

**TRANSPORTATION IMPACT ANALYSIS GUIDELINES
VEHICULAR PARKING MEMORANDUM ATTACHMENTS**

ATTACHMENT A: MITIGATION AND IMPROVEMENT MEASURES

MITIGATION MEASURES FOR LAND USE DEVELOPMENT PROJECTS LOCATED WITHIN AN AREA PLAN

Rincon Hill Area Plan

No applicable mitigation and improvement measures were identified.

Market and Octavia Neighborhood Plan

No applicable mitigation and improvement measures were identified.

Visitation Valley Redevelopment Plan

No applicable mitigation and improvement measures were identified.

Balboa Park Station Area Plan

No applicable mitigation and improvement measures were identified.

Eastern Neighborhoods Rezoning and Area Plan

No applicable mitigation and improvement measures were identified.

Treasure Island and Yerba Buena Island Redevelopment Plan

No applicable mitigation and improvement measures were identified.

Glen Park Community Plan

No applicable mitigation and improvement measures were identified.

Transit Center District Plan:

No applicable mitigation and improvement measures were identified.

Western SoMa Community Plan

**Transportation Impact Analysis Guidelines
Vehicular Parking Appendix**

No applicable mitigation and improvement measures were identified.

Central SoMa Plan

No applicable mitigation and improvement measures were identified.

MITIGATION AND IMPROVEMENT MEASURE EXAMPLES

The following list includes the typical types of measures that can mitigate or lessen parking impacts:

Reduction in Existing Parking Supply (Demand Versus Supply)

- Contribute equipment or funds to SFpark program to implement systems at parking facilities for entire study area that include the use of parking meter technology (e.g., demand-based pricing), vehicle sensors, dynamic signs (e.g., denoting available supply of parking), a central management system, and a real-time parking guidance system.
- Implement transportation demand management measures not already required by the Planning Code but listed in the Transportation Demand Management Program Standards such as:
 - a. Parking pricing, particularly demand-based pricing
 - b. Unbundle parking spaces in non-residential development
 - c. Parking cash-out
 - d. Delivery services
 - e. Delivery amenities
- Increase density at the project site so that it is more feasible for San Francisco or other service entities to provide more ways of travel (e.g., increased public transit service)
- Provide neighborhood-serving uses (e.g., retail) and amenities that people walking can access (e.g., by providing sidewalks; reducing block length; reducing intersection crossing distances)
- Establish or become part of an existing shared parking agreement. For example, multiple land uses would share parking at existing facilities through an agreement among private lot and property owners (e.g., users from other uses and buildings would park off-site).

Potentially Hazardous Conditions, Accessibility, and Public Transit Delay

- See demand versus supply measures above
- Add physically separated bicycle or transit facilities
- Add passenger loading zones
- Fund increased parking control officers (on-going)
- Refer to other memos for additional measures

Street widening and new on-street parking spaces are mitigation measures that may be technically feasible, but are generally considered undesirable.

The department may consider the creation of new parking spaces only after investigating the aforementioned measures that more effectively manage parking demand.