent land uses. The block faces with office and medical uses at the western end of this segment, as well as those with adjacent retail in the Fillmore and Japantown neighborhoods, have metered on-street spaces, and are also proximate to large supplies of public and private off-street parking. Several residential block faces in this segment are part of RPP districts. Some parking is unmetered and unregulated, particularly adjacent to the educational and recreational facilities between Scott and Steiner Streets.
- **Laguna Street to Van Ness Avenue.** Given primarily residential, religious, and office uses in this segment, only the on-street parking between Franklin Street and Van Ness Avenue is metered. No on-street parking is provided on Starr King Way between Franklin and Gough Streets or adjacent to the Chinese consulate between Laguna Street and Cleary Court. The remainder of the on-street parallel parking within this segment is part of an RPP district or unregulated.
- **Van Ness Avenue to Market Street.** There is a lower level of dependency upon on-street parking spaces in this segment of the corridor, due to a combination of factors including very high population density, a high proportion of households that do not own a vehicle, and access to off-street parking garages.² Most on-street spaces are designated for commercial or passenger loading during certain times, as shown in Table 3.6-1. In addition, parking and loading is prohibited along many block faces during peak hours to facilitate transit and vehicle movement.

² San Francisco Planning Department, 2011. San Francisco Neighborhoods Socio-Economic Profiles. <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=8501>

Table 3.6-1 Existing On-street Parking and Loading Supply along Geary Boulevard, Geary Street, and O'Farrell Street (2017)

| SEGMENT NAME | GENERAL PARKING SPACES | LOADING SPACES* | | SPACES FOR PEOPLE W/DISABILITIES | TOTAL NUMBER OF SPACES |
|-----------------------------|------------------------|-----------------|-----------|----------------------------------|------------------------|
| | | COMMERCIAL | PASSENGER | | |
| 34th Ave. - 25th Ave. | 118 | 3 | 9 | 3 | 133 |
| 25th Ave. - Park Presidio | 218 | 10 | 0 | 4 | 232 |
| Park Presidio - Palm Avenue | 202 | 7 | 22 | 4 | 235 |
| Palm Avenue - Broderick | 208 | 2 | 12 | 2 | 224 |
| Broderick - Laguna | 231 | 8 | 17 | 4 | 260 |
| Laguna - Van Ness | 102 | 2 | 15 | 3 | 122 |
| Van Ness - Market | 165 | 205 | 106 | 0 | 476 |
| Corridor total | 1,244 | 237 | 181 | 20 | 1,682 |

* Loading space counts include all spaces that are designated for loading at any time. Many serve as parking spaces outside designated loading hours.

3.6.3 | Methodology

This parking analysis assesses the change in supply that would result from implementation of the build alternatives both in the Geary corridor as a whole as well as for identified segments of the Geary corridor. Counts of spaces along the streets comprising the Geary corridor were completed from 34th Avenue to Market Street. In addition, in order to evaluate whether parking demand could be met by anticipated future parking supply in the area, the number of nearby and convenient public parking spaces was estimated for the segments of the corridor between 34th Avenue and Gough Street (refer to Figure 3.6-1). These area-wide estimates included on-street parking on side streets and publicly-accessible off-street parking. The area-wide analysis terminates at Gough Street because none of the build alternatives would result in substantial changes to the net supply of parking east of Gough.³

To quantify the total parking supply available, all parking and loading spaces are considered together, including unrestricted parking spaces, metered spaces, short-term spaces, and RPP zone spaces, since many users could use one or more types of spaces. Given the need to locate spaces designated for persons with disabilities as close as possible to their users' destinations, a separate analysis was conducted of needed space relocations (refer to Section 3.6.4.5). The supplies of parking and loading spaces in the corridor are largely interchangeable. Much of the loading zone supply consists of spaces that are designated for loading at certain hours of the day but become general parking spaces in the evening and overnight. In addition, spaces for passenger loading require permits that applicants must regularly renew; without permits, they revert to parking spaces. Therefore, the parking supply analysis does not distinguish between parking and loading spaces, but considers them together. Since spaces that serve loading needs are of higher priority to locate near their users (e.g. businesses receiving deliveries), a separate analysis of loading spaces alone was conducted to identify where spaces could not be relocated within an acceptable distance of users (refer to Section 3.6.4.6).

³ Each build alternative would result in the removal of 30 on-street parking spaces in the Geary corridor east of Gough Street. See Table 3.6-3.

Figure 3.6-1 Area-wide Parking Study Area



Area-wide parking estimates are conservative in that they do not include parking spaces in off-street lots or garages that are not accessible to the public, such spaces add to the total parking supply available in a given area. None of the build alternatives would remove any off-street spaces in garages or lots. Outside the Masonic and Japantown/Fillmore study areas, which are defined and discussed in detail below, the corridor-wide counts also do not include public off-street lots or garages.

Since transit riders often need to walk at least a block or two from a bus stop in order to reach a destination, drivers can be expected to walk a similar distance from a parking spot to a destination. Thus, the analysis includes the area shown in Figure 3.6-1, encompassing about 700 feet north and south of Geary Boulevard, or one block in the western portion of the corridor and two blocks in the eastern portion of the corridor where blocks are smaller. The analysis is conservative (i.e., “worst-case”), as the selected distance is well within the accepted significance criterion of one-quarter to one-half mile. Outside the Masonic and Fillmore study areas, counts of parking spaces on sample blocks were used to develop typical ratios of the number of spaces per block, accounting for unusable curb space dedicated to curb

cuts/driveways, red curbs, and other purposes. Different ratios were developed for areas with different parking patterns (e.g., angled parking). These typical ratios were used to estimate the existing on-street parking supply for the area.

Anticipated changes to parking and loading are approximate. Estimates are based on preliminary project design conducted to date. Future parking supply was estimated by identifying losses and gains in on-street parking for each Geary corridor segment under each build alternative.

On-street parking loss could result from construction of new station platforms, pedestrian crossing bulbs, travel lane striping to accommodate bus-only lanes, or exclusive right- and left-turn pockets. Parking gains could result from bus stop consolidation, relocation of curb bus stop locations, restriping of existing curb lanes for parking, or addition of parking spaces through restriping of existing parking.

SFCTA and SFMTA have worked to minimize parking loss through the following project design principles, wherever feasible:

- Replacement of on-street parking where bus stops would be consolidated or moved to the center of the street.
- Addition of new on-street parking, including conversion of parallel parking to back-in angled parking, where possible as a result of travel lane restriping.
- Provision of additional infill spaces.

3.6.4 | Environmental Consequences

This section describes potential impacts and benefits related to parking and loading. The analysis compares each build alternative relative to the No Build Alternative.

As set forth in Section 3.6.4.1, the modifications to the Hybrid Alternative/LPA since publication of the Draft EIS/EIR do not change the conclusions regarding parking impacts in the Draft EIS/EIR.

3.6.4.1 | HYBRID ALTERNATIVE/LPA MODIFICATIONS: SUMMARY OF POTENTIAL ADDITIVE EFFECTS SINCE PUBLICATION OF THE DRAFT EIS/EIR

As discussed in Section 2.2.7.6, the Hybrid Alternative/LPA now includes the following six minor modifications added since the publication of the Draft EIS/EIR:

- 1) Retention of the Webster Street pedestrian bridge;
- 2) Removal of proposed BRT stops between Spruce and Cook streets (existing stops would remain and provide local and express services);
- 3) Addition of more pedestrian crossing and safety improvements;
- 4) Addition of BRT stops at Laguna Street;
- 5) Retention of existing local and express stops at Collins Street; and
- 6) Relocation of the westbound center- to side-running bus lane transition to the block between 27th and 28th avenues.

This section presents analysis of whether these six modifications could result in any new or more severe effects to parking and loading conditions during construction or operation. As documented below, the Hybrid Alternative/LPA as modified would not result in any new or more severe effects to parking and loading conditions relative to what was disclosed in the Draft EIS/EIR.

SFMTA conducted supplemental transportation/parking analyses of the modifications, documented in separate memoranda,^{4,5,6} the results of which are discussed below.

The modifications to the Hybrid Alternative/LPA would result in a net decrease in area-wide and on-street public parking supply relative to what was disclosed in the Draft EIS/EIR. Specifically, and as further described below, the Draft EIS/EIR estimated that the Hybrid Alternative would reduce area-wide parking supply from about 9,800 spaces to about 9,500 spaces – removing about 370 spaces on the corridor. The changes to the Hybrid Alternative/LPA would reduce area-wide supply by about another 35 spaces (leaving about 9,470 spaces area-wide and removing about 410 spaces on the corridor). The change in parking supply is due to project changes dispersed throughout the corridor, including the additional pedestrian improvements (daylighting at intersections, pedestrian bulbs) and the addition of a Laguna Street BRT stop. The net change in on-street parking spaces associated with each minor modification would be as follows:

- 1) Retention of the Webster Street pedestrian bridge: 0 spaces
- 2) Removal of proposed BRT stops between Spruce and Cook streets: +10 spaces
- 3) Addition of more pedestrian crossing and safety improvements: -25 spaces
- 4) Addition of BRT stops at Laguna Street: -14 spaces
- 5) Retention of existing local and express stops at Collins Street: -8 spaces
- 6) Relocation of the westbound center- to side-running bus lane transition: +2 spaces

As further detailed below, the net decrease in on-street parking spaces as a result of modifications to the Hybrid Alternative would constitute a negligible portion of overall parking loss and would not result in any new or more severe parking effects relative to what was described in the Draft EIS/EIR.

⁴ San Francisco Municipal Transportation Agency. *Geary Boulevard Bus Rapid Transit: Pedestrian Bulbout Parking Effects Analysis*. November 15, 2016. This memorandum is available for review at the San Francisco County Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103.

⁵ San Francisco Municipal Transportation Agency. *Geary Corridor Bus Rapid Transit Project – Possible Modifications to Staff Recommended Alternative Bus Stops at Laguna and Collins Streets – Supplemental Transportation Analysis Technical Memorandum*. January 4, 2017. This memorandum is available for review at the San Francisco County Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103.

⁶ San Francisco Municipal Transportation Agency. *Geary Boulevard Bus Rapid Transit: 27th Avenue Transition – Transportation Analysis Technical Memorandum*. April 18, 2017. This memorandum is available for review at the San Francisco County Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103.

Retention of the Webster Street Pedestrian Bridge

Construction and Operation: This modification would result in no change in parking supply and no change in loading supply relative to what was described in the Draft EIS/EIR.

Removal of Proposed BRT Stops between Spruce and Cook Streets

Construction and Operation: Because no new side-running BRT stops would be constructed here, this modification would retain 10 on-street parking spaces and result in no change in loading space supply relative to what was described in the Draft EIS/EIR.

Addition of More Pedestrian Crossing and Safety Improvements

Construction and Operation: Since several of these improvements, particularly daylighting, require clear curb areas, this modification as a whole would further reduce on-street parking by about 25 spaces relative to what was described in the Draft EIS/EIR. These improvements would further require relocation of two loading spaces (at Mason/Geary and Hyde/O'Farrell), but no net loss in on-street loading spaces relative to what was described in the Draft EIS/EIR.

Addition of BRT Stops at Laguna Street

Construction and Operation: Because this change would result in the need to construct BRT stops, this modification would further reduce on-street parking by about 14 spaces relative to what was described in the Draft EIS/EIR. This modification would not alter on-street loading in this location.

Retention of Existing Local and Express Stops at Collins Street

Construction and Operation: Because this change would retain existing bus stops (rather than remove such stops and open the curb space for additional on-street parking), this modification would further reduce on-street parking by eight spaces relative to what was described in the Draft EIS/EIR. This modification would not alter on-street loading in this location.

Relocation of the Westbound Center- to Side-Running Bus Lane Transition

Construction and Operation: The relocation of the transition would lessen the reduction in on-street parking supply relative to what was described in the Draft EIS/EIR. Specifically, this modification would increase on-street parking by two spaces relative to what was described in the Draft EIS/EIR. This modification would have no change to on-street loading supply in this location.

3.6.4.2 | AREA-WIDE PARKING SUPPLY

Table 3.6-2 shows estimates of the existing area-wide public parking supply by segment, including the on-street supply in the Geary corridor as a whole and public off-street supplies in the Masonic and Japantown/Fillmore areas, as well as the percentage change in area-wide supply resulting from each alternative. Depending on the alternative, the project would remove two percent (Alternative 3-Consolidated) to four percent (Alternative 2 and Alternative 3) of the area-wide public parking supply along the corridor. The highest parking losses in a single segment would be with Alternative 3 in the 25th Avenue to Park Presidio and Palm Avenue to Broderick segments, where the loss of parking would comprise seven percent of the total area-wide public parking supply.

No major changes to the parking supply would occur in the No Build Alternative because it does not include significant changes to the street configuration, although the several proposed pedestrian crossing bulbs could result in the loss of one or two spaces each, depending on location and design. In addition, the No Build Alternative assumes that on-street parking will be removed along Masonic Avenue south of Geary Boulevard as part of the planned Masonic Avenue Streetscape Improvement Project.

Table 3.6-2 Change in Area-wide Public Parking Supply in the Geary Corridor, by Alternative and Corridor Segment (2017)

| CORRIDOR SEGMENT | ESTIMATED PUBLIC PARKING SPACES IN AREA | AREA-WIDE PUBLIC PARKING SUPPLY (WITH % CHANGE) | | | |
|-------------------------------|-----------------------------------------|-------------------------------------------------|---------------|----------------------------|------------------------|
| | | ALTERNATIVE 2 | ALTERNATIVE 3 | ALTERNATIVE 3-CONSOLIDATED | HYBRID ALTERNATIVE/LPA |
| 34th Avenue - 25th Avenue | 1,000 | 950 (-6%) | 960 (-4%) | 960 (-4%) | 960 (-4%) |
| 25th Avenue - Park Presidio | 1,430 | 1,380 (-4%) | 1,320 (-7%) | 1,410 (-1%) | 1,410 (-1%) |
| Park Presidio - Palm Avenue | 1,750 | 1,710 (-2%) | 1,740 (-1%) | 1,770 (+1%) | 1,750 (0%) |
| Palm Avenue - Broderick | 1,830 | 1,740 (-5%) | 1,710 (-7%) | 1,760 (-4%) | 1,730 (-5%) |
| Broderick - Gough | 3,790 | 3,630 (-4%) | 3,700 (-2%) | 3,730 (-1%) | 3,650 (-4%) |
| Corridor (34th - Gough) total | 9,800 | 9,400 (-4%) | 9,430 (-4%) | 9,630 (-2%) | 9,470 (-3%) |

Note: SFCTA rounded to nearest ten. Not all numbers sum correctly due to rounding. This table has been revised to reflect the on-street parking changes associated with the minor modifications to the Hybrid Alternative since the publication of the Draft EIS/EIR.

3.6.4.3 | CORRIDOR PARKING SUPPLY

The previous section focused on area-wide parking effects, inclusive of both on- and off-street parking spaces, both public and private. This section considers just on-street parking along the streets comprising the Geary corridor. Table 3.6-3 shows the supply of on-street spaces under the build alternatives by segment and the anticipated changes in this supply. These changes in supply are most appropriately considered in relation to the area-wide supply shown above because motorists can park either on the Geary corridor itself or on surrounding streets.

Table 3.6-3 On-Street Parking Spaces in the Geary Corridor

| CORRIDOR SEGMENT | NUMBER OF ON-STREET PARKING SPACES IN GEARY CORRIDOR (WITH CHANGE) | | | | |
|-----------------------------|--------------------------------------------------------------------|---------------|---------------|----------------------------|------------------------|
| | NO BUILD ALTERNATIVE | ALTERNATIVE 2 | ALTERNATIVE 3 | ALTERNATIVE 3-CONSOLIDATED | HYBRID ALTERNATIVE/LPA |
| 34th Avenue - 25th Avenue | 130 | 80 (-60) | 100 (-40) | 90 (-40) | 90 (-40) |
| 25th Avenue - Park Presidio | 230 | 180 (-50) | 130 (-110) | 210 (-20) | 210 (-20) |
| Park Presidio - Palm Avenue | 240 | 190 (-40) | 220 (-10) | 250 (+20) | 240 (0) |
| Palm Avenue - Broderick | 220 | 140 (-90) | 100 (-120) | 160 (-70) | 120 (-100) |
| CORRIDOR SEGMENT | NUMBER OF ON-STREET PARKING SPACES IN GEARY CORRIDOR (WITH CHANGE) | | | | |
| | NO BUILD ALTERNATIVE | ALTERNATIVE 2 | ALTERNATIVE 3 | ALTERNATIVE 3-CONSOLIDATED | HYBRID ALTERNATIVE/LPA |
| Broderick - Laguna | 260 | 120 (-140) | 200 (-60) | 230 (-30) | 130 (-130) |
| Laguna - Van Ness | 120 | 60 (-60) | 70 (-50) | 80 (-40) | 50 (-70) |
| Van Ness - Market | 480 | 450 (-30) | 450 (-30) | 450 (-30) | 440 (-40) |
| Corridor total | 1,680 | 1,220 (-460) | 1,260 (-430) | 1,470 (-210) | 1,280 (-410) |

Note: SFCTA rounded to nearest ten. Not all numbers sum correctly due to rounding. This table has been revised to reflect the on-street parking changes associated with the minor modifications to the Hybrid Alternative since the publication of the Draft EIS/EIR as well as changes in existing conditions between Van Ness - Market following publication of the Draft EIS/EIR.

All build alternatives would result in net parking losses in the Geary corridor as a whole. Alternative 2 is expected to result in a net loss of approximately 460 spaces along the Geary corridor. The other alternatives would result in less parking loss, from between 210 and 430 spaces.

Changes in the location and amount of parking supply would vary by alternative. For example, the Hybrid Alternative/LPA would not result in the net loss of parking between Park Presidio Boulevard and Palm Avenue (center-running bus-only lane), but would result in parking losses in other corridor segments. The largest amount of parking supply loss in a single segment (120 or more spaces) would occur in the following locations:⁷

- In the Broderick to Laguna segment, which includes the Fillmore underpass; in **Alternative 2**.
- In the Palm Avenue to Broderick segment (including the Masonic underpass) in **Alternative 3**.
- In the Broderick to Laguna segment in the **Hybrid Alternative/LPA**.

These segments encompass the business districts surrounding Masonic Avenue and within the Fillmore and Japantown neighborhoods. A more detailed parking analysis (described below in Section 3.6.4.4) was undertaken for these areas in order to assess the availability of alternate parking supplies.

Table 3.6-3 has been revised to reflect the on-street parking changes associated with the minor modifications to the Hybrid Alternative since the publication of the Draft EIS/EIR (see Section 3.6.4.1 above).

⁷ Parking losses would not exceed 70 spaces for any segment within Alternative 3-Consolidated.

The build alternatives are not expected to increase parking demand in the Geary corridor. Parking demand is expected to decrease as a result of the proposed transit improvements, which are projected to increase transit ridership partly by diverting some auto trips in the Geary corridor to transit trips.

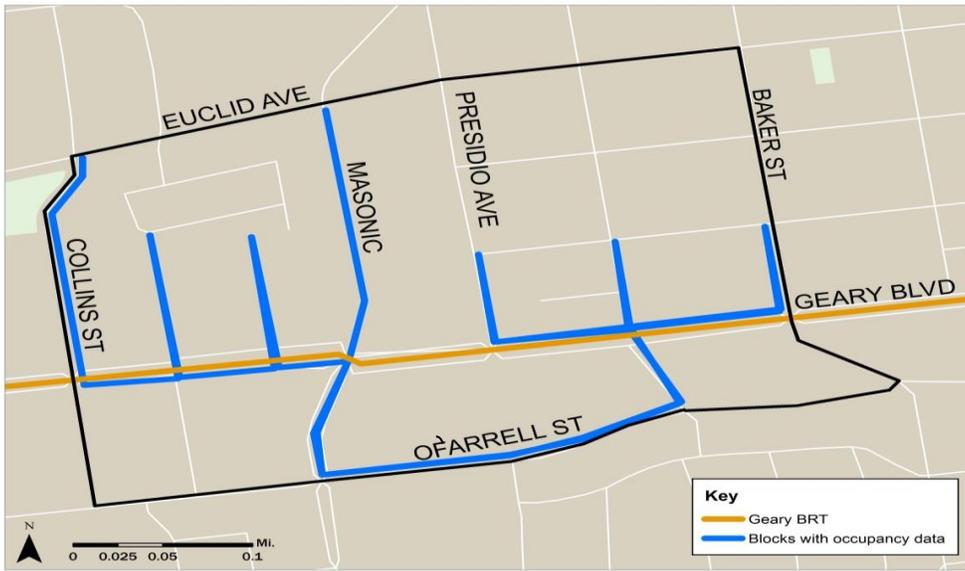
3.6.4.4 | ON STREET PARKING SUPPLY IN MASONIC AND FILLMORE AREAS

A more detailed parking analysis was undertaken for the two areas that would have the highest levels parking supply loss under certain project alternatives – the Masonic and Fillmore study areas, defined below. Parking occupancy data was collected for these areas in order to determine whether the demand for parking along Geary Boulevard could be accommodated with a reduced area-wide public parking supply. The results of this effort are described below.

3.6.4.4.1 MASONIC STUDY AREA

The Masonic study area, shown in Figure 3.6-2, is bounded by Collins Street to the west, Euclid Avenue/Bush Street to the north, Baker Street to the east, and O'Farrell Street to the south. This area is intended to encompass the retail district surrounding the intersection of Geary Boulevard and Masonic Avenue as one of the areas that could be most affected by parking losses with the project, depending on the alternative selected. Table 3.6-4 shows the total number of existing public parking spaces in the Masonic study area, including on-street parking spaces located both on and off of Geary Boulevard. Although there are large supplies of private off-street parking for retail customers in the Masonic study area, there is no public off-street parking. Field data for on-street parking occupancy in the area was collected from 2:00 PM to 8:00 PM on Tuesday, November 23 and Saturday, December 3, 2013. These survey periods were selected to mirror the highest-occupancy time periods in the Japantown/Fillmore area during a typical week with no special events, excluding the Saturday late-night period because the Masonic study area does not have a similar concentration of nightlife-oriented land uses. Both survey days also had fair weather (no precipitation). Not all streets within the study area were surveyed, as shown in Figure 3.6-2.

Figure 3.6-2 Masonic Study Area



During the data collection period, a maximum of 73 percent of area parking spaces in the Masonic study area were occupied, as shown in Table 3.6-4. There was a higher parking occupancy rate for parking off of Geary Boulevard than parking on Geary Boulevard, potentially because many side streets are not metered.

Table 3.6-4 Parking Supply and Occupancy in the Masonic Study Area

| | EXISTING SPACES | PEAK OCCUPANCY TIME PERIOD | PEAK OCCUPANCY |
|-----------------------------------|------------------|----------------------------|----------------|
| On-street, on Geary | 109 | Sat. 5 PM - 8 PM | 68% |
| On-street, off Geary ⁸ | 885 ⁹ | Sat. 2 PM - 5 PM | 78% |
| Total Area Parking Supply | 994 | Sat. 2 PM - 5 PM | 73% |

Table 3.6-5 shows the projected parking loss in the Masonic study area for each alternative. Although the project would result in the loss of seven to nine percent of the area parking supply, the number of spaces eliminated would be substantially fewer than the number of spaces currently unoccupied at peak times, indicating that sufficient parking capacity would remain to accommodate demand.

⁸ The Masonic study area is bounded by Collins Street to the west, Euclid Avenue/Bush Street to the north, Baker Street to the east, and O’Farrell Street to the south; however, not all streets within the study area were surveyed in order to calculate peak occupancy. The study area and streets surveyed are depicted in Figure 3.6-2.

⁹ Existing space count has been revised to account for spaces on Masonic Avenue eliminated in 2017 as part of the Masonic Avenue Streetscape Improvements Project. The peak occupancy rate has not been reassessed. See also Section 5.5.3 for considerations of cumulative impacts related to parking and loading.

Table 3.6-5 Change in Parking Supply in the Masonic Study Area

| ALTERNATIVE | NUMBER OF PARKING SPACES ON GEARY | PERCENT CHANGE IN AREA PUBLIC PARKING SUPPLY |
|----------------------------|-----------------------------------|----------------------------------------------|
| No Build Alternative | 109 | N/A |
| Alternative 2 | 32 | -8% |
| Alternative 3 | 16 | -9% |
| Alternative 3-Consolidated | 36 | -7% |
| Hybrid Alternative/LPA | 23* | -9% |

Note: *One parking space was removed due to a text correction; eight spaces were removed due to the Collins Street bus stop changes.

3.6.4.4.2 JAPANTOWN/FILLMORE STUDY AREA

The Japantown/Fillmore study area, shown in Figure 3.6-3, is bounded by Sutter Street to the north, Gough Street to the east, Ellis Street to the south, and Steiner Street to the west. This area is intended to encompass the retail districts of the Fillmore and Japantown neighborhoods as some of the areas that could be most affected by parking losses with the build alternatives, depending on the alternative selected. Table 3.6-6 shows the total number of existing public parking spaces in the Japantown/Fillmore area, including on-street parking spaces located both on and off Geary Boulevard as well as off-street publicly-accessible parking facilities (both publicly- and privately-operated). Occupancy data was collected for all on-street spaces and, where available, for public off-street spaces. The SFpark program provided parking occupancy data for monitored on-street spaces and the Japantown Center and Japantown Center Annex garages recorded from Sunday, September 29, 2013 to Saturday, October 5, 2013. A field survey of the remaining on-street spaces in the area was conducted on November 14 and 16, 2013 from 5:00 PM to 8:00 PM to coincide with the peak demand hours identified in the SFpark data. The survey was conducted on typical days with fair weather and no special events. Occupancy data was not available for privately owned and operated off-street garages in the Japantown/Fillmore area.

Figure 3.6-3 Japantown/Fillmore Parking Study Area

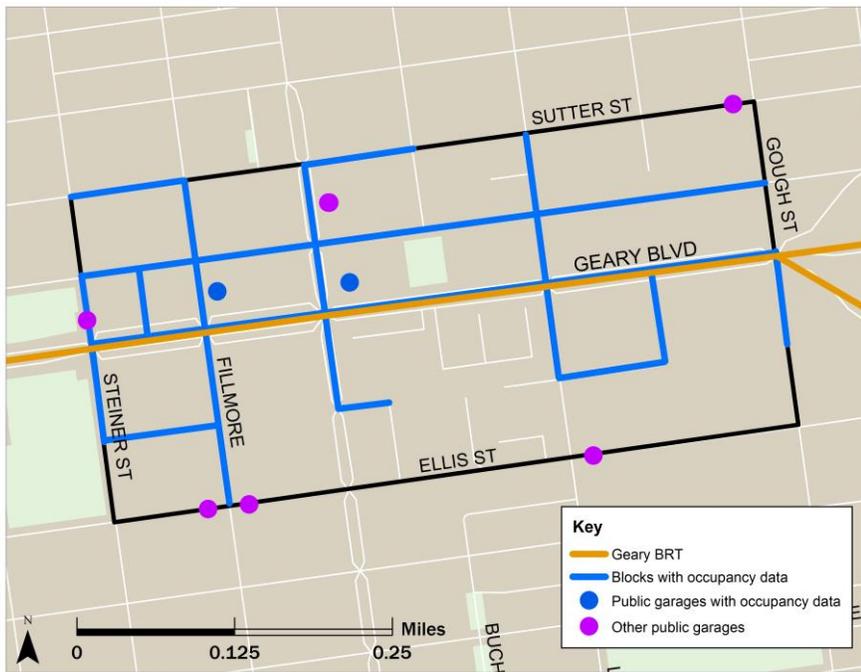


Table 3.6-6 shows that a maximum of 80 percent of area parking spaces were occupied during the data collection period. Although spaces on Geary Boulevard were 89 percent occupied during the peak period, off-street spaces had lower occupancy rates.

Table 3.6-6 Parking Supply and Occupancy Data in the Japantown/Fillmore Study Area

| | EXISTING SPACES | PEAK OCCUPANCY TIME PERIOD | PEAK OCCUPANCY |
|-----------------------------|-----------------|----------------------------------------|----------------|
| On-street, on Geary | 154 | Sat. 8 PM - 12 AM | 89% |
| On-street, off Geary | 1,097 | Sat. 8 PM - 12 AM | 86% |
| Off-street | 1,678 | Sat. 12 PM - 5 PM; Sat. 5 PM - 8 PM | 75%* |
| Total Parking Supply | 2,929 | Sat. 5 PM - 8 PM | 80% |

*Off-street parking occupancy data includes only publicly operated garages.

Table 3.6-7 shows the projected parking loss in the Japantown/Fillmore study area for each alternative. The build alternatives would result in the loss of two to four percent of parking spaces in the area, and the number of spaces eliminated would be substantially fewer than the number of spaces currently unoccupied at peak times, indicating that sufficient parking capacity would remain to accommodate demand.

Table 3.6-7 Change in Parking Supply in the Japantown/Fillmore Study Area

| ALTERNATIVE | NUMBER OF PARKING SPACES ON GEARY | PERCENT CHANGE IN AREA PUBLIC PARKING SUPPLY |
|----------------------------|-----------------------------------|----------------------------------------------|
| No Build Alternative | 154 | N/A |
| Alternative 2 | 60 | -3% |
| Alternative 3 | 105 | -2% |
| Alternative 3-Consolidated | 105 | -2% |
| Hybrid Alternative/LPA | 45* | -4% |

*Note: One parking space was removed due to a text correction; 14 spaces were removed due to the Laguna Street bus stop changes.

3.6.4.5 | PARKING FOR PEOPLE WITH DISABILITIES

No major changes to the supply or locations of parking spaces designated for persons with disabilities would occur in the No Build Alternative. Under the build alternatives, where removal of curb spaces is necessary, the project would prioritize retention and replacement of parking spaces for people with disabilities above all other types of parking spaces.

The parking analysis identifies potential locations to replace all parking spaces reserved for people with disabilities that would be affected by the build alternatives. Where possible, spaces would be relocated on the same block face. The analysis seeks to minimize walking distances and street crossings between existing spaces to be removed and new replacement spaces. Where spaces could not be relocated on the same block face, they typically would be moved to the nearest cross street close to its intersection with Geary Boulevard. Relocated spaces on side streets would be placed along commercial or mixed-use building frontages, and would not extend into residential areas. In some cases, there are multiple options available to relocate lost spaces within a reasonable distance, and the project team would work with affected land uses to identify which location best meets the needs of users and the project.

Table 3.6-8 shows the number of parking spaces for people with disabilities that would be relocated with each alternative. All build alternatives, except for Alternative 2, would be able to retain all such spaces on the same block face. Alternative 2 would entail the relocation of four spaces in the corridor to nearby blocks. In the case of Alternative 2, existing spaces could be replaced in close proximity to their current locations, within a distance of 250 feet. Across all build alternatives, the supply of parking spaces for people with disabilities would remain constant.

Table 3.6-8 Change in Supply of Parking Spaces for People with Disabilities, by Build Alternative and Corridor Segment

| CORRIDOR SEGMENT | NUMBER OF SPACES FOR PEOPLE W/DISABILITIES: NO BUILD ALTERNATIVE | CHANGE IN NUMBER OF SPACES IN GEARY CORRIDOR | | | | | | | |
|-----------------------------|------------------------------------------------------------------|----------------------------------------------|----------------------------------|------------------------------------|----------------------------------|------------------------------------|----------------------------------|------------------------------------|----------------------------------|
| | | ALTERNATIVE 2 | | ALTERNATIVE 3 | | ALTERNATIVE 3C | | HYBRID ALTERNATIVE/LPA | |
| | | SPACES RE-LOCATED TO NEARBY BLOCKS | CHANGE IN TOTAL SUPPLY OF SPACES | SPACES RE-LOCATED TO NEARBY BLOCKS | CHANGE IN TOTAL SUPPLY OF SPACES | SPACES RE-LOCATED TO NEARBY BLOCKS | CHANGE IN TOTAL SUPPLY OF SPACES | SPACES RE-LOCATED TO NEARBY BLOCKS | CHANGE IN TOTAL SUPPLY OF SPACES |
| 34th Avenue - 25th Avenue | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 25th Avenue - Park Presidio | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Park Presidio-Palm Avenue | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Palm Avenue - Broderick | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Broderick - Laguna | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Laguna - Van Ness | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Van Ness - Market | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Corridor Total | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

3.6.4.6 | LOADING ZONE SUPPLY

No major changes to the supply or locations of loading zones would occur in the No Build Alternative, but the build alternatives would each entail the relocation or removal of some commercial and passenger loading zones in the study area. However, with all build alternatives all existing loading spaces would be replaced in close proximity to their current locations or their demand could be served with existing nearby loading zones.

While demand for parking is variable and drivers can switch travel patterns or modes if parking is not readily available, commercial loading demand is more likely to remain constant regardless of the supply of loading zones because few alternatives exist to truck or other deliveries. Therefore, if sufficient loading zones are not provided, commercial delivery vehicles are more likely to double park or otherwise park illegally, potentially creating hazards and adversely affecting traffic and transit performance.

The loading analysis identifies potential locations to replace nearly all commercial and passenger loading spaces that would be affected by the project, with the exceptions described below. All other spaces could be replaced within the accepted threshold distance of 250 feet. Tables 3.6-9 and 3.6-10 show the number of commercial and passenger loading spaces, respectively, that would be consolidated or replaced with each alternative.

Relocated commercial loading spaces on side streets would be located along commercial or mixed-use building frontages, and would not extend into residential areas. In some cases, obstacles (e.g., bus stops) prevent relocation of loading zones on the nearest cross street, so replacement loading zones would be created on other nearby cross streets or the opposite side of Geary Boulevard.

With Alternative 3 on Geary Boulevard between 10th and 9th Avenues, not all loading spaces could be replaced. Currently, there are six passenger loading spaces on the south side of the block that serve a funeral home. In addition to the six spaces on Geary Boulevard, the funeral home currently has four passenger loading spaces on 10th Avenue and an off-street parking lot. Under Alternative 3, the six passenger loading spaces on Geary Boulevard would be eliminated, and four of them could be relocated to 10th Avenue, replacing existing metered parking. The funeral home would have a total of eight passenger loading spaces, a net reduction of two spaces, which could create an inconvenience for the home’s operator and customers.

In one case, a passenger loading space could be relocated but the proposed relocation presents challenges. On Geary Boulevard between Lyon and Baker Streets, there is currently one passenger loading space along the service road on the north side of the block. The space serves Providence Place, a senior assisted living facility that does not have off-street parking or loading spaces. The parking lane along this block face is proposed for elimination with all build alternatives. With Alternatives 3 and 3-Consolidated, the parking lane would be converted to an additional mixed-flow traffic lane. With Alternative 2 and the Hybrid Alternative/LPA, parking would be eliminated to accommodate a single, wider mixed-flow lane that would provide more spaces for buses to maneuver in the narrow service road. Although the existing passenger loading space could be relocated to Lyon Street, it would be located approximately 180 feet uphill from the residence and could potentially create access challenges for the facility’s senior residents. Instead, the project proposes to designate the curb lane along this block as an “active loading zone,” which would prohibit parking but allow standing. This modification would allow passenger loading to continue along the facility’s frontage but still provide most of the benefits to traffic and transit associated with parking lane removal.

In the Union Square area, included in the “Van Ness – Market” segment shown in the following tables, approximately five commercial spaces and one passenger loading space would be removed and could not be relocated in the nearby area. Most nearby curb space is already designated for loading and general parking in the area is very scarce, resulting in few opportunities to convert parking spaces to loading spaces. Consolidation of loading zones in this area would occur in the following blocks:

- Geary Street between Mason and Powell Streets on the north side (net loss of one passenger loading space and one commercial loading space).
- Geary Street between Grant and Kearny Streets on the north side (net loss of three commercial loading spaces).
- O’Farrell Street between Stockton and Market Streets on the south side (net loss of one commercial loading space).

However, eliminating these loading spaces would have a minimal effect on the total loading space supply in the Union Square portion of the corridor. In the section of the Geary corridor between Mason and Market Streets, 94 existing spaces (70 percent) are dedicated to commercial loading and 38 existing spaces (28 percent) are dedicated to passenger loading. A loss of six loading spaces would equate to less than 5 percent of total loading spaces in this section of Geary Street and O’Farrell

Street. Most perpendicular streets in this area also have large supplies of loading spaces. The remaining loading spaces are expected to accommodate loading demand. The project team would work with affected land uses (including local business owners) to try to minimize any negative effects of loading space consolidation.

3.6.4.7 PROJECT EFFECTS ON PARKING AND LOADING

The net loss of parking in the Geary corridor under the build alternatives would not inhibit multimodal access in the corridor because a sufficient parking supply would remain to accommodate automobile access while improvements to pedestrian, bicycle, and transit travel would enhance access by alternative modes. The build alternatives are designed to minimize the number of parking spaces removed, and additional parking spaces cannot be accommodated along the Geary corridor without reducing the pedestrian and transit performance benefits of the project. With the build alternatives, all loading spaces removed would be relocated within close proximity or would be consolidated because loading demand could be accommodated with existing nearby loading zones. No adverse effect on parking or loading would result.

In addition, NEPA guidance encourages a discussion of the human environment and social and economic impacts of a project. Thus, the social and economic effects of parking changes are also discussed in Section 4.2 (Community Impacts).

3.6.4.8 | COMPARATIVE EFFECTS OF ALTERNATIVES

As demonstrated in the preceding subsections, the No Build Alternative would have the greatest number of preserved parking spaces throughout the corridor, followed by Alternative 3-Consolidated, the Hybrid Alternative/LPA, then Alternative 2. Alternative 3 would preserve the least amount of parking spaces throughout the corridor.

Table 3.6-9 Change in Supply of Commercial Loading Spaces

| CORRIDOR SEGMENT | # SPACES: NO BUILD ALTERNATIVE | CHANGE IN NUMBER OF COMMERCIAL LOADING SPACES IN GEARY CORRIDOR | | | | | | | |
|-----------------------------|--------------------------------|-----------------------------------------------------------------|------------------------|------------------|------------------------|----------------------------|------------------------|------------------------|------------------------|
| | | ALTERNATIVE 2 | | ALTERNATIVE 3 | | ALTERNATIVE 3-CONSOLIDATED | | HYBRID ALTERNATIVE/LPA | |
| | | SPACES RELOCATED | CHANGE IN TOTAL SUPPLY | SPACES RELOCATED | CHANGE IN TOTAL SUPPLY | SPACES RELOCATED | CHANGE IN TOTAL SUPPLY | SPACES RELOCATED | CHANGE IN TOTAL SUPPLY |
| 34th Avenue - 25th Avenue | 3 | 1 | 0 | 2 | 0 | 2 | 0 | 2 | 0 |
| 25th Avenue - Park Presidio | 10 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| Park Presidio - Palm Avenue | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Palm Avenue - Broderick | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Broderick - Laguna | 8 | 4 | 0 | 2 | 0 | 2 | 0 | 4 | 0 |
| Laguna - Van Ness | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Van Ness - Market | 205 | 6 | -5 | 6 | -5 | 6 | -5 | 8 | -5 |
| Corridor Total | 237 | 11 | -5 | 15 | -5 | 10 | -5 | 14 | -5 |

Table 3.6-10 Change in Supply of Passenger Loading Spaces

| CORRIDOR SEGMENT | # SPACES: NO BUILD ALTERNATIVE | CHANGE IN NUMBER OF PASSENGER LOADING SPACES IN GEARY CORRIDOR | | | | | | | |
|-----------------------------|--------------------------------|----------------------------------------------------------------|------------------------|-------------------|------------------------|----------------------------|------------------------|------------------------|------------------------|
| | | ALTERNATIVE 2 | | ALTERNATIVE 3 | | ALTERNATIVE 3-CONSOLIDATED | | HYBRID ALTERNATIVE/LPA | |
| | | SPACES RE-LOCATED | CHANGE IN TOTAL SUPPLY | SPACES RE-LOCATED | CHANGE IN TOTAL SUPPLY | SPACES RE-LOCATED | CHANGE IN TOTAL SUPPLY | SPACES RE-LOCATED | CHANGE IN TOTAL SUPPLY |
| 34th Avenue - 25th Avenue | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 25th Avenue - Park Presidio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Park Presidio - Palm Avenue | 22 | 2 | 0 | 4 | -2 | 0 | 0 | 0 | 0 |
| Palm Avenue - Broderick | 12 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 |
| Broderick - Laguna | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Laguna - Van Ness | 15 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 |
| Van Ness - Market | 106 | 0 | -1 | 0 | -1 | 0 | -1 | 0 | -1 |
| Corridor Total | 181 | 9 | -1 | 12 | -3 | 7 | -1 | 8 | -1 |

3.6.5 | Avoidance, Minimization, and Mitigation Measures

The build alternatives are currently designed to minimize the estimated loss of parking and loading spaces while meeting the project purpose and need. None of the impacts associated with the net loss of parking and loading spaces would be adverse.

During the final design phase, refinement of the design and configuration of the preferred alternative may result in changes to the number of parking spaces lost along the Geary corridor. The following improvement measures would be incorporated into the project design and implemented during construction and operation of the preferred alternative to ensure that the loss of parking and loading spaces is minimized and to further reduce the project's parking and loading effects.

Implementation of the following improvement and avoidance measures would further reduce parking and loading effects:

I-PRK-1. On-street parking should be created where bus stops are consolidated or relocated, as feasible.

I-PRK-2. Additional on-street parking should be provided from lane striping and infill spaces where feasible. With reconfiguration of the street, opportunities would exist to create additional parking spaces, for example by converting parallel spaces to back-in angled spaces where a reduction in the number of travel lanes allows.

I-PRK-3. Where removal of curb spaces is necessary, retention and replacement of parking spaces for people with disabilities should be prioritized over retention of all other spaces. Among remaining spaces, retention and replacement of loading spaces shall be prioritized over retention of general and short-term parking spaces. Where feasible, parking spaces for people with disabilities and loading spaces shall be relocated on the same block face as they currently exist. In locations where this is not feasible, such parking spaces and loading spaces should be relocated to the nearest cross street close to its intersection with Geary Boulevard.

A-PRK-4. Where there are multiple options available to relocate lost loading spaces, the project team shall work with affected land uses, including businesses owners, to identify which location best meets local loading needs and the purpose and need of the project. If space is not available to relocate loading spaces, then loading spaces shall be consolidated with existing nearby loading zones that have additional capacity.

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