

MEMORANDUM



TO: Stephen Scott, Principal Planner, City of San Mateo
FROM: David Parisi, Parisi Associates
DATE: July 25, 2012
SUBJECT: Directed Self-Parking Plan for St. Matthews (356-Plus Parking Plan)

Parisi Associates contacted four parking management companies who all provide directed self-parking management for churches throughout the greater San Francisco Bay Area:

- California Parking and Valet Services
- Lucas Parking Corporation
- Peninsula Parking Inc.
- Soiree Valet Parking Services

Each of the above parking management companies has provided and/or currently provides directed self-parking services, facilitated through the use of parking attendants, for churches in the Bay Area. For competitive reasons, none of the four firms wished to release the locations where they provide such services. They did confirm directed self-parking is a commonly used practice for regular and peak events, including those of many churches.

Peninsula Parking currently provides directed parking management for St. Matthews during Sunday Mass. We requested Peninsula Parking's review of the 356-Plus Parking Plan. Attached is their response. Also attached is a slightly revised directed self-parking plan based upon Peninsula Parking's input. The plan can accommodate at least 356 parked vehicles.



July 24, 2012

David Parisi, PE, TE
Parisi Associates Transportation Consulting
58 Alta Vista Avenue
Mill Valley, CA 94941

Subject: Saint Matthew's Directed Self-Parking Plan (356 Plus)

Dear Mr. Parisi:

Since 1997 Peninsula Parking has provided custom parking solutions for a multitude of clients. We have established partnerships with hundreds of businesses throughout the San Francisco Bay Area. Our success has been achieved through extensive research and assessment of our client's parking needs. We currently provide directed parking services to St. Matthews Parish in San Mateo.

You requested that we review St. Matthew's 356-Plus Parking Plan. Based on our review, we offer the following comments:

1. The overall design seems very effective at using the available space to maximize the number of parking spaces. I cannot imagine that any other configuration would result in a larger number of parking spaces.
2. Based on the layout and actual size of each parking space, along with the width of the parking lanes between rows, I do not foresee any issues with people being able to easily self-park themselves in all the designated areas.
3. Regarding the proposed directed self-park spaces, I do have some recommendations:
 - Space #307 and #308 should be relocated from the Notre Dame parking lot to next to the play structure. Due to the nature of directed self-parked cars blocking in other vehicles, it is required that all vehicles be supervised to be able to unblock self-parked guests as needed. Provision of two directed self-park spaces in the Notre Dame lot would not provide enough value to warrant the added labor cost of one attendant designated to that area.
 - Spaces #309-312 and Spaces #355-356 – six parking spaces – can remain as "un-lined parking spaces"; these spaces should be used for self-parking since these cars will not be blocking in any other vehicles. Again, the idea is to minimize and centralize the areas supervised by attendants so as to reduce the number of attendants and overall labor needed to operate the parking lot.



- Forty-four (44) added directed self-park spaces would remain centralized into five separate attendant areas or lanes that can each be managed by one attendant each. I would recommend five attendants to direct cars to all available self-parking areas, then provide "overflow" service with each attendant managing a specific area that contains either four, nine, nine, 10 or 12 directed self-park spaces (44 total). The attendant managing only four cars can assist the attendant managing 12 cars (as needed), since these areas are next to each other and within close eye-sight.
 - From my experience, perpendicular stack parking on one side of each of the two 27-foot wide lanes, while still maintaining a 20-foot fire lane, should not prevent vehicles on the opposite side of the lane from backing out of a directed self-parking space and not have enough room to exit. As shown on the map by the absence of additional self-park spaces, perpendicular stacking is not advised in 24-foot wide (or narrower) lanes since less than the mandatory 20-foot fire lane will remain.
 - The "nose-to-tail" parking used for spaces #334-345 would work for directed self-parking without any problems, as long as the remaining parking lane will still meet the minimum requirement of a 20-foot fire lane.
4. As with all directed parking operations that are co-mingled with self-parking areas, instructions should be communicated to those using the parking to please be cautious and be patient when exiting the parking areas. Due to the presence of stacked vehicles, drivers must use extra caution when backing out of self-parking spaces to avoid any collisions. Drivers should be informed to please error on the side of caution and alert an attendant to assist them when a stacked vehicle needs to be moved. Guests using the directed self-parking service should be patient and allow the attendants to assist all guests one at time.

Feel free to call or email with any questions.

Best Regards,

A handwritten signature in black ink, appearing to read "Jeff Blaser", with a long horizontal flourish extending to the right.

Jeff Blaser, CPP
Operations Manager, Peninsula Parking
Certified Parking Professional, National Parking Association

cc: Jim Walsh, St. Matthews

SAINT MATTHEW'S 356-PLUS PARKING PLAN

PARROT PARK
8-7-41 23 M 67-68

PROPOSED PARKING SUMMARY

BAY	STD.	COMP.	HC	NO. STALLS
N-1	18			18
Note: Above parking in Notre Dame Ave. (N-1) is not included in totals below.				
N-2	12			12
N-3	9			9
N-4	4			4
N-5	15			15
N-6	12			12
N-7	2		4	6
R-1	4			4
W-1	7	19		26
W-2	26		2	28
W-3	38			38
W-4	21			21
W-5	21			21
C-1	4			4
C-2	9	3		12
S-1		15		15
S-2		32		32
S-3	19		2	21
S-4		21		21
S-5		5		5
TOTAL:	203	95	8	306

* STALLS INCLUDED FOR WEEKEND PARKING ONLY.
2 STALLS IN BAY C-1 AND 3 IN BAY C-2 = 5.

EXIST. (SHT. C-1)	192	6	198
ADDED	11	95	108

CIVIL LEGEND

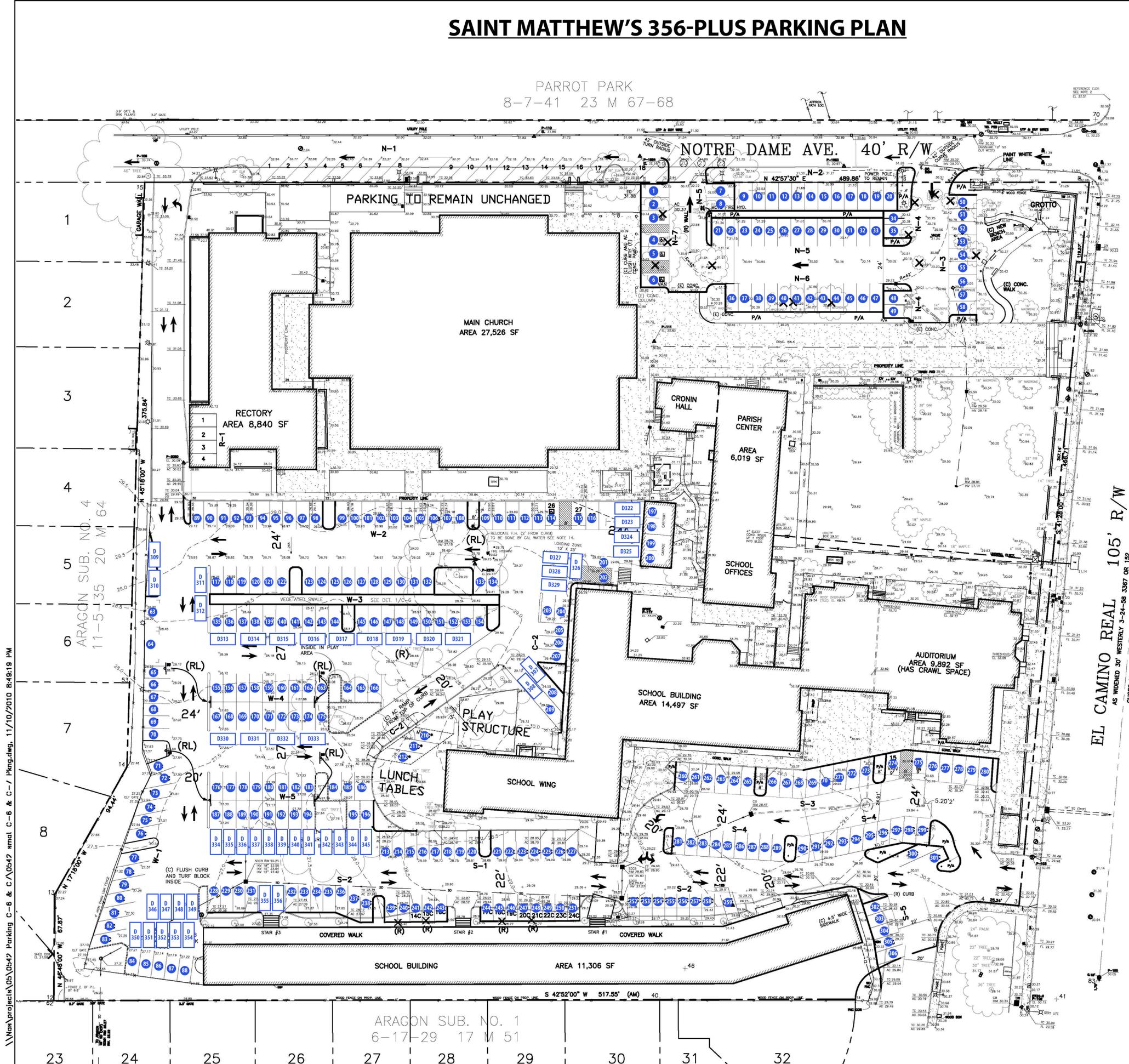
(ALSO SEE TOPO AND DEMO LEGENDS SHTS. C-1 AND C-3)

(E)	EXISTING
(C)	CONSTRUCT
(R)	REMOVE
(RL)	RE-LOCATE
(E) CURB TO REMAIN	
(C) 6" HIGH CONC. CURB DET.	
(C) ASPHALT CONC. PAV. (AC), DET	
(C) FLUSH CONC. CURB DET. IN WESTERLY PLAY AREA, DET.	
P/A	(E) PLANTED AREA TO REMAIN
D100	DESIGNATED PARKING SPACE
D100	DIRECTED PARKING AREA

PARKING NOTES

- GENERAL. See Sheet C-1 for General Notes.
- EXISTING PARKING. Shown on Sheet C-1 with a Parking Summary showing a total of 198 stalls, including 6 accessible stalls.
- PROPOSED PARKING. Shown on this plan per City Parking Standards, Dwg. 3-1 (190 - 194). A summary is included at upper right. Standard stalls are 8.5' wide by 18' long. Compact stalls are 8.0' wide by 17' long (some are 18' long). Diagonal parking West is 60 degrees, South is 30 degrees. Fire lanes are 20' wide.
- ACCESSIBLE PARKING. With proposed 308 spaces, 8 accessible spaces are required and are proposed. Two VAN accessible spaces are required and 3 are proposed, one for each parking area as follows: Bay N-7 space #1 and Bay W-2 space #26, and Bay S-3 space #15. Ramps will not encroach into accessible parking spaces or adjacent loading zones. In some cases flush curbs will be used to accomplish this, eliminating the need for a separate ramp.
- PLANTER AREAS. Proposed where practical. Tree planters 8' wide are proposed about every 10th parking space.
- TREES TO BE REMOVED. Shown with a large "X". Final determination for removal of trees will be by the project Arborist.

NOTE: This diagram illustrates a minimum of 356 on-site parking spaces, including 50 directed self-parking spaces. Additional directed parking spaces are feasible and are at the discretion of the parking management service.



6	Planning Submittal	
5	Planning Submittal	12.18.08
4	Planning Submittal	07.24.08
3	Planning Submittal	01.24.08
2	Planning Submittal	09.14.07
1	Planning Submittal	06.07.07
No.	Revision	Date

Sheet Title
PARKING PLAN
TOTAL SITE

Sheet Number
C-6

\\nas\projects\05\0542 Parking C-6 & C-1\Plng.dwg, 11/10/2010 8:49:19 PM