

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Amend Transportation Code, Division II, Sections 401, 410, and 412 to authorize the Director of Transportation to determine parking meter rates, times and days for enforcement, maximum time period permitted to park, and parking meter technology to be used in *SFpark* Parking Meter Zone Number Five, continue *SFpark* Parking Meter Zone Number Five meter and special event rates at their current geographic locations, and identify the criteria for setting motorcycle, vehicle, and Special Event Parking meter rates for *SFpark* Parking Meter Zone Number Five; add the North Beach, Polk-Bush, SF General Hospital, and Vallejo Street parking garages, and SF General Hospital and 7th & Harrison parking lots to the *SFpark* program, and authorize the Director of Transportation to make rate adjustments at these garages and lots based on the *SFpark* program's demand-responsive pricing effective July 1, 2014.

**SUMMARY:**

- The *SFpark* pilot project was launched in April 2011 to test demand-responsive parking pricing, longer parking time limits, broadcasting real-time parking data, and to utilize new parking meter and parking sensor technologies.
- The *SFpark* pilot project includes about 7,000 parking spaces, or about 25 percent of total metered spaces in the city; 15 of the 19 SFMTA-managed parking garages; and one of the 19 SFMTA-managed parking lots.
- The *SFpark* pilot project expires on June 30, 2014.
- Preliminary results from the *SFpark* pilot project indicate that the tools utilized by the program achieved many of the project's parking management goals.
- Continuation of the *SFpark* parking program is required to avoid reverting all parking rates and time limits in *SFpark* areas to their pre-*SFpark* levels.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Transportation Code Division II

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_ 5/14/14

SECRETARY \_\_\_\_\_ 5/14/14

**ASSIGNED SFMTAB CALENDAR DATE:** May 20, 2014

**PURPOSE**

Amend Transportation Code, Division II, Sections 401, 410, and 412 to authorize the Director of Transportation to determine parking meter rates, times and days for enforcement, maximum time period permitted to park, and parking meter technology to be used in *SFpark* Parking Meter Zone Number Five, continue *SFpark* Parking Meter Zone Number Five meter and special event rates at their current geographic locations, and identify the criteria for setting motorcycle, vehicle, and Special Event Parking meter rates for *SFpark* Parking Meter Zone Number Five; add the North Beach, Polk-Bush, SF General Hospital, and Vallejo Street parking garages, and SF General Hospital and 7th & Harrison parking lots to the *SFpark* program, and authorize the Director of Transportation to make rate adjustments at these garages and lots based on the *SFpark* program's demand-responsive pricing effective July 1, 2014.

**GOAL**

Continuing the *SFpark* program will further the following goals of the Strategic Plan:

- Goal 1: Create a safer transportation experience for everyone  
Objective 1.3: Improve the safety of the transportation system.
  
- Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel  
Objective 2.1: Improve customer service and communications.  
Objective 2.2: Improve transit performance.  
Objective 2.4: Improve parking utilization and manage parking demand.
  
- Goal 3: Improve the environment and quality of life in San Francisco  
Objective 3.1: Reduce the Agency's and the transportation system's resource consumption, emissions, waste and noise.  
Objective 3.2: Increase the transportation system's positive impact to the economy.  
Objective 3.3: Allocate capital resources effectively.  
Objective 3.4: Deliver services efficiently.

**DESCRIPTION**

On November 18, 2008, the SFMTA Board approved Resolution No. 08-192, which established the *SFpark* pilot project.

The *SFpark* pilot project was launched in April 2011 to test demand-responsive parking pricing, longer parking time limits, broadcasting real-time parking data, and to utilize new parking meter and parking sensor technologies.

The *SFpark* pilot project includes about 7,000 parking spaces, or about 25 percent of total metered spaces in the city; 15 of the 19 SFMTA-managed parking garages; and one of the 19 SFMTA-managed parking lots. The *SFpark* pilot project concludes on June 30, 2014.

Preliminary results from the *SFpark* pilot project evaluation indicate that the tools utilized by the program, which include demand-responsive pricing and providing parking price and availability information to the public through the SFMTA’s website and smart phone app, achieved many of the project’s parking management goals such as making more parking available, reducing circling for on-street parking, making on-street and off-street parking easier to locate, making on-street parking easier to pay for, and reducing peak-time entries and exits to parking garages while increasing overall use of garages. A final evaluation on the pilot program and detailed report will be made available in June, 2014. The results of that evaluation will be used to inform future decisions about the *SFpark* program and SFMTA parking management generally.

Continuation of the *SFpark* program will enable the continuation of all of the benefits enumerated above. Additionally, continuation will avoid reverting on-street parking meter and off-street garage rates and time limits in *SFpark* areas to their pre-*SFpark* levels. Adding several garages and lots to the *SFpark* program will allow the SFMTA to expand the benefits of the program, including improved utilization of garages, reduced peak-time entries and exits, and sustained revenue growth, to those additional locations.

Based upon the success of the *SFpark* pilot project, staff requests that the SFMTA Board approve continuing *SFpark* Parking Meter Zone Number Five meter and special event rates at their current geographic locations, add the North Beach, Polk-Bush, SF General Hospital, and Vallejo Street parking garages, and SF General Hospital and 7th & Harrison parking lots to the *SFpark* program, and authorize the Director of Transportation to make rate adjustments at these garages and lots based on the *SFpark* program’s demand-responsive pricing effective July 1, 2014.

Below are the pricing and on- and off-street parking management policies for the *SFpark* program. A description of the on-street *SFpark* areas is listed in Transportation Code, Division II, Section 412, and a list of the parking garages and lots to be added to the program is provided below:

**Parking garages and lots to be added to the *SFpark* program**

<b>Facility Name</b>	<b>Address</b>	<b>Location</b>
<b>Garages</b>		
North Beach Garage	735 Vallejo Street	Vallejo between Stockton & Powell
Polk-Bush Garage	1399 Bush Street	Bush between Polk & Larkin
SF General Hospital Garage	2501 23rd Street	24th St between San Bruno & Utah
Vallejo Street Garage	766 Vallejo Street	Vallejo between Stockton & Powell
<b>Lots</b>		
SF General Hospital Lot	993 Potrero Avenue	Potrero between 21st St & 22nd St
7th & Harrison Lot	415 7th Street	7th between Harrison & Bryant

Detailed guidelines for rate-setting are set out in the *SFpark* on-street, off-street and motorcycle parking pricing policies located at [SFpark.org/rates](http://SFpark.org/rates).

*Rate Structure*

- The rate structure for all parking meters, parking garages, and parking lots in the SFpark program can be either flat (same price per hour all day), or based on time of day (variable price by time of day). Sections 410 and 412 of the Transportation Code are being amended to identify the SFMTA's criteria for setting motorcycle, vehicle, and Special Event Parking on-street parking meter rates for SFpark Parking Meter Zone Number Five to comply with a recent change to state law.

*On-Street Parking Meters and Metered Lots*

- The rates for on-street meters and off-street metered lots vary between \$0.25 and \$6 per hour and are adjusted based on demand.

*Public Parking Garages*

- The hourly rates for SFpark parking garages will be between \$1 and \$10 per hour.
- The daily maximum rates for these parking garages will be set as a multiplier of no more than 14 times the average daytime hourly rate.
- Monthly rates for these parking garages will be set as a multiplier of no more than 14 times the daily maximum rate.

*Special Event Areas*

- Special events are large, well-publicized events that are expected to generate a significantly higher level of parking demand, including baseball games, concerts, conventions, major parades and street festivals, entertainment/cultural shows, exhibitions, and other similar events.
- For all on-street parking in the SFpark Special Event Areas (which include the South Embarcadero, Fillmore and Civic Center SFpark Areas), rates may be set between \$0.25 per hour and \$18 per hour during special events. Special event pricing for off-street parking will follow existing rules for setting those prices.
- For a special event, on-street parking prices may vary within the ranges specified above up to four hours before the special event. After the special event, prices will return to the normal rates set for the area.

*Discount Parking Garage Rates*

- For all SFMTA-managed parking garages, drivers who pay an hourly rate (but not drivers who pay an "early bird," monthly, or other fixed time period or special rate) for at least three hours may receive a discount of between \$0.50 and \$2.50 for entering garages during off-peak times and/or a discount of between \$0.50 and \$2.50 for exiting garages during off-peak times. Off-peak times are determined by traffic congestion and parking availability data, and are adjusted no more than every four to six weeks.
- The time requirements for entering and exiting a parking garage to receive "early bird" parking rates will vary from garage to garage, but entry must be between 5 a.m. and 10 a.m.

*Website Information; Customer Outreach*

- Parking rate changes for parking meters, garages, and lots are posted on the SFpark website (SFpark.org/rates) and SFMTA main website (www.sfmta.com/getting-around/parking/pricing-info) no less than seven calendar days before the price change. Monthly parking rates will be posted on the SFMTA website and at the specific garage effective at least 30 calendar days before the rate change.

Under the *SFpark* program, parking prices are adjusted gradually and periodically based on parking availability and congestion targets. For on-street metered parking, prices are adjusted up or down in increments of up to \$0.50 per hour no less than every 30 calendar days for a specified geographic area no less than the block level. For on-street metered motorcycle parking and off-street parking garages and lots, prices are adjusted up or down in increments of up to \$0.50 per hour no more than every four to six weeks.

*SFpark* utilizes gradual and periodic pricing adjustments to give the public the opportunity to adjust their travel patterns and mode choices as necessary. The alternative of more dynamic or frequent price changes would likely frustrate drivers and would have less of an influence on mode choices.

Time limits for metered parking in *SFpark* areas are longer than at non-*SFpark* meters, and may be increased further where parking demand patterns justify such a change. This strategy allows parking pricing rather than time limits to promote turnover and achieve parking availability targets.

Finally, the SFMTA Board of Directors is requested to amend Section 401 of the Transportation Code to delegate authority to the Director of Transportation to determine parking meter rates, times and days for enforcement, maximum time period permitted to park, and parking meter technology to be used *SFpark* Parking Meter Zone Number Five similar to his authority in other designated parking meter areas.

## **ALTERNATIVES CONSIDERED**

The alternative is to allow the *SFpark* program to expire, which would require reverting all on-street parking meter rates, parking meter time limits, and off-street parking rates in *SFpark* areas to their pre-*SFpark* levels. This alternative is not recommended because it would (1) discontinue rates and time limits in *SFpark* areas that have significantly improved parking availability; (2) be confusing to the public; and (3) require extensive work and resources to change programming, signage, decals, and data feeds that communicate and support *SFpark* rates and policies.

## **FUNDING IMPACT**

Because the *SFpark* program has been in operation for nearly three years, it has become an integral part of the SFMTA's day-to-day parking policy and operations in the *SFpark* areas. The costs of continuing the *SFpark* program are not expected to exceed the costs that would be incurred in running and maintaining the meters, garages and lots in the absence of the *SFpark* program.

## **PUBLISHED NOTICE AND PUBLIC HEARING**

Charter Section 16.112 requires published notice and hearing before the SFMTA may institute or change any schedule of rates or charges which affect the public. The Board's Rules of Order require that the advertisement run for at least five days and not less than fifteen days prior to the public hearing. In compliance with both Charter Section 16.112 and the SFMTA Board's Rules of Order, advertisements were placed in the City's official newspaper to provide notice that the

Board of Directors will hold a public hearing on May 20, 2014, to consider the above modifications. In compliance with these requirements, the advertisement ran in the San Francisco Chronicle for five consecutive days beginning on May 1, 2014.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

Modifications to fees, fares, rates and charges are subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for the establishment, modification, structuring, restructuring or approval of rates, tolls and other charges pursuant to California Public Resources Code section 21080(b)(8) and CEQA implementing guidelines, Title 14 of the California Code of Regulations section 15273, if these rates, tolls and other charges will be used to meet operating expenses, including employee wage rates and fringe benefits, or purchase or lease supplies, equipment, or materials. The Planning Department determined that continuing *SFpark* Parking Meter Zone Number Five meter and special event rates at their current geographic locations, and authorizing the Director of Transportation to make rate adjustments at the North Beach, Polk-Bush, SF General Hospital, and Vallejo Street parking garages, and SF General Hospital and 7th & Harrison parking lots based on the *SFpark* program's demand-responsive pricing effective July 1, 2014 are statutorily exempt from environmental review pursuant to California Public Resources Code section 21080(b)(8) and CEQA implementing guidelines. A copy of the Planning Department's determination is on file with the Secretary to the SFMTA Board of Directors. The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

The City Attorney's Office has reviewed this item.

**RECOMMENDATION**

The SFMTA recommends that the SFMTA Board of Directors amend Transportation Code, Division II, Sections 401, 410, and 412 to authorize the Director of Transportation to determine parking meter rates, times and days for enforcement, maximum time period permitted to park, and parking meter technology to be used in *SFpark* Parking Meter Zone Number Five, continue *SFpark* Parking Meter Zone Number Five meter and special event rates at their current geographic locations, and identify the criteria for setting motorcycle, vehicle, and Special Event Parking meter rates for *SFpark* Parking Meter Zone Number Five; add the North Beach, Polk-Bush, SF General Hospital, and Vallejo Street parking garages, and SF General Hospital and 7th & Harrison parking lots to the *SFpark* program, and authorize the Director of Transportation to make rate adjustments at these garages and lots based on the *SFpark* program's demand-responsive pricing effective July 1, 2014.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

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

WHEREAS, On November 18, 2008, the SFMTA Board approved Resolution No. 08-192, which established the *SFpark* pilot project; and

WHEREAS, The *SFpark* pilot project was launched in April 2011 to test demand-responsive parking pricing, longer parking time limits, broadcasting real-time parking data, and to utilize new parking meter and parking sensor technologies; and

WHEREAS, The *SFpark* pilot project includes about 7,000 parking spaces, or about 25 percent of total metered spaces in the city; 15 of the 19 SFMTA-managed parking garages; and one of the 19 SFMTA-managed parking lots; and

WHEREAS, The *SFpark* pilot project concludes on June 30, 2014; and

WHEREAS, Preliminary results from the *SFpark* pilot project evaluation indicate that the tools utilized by the program, which include demand-responsive pricing and providing parking price and availability information to the public through the SFMTA's website and smart phone app, achieved many of the project's parking management goals such as making more parking available, reducing circling for on-street parking, making on-street and off-street parking easier to locate, making on-street parking easier to pay for, and reducing peak-time entries and exits to parking garages while increasing overall use of garages; and

WHEREAS, Continuation of the *SFpark* program will enable the continuation of all of the benefits enumerated above; and

WHEREAS, Continuation of the *SFpark* program will avoid reverting all on-street parking meter and off-street garage rates and time limits in *SFpark* areas to their pre-*SFpark* levels; and

WHEREAS, Adding several garages and lots to the *SFpark* program will allow the SFMTA to expand the benefits of the program, including improved utilization of garages, reduced peak-time entries and exits, and sustained revenue growth, to those additional locations; and

WHEREAS, SFMTA staff proposes to continue *SFpark* Parking Meter Zone Number Five meter and special event rates at their current geographic locations; and

WHEREAS, State law recently changed to require that local authorities identify the criteria for setting variable parking meter rates; and

WHEREAS, SFMTA staff proposes to include the North Beach, Polk-Bush, SF General Hospital, and Vallejo Street parking garages, and SF General Hospital and 7th & Harrison parking lots in the *SFpark* program; and

WHEREAS, SFMTA staff proposes to delegate authority to the Director of Transportation to make rate adjustments at North Beach, Polk-Bush, SF General Hospital, and Vallejo Street parking garages, and SF General Hospital and 7th & Harrison parking lots based on the *SFpark* program's demand-responsive pricing effective July 1, 2014; and

WHEREAS, SFMTA staff proposes to delegate authority to the Director of Transportation to determine parking meter rates, times and days for enforcement, maximum time period permitted to park, and parking meter technology to be used in *SFpark* Parking Meter Zone Number Five; and

WHEREAS, Pursuant Charter Section 16.112 and the SFMTA Board's Rules of Order, advertisements were placed in the City's official newspaper, the San Francisco Chronicle, to provide published notice of the May 20 public hearing which ran starting on May 1, 2014, for five consecutive days; and

WHEREAS, The Planning Department has determined that the continuation of *SFpark* Parking Meter Zone Number Five meter and special event rates at their current geographic locations, and authorizing the Director of Transportation to make rate adjustments at the North Beach, Polk-Bush, SF General Hospital, and Vallejo Street parking garages, and SF General Hospital and 7th & Harrison parking lots based on the *SFpark* program's demand-responsive pricing effective July 1, 2014 are statutorily exempt from environmental review pursuant to California Public Resources Code section 21080(b)(8) and CEQA implementing guidelines; and

WHEREAS, Said CEQA determination is on file with the Secretary to the SFMTA and is incorporated herein by this reference. The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors amends Transportation Code, Division II, Section 412 to continue *SFpark* Parking Meter Zone Number Five meter and special event rates at their current geographic locations; and, be it further

RESOLVED, That the SFMTA Board of Directors amends Transportation Code, Division II, Sections 410 and 412 to identify the criteria for setting motorcycle, vehicle, and Special Event Parking meter rates for *SFpark* Parking Meter Zone Number Five; and, be it further

RESOLVED, That the SFMTA Board of Directors adds the North Beach, Polk-Bush, SF General Hospital, and Vallejo Street parking garages, and SF General Hospital and 7th & Harrison parking lots to the *SFpark* program and authorizes the Director of Transportation to make rate adjustments at these garages and lots based on the *SFpark* program's demand-responsive pricing effective July 1, 2014; and, be it further

RESOLVED, That the SFMTA Board of Directors amends Transportation Code, Division II, Section 401 to authorize the Director of Transportation to determine parking meter rates, times and days for enforcement, maximum time period permitted to park, and parking meter technology to be used in *SFpark* Parking Meter Zone Number Five.

I certify that the foregoing Resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 20, 2014.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – Division II of the San Francisco Transportation Code – SF*park* Program.]

**Resolution amending Division II of the Transportation Code to authorize the Director of Transportation to determine parking meter rates, times and days for enforcement, maximum time period permitted to Park, and the parking meter technology to be used; and permanently continue meter and special event rates at the current geographical locations and identify the criteria for setting motorcycle, vehicle, and Special Event Parking meter rates for Parking Meter Zone Five (SF*park* Program Areas).**

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 400 of Division II of the Transportation Code is hereby amended by revising Sections 401, 410, and 412, to read as follows:

**SEC. 401. PARKING METER RATES, OPERATION TIMES, AND TIME LIMITS.**

Within the range of charges authorized for each Parking Meter Zone in Sections 406-410, and Section 412 of this Article, and consistent with applicable law and the policies established by the SFMTA Board of Directors, the Director of Transportation is authorized to determine:

- (a) The rate to be charged at any particular meter at any particular time;
- (b) The times and days during which deposit of valid payment at a Parking Meter is required;
- (c) The maximum time period permitted for Parking at any Parking Meter; and
- (d) The Parking Meter technology to be used by the SFMTA.

## **SEC. 410. PARKING METER RATES – MOTORCYCLES.**

The hourly rate for motorcycle Parking Meters for Parking Meter Zone Numbers One through ~~Four~~Five shall be between one-fifth the minimum and maximum parking meter rates applicable to automobiles for that particular Parking Meter Zone. The rates for Parking Meter Zone Number Five shall be set based on motorcycle occupancy on any block or set of blocks during the hours of parking meter operation according to the following criteria: (1) if occupancy is eighty percent or above, rates will be increased by \$0.10 per hour; (2) if occupancy is sixty percent or above but below eighty percent, rates will not be changed; (3) if occupancy is above thirty percent but below sixty percent, rates will be lowered by \$0.10 per hour; or (4) if occupancy is below thirty percent, rates will be decreased by \$0.20 per hour. Rates shall be adjusted not more than every twenty-eight days.~~The hourly rate for Parking Meter Zone Five shall expire on June 30, 2014.~~

## **SEC. 412. PARKING METER ZONE NUMBER FIVE.**

(a) Notwithstanding the areas listed for Parking Meter Zones One through Four, Parking Meter Zone Five (the "SFpark Pilot Program Areas") shall include that portion of the City and County of San Francisco not under the jurisdiction of the Port of San Francisco and in the following areas:

(1) **Downtown SFpark Pilot Program Area** shall commence at a point where the northerly line of Folsom Street intersects the easterly line of The Embarcadero, thence south-westerly along the northerly line of Folsom Street to the westerly line of Fifth Street, thence north-westerly along the westerly line of Fifth Street to the northerly line of Market Street, thence easterly along the northerly line of Market Street to the westerly line of Powell Street, thence northerly along the westerly line of Powell Street to northerly line of Bush Street, thence easterly along the northerly line of Bush Street to the westerly line of Grant Avenue, thence northerly along the westerly line of Grant Avenue to the northerly line of Washington Street, thence easterly along the northerly line of Washington Street to the

westerly line of Kearny Street, thence northerly along the westerly line of Kearny Street to the northerly line of Jackson Avenue, thence easterly along the northerly line of Jackson Avenue to the easterly line of The Embarcadero, thence south-easterly along the easterly line of The Embarcadero to the point of commencement.

(2) **Civic Center SFpark Pilot Parking Pilot Area** shall commence at a point where the southerly line of Market Street intersects the easterly line of Hyde Street, thence south-easterly along the southerly line of Market Street to the easterly line of Gough Street, thence northerly along the easterly line of Gough Street to the southerly line of Page Street, thence westerly along the southerly line of Page Street to the westerly line of Laguna Street, thence northerly along the westerly line of Laguna Street to the northerly line of Fulton, thence easterly along the northerly line of Fulton to the westerly line of Gough street, thence northerly along the westerly line of Gough Street to the northerly line of Eddy Street, then easterly along the northerly line of Eddy Street to the easterly line of Hyde Street, thence southerly along the easterly line of Hyde Street to the point of commencement.

(3) **Fisherman's Wharf SFpark Pilot Parking Pilot Area** shall commence at a point where the southerly line of Bay Street intersects the easterly line of Kearny Street, thence westerly along the southerly line of Bay Street to the easterly line of Taylor street, thence southerly along the easterly line of Taylor street to the southerly line of Columbus Avenue, thence north-westerly along the southerly line of Columbus Avenue to the southerly line of North Point Street, thence westerly along the southerly line of North Point Street to the westerly line of Polk Street, thence northerly along the westerly line of Polk Street to the northerly line of Beach Street, thence easterly along the northerly line of Beach Street to the westerly line of Hyde Street, thence northerly along the westerly line of Hyde Street to the southerly line of Jefferson Street, thence easterly along the southerly line of Jefferson Street to the easterly line of Powell Street, thence southerly along the easterly line of Powell Street

to the northerly line of Beach Street, thence easterly along the northerly line of Beach Street to the westerly line of Grant Avenue, thence southerly along the westerly line of Grant Avenue to the southerly line of North Point Street, thence easterly along the southerly line of North Point Street to the easterly line of Kearny Street, thence southerly along the easterly line of Kearny Street to the point of commencement.

(4) **Marina SF ~~park Pilot~~ Parking ~~Pilot~~ Area** shall commence at a point where the southerly line of Filbert Street intersects the easterly line of Webster Street, thence westerly along the southerly line of Filbert Street to the westerly line of Steiner Street, thence northerly along the westerly line of Steiner Street to the southerly line of Lombard Street, thence easterly along the southerly line of Lombard Street to the westerly line of Broderick Street, thence northerly along the westerly line of Broderick Street to the northerly line of Francisco Street, thence easterly along the northerly line of Francisco Street to where Francisco Street meets Alhambra Street, thence easterly along the northerly line of Alhambra Street to easterly line of Pierce Street, thence southerly along the easterly line of Pierce Street to the northerly line of Toledo Way, thence easterly along the northerly line of Toledo Way to the easterly line of Mallorca Way, thence southerly along the easterly line of Mallorca Way to the northerly line of Chestnut Street, thence easterly along the northerly line of Chestnut Street to the easterly line of Fillmore Street, thence southerly along the easterly line of Fillmore Street to the northerly line of Lombard Street, thence easterly along the northerly line of Lombard Street to the easterly line of Webster Street, thence southerly along the easterly line of Webster Street to the point of commencement.

(5) **Fillmore SF ~~park Pilot~~ Parking ~~Pilot~~ Area** shall commence at a point where the southerly line of McAllister Street intersects the easterly line of Webster Street, thence westerly along the southerly line of McAllister Street to the westerly line of Steiner Street, thence northerly along the westerly line of Steiner Street to the southerly line of Post

Street, thence westerly along the southerly line of Post Street to the westerly line of Pierce Street, thence northerly along the westerly line of Pierce Street to the northerly line of Clay Street, thence easterly along the northerly line of Clay Street to the easterly line of Steiner Street, thence northerly along the easterly line of Steiner Street to the northerly line of Jackson Street, thence easterly along the northerly line of Jackson Street to the easterly line of Webster Street, thence southerly along the easterly line of Webster Street to the northerly line of Bush Street, thence easterly along the northerly line of Bush Street to the easterly line of Laguna Street, thence southerly along the easterly line of Laguna Street to the southerly line of Geary Boulevard, thence easterly along the southerly line of Geary Boulevard to the easterly line of Webster Street, thence southerly along the easterly line of Webster Street to the point of commencement.

(6) **South Embarcadero SFpark Pilot Parking Pilot Area** shall commence at a point where the southerly line of Mariposa Street intersects the easterly line of Terry A. Francois St, thence westerly along the southerly line of Mariposa Street to the easterly line of the CalTrain tracks, thence northerly along the CalTrain tracks to northerly line of King Street, thence easterly along the northerly line of King Street to the westerly line of Fifth Street, thence northerly along the westerly line of Fifth Street to the northerly line of Folsom Street, then easterly along the northerly line of Folsom Street to the easterly line of The Embarcadero, then southerly along the easterly line of The Embarcadero to the southerly line of King Street, thence easterly along the southerly line of King Street to the easterly line of Third Street, then southerly along the easterly line of Third Street to the northerly line of Terry A. Francois St, then easterly along the northerly line of Terry A. Francois St to the easterly line of line of Terry A. Francois St, then southerly along the easterly line of line of Terry A. Francois St to the point of commencement.

(7) **Mission SFpark Pilot Parking Pilot Area** shall commence at a point where the southerly line of Twenty-Fourth Street intersects the easterly line of South Van Ness Avenue, thence westerly along the southerly line of Twenty-Fourth Street to the westerly line of Valencia Street, thence northerly along the westerly line of Valencia Street to the southerly line of Sixteenth Street, thence westerly along the southerly line of Sixteenth Street to the westerly line of Guerrero Street, thence northerly along the westerly line of Guerrero Street to the northerly line of Fifteenth Street, thence easterly along the northerly line of Fifteenth Street to the easterly line of South Van Ness Avenue, thence southerly along the easterly line of South Van Ness Avenue to the point of commencement.

(b) The rates for Parking Meters in Parking Meter Zone Number Five shall be between \$0.25 an hour and \$6.00 an hour. The rates shall be set based on vehicle occupancy on any block or set of blocks during the hours of parking meter operation according to the following criteria: (1) if occupancy is eighty percent or above, rates will be increased by \$0.25 per hour; (2) if occupancy is sixty percent or above but below eighty percent, rates will not be changed; (3) if occupancy is above thirty percent but below sixty percent, rates will be lowered by \$0.25 per hour; or (4) if occupancy is below thirty percent, rates will be decreased by \$0.50 per hour. Rates shall be adjusted not more than every twenty-eight days.

(c) Notwithstanding subsection (b), the Director of Transportation is authorized to set a Special Event Parking Meter rate between \$0.25 an hour and \$18.00 an hour during, or up to four hours prior to, special events in the South Embarcadero, Civic Center and Fillmore SFpark Pilot Program Areas to recover the costs incurred by the SFMTA for parking-related services in connection with the special event. For purposes of this subsection, a special event shall include athletic events, concerts, conventions, major parades, street festivals, entertainment or cultural exhibitions or shows, or any other similar event that is expected to generate a significant, short-term demand for on-street parking. The rates shall be set based on

vehicle occupancy on any block or set of blocks according to the following criteria: (1) if occupancy is ninety percent or above, rates will be increased by \$0.50 per hour; (2) if occupancy is sixty-five percent or above but below ninety percent, rates will not be changed; or (3) if occupancy is below sixty-five percent, rates will be lowered by \$0.50 per hour. Rates shall be adjusted not more than every twenty-eight days.

~~(d) — The provisions of this section shall expire on June 30, 2014.~~

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 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

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 20, 2014.

\_\_\_\_\_  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency