



MEMORANDUM

April 26, 2024

TO: MEMBERS, PORT COMMISSION
Hon. Kimberly Brandon, President
Hon. Gail Gilman, Vice President
Hon. Willie Adams
Hon. Ed Harrington
Hon. Steven Lee

FROM: Elaine Forbes
Executive Director 

SUBJECT: Request authorization to amend the Port's Harbor Traffic Code to prohibit overnight parking on Port streets within Pier 70 Project Area.

DIRECTOR'S RECOMMENDATION: Approve the Attached Resolution No. 24-22

EXECUTIVE SUMMARY

Under the Burton Act and the Charter of the City and County of San Francisco, the Port Commission has responsibility for governing the waterfront properties within the Port's jurisdiction. The Board of Supervisors has delegated authority to the Port Commission to adopt a Harbor Code (Ordinance No. 40-69). The Port Commission previously adopted the Harbor Code, including the Harbor Traffic Code and subsequent amendments to regulate the use of vehicles and impose traffic regulations on Port property. In particular, the Port Commission has used this authority to impose restricted or metered parking in certain areas within the Port's jurisdiction.

The San Francisco Municipal Transportation Agency (SFMTA) – through a Memorandum of Understanding (MOU) with the Port – assists in the management of on-street parking and curb management on streets within the Port's jurisdiction. Throughout the Pier 70 Special Use District (SUD) entitlement and permitting process, Brookfield, (the Pier 70 developer) has worked closely with the Port, SFMTA and other City departments, and the public to develop a comprehensive vision for street operations and circulation at Pier 70.

Legislation establishing future curbside uses at Pier 70 was passed by the Port Commission in February 2021. At that time staff predicted that vertical development would quickly follow Port and City acceptance of Pier 70 streets bringing office and residential uses to the site. However, in June of that year, the Developer executed a down-market delay provision which remains in effect, thereby signaling a slowdown in vertical development. The delay in vertical development and associated street-level activation means the Port is required to be intentional about its strategy to effectively manage new streets at Pier 70 after May 2024 when they are opened to the public.

Construction of Phase 1 streets at Pier 70 was completed in early 2024. On January 23, 2024, the Port Commission took several actions to facilitate the acceptance of recently constructed Port assets at Pier 70 (see Resolution numbers [24-03](#), and [24-04](#)). A subsequent City acceptance legislative process was initiated on March 5, 2024, and will be completed on May 5, after which the streets will be opened to the public.

To better facilitate the management of recently constructed Port assets at Pier 70, staff requests the Port Commission amend the Port Harbor Traffic Code by prohibiting overnight on-street parking at Pier 70 between the hours of 12:00 AM to 5:00 AM, seven days per week.

Staff recommends that this proposed overnight parking prohibition for streets under Port jurisdiction at Pier 70 be considered an interim measure and remain in place until vertical development resumes at the site and a local population of residents and office workers is established.

STRATEGIC OBJECTIVE

This Project supports the goals of the Port's Strategic Plan as follows:

The proposed Port Harbor Traffic Code Amendments are consistent with the following goals from the Port Strategic Plan:

Evolution:

The proposed modification to the Pier 70 parking regulations will enable SFMTA to better respond to increased site access by the public.

Productivity:

The proposed modification to the Pier 70 parking regulations will help advance the Pier 70 project by facilitating better site management and increasing the viability of the site for future tenants.

PROJECT OVERVIEW

The Pier 70 SUD is located within the Port's Southern Waterfront and is an approximately 28-acre site anchoring the southern half of the larger area referred to as Pier 70. The site, which is being redeveloped by master developer Brookfield Properties, is located between

20th Street and 22nd Street, east of Illinois Street. The project represents one of the largest active development projects in the region, and when completed will include the:

- Between 1,200 and 2,150 residential units with 30% on-site affordable units
- Between 900,000 and 1.75 million sq. ft. commercial office, plus up to 240,000 sq. ft. retail, arts, and light industrial space, including a new waterfront arts facility
- Rehabilitation and reuse of three historic structures
- Approximately 9 acres of new parks and open space as part of the Pier 70 Special Use District
- New infrastructure, an extensive transportation management program, and sea level rise protections

To support this building program, the project is providing a robust street network composed of both fully reconstructed blocks of existing rights-of-way and entirely new blocks of streets. These streets will be constructed over three phases, the first of which is anticipated to be open to the public in May of 2024. **Exhibits 1 and 2** illustrate the Phase 1 streets subject to this request to amend the Port Harbor Traffic Code.

In February of 2021, the Port Commission amended and restated the Port Harbor Traffic Code pursuant to [Resolution 21-06](#) in anticipation of Pier 70 Phase 1 Streets being accepted by the City and opened to the public. The 2021 code amendments designated curbside uses (e.g. metered parking zones) throughout Phase 1 in anticipation of future vertical development.

On January 23, 2024, the Port Commission took several actions to facilitate the acceptance of recently constructed Port assets at Pier 70 (see Resolution numbers [24-03](#), and [24-04](#)).

The subsequent City acceptance legislative process was initiated on March 5, 2024, and is nearly complete. Board of Supervisors [Ordinance #240087](#) (accepting City assets installed at Pier 70), and [Resolution Number 240203](#) (approving an Interagency Master Encroachment Permit allowing Port ownership and maintenance of Port assets installed within City rights-of-way at Pier 70) are anticipated to take effect on May 5, 2024. At that time, construction fences surrounding the site will be removed and Pier 70 Phase 1 streets will be open to the public.

Changes in the local real estate market caused by the COVID-19 pandemic have led to a delay in vertical development at Pier 70. The lack of vertical development and associated street-level activation raises concern about how to effectively manage and regulate new streets at Pier 70 after May 2024 when they are open to the public.

PROPOSED HARBOR CODE AMENDMENTS

Port staff requests that the Port Commission authorize amending the Port Harbor Traffic Code to modify designated curbside metered parking zones on Pier 70 Phase 1 streets to prohibit overnight parking between the hours of 12:00 AM and 5:00 AM.

The modification to curbside metered parking would affect the following streets:

1. 20th Street between Illinois Street and Maryland Street
2. 21st Street between Louisiana Street and Maryland Street
3. 22nd Street between 480 ft. east of Illinois Street and midblock passage separating Buildings E2 and E3
4. Louisiana Street between 20th and 22nd Streets
5. Maryland Street between 20th and 22nd Streets

Based upon discussions between Brookfield, SFMTA, and Port staff, Port staff deems these proposed parking restrictions necessary to manage vehicular parking in the area. Port staff recommends the Port Commission adopt these proposed changes to the Port Harbor Traffic Code.

COMMUNITY OUTREACH

The decade-plus Pier 70 planning process that shaped transportation, circulation, and specific curb use by street and block, included robust public outreach to members of the public, community groups, and others. The Pier 70 entitlement and permitting processes included several key milestones that informed the development of a comprehensive transportation strategy for the site:

Key milestones include:

- **Pier 70 Preferred Master Plan (Adopted April 2010)** – Established principles for a future mixed-use neighborhood at Pier 70
- **Pier 70 EIR (Adopted August 2017)** – Considers potential environmental impacts including loading impacts and associated mitigations at Pier 70
- **Pier 70 Design for Development (Adopted May 2018)** – Established a comprehensive vision for Pier 70 including design principles for circulation and street character
- **Pier 70 Streetscape Master Plan (Approved February 2019)** – Articulated conceptual designs for all streets within the project area and included a robust discussion on curbside management and on-street parking and loading
- **The Pier 70 Street Improvement Permit (Issued March 2019)** – Developed detailed designs for all streetscape features including roadway striping, curbside parking and loading, conceptual bike corral locations, etc.

Port Staff will continue to collaborate with Brookfield to facilitate future vertical development at Pier 70. As the site is built out and buildings are opened to the public staff will monitor access, parking, and area circulation and propose refinements and adjustments as needed.

RECOMMENDATION

Port staff recommend approval of the attached resolution. Resolution approval will amend the Port Harbor Code as delineated in Exhibit 3.

NEXT STEPS

The Port Commission recently took several actions to facilitate the acceptance of recently constructed Port assets at Pier 70. The City acceptance legislative process is nearly complete. Board of Supervisors Ordinance 240087 and Resolution 240203 are anticipated to take effect on May 5, 2024. At that time, construction fences surrounding the site will come down and Pier 70 Phase 1 streets will be opened to the public.

Prepared by: Paul Chasan
Project Manager

For: Wendy Proctor
Acting Deputy Director, Engineering

Attachments:

- Exhibit 1 – Pier 70 Dedicated Rights-of-way Ownership and Phasing (Map)
- Exhibit 2 – Pier 70 Phase Plan (Map)
- Exhibit 3 – Proposed Port Harbor Traffic Code Amendments

**PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO**

RESOLUTION NO. 24-22

- WHEREAS, Charter Section B3.581 grants to the Port Commission the authority and duty to use, conduct, operate, maintain, manage, regulate, and control the lands within the Port jurisdiction; and
- WHEREAS, The Board of Supervisors has delegated authority to the Port Commission to adopt a Harbor Traffic Code (Ordinance No. 40-69); and
- WHEREAS, The Port Commission has adopted a Harbor Traffic Code which regulates the use of Port streets and other areas; and
- WHEREAS, Article 3 of the Harbor Traffic Code establishes regulations with respect to compliance with signs, stopping, and parking on property within the control and jurisdiction of the Port of San Francisco; and
- WHEREAS, On September 26, 2017, the Port Commission approved Resolution No. 17-43 approving a Development Disposition Agreement (“DDA”) between Port and FC Pier 70, LLC (“Developer”), an affiliate of Brookfield Properties, for a mixed-use development project on the 28-Acre Site (the “Project”), creation of the Pier 70 Special Use District, including the 28-Acre Site, Parcel K North, Parcel K South and the Hoedown Yard (“Pier 70 SUD”), and Pier 70 District Design for Development (“D4D”) that include detailed development standards and guidelines for streetscape improvements throughout Pier 70; and
- WHEREAS, On February 21, 2021, the Port Commission approved Resolution No. 21-06 amending and restating the Port’s Harbor Traffic Code to establish certain parking and curb restrictions on Port streets within Pier 70 Project Area; and
- WHEREAS, On January 23, 2024, by Resolution No. 24-03, the Port Commission approved the acceptance of the Port acceptance items, subject to several conditions; and
- WHEREAS, On March 5, 2024, Resolution No. 240203 was introduced at the Board of Supervisors to take various actions necessary for the City’s acceptance of recently constructed streets at Pier 70, including granting revocable authority to the Port of San Francisco to maintain encroachments in the City-accepted public rights-of-way, on March 26, 2024, Resolution No. 240203 was passed unanimously by the Board of Supervisors and it was signed by the Mayor on April 4, 2024; and

- WHEREAS, On March 5, 2024, Ordinance No. 240087 was introduced at the Board of Supervisors accepting irrevocable offers of public infrastructure associated with the Pier 70 Project, 28-acre site Phase 1 among other actions; on April 2, 2024, Ordinance No. 240087 was passed unanimously by the Board of Supervisors, signed by the Mayor on April 4, 2024, and it will be effective on May 5, 2024; and
- WHEREAS, Shifting patterns in the local real estate market caused by the COVID-19 pandemic led to a delay in vertical development at Pier 70, requiring the development of an approach to manage and regulate new streets at Pier 70 after they are opened to the public; and
- WHEREAS, The proposed Port Harbor Traffic Code Amendments to prohibit overnight parking will facilitate better management of Port-owned assets at Pier 70; and
- WHEREAS, The proposed Port Harbor Traffic Code Amendments are consistent with the Pier 70 Mixed Use District Final Environmental Impact Report (“FEIR”) (2014-001272ENV) and do not alter the Project from what was previously analyzed in the FEIR; and
- WHEREAS, The Port, San Francisco Municipal Transportation Agency and the Pier 70 master developer coordinated to propose curb use designations to support efficient access at Pier 70; and
- WHEREAS, Port Harbor Traffic Code amendments are required to reflect traffic restrictions to support a vibrant, accessible neighborhood at Pier 70; and
- WHEREAS, The Port Harbor Traffic Code amendments include amendments to Section 3.1(f) and the creation of a new 3.4(g) (the “Port Harbor Traffic Code Amendments”), all as described in *Attachment 1 – Port Harbor Traffic Code Amendments*; and
- WHEREAS, The proposed Port Harbor Traffic Code Amendments are consistent with the Evolution objective of the Port’s Strategic Plan by ensuring coordination with SFMTA to improve access to the waterfront and transportation service to Port facilities; and
- WHEREAS, The curb and parking changes around Pier 70 as set forth in the proposed Port Harbor Traffic Code Amendments are within the scope of the Pier 70 Final Environmental Impact Report; and now, therefore, be it
- RESOLVED, That Article 3, Sections 3.4(f) and 3.4(g) of the existing Port Harbor Traffic Code are hereby amended as described in Attachment 1, and the Port Harbor Traffic Code is hereby amended.

I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of April 30, 2024.

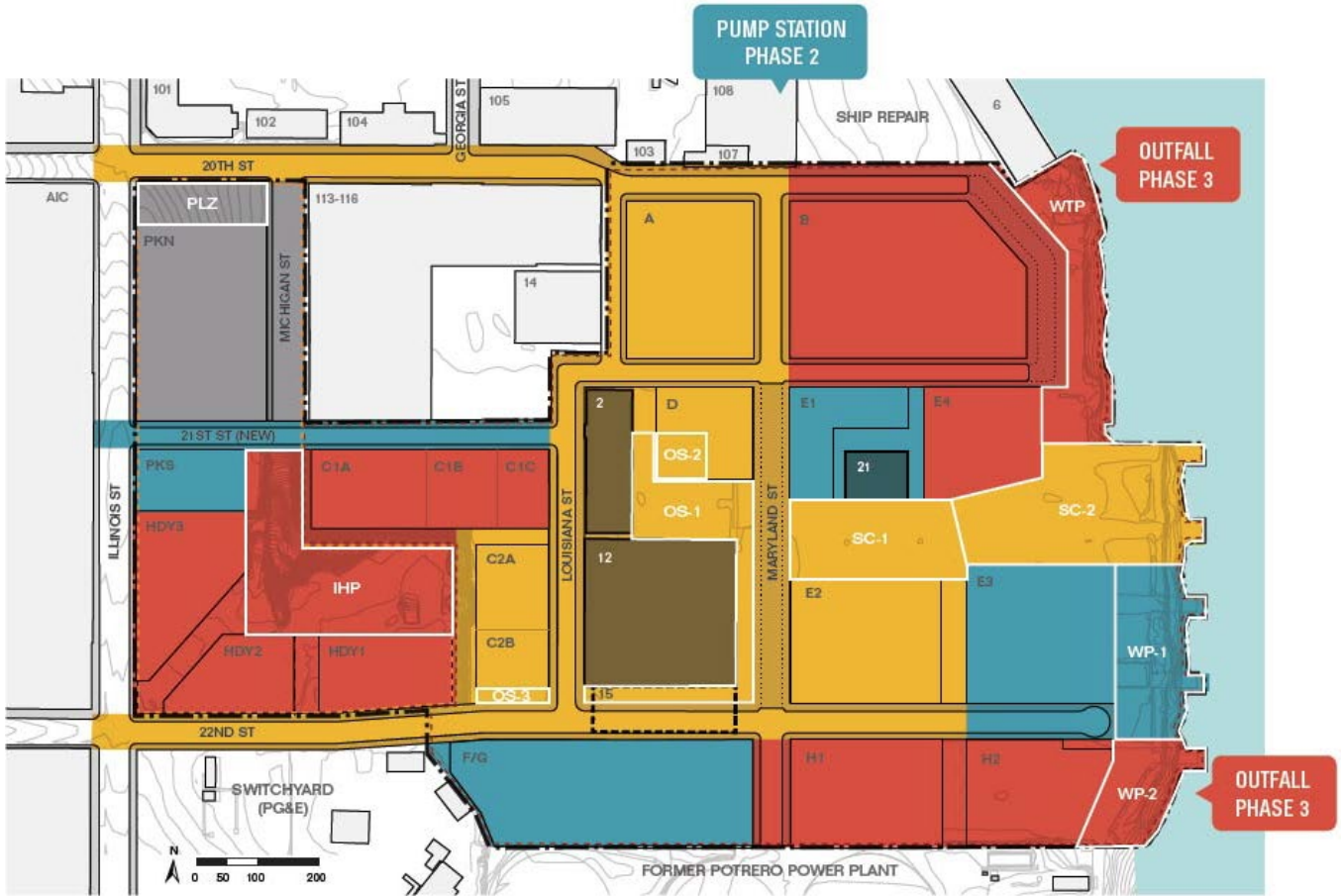
Secretary

EXHIBIT 1 PIER 70 DEDICATED RIGHTS-OF-WAY OWNERSHIP AND PHASING

Note: This legislation only affects Port Phase 1 right-of-way (depicted in yellow in the graphic below):



EXHIBIT 2 PIER 70 PHASING PLAN



PIER 70 SUD PHASING PLAN

SITELAB urban studio 08/30/2017

- | SITE BOUNDARIES | PHASES |
|------------------------|---------------------------------|
| —•—•— Pier 70 SUD | Phase 0.5 |
| - - - 28-Acre Site | Phase 1 |
| - - - Illinois Parcels | Phase 2 |
| | Phase 3 |
| | SC-2 Indicates open space zones |

EXHIBIT 3
PORT HARBOR TRAFFIC CODE AMENDMENTS

New

~~Deleted~~

Article 3. Obedience to Signs and Stopping or Parking.

* * *

3.4 Parking Meter Zone Including Sunday, 7:00 a.m. to 10:00 p.m. Monday through Sunday except as described below:

* * *

Sunday: (f) General Metered Parking, 8 AM-10 PM, Monday through
16th Street to Mariposa Street. (i) Terry Francois Boulevard, west side, starting 500 feet south of
16th Street to Mariposa Street. (ii) Terry Francois Boulevard, east side, starting 500 feet south of

(g) General Metered Parking, 8 AM-10 PM, Monday through
Sunday; Parking Prohibited 12:00 AM-5:00 AM Monday through Sunday:

175 feet easterly (140 feet). (i)~~(iii)~~ 20th Street, north side, starting 35 feet east of Illinois Street to
460 feet easterly (425 feet). (ii)~~(iv)~~ 20th Street, south side, starting 35 feet east of Illinois Street to
146 feet easterly (120 feet). (iii)~~(iii)~~ 20th Street, north side, starting 26 feet east of Georgia Street to
175 feet easterly (140 feet). (iv)~~(vi)~~ 20th Street, south side, starting 35 feet east of Illinois Street to
to 225 feet easterly (25 feet). (v)~~(vii)~~ 20th Street, south side, starting 200 feet east of Michigan Street
to 145 feet easterly (130 feet). (vi)~~(viii)~~ 20th Street, south side, starting 15 feet east of Georgia Street
192 feet easterly (154 feet). (vii)~~(ix)~~ 20th Street, south side, starting 38 feet east of Louisiana Street to
to 263 feet easterly (162 feet). (viii)~~(x)~~ 21st Street, south side, starting 101 feet east of Louisiana Street
to 253 feet easterly (243 feet). (ix)~~(xi)~~ 22nd Street, north side, starting 10 feet east of Louisiana Street

~~(x)~~~~(xii)~~ 22nd Street, north side, starting 43 feet east of Maryland Street to 228 feet easterly (185 feet).
~~(xi)~~~~(xiii)~~ 22nd Street, south side, starting 53 feet east of Illinois Street to 477 feet easterly (424 feet).
~~(xii)~~~~(xiv)~~ 22nd Street, south side, starting 50 feet east of Maryland Street to 240 feet easterly (190 feet).
~~(xiii)~~~~(xv)~~ Louisiana Street, east side, starting 30 feet south of 21st Street to 386 feet easterly (356 feet).
~~(xiv)~~~~(xvi)~~ Maryland Street, west side, starting 38 feet south of 20th Street to 218 feet easterly (180 feet).
~~(xv)~~~~(xvii)~~ Maryland Street, west side, starting 30 feet south of 21st Street to 280 feet easterly (250 feet).
~~(xvi)~~~~(xviii)~~ Maryland Street, east side, starting 45 feet south of 20th Street to 225 feet easterly (180 feet).
~~(xvii)~~~~(xix)~~ Maryland Street, east side, starting 27 feet south of 21st Street to 479 feet easterly (452 feet).

(Amended by Resolution No. 04-13, 02/10/04; Amended by Resolution No. 19-17, 05/14/19; and Amended by Resolution No 21-06, 02/9/21); Amended by Resolution No ~~XX-XX~~, 4/30/2024;

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