

THIS PRINT COVERS CALENDAR ITEM NO. : 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Rescinding a portion of Residential Permit Parking (RPP) Area X, approving the establishment of RPP Area EE in the Dogpatch neighborhood, and approving time-limited and metered parking modifications throughout the neighborhood; and amending the Transportation Code Division II, Section 905 to limit the number of Residential Parking Permits for residents of Area EE to no more than one permit issued to an individual person and no more than two permits issued to a single address, provide for Area EE residents a waiver process for receiving up to four Residential Parking Permits issued to a single address, with specified permit fees for those additional permits, and provide that permits issued to Area EE residents for Health Care or Childcare Workers do not count towards the maximum number of permits that can be issued to a single address.



SUMMARY:

- The SFMTA has worked collaboratively with residents and businesses of the Dogpatch neighborhood to develop the Dogpatch Parking Management Plan. The goal of the Plan is to improve the availability of on-street parking to meet growing demand in the Dogpatch.
- Proposed parking regulations include metered, time-limited and RPP permit parking.
- RPP Area EE will have modified RPP policies that limit permits to no more than one per person and two per address.
- If approved, implementation would require the installation of signs and meters on streets.
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Dogpatch Parking Management Plan map and RPP Area EE proposal map
3. Transportation Code Division II Amendments

APPROVALS:

	DATE
DIRECTOR 	4/10/2018
SECRETARY 	4/10/2018

ASSIGNED SFMTAB CALENDAR DATE: April 17, 2018

PAGE 2.

PURPOSE

Rescinding a portion of Residential Permit Parking (RPP) Area X, approving the establishment of RPP Area EE in the Dogpatch neighborhood, and approving time-limited and metered parking modifications throughout the neighborhood; and amending the Transportation Code Division II, Section 905 to limit the number of Residential Parking Permits for residents of Area EE to no more than one permit issued to an individual person and no more than two permits issued to a single address, provide for Area EE residents a waiver process for receiving up to four Residential Parking Permits issued to a single address, with specified permit fees for those additional permits, and provide that permits issued to Area EE residents for Health Care or Childcare Workers do not count towards the maximum number of permits that can be issued to a single address.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.1: Improve the security for transportation system users

Objective 1.3: Improve the safety of the transportation system

Goal 2: Make transit, walking, bicycling, taxi, ridesharing & carsharing the preferred means of travel

Objective 2.3: Increase use of all non-private auto modes

Objective 2.4: Improve parking utilization and manage parking demand

This action will support the following Transit First Policy Principles:

- 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.
- Decisions regarding the use of public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
- Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
- Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

DESCRIPTION

The “Dogpatch” neighborhood is generally bound by Mariposa Street to the north, Illinois Street to the east, Cesar Chavez Street to the south, and Iowa Street/the 280 freeway to the west. The area is home to just over 1,500 households and 7,000 jobs. Currently, there are approximately 2,600 on-street parking spaces in Dogpatch. 80% of these spaces are unregulated.

The area has several existing large traffic generators, such as the 22nd Street Caltrain Station, the Muni T Third Line, the 22nd and 3rd Street commercial corridors, the Muni Woods Division bus yard and the American Industrial Center, which houses 300 businesses that employ over 2,500 workers.

Several new multi-family residential projects are newly completed or planned that will double the number of Dogpatch households within a few years. Just outside the neighborhood, the University of California San Francisco (UCSF) in Mission Bay, the future 18,000-seat Chase Center, and the planned development of Pier 70, which is scheduled to add thousands of residential units and jobs, together will further intensify the demand for on-street parking.

As activity in Dogpatch grows, on-street parking regulations must be updated to help ensure that parking spaces can be used efficiently and made available for those who need them most. When parking spaces are left unregulated they tend to stay occupied, which leaves drivers circling for a spot. This adds to traffic congestion and transit delays, and makes streets less safe and pleasant for people who live in, work in and visit the neighborhood.

In the fall of 2015, the SFMTA was approached by the Dogpatch Neighborhood Association (DNA) with a request to develop a plan to better manage the demand for on-street parking and to discourage long-term parking by non-residents. The Dogpatch Parking Plan, which includes the establishment of a new RPP Area and parking restrictions on most of the blocks, is a result of a more than two-year collaborative planning process that involved three City agencies, members of the DNA, the Dogpatch Business Association (DBA), and other interested stakeholders. (See the next section, Stakeholder Engagement, for further information about this planning process.)

Currently, only 20% of the on-street parking in Dogpatch is regulated. This proposal will result in regulating 96% of the on-street parking spaces. In general, the proposed on-street parking regulations reflect the current or planned uses on the adjoining property. The attached map of the proposed Dogpatch Parking Management Plan indicates all existing and proposed parking regulations. A summary of the proposed parking restrictions is as follows:

- Commercial areas such as 3rd and 22nd streets will have a combination of four-hour time limits, RPP parking restrictions, and metered parking.
- Illinois Street will have four-hour time-limited parking, except for one block between 18th and Mariposa streets and one block between 23rd and 24th streets which will have meters.
- Industrial blocks located between 23rd and 25th streets will mostly have four-hour time-

PAGE 4.

limited parking, while parking on Minnesota and most of Tennessee streets south of 25th Street will remain without time limits due to the lack of curbs and/or sidewalks.

- North of 22nd Street, many of the blocks located between Mariposa and 22nd streets will have Residential Permit Parking restrictions, which limit parking to one or two hours. Eligible residents and businesses with RPP permits are exempt from these time limits.
- Iowa, Indiana, 23rd and 25th streets near the 22nd Street Caltrain Station and the Muni Woods Division will have parking meters with no time limits.

Currently, several blocks within the Dogpatch neighborhood are in existing RPP Area X, as indicated in blue shading on the attached RPP Area EE proposal map. The area indicated by red hatch marks is the proposed Area EE. The purpose of creating a new RPP Area, rather than extending the existing RPP Area X, is to better reflect the neighborhood boundary between Potrero Hill and Dogpatch, and to make it possible to establish modified RPP policies that would apply only to Area EE. The modified RPP policies, which are the same as those recently adopted for the newest RPP Area AA, Northwest Bernal Heights, would be:

- One parking permit per driver
- Two parking permits per address
- Permits for medical care and child care providers do not count towards the two per address limit
- Additional permits may be issued to an address if there is more than 20% parking availability in the immediate area and the permit is requested for additional licensed drivers at the address
- The annual fee for additional permits shall be twice the base annual permit fee for the third permit, and three times the base annual permit fee for the fourth permit

The Transportation Code provides that in determining whether to designate an RPP Area, the SFMTA Board of Directors shall take into account factors which include but are not limited to the following:

- Must contain a minimum of one mile of street frontage.
- The extent of the desire and need of the residents for Residential Parking Permits and their willingness to bear the resulting administrative costs even if the SFMTA does so on its own initiative.
- The extent to which legal on-street parking spaces are occupied during the period proposed for parking restrictions.
- The extent to which vehicles parking in the area during the times of the proposed parking restrictions are not registered to residents of proposed RPP Area.
- The extent to which motor vehicles registered to persons residing in the residential area cannot be accommodated by the number of available off-street parking spaces.

The proposed RPP Area EE consists of more than one mile of street frontage.

PAGE 5.

The proposed RPP Area EE replaces that portion of RPP Area X located within the Dogpatch and expands the total number of streets within the new RPP area.

RPP Area EE was not initiated through a petition process. Rather, it is the result of a two-year comprehensive and collaborative neighborhood planning process initiated by the SFMTA. The entire Dogpatch Parking Plan, which includes the proposed RPP Area EE, has neighborhood support; at its February 13, 2018 member meeting, the Dogpatch Neighborhood Association voted to support the Dogpatch Parking Plan. (See next section, Stakeholder Engagement, for further details.)

The SFMTA conducted field studies and other research to document existing conditions within the proposed RPP area. Parking utilization studies conducted in 2015 and 2016 showed that parking occupancy on non-RPP blocks (measured over a two-day period) averaged 95% at 10 AM and 85% at 2 PM.

Similarly, on those same non-RPP blocks, on average, 61% of vehicles parked at 10 AM and 59% parked at 2 PM, were registered to addresses more than one-quarter mile away from where they were parked, indicating that they were likely owned by non-residents. The Dogpatch neighborhood does not have adequate off-street parking to accommodate the parking of vehicles registered to residents of the area.

The proposed creation of RPP Area EE and other proposed parking regulations are as follows:

- A. RESCIND—RESIDENTIAL PERMIT PARKING, AREA X, 2-HOUR PARKING, MONDAY THROUGH FRIDAY, 8 AM TO 6 PM, EXCEPT VEHICLES WITH AREA X PERMIT - 18th Street, both sides, between Tennessee and Minnesota streets; 19th Street, south side, between Tennessee and Minnesota streets; 22nd Street, both sides, between Tennessee and Minnesota streets; 23rd Street, south side, between Minnesota and Indiana streets; Tennessee Street, both sides, between Mariposa and Tubbs streets; Minnesota Street, both sides, between 18th and 26th streets; Indiana Street, east side, between 23rd and 26th streets.
- B. RESCIND—2-HOUR PARKING, MONDAY THROUGH SUNDAY, 9 AM TO 5 PM - 18th Street, both sides, between 3rd and Tennessee streets.
- C. ESTABLISH—RESIDENTIAL PERMIT PARKING, AREA EE, 1-HOUR PARKING, MONDAY THROUGH FRIDAY, 8 AM TO 6 PM, EXCEPT VEHICLES WITH AREA EE PERMIT - Mariposa Street, south side, between Illinois and Tennessee streets, eligibility only, no signs; 18th Street, both sides, between Tennessee and 3rd streets (installs signs on the south side and on the north side from 60 feet west of 3rd Street westerly to Tennessee Street); 18th Street, south side, between Minnesota and Tennessee streets (installs signs on both sides); 18th Street, both sides, between Illinois and 3rd streets (installs signs on south side only); 19th Street, both sides, between Illinois and Indiana streets (installs signs on north side between Illinois and 3rd streets and both sides between 3rd and Indiana streets); 20th Street, north side, between Illinois and 3rd streets

(eligibility only, no signs); 20th Street, both sides, between 3rd and Minnesota streets (installs signs on south side only, between 3rd and Tennessee streets); 20th Street, south side, between Indiana and Minnesota streets; Illinois Street, west side, between Mariposa and 20th streets (eligibility only, no signs); 3rd Street, both sides, between Mariposa and 20th streets (installs signs on east side only, between 18th and 19th streets); Minnesota Street, east side, between 18th and 20th streets (installs signs on both sides between 18th and 20th streets); Tennessee Street, both sides, between Mariposa and Tubbs streets (installs signs from Mariposa to 20th streets only); Indiana Street, east side, between 19th and 20th streets (signs only, no eligibility).

- D. ESTABLISH—RESIDENTIAL PERMIT PARKING, AREA EE, 2-HOUR PARKING, MONDAY THROUGH FRIDAY, 8 AM TO 6 PM, EXCEPT VEHICLES WITH AREA EE PERMIT - 22nd Street, both sides, between 3rd and Minnesota streets (installs signs between Minnesota and Tennessee streets, both sides); 22nd Street, south side, between Minnesota and Indiana streets (signs only, no eligibility); 23rd Street, south side, between Minnesota and Indiana streets; 25th Street, both sides, between Indiana and Iowa streets (signs only, no eligibility); 25th Street, south side, between Indiana and Minnesota streets; 3rd Street, west side, between 20th and Tubbs streets (eligibility only, no signs); Tennessee Street, both sides, between 20th and 22nd streets; Tennessee Street, west side, from 22nd Street to 170 feet southerly (inclusive of 1100 to 1124 Tennessee Street, signs to be installed between 22nd and Tubbs streets); Tennessee, east side, between 22nd and Tubbs streets (inclusive of 1101 to 1199 Tennessee Street); Minnesota Street, both sides, between 20th and 22nd streets; Minnesota Street, east side, from 22nd Street to 200 feet southerly (to northwestern corner of Lot 4171, installs signs along west side of Minnesota Street and along dead end, the northern boundary of Lots 4170 and 4171 and along the east side of Minnesota Street, from 41 feet south of 22nd Street southerly to end of the block); Minnesota Street, west side, from 23rd Street to 116 feet south of 25th Street (installs signs from 23rd Street to 79 feet southerly and 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 and 25th streets; Indiana Street, east side, between 25th and 26th streets; Indiana Street, west side, from Cesar Chavez to 180 feet northerly (inclusive of 1568, 1578 and 1588 Indiana Street).
- E. ESTABLISH—4-HOUR TIME-LIMITED PARKING, MONDAY THROUGH FRIDAY, 8 AM TO 6 PM - Illinois Street, east side, from 120 feet south of Terry A. Francois Blvd. to 23rd Street; Illinois Street, east side, from 24th Street to Cesar Chavez Street; Illinois Street, west side, between 18th and 20th streets and between 22nd and 23rd streets; Illinois Street, west side, between 24th and Cesar Chavez streets; 3rd Street, east side, from 315 feet south of 20th Street to 120 feet north of 22nd Street; 3rd Street, east side, from 22nd Street to 475 feet southerly; 3rd Street, east side, from 24th Street to 240 feet southerly; 3rd Street, west side, from 24th Street to 200 feet southerly; 3rd Street, west side, from 26th Street to 170 feet northerly; 3rd Street east side, from 26th Street to 60 feet southerly; Tennessee Street, both sides, between 23rd and 25th streets; Tennessee Street, east side, between from 26th to 120 feet southerly and from Cesar Chavez Street to 40 feet northerly; Minnesota Street, both sides, between Mariposa and

18th streets; Minnesota Street, east side, between 23rd and 24th streets; Minnesota Street, east side, from 25th Street to 100 feet northerly; Minnesota Street, west side, between 79 feet and 260 feet south of 23rd Street; Minnesota Street, west side, from 150 feet south of 24th Street to 25th Street; Indiana Street, both sides, between Mariposa and 18th streets; Indiana Street, west side, between 19th and 20th streets; Indiana Street, east side, from 22nd Street to 450 feet northerly; Indiana Street, west side, from 25th Street to 150 feet north of Cesar Chavez Street; 20th Street, south side, from Illinois Street to 40 feet westerly; 22nd Street, both sides, between Illinois and 3rd streets; 22nd Street, north side, between Minnesota and Indiana streets; 23rd Street, south side, between Tennessee and Minnesota streets; 23rd Street, north side, between Illinois and 3rd streets; 24th Street, both sides, between Illinois and Minnesota streets; 25th Street, both sides, between 3rd and Tennessee streets; 25th Street, north side, between Tennessee and Indiana streets; 26th Street, north side, between Tennessee and Minnesota streets; 26th Street, south side, between Tennessee and 3rd streets.

- F. ESTABLISH—GENERAL METERED PARKING, NO TIME LIMITS, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY- Iowa Street, both sides, between 22nd and 25th streets; Indiana Street, west side, between 20th and 22nd streets; Indiana Street, both sides, between 22nd and 23rd streets; 22nd Street, both sides, between Indiana and Pennsylvania streets; 23rd Street, both sides, between Pennsylvania and Iowa streets; 23rd Street, south side, between Iowa and Indiana streets; 25th Street, both sides, between Pennsylvania and Iowa streets; 23rd Street, south side, between 3rd and Illinois streets; Illinois Street, both sides, between 23rd and 24th streets; Indiana Street, east side, between 26th and Cesar Chavez streets.
- G. ESTABLISH—GENERAL METERED PARKING, 4-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY- Illinois Street, west side, between Mariposa and 18th streets; 3rd Street, west side, between 18th and 19th streets; 3rd Street, west side, from 22nd Street to 517 feet southerly; 3rd Street, west side, from 22nd Street to 370 feet northerly; Tennessee Street, east side, between Tubbs and 23rd streets; Minnesota Street, west side, from 250 feet south of 23rd Street to 24th Street; Indiana Street, both sides, between 18th and 19th streets; 18th Street, north side, from 3rd Street to 60 feet westerly; 20th Street, north side, between Illinois and 3rd streets; 20th Street, north side, between Tennessee and Minnesota streets; 22nd Street, both sides, between 3rd and Tennessee streets; 23rd Street, both sides, between 3rd and Tennessee streets.
- H. ESTABLISH—PERPENDICULAR PARKING - Minnesota Street, east side, between 18th and 19th streets; Minnesota Street, west side, between 23rd and 24th streets.

STAKEHOLDER ENGAGEMENT

In the fall of 2015, members of the DNA Board of Directors approached the SFMTA to discuss the existing and future parking conditions resulting from the numerous development projects underway or planned for the Dogpatch. The SFMTA agreed to work with the neighborhood and developed a planning process for engaging the community in developing a parking management plan and conducting necessary field studies and research. More than two years of collaborative

planning with the community resulted in a parking management plan that balances a very limited supply of parking, tremendous growth in transportation demand, a diverse mix of users and stakeholders, and the City's strategic goals of increasing safety and reducing greenhouse gas emissions by reducing single-occupant vehicle mode share. As a member of the community stated at the recent public hearing, "everyone will feel a little pain, but not as much as if there was no plan."

Issues Raised Through the Public Outreach Process and the SFMTA's Response to those Issues

Along the way, a number of issues were raised, discussed and addressed. The issues and their resolution are summarized below.

1. Issue: With 7,000 jobs and 1,500 households and fewer than 2,600 parking spaces, demand for parking exceeds supply, leading to circling for parking, congestion, double-parking and unsafe traffic conditions. As indicated by the parking utilization studies, many blocks in Dogpatch had occupancy rates well above 90%. Neighborhood residents were concerned that once new high-density residential developments were complete, too many RPP permits would be issued resulting in too many vehicles looking for limited RPP-restricted spaces. They requested that there be a cap on the number of permits issued per household as well as a cap on the number of permits issued for the entire RPP Area.

Resolution: The SFMTA is proposing that the number of permits issued to each eligible household be limited to no more than one per person and two per household, with the exception that permits for in-home care-givers would not count towards this limit. Further, up to two more permits could be issued to a household if there are additional drivers in the household and there is available on-street parking as demonstrated through an occupancy survey conducted by the SFMTA.

This approach is supported by the SFMTA Citizens' Advisory Council, which at its November 5, 2015 meeting, adopted Motion 151105.01 to recommend that the SFMTA investigate limiting residential parking permits to the number of licensed drivers in any given household.

2. Issue: The Dogpatch neighborhood has a diversity of land uses, each with different parking needs. For example, the more than 400 businesses (accounting for 7,000 jobs) have an ongoing need to accommodate the loading and unloading of large trucks as well as parking for customers and employees. Many of the businesses' employees, including Muni bus drivers, are out in the field all day for their jobs. If they have to drive, these employees would need parking for eight to 10 hours and would not be able to move their vehicles during the day to avoid citations. Similarly, Caltrain commuters who drive to the 22nd Street station typically leave their cars all day. Residents who drive to work require parking only in the evening, but those who work at home or use alternative commute modes require storage for their vehicles throughout the day. With less than 2,600 on-street parking spaces, creating a parking management plan that balances the needs of a diversity of users proved challenging.

Currently, only 20% of on-street parking is regulated, nearly all of it with RPP parking restrictions. The residents were not satisfied with the amount of RPP restricted spaces in the neighborhood and throughout the two year planning effort continued to request more RPP-restricted blocks. Extending the Residential Permit Parking across the entire neighborhood would not be appropriate in Dogpatch, since it would restrict the supply of parking for businesses, their employees and their customers. In addition, the typical process of residents petitioning for the establishment or expansion of an RPP area would not provide an avenue for considering the larger transportation needs of the neighborhood, including business needs, or other parking regulations that may better meet those needs.

Resolution: Use a neighborhood planning approach that would engage all stakeholders in the process of determining the most effective means of regulating on-street parking and balance the competing demands to the best possible degree. Through public outreach and engagement, the project team was able to add almost a dozen more block faces to the supply of RPP-restricted spaces than originally proposed. In response to the concerns of local businesses, the project team was able to increase the supply of metered parking with no time limits so that employees working in the field could pay for a full day of parking if they needed to drive.

3. *Issue:* The RPP program needs to support not only the Transit First policy, but also the city's General Plan, which includes several Area Plans. The Central Waterfront Plan includes policies for new developments that limit the number of off-street parking spaces to no more than one per unit or fewer, and require developers to meet trip reduction measures in order to encourage new residents to use alternative modes of travel. Over the last few years, as new high-density housing has been constructed and occupied, residents of such developments have sometimes opted to keep their cars and park them on-street rather than pay between \$250 and \$400 per month for on-site parking. The residential parking permit program allows residents of those developments, if built within existing parking permit areas, to obtain RPP permits, allowing them to forgo the pricier on-site parking and keep their extra vehicles. Over time, this tends to weaken planning efforts to discourage car use and ownership.

Resolution: The RPP Evaluation and Reform Project has developed a set of policy proposals to reform the RPP program, which include excluding new, high-density housing built in an area or zone covered by regulations that limit on-site parking. The Ad Hoc Working Group concurred with the idea that RPP Area EE should, to the extent feasible, include existing housing but exclude the larger high-density, low-parking projects built since 2016. The project team, in recognition of the results and policy proposals emanating from the RPP Evaluation and Reform project and of the need to balance the supply of permits to permitted parking, has drawn the proposed Area EE to exclude most newly built or planned new construction.

This approach is supported by the SFMTA Citizens' Advisory Committee, which at its November 5, 2015 meeting, adopted Resolution 151105.03 to recommend that the SFMTA investigate eliminating parking permits for buildings built with fewer parking spaces than residential units.

Stakeholder Engagement Events and Activities

Project Website

Early in the planning process, SFMTA created a project website, www.sfmta.com/DogpatchParking so that project maps, research findings and presentations could be available to the entire community.

- Total views: 2,803
- Unique views: 2,103
- Request from website viewers who subscribed for updates: 1,045

Stakeholder Meetings

Over the last two years, the SFMTA hosted and facilitated numerous meetings and open houses with members of the Dogpatch Community. Below is a listing of the meetings with the following groups: the project's ad hoc working group, the Dogpatch Neighborhood Association, the Dogpatch Business Association, the Potrero Boosters, the Potrero Dogpatch Merchants Association, six open houses and a public hearing.

Ad Hoc Working Group

An Ad Hoc Working Group was formed early in the process and expanded in fall 2016. The Working Group was comprised of approximately 20 neighborhood residents, business leaders and DNA Board members. Neighborhood organizations represented on the working group included the Dogpatch Neighborhood Association, Potrero Dogpatch Merchants Association, Dogpatch Business Association, Dogpatch and Northwest Potrero Hill Green Benefit District, and the American Industrial Center. On average, about 12 to 15 members attended each meeting, with additional interested parties also in attendance.

- January 2016
- February 2016
- March 2016
- August 2016
- November 2016
- December 2016
- January 2017
- April 2017
- January 2018

Dogpatch Neighborhood Association meetings:

- March 2016 (two meetings)
- April 2016
- October 2017
- February 2017

PAGE 11.

The DNA meetings tended to attract a large number of residents and others interested in the parking issue. For example, more than 100 people attended the April 2016 meeting.

Dogpatch Business organizations:

- August 2017: Dogpatch Business Association
- February 2018: Dogpatch Business Association
- January 2018: Potrero Dogpatch Merchants Association

Open Houses:

- February 2016
- July 2016 (in concert with City Planning's Public Realm Plan)
- February 2017 (in concert with City Planning's Public Realm Plan)
- September 2017 (two neighborhood open houses to present draft parking plan)
- February 2018 (in concert with City Planning's Public Realm Plan)

The Open Houses were promoted through postcards mailed to each address in the Dogpatch and through emails sent to the Dogpatch email list, consisting of over 1,000 addresses.

Public Hearing

The public hearing for the Dogpatch Parking Management Plan, which was promoted through a mailing of postcards to all addresses within the Dogpatch (approximately 1,700), emails sent to over 1,000 addresses, posting on the SFMTA website, and notices posted throughout the neighborhood, was held on March 16, 2018. Fifteen people attended the public hearing and commented on the plan. Another six people submitted comments through email. Of these, 10 represented six Dogpatch businesses, nine were Dogpatch residents and two were members of the Potrero Boosters, representing an adjacent neighborhood.

The businesses voiced support for implementing parking regulations in the neighborhood, but expressed concern that the proposed four-hour time limits would be incompatible with the work schedules of many of their employees who drive to work and then take a work vehicle out into the field for the balance of the work day, or whose jobs do not allow them to leave work to move their vehicles during the work day. Several spoke about the problem of people who take advantage of the unregulated parking to leave their vehicles for extended periods but do not contribute to the neighborhood in a meaningful way; these vehicles take available parking from those who live in, work in, or visit the neighborhood.

Three residents expressed support for the parking plan, especially the amount of Residential Permit Parking that was included in the proposal as a result of stakeholder input. Two residents expressed frustration in not yet having Residential Permit Parking and three expressed disappointment that the new buildings they reside in do not have adequate parking forcing them to park on the street. The President of the Dogpatch Neighborhood Association expressed support for the parking plan and the 26-month planning process. He welcomed the businesses to work with the DNA on developing workable options for their parking needs. The President of

the Potrero Boosters expressed support for the plan, stating that everyone in Dogpatch will feel some pain but that without the plan they would feel more pain. He stated that the plan creates more parking availability for residents, workers and visitors.

In response to concerns expressed by the businesses, the project team worked with them to identify solutions that would work for their employees while being consistent with neighborhood and SFMTA goals. The solution was to modify the proposed parking regulations on four block faces from four-hour time limited parking to metered parking that has no time limits. These modifications are reflected in the final proposal.

ALTERNATIVES CONSIDERED

A number of alternatives to the proposed parking management plan were considered and discussed with the community. One alternative, which neither the SFMTA nor the neighborhood was in support of, was to leave the area’s parking unmanaged. Under that scenario, commuters would continue to park on neighborhood streets for extended periods, limiting available parking for residents, employees of local businesses and short-term visitors, and contributing to traffic and congestion issues in the area. The four major alternatives considered, but not pursued, are outlined in the table below.

Alternatives Considered	Rationale for Not Pursuing Alternative
<p>Paid + Permit Parking Paid + Permit would provide flexibility in a mixed use area where housing, commercial and industrial uses co-exist side by side. This new approach to RPP allows visitors to park without a time limit as long as they pay at curbside meters; eligible residents and businesses with RPP permits would be exempt from payment. This was proposed for blocks in the northern part of Dogpatch, where most of the existing housing is located. This approach would provide available parking for nearby businesses, and discourage parking by non-residents and workers not working in the outside Dogpatch.</p>	<p>Many residents were uneasy with this approach for two reasons:</p> <ul style="list-style-type: none"> • they feared that SFMTA would remove the RPP payment exemption in the future, and • they feared that meters without time limits would not deter commuters from University of California’s Mission Bay campus from parking in the area.
<p>Residential Permit Parking Include the entire Dogpatch neighborhood in the RPP Area. Permits would be issued to businesses based on a percentage (likely 30%) of employees working at their Dogpatch sites. Permits would be priced at a higher rate than</p>	<p>This option was requested by many businesses and residents. It proved unworkable for the following reasons:</p> <ul style="list-style-type: none"> • This approach would be a marked change from the existing program’s purpose

<p>those for residents.</p> <p>There are 400 businesses with 7,000 employees. The SFMTA’s Woods and Penn Divisions comprise one-seventh of the jobs. This option could result in 80% of the parking available to businesses.</p>	<ul style="list-style-type: none"> • It would require establishing an entirely new process for issuing permits that would require amendments to the Transportation Code, significant administrative challenges and verification of employment through the Office of the Treasurer and Tax Collector on an annual basis. • While some businesses were willing to purchase the permits for their employees, others were not and stated that their employees would rather move their vehicles every four hours than pay for a permit.
<p>4-hour time limits</p> <p>Early versions of the parking plan proposed more four-hour general time limits in the commercial/industrial parts of the neighborhood. Time limits would discourage those looking for unregulated all-day parking, while opening up spaces for employees, who may have to move their cars in the middle of the day.</p>	<p>Businesses and transit workers explained that many employees report to work in Dogpatch, but then take company vehicles to off-site project locations. Employees who must drive to the work, would need all-day parking. The parking plan was adjusted to include more no-time-limit metered parking in commercial/industrial areas.</p>
<p>Metered Parking</p> <p>An option that was proposed by the SFMTA in 2012 prior to the start of the Dogpatch planning process was to place meters on the majority of blocks in the neighborhood. All meters would have no time limits. This option was seen as providing the greatest flexibility for the area, given its diversity of land uses and planned redevelopment of the area with dense multi-family housing and additional office space.</p>	<p>This alternative was rejected by both the residents and businesses of the neighborhood for several reasons</p> <ul style="list-style-type: none"> • seen as a departure from existing parking management practices, • could threaten the viability of existing businesses; and • did not acknowledge the on-street parking needs or preferences of existing employees and residents.

FUNDING IMPACT

Revenues derived from the proposed parking regulations are expected to fund the costs of administration and enforcement. There will be no net fiscal impact.

PUBLISHED NOTICE

Charter Section 16.112 requires published notice and hearing before the SFMTA may institute or change any fare, fee, schedule of rates or charges which affect the public. In compliance with Charter Section 16.112, advertisements were placed in the City's official newspaper to provide notice that the Board of Directors will hold a public hearing on April 17, 2018 to consider the RPP Area EE permit fee modifications. The Board's Rules of Order require that the advertisement run for at least five days with the last publication not less than fifteen days prior to the public hearing. The advertisements ran in the City's official newspaper on March 29, and April 1, 4, 5, and 8, 2018. However, since the current City official newspaper only publishes on Sundays, Wednesdays, and Thursdays, the last publication ran on Sunday April 8, 2018, which is less than fifteen days in advance of the April 17th SFMTA Board meeting. As a result, the SFMTA Board is requested to waive this requirement in the Board's Rules of Order.

ENVIRONMENTAL REVIEW

The proposed parking modifications and establishment of RPP Area EE are subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for the operation, repair, maintenance, or minor alteration of existing public facilities including existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as defined in Title 14 of the California Code of Regulations Sections 15301.

On March 21, 2018, the SFMTA, under authority delegated by the Planning Department, determined that the Dogpatch Parking Management Plan, including establishing RPP Area EE, is categorically exempt from environmental review as defined in Title 14 of the California Code of Regulations Sections 15301.

The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

A copy of the CEQA determination 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 is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this report.

RECOMMENDATION

SFMTA staff recommend that the SFMTA Board approve rescinding a portion of Residential Permit Parking (RPP) Area X, the establishment of RPP Area EE in the Dogpatch neighborhood, and time-limited and metered parking modifications throughout the neighborhood; and amend

PAGE 15.

the Transportation Code Division II, Section 905 to limit the number of Residential Parking Permits for residents of Area EE to no more than one permit issued to an individual person and no more than two permits issued to a single address, provide for Area EE residents a waiver process for receiving up to four Residential Parking Permits issued to a single address, with specified permit fees for those additional permits, and provide that permits issued to Area EE residents for Health Care or Childcare Workers do not count towards the maximum number of permits that can be issued to a single address.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The SFMTA has worked collaboratively with residents and businesses of the Dogpatch neighborhood to develop the Dogpatch Parking Management Plan; and

WHEREAS, The San Francisco Municipal Transportation Agency Board of Directors has authority to adopt preferential parking regulations for residents under the Residential Parking Permit (RPP) program; and,

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for parking and traffic modifications as follows:

- A. RESCIND—RESIDENTIAL PERMIT PARKING, AREA X, 2-HOUR PARKING, MONDAY THROUGH FRIDAY, 8 AM TO 6 PM, EXCEPT VEHICLES WITH AREA X PERMIT - 18th Street, both sides, between Tennessee and Minnesota streets; 19th Street, south side, between Tennessee and Minnesota streets; 22nd Street, both sides, between Tennessee and Minnesota streets; 23rd Street, south side, between Minnesota and Indiana streets; Tennessee Street, both sides, between Mariposa and Tubbs streets; Minnesota Street, both sides, between 18th and 26th streets; Indiana Street, east side, between 23rd and 26th streets.
- B. RESCIND—2-HOUR PARKING, MONDAY THROUGH SUNDAY, 9 AM TO 5 PM - 18th Street, both sides, between 3rd and Tennessee streets.
- C. ESTABLISH—RESIDENTIAL PERMIT PARKING, AREA EE, 1-HOUR PARKING, MONDAY THROUGH FRIDAY, 8 AM TO 6 PM, EXCEPT VEHICLES WITH AREA EE PERMIT - Mariposa Street, south side, between Illinois and Tennessee streets, eligibility only, no signs; 18th Street, both sides, between Tennessee and 3rd streets (installs signs on the south side and on the north side from 60 feet west of 3rd Street westerly to Tennessee Street); 18th Street, south side, between Minnesota and Tennessee streets (installs signs on both sides); 18th Street, both sides, between Illinois and 3rd streets (installs signs on south side only); 19th Street, both sides, between Illinois and Indiana streets (installs signs on north side between Illinois and 3rd streets and both sides between 3rd and Indiana streets); 20th Street, north side, between Illinois and 3rd streets (eligibility only, no signs); 20th Street, both sides, between 3rd and Minnesota streets (installs signs on south side only, between 3rd and Tennessee streets); 20th Street, south side, between Indiana and Minnesota streets; Illinois Street, west side, between Mariposa and 20th streets (eligibility only, no signs); 3rd Street, both sides, between Mariposa and 20th streets (installs signs on east side only, between 18th and 19th streets); Minnesota Street, east side, between 18th and 20th streets (installs signs on both sides between 18th and 20th streets); Tennessee Street, both sides, between Mariposa and Tubbs streets

(installs signs from Mariposa to 20th streets only); Indiana Street, east side, between 19th and 20th streets (signs only, no eligibility).

- D. ESTABLISH—RESIDENTIAL PERMIT PARKING, AREA EE, 2-HOUR PARKING, MONDAY THROUGH FRIDAY, 8 AM TO 6 PM, EXCEPT VEHICLES WITH AREA EE PERMIT - 22nd Street, both sides, between 3rd and Minnesota streets (installs signs between Minnesota and Tennessee streets, both sides); 22nd Street, south side, between Minnesota and Indiana streets (signs only, no eligibility); 23rd Street, south side, between Minnesota and Indiana streets; 25th Street, both sides, between Indiana and Iowa streets (signs only, no eligibility); 25th Street, south side, between Indiana and Minnesota streets; 3rd Street, west side, between 20th and Tubbs streets (eligibility only, no signs); Tennessee Street, both sides, between 20th and 22nd streets; Tennessee Street, west side, from 22nd Street to 170 feet southerly (inclusive of 1100 to 1124 Tennessee Street, signs to be installed between 22nd and Tubbs streets); Tennessee, east side, between 22nd and Tubbs streets (inclusive of 1101 to 1199 Tennessee Street); Minnesota Street, both sides, between 20th and 22nd streets; Minnesota Street, east side, from 22nd Street to 200 feet southerly (to northwestern corner of Lot 4171, installs signs along west side of Minnesota Street and along dead end, the northern boundary of Lots 4170 and 4171 and along the east side of Minnesota Street, from 41 feet south of 22nd Street southerly to end of the block); Minnesota Street, west side, from 23rd Street to 116 feet south of 25th Street (installs signs from 23rd Street to 79 feet southerly and 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 and 25th streets; Indiana Street, east side, between 25th and 26th streets; Indiana Street, west side, from Cesar Chavez to 180 feet northerly (inclusive of 1568, 1578 and 1588 Indiana Street).
- E. ESTABLISH—4-HOUR TIME-LIMITED PARKING, MONDAY THROUGH FRIDAY, 8 AM TO 6 PM - Illinois Street, east side, from 120 feet south of Terry A. Francois Blvd. to 23rd Street; Illinois Street, east side, from 24th Street to Cesar Chavez Street; Illinois Street, west side, between 18th and 20th streets and between 22nd and 23rd streets; Illinois Street, west side, between 24th and Cesar Chavez streets; 3rd Street, east side, from 315 feet south of 20th Street to 120 feet north of 22nd Street; 3rd Street, east side, from 22nd Street to 475 feet southerly; 3rd Street, east side, from 24th Street to 240 feet southerly; 3rd Street, west side, from 24th Street to 200 feet southerly; 3rd Street, west side, from 26th Street to 170 feet northerly; 3rd Street east side, from 26th Street to 60 feet southerly; Tennessee Street, both sides, between 23rd and 25th streets; Tennessee Street, east side, between from 26th to 120 feet southerly and from Cesar Chavez Street to 40 feet northerly; Minnesota Street, both sides, between Mariposa and 18th streets; Minnesota Street, east side, between 23rd and 24th streets; Minnesota Street, east side, from 25th Street to 100 feet northerly; Minnesota Street, west side, between 79 feet and 260 feet south of 23rd Street; Minnesota Street, west side, from 150 feet south of 24th Street to 25th Street; Indiana Street, both sides, between Mariposa and 18th streets; Indiana Street, west side, between 19th and 20th streets; Indiana Street, east side, from 22nd Street to 450 feet northerly; Indiana Street, west side, from 25th Street to 150 feet north of Cesar Chavez Street; 20th Street, south side, from Illinois Street to 40 feet

westerly; 22nd Street, both sides, between Illinois and 3rd streets; 22nd Street, north side, between Minnesota and Indiana streets; 23rd Street, south side, between Tennessee and Minnesota streets; 23rd Street, north side, between Illinois and 3rd streets; 24th Street, both sides, between Illinois and Minnesota streets; 25th Street, both sides, between 3rd and Tennessee streets; 25th Street, north side, between Tennessee and Indiana streets; 26th Street, north side, between Tennessee and Minnesota streets; 26th Street, south side, between Tennessee and 3rd streets.

- F. ESTABLISH—GENERAL METERED PARKING, NO TIME LIMITS, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY- Iowa Street, both sides, between 22nd and 25th streets; Indiana Street, west side, between 20th and 22nd streets; Indiana Street, both sides, between 22nd and 23rd streets; 22nd Street, both sides, between Indiana and Pennsylvania streets; 23rd Street, both sides, between Pennsylvania and Iowa streets; 23rd Street, south side, between Iowa and Indiana streets; 25th Street, both sides, between Pennsylvania and Iowa streets; 23rd Street, south side, between 3rd and Illinois streets; Illinois Street, both sides, between 23rd and 24th streets; Indiana Street, east side, between 26th and Cesar Chavez streets.
- G. ESTABLISH—GENERAL METERED PARKING, 4-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY- Illinois Street, west side, between Mariposa and 18th streets; 3rd Street, west side, between 18th and 19th streets; 3rd Street, west side, from 22nd Street to 517 feet southerly; 3rd Street, west side, from 22nd Street to 370 feet northerly; Tennessee Street, east side, between Tubbs and 23rd streets; Minnesota Street, west side, from 250 feet south of 23rd Street to 24th Street; Indiana Street, both sides, between 18th and 19th streets; 18th Street, north side, from 3rd Street to 60 feet westerly; 20th Street, north side, between Illinois and 3rd streets; 20th Street, north side, between Tennessee and Minnesota streets; 22nd Street, both sides, between 3rd and Tennessee streets; 23rd Street, both sides, between 3rd and Tennessee streets.
- H. ESTABLISH—PERPENDICULAR PARKING - Minnesota Street, east side, between 18th and 19th streets; Minnesota Street, west side, between 23rd and 24th streets.

WHEREAS, Within RPP Area EE, limiting the issuance of permits and modifying the fees for permits to residents will improve their ability to easily find parking near their homes; and,

WHEREAS, The proposed RPP area EE has greater than one mile of street frontage, has parking occupancy greater than 80%, and more than 59% of parked vehicles are registered to non-residents; and,

WHEREAS, The Dogpatch neighborhood does not have adequate off-street parking to accommodate the parking of vehicles registered to residents of the area; and,

WHEREAS, An extensive outreach effort was conducted to solicit input and draft a proposed parking management plan; and,

PAGE 19.

WHEREAS, SFMTA staff held several community meetings and held a public hearing on March 16, 2018 to solicit community input on the preliminary and final proposals; and,

WHEREAS, In compliance with Charter Section 16.112, advertisements were placed in the City's official newspaper to provide notice that the Board of Directors will hold a public hearing on April 17, 2018 to consider the RPP Area EE permit fee modifications; and,

WHEREAS, The Board's Rules of Order require that the advertisement run for at least five days with the last publication not less than fifteen days prior to the public hearing and advertisements ran in the City's official newspaper on March 29, and April 1, 4, 5, and 8, 2018, but the last publication ran on Sunday April 8, 2018, which is less than fifteen days in advance of the April 17th SFMTA Board meeting; and,

WHEREAS, The SFMTA Board is requested to waive the Board's Rules of Order which requires the last publication to be published not less than fifteen days prior to the public hearing; and,

WHEREAS, The proposed parking modifications and establishment of RPP Area EE, is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for the operation, repair, maintenance, or minor alteration of existing public facilities including existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as defined in Title 14 of the California Code of Regulations Sections 15301; and,

WHEREAS, On March 21, 2018, the Planning Department determined that the Dogpatch Parking Management Plan project is categorically exempt from environmental review as defined in Title 14 of the California Code of Regulations Sections 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination 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 is incorporated herein by reference; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through outreach and the public hearing process; now, therefore be it

RESOLVED, That the San Francisco Municipal Transportation Board of Directors waives the Board's Rules of Order requirement that an advertisement run for at least five days with the last publication not less than fifteen days prior to the public hearing; and be it further

PAGE 20.

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors rescinds a portion of the existing Residential Permit Parking Area X, establishes Residential Permit Parking Area EE in the Dogpatch neighborhood, and establishes time-limited and metered parking modifications throughout the neighborhood, as set forth in Items A through H above; and be it further

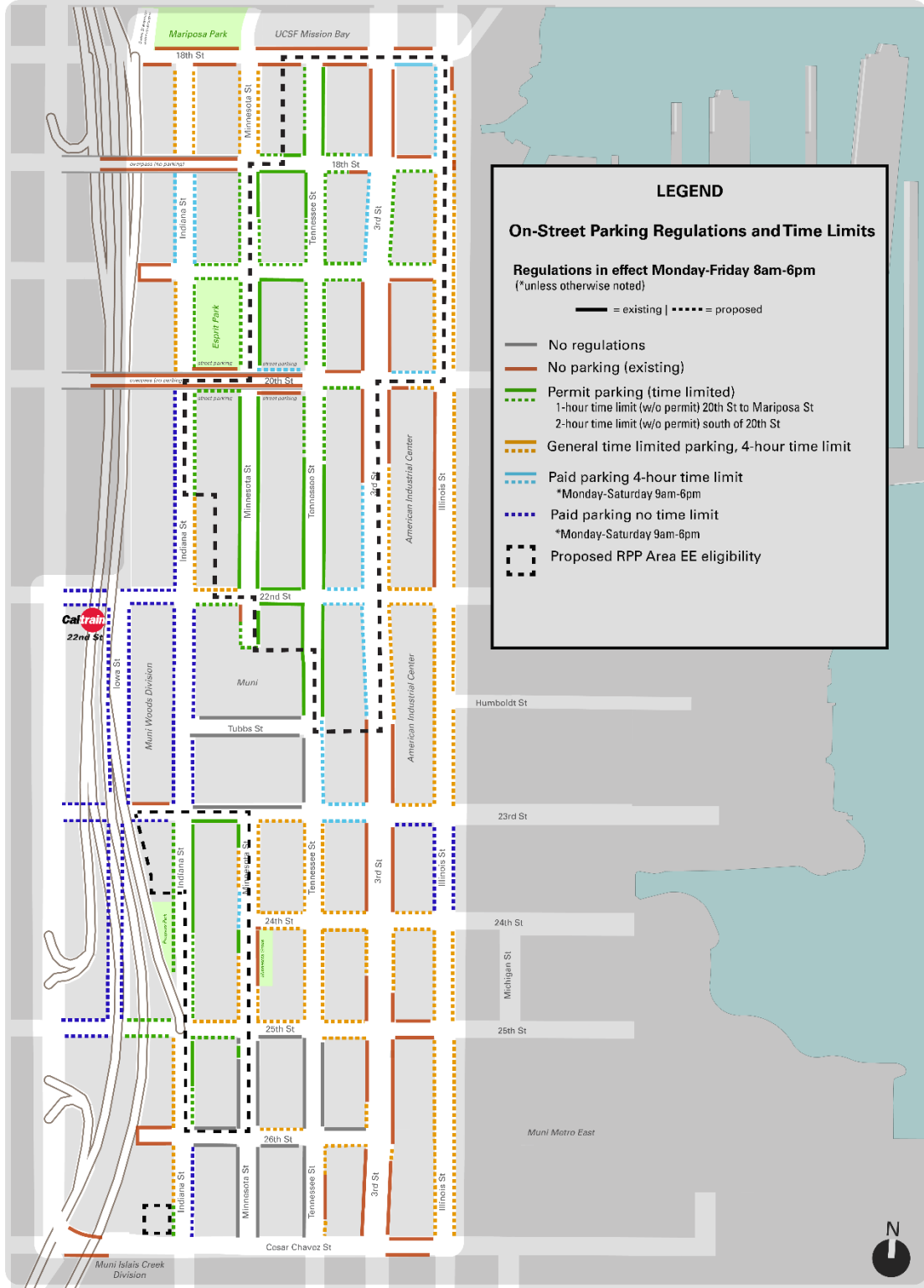
RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends the Transportation Code, Division II, to limit the number of Residential Parking Permits for residents of Area EE to no more than one permit issued to an individual person and no more than two permits issued to a single address, provide for Area EE residents a waiver process for receiving up to four Residential Parking Permits issued to a single address, with specified permit fees for those additional permits, and provide that permits issued to Area EE residents for Health Care or Childcare Workers do not count towards the maximum number of permits that can be issued to a single address.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 17, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

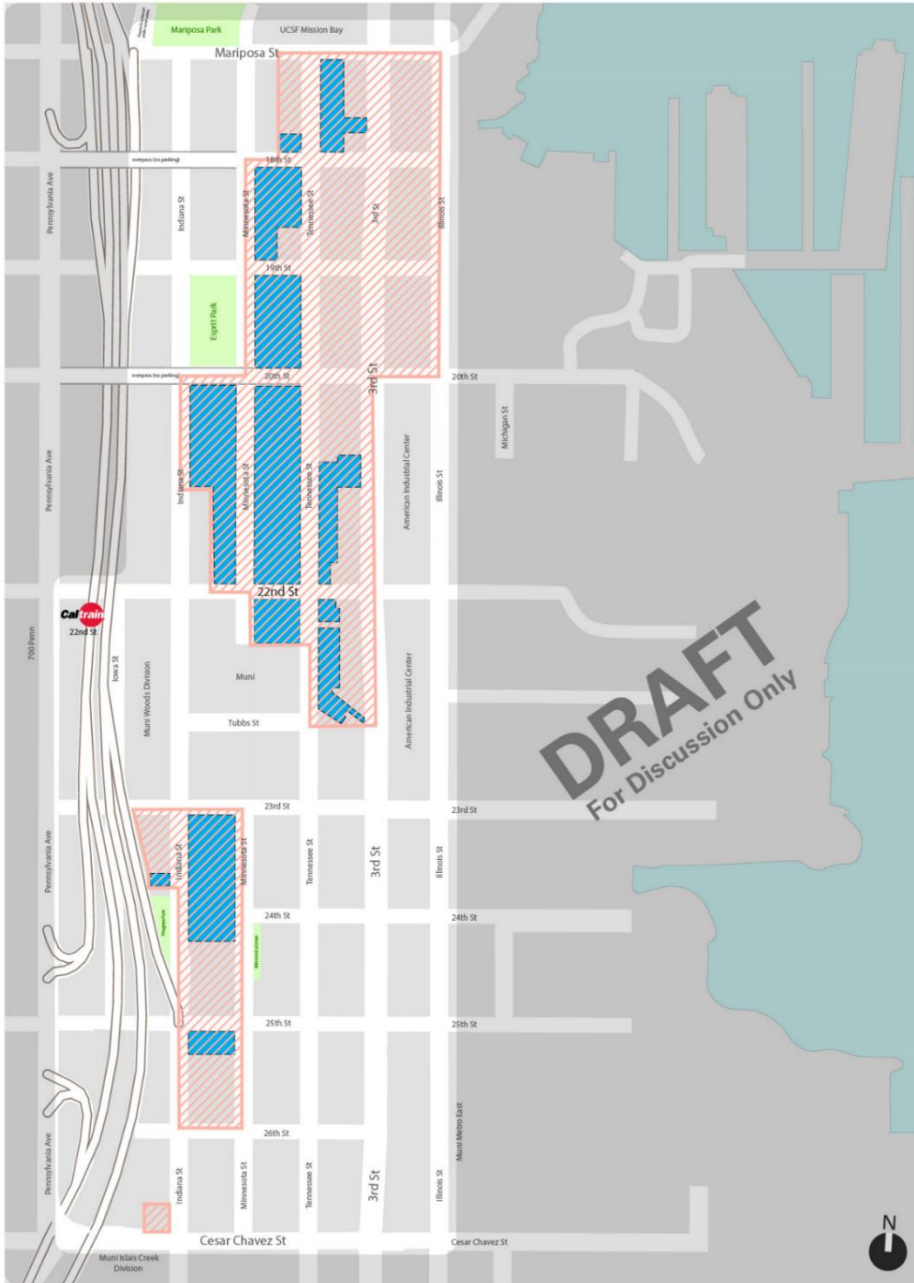
Dogpatch

Parking Management Proposal



Dogpatch

RPP Eligibility Proposal, August 2017



LEGEND – Residential Parking Permit Area, Zone EE

	Existing RPP Area X
	Proposed RPP Area EE

Rev 2017.08.9

[Transportation Code – Residential Parking Permit Area EE]

Resolution amending the Transportation Code to limit the number of Residential Parking Permits for residents of Area EE to no more than one permit issued to an individual person and no more than two permits issued to a single address, provide for Area EE residents a waiver process for receiving up to four Residential Parking Permits issued to a single address, with specified permit fees for those additional permits, and provide that permits issued to Area EE residents for Health Care or Childcare Workers do not count towards the maximum number of permits that can be issued to a single address.

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 900 of Division II of the Transportation Code is hereby amended by revising Section 905, to read as follows:

SEC. 905. RESIDENTIAL PARKING PERMIT.

* * * *

(c) Number of Permits.

(1) No more than four Residential Parking Permits shall be issued to a single address. Residents may file a request for waiver of this limitation with the SFMTA to obtain additional permits. Factors to be considered by the Director of Transportation when determining whether or not to grant a permit include, but are not limited to, the availability of on-street Parking in the requestor's residential area and demonstrated need. The Director of Transportation shall maintain public records for all waivers

granted, including all documentation provided in support of approval. The annual fee for additional permits shall be twice the base annual permit fee for the fifth permit, three times the base annual permit fee for the sixth permit, and four times the base annual permit fee for any permits over six.

(2) Notwithstanding subsection (c)(1), for residents of Areas AA and EE, no more than one Residential Parking Permit shall be issued to an individual person and no more than two Residential Parking Permits shall be issued to a single address. Residents of Areas AA and EE may file a request for a waiver of these limitations with the SFMTA for up to a maximum of four Residential Parking Permits issued to a single address. Factors that may be considered by the Director of Transportation or his or her designee in determining whether to grant a waiver request are the following: the availability of on-street Parking in the requester's residential area and the number of licensed drivers in the household. The annual fee for additional permits shall be twice the base annual permit fee for the third permit, and three times the base annual permit fee for the fourth permit. Any Residential Parking Permit issued to a resident of Areas AA and EE for purposes of subsection (g)(1) [Health Care Worker Permit] or subsection (g)(5) [Childcare Permit] shall not count towards the maximum number of Residential Parking Permits that can be issued to a single address.

* * * *

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

PAGE 25.

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 17, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency