

**THIS PRINT COVERS CALENDAR ITEM NO.:** 10.3

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approval of parking and traffic modifications on portions of 7<sup>th</sup>, Berry, Channel, De Haro and King streets including rescinding two-hour time limits on a segment of Berry Street, installing parking meters, establishing four-hour parking time limits, extending the Area Y Residential Permit Parking (RPP) area, and authorizing Paid+Permit to allow Area Y permit holders to park at specified parking meters without payment, while requiring payment by those without an Area Y permit.



**SUMMARY:**

- Proposing parking and traffic modifications on portions of 7<sup>th</sup>, Berry, Channel, De Haro and King streets including rescinding two-hour time limits on a segment of Berry Street, installing parking meters, establishing four-hour parking time limits, extending the Area Y RPP area, and authorizing Paid+Permit to allow Area Y permit holders to park at specified parking meters without payment, while requiring payment by those without an Area Y permit.
- Staff completed a comprehensive outreach process with the residents and businesses to develop the proposed regulations.
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.
- Action “C” is a Final SFMTA Decision, as defined by [Ordinance 127-18](#).

**ENCLOSURES:**

1. SFMTAB Resolution

**APPROVALS:**

	<b>DATE</b>
DIRECTOR 	10/9/2018
SECRETARY 	10/9/2018

**ASSIGNED SFMTAB CALENDAR DATE:** October 16, 2018

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### **PURPOSE**

Approval of parking and traffic modifications on portions of 7<sup>th</sup>, Berry, Channel, De Haro and King streets including rescinding two-hour time limits on a segment of Berry Street, installing parking meters, establishing four-hour parking time limits, extending the Area Y RPP area, and authorizing Paid+Permit to allow Area Y permit holders to park at specified parking meters without payment, while requiring payment by those without an Area Y permit.

### **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.

This item 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 Showplace Square East area (bound by De Haro to the west, Division and King streets to the north, 7<sup>th</sup> street on the east, and 16<sup>th</sup> Street to the south), is largely regulated with time-limited parking and a few blocks of parking meters and residential permit parking. There are, however, a handful of blocks that have no parking regulations:

- west side of 7<sup>th</sup> Street between Townsend and Berry streets,
- north side of King Street between De Haro/Division and 7<sup>th</sup> streets,
- north and south side of Berry Street on the western half between De Haro and 7<sup>th</sup> streets,
- east side of De Haro between Berry and King/Division streets, and
- Channel Street between 7<sup>th</sup> and Carolina streets.

Consequently, these blocks have become a place for people to park for extended periods of time making it difficult for people who live, work or attend school (California College of the Arts) to park

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in the area. Parking occupancy is already at capacity and new development (residential, office, light industrial) in the area and the redesign of 7<sup>th</sup> Street will further constrain existing parking supply. For example:

- 100-150 Hooper (construction complete) will host part of the Adobe campus and PlaceMade
- One De Haro (construction starting soon) a mix of office and light industrial
- 1140 7<sup>th</sup> Street (building permit under review) will expand academic space for California College of the Arts
- 184-188 Hooper (building permit approved) will add retail, light industrial and student housing for California College of the Arts
- 900 7<sup>th</sup> Street (proposed) would include housing, new office space, lab and/or light industrial space, retail, open spaces and parking
- Redesign of 7<sup>th</sup> Street (under construction) will repurpose approximately 60 parking spaces on the east side of 7<sup>th</sup> Street to provide two continuous north bound lanes with the existing south bound lane, bike lanes in each direction and parking on the west side of 7<sup>th</sup> Street

Furthermore, this area is within walking distance of AT&T Park and the future Chase Center. The proposed parking restrictions will help alleviate parking congestion currently experienced as well as mitigate future parking congestion. The proposals for SFMTA Board approval include the following parking regulations:

- A. RESCIND - 2-HOUR PARKING, 9 AM TO 9 PM, MONDAY THROUGH FRIDAY, SIGNS ONLY-ESTABLISH GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA Y PERMITS, SIGNS ONLY - Berry Street, south side, 254 feet west of 7th Street to 300 feet west of 7th Street.
- B. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA Y, GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA Y PERMITS, SIGNS ONLY-Berry Street, south side between De Haro Street and 429 feet easterly
- C. ESTABLISH - 4-HOUR PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY-7th Street, west side, from King Street to Berry Street
- D. ESTABLISH - GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY-7th Street, west side, from Townsend Street to King Street; King Street, north side, from Division Street to 7th Street; De Haro Street, east side, from Berry Street to Division Street; Berry Street, north side, from De Haro Street to 430 feet easterly; Channel Street, south side, from 7th Street to Carolina Street

The Paid+Permit parking restriction, which exempts RPP permit holders from payment at designated parking meters within an RPP area while requiring payment from non-permit holders, was approved by the SFMTA Board in June 2018. Approval of this calendar item will be the first application of the Paid+Permit parking restriction. Staff are confident this is an appropriate application of this parking restriction and will analyze its efficacy. Data has been collected to establish a baseline of parking occupancy and behavior; average occupancy was just over 90% between 9am and 7pm with morning

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and mid-day occupancy reaching 100%. Staff will collect “after” data in the months after the Paid+Permit parking is implemented to analyze how the new tool is working. Utilizing the western-most driveway of Recology to demark the edge of Paid+Permit, the proposed regulations include rescinding a segment of two-hour time limited parking that is within Area Y RPP area on the south side of Berry Street. This will not reduce the amount of on-street parking spaces available to Area Y permit holders but rather modify the parking requirement for non-permit holders. The specified segment of two-hour time limited parking for non-RPP permit holders along with the rest of the southern blockface of Berry Street to De Haro Street will be within the Area Y RPP area, and designated as Paid+Permit which exempts Area Y permit holders from meter payment at these meters while requiring payment from non-permit holders.

## **STAKEHOLDER ENGAGEMENT**

These regulations were a product of extensive outreach with the residents and businesses in the area.

Stakeholders in the area include the residents at 888 7<sup>th</sup> Street, the surrounding businesses and developers as well as California College of the Arts (CCA), the district Supervisor’s office and the Coalition on Homelessness. Outreach included several in-person events to review proposals and provide feedback as well as exchanges by email and phone.

Staff held two site visits with stakeholders, three public outreach meetings, one meeting with area merchants and one residential homeowner association meeting. In addition, staff held three open houses for stakeholders in July 2018.

The Traffic Engineering Hearing was held on August 31, 2018. Staff received two letters of support, and no opposition.

## **ALTERNATIVES CONSIDERED**

Staff considered continuing to have no parking restrictions for these blocks in Showplace Square East. Staff did not advance this alternative because, as a result of the outreach process, it was evident that parking restrictions were necessary to address current and future demand for on-street parking. Staff also considered meters on the western portion of Berry Street on the south side and on 7<sup>th</sup> Street between King and Berry streets. Staff did not advance this proposal as a result of input from stakeholders during the outreach process.

## **FUNDING IMPACT**

Parking meters and residential parking permits are cost neutral when accounting for administration, operations, installation and maintenance, and enforcement. The time limits proposed on 7<sup>th</sup> Street between King and Berry Street will require only marginal enforcement as parking control officers will be in area to enforce the meters and RPP.

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## **ENVIRONMENTAL REVIEW**

The proposed changes are subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for existing facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On August 17, 2018, the PSFMTA, under authority delegated by the Planning Department, determined (Case Number 2018-011585ENV) that the proposed changes are categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 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.

Certain parking and traffic modifications as well as Private Transportation Programs that involve certain parking modifications can be reviewed by the Board of Supervisors. These decisions are subject to review within 30 calendar days after they are made by the SFMTA Board. For information on requesting a review, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, call (415) 554-5184, or visit [https://sfbos.org/sites/default/files/SFMTA\\_Action\\_Review\\_Info\\_Sheet.pdf](https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf).

Ordinance No. 127-18 specifying which SFMTA decisions are reviewable by the Board of Supervisors can be accessed on-line: <https://sfbos.org/sites/default/files/o0127-18.pdf>. Action 'C' is a Final SFMTA Decision, as defined by [Ordinance 127-18](#).

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**RECOMMENDATION**

SFMTA staff recommend the SFMTA Board of Directors approve parking and traffic modifications on portions of 7<sup>th</sup>, Berry, Channel, De Haro and King streets, as set forth in Items A through D above, including rescinding two-hour time limits on a segment of Berry Street, installing parking meters, establishing four-hour parking time limits, extending the Area Y RPP area, and authorizing Paid+Permit to allow Area Y permit holders to park at specified parking meters without payment, while requiring payment by those without an Area Y permit.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The SFMTA worked collaboratively with residents and businesses in the Showplace Square East area; and,

WHEREAS, SFMTA staff have proposed parking and traffic modifications as follows;

- A. RESCIND - 2-HOUR PARKING, 9 AM TO 9 PM, MONDAY THROUGH FRIDAY, SIGNS ONLY-ESTABLISH GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA Y PERMITS, SIGNS ONLY - Berry Street, south side, 254 feet west of 7th Street to 300 feet west of 7th Street.
- B. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA Y, GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA Y PERMITS, SIGNS ONLY - Berry Street, south side between De Haro Street and 429 feet easterly.
- C. ESTABLISH - 4-HOUR PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY- 7th Street, west side, from King Street to Berry Street.
- D. ESTABLISH - GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY- 7th Street, west side, from Townsend Street to King Street; King Street, north side, from Division Street to 7th Street; De Haro Street, east side, from Berry Street to Division Street; Berry Street, north side, from De Haro Street to 430 feet easterly; Channel Street, south side, from 7th Street to Carolina Street; and,

WHEREAS, The proposed changes are subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for existing facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On August 17, 2018, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2018-011585ENV that the proposed changes are categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 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, therefore be it

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RESOLVED, The SFMTA Board of Directors approves parking and traffic modifications on portions of 7<sup>th</sup>, Berry, Channel, De Haro and King streets including rescinding two-hour time limits on a segment of Berry Street, installing parking meters, establishing four-hour parking time limits, extending the Area Y Residential Parking Permit area, and authorizing Paid+Permit to allow Area Y permit holders to park at specified parking meters without payment, while requiring payment by those without an Area Y permit as set forth in items A-D above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 16, 2018.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency