

7. PARKING

7.1 Introduction

Parking is an essential part of the overall transportation system. Inadequate parking could lead to unnecessary circulation as motorists search for parking spaces, or to illegal and double parking, thus reducing roadway capacity. The purpose of this analysis is to determine the study area's parking demand and supply, identify areas where parking deficiencies exist, and to generate recommendations to address the area's short and long-term parking needs.

Both on-street and off-street parking facilities exist in the study area. On-street parking is generally permitted on all streets in the study area except where parking regulation prohibits. Off-street parking facilities are associated with large multi-unit dwellings as well as with some commercial, entertainment and recreational establishments in the study area.

The parking analysis for the study area included surveys of on-street and off-street parking facilities. The survey of parking along the major corridors in the study area was conducted during the weekday peak hours (8:00 – 9:00 AM, 1:00 – 2:00 PM, and 5:00 – 6:00 PM) to determine the supply and demand in the study area.

7-2 On-Street Parking

The on-street parking survey focused on the major corridors in the study area where commercial activities and high density residential uses are concentrated. Only the major corridors were studied because these streets have higher traffic volumes and higher parking demand. The major corridors analyzed are shown in Figure 7-1 and listed below:

- Bay Parkway between Kings Highway and Cropsey Avenue
- Kings Highway between Coney Island Avenue and Bay Parkway
- Coney Island Avenue between Kings Highway and the Boardwalk
- Ocean Parkway between Kings Highway and Surf Avenue

The map displays a street grid in San Francisco, with a red line delineating the study area. A thick green line traces the parking survey corridors, which follow major thoroughfares and connect various points of interest. Key locations labeled include DREIER OFFERMAN PARK, HOME DEPOT, NEPTUNE AVE, KEYSAN PARK, and several streets such as Ave P, Kings Hwy, Highland Ave, Ave S, Ave R, Ave Q, Ave N, Ave M, Ave L, Ave K, Ave J, Ave I, Ave H, Ave G, Ave F, Ave E, Ave D, Ave C, Ave B, Ave A, and Ave X. A legend in the bottom right corner identifies the green line as 'Parking Survey Corridors' and the red line as 'Study Area'.

- McDonald Avenue/Shell Road between Kings Highway and Neptune Avenue
- Stillwell Avenue between Kings Highway and Surf Avenue
- Cropsey Avenue between Bay Parkway and Neptune Avenue
- Neptune Avenue between Coney Island Avenue and West 37th Street
- Surf Avenue between Ocean Parkway and West 37th Street
- 86th Street between Bay Parkway and McDonald Avenue
- Avenue X between McDonald Avenue and Coney Island Avenue
- Avenue U between 86th Street and Coney Island Avenue

The parking survey documented the parking accumulation (the number of parked vehicles) by time of day for the AM, midday, and PM peak hour. Parking regulations on each block face along the major corridors were recorded along with capacity and utilization rates. Appendix C provides detailed parking capacity/utilization data.

A variety of on-street parking regulation were observed, and recorded, along the major corridors. Figure 7-2 shows the alternate-side street cleaning regulations, Figure 7-3 shows the “No Parking” and “No Standing” regulations, and Figure 7-4 shows where metered parking regulations exist in the study area which is normally found in proximity to commercial/retail activities. Table 7-1 provides a list of parking regulations along the major corridors studied.

The parking survey showed that demand for parking was highest at the following locations:

1. Kings Highway throughout the study area,
2. Cropsey Avenue throughout the study area,
3. Brighton Beach Avenue east of Ocean Parkway, and
4. 86th Street from Bay Parkway to Stillwell Avenue

Of the four locations above, Brighton Beach Avenue east of Ocean Parkway had the most parking shortfall. Parking spaces were fully utilized with the excess demand resulting in double parking and illegal parking. Figures 7-5, 7-6, and 7-7 show the locations where parking demand exceeded supply for the AM, midday, and PM peak hours, respectively.

Figure 7-2: Alternate Side Street Cleaning Regulations

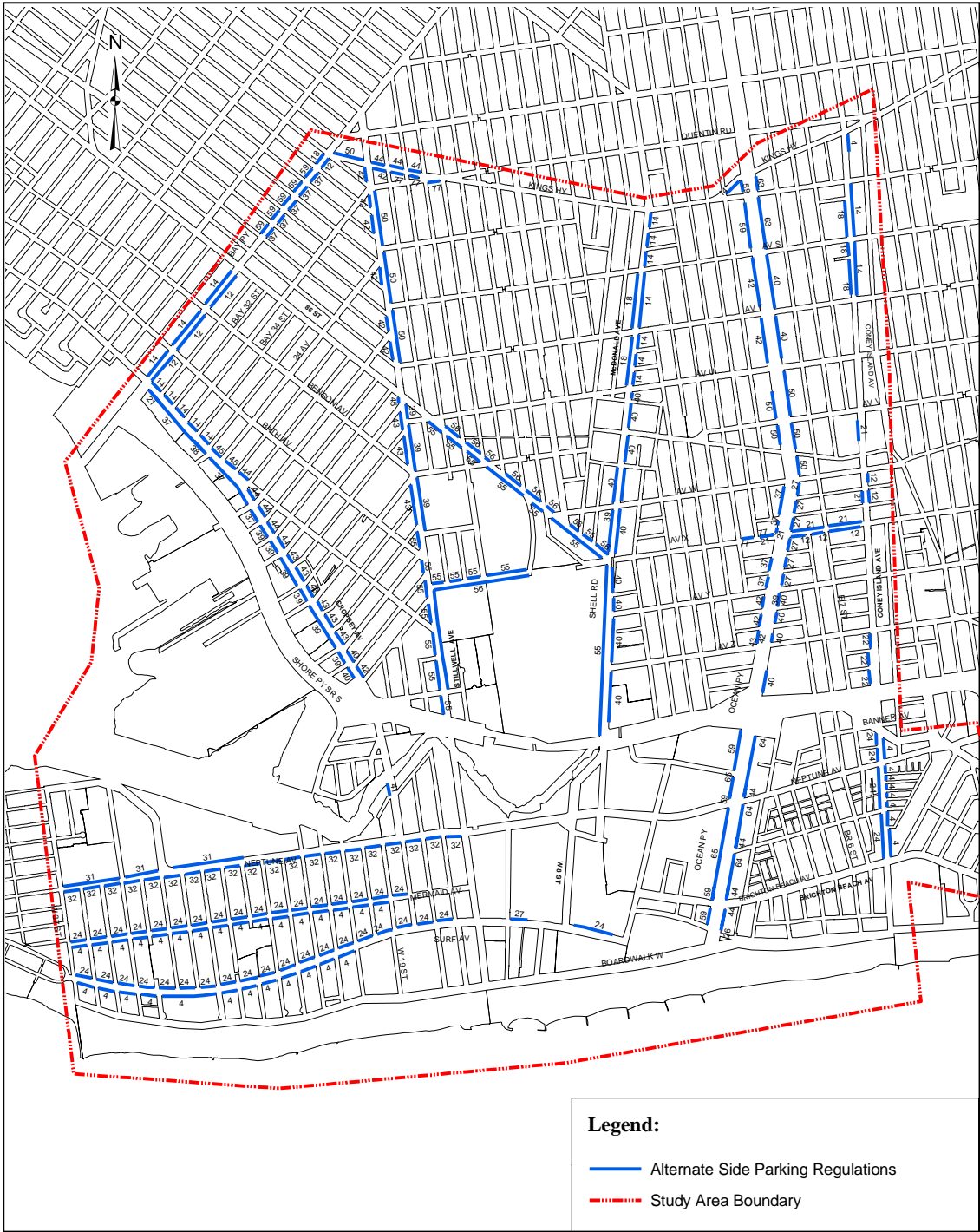


Figure 7-3: No Parking/No Standing Any Time Regulations



Figure 7-4: Metered Parking Locations



Table 7-1: Parking Regulation Codes

| Code | Regulation | Code | Regulation |
|-------------|--|-------------|--|
| 1 | NP 8:00 - 8:30 AM Except Sunday | 39 | NP 11:30 AM - 1:00 PM Tuesday |
| 2 | 1 HR Parking 8:30 AM - 7:00 PM Including Sunday | 40 | NP 11:30 AM - 1:00 PM Friday |
| 3 | No Parking Anytime | 41 | NP 8:00 - 11:00 AM Tuesday & Friday |
| 4 | No Parking 8:00 - 9:30 AM Tuesday and Friday | 42 | NP 11:30 AM - 1:00 PM Thursday |
| 5 | No Parking 8:00 AM - 6:00 PM Monday - Friday | 43 | NP 11:30 AM - 1:00 PM Monday |
| 6 | No Parking 7:30 - 8:00 AM Tuesday | 44 | NP 9:30 - 11:00 AM Monday |
| 7 | No Parking 7:30 - 8:00 AM Monday, Tuesday, Thursday & Friday | 45 | NP 8:30 - 10:00 AM Monday |
| 8 | 1 HR Parking 8:00 AM - 7:00 PM Including Sunday | 46 | NP 7:30 - 8:00 AM Tuesday & Friday |
| 9 | No Parking 7:00 AM - 4:00 PM School Days | 47 | 1 HR Parking 9:00 AM - 7:00 PM Except Sunday |
| 10 | No Parking 8:30 - 9:00 AM Except Sunday | 48 | NP 8:30 - 9:00 AM Thursday |
| 11 | 1 HR Parking 9:00 AM - 7:00 PM Including Sunday | 49 | 2 HR Parking 9:00 AM - 7:00 PM Except Sunday |
| 12 | No Parking 8:30 - 10:00 AM Friday | 50 | NP 11:30 AM - 1:00 PM Wednesday |
| 13 | No Standing Anytime | 51 | 2 HR Parking 8:00 AM - 7:00 PM Except Sunday |
| 14 | No Parking 8:30 - 10:00 AM Wednesday | 52 | NP 7:30 - 8:00 AM Wednesday |
| 15 | No Parking 8:30 - 9:00 AM Tuesday, Thursday & Sat | 53 | 1 HR Parking 8:30 AM - 7:00 PM Except Sunday |
| 16 | No Parking 8:30 - 9:00 AM Monday, Wednesday & Friday | 54 | 2 HR Parking 8:30 AM - 7:00 PM Including Sunday |
| 17 | X - Removed, Broken | 55 | NP 11:30 - 1:00 PM Monday & Thursday |
| 18 | No Parking 8:30 - 10:00 AM Thursday | 56 | NP 11:30 - 1:00 PM Tuesday & Friday |
| 19 | 2 HR Parking 8:00 AM - 7:00 PM Including Sunday | 57 | NP 7:00 AM - 5:00 PM School Days |
| 20 | No Parking 7:30 - 8:00 AM Except Sunday | 58 | 1 HR Parking 8:00 AM - 10:00 PM Including Sunday |
| 21 | No Parking 8:30 - 10:00 AM Tuesday | 59 | NP 9:30-11:00 AM Thursday |
| 22 | No Parking 11:30 AM - 1:00 PM Monday | 60 | NP 8:00 - 8:30 AM Tuesday |
| 23 | 1 HR Parking 8:00 AM - 7:00 PM Except Sunday | 61 | NP 8:00 - 9:00 AM Except Sunday |
| 24 | No Parking 8:00 - 9:30 AM Monday and Thursday | 62 | NP 7:30 - 8:00 AM Monday |
| 25 | No Parking 8:00 AM - 6:00 PM Except Sunday | 63 | NP 9:30 - 11:00 AM Wednesday |
| 26 | No Parking 9:00 - 10:30 AM Friday | 64 | NP 8:00 - 9:30 AM Tuesday |
| 27 | No Parking 9:30 - 11:00 AM Friday | 65 | NP 8:00 - 9:30 AM Friday |
| 28 | 2 HR Parking 8:30 AM - 7:00 PM | 66 | 2 HR Parking 8:00 AM -10:00 PM Including Sundays |
| 29 | No Parking 7:30 - 8:00 AM Monday and Thursday | 67 | Doctors Only |
| 30 | No Parking 7:00 AM - 7:00 PM Except Sunday | 68 | NP 3:00 PM - 5:00 PM |
| 31 | No Parking 9:00 - 10:30 AM Monday and Thursday | 70 | 1 HR Parking 9:30 AM - 7:00 PM |
| 32 | No Parking 9:00 - 10:30 AM Tuesday and Friday | 71 | 1 HR Parking 8:30 AM - Midnight |
| 33 | No Parking 8:00 AM - 8:00 PM Monday - Friday | 72 | 1 HR Parking 8:00AM - Midnight |
| 34 | No Parking 8:00 - 8:30 AM Monday, Tuesday, Thursday & Friday | 73 | 2 HR Parking 8:00 AM - Midnight |
| 35 | 2HR Parking 8:00 AM - 10:00 PM Except Sunday | 74 | NP 7:30 - 8:00 AM Monday - Friday |
| 36 | Authorized Vehicles Only | 75 | 1HR Parking 8:00 AM - 7:00 PM Including Sundays |
| 37 | NP 9:00 - 11:00 AM Tuesday | 77 | NP 9:00 - 11:00 AM Tuesday |
| 38 | NP 11:00 AM - 2:00 PM Thursday & Friday | 78 | NP 11:00 AM - 2:00 PM Thur & Friday |

Figure 7-5: On-Street Parking Demand (AM)



Figure 7-6: On-Street Parking Demand (Midday)

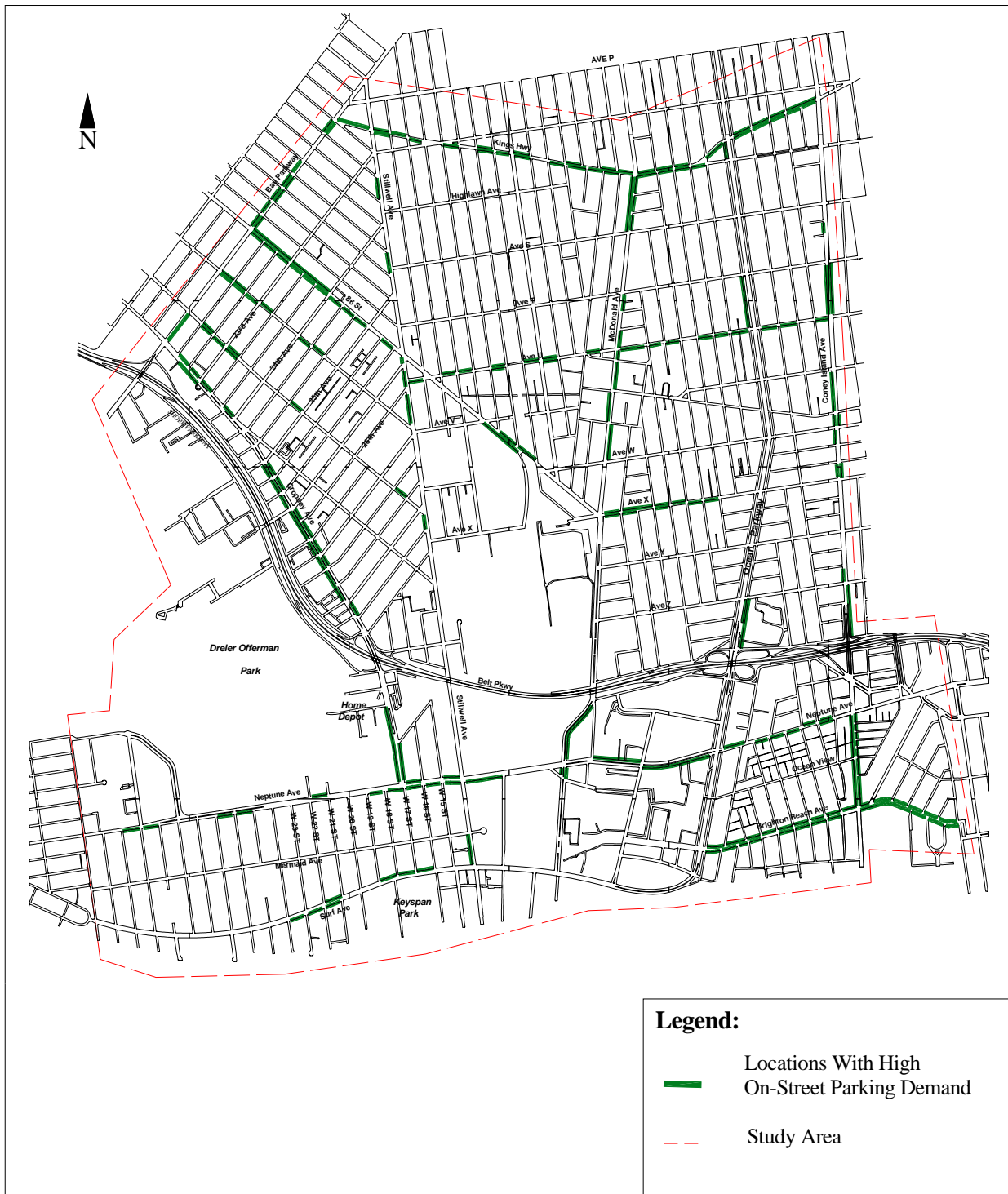
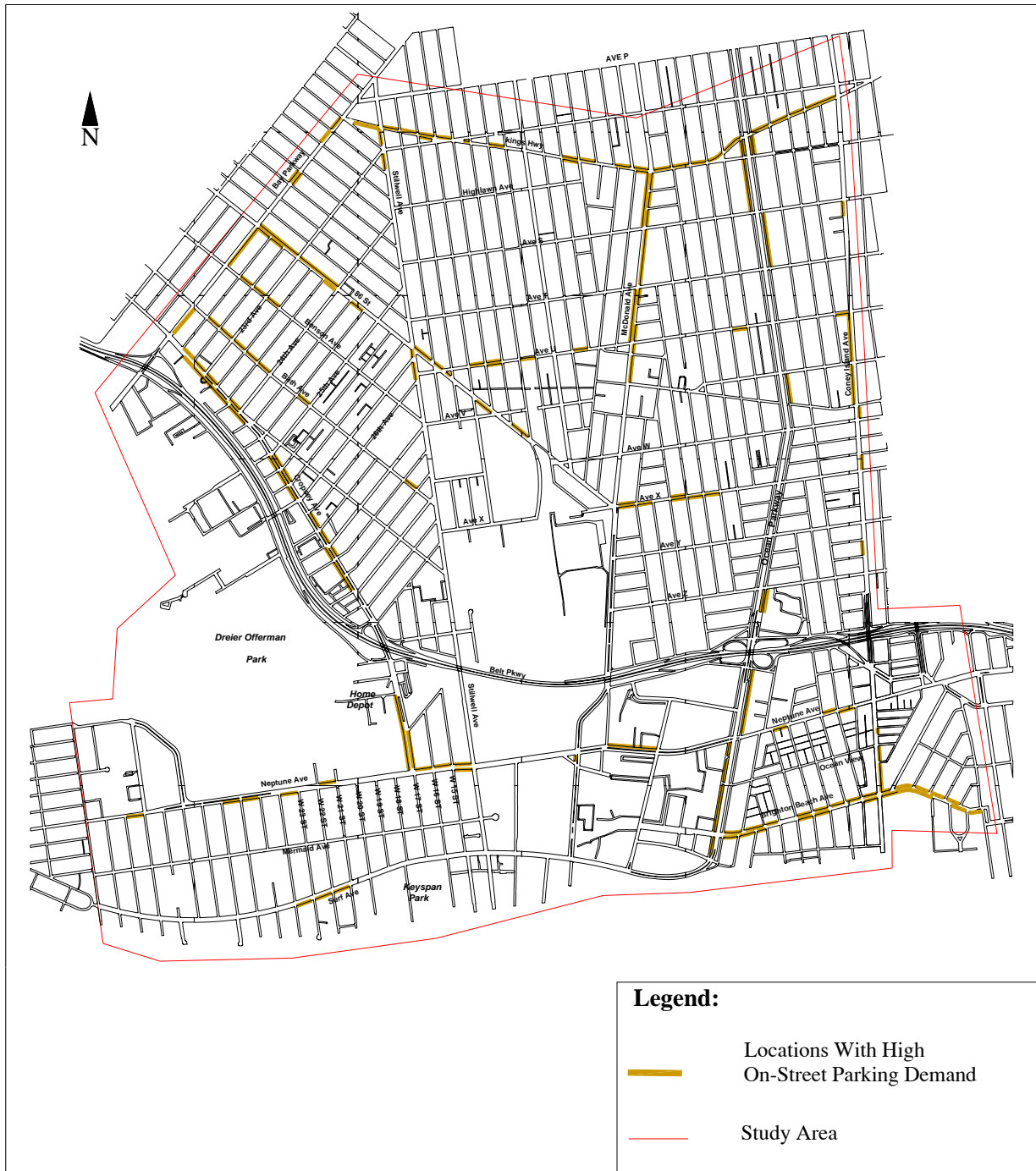


Figure 7-7: On-Street Parking Demand (PM)



7.3 Off-Street Parking

Most of the off-street parking facilities in the northern part of the study area are small parking lots associated with commercial establishments (restaurants, pharmacy, variety stores) and multi-unit residential dwellings. The off-street parking facilities south of the Belt Parkway are associated with the high-rise residential buildings as well as commercial, entertainment and recreational establishments. The off-street parking lots associated with Keyspan Park and the Aquarium charge fees, while customers for the commercial establishments such as Home Depot, Ceasar's Bay Mall, and Pathmark do not pay fees. The parking lots serving recreational facilities such as Keyspan Park, the Aquarium, and the Amusement Park reach peak utilization during summer months from approximately May to September. Consequently, the parking demand generated by the recreational facilities is primarily seasonal, based on the public's attraction to the beach and the adjacent attractions.

Some of the commercial off-street parking facilities (and their capacity) in the study area are:

- Brighton Beach Municipal Lot – 271 spaces
- New York Aquarium – 330 spaces
- Luna Parking – 250 spaces
- Abe Stark Center – 250 spaces
- Keyspan Park – 1,158 spaces
- Home Depot – 572 spaces
- Mermaid Avenue strip malls – 124 spaces
- Neptune Avenue strip malls/supermarket – 450 spaces

The analysis of parking supply and demand in the study area showed that parking demand was met along most of the major corridors in the study area. However, in some instances, particularly along 86th Street and Brighton Beach Avenue the parking demand was greater than supply. These two corridors require new approaches to address the parking shortfall that exists for both delivery trucks and private automobiles. Also, based on information gathered from

community groups a shortfall in off-street parking exists in the Coney Island/Brighton Beach area; particularly in the summer when there is an influx of visitors.