File No. 120142 Committee Item No. 2
Board Item No. 20

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Economic Development **Date** September 17, 2012

Board of Supervisors Meeting **Date** September 25, 2012

Cmte	Board	
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☒	☒	Ordinance
☐	☐	Legislative Digest
☐	☐	Budget and Legislative Analyst Report
☐	☐	Legislative Analyst Report
☐	☐	Youth Commission Report
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OTHER **(Use back side if additional space is needed)**

☒	☒	Municipal Transportation Agency Recommendation, dtd 2/24/12
☒	☒	Environmental Review Determinations, dtd 2/23/12 & 2/14/12
☒	☒	Oversize Vehicle Parking Management: Policy Proposal
☐	☒	Oversize Vehicle Parking Restriction Implementation Plan
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Completed by: Alisa Miller **Date** September 13, 2012
Completed by: Alisa Miller **Date** September 18, 2012

An asterisked item represents the cover sheet to a document that exceeds 25 pages.
The complete document can be found in the file.

[Transportation Code - Large Vehicle Parking Restrictions]

Ordinance amending the San Francisco Transportation Code, Division I, Article 7, by adding Section 7.2.54 to prohibit the on-street parking of any vehicle over 22 feet in length or seven feet in height, camp trailers, fifth-wheel travel trailers, house cars, trailer coaches, mobilehomes, recreational vehicles, or semi-trailers as defined by the California Vehicle Code and Health and Safety Code, between the hours of 12 a.m. and 6 a.m. when Municipal Transportation Agency signs are posted giving notice; and making environmental findings.

NOTE: Additions are *single-underline italics Times New Roman*; deletions are ~~*strike-through italics Times New Roman*~~. Board amendment additions are double-underlined; Board amendment deletions are ~~strikethrough normal~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1. The Planning Department has determined that the actions contemplated in this ordinance comply with the California Environmental Quality Act (California Public Resources Code Section 21000 et seq.). Said determination is on file with the Clerk of the Board of Supervisors in File No. 120142 and is incorporated herein by reference.

Section 2. Article 7 of the San Francisco Transportation Code is hereby amended by adding Section 7.2.54, to read as follows:

SEC. 7.2. INFRACTIONS.

In addition to public offenses created by the Vehicle Code, the actions listed in this Section 7.2 are prohibited, and each and every violation of a prohibition listed below shall be an infraction, except as otherwise provided in: (a) this Code; or (b) the Vehicle Code; or (c) as necessary to comply with the direction of a Police Officer or Parking Control Officer; or (d) with

respect to a Municipal Parking Facility, upon the direction of an authorized parking attendant; or (e) with respect to any other Public Property, except with the permission of, and subject to such conditions and regulations as are imposed by the agency that owns the property that are available for public inspection at the agency's offices.

SEC. 7.2.54. LARGE VEHICLE PARKING RESTRICTIONS.

To Park a vehicle over twenty-two feet in length or seven feet in height, or camp trailers, fifth-wheel travel trailers, house cars, trailer coaches, mobilehomes, recreational vehicles, or semi-trailers as defined by the California Vehicle Code and Health and Safety Code, between the hours of 12 a.m. and 6 a.m. when Municipal Transportation Agency signs are posted giving notice.

Section 3. Effective Date. This ordinance shall become effective 30 days from the date of passage.

Section 4. This section is uncodified. In enacting this Ordinance, the Board intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation, charts, diagrams, or any other constituent part of the Transportation Code that are explicitly shown in this legislation as additions, deletions, Board amendment additions, and Board amendment deletions in accordance with the "Note" that appears under the official title of the legislation.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
JOHN I. KENNEDY
Deputy City Attorney

Edwin M. Lee | Mayor

Tom Nolan | Chairman
Cheryl Brinkman | Vice-Chairman
Leona Bridges | Director
Malcolm Heinicke | Director
Jerry Lee | Director
Bruce Oka | Director
Joél Ramos | Director

Edward D. Reiskin | Director of Transportation

Date: **February 24, 2012**

To: **Honorable Members of the Board of Supervisors**

From: **Edward D. Reiskin**
Director of Transportation

Subject: ***Request that the Board of Supervisors approve amending Transportation Code, Division I by adding Section 7.2.53 to prohibit parking of vehicles or trailers of specified types or dimensions in designated locations and certain times.***

The San Francisco Municipal Transportation Agency (SFMTA) requests that the Board of Supervisors (BOS) amend the San Francisco Transportation Code, Division I by adding Section 7.2.53 to prohibit the on-street parking of any vehicle over 22 feet in length or seven feet in height, or camp trailers, fifth-wheel travel trailers, house cars, trailer coaches, mobile homes, recreational vehicles, or semi-trailers as defined by the California Vehicle Code and Health and Safety Code, between the hours of 12 a.m. and 6 a.m. when SFMTA signs are posted giving notice; and making environmental findings.

Background

Current law and City policy permits drivers to park large vehicles on-street. While there are parking restrictions for commercial vehicles with a gross vehicle weight rating of over 10,000 pounds, large vehicles that do not meet these criteria are subject to the same parking restrictions as passenger vehicles. Various locations in the City without parking regulations are being used to store oversized vehicles for significant periods resulting in lack of access to parking by nearby residents and businesses.

Proposal

The proposed amendment to the Transportation Code would prohibit, on streets with posted signage, between the hours of 12 a.m. and 6 a.m., the parking of:

- Vehicles in excess of 22 feet in length or over seven feet in height, or
- Camp trailers, fifth-wheel travel trailers, house cars, trailer coaches, mobile homes, recreational vehicles, and semi-trailers as defined by the California Vehicle Code and Health and Safety Code

Large vehicle restrictions would be applicable on streets where notification signage is posted. Prior to posting, any signage with these restrictions would be subject to the current legislative and public hearings process.

After the initial sign installation, the SFMTA will carefully monitor the effectiveness of the ordinance on signed streets, the impacts on the surroundings and will recommend possible improvements to the program if required. The SFMTA will develop a second phase of implementation as part of the evaluation. The second implementation phase will address any spillover effects, or any other issues identified. A copy of the complete Draft Policy Document summarizing the program is included with your legislative packet.

Alternatives Considered

The SFMTA considered various options to adopting the proposed legislative modifications, including:

- Issue permits that allow residents and/or visitors to park large vehicles overnight
- Provide public parking lots for large vehicle parking.
- Prohibit parking of large vehicles on all residential streets at all times.
- Citywide prohibition of overnight large vehicle parking.
- Use time limits or meters on unmanaged streets where large vehicles currently park.

These alternatives, however, could be cost prohibitive, add significant administrative burdens to city staff, shift overnight or long-term vehicle parking to neighborhoods outside restricted areas, restrict the vehicle parking rights of residents and/or businesses, or might interfere with parking management goals and/or the City's Transit First Policy.

Status

In order to enable the SFMTA to address parking issues for vehicles that fall outside the current passenger vehicle restrictions, on January 20, 2012, the SFMTA recommended Transportation Code modifications to the SFMTA Board of Director's Policy and Governance Committee. The Committee endorsed the modifications and directed the SFMTA to proceed. The modifications would establish a fine amount for violations at $65.00 which would be established through a change to Division II of the San Francisco Transportation Code requiring approval by the SFMTA Board of Directors. However, before the SFMTA Board can take action to impose parking fines for these vehicles, the Board of Supervisors must approve the parking prohibitions proposed for Division I of the Transportation Code.

Large vehicle restrictions would be applicable where signs are posted giving notice of the restriction. Any signage with these restrictions would be subject to the current legislative and public hearings process like other on-street parking regulations.

The proposed amendment:

- Enables the SFMTA to discourage habitation in vehicles and overnight or long-term parking in areas in areas with a high demand for parking, including residential areas, and
- Provides the flexibility to address this issue on a street-by-street basis

Budget Impact

The SFMTA anticipates that implementing the proposed modifications will be cost neutral.

Recommendations

The SFMTA requests that the Board of Supervisors amend the San Francisco Transportation Code, Division I by adding Section 7.2.53 to prohibit the on-street parking of any vehicle over 22 feet in length or seven feet in height, or camp trailers, fifth-wheel travel trailers, house cars, trailer coaches, mobile homes, recreational vehicles, or semi-trailers as defined by the California Vehicle Code and Health and Safety Code, between the hours of 12 a.m. and 6 a.m. when SFMTA signs are posted giving notice; and making environmental findings.

SAN FRANCISCO
PLANNING DEPARTMENT

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February 23, 2012

Lorraine R. Fuqua
Manager-On-Street Parking Services Contracts
SFMTA-Finance Division
One South Van Ness Avenue, 8th Floor
San Francisco, CA 94103-5417

Re: Transportation Code - Large Vehicle Parking Restrictions and
Transportation Code - Adding Penalty for Large Vehicle Parking

Dear Ms. Fuqua:

This categorical exemption determination replaces the determination contained in my February 14, 2012 letter to you.

I have reviewed the ordinance amending Article 7 of the San Francisco Municipal Transportation Code, Division I, by adding Section 7.2.53 to prohibit the on-street parking of any vehicle over twenty-two feet in length or seven feet in height, or camp trailers, fifth-wheel travel trailers, house cars, trailer coaches, mobile homes, recreational vehicles, or semi-trailers as defined by the California Vehicle Code and Health and Safety Code, between the hours of 12 a.m. and 6 a.m. when SFMTA signs are posted giving notice. The proposed project could result in the installation of traffic signs and would be exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15303, Class 3, New Construction or Conversion of Small Structures.

I have also reviewed the Resolution amending the San Francisco Transportation Code, Division II by amending Section 302 to add a fine amount for a vehicle to park in violation of Section 7.2.54. The proposed Resolution is exempt from CEQA under the California Environmental Quality Act, per CEQA Guidelines Sections 15273, Rates Tolls, Fares and Charges.

If you have any questions regarding this determination, call me at (415) 575-9047.

Sincerely,

Nannie Turrell
Senior Environmental Planner

CC. File and Public Posting

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February 14, 2012

Lorraine R. Fuqua
Manager-On-Street Parking Services Contracts
SFMTA-Finance Division
One South Van Ness Avenue, 8th Floor
San Francisco, CA 94103-5417

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If you have any questions regarding this determination, call me at (415) 575-9047.

Sincerely,

Nannie Turrell

Nannie Turrell
Senior Environmental Planner

CC. File and Public Posting

File No. 120142
9/17/12 - Received
in Committee

SFpark

Oversize Vehicle Parking Management: DRAFT Policy Proposal

DRAFT

Overview

Issues around parking of oversize vehicles, including trailers, semi-trailers, motorhomes, and boats, have long been observed by Parking Control Officers (PCOs), police, and residents throughout the City. To better manage oversize vehicles parking, the SFMTA developed this policy proposal to initiate discussion on ways to address these issues.

Issue this policy seeks to address

- Lack of available on-street parking for private vehicles due to oversize vehicles being stored on City streets.
- Illegal trash dumping and graffiti around oversize vehicles.

Goals of initiative

- Increase parking availability in residential areas by preventing short- and long-term storage of oversize vehicles on and near residential streets.
- Continue to allow oversize vehicles to park where they do not cause issues.

Context

Definition of oversize vehicles

- Oversize vehicles are not currently defined in the transportation code.
- Cities typically define oversize vehicles by their size, weight, or function. Legal definitions of oversize vehicles vary from city to city, but all definitions essentially include the same types of vehicles.

Current SFMTA and City policies

- Oversize vehicles are currently subject to all parking regulations that other vehicles are subject to including time limits, parking meter regulations, Residential Parking Permit (RPP), and the 72 hour rule.[1]
- Commercial vehicles used for advertising cannot park on City streets, and commercial vehicles over 10,000 lbs cannot park on residential streets between the hours of 2:00am and 6:00am or for more than one hour during any other time.[2]

[1] San Francisco Transportation Code Article 7: Violations, Section 7.2.29: Parking Prohibited for more than 72 hours.

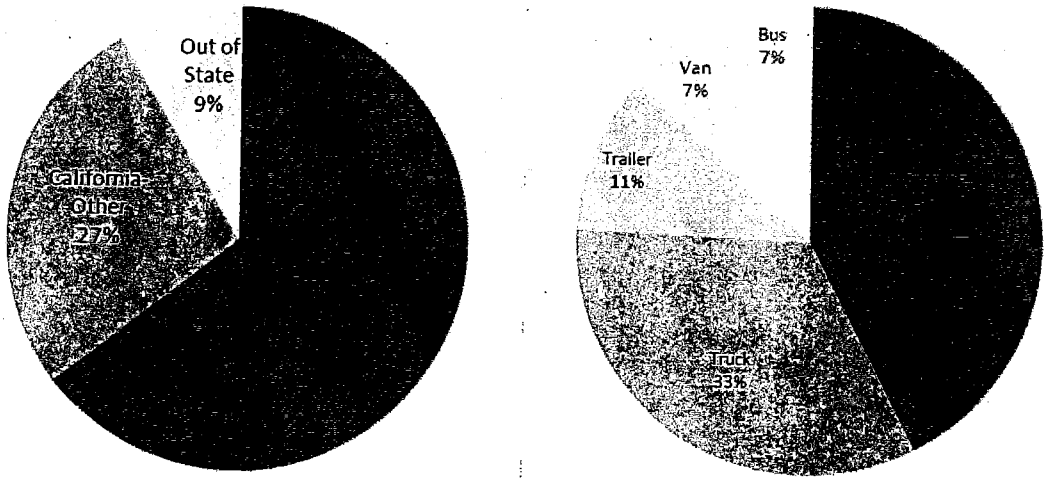
[2] San Francisco Transportation Code Article 7: Violations, Section 7.2.81: Parking of vehicles for commercial advertising purposes; Section 7.2.84: Commercial vehicle parking in certain districts. Article 500: Size, weight, load restrictions, Section 502: Commercial vehicles; parking limited in certain districts.

- Vehicle habitation is illegal 10:00pm to 6:00am on City streets.[3] However, this law is difficult to enforce. As vehicle habitation is a misdemeanor, citations must be served personally. Police may knock on the door of an inhabited vehicle, but if no one answers, no person can be cited.

Oversize vehicle parking survey

To learn more about oversize vehicle ownership and use, the SFMTA gathered limited oversize vehicle license plate data on a Saturday and four weekdays in July, August, and October of 2011. Of 461 oversize vehicles observed on City streets, 42 percent were motorhomes. Registration data was collected for 208 vehicles, of which 64 percent were registered to addresses in San Francisco.

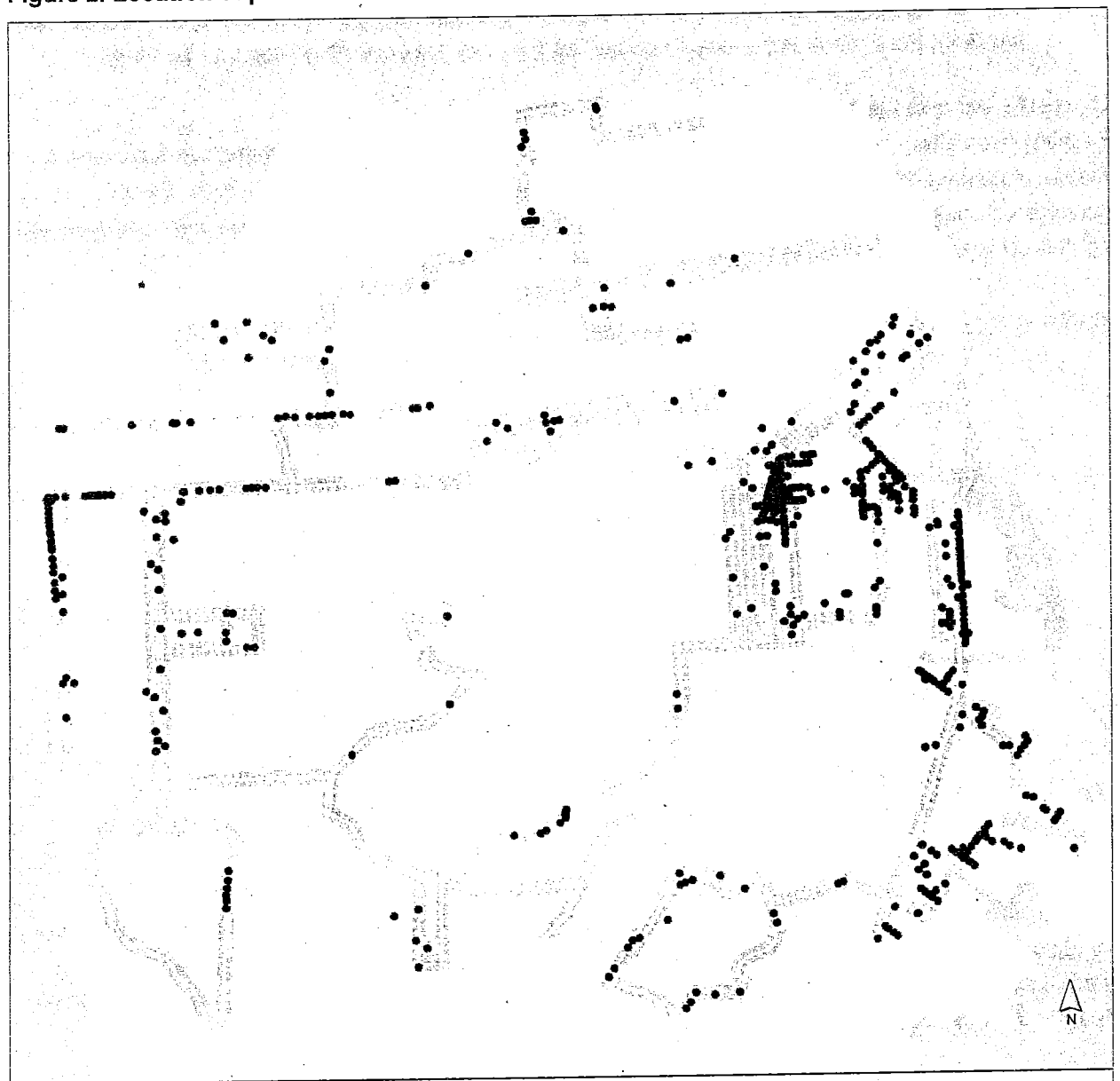
Figure 1: Registration location and type of oversize vehicles



The following map shows the location of parked oversize vehicles observed during the 2011 survey. This survey did not cover the entire city, focusing on areas where oversize vehicles tend to park, which typically are streets with no parking management alongside low-activity land uses such as along Golden Gate Park, under freeeways, along undeveloped lots, and in industrial areas.

[3] San Francisco Police Code Article 1.1: Regulating the use of vehicles for human habitation, Section 97: Use of vehicle for human habitation prohibited.

Figure 2: Location of parked oversize vehicles



• Location of parked oversize vehicle

Survey routes

461 oversize vehicles were observed parked on-street during surveys conducted in summmer and fall of 2011. The blue dots show the location where an oversize vehicle was parked.

In Supervisorial Districts 4, 6, and 10, there were especially large numbers of oversize vehicles parked in close proximity along unmanaged streets. Oversize vehicles in these districts make up a large percentage (78 percent) of the total number of oversize vehicles found parked throughout the City.

Table 1: Number of oversize vehicles found by supervisorial district

Supervisorial District	Number of vehicles found	Percentage of total
1	27	6%
2	12	3%
3	1	0%
4	74	16%
5	14	3%
6	134	29%
7	11	2%
8	5	1%
9	17	4%
10	150	33%
11	16	3%
Total	461	100%

Of the 208 vehicles for which the SFMTA collected registration information, 121 were registered to physical addresses in San Francisco. Of those, 24 or 20 percent were parked within ¼ mile of their registered address, meaning that most San Franciscans who own oversize vehicles park their vehicles on the streets of a different neighborhood.

Policy Proposal

To better manage oversize vehicle parking in San Francisco the SFMTA proposes to enable the SFMTA to prohibit overnight parking of oversize vehicles on some streets between 12:00am and 6:00am. This proposal:

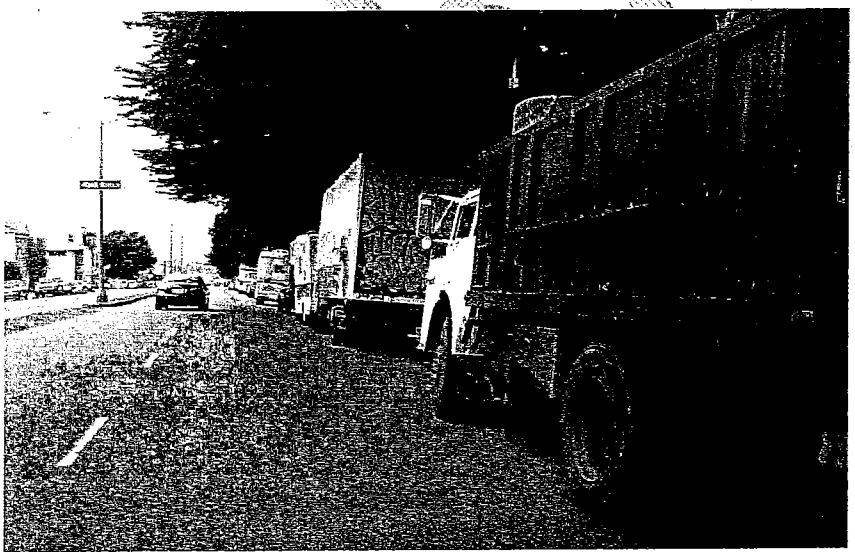
- Continues to allow oversize vehicles to park on some San Francisco streets but gives the SFMTA an additional tool to discourage overnight parking in areas where oversize vehicles cause issues, which is often in or near residential areas.
- Would require signage on any street with this prohibition.

- Allows current residents to continue to get Residential Parking Permits (RPP) to park their oversize vehicles on residential streets in their neighborhood if their vehicles are eligible for RPP. Visitors of those residents can do the same with a guest RPP permit.
- SFMTA would define oversize vehicles as either:
  Motorized vehicles, trailers, or a combination of the two that are over 22 feet in length or 8 feet in height, or 7 feet in width.
  Vehicles as defined in Health and Safety Code Section 18010, including camp trailers, fifth wheel travel trailers, house cars, trailer coaches, mobile homes, boats, watercrafts and/or trailers for boats or watercrafts, and trailers designed to carry persons, property, or animals

This approach has several benefits:

1. Gives the SFMTA additional parking management tools to manage oversize vehicle parking, in addition to RPP, time limits, and meters. This small step may be sufficient to address current issues. If necessary, the SFMTA can consider other additional measures in the future.
2. Avoids prohibiting oversize vehicles from any residential streets or any San Francisco streets altogether. While simple, that drastic approach is likely unnecessary to address current issues.
3. Gives the SFMTA flexibility to address this issue on a street-by-street basis, and continue to adjust parking management as the issue evolves.
4. Avoids the administrative burden and expense, as well as the degradation of customer service, of a permit system for parking oversize vehicles on the street. Prior to using this solution, the SFMTA prefers to first use this small incremental step and avoid additional administrative costs.

Figure 3: Oversize vehicles parked along Lincoln Way in the Sunset District



Implementation

To begin, the SFMTA will have public hearings and pursue legislation to install signs on several streets over a six month period (see Figure 4). As new "no oversize vehicle parking" signs are installed, other signs intended to address oversize vehicle parking will be removed. These streets will include:

- Great Highway between Lincoln Way and Sloat Boulevard
- Lincoln Way between Great Highway and Stanyan Street
- Fulton Street between Great Highway and Stanyan Street
- 16th and 17th Streets between Harrison Street and Potrero Avenue
- John Muir Drive between Skyline Boulevard and Lake Merced Boulevard
- Lake Merced Boulevard between Winston Drive and Brotherhood Way
- 36th and 37th Avenues between Lincoln Way and Sloat Boulevard
- Kirkham, Lawton, Moraga, Noriega, Ortega, Pacheco, Quintara, Rivera, Santiago, Taraval, Ulloa, Vicente, and Wawona Streets between 36th & 37th Avenues
- Clarendon Avenue between Twin Peaks Boulevard and Laguna Honda Boulevard
- Innes Avenue between Arelious Walker and Ingalls Street
- Geneva Avenue between Moscow Street and Brookdale Avenue

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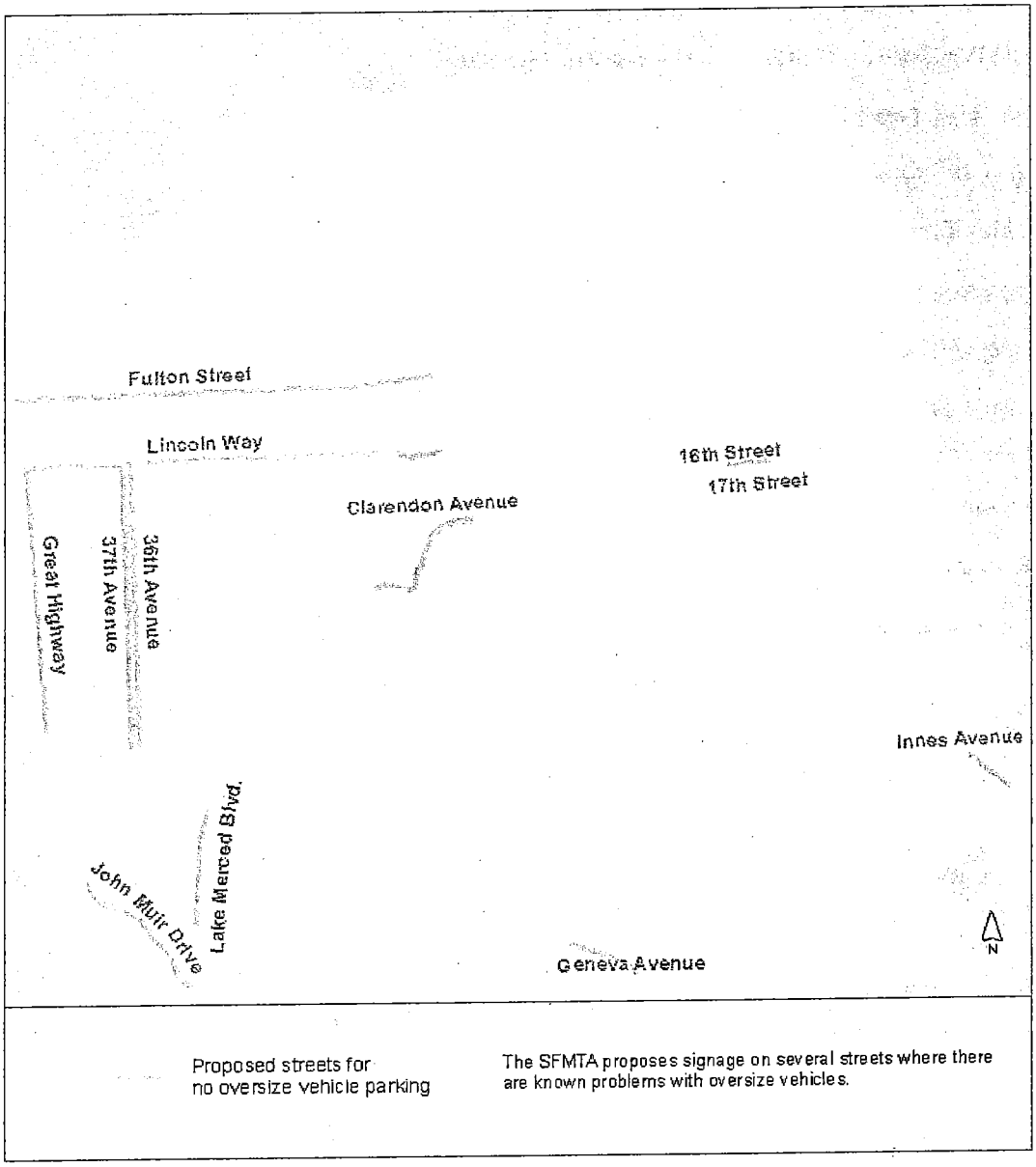
Figure 4: Proposed streets for initial installation



Enforcement

Enforcement of the ordinance will be carried out by both PCOs and the Police Department. The hours of enforcement will be from 12:00am to 6:00am every day. The following enforcement rules, consistent with current SFMTA parking enforcement practices, will apply.

- On streets where "no parking signs" will be installed, the SFMTA will notify residents and businesses and give information about how to report a violation.
- Vehicles found in violation of the ordinance will be given a written notification during the first month after the ordinance goes into effect and signs are installed. The notification will include a list of off-street parking lots in San Francisco that allow oversize vehicles.
- Thereafter, citations will be issued to oversize vehicles that are parked on signed streets during prohibited hours.
- After five delinquent citations, vehicles will be booted.
- If all outstanding citations have not been paid within 72 hours of the vehicle being booted, the vehicle will be towed.
- Vehicles will be returned after all citations, late penalties, towing fees, storage fees, and any other outstanding fines have been paid.

Evaluation

After the initial sign installation, the SFMTA will carefully monitor the effectiveness of the ordinance on signed streets and impacts on the surrounding area. Effectiveness will be measured by:

  - Change in number of oversize vehicles parked on signed streets
  - Change in number of oversize vehicles parked on streets near signed streets
  - Number of complaints received about oversize vehicles
- Three months after implementation, the SFMTA will conduct surveys:
  - On signed streets to determine whether oversize vehicles continue to park overnight
  - On surrounding streets within a few blocks of where signs have been installed to determine if oversize vehicle parking has increased

- The SFMTA will work with Supervisors to monitor complaints about oversize vehicle parking both before implementation and after signs have been installed.

Six months after the implementation of the new ordinance, the SFMTA will report on its effectiveness and recommend possible improvements. The SFMTA will report any changes in conditions around newly signed areas and any increase in complaints.

- In the report, the SFMTA will use data collected, including any changes in number of oversize vehicles parking on nearby streets and new complaints, to determine where the SFMTA should install signs on other streets.
- The SFMTA will develop a second phase of implementation as part of the evaluation. The second implementation phase will address any increase in oversize vehicle parking or increase in complaints on streets that have not received "no parking" signs.

Timeline

Date	Task
November/ December 2011	• Finalize details of proposal (e.g., size of vehicles, hours of enforcement, enforcement strategy, citation amount) • Prepare language for signage • Prepare legislative changes to Division 1 and Division 2 Transportation code • Send to City Attorney for review and obtain approval • Send to Planning Department for CEQA review
January 2012	• SFMTA PAG meeting
Sept/Oct 2012	• Board of Supervisors adopts SFTC Div 1 changes
Oct/Nov 2012	• SFMTA Board makes SFTC Div II changes; legislates sign placement
Oct/Nov 2012	• Conduct pre-installation data collection of initial installs • Perform outreach to agencies and residents and businesses
December 2012	• Signage installation, first phase
Jan/Feb 2013	• Post-installation data collection; second phase of signage installation
Summer 2013	• Evaluation report

Appendix A: Possible Solutions

This appendix summarizes options for managing oversize vehicles. Other cities use variations of some of these options, while others have not been tested. In California cities that manage oversize vehicles, most prohibit oversize vehicles from parking on certain streets or within a certain area from 2:00am to 6:00am, with some exemptions via permit.

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Permit

Issue permits that allow residents and/or visitors to park oversize vehicles overnight

PROS

- Allows for residents to store oversize vehicles on-street for a certain period of time (either short- or long-term).
- Flexible
- Could be designed to allow visitors
- Potentially allows the use of pricing to manage demand for limited space
- Could be enabled by virtual permits (electronic permits linked to license plate numbers) to lower administrative burden and allow for more sophisticated parking management (note that this option has not been tested and may slow enforcement or require additional enforcement equipment to be able to be enforced efficiently).

CONS

- Increased ongoing administrative burden associated with issuing permits
- Customer service degradation – requires residents and visitors to get a permit before parking
- Rules and procedures can be complicated, and may require notification and education
- Requires signage on streets
- Potential for fraudulent permits or abuse of legal permits
- Additional enforcement burden for SFMTA and/or the San Francisco Police Department (SFPD)

Prohibit parking of oversize vehicles on some streets

Prohibit oversize vehicles from parking on signed streets in the early morning

PROS

- Easy to implement
- Easy to enforce
- Limited initial administrative burden

CONS

- May shift issues to other locations
- Signage installation and maintenance costs
- May not provide solution for residents who live in the area who own oversized vehicles
- Additional enforcement burden for SFMTA and/or the San Francisco Police Department (SFPD)

Provide public parking lots for oversize vehicle parking

Provide special parking lots for parking oversize vehicles

PROS

- Easy to enforce
- Gives oversize vehicles a legal place to park
- Allows (if desired) more restrictive on-street management

CONS

- High initial and ongoing costs
- May not be accepted by surrounding residents and businesses
- Change for those who currently do not pay for parking or who must park farther from residence
- May encourage vehicle habitation in these locations
- Likely difficult to provide enough spaces to accommodate demand and spaces identified may be located in inaccessible portions of the City
- Additional enforcement burden for SFMTA and/or the San Francisco Police Department (SFPD)

Prohibit oversize vehicle parking on residential streets

Prohibit parking of oversize vehicles on all residential streets at all times

PROS

- Easy to enforce that other options
- Gives oversize vehicles a legal place to park

CONS

- Likely ineffective because most oversize vehicles in San Francisco already park on non-residential streets
- Would not address issues for residents and businesses in residential areas immediately adjacent to non-residential streets
- A street with both residential and other uses could be ambiguous
- Additional enforcement burden for SFMTA and/or the San Francisco Police Department (SFPD)

Citywide prohibition of overnight oversize vehicle parking

Prohibit all oversize vehicles from parking overnight on-street on any City street without exception

PROS

- Addresses issue effectively
- Easier to enforce than other options
- Easier to notify than other options (i.e., via signs on entrances to the City)

CONS

- Not feasible as this would mean that certain types of oversize vehicles, such as recreational vehicles owned by San Francisco residents, will be unable to park on-street
- Other potential impacts on City's economy as this will require businesses who need oversize vehicles to develop alternative parking solutions
- Additional enforcement burden for SFMTA and/or the San Francisco Police Department (SFPD)

Manage parking on streets where parking is currently unmanaged

Use time limits or meters on unmanaged streets where oversize vehicles currently park

PROS

- May be an alternative to a permitting system
- Discourages long-term vehicle storage
- Does not specifically regulate oversize vehicles
- Supports SFMTA's long term goal of managing parking on all City streets

CONS

- Does not necessarily address overnight parking of oversize vehicles
- May move issues to other locations
- These areas are not the top priority for implementation of parking management strategies
- Additional enforcement burden for SFMTA and/or the San Francisco Police Department (SFPD)

Appendix B: Summary of Practices in Other Cities

Redondo Beach

Redondo Beach prohibited oversize vehicle parking on all streets, using a permitting system to allow residents and their guests to park oversize vehicles on-street temporarily. Redondo Beach's oversize vehicle ordinance incorporates one element of a virtual permit system. It requires permitted vehicles to be parked within 400 feet of the resident's property, but also requires a temporary (no longer than 7 days) permit to be issued in order to do so. Elements of Redondo Beach's approach include:

- Prohibits parking between 2:00am and 6:00am citywide without a permit
- Allows for residents and guests of residents overnight parking, but does not allow for sleeping or camping
- Allows for residents to obtain a 7-day (maximum) permit for an out-of-town guest, but guests cannot park for more than 72 consecutive weekday hours (must be issued through a resident)
- Allows residents to obtain 1-day permit for their own vehicles, which is intended to be used for loading/unloading rather than storage
- Vehicles must be parked adjacent to the residence or within 400 feet
- May not be used for camping, lodging, or for accommodation purposes
- Disabled parking placards for oversize vehicles are excepted and are valid for one year
- Signs placed at the city limits give notice of no oversize vehicle parking

Ventura

The City of Ventura has a permitting process whereby oversize vehicle owners, both residents and visitors, can register their vehicles online or over the phone. Once their vehicle has been registered, it can be parked on city streets for no longer than five consecutive days. No permits are issued, but vehicles' license plates are placed in a database for the time period for which they have registered. Registered vehicles must provide information such as where they intend to park the vehicle.

Los Angeles

The City of Los Angeles prohibits oversize vehicles from parking on-street between 2:00am and 6:00am in problem areas—specifically Venice Beach. A vehicle-to-home program was established to help those living in their vehicles to transition to a residence. Elements of Los Angeles' approach include:

- Oversize vehicles cannot park on signed streets from 2:00am to 6:00am
- Permits for loading and unloading can be obtained
- The City Council can designate the streets where oversize vehicle parking is prohibited

Santa Barbara

The City of Santa Barbara prohibits parking of oversize vehicle between 2:00am and 6:00am within certain parts of the city.

Chicago

The City of Chicago does not allow trucks, recreational vehicles more than 22 feet in length, self-contained motor homes, buses, taxis (except Wards 15 and 46), or livery vehicles to park on residential streets at any time.

Portland, Oregon

Portland prohibits oversize vehicle parking, except loading/unloading (no longer than 8 hours) adjacent to or directly across from residential, public park, church, or school property. Oversize vehicles cannot be parked when adjacent to or across from industrial or commercial property:

- Between the hours of 6:00am and 4:00pm for longer than four hours
- Between 4:00pm and 6:00am for unloading/loading for no longer than two hours adjacent to a business in conjunction with the operation of the business

Seattle, Washington

Commercial vehicles or vehicles over 80 inches wide may not park on city streets between the hours of 12:00am and 6:00am except in industrial zones.

DRAFT

File No. 120142
9/17/12 · Received
in Committee

SFpark

DRAFT

Oversize Vehicle Parking Restriction Implementation Plan – Signage

August 21, 2012

Overview

Issues around parking of oversize vehicles, including trailers, semi-trailers, motorhomes, and boats, have long been observed by Parking Control Officers (PCOs), police, and residents throughout the City. To better manage oversize vehicle parking, the SFMTA has developed a policy proposal to address these issues. SFMTA and the San Francisco Board of Supervisors intend to adopt legislation that restricts the parking of vehicles over 22 feet in length and 7 feet in height between the hours of 12 a.m. and 6 a.m. on signed streets. The signs are intended for streets near residential areas where the overnight parking of oversize vehicles has consistently presented a variety of problems.

Issue this policy addresses

- Lack of available on-street parking for private vehicles due to oversize vehicles being stored on City streets.
- Illegal trash dumping and graffiti around oversize vehicles.

Goals of initiative

- Increase parking availability in residential areas by preventing short- and long-term storage of oversize vehicles on and near residential streets.
- Continue to allow oversize vehicles to park where they do not cause issues.

Implementation

The new policy will require posting signs on streets in various locations throughout the city. The sections below will describe the location, number, and type of signs required.

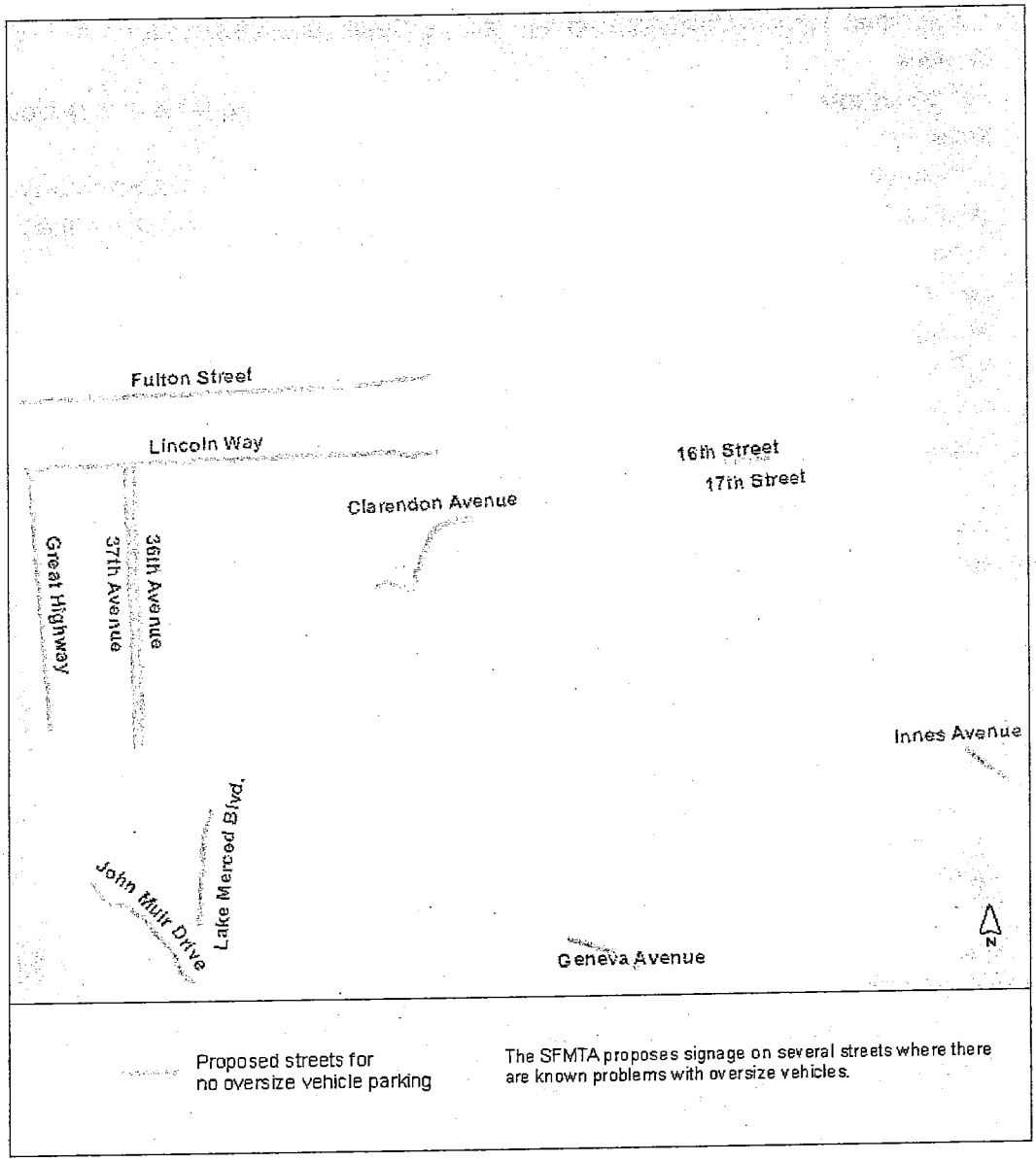
Location and number of signs

Once the SFTC has been amended to include an oversize vehicle prohibition (Sec. 7.2.54) and related penalty, the SFMTA will hold public hearings and pursue legislation to install signs on several streets over a six month period. As new "no oversize vehicle parking" signs are installed, other signs intended to address oversize vehicle parking will be removed.

The streets under consideration for "no oversize vehicle" parking signs are listed below along with the number of signs needed per location (one two-sided of signs in a two-sided instance every 200 feet, for each side of the street to be signed). The proposed locations are also shown on a map following the list.

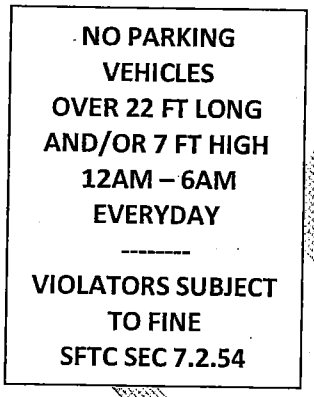
- Great Highway between Lincoln Way and Sloat Boulevard (West Side): 10,411 feet (15 blocks) – 52 signs
- Lincoln Way between Great Highway and Stanyan Street (North Side): 16,480 ft.(50 blocks) - 82 signs
- Fulton Street between Great Highway and Stanyan Street (South Side): 16,352 ft. – (52 blocks) – 82 signs
- 16th Street between Harrison Street and Potrero Avenue (both sides) – 1,619 ft. (5 blocks) – 16 signs
- 17th Street between Harrison Street and Potrero Avenue (both sides) - 1,625 ft.(5 blocks) 16 signs
- John Muir Drive between Skyline Boulevard and Lake Merced Boulevard (North Side): – 5,944 ft. (1 block) – 30 signs
- Lake Merced Boulevard between Winston Drive and Brotherhood Way (both sides) – 4,563 ft. (5 blocks) – 46 signs
- 36th Avenue between Lincoln Way and Sloat Boulevard – 11,165 ft. (17 blocks) – 112 signs
- 37th Avenue Between Lincoln Way and Sloat Boulevard – 11,191 ft. (17 blocks) – 112 signs
- Kirkham between 36th & 37th Avenues – 310 ft. (2 blocks) – 4 signs
- Lawton Street between 36th & 37th Avenues – 310 ft. (2 blocks) – 4 signs
- Moraga Street between 36th & 37th Avenues – 310 ft. (2 blocks) – 4 signs
- Noriega Street between 36th & 37th Avenues – 310 ft. (2 blocks) – 4 signs
- Ortega Street between 36th & 37th Avenues – 310 ft. (2 blocks) – 4 signs
- Pacheco Street between 36th & 37th Avenues – 310 ft. (2 blocks) – 4 signs
- Quintara Street between 36th & 37th Avenues – 310 ft. (2 blocks) – 4 signs
- Rivera Street between 36th & 37th Avenues – 310 ft. (2 blocks) – 4 signs
- Santiago Street between 36th & 37th Avenues – 310 ft. (2 blocks) – 4 signs
- Taraval Street between 36th & 37th Avenues – 310 ft. (2 blocks) – 4 signs
- Ulloa Street between 36th & 37th Avenues – 310 ft. (2 blocks) – 4 signs
- Vicente Street between 36th & 37th Avenues – 310 ft. (2 blocks) – 4 signs
- Wawona Street between 36th & 37th Avenues – 310 ft. (2 blocks) – 4 signs
- Clarendon Avenue between Twin Peaks Boulevard and Laguna Honda Boulevard – 5,550 ft. (7 blocks) – 56 signs
- Innes Avenue between Arelious Walker and Ingalls Street – 1,969 ft. (4 blocks) – 20 signs
- Geneva Avenue between Moscow Street and Brookdale Avenue – 2,930 ft. (5 blocks) – 30 signs

Total number of signs needed (based on estimates listed above): 706 signs
Total estimated cost of sign production and installation: $100,000

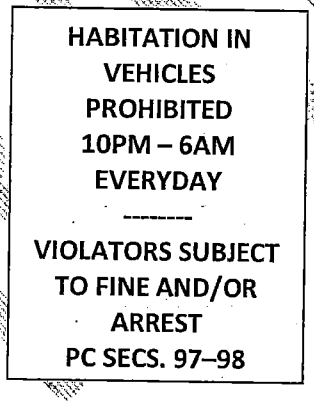

Fulton Street
Lincoln Way
16th Street
17th Street
Clarendon Avenue
Great Highway
37th Avenue
36th Avenue
Innes Avenue
John Muir Drive
Lake Merced Blvd.
Geneva Avenue
N
Proposed streets for no oversize vehicle parking
The SFMTA proposes signage on several streets where there are known problems with oversize vehicles.

Sign specifications

The sign should use black text on a white field with a black border and horizontal rule [CA MUTCD ref, SFMTA ref]. Proposed text and layout for signs is as illustrated below:



For comparison, here is the existing "Habitation in Vehicles Prohibited" sign already in place in many of the subject areas – we recommend using the same dimensions and specifications for the new sign:



Outreach

The Mayor's Office, Supervisors, SF Police Department, and SFMTA Parking & Enforcement will receive a one page sheet explaining the new policy. Prior to the installation of the signs, flyers will placed on windshields of oversized vehicles on the selected streets.

Flyer text

[front – include SFMTA & SFPD logo art]

NOTICE
Effective [date] 2012: Vehicles over 22 feet in length or 7 feet in height may not park on this block between the hours of 12:00 AM and 6:00 AM, per SF Transportation Code Section 7.2.54 Violators will be subject to a $65 fine. See list of parking options on the back of this sheet.

[back]

These public parking lots accommodate oversized vehicles:
Lot One
Lot Two
Lot Three
et cetera . . .

Enforcement

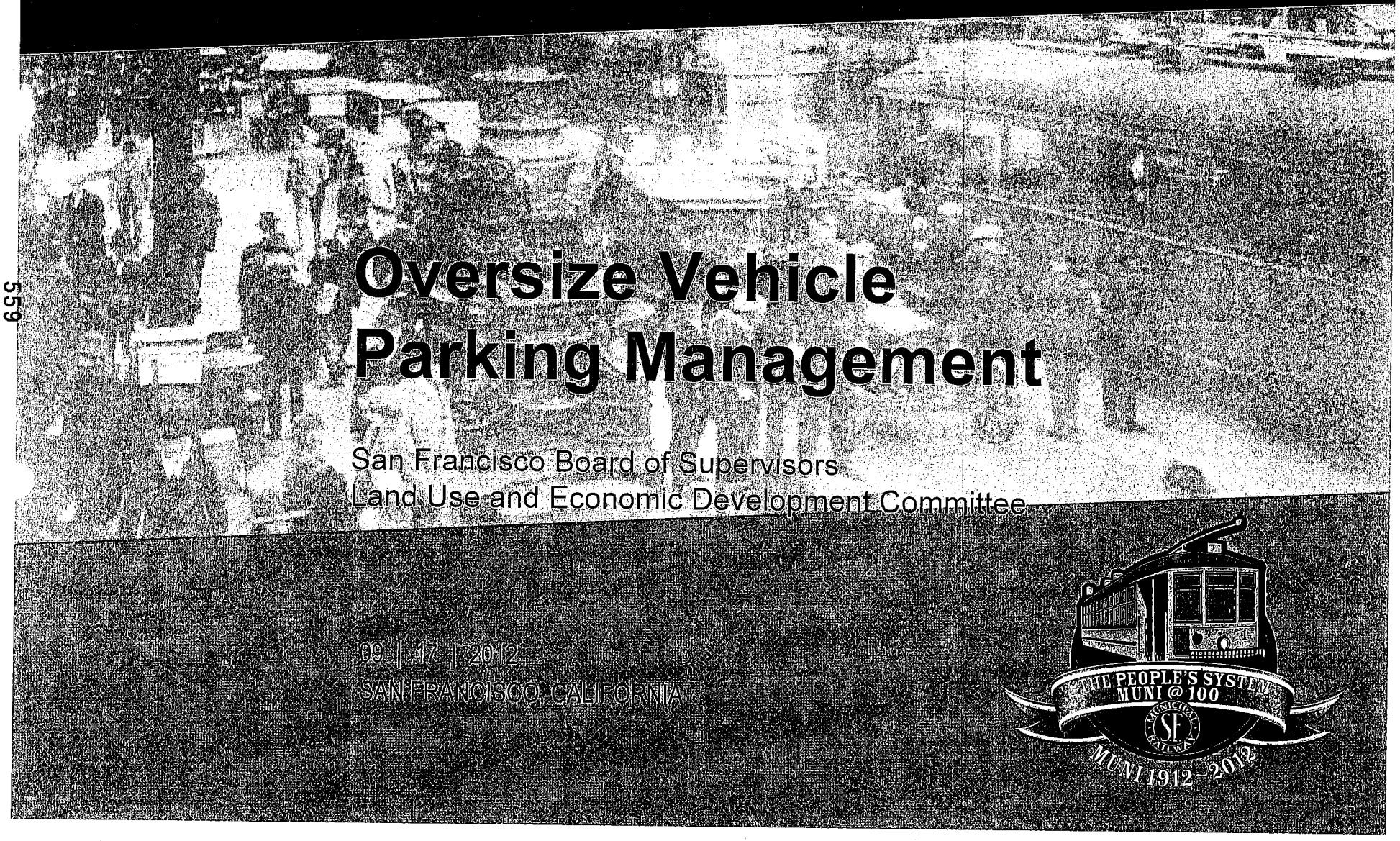
Parking control officers will be requested to issue warnings for the first month after implementation. They will also be given a brief one page flyer explaining the new legislation and showing how to identify vehicles not in compliance with the new rules.

Evaluation

Prior to the signs being installed, SFMTA will collect data in several key areas. The number of oversize vehicles in the industrial areas will be counted. If complaints arise about an increase in oversize vehicle parking in these areas, SFMTA will again survey these same areas in order to determine if the number of oversize vehicles parking there has substantially increased.

File No. 120142 9/17/12 - Presented in Committee

SFMTA | Municipal Transportation Agency



Oversize Vehicle Parking Management

San Francisco Board of Supervisors
Land Use and Economic Development Committee

09 | 17 | 2012
SAN FRANCISCO, CALIFORNIA

THE PEOPLE'S SYSTEM
MUNI @ 100
MUNI 1912-2012

559

Purpose and Goals

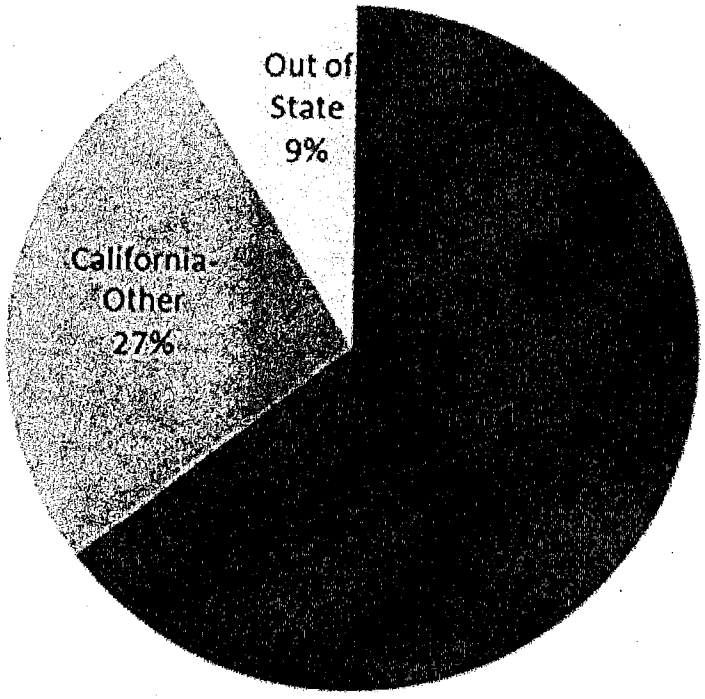
Issues this policy seeks to address

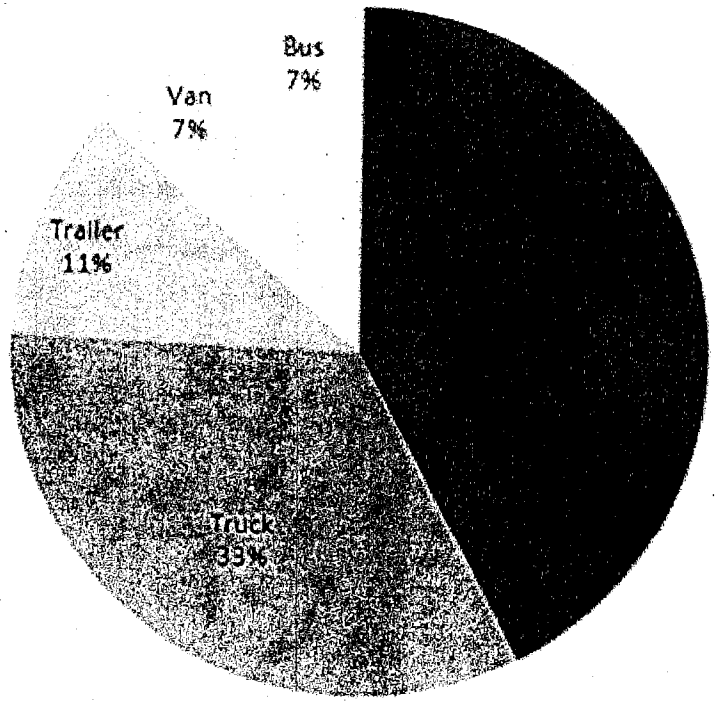
- Lack of available on-street parking for private vehicles due to oversize vehicles being stored on City streets
- Illegal trash dumping and graffiti around oversize vehicles

Goals of initiative

- Increase parking availability in residential areas by preventing short- and long-term storage of oversize vehicles on and near residential streets
- Continue to allow oversize vehicles to park where they do not cause issues

Oversize vehicles – registration location and type





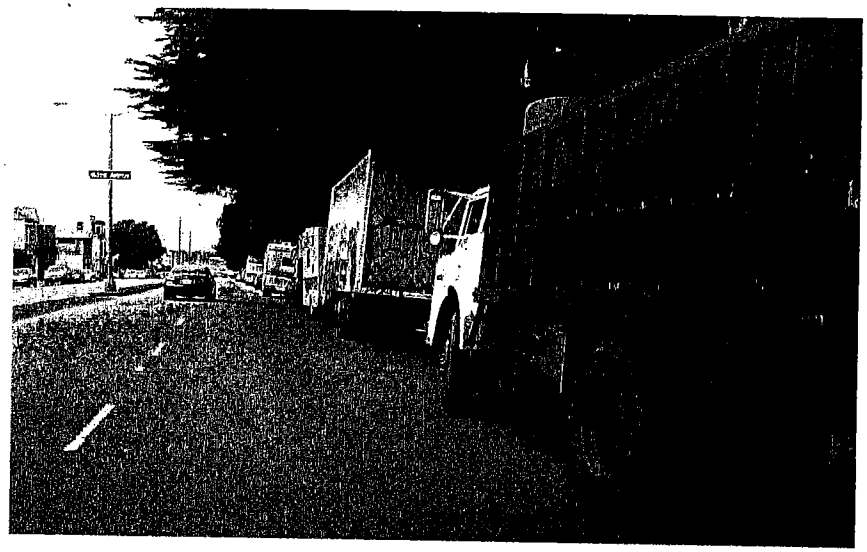
Field survey conducted July, August, October 2011

Oversize vehicles – parking locations

Field survey conducted July, August, October 2011

562

Current regulation and limitations



- Currently no definition for "oversize vehicle" in SF Transportation Code (SFTC)
- Oversize vehicles subject to all parking regulations including time limits, parking meter regulations, Residential Parking Permit (RPP), and the 72 hour rule
- Commercial vehicles used for advertising cannot park on City streets, and commercial vehicles over 10,000 lbs cannot park on residential streets between the hours of 2:00am and 6:00am or for more than one hour during any other time
- Vehicle habitation is illegal 10:00pm - 6:00am on City streets, but difficult to enforce

Proposed code changes

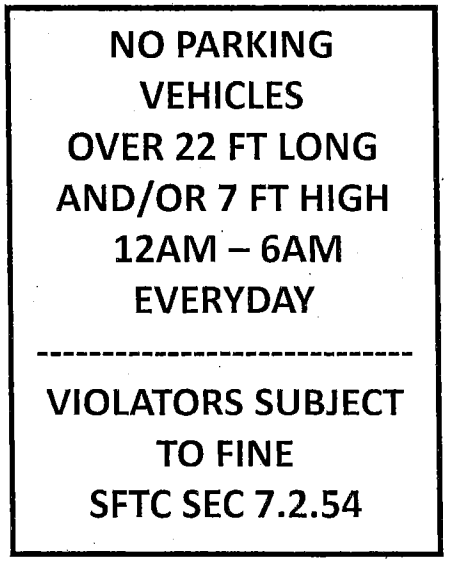
add SFTC Division I, Section 7.2.54:

SEC. 7.2.54. OVERSIZE VEHICLE PARKING.
To Park a vehicle or trailer (including any combination thereof) in excess of 22 feet in length or over 7 feet in height (including any load thereon) on those streets, during 12 a.m. and 6 a.m., as are designated by signs giving notice of such prohibition effective for that street.

amend SFTC Division II, Section 302:

set fine for violations of Sec. 7.2.54 at $65

The SFMTA will legislate sign placement on streets to actuate the restriction, as indicated by surveys, complaint history, and community input

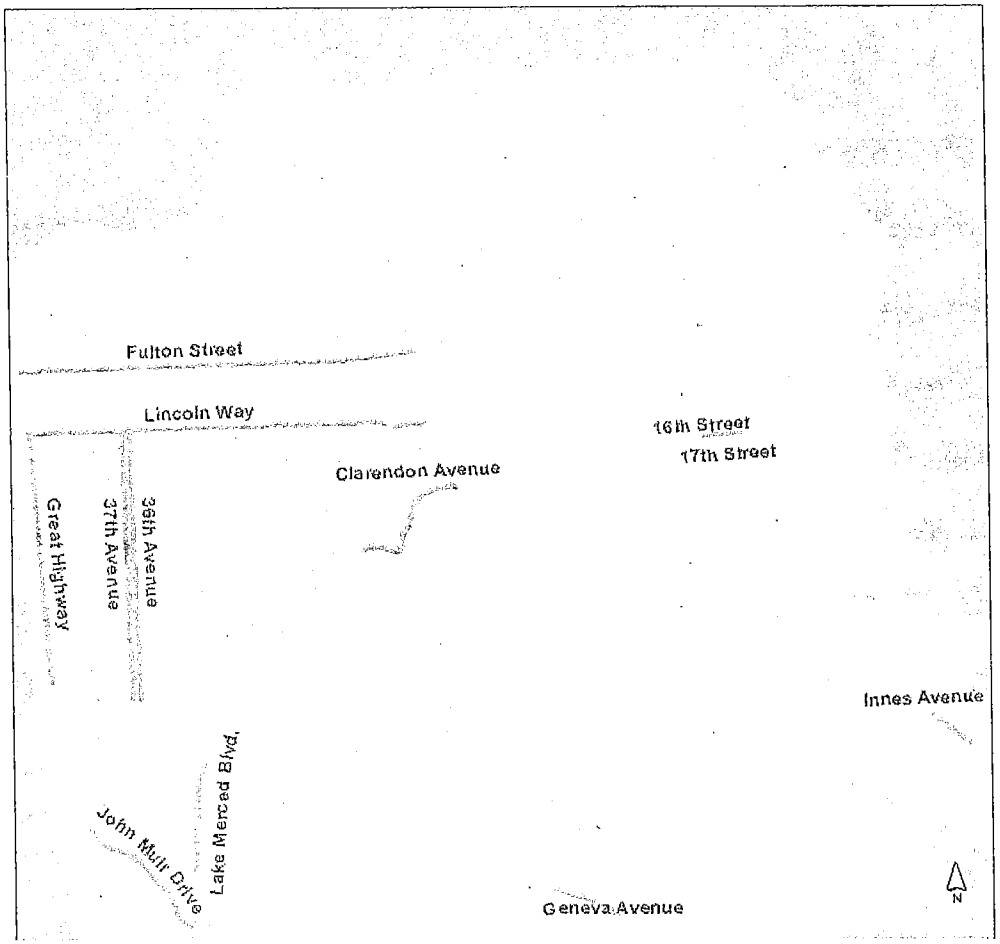


564

Proposed implementation and evaluation

- Select areas for new regulation, first round
- Collect "before" data on oversized vehicles parked, complaints, citations
- Conduct outreach & education to neighbors, businesses, SFPD, Rec-Park
- Flyer oversized vehicles in place – let them know about new regulation
- Install signs in first-round areas
- SFPD issue warnings for one month; issue citations going forward
- Collect "after" data at three months (as for "before" data collection)
- Issue evaluation report at six months, recommend possible improvements, consider a second round of signed streets

Proposed first-round locations



File No. 120142
9/17/12 · Received
in Committee

September 2012

To Whom It May Concern:

This letter is being written on behalf of greatly concerned small business owners in San Francisco. We run a small restaurant in the Design District of Potrero Hill/SOMA neighborhoods. Our now maturing business has faced many hurdles in its short history that have been very damaging to our growth and success. Major persistent crime has plagued our blocks for over two years now, much of which spans from encampments and large vehicles that house criminals, drug addicts and prostitutes.

We address these parking issues as a central concern for the safety of our staff, our families that run our business and for the health of the business itself. It is a major eye sore to have motor homes, run down buses and retired commercial vehicles. Many of these vehicles have parked adjacent to our business often blocking the view of our signage and front gate. For many of these vehicles we have often had to confront the live in owners or transient owners and demand their vehicles are moved from our block. This has caused added stress and concern of retaliation against our business and us. The most threatening issues we have seen and addressed with SFPD and the DA's office are that we see ongoing drug dealing, likely prostitution and safe housing for the criminals whom have threatened our businesses existence due to persistent weekly and often daily auto break ins. We have three times had bikes stolen from our loading areas and also kegs. We witness piles of trash thrown from these vehicles and see electronic parts, bikes, human waste and so much more line the blocks directly next to and across from our business. The conditions often add to loss of business as the perception of our guests' not feeling safe parking their cars near and around these trashy vehicles. There is also the fact that the limited parking in our neighborhood should be for patrons and locals of the city and area, and not be used by these huge motor homes, trailers, busses and more.

We think the constant parking of these vehicles and the people that live within them add to a larger concern in our great city of San Francisco. If these vehicles and people are allowed to park and stay uncontested we will continue to see more crime, more drugs on the streets and more deterring of patrons to our business and those businesses around us. Please make the necessary changes to large vehicle parking restrictions and remedy this issue that has gotten out of control in our neighborhood.

Sincerely,

Skool Restaurant ~ 415 255 8800 ~ 1725 Alameda St. San Francisco, CA 94103

File No. 120142
9/17/12 - Received in Committee

Coalition on Homelessness, San Francisco

Briefing Paper on Large Vehicle Legislation

Supervisor Carmen Chu has introduced legislation that would amend the San Francisco Transportation Code by prohibiting on-street parking of any vehicle over 22 feet in length or 7 feet high, or camp trailers, campers etc. between the hours of 12 am and 6 am, when signs are posted.

The Coalition on Homelessness, San Francisco has an official position opposing this legislation as written, because it would hurt destitute San Franciscans residing in their vehicles.

Living in Vehicles is not a lifestyle choice—it is the result of extreme poverty.

- Since 1976, the Housing and Urban Development (HUD) department's total budget has dropped by more than $45 billion per year, with the biggest drop occurring between 1980 and 1983 *(National Low Income Housing Coalition, 2001)*.
- The average rent in San Francisco for a two-bedroom apartment is $3,425 or $1,668 for a studio, far exceeding a service sector employee 's paycheck ($10/hour gross or $1,495 /month net) and more than three times a monthly public assistance check ($723 for family of three).
- People are residing in their vehicles because there is no affordable housing. In San Francisco, there are 37,000 people on the combined waitlist for public housing and Section 8. The waitlist for Section 8 was last open for one month in 2001. The waitlist for public housing closed February 1, 2010.
- There is 1 shelter bed in San Francisco for every 5.4 homeless individuals.. The wait for family shelter in San Francisco exceeds 6 months.

Who is living in their Vehicles?

- A broad cross section of San Franciscans reside in large vehicles, including families, elderly people, disabled people, couples, all of whom are united in their inability to afford housing.
- The January 2011 the San Francisco homeless count found 6,455 homeless people. This is considered an undercount, as families and youth are underrepresented. Approximately 2.5% were residing in their vehicles. *(2011 San Francisco Homeless Count and Survey)*
- 53% of survey respondents were experiencing homelessness for the first time. The over whelming majority became homeless as San Franciscans (73%). *(2011 San Francisco Homeless Count and Survey)*.
- More then half (55%) of all survey respondents said they had a disabling condition in 2011. *(2011 San Francisco Homeless Count and Survey)*. The single largest group of homeless individuals were black makes between the ages of 31 and 50.

How has the Recession Impacted Homelessness and Vehicular Dwelling in San Francisco

- Families have been hit the most noticeably by the recession in San Francisco. The number of families waiting for shelter has more then tripled since the summer of 2007. Currently, there are almost 200 families waiting for shelter in San Francisco and the wait exceeds six months.
- Homeless Resource Centers have also reported an increase in newly homeless single adults seeking shelter, with as much as a 50% increase in new clients in at least two homeless drop-in centers post recession.
- According to the San Francisco homeless count, the number of people residing in their vehicles decreased between 2009 and 2011, from 4.4% to 2.5%.

Human Rights and Homelessness

- According to the Universal Declaration of Human Rights, everyone has a right to an adequate standard of living, including housing. While the United States touts human rights to other countries, in the United States, 3.5 million people experience the trauma of homelessness each year.
- In the past dozen years in San Francisco, 167,074 citations were given out for sleeping and sitting in public *(San Francisco Municipal Court)*. Each citation carries a fine of more then $76. An unpaid or unresolved ticket goes to warrant in 21 days, and the fine doubles. Accumulated warrants can result in incarceration and denial of affordable housing.
- This legislation would fine people $65 for parking overnight in areas it is prohibited. If individuals are unable to pay their fine, they not only could face a warrant but would likely lose their mobile home, as it would be towed and likely be too expensive to retrieve because of tickets and tow fees. Often times, this is the only asset the individual or family has left, and would leave them with the haunting prospect of residing on the street.

Notes on Chu Legislation

- Many of the complaints surrounding large vehicles in the Sunset, where this issue originated are referring to the parking of commercial vehicles. If this is the case, the legislation should focus on commercial vehicles instead, to avoid unintended negative consequences of hurting homeless people.
- The proposal to store campers on Treasure Island when individuals are in program, while a good idea, would not fully ameliorate the negative consequences of this legislation if passed. There are simply not enough capacity in homeless programs.

File No. 120142
9/17/12 · Received
in Committee

September 17, 2012

Good Afternoon Supervisors. My name is Robert Davis and I live in the Bayview, 94124. I'm here today to support Supervisor Cohen's ordinance to limit parking on certain named streets by installing signs that read "No Parking Vehicles over 6' " and "No Parking 10pm to 6am." These signs already exist in the Bayview and they have eliminated a lot of the nuisances surrounding people living in RV's: namely, litter, illegal dumping, and blight.

I would expect that there would be some way for residents to park their personal RV's or boats in front or close to their homes.

I do caution you about enacting legislation that cannot or will not be enforced. A case in point is the 1400 block of Mendell Street next to 3rd Street and between Oakdale and Palou, commonly called Mendell Plaza.

Four buses and the MUNI T line stop on or neat the corner of Palou and 3rd Street. There are benches and a low wall for residents to sit on and either wait for public transportation or to enjoy the fine Bayview weather.

This one-block stretch of Mendell Street has 4 NO PARKING ANY TIME signs permanently attached to light poles.

In the past 12 months there have been over 130 complaint calls to MTA Code Enforcement (553-1200 , 1 , 5) referencing cars illegally parked under the NO PARKING signs.

In the same time period, MTA Code Enforcement officers wrote a total of 5 parking tickets on this block. 5/130=0.04 or 4%.

Again – please don't pass any laws that will not or can not be enforced.

Tiburon/CAD EVENT HISTORY SUMMARY 08-31-12
PRIOR EV S AT LOCATION 10:12

ENTRY	CLOSE	PRI	TYPE	UNIT	DISPO	LOCATION
#3105	07/20/12 20:29	20:29	C	587		1400 MENDELL ST,SF
452	07/19/12 17:01	18:24	C	587	3P70C GOA	1400 MENDELL ST,SF
#0972	07/19/12 10:04	10:27	C	587	3P70A NOM	1400 MENDELL ST,SF
#3149	07/18/12 20:27	20:27	C	587		1400 MENDELL ST,SF
#1787	07/18/12 14:05	14:37	C	587	3P70B GOA	1400 MENDELL ST,SF
#3282	07/17/12 21:14	21:46	I	587	3P70C ADM	1400 MENDELL ST,SF
#0813	07/16/12 09:21	11:14	C	587	3P70A GOA	1400 MENDELL ST,SF
#2174	07/15/12 16:54	17:41	C	587	CANC	1400 MENDELL ST,SF
#2851	07/13/12 19:31	20:26	C	587	3P70C HAN	1400 MENDELL ST,SF
#2476	07/13/12 17:37	18:12	C	587	3P70C GOA	1400 MENDELL ST,SF
#1893	07/12/12 14:18	15:06	C	587	3P70B ADM	1400 MENDELL ST,SF
#2251	07/11/12 15:05	16:12	C	587	CANC	1400 MENDELL ST,SF
#2003	07/08/12 16:38	17:02	C	587	3P70B CIT	1400 MENDELL ST,SF
#2572	07/07/12 18:08	19:15	C	587	3P70C CIT	1400 MENDELL ST,SF
#2420	06/28/12 17:19	19:01	C	587	3P70C NOM	1400 MENDELL ST,SF
#0892	06/22/12 09:32	11:13	I	587	3P70B NOM	1400 MENDELL ST,SF
#1891	06/11/12 14:38	16:32	I	587	3P70B NOM	1400 MENDELL ST,SF
#1642	06/08/12 13:22	14:10	C	587	3P30B GOA	1400 MENDELL ST,SF
#1941	06/06/12 16:18	18:51	C	587	3P31C GOA	1400 MENDELL ST,SF
#1921	07/21/12 14:56	15:30	C	587	3P70B GOA	1400-BLK MENDELL ST,SF

TOTAL NUMBER OF RECORDS: 20

Tiburon/CAD EVENT HISTORY SUMMARY 08-31-12 10:16

	ENTRY	CLOSE	PRIOR EV	S	AT LOCATION TYPE	UNIT	DISPO	LOCATION
#1842	08/26/12 14:58	17:59		C	587	3P70C	GOA	1425 MENDELL ST,SF
#3224	08/25/12 21:25	00:15		C	587	3C60	GOA	1425 MENDELL ST,SF
#2864	08/25/12 19:15	19:59		C	587	3P70C	GOA	1425 MENDELL ST,SF
#1431	08/25/12 12:17	14:03		C	587	3P70B	HAN	1425 MENDELL ST,SF
#3445	08/24/12 22:35	00:28		C	587	3C13D	GOA	1425 MENDELL ST,SF
#2753	08/24/12 18:52	19:59		C	587	3P70C	GOA	1425 MENDELL ST,SF
#2385	08/19/12 17:13	17:54		C	587	3P70C	GOA	1425 MENDELL ST,SF
#0932	08/19/12 09:05	10:04		C	587	3P70A	CIT	1425 MENDELL ST,SF
#2128	08/18/12 15:37	19:16		C	587	3P70C	GOA	1425 MENDELL ST,SF
#3209	08/17/12 20:55	01:27		C	587	3C12E	NOM	1425 MENDELL ST,SF
#2295	08/15/12 16:32	18:21		C	587	3P31C	CIT	1425 MENDELL ST,SF
#2038	08/12/12 15:36	16:36		C	587	3P70B	GOA	1425 MENDELL ST,SF
#1829	08/09/12 14:18	15:02		C	587	3P70B	HAN	1425 MENDELL ST,SF

TOTAL NUMBER OF RECORDS: 13

Tiburon/CAD EVENT HISTORY DETAIL: S122191993 08-31-12
SAN FR ISCO POLICE 10:16

S122191993 C 587 1449 MENDELL ST,SF (D=3C OAKDALE AV & 3RD ST) P20

15:04:34 PTC2 ENTRY ORIGIN:402\TX:CITE ALL.
:04:34 PTC2 ZIPCODE 94124
:04:34 PTC2 PRIOR 903 07/02/12 S1896 (2 MORE)
16:02:39 PTC2 HOLDINFO 3P70B
16:05:53 PTC2 DISP-ENR 3P70B:P
16:23:12 PTC2 PREEMPT 3P70B
16:24:26 PTC2 DISP-ENR 3P70B:P
16:30:44 PTC2 ONSCENE 3P70B
16:31:53 PTC2 CLEAR 3P70B GOA
16:31:53 PTC2 CLOSE

Call Recap:

INITIATE:	15:04:10 08/06/12	CALL NUMBER:	#1993
ENTRY:	15:04:34	CURRENT STATUS:	CLOSED
DISPATCH:	16:05:53	PRIMARY UNIT:	3P70B
ON SCENE:	16:30:44	JURISDICTION:	SP
CLOSE:	16:31:53	DISPOSITION:	GOA

LOCATION: 1449 MENDELL ST,SF (D=3C OAKDALE AV & 3RD ST)

DAREA:	3C CONTROL: 3P		
SECTOR:	P20	TYPE: 587	*TC32B
RA:	350B	PRIORITY: C	
FIRE:	6515	PRIOR HISTORY	

OPERATOR ASSIGNMENTS: PTC2 A10530

Call Disposition

No action	2	6.06%
Gone On Arrival	15	45.45%
No Merit	5	15.15%
Admonished (run, cleared, etc)	2	6.06%
Cancelled	2	6.06%
Handled	3	9.09%
Citation	4	12.12%
TOTAL	33	100%

Call Results by Officer

Officer	8am-Noon	12:01-4:00pm	4:01-Midnight
3P70A	NOM, GOA, CIT		
3P70B	NOM	GOA, ADM, NOM, HAN, HAN	CIT, GOA, GOA
3P70C			GOA, ADM, HAN, GOA, CIT, NOM,
3P30B			GOA, GOA, GOA, GOA, GOA
3P31C		GOA	
3C60			GOA, CIT
3C13D			GOA
3C12E			GOA
No Officer Assigned			NOM
		CANC	X, X, CANC

Call Type by Officer

No action	Gone On Arrival	No Merit	Admonished (run, cleared, etc)	Cancelled	Handled	Citation
No Officer Assigned	3P70A	3P70A	3P70B	No Officer Assigned	3P70B	3P70A
No Officer Assigned	3P70B	3P70B	3P70C		3P70B	3P70B
	3P70B	3P70B			3P70C	3P70C
	3P70B	3P70C				3P31C
	3P70C	3C12E				
	3P70C					
	3P70C					
	3P70C					
	3P70C					
	3P70C					
	3P30B					
	3P31C					
	3C60					
	3C13D					

Fw: Large Vehicle Parking Restrictions
Andrea Bruss to: Alisa Miller 09/17/2012 11:07 AM

For File.

.....

Andrea Bruss
Office of Supervisor Malia Cohen
City Hall, Room 244
(415) 554-7672
Andrea.Bruss@sfgov.org
---- Forwarded by Andrea Bruss/BOS/SFGOV on 09/17/2012 11:13 AM ----

Large Vehicle Parking Restrictions

Keith Goldstein to: Carmen.Chu, Scott.Wiener, Malia.Cohen, Eric.L.Mar 09/17/2012 10:35 AM

Cc: sue.lavin

Hello Supervisors,
As president of the Potrero Dogpatch Merchants Association (PDMA), I wish to express my support for the proposed legislation to restrict parking for large vehicles. Over the years, PDMA has heard many complaints of the garbage, pollution and blight that is generated by these oversized vehicles.

These vehicles are especially prevalent in areas that are increasingly occupied by our member businesses and by new homes. it is time for the City to place restrictions on these "mobile homes". At the same time, offering a helping hand to those who currently occupy these vehicles and consider them a safe refuge.

Respectfully,
Keith Goldstein

Fw: Ordinance amending transportation code
Andrea Bruss to: Alisa Miller 09/14/2012 04:26 PM

File 120142

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Andrea Bruss
Office of Supervisor Malia Cohen
City Hall, Room 244
(415) 554-7672
Andrea.Bruss@sfgov.org

----- Forwarded by Andrea Bruss/BOS/SFGOV on 09/14/2012 04:31 PM -----

From:	Bonnie Fraenza <fraenza@cathedralschool.net>
To:	Carmen.Chu@sfgov.org, Scott.Wiener@sfgov.org, Eric.L.Mar@sfgov.org,
Cc:	andrea.bruss@sfgov.org
Date:	09/14/2012 04:24 PM
Subject:	Ordinance amending transportation code

Gentlemen,

I write to you on behalf of C. Hillside Village, 94124.

Please support Item 2 File # 120142 ordinance amending the transportation code on large vehicle parking restrictions.

Myself and many of the residents of C. HillSide, have lived in 94124 for 20 years. We have seen the constant flow of large vehicles parked for months and months, filled with junk.

We have also seen large vans and campers where people live in them for years.

I have witnessed campers driving down Faifax and Mendell Sts slowly while emptying their toilets. Human waste is on the streets and washed down the drains when it rains.

I have witnessed all kinds of fluids being emptied or draining from the vehicles as well.

This city has many services for homeless people. This is not a targeting of folks who choose to live in their cars, it is a Public Health and Environmental issue.

Over the past 20 years I have seen THE SAME cars, vans and campers parked where people live in them. I have been accosted by some of these folks while I am on my daily run.

Who is being targeted here?

And tell me this, why do I not see this issue in Nob Hill and in Pacific Heights?

Please let's resolve this with respect to the folks who live here and play by the rules set by San Francisco city proper.

Thank You,
Bonnie

File 120142: It"s Not Just Parking to the Richmond & Sunset Districts
Board of Supervisors to: Alisa Miller 09/13/2012 02:41 PM

From: Steve Ward <seaward94133@yahoo.com>
To: board.of.supervisors@sfgov.org, john.avalos@sfgov.org, david.campos@sfgov.org, david.chiu@sfgov.org, carmen.chu@sfgov.org, malia.cohen@sfgov.org, sean.elsbernd@sfgov.org, mark.farrell@sfgov.org, jane.kim@sfgov.org, eric.l.mar@sfgov.org, christina.olague@sfgov.org, scott.wiener@sfgov.org, cammy.blackstone@sfgov.org,
Date: 09/12/2012 10:27 PM
Subject: It"s Not Just Parking to the Richmond & Sunset Districts

I encourage you to take quick action to support legislation being considered by the San Francisco Board of Supervisors that regulates parking of oversize vehicles. Passage of this ordinance will: 1) empower enforcement of existing vehicle anti-habitation regulations; 2) free up overextended police resources;

and 3) improve parking availability for local residents.

Facilitating the existing vehicle habitation policy serves vital safety and sanitation purposes. There is no explanation that justifies the threat imposed

on the community by dumping trash that includes human excrement and drug paraphernalia. The current ordinance passed several years ago recognizes this and other issues surrounding these vehicles, but does not provide an adequate mechanism for enforcement. This legislation allows traffic and parking patrol officers to simply issue a ticket which in turn will have the desired deterrent effect and save scarce police resources.

More parking availability for local residents and visitors will result from making it illegal for large size vehicles, such as buses, to remain parked overnight. It will also make adjoining properties more observable for police examination.

Fw: Oversized vehicles parking
Andrea Bruss to: Alisa Miller 09/14/2012 09:28 AM

For file 120142

Andrea Bruss
Office of Supervisor Malia Cohen
City Hall, Room 244
(415) 554-7672
Andrea.Bruss@sfgov.org
----- Forwarded by Andrea Bruss/BOS/SFGOV on 09/14/2012 09:33 AM -----

Oversized vehicles parking

earl shaddix to: Carmen Chu, scott.wiener, malia.cohen, Mar Eric 09/14/2012 09:13 AM

Cc: briteboard

Thank you Supervisors for looking into a serious blight issue we have had to deal with in the Bayview district for some time. I am unable to attend Monday in person as I will be at work. I want you to know that I fully support banning large RV and recreational vehicles that park on neighborhood streets. This issue has plagued us for some time. Most all of the RV vehicles have people living in them. I have personally seen human waste dumped out of the RV's by their occupants. Also, trash is simply tossed into the street for the hardworking DPW crew to have to clean up after.

At any time, I welcome you to tour the Bayview streets and see for yourself the many RV vehicles parked on residential streets. It has really effected the quality of life for so many of here in the Bayview district.

Please to not be swayed by the few that claim these vehicles are harmless. They are indeed. If one would like to maintain a RV, or live upon one, I have no issue with it. However there are RV storage lots, even one located right here in Bayview. There are also RV camping spots around the BayArea.

I will support your efforts to curb this problem that has blighted our community for so long.

Greatly appreciate your service

Sincerely

Earl Shaddix
Homeowner D10
415-756-3678
4800 Third Street
SF, CA 94124

Fw: Motorhomes and Campers in our Neighborhood - new city legislation
Andrea Bruss to: Alisa Miller 09/14/2012 09:38 AM

For file 120142

Andrea Bruss
Office of Supervisor Malia Cohen
City Hall, Room 244
(415) 554-7672
Andrea.Bruss@sfgov.org
---- Forwarded by Andrea Bruss/BOS/SFGOV on 09/14/2012 09:44 AM ----

Motorhomes and Campers in our Neighborhood - new city legislation

Matt Hendry to: Carmen.Chu@sfgov.org, Malia.Cohen@sfgov.org 09/14/2012 07:40 AM

Please respond to Matt Hendry

I support and look forward to the proposed new legislation to prevent motorhomes and campers dodging the present system and just move one block away every 3 days or whenever they get posted with a notice. Unfortunately, I am unable to attend the hearing scheduled for SF City Hall, Rm 263 at 1pm, BUT I do want to register my support of this legislation and request the Pilot Program specifically call out the inclusion of the area South of 23rd Street, North of Cesar Chavez, East of Pennsylvania and West of Illinois in the Dogpatch/Potrero Hill area.

Thanks again for your support,
Matt

Fw: Upcoming Legislation at Monday's Land Use Hearing - RV's in the neighborhood

Malia Cohen to: Alisa Miller 09/14/2012 09:39 AM
Sent by: Andrea Bruss

For File 120142

Always at your service,
Supervisor Malia Cohen

Malia Cohen
Member, Board of Supervisors, District 10
City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-7670 | Fax: (415) 554-7674
malia.cohen@sfgov.org | www.sfbos.org

---- Forwarded by Andrea Bruss/BOS/SFGOV on 09/14/2012 09:44 AM -----

From: Kristine Enea <kristineenea@gmail.com>
To: Carmen Chu <carmen.chu@sfgov.org>, scott.wiener@sfgov.org, malia.cohen@sfgov.org, Mar Eric <Eric.L.Mar@sfgov.org>,
Cc: Dan Dodt <dodt@mac.com>
Date: 09/14/2012 12:39 AM
Subject: Re: Upcoming Legislation at Monday's Land Use Hearing- RV's in the neighborhood

Honorable Supervisors,

With respect to the large vehicle parking legislation you'll be considering at Land Use next Monday 9/17 - will there be any allowance for large vehicles owned by someone who lives on one of the restricted streets? Could you create a **large vehicle residential parking permit,** perhaps?

My neighbor on Innes Ave owns an RV (used for family trips) and one of us Innes Ave residents might want to park a small boat on Innes at some point, being that we're only a block from the water and there are no public docks. As you may be aware, Innes is not one of a typical city grid of streets; it's more like a bridge, where those who live on Innes have little choice but to park on Innes, particularly those of us who don't have a garage (much less a 22-foot long garage). I'm wondering if a residential permit exception would be a way to **regulate the trash- and nuisance-causing RVs without penalizing a neighbor who needs to park a recreational RV or small boat near their home.**

I'm afraid I can't testify in person at a 1pm hearing on a workday and my neighbor has five grandchildren to take care of so I doubt she could be there either, but I'm sure we'd both greatly appreciate your discussing a **residential permit exception to the proposed large vehicle legislation,** or other means of accommodating large-vehicle-owning residents of the potentially restricted streets.

Thanks for your service to our City and for your attention to this issue. Please phone or email me if there's any further information I can provide.

Best regards,
Kristine

Kristine Enea
951 Innes Ave, 94124
kristineenea@gmail.com
415-609-5322

On Sep 13, 2012, at 8:33 PM, Dan Dodt wrote:

please pass this information along to those who may be able to attend the hearing next monday
thanks,
dan

From: andrea.bruss@sfgov.org
Date: September 13, 2012 4:16:34 PM PDT
To: andrea.bruss@sfgov.org
Subject: Upcoming Legislation at Monday's Land Use Hearing

Dear Merchants and Neighbors -
We are writing because I believe that you would be interested in two items on this coming Monday's Board of Supervisors Land Use Committee Agenda, I have detailed them below. It is always helpful for neighbors to attend and share public comment on these items or send letters to the Committee members (Supervisors Cohen, Mar and Wiener). Please let me know if you will be able to attend or send a letter or any written testimony as we can assist with getting them to the committee members. The meeting will take place on Monday, September 17th at 1:00 in City Hall, Room 263 or you can send written letters or testimony to the below email addresses :

Carmen.Chu@sfgov.org
Scott.Wiener@sfgov.org
Malia.Cohen@sfgov.org
Eric.L.Mar @sfgov.org

Item 2. File No. 120142 [Ordinance amending the Transportation Code to impose new large vehicle parking restrictions]

For the last several years, residential neighborhoods have seen an increase in oversized vehicles on their streets. The neighborhoods most impacted have little or no parking regulations, so it is an attractive free storage space for boats, recreational vehicles, trailers, panel trucks, construction equipment and other large vehicles. We particularly see this problem along Evans Ave, Innes and Hunters Point Boulevard and near Progress Park.
Long term storage of oversized vehicles on residential streets creates a number of issues. These vehicles are often magnets for illegal dumping, graffiti, blight, and criminal activity. The size of these vehicles also limits visibility for motorist, pedestrians and cyclists and makes parking difficult for the residents of the neighborhood. If passed this, legislation would apply to all oversized vehicles, which are defined as (any vehicle, trailer, watercraft, recreational vehicle, over 22 feet in length, 8 feet in height or 7 feet in width. Parking of oversized vehicles will be prohibited on certain streets between the hours of midnight and 6:00am).

We have heard some concerns that this legislation may be perceived as targeting those individuals or families who live on their vehicles and after discussions between the Coalition on Homelessness and Supervisor Chu, we understand that many of the vesicularly housed remain so because they are reluctant to participate in City programs for fear they will lose their vehicles. As a result Supervisor Chu has been working with the office of HOPE to find a solution, and Bevan Dufty has been able to negotiate an agreement at Treasure Island to store campers and

rvs while the owners enter City programs and begin the process for permanent housing.

We believe that this legislation would significantly improve the ability of SFPD to quickly enforce overnight camping restrictions and limit the areas in our neighborhoods where these oversized vehicles can stay.

Item 3. File No. 120318 [Ordinance amending the Police Code to increase penalties for owners of multiple foreclosed properties that are nuisances]

There is currently no specific provision in the municipal code that holds individuals and entities who own significant numbers of foreclosed properties to increased civil penalties for maintaining a public nuisance. While we have penalties for nuisance properties, both building code and housing code violations, they are the same for an entity or individual who owns one property or many properties. Supervisor Cohen introduced this ordinance to make it clear that nuisances occurring at foreclosed properties shall be considered an aggravating factor for purposes of imposing civil penalties and injunctive relief. For owners of ten or more foreclosed properties, this Ordinance permits courts to award an increased penalty of up to three times (treble) the amount of any civil penalty authorized by state or local law. San Francisco is still seeing a significant number of foreclosures, with more than 927 foreclosures occurring in the 2010-2011 fiscal year the large majority of which occur in District 10, and often by the time a property is foreclosed upon, the property has been neglected and sorely in need of maintenance. A property that is left in such a condition often can fall victim to squatters, illegal dumping, overgrowing vegetation and vermin, quickly deteriorating into a condition that qualifies as a public nuisance. We saw this in particular with a property at 2010 Keith Street (see article: http://www.sfexaminer.com/local/development/2012/04/foreclosed-properties-could-fall-under-nuisance-law-penalities)

There is currently no provision that specifically addresses the blight caused by neglected, foreclosed properties or attempts to deter nuisances at those types of properties from occurring. This Ordinance would permit courts to consider nuisances at foreclosed properties as an aggravating factor-in assessing the above remedies. In addition, it would provide courts the mechanism to penalize owners of more than ten foreclosed for maintaining public nuisances.

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Andrea Bruss
Office of Supervisor Malia Cohen
City Hall, Room 244
(415) 554-7672
Andrea.Bruss@sfgov.org

<Oversized Vehicle Ordinance Final Signed 2-14-12.pdf>
<Foreclosure Penalties Cohen FINAL.pdf>

File 120142: It's not just a parking issue for Outer Sunset Residents

Board of Supervisors to: Carmen Chu, David Campos, David Chiu, Eric L Mar, John Avalos, Sean Elsbernd, Malia Cohen, Scott Wiener, 09/19/2012 11:03 AM

From: Judith & Jay Parks <sf1208@comcast.net>
To: "board.of.supervisors@sfgov.org" <board.of.supervisors@sfgov.org>,
Date: 09/19/2012 09:37 AM
Subject: It's not just a parking issue for Outer Sunset Residents

Dear Board of Supervisors,

For a long time now, residents in our community have had the peace and tranquility, not to mention our community's quality of life, infringed upon by an endless occupation of over-sized vehicles and, far too often, irresponsible campers. The result has been a "trashing" of our neighborhood, illegal drug activity, and drunk and disorderly behavior, all of which zap local authorities' resources, while providing a health hazard to our local citizens and their families. In addition, tourists come here to enjoy the sites and experience the wonders of our beach, only to be greeted by the plight created by individuals, who believe it's okay to invade our community and infringe on the rights and lives of our residents.

We urge you to act quickly and support legislation to regulate parking of oversized vehicles, while enforcing current habitation regulation. Your action will free up Taraval Station's resources, ensure safety and sanitation to our community, while providing the mechanism necessary to enforce the current ordinance, which protects our families and their children.

Jay and Judy Parks

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2012 FEB 14 PM 2:03
BY _____ Time Stamp or Meeting Date

INTRODUCTION FORM

By a member of the Board of Supervisors or the Mayor

I hereby submit the following item for introduction:

- ☑ 1. For reference to Committee:
  An ordinance, resolution, motion, or charter amendment
- ☐ 2. Request for next printed agenda without reference to Committee
- ☐ 3. Request for Committee hearing on a subject matter
- ☐ 4. Request for letter beginning "Supervisor _____ inquires..."
- ☐ 5. City Attorney request
- ☐ 6. Call file from Committee
- ☐ 7. Budget Analyst request (attach written motion).
- ☐ 8. Substitute Legislation File Nos.
- ☐ 9. Request for Closed Session
- ☐ 10. Board to Sit as A Committee of the Whole
- ☐ 11. Question(s) submitted for Mayoral Appearance before the BOS on _____.

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- ☐ Small Business Commission
- ☐ Ethics Commission
- ☐ Building Inspection Commission
- ☐ Youth Commission
- ☐ Planning Commission

Note: For the Imperative Agenda (a resolution not on the printed agenda), use a different form.]

Sponsor(s): Supervisor Carmen Chu

SUBJECT: Transportation Code – Large Vehicle Parking Restrictions

The text is listed below or attached:

Signature of Sponsoring Supervisor : _____

For Clerk's Use Only:

Common/Supervisors Form Revised 4/2/09

120142 1