



MEMORANDUM

June 7, 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 Harbor Traffic Code to establish on-street loading and other parking controls at Mission Rock.

DIRECTOR'S RECOMMENDATION: Approve Attached Resolution No. 24-26

EXECUTIVE SUMMARY

Under the Burton Act and the Charter of the City and County of San Francisco, the Port Commission has responsibility for governing waterfront properties within the Port's jurisdiction. The Port Commission adopted 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 several Memoranda of Understanding dated 1996 (amended in 2007), 2007, and 2008 (amended in 2010) with the Port – assists in the management of on-street parking and curb management on streets within the Port's jurisdiction.

Throughout the Mission Rock Special Use District (SUD) entitlement and permitting process, the Mission Rock Developer (the Developer, Mission Rock Partners, or MRP)

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worked closely with the Port, SFMTA, other City departments, and the public to develop a comprehensive vision for street operations and circulation at Mission Rock (defined below):

At the [March 12, 2024, Port Commission meeting](#), Port staff gave an informational presentation outlining the Port's and City's respective acceptance processes and summarized the required land use agreements needed for the City and Port to accept Phase 1 infrastructure within the SUD (see item 7A under the "Supporting Documents" tab). Establishing curbside uses was identified as a critical path item before required on-street accessible passenger loading zones could be installed and traffic enforcement could begin. It is also an important milestone for the larger Port and City acceptance process, which is currently underway and is expected to be completed at the end of 2024.

In anticipation of Port and City acceptance, staff requests the Port Commission amend the Harbor Traffic Code to regulate curbside uses for streets within and adjacent to the Mission Rock SUD Phase 1 project area.

In preparing this legislative package, Port staff discovered that the Harbor Traffic Code does not currently include a definition for accessible parking spaces. To correct this, Port staff also request the Port Commission amend the Harbor Traffic Code to establish regulations defining accessible parking spaces for all streets within Port jurisdiction.

STRATEGIC PLAN

The proposed Harbor Traffic Code amendments are consistent with the following Strategic Plan Objectives:

- **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.
- **Productivity** objective by advancing the Mission Rock development.
- **Equity** objective by advancing a culture of acceptance for people with disabilities.

BACKGROUND

The entitled Mission Rock project, upon completion of all phases, anticipates approximately 1,200 units of new, rental housing, 1.4 million square feet of new commercial and office space, the rehabilitation of historic Pier 48, as well as space for small-scale manufacturing, retail, neighborhood services, waterfront parks, and public infrastructure (Mission Rock, Mission Rock Project or Project). The Mission Rock Project is located on approximately 28 acres, including SWL 337 and Pier 48.

Approved in 2018, the Project reflects 14 years of effort, led by the Port Commission, Port and City staff, and Mission Rock Partners, a partnership between the San Francisco Giants and Tishman Speyer.

Phase 1 currently includes the following program elements:

- 537 Apartment units, of which 161 are below market rate
- 550,000 gross square feet of office
- 52,000 gross square feet of retail
- District energy system located in Parcel A which will serve all of Mission Rock
- District-scale non-potable water plant located in Parcel B which will serve all of Mission Rock's indoor and outdoor recycled water needs

Key public benefits include affordable housing, parks and open space, sustainability strategy goals, and achievement of workforce and local hire requirements and goals agreed upon in the Project's Disposition and Development Agreement (DDA) and Development Agreement (DA).

To support this building program, the project is providing a robust street network composed of both fully reconstructed blocks of existing rights-of-way on the east side of 3rd Street, and entirely new streets, Bridgeview Way, Dr. Maya Angelou Way, and Toni Stone Crossing. These streets will be constructed over three phases, the first phase of which is largely complete (see Attachment 1).

The Developer recently completed construction of the streets in the Project's Phase 1 and is currently working through the respective Port Schedule of Performance (SOP) and City Notice of Completion (NOC) processes through which recently constructed horizontal infrastructure is commissioned, inspected, and deemed ready for acceptance by the receiving agencies. The streets are currently open to the public and included in the Developer's Master Lease. After the SOP and NOC have been granted, sequential Port and City legislative processes through which the Port and City will formally accept ownership of Mission Rock horizontal infrastructure will begin and continue through the end of the year.

The legislative establishment of curbside uses by amending the Harbor Traffic Code is a required step before acceptance of Phase 1 and must be completed before the City can legally enforce the curbside uses on newly constructed streets at Mission Rock.

Proposed curbside uses at Mission Rock are consistent with the Mission Rock Transportation Plan that was approved by the Port Commission in January 2018 (see Resolution No. 18-03). Proposed curbside uses include accessible passenger on-street loading zones and because there is no metered parking proposed at Mission Rock, areas where parking is prohibited. There are a total of 12 accessible loading spaces proposed within the phase (see Attachment 2). This curbside use program was foreseen in the Mission Rock Infrastructure Plan in the Project's Development and Disposition Agreement (DDA) that was approved by the Port Commission in January 2018.

In addition, Staff also request the Port Commission amend the Harbor Traffic Code to establish regulations for accessible on-street parking spaces for all streets within Port jurisdiction.

PROPOSED HARBOR TRAFFIC CODE AMENDMENTS

Port staff recommends the Port Commission amend the Harbor Traffic Code to regulate curbside uses for all Mission Rock Phase1 streets, including:

- East side of 3rd Street between the 3rd Street Bridge and Channel Street
- Both sides of Bridgeview Way one block south of Toni Stone Crossing
- Both sides of Channel Street between 3rd Street and Dr. Maya Angelou Way
- Both sides of Dr. Maya Angelou Way between Toni Stone Crossing and Channel Street
- Both sides of Toni Stone Crossing between 3rd Street and Terry A. Francois Blvd

Staff also recommends the Port Commission establish the following on-street parking and loading controls at Mission Rock:

- Seven accessible passenger on-street white curb loading zones on the east side of 3rd Street fronting Parcel A
- Two accessible passenger on-street white curb loading zones on the east side of 3rd Street fronting Parcel B
- One accessible passenger on-street white curb loading zone on the east side of Dr. Maya Angelou Way serving parcel F
- One accessible passenger on-street white curb loading zone space on the south side of Toni Stone Crossing Way fronting parcel F
- One accessible passenger on-street white curb loading zone space on the south side of Toni Stone Crossing Way fronting the future Parcel J

Port staff also recommends that the Port Commission formally establish parking-prohibited zones on any curb frontages within Mission Rock Phase 1 Streets where no accessible passenger on-street loading zone has been established.

Further, Port staff recommends the Port Commission amend the Harbor Traffic Code to establish regulations for accessible on-street parking spaces affecting all streets within Port jurisdiction.

COMMUNITY OUTREACH

The Mission Rock planning process that outlined specific curb use by street and block included public outreach which provided the opportunity for members of the public, community groups and others to comment and help shape all aspects of the site program and design including transportation and circulation. The curbside uses proposed through this legislation conform with the Mission Rock Transportation Plan which was presented as an informational item to the Port Commission on July 11, 2017,

and later included as Exhibit B7 and incorporated into the DDA approved by the Commission on January 30, 2018, via Resolution 18-03.

RECOMMENDATION

Port staff recommends that the Port Commission approve the attached resolution, amending the Harbor Traffic Code as described in this memorandum and further detailed in **Exhibit 1**, applying parking and curb regulations to Mission Rock streets.

NEXT STEPS

With Port Commission approval of the attached resolution to amend the Port Harbor Traffic Code, SFMTA will immediately commence enforcement of parking regulations on 3rd Street which is a City-accepted right-of-way. SFMTA will begin enforcing parking regulations on internal Mission Rock Streets (Toni Stone Crossing, Bridgeview Way, and Dr. Maya Angelou Way) after they are accepted by the Board of Supervisors.

Staff will continue working with the Developer, the Public Works Infrastructure Taskforce, and the City Attorney's office to prepare and refine the Port and City legislative package for Mission Rock Phase 1 acceptance. Staff anticipates returning to the Port Commission for approval of Mission Rock Phase 1 horizontal infrastructure on July 16, 2024, with City acceptance to follow soon after. Staff anticipates the Mission Rock Phase 1 acceptance process to be completed by the end of the calendar year.

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Project Manager

Prepared for: Wendy Proctor
Interim Deputy Director, Engineering

Attachments: Attachment 1: Mission Rock Phase 1 Areas
Attachment 2: Mission Rock Phase 1 Accessible On-Street
Loading Spaces

Exhibits: Exhibit 1: Port Harbor Traffic Code Amendments

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

RESOLUTION NO. 24-26

- 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 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 concerning compliance with signs, stopping, and parking motor vehicles on property within the control and jurisdiction of the Port of San Francisco; and
- WHEREAS, The Americans with Disabilities Act ("ADA") states that no individual with a disability may "be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity." (42 U.S.C. § 12132.); and
- WHEREAS, The U.S. Department of Justice promulgated regulations implementing the ADA ("Title II Regulations"). In general, the Title II Regulations require state and local governments to ensure facilities are "readily accessible to and useable by individuals with disabilities." (28 C.F.R §§ 35.150 & 35.151.); and
- WHEREAS, The Port follows the curb color designations provided in California Vehicle Code section 21458 and, for the avoidance of doubt and to consolidate definitions in the Harbor Traffic Code, proposes to designate the purpose of blue curb spaces; and
- WHEREAS, In January 2018, by Resolution No. 18-03, the Port Commission approved the terms of a Disposition and Development Agreement ("DDA"), including a Transportation Plan as DDA Exhibit B7, between the Port and the Seawall Lot 337 Associates, LLC, a Delaware limited liability company ("Developer"), and related transaction documents that are incorporated into the DDA, for the development of approximately 28-acres located along the Port's Central Waterfront and commonly referred to as "Mission Rock" (the "Project"), comprised of (1) Seawall Lot 337, bounded by Third Street on the west, Mission Rock Street on the south, Pier 48 to the east, and China Basin Park on the north; (2) Pier 48; (3) China Basin Park; (4) the marginal wharf between Pier 48 and Pier 50; and (5) Parcel P20 (collectively, the "Site"); and
- WHEREAS, In February 2018, the Board of Supervisors approved the DDA by Resolution No. 42-18, and approved the Development Agreement for the Project by Resolution No. 33-18; and

WHEREAS, On May 3, 2024, the Developer submitted a request for the City to issue a Notice of Completion to San Francisco Public Works seeking confirmation that the Phase Horizontal Improvements approved under the Phase 1 Streetscape Improvement Permit (permit number 20IE-00486) of the Project which are completed and are ready for acceptance; and

WHEREAS, In July 2024, Public Works is anticipated to issue a Notice of Completion to the Developer signaling that construction of Phase 1 Horizontal Improvements approved under the Street Improvement Permit was substantially complete and the Horizontal Improvements were ready for acceptance; and

WHEREAS, The actions contemplated in this resolution are within the scope of the project for which the Port Commission (Resolution No.18-03) and the Board of Supervisors (Resolution No. 33-18) adopted on January 30, 2018 and March 6, 2018, respectively, affirmed the Planning Commission's certification of the Final Environmental Impact Report for the Seawall Lot 337 and Pier 48 Mixed-Use Project (Planning Commission Motion No. 20018) and made findings in accordance with the California Environmental Quality Act (California Public Resources Code section 21000 et. seq.) and Administrative Code Chapter 31, which resolutions are incorporated herein by reference; and

WHEREAS, Amending the Harbor Traffic Code to regulate the use of areas designated with blue color curbs acknowledges existing law; and

WHEREAS, The Port, San Francisco Municipal Transportation Agency, and the Developer coordinated to propose curb use designations to support efficient access at Mission Rock and the proposed Port Harbor Traffic Code Amendments in Exhibit 1 will facilitate better management of Port-owned assets at Mission Rock; and

WHEREAS, The Harbor Traffic Code amendments delete Section 3.3(b), amend and restate Section 3.4(c), and add Sections 3.6(d) and 3.8(h) as described in *Exhibit 1 –Port Harbor Traffic Code Amendments*, which is attached to this Resolution; and

WHEREAS, The curb and parking changes around Mission Rock as set forth in the proposed Port Harbor Traffic Code Amendments are within the scope of the Mission Rock Final Environmental Impact Report; now, therefore, be it

RESOLVED, That Port Commission hereby amends Article 3 of the Harbor Traffic Code by, deleting Section 3.3(b), amending and restating section 3.4(c), and adding Sections 3.6(d) and 3.8(h), as shown in Exhibit 1 attached to this Resolution; and be it further

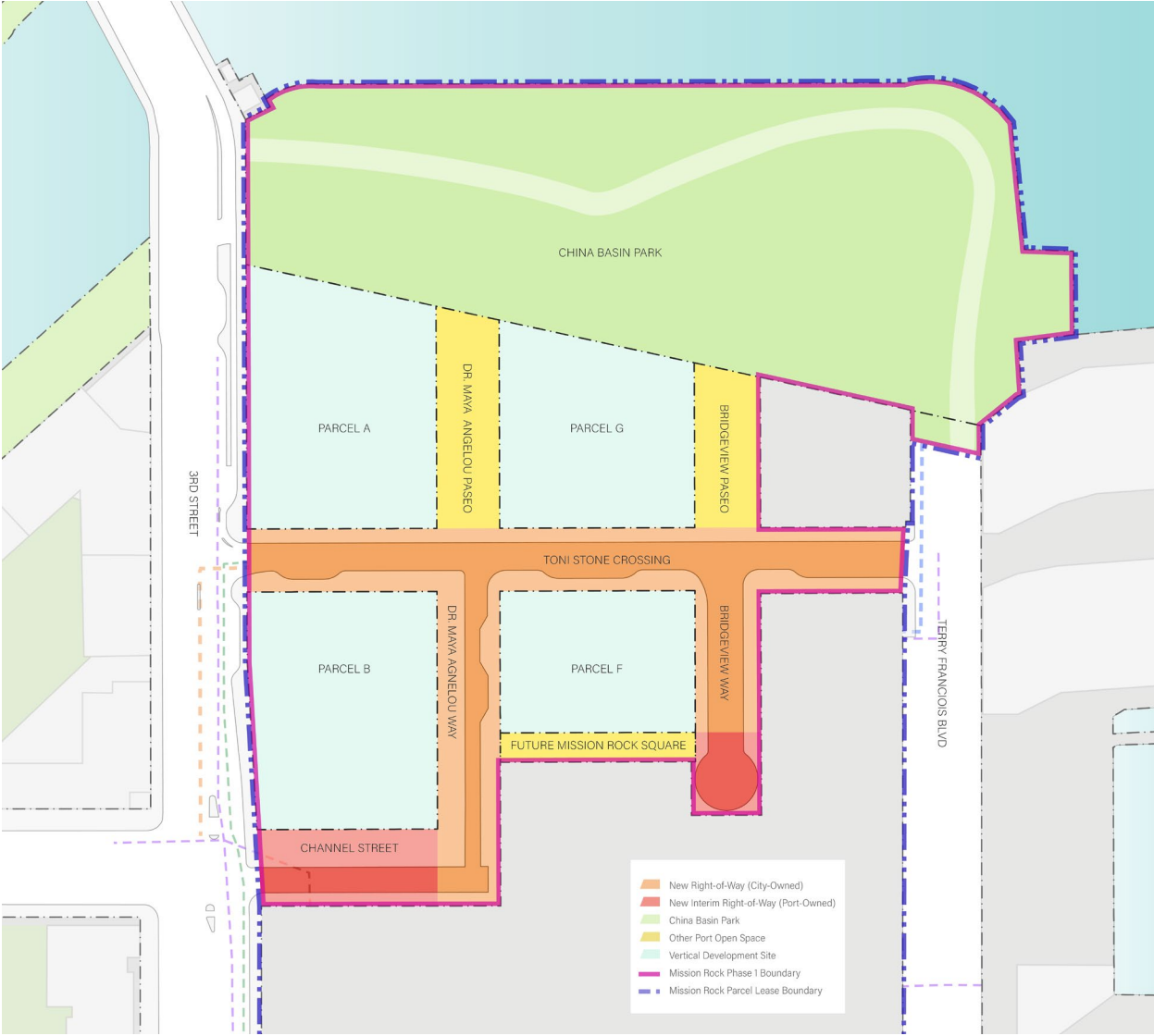
RESOLVED, That the Port Commission authorizes the Executive Director, or the Executive Director's designee, to take further action in accordance with California Vehicle Code section 40203.5 and as may be necessary or proper to give effect to and enforce the provisions of the Harbor Traffic Code concerning compliance with signs, stopping, and parking motor vehicles on property within the control and jurisdiction of the Port of San Francisco, which may include but is not limited to seeking approval from the Board of Supervisors and/or concurrence of the Board of Directors of the San Francisco Municipal Transportation Agency.

I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of June 11, 2024.

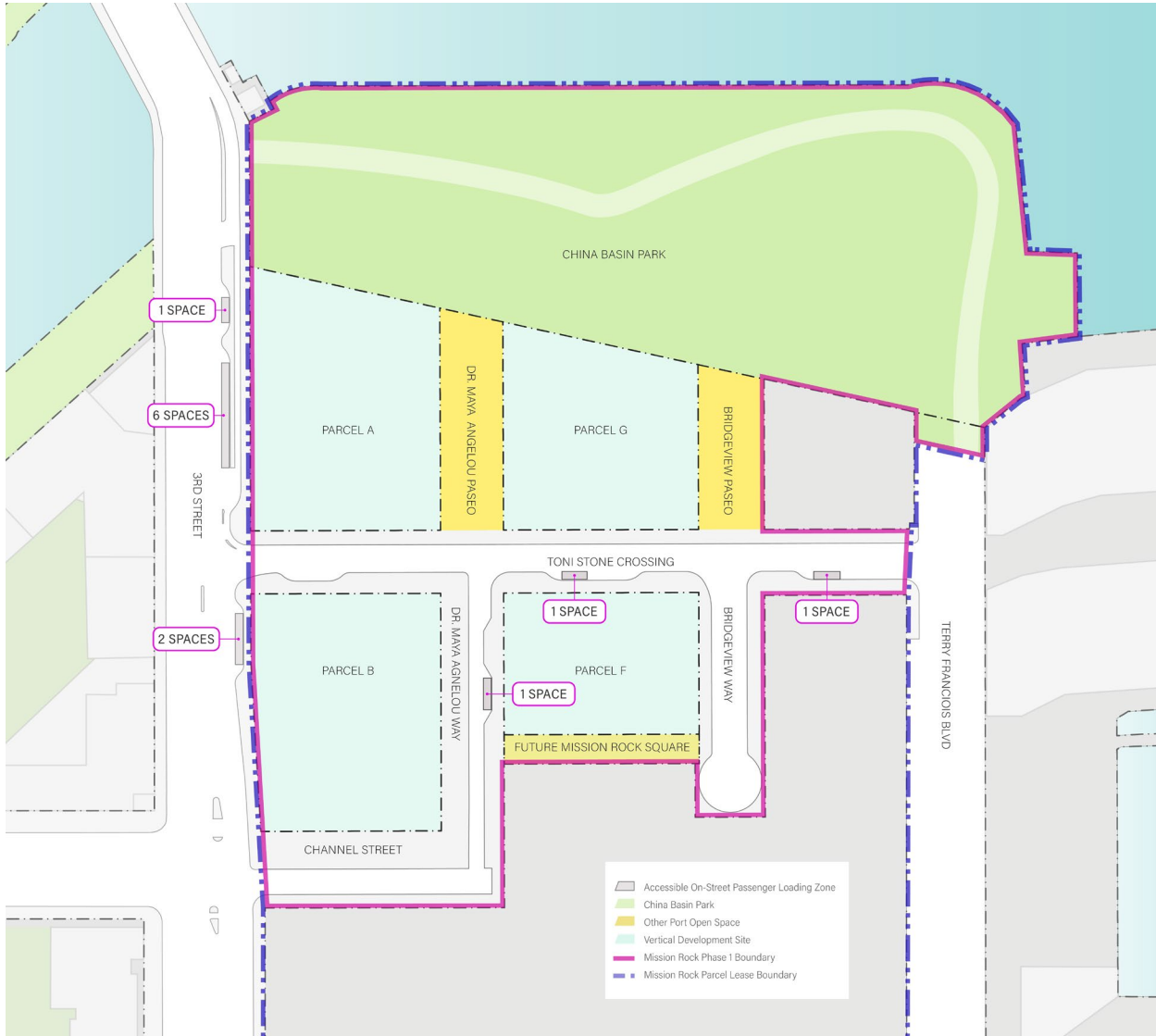
Secretary

ATTACHMENT 1 MISSION ROCK PHASE 1 AREAS

Note: This legislation only affects Port Phase 1 rights-of-way and interim rights-of-way depicted in orange and red.



ATTACHMENT 2 MISSION ROCK PHASE 1 ACCESSIBLE ON-STREET LOADING SPACES



**EXHIBIT 1
PORT HARBOR TRAFFIC CODE AMENDMENTS**

New
~~Deleted~~

Article 3. Obedience to Signs and Stopping or Parking.

* * *

3.3 Parking Limited Areas, Including Sunday, 7:00 a.m., to 7:00 pm. On any day, including Sundays and Holidays, except as provided in Section 3.14, it shall be unlawful for the driver of any vehicle to stop the same or park at metered spaces from 7:00 a.m. to 7:00 p.m. for a longer period of time than herein designated on any of the following areas:

* * *

~~(b) — Two Hours and Special Restrictions During Ballpark Events. Along Terry Francois Boulevard from Third Street and extending to Pier 48, including 8 designated spaces on the Pier 48 wharf adjacent to Barry Bonds Junior Giants Field, it shall be unlawful for the driver of any vehicle to stop or park the same for more than two hours and it shall be unlawful for the driver of any vehicle to stop or park the same between three hours before and three hours after any ballpark events at SBC Ballpark, as designated by appropriate signage maintained by the Port or designated agency along the boulevard.~~

(Amended by Resolution No. 77-18, 12/14/77; Amended by Resolution No. 79-1, 01/10/79; Amended by Resolution No. 04-13, 02/10/04; ~~and~~ Amended by Resolution No. 13-21; and Amended by Resolution 24-26, 06/11/24)

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

* * *

(c) Tow away, passenger loading only:

~~(i) — Warrior Way, south side between 3rd Street and Terry Francois Boulevard.~~

~~(ii) — 16th Street, north side between 3rd Street and Terry Francois Boulevard.~~

	<u>Street Name</u>	<u>Between</u>	<u>Side</u>	<u>Loading Zone Start Point</u>	<u>Length</u>	<u>Extending</u>
(i)	<u>Warriors Way</u>	<u>3rd Street and Terry Francois Boulevard</u>	<u>South</u>			

(ii)	16th Street	3rd Street and Terry Francois Boulevard	North			
(iii)	3rd Street	China Basin Park and Channel Street	East	40 feet north of Toni Stone Crossing	181 feet (7 spaces)	Northerly
(iv)	Dr. Maya Angelou Way	Toni Stone Crossing and Channel Street	East	81 feet south of Toni Stone Crossing	31 feet (1 space)	Southerly
(v)	3rd Street	Toni Stone Crossing and Channel Street	East	25 feet south of Toni Stone Crossing	44 Feet (2 spaces)	Southerly
(vi)	Toni Stone Crossing	Dr. Maya Angelou Way and Bridgeview Way	South	59 feet east of Dr. Maya Angelou Way	22 feet (1 space)	Easterly
(vii)	Toni Stone Crossing	Bridgeview Way and Terry A. Francois Blvd	South	53 feet east of Bridgeview Way	22 feet (1 space)	Easterly

* * *

(Amended by Resolution No. 04-13, 02/10/04; Amended by Resolution No. 19-17, 05/14/19; Amended by Resolution No 21-06, 02/9/21; ~~and~~ Amended by Resolution No 24-22, 04/30/24; [and Amended by Resolution 24-26, 06/11/24](#))

* * *

3.6 *Parking Prohibited.* Except as provided in Section 3.8(g) and Section 3.14, it shall be unlawful for the driver of any vehicle to stop the same or park for a longer period of time than is necessary for the actual loading or unloading and delivering of passengers or freight or packages upon the following areas:

* * *

(d) [All areas within the Mission Rock Development as described in the table, below, but excluding on-street loading zones as provided in Section 3.4 \(c\) and accessible parking spaces.](#)

	Street Name	Block Location	Side
(i)	3rd Street	Between the 3rd Street Bridge and Toni Stone Crossing	East
(ii)	3rd Street	Between Toni Stone Crossing and Channel Street	East
(iii)	Toni Stone Crossing	Between 3rd Street and Dr. Maya Angelou Way	Both

(iv)	Toni Stone Crossing	Between Dr. Maya Angelou Way and Bridgeview Way	Both
(v)	Toni Stone Crossing	Between Bridgeview Way and Terry A. Francois Boulevard	Both
(vi)	Bridgeview Way	Extending one-block south of Toni Stone Crossing	Both

(Amended by Resolution No. 99-41, 06/08/99; ~~and~~ Amended by Resolution No. 13-21; [and Amended by Resolution 24-26, 06/11/24](#))

* * *

3.8 *Parking Regulations Specified.* It shall be unlawful for any operator of a motorized or non-motorized vehicle to disobey any official sign pertaining to parking regulations either established by the Port Commission in accordance with the provisions of this Code, or of the Vehicle Code of the State of California. The regulation of parking shall be determined by the following curb marking legend or in areas that have no curbs by appropriate Port signs:

(a) Red shall indicate no stopping, standing or parking, day or night, whether the vehicle is attended or unattended.

(b) Red and White strip shall indicate no stopping, standing or parking, day or night, whether the vehicle is attended or unattended unless the operator of the vehicle has first obtained a license or permit from the Port to stop, stand, and/or park adjacent to the designated curb; provided, however, that stopping, standing and/or parking at such designated curbs by operators with Port permit shall be done in strict compliance with all applicable terms, conditions and restrictions set forth in said permit.

(c) Except as provided in Section 3.4 and 3.8(g), Yellow shall indicate stopping only for the purpose of loading or unloading freight, between the hours of 7:00 a.m. and 6:00 p.m. every day, and in any such event the stopping shall be limited to a maximum period of 30 minutes;

(d) White shall indicate stopping only for loading or unloading of passengers, day or night, and in any such event the stopping shall be limited to a maximum period of five (5) minutes; provided, however, that in no event shall white zones be used, except for taxicab operators, to originate or solicit business for commercial tour operations or any other commercial operation.

(e) Green shall indicate parking areas for passenger vehicles, which parking shall be limited to a maximum period of time stenciled onto the curb area.

(f) White Parking Lines painted at an angle to the curb shall indicate angle parking and all parking of vehicles in any area so designated shall be at an angle to the curb indicated by such markings and within such designated spaces.

(g) Yellow/Commercial loading zones on Jefferson Street between Powell and Hyde Streets shall indicate (i) stopping only for the purpose of commercial loading or unloading between the hours of 12 a.m. and 11 a.m. every day and in any such event the stopping shall be limited to a maximum period of 30 minutes and passenger loading and unloading is prohibited during such times, and (ii) stopping only for the purpose of passenger loading and unloading between the hours of 12 a.m. and 11 a.m.

(h) [Blue shall indicate parking spaces limited exclusively to vehicles of disabled persons and disabled veterans. For the avoidance of doubt, it is unlawful for any person to park or leave](#)

standing any vehicle in a space designated blue unless the vehicle displays either a distinguishing license plate or placard issued pursuant to Section 22511.5 or 22511.9 of the California Vehicle Code.

(Added by Resolution No. 76-2, 02/25/76; Amended by Resolution No. 93-155, 12/08/93; Amended by Resolution No. 94-104, 07/26/94; ~~and~~ Amended by Resolution 13-21; and Amended by Resolution 24-26, 06/11/24)