

THIS PRINT COVERS CALENDAR ITEM NO. : 15

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Amending Transportation Code, Division II, Section 405 to revise the boundaries for the South Embarcadero Special Event Area to include areas near the Chase Center to allow for special event meter rates and hours of enforcement to apply during events at the Chase Center, and approve the parking modifications to establish passenger loading and metered commercial loading zones on South Street (soon to be renamed Warrior Way) and 16th Street between 3rd and Illinois streets and extend the days and hours of enforcement of existing residential permit parking (RPP) regulations in RPP Area EE and portions of RPP Area X from Monday-Friday, 8am-6pm to Monday-Saturday, 8am-10pm.



SUMMARY:

- The Chase Center with a capacity of approximately 18,000, is expected to open in late August, 2019, and may host more than 200 events per year.
- In collaboration with the Chase Center, staff developed options for eventgoers to reach the Chase Center without having to drive.
- To help discourage driving and prevent parking spillover into nearby neighborhoods, the SFMTA proposes to expand the special event parking regulations in the blocks around Oracle Park to include the blocks around the Chase Center and extend the days and times of enforcement of RPP regulations near the Chase Center.
- With the exception of Item E below, the proposed actions are the Final SFMTA Decisions as defined by Ordinance 127-18.

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code Division II Amendments
3. Maps of proposed regulations
4. SFMTA Warriors/Chase Event Center Resolution No.15-154, https://www.sfmta.com/sites/default/files/agendaitems/2015/11-3-15%20Item%2013%20Golden%20State%20Warriors%20Event%20Center%20resolution_0.pdf
5. Warriors/Chase Event Center FSEIR, CEQA Findings, and Mitigation Monitoring and Reporting Program, <https://sfocii.org/warriors>

APPROVALS:

DIRECTOR 
SECRETARY 

DATE

April 9, 2019
April 9, 2019

ASSIGNED SFMTAB CALENDAR DATE: April 16, 2019

PAGE 2.

PURPOSE

Amending Transportation Code, Division II, Section 405 to revise the boundaries for the South Embarcadero Special Event Area to include areas near the Chase Center to allow for special event meter rates and hours of enforcement to apply during events at the Chase Center, and approve the parking modifications to establish passenger loading and metered commercial loading zones on South Street (soon to be renamed Warrior Way) and 16th Street between 3rd and Illinois streets and extend the days and hours of enforcement of existing residential permit parking (RPP) regulations in RPP Area EE and portions of RPP Area X from Monday-Friday, 8am-6pm to Monday-Saturday, 8am-10pm.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The item will support the following goals and objectives of the SFMTA Strategic Plan:

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.3: Manage congestion and parking demand to support the Transit First policy.

Goal 3: Improve the quality of life and environment in San Francisco and the region.

Objective 3.2: Advance policies and decisions in support of sustainable transportation and land use principles.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

DESCRIPTION

The Chase Center, located on the parcel bound by 3rd Street, Terry Francois Boulevard (TFB), South Street and 16th Street, is the largest and most visible addition to a rapidly growing part of Mission Bay. The Chase Center is slated to open in August 2019, with an attendee capacity of approximately 18,000. Two office buildings, hosting a few thousand employees, will share the parcel. Additionally, new offices, hosting several thousand more employees, are being constructed immediately north and south of the Chase Center parcel.

In order to safely and sustainably deliver thousands of people to the Chase Center on event days, the SFMTA, the Chase Center and the Port have already implemented or have plans to implement significant transit, bike, traffic and travel demand management improvements in the area.

The curb and parking changes being proposed aim to support the transit and traffic plans, support event-related media and security needs, discourage eventgoers from driving to the Chase Center, discourage eventgoers from parking on neighborhood residential streets, and minimize double-parking and illegal loading by Transportation Network Companies (TNCs) and other drivers who are dropping off or picking up eventgoers.

Proposed curb regulations around Chase Center

The streets west of Illinois Street are under the jurisdiction of the SFMTA, while those east of Illinois Street are under the jurisdiction of the Port. Thus, while regulations have been identified for all adjacent streets to ensure the curb regulations are consistent and function seamlessly between the two jurisdictions, there are only a few blocks of curb regulations in the immediate vicinity of the Chase Center that require SFMTA Board approval. The curb regulations on Port property will be presented to the Port Commission for approval.

Loading demand in the area is expected to be high even on non-event days; therefore, all curb fronting the arena is proposed to be passenger or commercial loading (except the east side of 3rd Street, which is already regulated as TOW-AWAY, NO STOPPING ANY TIME). Similarly, because of the future day-to-day passenger loading needs of the development located south of the arena on the parcel bound by 3rd, 16th, Illinois and Mariposa streets, as well as supplemental transit loading needs during events, the curb along the south side of 16th Street between 3rd and Illinois streets is proposed to be passenger loading.

During the hours just before, during and after an event, many of the curbs around the arena will be utilized for event-related activity, including security screening to enter the Chase Center parking garage, staging for city enforcement and Chase Center security screening vehicles, transit loading and staging, media trucks, additional passenger loading, and taxi stands. These event-specific regulations will be identified by “on event days” signs.

Because the vast majority of events will take place in the evening, the proposed “on event days” regulations take effect in the late afternoon, depending on the specific block and regulation. For the few daytime events, the Chase Center or event sponsor will be required to follow the standard temporary curb closure process to reserve any curb space for event-specific uses.

The proposed curb regulations for the immediate vicinity of the Chase Center (under the SFMTA jurisdiction) are as follows, and are shown on the Maps 1a and 1b attached to this staff report:

- A. RESCIND - 2-HOUR TIME LIMIT 9 AM TO 10 PM, MONDAY THROUGH SATURDAY, 12:01 PM TO 6 PM, SUNDAY - 16th Street, south side, from 3rd Street to Illinois Street
- B. ESTABLISH - TOW AWAY, NO PARKING, PASSENGER LOADING ONLY, AT ALL TIMES - 16th Street, south side, from 3rd Street to Illinois Street
- C. RESCIND - TOW-AWAY, NO PARKING ANYTIME - Warrior Way, south side, from 3rd Street to 210 feet easterly
- D. ESTABLISH - TOW AWAY, NO PARKING, METERED COMMERCIAL LOADING ONLY, 7 AM TO 11 PM, DAILY - Warrior Way, south side, from 3rd Street to 210 feet

PAGE 4.

easterly

- E. ESTABLISH - TOW AWAY, NO STOPPING, 5 PM TO 12MIDNIGHT, MONDAY THROUGH FRIDAY, 3PM TO 12MIDNIGHT, SATURDAY AND SUNDAY ON EVENT DAYS - Warrior Way, south side, from 3rd Street to 210 feet easterly
- F. RESCIND - 2-HOUR TIME LIMIT 9 AM TO 10 PM, MONDAY THROUGH SATURDAY, 12:01 PM TO 6 PM, SUNDAY - 16th Street, north side, from 3rd Street to 210 feet easterly
- G. ESTABLISH - TOW AWAY, METERED COMMERCIAL LOADING ONLY, 7 AM TO 11 PM, DAILY - 16th Street, north side, from 3rd Street to 210 feet easterly

Proposed modifications to existing RPP regulations

The Potrero Hill (RPP Area X) and Dogpatch (RPP Area EE) neighborhoods are within walking distance of the Chase Center. Currently, RPP regulations in those two areas typically do not apply on weekends and stop at 6pm on weekdays; with many events on Saturdays and most Warriors games and other events starting at 7pm or later, free and unregulated weekend and evening parking in those neighborhoods might attract on-street parking by Chase Center patrons. To discourage Chase Center patrons from parking in these neighborhoods, the SFMTA proposes to extend RPP enforcement from the current Monday-Friday 8am-6pm to Monday-Saturday 8am-10pm on Area X and Area EE blocks within walking distance of the Chase Center, consistent with mitigation measure M-TR-2b: Additional Strategies to Reduce Transportation Impacts in the Final Subsequent Environmental Impact Report for the Golden State Warriors Event Center and Mixed Use Project at Mission Bay Blocks 29-32 (Warriors/Chase Event Center FSEIR). The specific proposed changes are as follows:

- H. RESCIND - 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA X PERMITS - Arkansas Street, both sides, from 17th Street to Mariposa Street; Connecticut Street, west side, from 17th Street to 18th Street; Connecticut Street, east side, from 120 feet south of 17th Street to 18th Street; Missouri Street, east side, from 16th Street to 200 feet southerly; Missouri Street, both sides, from 180 feet south of 17th Street to 18th Street; Texas Street, west side, from 110 feet south of 17th Street to 18th Street; Texas Street, east side, from 235 feet south of 17th Street to 18th Street; Mississippi Street, west side, from 105 feet south of Mariposa Street to 18th Street; Mississippi Street, east side, from 155 feet south of Mariposa Street to 18th Street; Pennsylvania Street, west side, from Mariposa Street to 18th Street; Mariposa Street, both sides, from Arkansas Street to Texas Street; Mariposa Street, north side, from Texas Street to Mississippi Street; 18th Street, south side, from Arkansas Street to Connecticut Street; 18th Street, both sides, from Texas Street to Pennsylvania Street.
- I. ESTABLISH - 2-HOUR PARKING, 8 AM TO 10 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA X PERMITS - Arkansas Street, both sides, from 17th Street to Mariposa Street; Connecticut Street, west side, from 17th Street to 18th Street; Connecticut Street, east side, from 120 feet south of 17th Street to 18th Street; Missouri Street, east side, from 16th Street to 200 feet southerly; Missouri Street, both sides, from 180 feet south of 17th Street to 18th Street; Texas Street, west side, from 110 feet south of 17th Street to 18th Street; Texas Street, east side, from 235 feet south of 17th Street to 18th Street; Mississippi Street, west side, from 105 feet south of Mariposa Street to 18th Street; Mississippi Street, east side, from 155 feet south of Mariposa Street

to 18th Street; Pennsylvania Street, west side, from Mariposa Street to 18th Street; Mariposa Street, both sides, from Arkansas Street to Texas Street; Mariposa Street, north side, from Texas Street to Mississippi Street; 18th Street, south side, from Arkansas Street to Connecticut Street; 18th Street, both sides, from Texas Street to Pennsylvania Street.

- J. RESCIND – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA EE PERMITS - 22nd Street, both sides, between Minnesota Street and Tennessee Street; 22nd Street, south side, between Minnesota Street and Indiana Street; 23rd Street, south side, between Minnesota Street and Indiana Street; 25th Street, both sides, between Indiana Street and Iowa Street; 25th Street, south side, between Indiana Street and Minnesota Street; Tennessee Street, both sides, between 20th Street and 22nd Street; Tennessee Street, both sides, from 22nd Street to Tubbs Street; Minnesota Street, both sides, between 20th Street and 22nd Street; Minnesota Street, east side, from 22nd Street southerly to end of the block; Minnesota Street, west side, from 46 feet south of 22nd Street to end of block and along dead end wall; Minnesota Street, west side, from 23rd Street to 79 feet southerly; Minnesota Street, west side, from 10 feet to 150 feet south of 24th Street; Indiana Street, east side, from 20th Street to 423 feet southerly; Indiana Street, both sides, between 23rd Street and 25th Street; Indiana Street, east side, between 25th Street and 26th Street; Indiana Street, west side, from Cesar Chavez Street to 180 feet northerly.
- K. ESTABLISH – 2-HOUR PARKING, 8 AM TO 10 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA EE PERMITS - 22nd Street, both sides, between Minnesota Street and Tennessee Street; 22nd Street, south side, between Minnesota Street and Indiana Street; 23rd Street, south side, between Minnesota Street and Indiana Street; 25th Street, both sides, between Indiana Street and Iowa Street; 25th Street, south side, between Indiana Street and Minnesota Street; Tennessee Street, both sides, between 20th Street and 22nd Street; Tennessee Street, both sides, from 22nd Street to Tubbs Street; Minnesota Street, both sides, between 20th Street and 22nd Street; Minnesota Street, east side, from 22nd Street southerly to end of the block; Minnesota Street, west side, from 46 feet south of 22nd Street to end of block and along dead end wall; Minnesota Street, west side, from 23rd Street to 79 feet southerly; Minnesota Street, west side, from 10 feet to 150 feet south of 24th Street; Indiana Street, east side, from 20th Street to 423 feet southerly; Indiana Street, both sides, between 23rd Street and 25th Street; Indiana Street, east side, between 25th Street and 26th Street; Indiana Street, west side, from Cesar Chavez Street to 180 feet northerly.
- L. RESCIND -1-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA EE PERMITS - 18th Street, south side, between Tennessee Street and 3rd Street; 18th Street, north side, from 60 feet west of 3rd Street westerly to Tennessee Street; 18th Street, both sides, between Minnesota Street and Tennessee Street; 18th Street, south side, between Illinois Street and 3rd Street; 19th Street, north side, between Illinois Street and Tennessee Street; 19th Street, south side, between 3rd Street and Indiana Street; 20th Street, south side, between 3rd Street and Tennessee Street; 20th Street, south side, between Indiana Street and Minnesota Street; 3rd Street, east side, between 1st Street and 19th Street; Minnesota Street, east side, between 18th Street and 20th Street; Minnesota Street, west side, between 19th Street and 20th Street; Tennessee Street, both sides, between Mariposa Street and 20th Street.

M. ESTABLISH – 1-HOUR PARKING, 8 AM TO 10 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA EE PERMITS - 18th Street, south side, between Tennessee Street and 3rd Street; 18th Street, north side, from 60 feet west of 3rd Street westerly to Tennessee Street; 18th Street, both sides, between Minnesota Street and Tennessee Street; 18th Street, south side, between Illinois Street and 3rd Street; 19th Street, north side, between Illinois Street and Tennessee Street; 19th Street, south side, between 3rd Street and Indiana Street; 20th Street, south side, between 3rd Street and Tennessee Street; 20th Street, south side, between Indiana Street and Minnesota Street; 3rd Street, east side, between 1st Street and 19th Street; Minnesota Street, east side, between 18th Street and 20th Street; Minnesota Street, west side, between 19th Street and 20th Street; Tennessee Street, both sides, between Mariposa Street and 20th Street.

Map 2 in the enclosure illustrates the proposed changes to the existing RPP near the Chase Center.

Proposed expansion of the boundaries for the South Embarcadero Special Event Parking Area

The existing South Embarcadero Special Event Parking Area, which permits special event rates at parking meters within the area, encompasses the streets in the vicinity of Oracle Park, home of Giants baseball team. At a subset of blocks within this defined Special Event area, the SFMTA adjusts parking meter rates to \$7 per hour just before and during events at Oracle Park, which both discourages event patrons from driving and searching for cheap on-street parking, and helps ensure some parking availability remains at a time when parking demand is exceedingly high. The same parking regulations are proposed for the opening of the Chase Center: meters within a specified area around the arena will be adjusted to \$7 per hour during events. In order to charge special event parking rates at the metered blocks likely to be affected by Chase Center parking demand, and consistent with mitigation measure M-TR-2b in the Warriors/Chase Event Center FSEIR, the SFMTA proposes to expand the South Embarcadero Special Event Parking Area to include a range of blocks around the Chase Center. As with special event rates and hours of enforcement currently in place around Oracle Park, only a subset of blocks within the re-defined boundaries for the South Embarcadero Special Event Parking Area—those closest to the Chase Center, and those where the local stakeholders agreed that special event rates were appropriate and necessary—will be subject to special event parking rates and hours of enforcement. Map 3 enclosed shows the boundaries of the defined South Embarcadero Special Event Parking Area, along with the metered blocks proposed for special event parking rates and hours of enforcement.

Only meters within the area of Oracle Park will charge special event rates during Oracle Park events, and only meters within the area of Chase Center will charge special event rates during Chase events. In instances of events at both locations, meter rates will be adjusted for blocks within walking distance of both event centers. The attached Transportation Code legislation shows the proposed revised boundaries for the South Embarcadero Special Event Parking Area.

Meters (on city property) currently within the existing South Embarcadero Special Event Parking Area operate until 10pm Monday through Saturday, regardless of the event, and on Sundays

PAGE 7.

during event hours; the same will be true for meters within the expanded boundaries.

Map 3 in the enclosure illustrates the proposed expansion of the South Embarcadero Special Event Parking Area.

STAKEHOLDER ENGAGEMENT

The following stakeholders were engaged to develop and/or review (1) curb regulations immediately around the arena, (2) modifications to the RPP days and hours of operation, and (3) expansion of the special event parking area:

Stakeholder	Curb regulations around arena meeting or key communication	RPP modifications meeting or key communication	Special Event Zone expansion meeting or key communication
Golden State Warriors	Ongoing		
SF Port	Ongoing		
UCSF	2/7/2019, 2/13/2019, 2/19/2019		
Mission Bay Lifescience Roundtable (businesses north and south of Chase Center)	12/11/2018, 2/12/2019		
Mission Bay Lifescience Roundtable Transportation Subcommittee	2/20/2019		
Dogpatch Neighborhood Association		11/13 2018, 1/8/2019	
Dogpatch Business Association		1/9/2019	
Potrero Boosters		1/8/2019, 2/16/2019	1/8/2019, 2/26/2019
Potrero Dogpatch Merchants Association		2/12/2019	2/12/2019
Showplace Square East residents and businesses			10/16/2018
Supervisor Walton – District 10	3/4/2019	3/4/ 2019	3/4/2019
Supervisor Haney – District 6	2/27/2019	2/27/2019	2/27/2019

For the proposed RPP Area X and Area EE changes, notices of a March 8, 2019 Public Hearing were posted on all affected blocks and on windshields of all parked vehicles in the Potrero Hill neighborhood (part of Area X) and throughout the Dogpatch neighborhood (Area EE). In addition, public hearing notices were mailed to 2,900 affected residences and businesses in both

PAGE 8.

neighborhoods, and sent via email to over 500 interested stakeholders. Though there were no comments made at the public hearing on March 8th, there were 11 comments emailed to SFMTA. Of these, five were opposed to the proposed RPP regulation changes, five were in favor (including one that requested operations be extended to Sundays), and one comment was regarding people being able to charge eventgoers to park in their driveway.

ALTERNATIVES CONSIDERED

Proposed curb regulations around Chase Center:

- Considered restricting on-street parking in the immediate vicinity of Chase Center every day (not just event days) after 4pm for ease of communication and to set expectations. This alternative was not pursued because, on the approximately 165 days out of the year that have no events, no-parking regulations would prevent access to the area for employees and visitors who need to drive to the area.

Proposed modifications to existing RPP:

- Make no changes to the days and hours of RPP enforcement. This alternative was not pursued because staff's professional judgment (and residents' concern) is that the Chase Center will have a significant impact on parking demand in the neighborhoods nearby; regulating on-street parking will help maintain residents' access to the streets on which they live.
- Considered extending RPP Enforcement to include Sundays as opposed to just Monday-Saturday. This alternative was not pursued for the following reasons:
 - There will be only 6 Warriors games on Sundays each year
 - There will be many more events on Saturdays than Sundays, so Saturdays are more in need of regulations
 - San Francisco traditionally has much lighter parking regulations (of any kind—meters, time limits, or RPP) on Sundays
 - Because there are fewer parking regulations on Sundays, there are fewer enforcement officers on Sundays
 - The proposal being pursued strikes a good balance between the three categories of neighborhood input:
 - Support Monday-Saturday regulation
 - Oppose regulations on evenings or Saturdays
 - Support regulations for Sundays in addition to Monday-Saturday

Proposed expansion of Special Event Parking Area:

- Considered charging more than \$7 per hour for metered parking at events at Oracle Park and the Chase Center. An analysis of parking occupancy on existing special event blocks showed the existing \$7 per hour rate has been enough to reduce parking demand, while maintaining parking availability during events for businesses and residents.

FUNDING IMPACT

These proposed parking modifications are expected to have a net positive impact funding because they will: (a) increase parking meter rates and enforcement hours, likely raising more

PAGE 9.

revenue from meter payments and citations; (b) extend RPP enforcement hours, likely raising more revenue from parking citations. These revenue increases likely will offset any increased enforcement costs.

ENVIRONMENTAL REVIEW

The proposed curb and parking changes around the Chase Center, Items A through G, the proposed modifications of the days and hours of enforcement in RPP Areas X and EE, Items H through M, and the proposed revisions to the boundaries of the South Embarcadero Special Event Parking Area, as set forth in the attached Transportation Code legislation, are within the scope of the Golden State Warriors Event Center and Mixed Use Project at Mission Bay Blocks 29-32 Final Subsequent Environmental Impact Report (Warriors/Chase Event Center FSEIR).

On November 3, 2015, the San Francisco Commission on Community Investment and Infrastructure (CCII), the successor agency to the former Redevelopment Agency, reviewed and considered the Final Subsequent Environmental Impact Report for the Golden State Warriors Event Center and Mixed Use Project at Mission Bay Blocks 29-32 and, by CCII Resolution No. 12 69-2015, certified the FSEIR in compliance with California Environmental Quality Act. The CCII also approved the Event Center Project by the adoption of Resolutions No. 70-2015 (adopting CEQA Findings), No.71- 2015 (approving amendments to the Mission Bay South Design for Development), and No.72- 2015 (conditionally approving the Major Phase and Basic Concept/Schematic Design applications for the Project). The SFMTA Board approved the elements of the Warriors/Chase Event Center Project that are under SFMTA jurisdiction, including the Transportation Service Plan and the Local/Hospital Access Plan and adopted the Warriors/Chase Event Center Project’s CEQA findings, including the mitigation monitoring and reporting program and statement of overriding considerations, on November 3, 2015 in Resolution No. 15-154.

The Warriors/Chase Event Center FSEIR is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco and provided as a link to this calendar item.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this report.

Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at:

https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

With the exception of Item E above, the proposed actions are the Final SFMTA Decisions, as defined by Ordinance 127-18.

RECOMMENDATION

PAGE 10.

SFMTA staff recommend that the SFMTA Board of Directors amend Transportation Code Division II to revise the boundaries for the South Embarcadero Special Event Area to include areas near the Chase Center to allow for special event meter rates and hours of enforcement to apply during events at the Chase Center, and approve the parking modifications, as set forth in Items A through M, to establish passenger loading and metered commercial loading zones on South Street and 16th Street between 3rd and Illinois streets and extend the days and hours of enforcement of existing residential permit parking (RPP) regulations in RPP Area EE and portions of RPP Area X from Monday-Friday, 8am-6pm to Monday-Saturday, 8am-10pm.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The Chase Center, home to the Golden State Warriors and with a capacity of approximately 18,000, is expected to open at 3rd and 16th Streets in late August 2019, and may host more than 200 events per year; and,

WHEREAS, In order to safely and sustainably support curb demands for day-to-day activities as well as needs for events on the blocks near the Chase Center and to discourage eventgoers from parking on neighborhood residential streets, and minimize double-parking and illegal loading for dropping off or picking up eventgoers, the SFMTA proposes the following parking and traffic modifications as follows:

- A. RESCIND - 2-HOUR TIME LIMIT 9 AM TO 10 PM, MONDAY THROUGH SATURDAY, 12:01 PM TO 6 PM, SUNDAY - 16th Street, south side, from 3rd Street to Illinois Street
- B. ESTABLISH - TOW AWAY, NO PARKING, PASSENGER LOADING ONLY, AT ALL TIMES. 16th Street, south side, from 3rd Street to Illinois Street
- C. RESCIND - TOW-AWAY, NO PARKING ANYTIME - Warrior Way, south side, from 3rd Street to 210 feet easterly
- D. ESTABLISH - TOW AWAY, NO PARKING, METERED COMMERCIAL LOADING ONLY, 7 AM TO 11 PM, DAILY - Warrior Way, south side, from 3rd Street to 210 feet easterly
- E. ESTABLISH - TOW AWAY, NO STOPPING, 5 PM TO 12MIDNIGHT, MONDAY THROUGH FRIDAY, 3PM TO 12MIDNIGHT, SATURDAY AND SUNDAY ON EVENT DAYS - Warrior Way, south side, from 3rd Street to 210 feet easterly
- F. RESCIND - 2-HOUR TIME LIMIT 9 AM TO 10 PM, MONDAY THROUGH SATURDAY, 12:01 PM TO 6 PM, SUNDAY - 16th Street, north side, from 3rd Street to 210 feet easterly
- G. ESTABLISH - TOW AWAY, METERED COMMERCIAL LOADING ONLY, 7 AM TO 11 PM, DAILY - 16th Street, north side, from 3rd Street to 210 feet easterly
- H. RESCIND - 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA X PERMITS - Arkansas Street, both sides, from 17th Street to Mariposa Street; Connecticut Street, west side, from 17th Street to 18th Street; Connecticut Street, east side, from 120 feet south of 17th Street to 18th Street; Missouri Street, east side, from 16th Street to 200 feet southerly; Missouri Street, both sides, from 180 feet south of 17th Street to 18th Street; Texas Street, west side, from 110 feet south of 17th Street to 18th Street; Texas Street, east side, from 235 feet south of 17th Street to 18th Street; Mississippi Street, west side, from 105 feet south of Mariposa Street to 18th Street; Mississippi Street, east side, from 155 feet south of Mariposa Street to 18th Street; Pennsylvania Street, west side, from Mariposa Street to 18th Street; Mariposa Street, both sides, from Arkansas Street to Texas Street; Mariposa Street, north side, from Texas Street to Mississippi Street; 18th Street, south side, from Arkansas

Street to Connecticut Street; 18th Street, both sides, from Texas Street to Pennsylvania Street.

- I. ESTABLISH - 2-HOUR PARKING, 8 AM TO 10 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA X PERMITS - Arkansas Street, both sides, from 17th Street to Mariposa Street; Connecticut Street, west side, from 17th Street to 18th Street; Connecticut Street, east side, from 120 feet south of 17th Street to 18th Street; Missouri Street, east side, from 16th Street to 200 feet southerly; Missouri Street, both sides, from 180 feet south of 17th Street to 18th Street; Texas Street, west side, from 110 feet south of 17th Street to 18th Street; Texas Street, east side, from 235 feet south of 17th Street to 18th Street; Mississippi Street, west side, from 105 feet south of Mariposa Street to 18th Street; Mississippi Street, east side, from 155 feet south of Mariposa Street to 18th Street; Pennsylvania Street, west side, from Mariposa Street to 18th Street; Mariposa Street, both sides, from Arkansas Street to Texas Street; Mariposa Street, north side, from Texas Street to Mississippi Street; 18th Street, south side, from Arkansas Street to Connecticut Street; 18th Street, both sides, from Texas Street to Pennsylvania Street.
- J. RESCIND – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA EE PERMITS - 22nd Street, both sides, between Minnesota Street and Tennessee Street; 22nd Street, south side, between Minnesota Street and Indiana Street; 23rd Street, south side, between Minnesota Street and Indiana Street; 25th Street, both sides, between Indiana Street and Iowa Street; 25th Street, south side, between Indiana Street and Minnesota Street; Tennessee Street, both sides, between 20th Street and 22nd Street; Tennessee Street, both sides, from 22nd Street to Tubbs Street; Minnesota Street, both sides, between 20th Street and 22nd Street; Minnesota Street, east side, from 22nd Street southerly to end of the block; Minnesota Street, west side, from 46 feet south of 22nd Street to end of block and along dead end wall; Minnesota Street, west side, from 23rd Street to 79 feet southerly; Minnesota Street, west side, from 10 feet to 150 feet south of 24th Street; Indiana Street, east side, from 20th Street to 423 feet southerly; Indiana Street, both sides, between 23rd Street and 25th Street; Indiana Street, east side, between 25th Street and 26th Street; Indiana Street, west side, from Cesar Chavez Street to 180 feet northerly.
- K. ESTABLISH – 2-HOUR PARKING, 8 AM TO 10 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA EE PERMITS - 22nd Street, both sides, between Minnesota Street and Tennessee Street; 22nd Street, south side, between Minnesota Street and Indiana Street; 23rd Street, south side, between Minnesota Street and Indiana Street; 25th Street, both sides, between Indiana Street and Iowa Street; 25th Street, south side, between Indiana Street and Minnesota Street; Tennessee Street, both sides, between 20th Street and 22nd Street; Tennessee Street, both sides, from 22nd Street to Tubbs Street; Minnesota Street, both sides, between 20th Street and 22nd Street; Minnesota Street, east side, from 22nd Street southerly to end of the block; Minnesota Street, west side, from 46 feet south of 22nd Street to end of block and along dead end wall; Minnesota Street, west side, from 23rd Street to 79 feet southerly; Minnesota Street, west side, from 10 feet to 150 feet south of 24th Street; Indiana Street, east side, from 20th Street to 423 feet southerly; Indiana Street, both sides, between 23rd Street and 25th Street; Indiana Street, east side, between 25th Street and 26th Street; Indiana Street, west side, from Cesar Chavez Street to 180 feet northerly.
- L. RESCIND -1-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY,

EXCEPT VEHICLES WITH AREA EE PERMITS - 18th Street, south side, between Tennessee Street and 3rd Street; 18th Street, north side, from 60 feet west of 3rd Street westerly to Tennessee Street; 18th Street, both sides, between Minnesota Street and Tennessee Street; 18th Street, south side, between Illinois Street and 3rd Street; 19th Street, north side, between Illinois Street and Tennessee Street; 19th Street, south side, between 3rd Street and Indiana Street; 20th Street, south side, between 3rd Street and Tennessee Street; 20th Street, south side, between Indiana Street and Minnesota Street; 3rd Street, east side, between 1st Street and 19th Street; Minnesota Street, east side, between 18th Street and 20th Street; Minnesota Street, west side, between 19th Street and 20th Street; Tennessee Street, both sides, between Mariposa Street and 20th Street.

- M. ESTABLISH – 1-HOUR PARKING, 8 AM TO 10 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA EE PERMITS - 18th Street, south side, between Tennessee Street and 3rd Street; 18th Street, north side, from 60 feet west of 3rd Street westerly to Tennessee Street; 18th Street, both sides, between Minnesota Street and Tennessee Street; 18th Street, south side, between Illinois Street and 3rd Street; 19th Street, north side, between Illinois Street and Tennessee Street; 19th Street, south side, between 3rd Street and Indiana Street; 20th Street, south side, between 3rd Street and Tennessee Street; 20th Street, south side, between Indiana Street and Minnesota Street; 3rd Street, east side, between 1st Street and 19th Street; Minnesota Street, east side, between 18th Street and 20th Street; Minnesota Street, west side, between 19th Street and 20th Street; Tennessee Street, both sides, between Mariposa Street and 20th Street.

WHEREAS, While the SFMTA has developed many alternatives to driving (including increased transit service, shuttle service, bike lanes, and pedestrian improvements) for eventgoers to reach the Chase Center, substantial numbers of people likely will make their way to events at the Chase Center either by driving and parking or by getting a ride in a Transportation Network Company vehicle (e.g., Uber and Lyft); and,

WHEREAS, In the immediate vicinity of the Chase Center, the SFMTA proposes parking and curb regulations that provide space for transit, taxi, shuttle, and event-day media and security screening operations, while discouraging double-parking and illegal loading of TNCs by providing safe, legal, concentrated zones for commercial and passenger loading during events, and preserving parking and access to the area when events are not occurring; and,

WHEREAS, To help discourage driving, maintain some parking availability, and prevent parking spillover into nearby neighborhoods, the SFMTA proposes to expand the special event parking regulations currently in place in the blocks around Oracle Park to include the blocks around the Chase Center, including special event parking rates and extended enforcement hours at meters, extended days and times of enforcement of RPP regulations, and new curb regulations at the blocks near the Chase Center to support transit and traffic needs during events and non-events; and,

PAGE 14.

WHEREAS, The proposed curb and parking changes around the Chase Center, Items A through G, the proposed modifications of the days and hours of enforcement in RPP Areas X and EE, Items H through M, and the proposed revisions to the boundaries of the South Embarcadero Special Event Parking Area, as set forth in the attached Transportation Code legislation, are within the scope of the Golden State Warriors Event Center and Mixed Use Project at Mission Bay Blocks 29-32 Final Subsequent Environmental Impact Report and were identified as part of the Chase Event Center Project or as mitigation measures in the mitigation monitoring and reporting program; and,

WHEREAS, On November 3, 2015, the San Francisco Commission on Community Investment and Infrastructure (CCII), the successor agency to the former Redevelopment Agency, reviewed and considered the Final Subsequent Environmental Impact Report for the Golden State Warriors Event Center and Mixed Use Project at Mission Bay Blocks 29-32 (Event Center Project FSEIR) and, by CCII Resolution No. 12 69-2015, certified the FSEIR in compliance with CEQA; The CCII also approved the Event Center Project by the adoption of Resolutions No. 70-2015 (adopting CEQA Findings), No.71- 2015 (approving amendments to the Mission Bay South Design for Development), and No.72- 2015 (conditionally approving the Major Phase and Basic Concept/Schematic Design applications for the Project); and,

WHEREAS, On November 3, 2015, the SFMTA Board of Director, in Resolution No. 15-154, approved the elements of the Warriors/Chase Event Center Project that are under SFMTA jurisdiction, including the Transportation Service Plan and the Local/Hospital Access Plan and adopted the Warriors/Chase Event Center CEQA findings (Case Number 2014.1441E), including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA, a copy of which is on file with the Secretary to the SFMTA Board of Directors and is incorporated into this Resolution by reference; and,

WHEREAS, The SFMTA Board has reviewed and considered the information contained in the Final SEIR, the finding contained in Resolution 15-154 and all written and oral information provided by the Planning Department, OCII, the public, staff and other experts, and the administrative files for the actions contemplated herein, and,

WHEREAS, With the exception of Item E above, the proposed actions are the Final SFMTA Decisions, as defined by Ordinance 127-18; and,

WHEREAS, The SFMTA has worked collaboratively with residents, businesses and organizations in the immediate vicinity of the Chase Center and the Dogpatch and Potrero neighborhoods to advance these proposals, and the public has been notified and given the opportunity to comment on these modifications through the outreach and public hearing process; now, therefore be it

RESOLVED, The SFMTA Board of Directors has reviewed and considered the Warriors/Chase Event Center Final Supplemental Environmental Impact Report and the record as a whole and finds that the Final SEIR is adequate for its use as the decision-making body for the actions taken herein, and incorporates by this reference the CEQA findings contained in Resolution No 15-154,; and be it further

PAGE 15.

RESOLVED, The SFMTA Board of Directors finds that since the Final SEIR was finalized, there have been no substantial project changes and no substantial changes in project circumstances that would require major revisions to the Final SEIR due to the involvement to new significant environmental effects or an increase in the severity of previously identified significant impact, and there is no new information of substantial importance that would change the conclusions set forth in the Final SEIR; and therefore be it further

RESOLVED, That the SFMTA Board of Directors amends Transportation Code Division II Section 405 to expand the South Embarcadero Special Event Parking Area to include the blocks in the vicinity of the Chase Center; and be it further

RESOLVED, That the SFMTA Board of Directors approve the proposed changes to parking and curb regulations in the blocks near the Chase Center as set forth in Items A through G above; and be it further

RESOLVED, That the SFMTA Board of Directors approve the proposed changes to the RPP Areas EE and X as set forth in Items H through M above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 16, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – South Embarcadero Special Event Parking Area]

Resolution amending the Transportation Code to revise the boundaries for the South Embarcadero Special Event Parking Area.

NOTE: Additions are single-underline Times New Roman;
deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 400 of Division II of the Transportation Code is hereby amended by revising Section 405, to read as follows:

SEC. 405. SPECIAL EVENT PARKING METER RATES.

* * * *

(d) **South Embarcadero Special Event Parking Area** shall commence at a point where the southerly line of Cesar Chavez Street intersects the easterly line of Illinois Street, thence westerly along the southerly line of Cesar Chavez Street to the westerly line of Pennsylvania Avenue, thence northerly along the westerly line of Pennsylvania Avenue to the southerly line of Mariposa Street, thence westerly along the southerly line of Mariposa Street to the westerly line of Vermont Street, thence northerly along the westerly line of Vermont Street to the northerly line of Division Street, then easterly along the northerly line of Division Street to the northerly line of Townsend Street, then easterly along the northerly line of Townsend Street to the easterly line of Seventh Street, then southerly along the easterly line of Seventh Street to the northerly line of Mission Bay Drive, then easterly along the northerly line of Mission Bay Drive to the easterly line of the CalTrain tracks, thence northerly along the CalTrain tracks to the northerly line of King Street, thence easterly along the northerly line of King Street to the westerly line of Fifth Street, thence northerly along the westerly line of Fifth Street to the northerly line of Folsom Street, then easterly along the

SFMTA BOARD OF DIRECTORS

northerly line of Folsom Street to the easterly line of The Embarcadero, then southerly along the easterly line of The Embarcadero to the southerly line of King Street, thence easterly along the southerly line of King Street to the easterly line of Third Street, then southerly along the easterly line of Third Street to the northerly line of Terry A. Francois ~~Street~~Boulevard, then easterly along the northerly line of Terry A. Francois ~~Street~~Boulevard to San Francisco Bay, then southerly along San Francisco Bay to Cesar Chavez, then westerly from that point to the southerly edge of Cesar Chavez Street~~the easterly line of line~~ of Terry A. Francois Street, then southerly along the easterly line of line of Terry A. Francois Street to the easterly line of Illinois Street, then southerly along the easterly line of Illinois Street to the point of commencement.

Section 2. Effective Date. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

Section 3. Scope of Ordinance. In enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

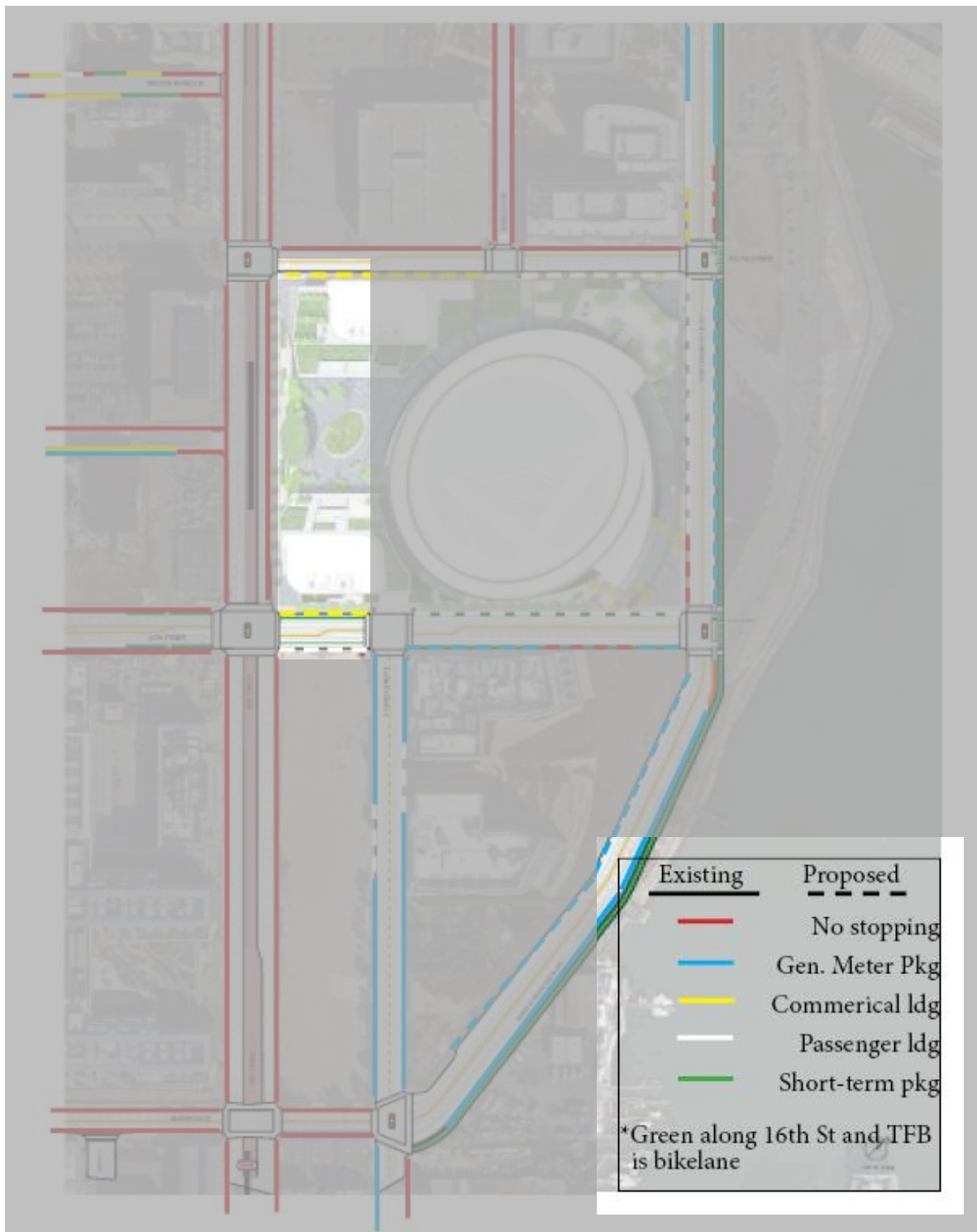
By: _____
JOHN I. KENNEDY
Deputy City Attorney

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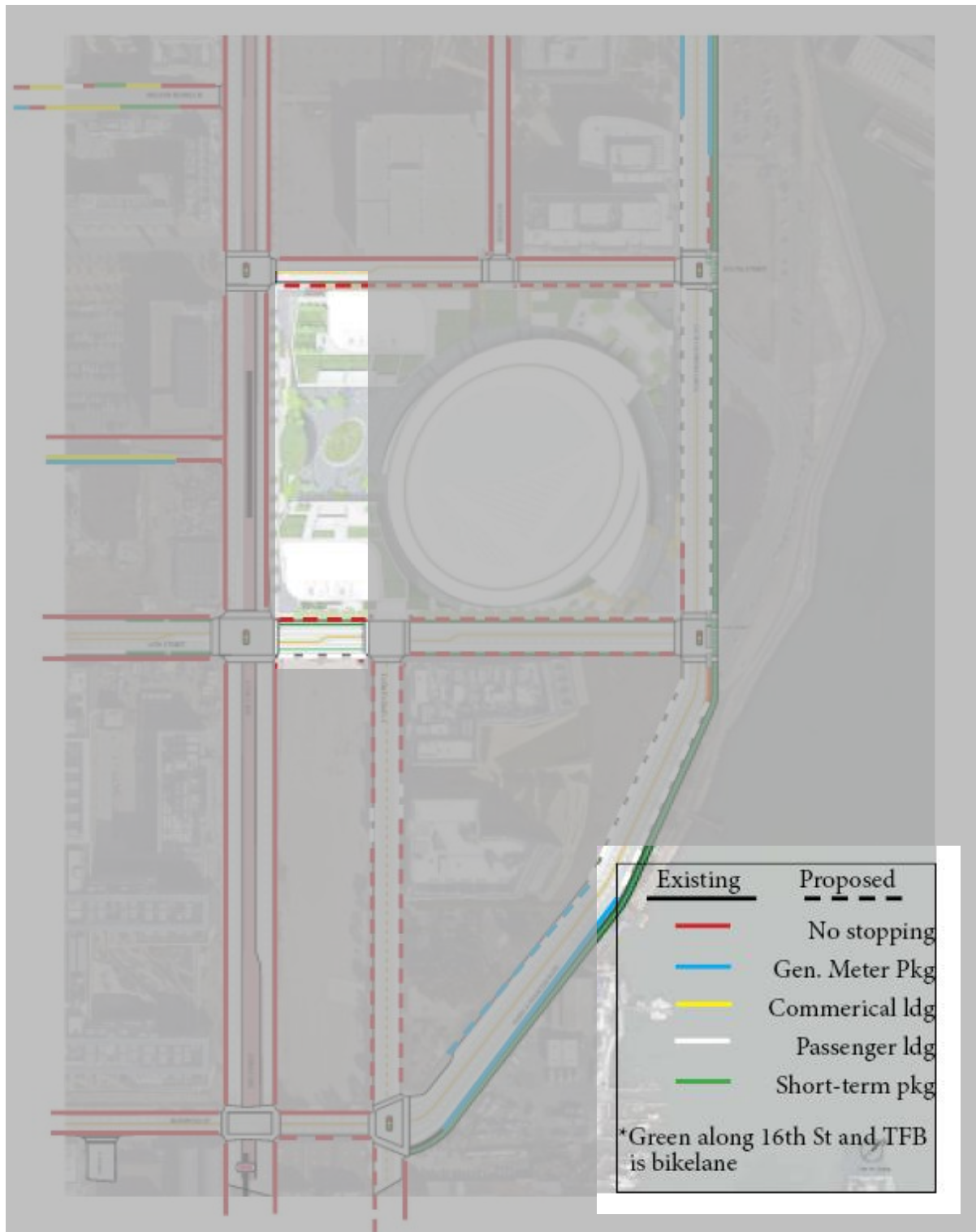
I certify that the foregoing resolution was adopted by the San Francisco
Municipal Transportation Agency Board of Directors at its meeting of April 16, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

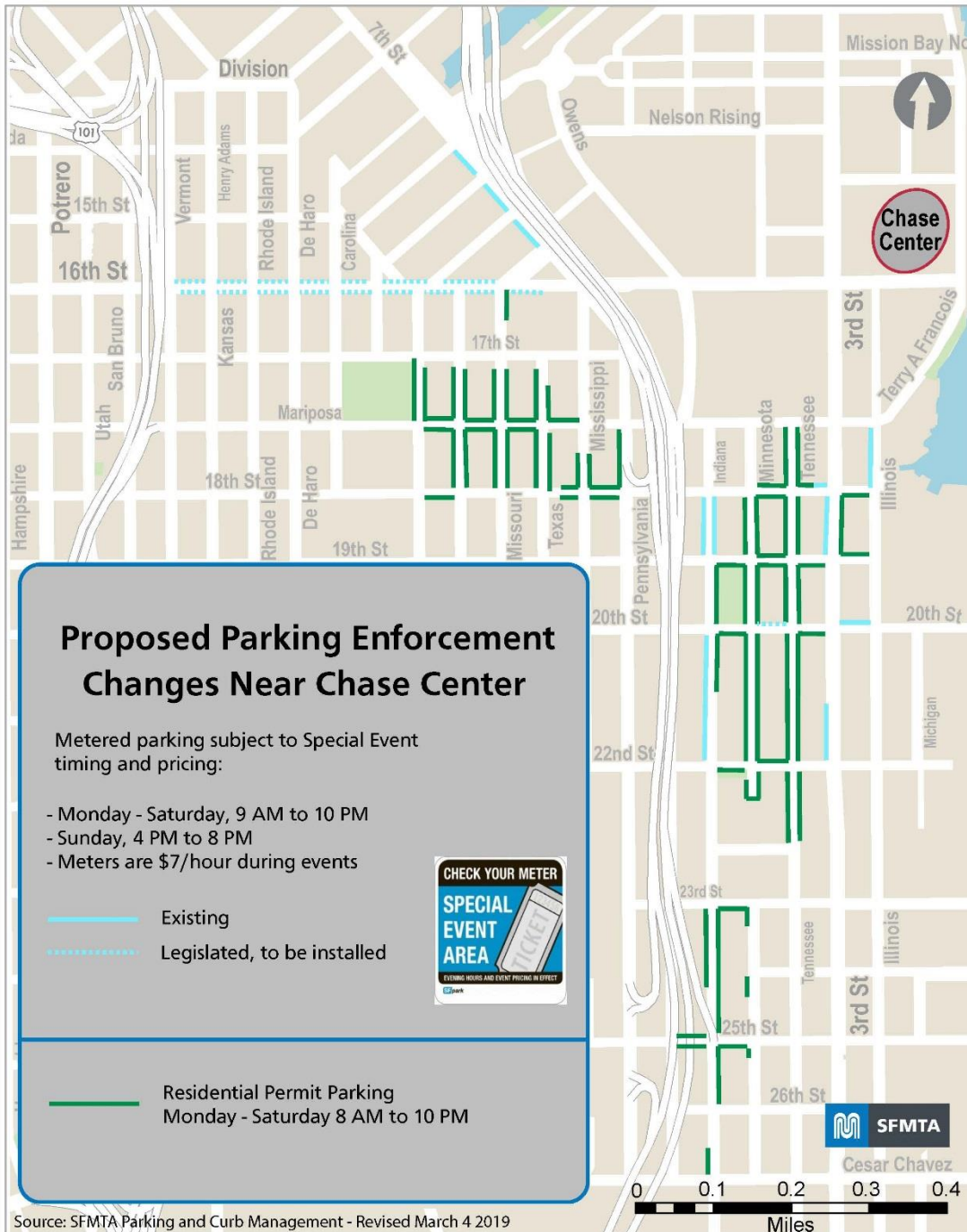
Map 1a: Proposed curb regulations around Chase Center, non-event days



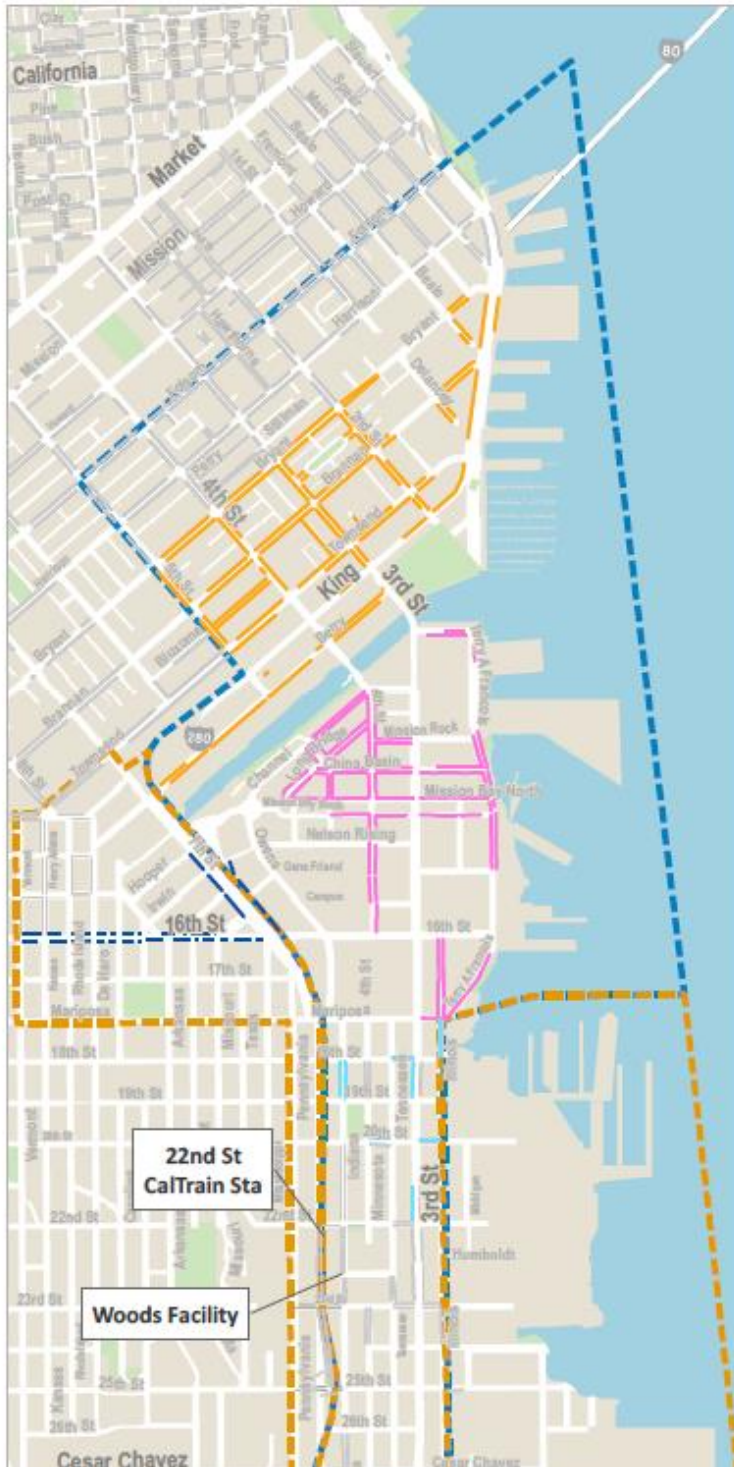
Map 1b: Proposed curb regulations around Chase Center, event days



Map 2: Proposed modifications to Residential Permit Parking Areas X and EE



Map 3: Proposed expansion of South Embarcadero Special Event Parking Area



Special Event Zones

Chase Center 2019 Update

February 2019

Proposed Special Event sub-zones for AT&T Park and Chase Center events, along with proposed expansions to the overall Special Event area.

LEGEND

— Metered Areas

Special Event Areas

- - - Chase Center Legislated Meters
- Oracle Park Special Event Zone
- Mixed Special Event Zone
- Chase Center Special Event Zone
- - - Chase Center Special Event Expansion Zone

SHAPE_Length

- - - Proposed Expansion
- - - Existing Boundaries



0.35 miles

Scale 1:20,000

Date Saved: 2/15/2019

For reference contact: Manzell Blakeley
<manzell.blakeley@sfmta.com>

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