

FILE NO. 061580

RESOLUTION NO.

1 [Parking Regulations.]

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3 **Resolution enacting and rescinding parking regulations at various locations.**

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5 RESOLVED, That, in accordance with the provisions of the California Vehicle Code
6 and the San Francisco Traffic Code, the following regulations governing the parking of
7 vehicles are hereby enacted or rescinded as designated below:

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TOW-AWAY, NO STOPPING AND TRANSIT LANE ONLY, 4 PM TO 7 PM, MONDAY THROUGH FRIDAY - ESTABLISH

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Harrison Street, north side, from the Embarcadero to First Street

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RESIDENTIAL PERMIT PARKING AREA "Y" (2 HOUR PARKING TIME LIMIT, 9 AM TO 10 PM, EVERYDAY) - ESTABLISH

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Harrison Street, south side, between Fremont and Spear Streets (currently unregulated);

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Spear Street, west side, from Harrison Street to 140 feet southerly (currently unregulated);

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Main Street, both sides, between Harrison and Bryant Streets (currently unregulated);

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Beale Street, both sides, between Bryant and Harrison Streets (replaces existing signed time limits); and,

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Beale Street, west side, between Harrison and Folsom Streets (replaces existing signed time limits).

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PARKING METER AREA 1 (2-HOUR PARKING TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY) - ESTABLISH

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- 1 Harrison Street, north side, between Fremont Beale and Spear Streets (currently
2 unregulated);
- 3 Spear Street, east side, from Harrison Street to 140 feet southerly (currently
4 unregulated);
- 5 Harrison Street, south side, between The Embarcadero and Spear Streets
6 (replaces signed time limit);
- 7 Beale Street, east side, between Folsom and Harrison Streets (currently
8 unregulated)
- 9 Townsend Street, both sides, between 2nd Street and Colin P. Kelly Jr. Street
10 (replaces 2 -hour signed time limit);
- 11 Brannan Street, both sides, between 2nd Street and Colin P. Kelly Jr. Street
12 (replaces 2 -hour signed time limit); and,
- 13 2nd Street, west side, between King and Townsend Streets (currently
14 unregulated).

Categorically exempt from Environmental Review
Class 1(c)(9) changes in the traffic and parking
regulations where such changes do not establish a
higher speed limit or result in more than a
negligible increase in the use of the street.

Gerald Robbins, MTA Date