



## Parking Orientation

There are blocks in the project area with a street width less than 56 feet that have perpendicular parking on both sides of the street. In consultation with the SFFD, these blocks will be adjusted to reorient one side of the parking from perpendicular to parallel in tandem with any construction or (re)development along the blocks identified (see below). Unless there are unique circumstances that dictate otherwise, we will advance parallel parking on the side of the street that retains the most parking in total.

Locations that will require converting one side to parallel parking:

- Florida
  - 16<sup>th</sup>-Division (just near Division)
  - 18<sup>th</sup>-20<sup>th</sup>
- Alabama
  - 17<sup>th</sup>-Mariposa (just near 17<sup>th</sup>)
  - Mariposa-19th
- Hampshire
  - 17<sup>th</sup>-18<sup>th</sup>
- York
  - Mariposa-18<sup>th</sup>

Specs:

- Emergency vehicle access preferred clearance: 26'
- Perpendicular parking: 15'-18'
- Parallel parking: 7'-8'

Given the specifications, curb-to-curb street width to accommodate perpendicular on both sides should be 56'. \*\*Note, there are examples of streets with parallel parking on both sides even when the street width exceeds 56' (e.g. Potrero Ave) but it has bike lanes as well as transit infrastructure which does not make perpendicular parking feasible.