

THIS PRINT COVERS CALENDAR ITEM NO.: 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving parking regulations to establish paid on-street parking on all Treasure Island and Yerba Buena Island streets newly constructed or reconfigured as part of the Treasure Island/Yerba Buena Island Redevelopment Project, consistent with commitments made in the Treasure Island Transportation Improvement Program and other approved development documents.

SUMMARY:

- Build-out of the Treasure Island/Yerba Buena Island Redevelopment Project (Project) is underway, with over 1,000 residents in 974 completed new units in the first sub-phase.
- Eleven new streets have been constructed and accepted by the City, and traffic control devices and markings have been installed on those streets per Project development agreements, but parking regulations for these and future streets must be approved by the SFMTA before they can be implemented.
- The proposed on-street paid parking regulations are consistent with formally-adopted Project commitments, including the [Treasure Island Transportation Implementation Program \(TITIP\)](#), meant to address congestion and prioritize environmental sustainability goals by managing transportation demand while enhancing mobility by non-automobile modes, with paid parking identified as a key tool.
- In addition to serving transportation demand goals, paid on-street parking will provide ongoing funding support, after SFMTA operating expenses are recovered, for the Treasure Island Mobility Management Agency (TIMMA) and partner agencies, including SFMTA, to grow non-auto transportation choices for the islands.
- The proposed parking modifications are subject to the California Environmental Quality Act (CEQA) and have been environmentally cleared by the Planning Department on April 21, 2011, Treasure Island/Yerba Buena Island Redevelopment Project (Case No 2007.0903E).

ENCLOSURES:

1. SFMTAB Resolution
2. Map of Treasure Island and Yerba Buena Island streets proposed for paid parking.

APPROVALS:

DIRECTOR



DATE

February 26, 2026

SECRETARY



February 26, 2026

ASSIGNED SFMTAB CALENDAR DATE: March 3, 2026

PURPOSE

Approving parking regulations to establish paid on-street parking on all Treasure Island and Yerba Buena Island streets newly constructed or reconfigured as part of the Treasure Island/Yerba Buena Island Redevelopment Project, consistent with commitments made in the Treasure Island Transportation Improvement Program and other approved development documents.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

SFMTA Strategic Plan Goals:

Goal 5: Deliver reliable and equitable transportation services.

Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. 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.
3. Decisions regarding the use of limited 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.

DESCRIPTION

The Treasure Island/Yerba Buena Island Redevelopment Project (Project) is underway, with over 1,000 residents in 974 completed new units in the first sub-phase. Ultimately the islands will have over 23,000 residents at full Project build-out, including 8,000 new homes (27% of which will be affordable), more than 500,000 square feet of commercial space, and 290 acres of new parks, geotechnical enhancements, new streets and utility infrastructure, and other public and community facility improvements. Eleven new streets have already been constructed and accepted by the City. In 2026, at least 370 new residential units are expected to start construction, and the next stage of new street improvements and infrastructure will begin on the south side of Treasure Island.

History of the Redevelopment Project

Treasure Island was constructed in 1936-1937 on rocky bay shoals just north of Yerba Buena Island for the 1940 Golden Gate International Exposition and served from 1942-1997 as the

U.S. Navy's Treasure Island Naval Station. In 1996 Treasure Island Naval Station and the Presidio of San Francisco Army Post were decommissioned and opened to civilian control. Some of the property was transferred to the Federal Highway Administration, the Labor Department and the U.S. Coast Guard, with the rest open to private development. San Francisco Mayor Gavin Newsom formally initiated transfer of the Treasure Island And Yerba Buena Island lands to San Francisco in 2010 and shortly thereafter the [Treasure Island Development Authority \(TIDA\)](#) was formed to oversee that development.

It was clear that building out a dense new neighborhood on Treasure Island and Yerba Buena Island would face unique challenges, including sustainable, reliable access to isolated islands in the middle of the bay. To engage and address these access and mobility issues, the San Francisco Board of Supervisors, in 2014, adopted [Resolution 110-14](#) pursuant to [Assembly Bill \(AB\) 981](#) designating the San Francisco County Transportation Authority (SFCTA) as the Treasure Island Mobility Management Agency (TIMMA) to implement elements of the [Treasure Island Transportation Implementation Program \(TITIP\)](#). The TITIP was adopted as part of the Treasure Island Development Agreement approved by the Board of Supervisors in June 2011. The SFMTA Board of Directors consented to the Development Agreement, including the TITIP, on May 3, 2011 ([SFMTAB Resolution 11-059](#)).

The TITIP and paid public parking

The TITIP calls for the development of the Treasure Island Mobility Management Program, a comprehensive and integrated program to manage travel demand on Treasure Island as the project is developed, including an integrated congestion reduction program with vehicle tolling, parking pricing, and transit pass components. The TITIP provides the delivery framework for the measures and strategies that comprise the overall program. The SFCTA, acting as TIMMA, is developing the Treasure Island Transportation Program, ensuring at least 50 percent of trips are made by walking, biking, and taking transit.

Parking management furthers the Treasure Island Mobility Management Program's twin goals of achieving financial self-sustainability and at least 50% sustainable mode share (transit, carpool, cycling, walking trips). The TITIP's parking policies are designed to comprehensively manage private automobile use through variable pricing, incentives, new technology, and effective monitoring programs. The TITIP also establishes parking maximums, rather than minimums, limited to one space per dwelling unit, and residential parking is unbundled from the cost of purchasing or renting a home.

The TITIP calls for on-street parking to be priced and managed as follows:

- All on-street parking will be charged, using wireless technologies similar to those used for the SFpark demand-responsive parking pricing program;
- All on-street spaces will be available to visitors with charges assessed on an hourly basis and calculated to encourage short-term use;
- Spaces will be controlled by multi-space meters that accept multiple forms of payment;

and
charges will apply from early morning (7:00 AM) to late evening (10:00 PM).

The Board of Supervisors' Resolution 110-14 specifically authorized TIMMA to oversee the implementation of the TITIP, with the exception of the power to:

- Adopt regulations for on-street parking and for off-street parking within publicly owned facilities on Treasure Island and Yerba Buena Island ("TI/YBI") that are open to the public, including regulations limiting parking, stopping, standing, or loading, and establishing parking privileges and locations, parking meter zones, and other forms of parking regulation.
- Adopt parking fees, fines, and penalties for on-street parking and off-street parking within publicly owned facilities on TI/YBI that are open to the public, and to administer and collect all such on-street and off-street parking fees, fines, and penalties on TI/YBI.

Instead, the SFMTA will provide these core parking services on the islands as it does in the rest of San Francisco, including on-street parking regulation; installation of TIDA-purchased meters, paint, and signage; meter operations and revenue collection; and parking enforcement and citations. As provided by Resolution 110-14, in accordance with AB 981, after SFMTA has recovered all costs, TIMMA will direct net parking fees, fines, and penalties collected on the islands, excluding residential building-specific parking and hotel parking, to fund transit operations and support the Treasure Island Mobility Management Program (coordinating and growing bike sharing, shuttle service, ferries, and other non-auto mobility and access options).

Elements of the paid on-street parking proposal

- Paid parking, no time limit, 9 AM to 10 PM, Monday-Sunday (similar to regulation and operations in Mission Bay, China Basin, and Port of San Francisco streets). This operating schedule would differ slightly from the TITIP for the sake of consistency with existing SFMTA operations while still supportive of the Project's goals for transportation demand management and sustainability.
- Paid parking will be on every public street segment with parkable curb on redeveloped TI/YBI (some new streets will be closed to motor traffic but open to pedestrian and bicycle access).
- Meters will start at the current "floor" rate of \$1/hour (an administrative action for the Director of Transportation, not part of the proposed action presented here).
- Like all paid on-street parking in San Francisco, meter rates will be demand-responsive to maintain the lowest hourly rate that supports a measure of parking availability (targeting 60-80% occupancy on a given block). Meter rate changes occur four times a year; based on occupancy rates for the previous three months on a given block & time band, hourly rates for that block/time band may go up 25¢, go down 25¢, or remain the same. At present, hourly rates for most meters in San Francisco are at equilibrium,

neither rising nor dropping.

- It is estimated that the Project's street network that has been constructed and accepted could support approximately 200 metered spaces; at full build-out, expected in 2035, there will be a total of approximately 850 metered spaces. Installation of paid parking will occur as streets are constructed and accepted.
- Meter payment will be supported with multi-space machines, rather than single-space meters; payment can be made with credit cards, debit cards, mobile phone apps, via telephone, web browser, or coins.
- Standards-compliant accessible parking spaces would be installed per U.S. Access Board (PROWAG) guidance at the same time as meter installation.

SFMTA staff proposes that the SFMTA Board approve the following parking and curb use modifications listed in Item A below (a map showing Treasure Island and Yerba Buena Island streets proposed for metering is attached to this staff report):

- A. ESTABLISH – GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 10 PM, EVERY DAY, Avenue of the Palms, east side, from Pacifica Street to southern terminus; Blossom Lane, both sides, from Macky Lane to Portway Passage; Braghetta Lane, both sides, from Clipper Cove Avenue to Farallon Street; Bruton Street, both sides, from Seven Seas Avenue to Avenue of the Palms; Clipper Cove Avenue, south side, from Treasure Island Road to Seven Seas Avenue; Clipper Cove Avenue, both sides, from Seven Seas Avenue to Phillips Lane; Cravath Street, both sides, from Avenue of the Palms to Seven Seas Avenue; Farallon Street, south side, from Macky Lane to western terminus; Indies Place, both sides, from Peacemakers Street to Seven Seas Avenue; Johnson Street, both sides, from Avenue of the Palms to Seven Seas Avenue; Kelham Street, both sides, from Avenue of the Palms to Passiflora Way; Macky Lane, east side, from Trade Winds Avenue to northern terminus; Maybeck Street, both sides, from Avenue of the Palms to Passiflora Way; Pacifica Street, south side, from Avenue of the Palms to Peacemakers Street; Passiflora Way, both sides, from Maybeck Street to southern terminus; Peacemakers Street, both sides, from Clipper Cove Avenue to Pacifica Street; Phillips Lane, east side, from Trade Winds Avenue to Blossom Lane; Phillips Lane, both sides, from Trade Winds Avenue to Clipper Cove Avenue; Portway Passage, west side, from Trade Winds Avenue to northern terminus; Seven Seas Avenue, both sides, from Clipper Cove Avenue to Trade Winds Avenue; Seven Seas Avenue, west side, from Trade Winds Avenue to Kelham Street; Seven Seas Avenue, both sides, from Kelham Street to Pacifica Street; Sotomayor Street, both sides, from Avenue of the Palms to Peacemakers Street; Trade Winds Avenue, north side, from Portway Passage to Braghetta Lane; Trade Winds Avenue, both sides, from Braghetta Lane to Peacemakers Street; Trade Winds Avenue, south side, from Peacemakers Street to Seven Seas Avenue; Wurster Lane, east side, from Trade Winds Avenue to Blossom Lane; Yerba Buena Road, north side, along the entire length of the road; Zoe Dell Lane, east side,

from Trade Winds Avenue to Blossom Lane.

STAKEHOLDER ENGAGEMENT

Public outreach for the paid on-street parking proposal included three “Transition Talk” open house events held by TIDA, one held in November 2024 and two more in August 2025, at which SFMTA staff discussed Treasure Island parking resources and policies with attendees.

The SFMTA held a public hearing on October 17, 2025, which was noticed and promoted through a variety of channels, from standard tabloid-sized paper notices posted on redeveloped streets on the islands to an SFMTA web page describing the proposal. The SFMTA meter proposal was shared via TIDA’s and One Treasure Island’s (an entity established under TIDA providing support services and programs for Treasure Island residents) mailing lists, digital channels, and in-person outlets.

On October 17, 2025, a Virtual Traffic Engineering Public Hearing was held to consider the proposed changes. A notice indicating the public hearing date, time, location, and proposed modifications was posted in the area affected by these changes at least one week in advance of the hearing date. SFMTA staff received four comments from members of the public prior to or at the Public Hearing. One commenter was supportive of the proposal, while three commenters opposed the proposal. Opposing commenters, identifying themselves as former residents of below market rate (BMR) apartments at the north end of Treasure Island who relocated to the Maceo May residences (a new apartment complex for formerly homeless veterans and their families), objected to insufficient parking supply for residents of that building and the prospect of having to pay to park on the street. Toward accommodating these residents’ parking needs, TIDA has been offering temporary off-street parking in a small lot near Maceo May and is in the process of improving and enlarging that lot, and plans to offer discounted rates for BMR residents. Further, free parking will continue to be available on “legacy” streets until they are removed or redeveloped over the next 10-15 years.

ALTERNATIVES CONSIDERED

Based on the Environmental Impact Report prepared and certified for the Project and the policy framework adopted in the TITIP, under which all public parking in the Project would be paid parking, with payment enforced from 7 AM to 10 PM every day, three alternatives for everyday paid parking were considered:

1. From 8 AM to 6 PM every day
2. From 7 AM until 10 PM every day
3. At all times (24/7)

Variation #1 is similar to meter operations on most San Francisco streets (Mon-Sat 9am-6pm) but was not advanced as it does not achieve the policy and sustainability goals of the Project.

Variation #2 is the declared TITIP policy; following consultation with TIMMA and TIDA, the staff recommendation makes a slight adjustment to begin operations at 9 AM every day, with operations ending at 10 PM, for the sake of consistency with existing SFMTA operations while still supportive of the Project's goals for transportation demand management and sustainability.

Variation #3 is significantly broader in operating hours than the TITIP's declared meter policy, and was also dismissed given it is not in operation on any street in San Francisco.

Staff also considered a No Project alternative (leave street parking unregulated), and the alternative to create a Residential Permit Parking Area, but did not advance those alternatives because they did not address the goals and objectives of the Project as expressed and specified in the TITIP. Those alternatives would encourage driving to/from TI/YBI and would not support the project's robust transportation plan.

FUNDING IMPACT

There is no expected funding impact to SFMTA. As provided by Board of Supervisors Resolution 110-14, SFMTA is to recover all costs and then TIMMA will direct all net revenues collected from on-street parking fees, fines, and penalties to fund transit operations and support the Treasure Island Mobility Management Program.

New metering equipment for Treasure Island and Yerba Buena Island streets has been purchased by TIDA, with installation and maintenance of the meters carried out by SFMTA's Meter Shop and enforcement of on-street parking conducted by SFMTA Enforcement, as with other city streets across San Francisco. A memorandum of understanding with the Project partner agencies, accounting for SFMTA personnel, equipment, material, work space, vehicles, and all other SFMTA costs and resource components, and projecting meter-related revenue and expenses, is in draft and will be finalized in the next several months. Parking enforcement activities will begin after the memorandum of understanding is executed.

ENVIRONMENTAL REVIEW

On April 21, 2011, the San Francisco Planning Commission certified the Final Environmental Impact Report (FEIR) for the Treasure Island/Yerba Buena Island Redevelopment Project (Case No. 2007.0903E) in Motion No. 18325. On that same date, the San Francisco Planning Commission adopted CEQA Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program (MMRP) in Motion No. 18326.

On May 3, 2011, the SFMTA Board of Directors, in Resolution 11-059, adopted the Treasure Island/Yerba Buena Island Redevelopment Project CEQA Findings, including a Statement of

Overriding Considerations and MMRP pursuant to CEQA. On March 6, 2024, the Planning Department published an addendum to the FEIR. The addendum analyzed project revisions regarding the Disposition and Development Agreement, Development Agreement, and Treasure Island/Yerba Buena Island Special Use District and Design for Development.

The project evaluated in the FEIR and addendum for the Treasure Island/Yerba Buena Island Redevelopment Project included paid on-street parking on all streets constructed or reconfigured within the project. The proposed action is within the scope of Project analyzed in the FEIR, including the addendum, because it establishes the paid on-street parking described in the FEIR. No changes have occurred in the project studied in the FEIR, as modified in the addendum, or in the circumstances in which the project will be implemented, and no significant new information has been identified, which would cause new significant impacts or substantially increase the severity of the impacts already identified in the FEIR, so no supplemental or subsequent environmental review is required.

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 <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this report.

The proposed action is the Final SFMTA Decision as defined by Ordinance 127-18. Final SFMTA Decisions can be reviewed by the Board of Supervisors.

RECOMMENDATION

Approve parking regulations to establish paid on-street parking on all Treasure Island and Yerba Buena Island streets newly constructed or reconfigured as part of the Treasure Island/Yerba Buena Island Redevelopment Project, consistent with commitments made in the Treasure Island Transportation Improvement Program and other approved development documents.

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS**

RESOLUTION No. _____

WHEREAS, SFMTA staff propose to establish on-street parking regulations on the rebuilt streets of redeveloped Treasure Island and Yerba Buena Island by installing parking meters, as planned and committed in the Treasure Island Transportation Implementation Program and other adopted planning documents directing the Treasure Island/Yerba Buena Island Redevelopment Project; and,

WHEREAS, The proposed parking regulations were requested by the Treasure Island Development Authority, Treasure Island Mobility Management Agency, and other stakeholders; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on these modifications through the public hearing process; and,

WHEREAS, All net on-street parking fees, fines, and penalties collected on the islands, after SFMTA expenses are recovered, will be returned to TIMMA to fund transit operations and support the Treasure Island Mobility Management Program generally, there is no expected funding impact to SFMTA; and,

WHEREAS, The San Francisco Municipal Transportation Agency proposes parking modifications as follows:

- A. ESTABLISH – GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 10 PM, EVERY DAY, Avenue of the Palms, east side, from Pacifica Street to southern terminus; Blossom Lane, both sides, from Macky Lane to Portway Passage; Braghetta Lane, both sides, from Clipper Cove Avenue to Farallon Street; Bruton Street, both sides, from Seven Seas Avenue to Avenue of the Palms; Clipper Cove Avenue, south side, from Treasure Island Road to Seven Seas Avenue; Clipper Cove Avenue, both sides, from Seven Seas Avenue to Phillips Lane; Cravath Street, both sides, from Avenue of the Palms to Seven Seas Avenue; Farallon Street, south side, from Macky Lane to western terminus; Indies Place, both sides, from Peacemakers Street to Seven Seas Avenue; Johnson Street, both sides, from Avenue of the Palms to Seven Seas Avenue; Kelham Street, both sides, from Avenue of the Palms to Passiflora Way; Macky Lane, east side, from Trade Winds Avenue to northern terminus; Maybeck Street, both sides, from Avenue of the Palms to Passiflora Way; Pacifica Street, south side, from Avenue of the Palms to Peacemakers Street; Passiflora Way, both sides, from Maybeck Street to southern terminus; Peacemakers Street, both sides, from Clipper Cove Avenue to Pacifica Street; Phillips Lane, east side, from Trade Winds Avenue to Blossom Lane; Phillips Lane, both sides, from Trade Winds Avenue to Clipper Cove Avenue; Portway Passage, west side, from Trade Winds Avenue to northern terminus; Seven Seas Avenue,

both sides, from Clipper Cove Avenue to Trade Winds Avenue; Seven Seas Avenue, west side, from Trade Winds Avenue to Kelham Street; Seven Seas Avenue, both sides, from Kelham Street to Pacifica Street; Sotomayor Street, both sides, from Avenue of the Palms to Peacemakers Street; Trade Winds Avenue, north side, from Portway Passage to Braghetta Lane; Trade Winds Avenue, both sides, from Braghetta Lane to Peacemakers Street; Trade Winds Avenue, south side, from Peacemakers Street to Seven Seas Avenue; Wurster Lane, east side, from Trade Winds Avenue to Blossom Lane; Yerba Buena Road, north side, along the entire length of the road; Zoe Dell Lane, east side, from Trade Winds Avenue to Blossom Lane; and,

WHEREAS, On April 21, 2011, the San Francisco Planning Commission certified the Final Environmental Impact Report (FEIR) for the Treasure Island/Yerba Buena Island Redevelopment Project (Case No. 2007.0903E) in Motion No. 18325; and,

WHEREAS, On April 21, 2011 the San Francisco Planning Commission also adopted CEQA Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program (MMRP) in Motion No. 18326; and,

WHEREAS, On May 3, 2011, the SFMTA Board of Directors, in Resolution 11-059, adopted the Treasure Island/Yerba Buena Island Redevelopment Project CEQA Findings, including a Statement of Overriding Considerations and a MMRP pursuant to CEQA; and,

WHEREAS, On March 6, 2024, the Planning Department published an addendum to the FEIR. The addendum analyzed project revisions regarding the Disposition and Development Agreement, Development Agreement, and Treasure Island/Yerba Buena Island Special Use District and Design for Development; and,

WHEREAS, The project evaluated in the FEIR and addendum for the Treasure Island/Yerba Buena Island Redevelopment Project included the paid on-street parking on all streets constructed or reconfigured within the project; and,

WHEREAS, The proposed action is within the scope of Project analyzed in the FEIR, as modified by the addendum, because it establishes the paid on-street parking described in the FEIR; and,

WHEREAS, No changes have occurred in the project studied in the FEIR and addendum or in the circumstances in which the project will be implemented, and no significant new information has been identified, which would cause new significant impacts or substantially increase the severity of the impacts already identified in the FEIR, so no supplemental or subsequent environmental review is required; 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 <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is

incorporated herein by reference; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the parking modifications on Treasure Island and Yerba Buena Island as set forth in Item A.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 3, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

