
South Bankers Hill Residential Parking Permit Study

Draft Report

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Prepared for:

Uptown Community Parking District
2720 Fifth Avenue, Suite G
San Diego, CA 92103

Prepared by:

CHEN  **RYAN**

3900 Fifth Avenue, Suite 210
San Diego, CA 92103

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1.0 Introduction

This report provides documentation for the analysis process used to develop and propose a residential parking permit area in the residential western portion of South Bankers Hill.

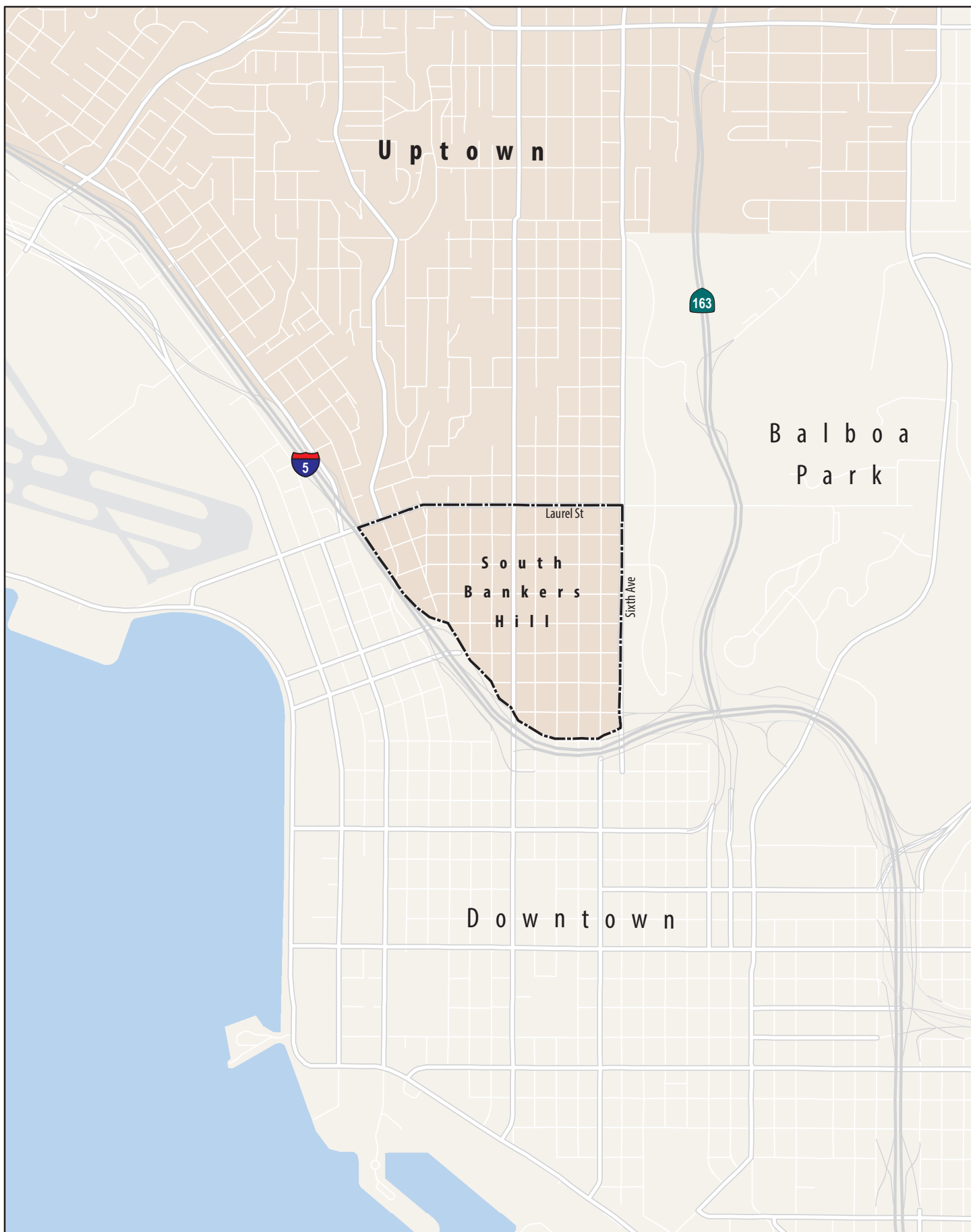
1.1 Background

South Bankers Hill, as shown in **Figure 1-1**, is in the City of San Diego Uptown Community Planning Area. The neighborhood is bound by Laurel Street to the north, Balboa Park to the east, and Interstate 5 to the west and south. It is a primarily residential area with some commercial activity situated along select corridors. The neighborhood's development preceded the automobile era, and thus the urban form of the neighborhood is more dense and accommodates less auto parking than the prevailing form of development in the city and region. Resident and visiting motorists of the neighborhood may be more reliant on street parking than those in other city neighborhoods. South Bankers Hill is also adjacent to downtown San Diego, the region's largest and densest employment center. Commuters who work in downtown have been observed parking in South Bankers Hill – where much of the parking supply is free and not time-restricted, to avoid the high costs of parking in downtown. This analysis presented in this report examines the extent to which this phenomenon creates parking hardships for residents in South Bankers Hill.

1.2 Report Organization

After this introductory chapter, this report is organized into the following chapters:

- 2.0 *City of San Diego Residential Parking Permit Area Requirements* - Documents the legal framework for the formation of residential parking permit area set forth in the City's Municipal Code and specifies the parking occupancy and land use criteria which must be met within the proposed permit area in order to qualify for approval.
- 3.0 *Permit Area Boundary Formation and Criteria Testing* - Proposes specific boundaries for the residential parking permit area and documents that all land use criteria are satisfied by the proposed boundaries.
- 4.0 *Existing Parking Supply* - Documents the existing supply within the South Bankers Hill neighborhood (study area) and the proposed residential parking permit area.
- 5.0 *Existing Parking Demand* - Reports and analyzes the findings of the parking occupancy data collection efforts which took place in March 2016.
- 6.0 *Parking Turnover* - Presents findings from parking turnover data collected in sample locations within the study area.
- 7.0 *Parking Survey Results* - Provides survey responses from parkers in South Bankers Hill on how frequently they park in the neighborhood, typical length of stay, ease of finding parking and their trip purpose (resident, commuter, etc.). Information from the survey results helped to supplement the findings from the parking demand and parking turnover analysis.
- 8.0 *Parking Recommendations* - Recommends changes to the configuration and regulation of the parking supply in South Bankers Hill.



2.0 City of San Diego Residential Parking Permit Area Requirements

The right for residents of a neighborhood to form a residential parking permit area is codified in the City of San Diego Municipal Code §86.2004. The code states:

The City Council shall upon recommendation of the City Manager, consider for designation as residential permit parking areas those residential areas meeting and satisfying the objective criteria therefore established in this Division. It may in its discretion then designate by resolution certain residential areas as residential parking areas in which resident motor vehicles displaying a valid parking permit may stand or be parked without limitation by parking time or parking area restrictions established by this Division. Said resolution shall also state the applicable parking regulation and period of the day for its application, and the fee to be charged upon permit issuance.

In order to receive approval for designation, proof is required that on-street parking occupancy by commuter vehicles is detrimentally impacting resident-owned vehicles during the period proposed for parking restriction and that residents are willing to bear the administrative costs in connection with the operation of a permit program¹.

The designation process requires a petition gathering signatures of 50% of residents living inside the proposed permit area boundary before the official study by the City is triggered². This report aims to determine whether the proposed residential parking permit area meets the criteria of designation prior to initiation of petition circulation. If a petition were to be initiated, it would need to make clear to the residents that they would be responsible for the administrative costs of the operation of a permit program in order to satisfy that criteria set forth in the Municipal Code.

While the Municipal Code provides the legal basis for residential parking permit area formation, it provides no guidance on how to determine the exact boundaries of the permit area. Additional criteria were used to guide the specifics of boundary area determination by the Uptown Community Parking District (UCPD). In this, the UCPD sets forth following criteria for the establishment of a residential permit parking district:

- I. A minimum of 500 residential units, occupying a minimum of six block-faces.
- II. Area is predominantly (at least 90%) residential.
- III. There is a single, major traffic generator in the immediate vicinity
- IV. The parking impact is long-term (3-hour minimum), severe (at least 75% of the vehicles are non-residents), and is commuter, not residential in origin
- V. There must be adequate existing on-street parking for residents to find spaces if a district were established.
- VI. Existing legal off-street parking must be inadequate to meet the needs of the residents.

The following chapters document how the South Bankers Hill Neighborhood meets all of the six criteria above.

¹ San Diego Municipal Code §86.2005: Designation of Residential Parking Permit Area – Designation Criteria

² San Diego Municipal Code §86.2006: Designation of Residential Parking Permit Area – Designation Process

3.0 Permit Area Boundary Formation and Criteria Testing

The residential parking permit area would target the primarily residential western portion of South Bankers Hill, where observations of parking conflicts with non-resident commuters have been observed. Establishing the precise residential parking permit area boundaries was an iterative process which included consideration of multiple boundary alignments in the general target area of western South Bankers Hill to determine whether land use criteria would be met.

Figure 3-1 displays existing land uses and the proposed residential parking permit area for South Bankers Hill. The proposed permit area is generally bound by Laurel Street to the north, between Second Avenue and Third Avenue to the east, Fir Street to the south, and Interstate 5 to the west. The area is predominantly residential and overlaps substantially with the neighborhood's supply of free, time-unlimited parking. The proposed permit area makes an exception for the metered parking spaces on First Avenue, which is primarily a commercial corridor. The permit area also excludes two blocks between Laurel Street and Kalmia Street, west of Union Street; and a block between Kalmia Street and Juniper Street, west of State Street.

As is required by the UCPD, the proposed residential parking permit area must meet three land use/geographic criteria:

- A minimum of 500 residential units occupying a minimum of six block-faces
- Area must be 90% residential
- There must be a single, major traffic generator in the immediate vicinity

The following sub-section documents how the proposed Residential Parking Permit area meets the three land use criteria listed above.

3.1 Residential Units and Blocks within the Permit Area

This proposed residential parking permit area covers 20 entire city blocks and portions of 18 additional city blocks. The proposed permit area contains a total of 1,274 dwelling units. These numbers meet the minimum required number of units set forth in the criteria.

3.2 Permit Area Land Use Composition

Figure 3-2 displays the percentage of block area that is residential land use. As shown, a vast majority of the blocks within the proposed permit area are over 90% residential in land use composition. The proposed permit area total acreage, excluding road right-of-way and parcels served by metered spaces, is 34.9 acres. Of that total area, 32.2 acres are residential – 92% of the proposed permit area. This meets the 90% minimum set forth in the criteria.

3.3 Major Adjacent Parking Generators

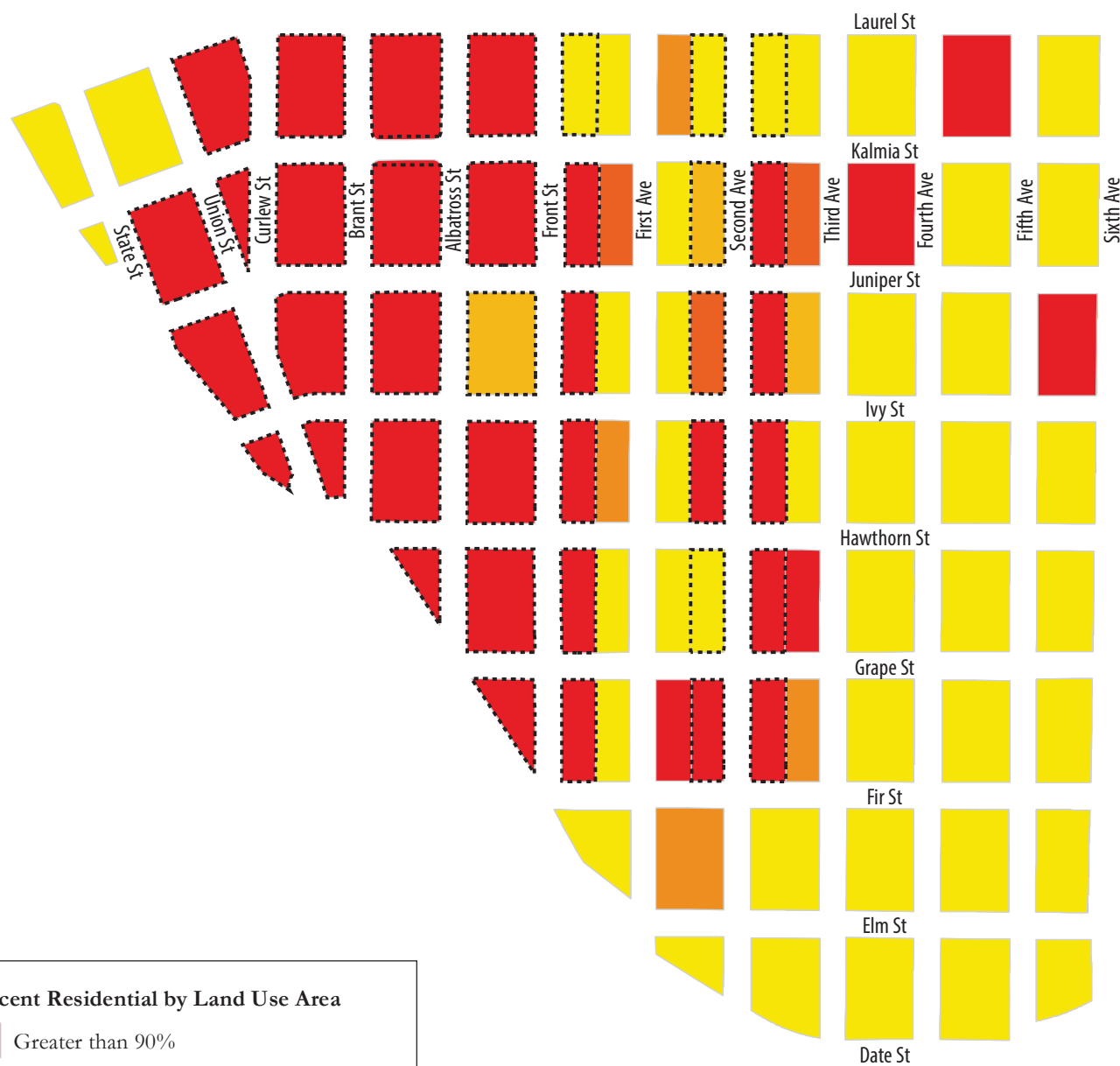
The Downtown San Diego community is, by far, the densest job center in the San Diego region with over 70,000 jobs³ in approximately 2.4 square miles of area. Downtown also has some of the most expensive parking in the region. The expense of providing large volumes of parking within a dense area is high because

³ US Census Longitudinal Employer-Household Dynamics (LEHD) *OnTheMap* (2014)

of land costs and the lack of space, which requires more expensive structured or underground parking. The high cost of parking in Downtown has contributed to some commuters seeking parking in adjacent neighborhoods with less or no user cost. Commuters who work in the Downtown area have been observed parking their vehicles on streets with free-time-unlimited parking in South Bankers Hill and walking to Downtown.



Source: SANDAG (2013)



Source: Chen Ryan Associates (2016)

Figure 3-2
Percent Residential Land Use Composition by Block

4.0 Existing Parking Supply

In order to form a residential parking permit district, several criteria pertaining to documentation of a residential parking shortage largely inflicted by a commuting population must be demonstrated. Criteria IV, V and VI from UCPD requirements, address this requirement. Criteria IV, V and VI are as follows:

- IV. The parking impact is long-term (3-hour minimum), severe (at least 75% of the vehicles are non-residents), and is commuter, not residential in origin
- V. There must be adequate existing on-street parking for residents to find spaces if a district were established.
- VI. Existing legal off-street parking must be inadequate to meet the needs of the residents.

Documenting the existing parking supply is a critical step in understanding if the criteria listed above is met.

A full inventory of existing parking supply for the South Bankers Hill neighborhood was conducted to determine the extent of parking shortages. The inventory was conducted through use of recent aerial imagery and field verification. For metered parking, stalls are typically marked on the pavement. Where stalls were not clearly marked, the lengths of segments along each block face where parking is allowed were measured and divided by 20 feet to derive an estimated number of parking spaces, rounding any fraction of 20 feet down to the nearest whole number. Both the number of marked parking stalls and the estimated numbers of unmarked spaces were summarized by block face.

Types of parking restrictions in South Bankers Hill include: disabled-only parking, commercial loading-only, passenger loading-only, metered/time-limited parking and free/time-limited parking. Any parking supply not within one of those categories is considered free unlimited time parking. **Table 3-1** shows the inventory of each parking by regulation type within South Bankers Hill, including the existing total supply within the proposed residential permit area.

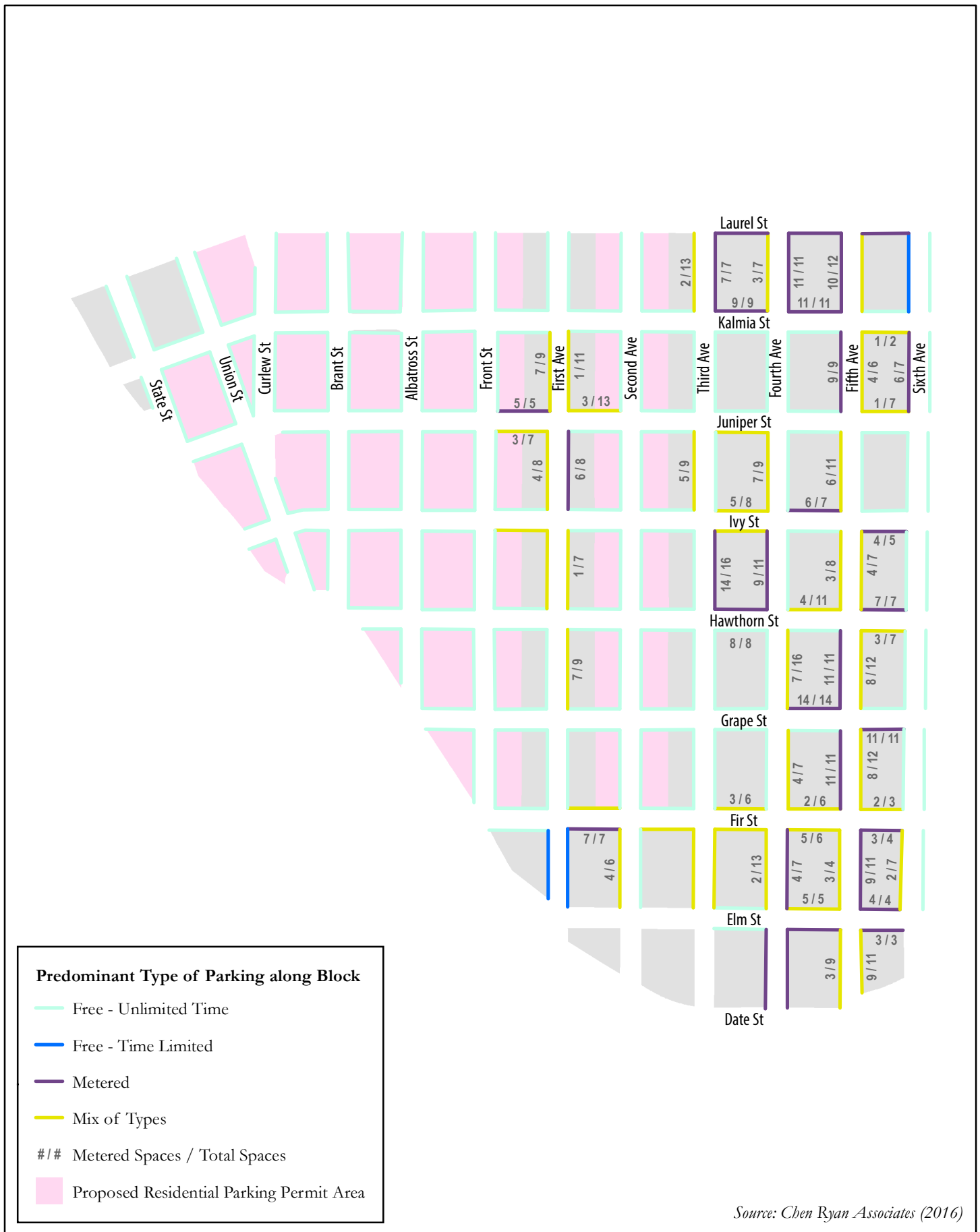
Table 4-1: Existing Parking Supply in South Bankers Hill

Parking Regulation Type	Total Supply	Proposed Permit Area	Outside of Permit Area
Free – Unlimited Time	1,695	1,087	608
Free – Time Limited	57	4	53
Metered	339	15	324
Handicapped-Only	34	18	16
Commercial Loading-Only	37	3	34
Passenger Loading-Only	22	2	20
All Parking	2,184	1,129	1,055

Source: Chen Ryan Associates (September 2016)

Figure 4-1 shows the supply of on-street parking in South Bankers Hill by predominant type of regulation. The regulation categories include: free unlimited time, free time-limited, and metered. The predominant

regulation type assumes that 90% of the block face's supply of parking is of that regulation type. If no single regulation type occurs over 90% of the block face's supply, then that block face is identified as having a mix of regulation types on the map. As shown in the figure, metered parking is mostly situated in the east side of the neighborhood between Third Avenue and Sixth Avenues, which is lined with commercial land uses and mixed use buildings. Where the land uses are primarily residential – to the west of Third Avenue, excluding First Avenue, on-street parking is predominantly free unlimited time parking. There are some metered blocks along First Avenue, which is a secondary commercial corridor in the neighborhood. The proposed residential permit parking zone overlaps substantially with the existing free unlimited time parking blocks.



5.0 Existing Parking Demand

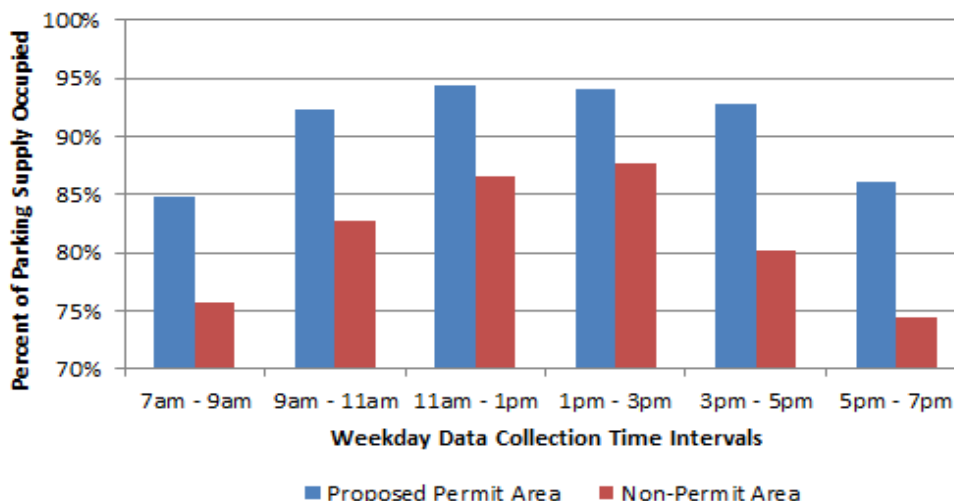
Existing parking demand in South Bankers Hill Neighborhood was measured through extensive parking occupancy data collection. This data is necessary to determine whether there are parking impacts (Criteria IV) and whether a residential parking permit area would maintain enough supply of parking for residents (Criteria V). Data was collected twelve hours a day, from 7am to 7pm, on four weekdays and three weekend days. Parked cars were counted by surveyors on each block in the study area every two hours over the twelve-hour period. Parking occupancy rates were derived by the dividing the parked car counts by number of spaces available on each block face. Occupancy results were summarized for weekday and weekend by each of the two hour shifts.

5.1 Weekday Parking Occupancy

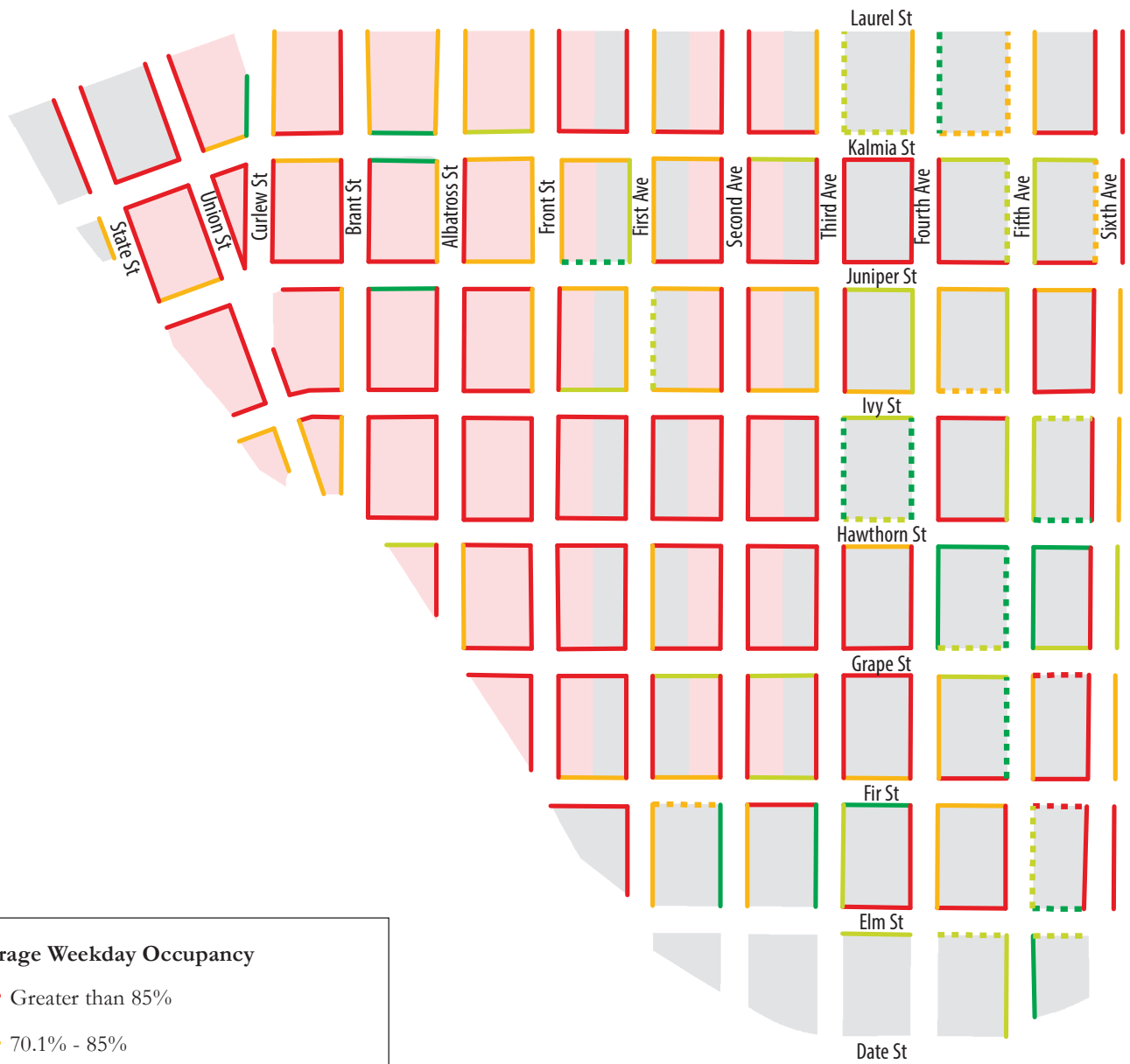
Figure 5-1 displays average weekday parking occupancy by block face. As shown, most of the block faces within the proposed residential parking permit area are within the highest occupancy category, greater than 85%. The highest occupancy block faces are concentrated in the south part of the permit area, while the northern part of the permit area, toward Laurel Street, shows a variety of occupancy ranges. This spatial distribution suggests that downtown workers parking in the residential streets of the neighborhood may be causing the high occupancies observed within the proposed permit area. The predominantly metered parking block faces throughout the South Bankers Hill Neighborhood are shown to have lower utilization. The average occupancy for South Bankers Hill overall for the twelve-hour data collection period is 85%. Within the proposed permit area, the overall average occupancy is almost 91% and outside of the permit area it is 81%.

Chart 5-1 displays average weekday parking occupancy summarized for the entire South Bankers Hill neighborhood by two-hour intervals between 7am and 7pm. The chart distinguishes between occupancy within the proposed residential permit area (blue) and occupancy outside of the proposed permit area (red). As shown, weekday parking occupancies within the proposed permit area peak during the middle of the work day, with occupancies averaging over 90% between 9am and 5pm. The highest average occupancies (94%) occur in the middle of the work day between 11am and 3pm. These occupancies are well in excess of the ideal parking supply utilization threshold of 85% – a number which loosely approximates one available parking spot per block face.

Chart 5-1: Weekday Parking Occupancy



Data Collected on:
 Thursday, March 3, 2016
 Friday, March 4, 2016
 Tuesday, March 8, 2016
 Wednesday, March 9, 2016



Source: Chen Ryan Associates (2016)

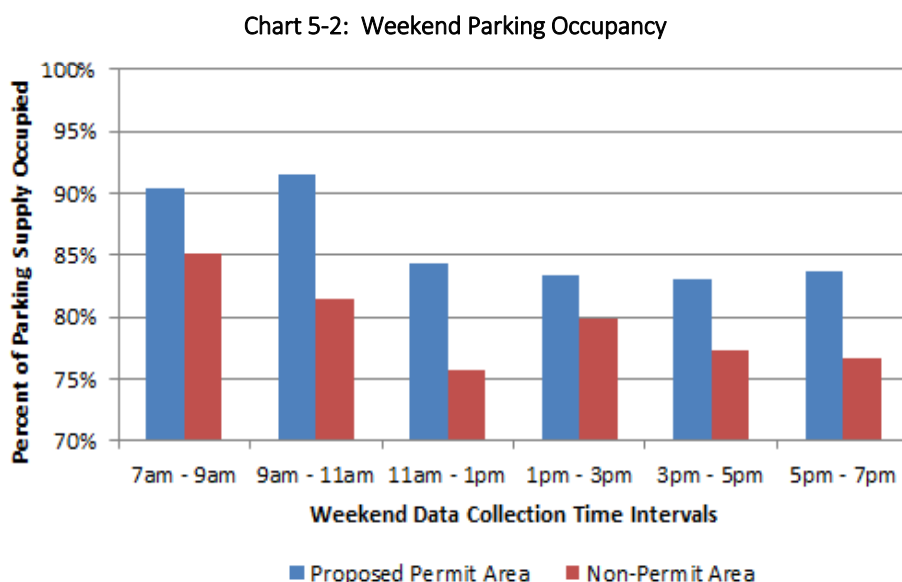
During the intervals before and after typical business hours (7am to 9am and 5pm to 7pm), the time periods in which the parking needs of the residents and commuters most overlap, occupancies within the proposed permit area hover around 85%, a slight reduction from the mid-day peak. Average occupancy between 5pm and 7pm, which is the time period that best reflects when residents who work regular hours would be returning home, is approximately 86% – an occupancy that is considered a nearly ideal utilization.

Figure 5-2 displays the peak weekday parking occupancy by block face, which occurs between 1pm and 3pm. As shown, there few block faces within the proposed permit area in the categories below 85%. Of the few block faces which are below 85% occupancy, more are concentrated in the blocks between Laurel Street and Juniper Street on the side of the neighborhood farthest from downtown. The predominantly metered parking block faces throughout South Bankers Hill are shown to have lower utilization. The occupancy for South Bankers Hill during the peak weekday period overall for the twelve-hour data collection period is 90.5%. Within the proposed permit area, the overall occupancy during the peak is 94% and outside of the permit area it is almost 88%.

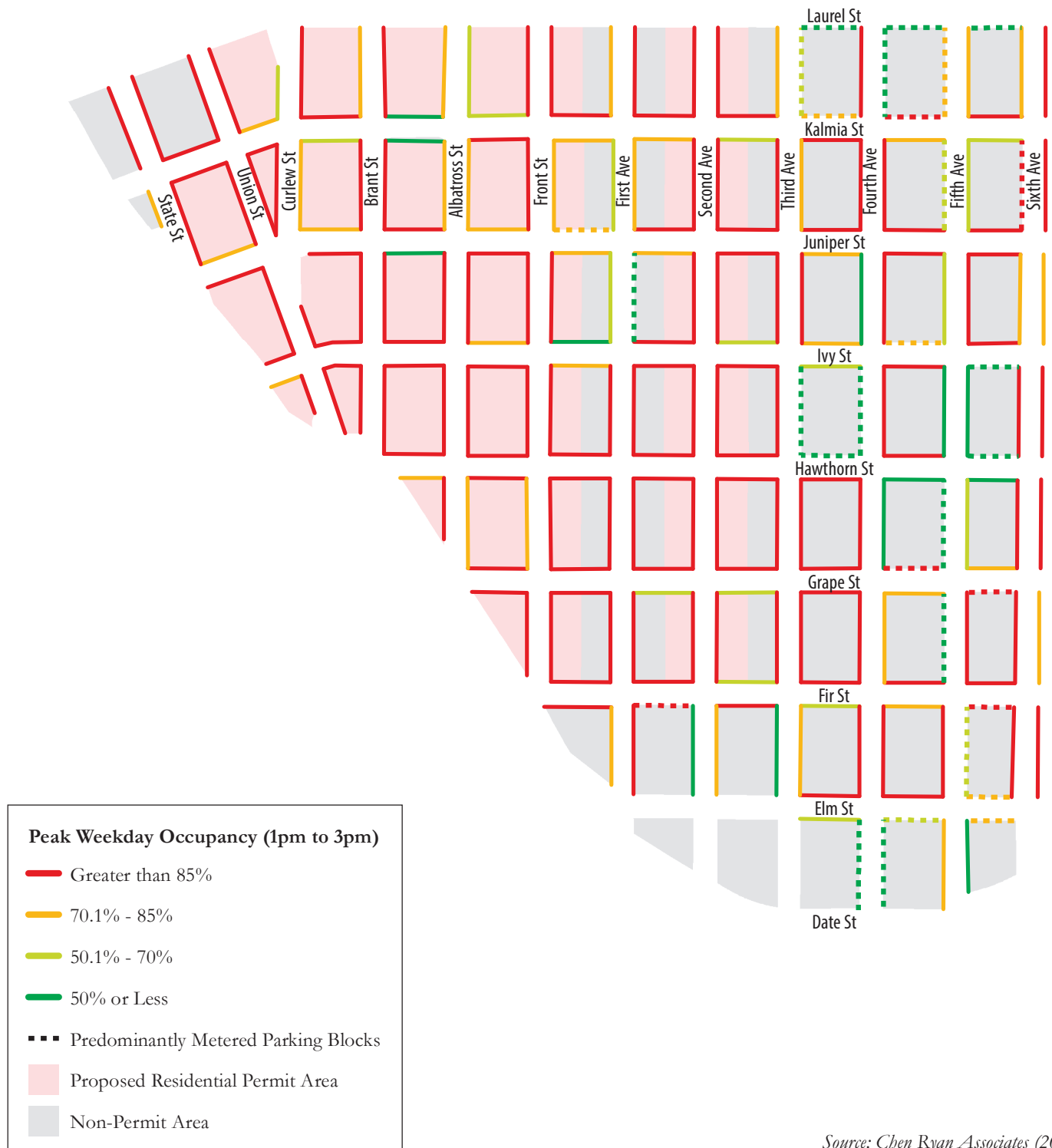
5.2 Weekend Parking Occupancy

Figure 5-3 displays average weekend parking occupancy by block face. As shown, most of the block faces within the proposed residential parking permit area are within the highest occupancy category, greater than 85%. On the weekend, high occupancy block faces are scattered throughout the permit area, unlike weekday occupancies where there is evidence of a stronger concentration of overparked blocks in the southern part of the permit area closer to downtown. The even spatial distribution of high parking occupancy block faces within the proposed permit area on the weekend is reflective of the somewhat even distribution of residential land uses throughout the permit area. This suggests that the owners of the vehicles parked on weekends are predominantly those of the residents. As is the case during the weekday, the predominantly metered parking block faces throughout South Bankers Hill are shown to have lower utilization during the weekend.

Chart 5-2 displays average weekend parking occupancy in South Bankers Hill by two hour intervals between 7am and 7pm. Of all the time intervals for which data was collected, the occupancy for the weekend period between 7am and 9am represents the closest approximation to pure residential parking utilization. As shown in the chart, average parking occupancy within the proposed permit zone is around 90%. At 90% utilization, motorists may have to search for and settle for parking that is not on the same block as their destination. The 7am to 9am interval is also the weekend peak parking occupancy period for the entire South Bankers Hill neighborhood. **Figure 5-4** shows peak weekend parking occupancy by block faces.

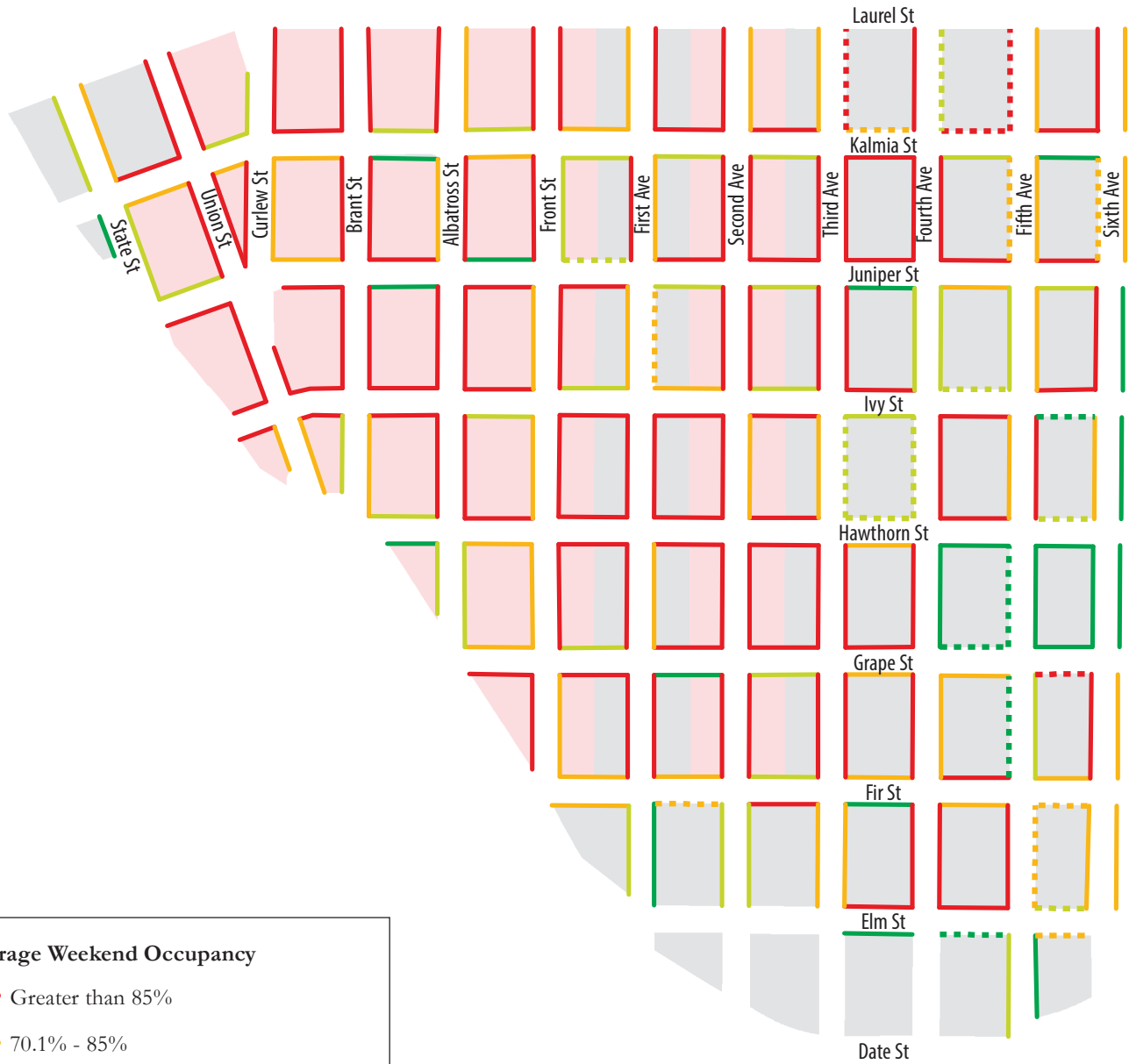


Data Collected on:
 Thursday, March 3, 2016
 Friday, March 4, 2016
 Tuesday, March 8, 2016
 Wednesday, March 9, 2016



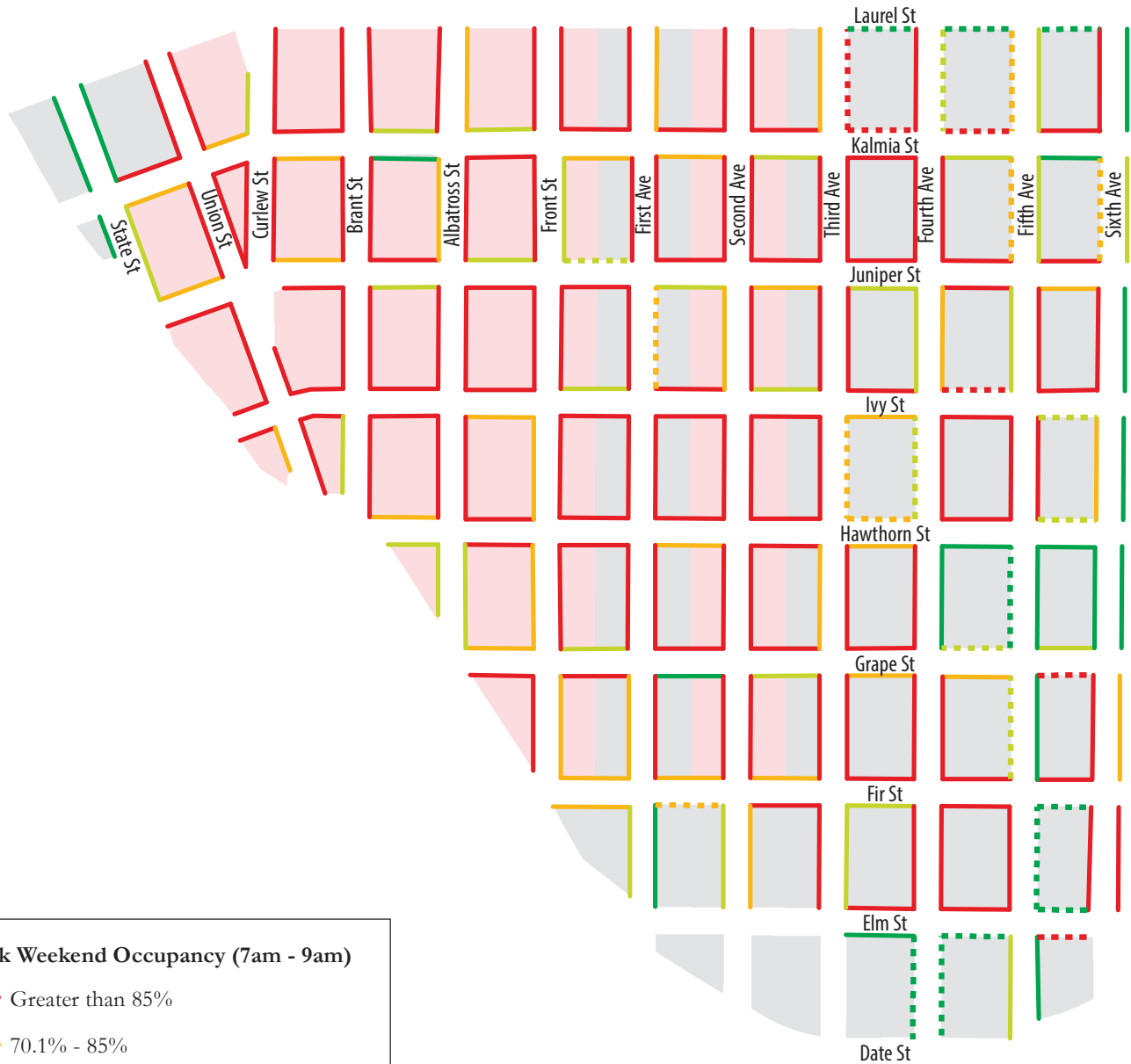
Source: Chen Ryan Associates (2016)

Data Collected on:
 Sunday, March 6, 2016
 Saturday, March 19, 2016
 Sunday, March 20, 2016



Source: Chen Ryan Associates (2016)

Data Collected on:
 Sunday, March 6, 2016
 Saturday, March 19, 2016
 Sunday, March 20, 2016



Peak Weekend Occupancy (7am - 9am)

- Greater than 85%
- 70.1% - 85%
- 50.1% - 70%
- 50% or Less
- - - Predominantly Metered Parking Blocks
- Proposed Residential Permit Area
- Non-Permit Area

Source: Chen Ryan Associates (2016)

5.3 Permit Area Parking Deficiencies

By analyzing both weekday and weekend data, it is apparent that commuters do have some impact on parking utilization within the proposed permit area during the week. The weekend utilization levels throughout the day are uniformly lower than weekday, suggesting that commuters parking in the South Bankers Hill neighborhood during the week do create a noticeable impact. During the week, commuters, in combination with residents who are parked at home, help generate very high utilization levels during the day. However, the data collected does not suggest that commuters have any impact on parking availability beyond 5pm. The weekday parking utilization levels observed are at a critical enough level – 95% during weekday peak period and slightly above 85% during the commuter-resident overlap time period between 5pm and 7pm to demonstrate the justification on the basis of commuter-caused parking impacts for a residential parking permit area (Criteria IV) and that the establishment of a residential parking permit area would satisfy Criteria V, protecting an adequate supply of parking for residents.

6.0 Parking Turnover

6.1 Weekday Parking Turnover

Parking turnover was studied in four locations covering 13 block faces within South Bankers Hill for 8 hour periods on one weekday and one weekend day. Parking turnover data was collected at the following locations:

- Front Street from Laurel Street to Kalmia Street
- First Avenue from Kalmia Street to Ivy Street
- Second Avenue from Kalmia Street to Ivy Street
- Fifth Avenue from Juniper Street to Kalmia Street (west side only)

Two of the locations, Front Street and Second Avenue, are within the proposed residential parking permit area. The locations along First Avenue and Fifth Avenue are on commercial corridors with metered parking. **Table 6-1** shows the 13 block faces where turnover was studied, including indicators of turnover: ratio of unique cars observed to spaces, and mean and median length of stay. Parking occupancy averages are also shown.

Table 6-1: Weekday Parking Turnover Observations

Block Face Segment and Side of Street	Restriction	Number of Parking Spaces	Unique Cars Counted	Unique Cars to Space Ratio	Mean Length of Stay (Hours)	Median Length of Stay (Hours)	Average Occupancy ⁴	Occupancy at Peak ⁵
Front Street – Kalmia Street to Laurel Street - East	Free	8	23	2.9	3.6	2	100.0	87.5
Front Street - Kalmia Street to Laurel Street - West	Free	14	35	2.5	3.5	2	79.7	85.7
Front Street – Juniper Street to Kalmia Street - East	Free	13	30	2.3	2.8	2	82.9	100.0
Front Street - Juniper Street to Kalmia Street -	Free	20	29	1.5	3.8	3	83.6	85.0
First Avenue - Juniper Street to Kalmia Street - East	Free	11	27	2.5	3.1	2	75.7	72.7
Second Avenue - Juniper Street to Kalmia Street -	Free	9	21	2.3	5.3	4	125.9	133.3
Second Avenue - Juniper Street to Kalmia Street -	Free	15	30	2.0	4.7	2	95.1	106.7
Second Avenue – Ivy Street to Juniper Street - East	Free	9	23	2.6	4.5	5	105.5	111.1
Second Avenue - Ivy Street to Juniper Street - West	Free	15	39	2.6	3.8	3	100.7	100.0
First Avenue - Juniper Street to Kalmia Street -	Metered	9	24	2.7	2.7	2	51.8	44.4
First Avenue - Juniper Street to Kalmia Street - East	Metered	8	39	4.9	1.2	1	57.6	75.0
First Avenue Juniper Street to Kalmia Street - West	Metered	8	28	3.5	2.8	2	71.5	87.5
Fifth Avenue - Juniper Street to Kalmia Street -	Metered	11	27	2.5	2.3	1	50.5	63.6
All Free - Unlimited Time		114	257	2.3	3.8	3	92.3	96.9
All Metered		36	118	3.3	2.1	1	57.1	66.6

Source: Chen Ryan Associates (September 2016)

⁴ Figure 5-1: Weekday Average Parking Occupancy in South Bankers Hill

⁵ Figure 5-2: Weekday Peak Parking Occupancy in South Bankers Hill

As shown in Table 6-1, the locations with ‘free unlimited’ have less parking turnover occurring than in metered locations. This is evident by the lower unique cars to space ratio (2.3 cars per space compared to 3.3) and in the longer average length of stays (3.8 mean hours compared to 2.1). These findings are not surprising. The purpose of parking meters is intended to generate higher turnover of spaces. The low turnover findings also correlate with higher average occupancies. The unmetered blocks have an average parking occupancy above 90%, compared to the approximately 57% to 66% for the metered blocks.

The findings also suggest that it is not evident that commuters are parking in the locations where turnover was studied. The median length of stay for the free parking blocks is about 3 hours. For it to be possible that commuters are parking in large numbers the average length of stay would have to be closer to the length of a work shift. Of the 257 unique cars that were counted in non-metered spaces, only 40 cars were observed to be parked 8 hours or longer. Since residents are also low turnover users of parking, even with longer observed turnover, one cannot draw an automatic conclusion that the source of it is from commuters.

While the turnover study can conclude that commuters are not parking in the northern blocks of the neighborhood between Laurel Street and Ivy Street, it cannot rule out that they are not parking in southern part of the neighborhood. An observation in the previous chapter noted that high parking occupancy block faces are more concentrated in the southern part of the study area during weekdays, while showing no such pattern on weekends. There is some evidence in the turnover study that commuters are parking for intervals longer than 3 hours in the neighborhood, which satisfies Criteria IV, though there is not enough information to verify that 75% of the vehicles parked are commuter-owned. Survey data collection in the following chapter will aim to supplement these findings to help build a better case for meeting Criteria IV.

6.2 Weekend Parking Turnover

Table 6-2 shows weekend parking turnover for the 13 block faces studied. As shown, turnover in non-metered parking spaces decreases compared to weekday observations. The average length of stay observed in the free parking blocks on the weekends is 4.6 hours, higher than the 3.8 hour average on weekdays. With longer parking stays, fewer unique cars were counted resulting in lower unique cars to parking spaces ratio. Decreases in turnover can be attributed to a higher share of the resident population being at home. Average parking occupancy in the locations with free parking spaces is approximately between 90% and full capacity.

Table 6-2: Weekend Parking Turnover Observations

Block Face Segment and Side of Street	Restriction	Number of Parking Spaces	Unique Cars Counted	Unique Cars to Space Ratio	Mean Length of Stay (Hours)	Median Length of Stay (Hours)	Average Occupancy ⁶	Occupancy at Peak ⁷
Front Street – Kalmia Street to Laurel Street - East	Free	8	14	1.8	5.5	5.5	91.6	175.0
Front Street - Kalmia Street to Laurel Street - West	Free	14	20	1.4	4.5	3.5	101.0	100.0
Front Street – Juniper Street to Kalmia Street - East	Free	13	14	1.1	6.5	8.0	65.8	86.1
Front Street - Juniper Street to Kalmia Street -	Free	20	22	1.1	4.6	4.5	86.1	100.0
First Avenue - Juniper Street to Kalmia Street - East	Free	11	29	2.6	2.6	2.0	77.7	90.9
Second Avenue - Juniper Street to Kalmia Street -	Free	9	21	2.3	4.7	4.0	116.0	133.3
Second Avenue - Juniper Street to Kalmia Street -	Free	15	30	2.0	4.5	3.0	88.1	93.3
Second Avenue – Ivy Street to Juniper Street - East	Free	9	23	2.6	3.9	5.0	98.1	111.1
Second Avenue - Ivy Street to Juniper Street - West	Free	15	25	1.7	5.7	5.0	95.1	100.0
First Avenue - Juniper Street to Kalmia Street -	Metered	9	24	2.7	3.4	2.0	66.1	72.7
First Avenue - Juniper Street to Kalmia Street - East	Metered	8	24	3.0	3.0	2.0	95.6	88.8
First Avenue Juniper Street to Kalmia Street - West	Metered	8	33	4.1	1.9	1.0	80.5	75.0
Fifth Avenue - Juniper Street to Kalmia Street -	Metered	11	15	1.9	3.9	3.0	82.6	87.5
All Free - Unlimited Time		114	198	1.7	4.6	3.0	89.9	107.0
All Metered		36	96	2.7	2.9	2.0	80.3	80.5

Source: Chen Ryan Associates (September 2016)

⁶ Figure 5-3: Weekend Average Parking Occupancy in South Bankers Hill⁷ Figure 5-4: Weekend Peak Parking Occupancy in South Bankers Hill

7.0 Parking Survey Results

Survey data was collected to supplement the quantitative data on parking occupancy and turnover analyzed in the previous chapters to help determine whether the City's residential parking permit area criteria area being met.

A seven question intercept survey was administered during the AM and PM peak periods on Front Street, First Avenue, Second Avenue, Third Avenue, and Fir Street in South Bankers Hill on Wednesday, June 29th and Wednesday, July 6th, 2016 to persons exiting or approaching to enter parked vehicles. A total of 96 persons responded to the survey. The survey instrument asked participants:

- Their purpose for parking in the neighborhood
- Their frequency of parking in the neighborhood
- Typical duration they are parked
- Time of days they are parked
- Ease/difficulty of finding parking on the street
- Would they consider taking transit

As shown in **Chart 7-1**, 54% reported that the typical duration they would remain parked in the neighborhood is in excess of 6 hours. This low turnover duration can be suggestive of either a resident or a commuter using the parking. **Chart 7-2** shows that roughly 46% of the respondents reported they were parking because they were residents in the neighborhood and 44% were parking for work. Therefore, it is likely, of the 54% of low turnover parkers, just over half surveyed during the peak periods are residents and slightly under half are commuters.

The combined 90% of respondents who stated they were parking for either home or work, closely mirrors the combined 88% total shown in **Chart 7-3** who reported they park either daily (77%) or weekly (11%). Daily or weekly frequencies of parking are suggestive of either residents or commuters parking in the neighborhood. Occasionally

Chart 7-1: Duration Respondents are Parked

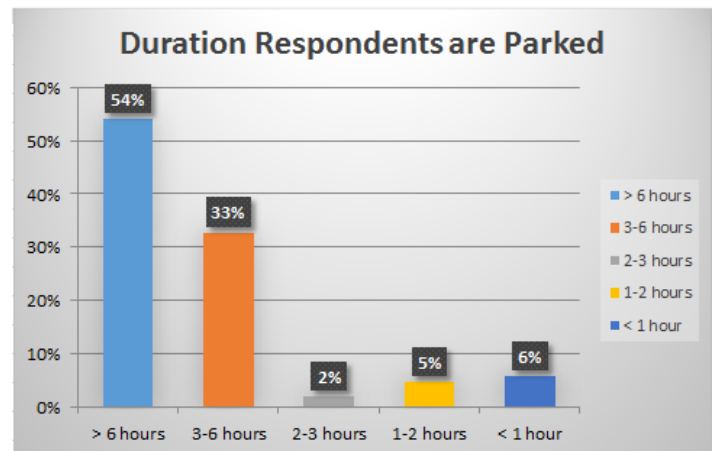


Chart 7-2: Respondents' Purpose for Parking

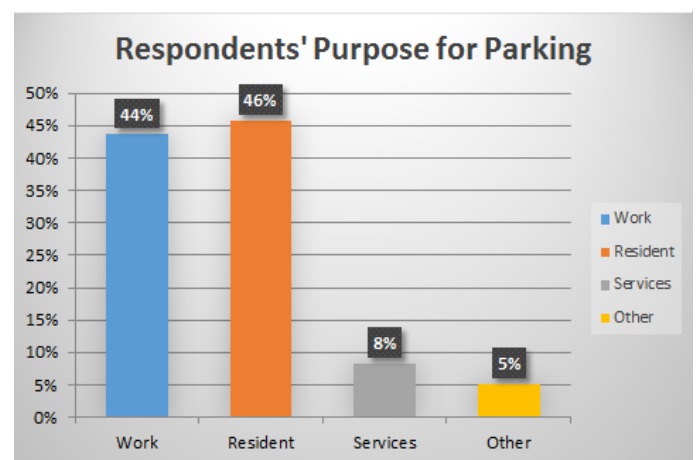
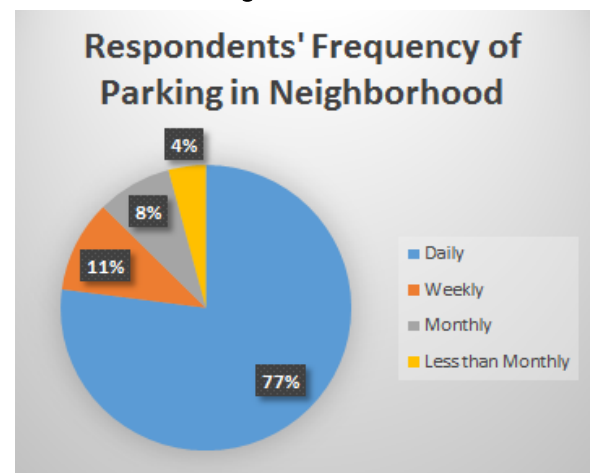


Chart 7-3: Respondents' Frequency of Parking in Neighborhood



Respondents were asked if they were typically able to find parking on the street in the neighborhood. **Chart 7-4** shows the survey responses. Almost one-quarter (24%) indicated that are able to find parking all of the time. An additional 29% indicated that most of the time they are able to find parking in the neighborhood. Twenty-one percent reported occasional ability to find parking in the neighborhood, while 26% indicated they are usually unable to find parking.

Survey findings provide some evidence indicating that there is low turnover parking occurring in the South Bankers Hill neighborhood, and that a significant source of the low turnover parking is from commuters (Criteria IV). Establishing a permit area for evening periods would maintain parking supply for residents (Criteria V) while ensuring commuters could use the supply during business hours.

Chart 7-4: Respondents' Ability to Find Parking



8.0 Conclusion

8.1 Synthesis of Findings

Table 8.1 summarizes how the proposed South Bankers Hill Residential Parking Permit Area meets the six criteria outlined by the UCPD requirements. The purpose of establishing a residential parking permit area would be to guarantee parking supply for residents returning from work – after regular weekday business hours. A residential parking permit area boundary was proposed in Chapter 3 which is demonstrated to meet certain geographic and land use criteria (Criteria I, II and III). Chapters 5-7 of this report analyzed whether the data collected for this study can provide support for meeting the remaining criteria.

As presented in Chapter 4, there are 985 parking spaces in the proposed residential parking permit area. Of those parking spaces, 943 (96%) are free and not time-restricted. Based on the findings from parking occupancy analysis in Chapter 5, average weekday parking occupancy within the proposed permit area between 11am and 3pm reaches critical utilization levels (close to 95%). Between 5pm and 7pm, the time period where residents are returning from work and commuters are leaving, parking occupancy levels are at approximately 85% in the proposed permit area. While this utilization rate in the evening does not reach the critical levels it does during the middle of the work day, a proposed residential parking permit area would still provide some assurance that parking supply will remain for residents within the western portion of South Bankers Hill in the evenings. These findings support that Criteria V and VI are being met.

Based on findings from the parking turnover analysis in Chapter 6, the free unlimited time parking spaces, which comprise a vast majority of the parking supply the proposed permit area have lower average turnover rates metered locations in South Bankers Hill. The typical free unlimited time parking space averages 2.3 unique cars per parking space over 8 hours of a weekday. The average length of stay observed from parking turnover analysis within the free unlimited time parking spaces is about 4 hours. Survey findings presented in Chapter 7 also support the low parking turnover observations and a nearly even composition of residents and commuters parking in the neighborhood. The survey findings help make a case that Criteria IV is being met.

8.2 Residential Parking Permit Recommendations

A parking permit area based on the boundaries established in Chapter 3 is supported by the City's residential parking permit boundary formation criteria. The proposed parking permit area will consist only of free and time unlimited on-street parking (excluding First Avenue). All free and unlimited time parking spaces within the proposed permit area will have a nighttime enforcement period that occurs after metered parking enforcement within the neighborhood concludes for the day (Meter enforcement is currently between 8:00 AM and 6:00 PM). This arrangement ensures the residents an adequate window to find on-street parking in the neighborhood on their return commute. During the enforcement period, non-permitted motorists will be allowed to park within the permit area without penalty for up to two hours. Metered parking spaces within the neighborhood will also be available to non-permitted motorists for free and time unlimited during the residential parking permit enforcement period. After 8:00 AM, the permit enforcement period ends and parking resumes being available to all users. The enforcement hours will ensure that commuters will still have the ability to use the parking during the day, while guaranteeing the supply will not adversely affect residents in the evening, when affected residents would need to find parking upon returning home from work. By allowing commuters access to the neighborhood's parking during the day, this arrangement will also ensure an efficient utilization of the neighborhood's parking supply continues.

Table 8-1: Satisfaction of Residential Parking Permit Area Criteria

#	Criteria	How Criteria is Met
I	A minimum of 500 residential units, occupying a minimum of six block-faces.	As noted in Section 3.1, there are currently 1,274 dwelling units and 20 full blocks within the proposed permit area (plus 18 additional partial blocks).
II	Area is predominantly (at least 90%) residential.	As noted in Section 3.2, the land use distribution within proposed permit area is currently comprised 92% residential uses and 8% other uses.
III	There is a single, major traffic generator in the immediate vicinity	As noted in Section 3.3, the proposed study area is directly adjacent to Downtown San Diego, which is the largest employment center within the San Diego region.
IV	The parking impact is long-term (3-hour minimum), severe (at least 75% of the vehicles are non-residents), and is commuter, not residential in origin.	<p>As noted in Section 5.1 the average weekday parking occupancy within the proposed permit area between 7 a.m. and 7 p.m. (12 hours) is 91%. This is well above the City of San Diego's on-street occupancy goal of 85%.</p> <p>As noted in Chapter 7.0, 57% of the people surveyed were parking for non-residential reasons. This is below the 75% in which the criteria recommends; however, based Table 142-05J, Representative Hourly Accumulation by Percentage of Peak Hour, of the City of San Diego's Municipal Code the parking demand for residential uses is only around 40% of their total demand during daytime hours. If it is assumed that only 40% of the total of 43% residential parkers surveyed are there during the daytime hours, the daytime residential demand within the proposed daytime hours is only 17% of the total parking demand, meaning that 83% of the daytime demand is created by non-residential uses (well over the 75% criteria).</p>
V	There must be adequate existing on-street parking for residents to find spaces if a district were established.	As noted in Chart 7-2, 57% of the parkers surveyed in the proposed permit area were parking for work related reasons, the majority of which were parking there for 8 or more hours. Removing 57% of the demand during the proposed permit hours (6 p.m. to 8 a.m.) would provide a significant increase in supply to meet the needs of the residents.
VI	Existing legal off-street parking must be inadequate to meet the needs of the residents.	As noted in Section 5.1 the average weekday parking occupancy within the proposed permit area between 7 a.m. and 7 p.m. (12 hours) is 91%. This is well above the City of San Diego's on-street occupancy goal of 85%. This trend indicated a parking impact for residents within the proposed permit area.

Source: Chen Ryan Associates, September 2016