

THIS PRINT COVERS CALENDAR ITEM NO: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various routine parking and traffic modifications.

SUMMARY:

- The SFMTA Board of Directors has authority to adopt parking and traffic regulations changes.
- Taxis are not exempt from any of these regulations.
- The proposed parking and traffic modifications have been reviewed pursuant to the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action for Items A-L as defined by S.F. Administrative Code Chapter 31.
- Certain items listed below with a “#” are Final SFMTA Decisions as defined by Ordinance 127-18. Final SFMTA Decisions can be reviewed by the Board of Supervisors. Information about the review process can be found at:
https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

ENCLOSURES:

A. SFMTAB Resolution

B. CEQA Clearance for Item M:

<https://aca-ccsf.accela.com/ccsf/Cap/CapDetail.aspx?Module=Planning&TabName=Planning&capID1=15CAP&capID2=00000&capID3=006HR&agencyCode=CCSF>

C. CEQA Clearance for Items R-U:

<http://sf-planning.org/area-plan-eirs>
https://archives.sfplanning.org/documents/1268-EN_BOS_Vol4_CEQA_Part7_Web.pdf

D. CEQA Clearance for Item V:

<http://sf-planning.org/area-plan-eirs>
http://commissions.sfplanning.org/cpcmotions/2012/18629%20TCDP_CEQAFindings_Resolution.pdf

APPROVALS:

DIRECTOR



SECRETARY



DATE

December 31, 2019

December 31, 2019

ASSIGNED SFMTAB CALENDAR DATE: January 7, 2020

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PURPOSE

To approve various routine parking and traffic modifications.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES:

- Goal 1: Create a safer transportation experience for everyone
- Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.
 - Objective 1.2: Improve the safety of the Transit System.
- Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel
- Objective 2.1: Improve transit service.
 - Objective 2.2: Enhance and expand use of the city's sustainable modes of transportation.
 - Objective 2.3: Manage congestion and parking demand to support the Transit First Policy.

This action supports the following SFMTA Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

ITEMS

The following items were considered at Public Hearing on November 15, 2019

- A. ESTABLISH – NO PARKING ANYTIME – Geneva Avenue, south side, from 33 feet to 60 feet east of Ocean Avenue. #

Modification A creates a no parking zone to provide maneuvering clearance for eastbound traveling Muni buses.

- B. ESTABLISH – RED ZONE – Post Street, south side, from 6 feet to 29 feet west of Laguna Street (23-foot zone, removes 1 general metered parking space 614-1601).

Modification B adds daylighting a high-injury network intersection to improve pedestrian visibility.

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C. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA I ELIGIBILITY
2903 Mission Street.

Modification C will create eligibility for the residents of 2903 Mission Street to purchase permits to park within the RPP Area I.

The following items were considered at Public Hearing on December 6, 2019

D. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Lawrence Avenue, south side, from Mission Street to 20 feet westerly.

Modification D establishes a tow-away zone to improve compliance with this existing red zone.

E. ESTABLISH – BUS ZONE Fremont Street, east side, from 151 feet to 234 feet south of Howard Street.

Modification E converts a Golden Gate Transit bus zone from temporary and part-time to permanent and full-time.

F. ESTABLISH – NO PARKING VEHICLES OVER SIX FEET HIGH Mariposa Street, south side, between Bryant Street and York Street; and Mariposa Street, north side, between York Street and Bryant Street. #

Modification F improves access and visibility for Muni operators entering and exiting the Potrero Bus Yard.

G. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA U ELIGIBILITY 1586 Folsom Street (eligibility only; no signs). #

Modification G will allow the residents of 1586 Folsom Street with permits to park within RPP Area U.

H. RESCIND – GENERAL METERED PARKING 9 AM TO 6 PM, MONDAY THROUGH SATURDAY ESTABLISH – NO PARKING ANYTIME Hawthorne Street, east side, from Harrison Street to 108 feet northerly (removes five general meter spaces 143, 145, 147, 149, and 151 to create left turn pocket). #

Modification H would create a left turn lane for the southbound Hawthorne approach while simultaneously daylighting the southbound approach to the intersection.

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- I. ESTABLISH – NO PARKING, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY
Plymouth Avenue, east side, from San Ramon Way to Wildwood Way (1300 Block) (19
parking spaces removed). #

Modification I to match the existing parking restrictions on the 1400 block of Plymouth
Avenue and extend the restriction by four hours to allow for more space for vehicle
maneuverability.

- J. ESTABLISH – TOW-AWAY, NO STOPPING, 7 AM TO 9 AM, MONDAY THROUGH
FRIDAY Franklin Street, west side, from Page Street to 265 feet northerly (to Oak Street).

Modification J extends the existing Tow Away No Stopping 7AM-9AM M-F regulations on
Franklin between Fell Street to Oak Street through Page Street in order to resolve constituent
complaints regarding intersection and crosswalk blocking at 12th / Franklin / Market / Page.

- K. ESTABLISH – 2-HOUR PARKING, 8 AM TO 9 PM, MONDAY THROUGH FRIDAY,
EXCEPT VEHICLES WITH AREA S PERMITS; Webster Street, east side, between Page
Street and Haight Street; Haight Street, north side, between Webster Street and Buchanan
Street; and Buchanan Street, west side, between Page Street and Haight Street. #

- L. ESTABLISH – 2-HOUR PARKING, 9 AM TO 8 PM, MONDAY THROUGH FRIDAY,
EXCEPT VEHICLES WITH AREA S OR AREA Q PERMITS Webster Street, east side,
between Fell Street and Oak Street Webster Street, east side, from 77 feet south of Oak Street
to Page Street. #

Modifications K and L are intended to compensate for the loss of parking for permit-holders
due to the Page Bikeway Improvement Pilot. These modifications could increase the supply
of RPP parking by approximately 44 spaces.

- M. ESTABLISH – STREET CLOSURE, 11:30 AM TO 3:30 PM, DAILY – Harlan Place, from
Grant Avenue to Mark Lane

Modification M will be closed to vehicular traffic via two unlocked chains with reflective
paint connecting two bollards from 11:30 am to 3:30 pm daily to provide pedestrian access
and temporary seating and tables for the 300 Grant project.

- N. ESTABLISH – RED ZONE 3rd Street, west side, from 4 feet to 26 feet south of Mission
Street (removes meter 104 and extends existing red zone to 26 feet); 3rd Street, west side,
from 4 feet to 24 feet south of Folsom Street (removes meter 302 and extends existing red
zone to 24 feet); 3rd Street, west side, from 4 feet to 27 feet south of Bryant Street (removes
meter 502 and extends existing red zone to 27 feet)

- O. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – Bryant Street, south side,
from 3rd Street to 26 feet easterly (removes blue zone and extends existing red zone to 26
feet for future 6'-wide bulb)

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- P. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES – Bryant Street, south side, from Ritch Street to 22 feet easterly (removes commercial loading meter 515).
- Q. ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, ONE-HOUR TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Ritch Street, west side, from Bryant Street to 22 feet southerly. #

Modifications N – Q are part of the 3rd Street Transit and Safety Project. 3rd Street is part of the high injury network. The proposed red zones provide daylighting at the intersections, which improve visibility of pedestrians and motorists.

- R. ESTABLISH – RED ZONE Channel Street, south side, from 160 to 190 feet east of 8th Street.
- S. ESTABLISH – RED ZONE 8th Street, east side, from Carolina Street to 77 feet southerly.
- T. ESTABLISH – RED ZONE Hooper Street, north side, from 8th Street to 65 feet easterly.
- U. ESTABLISH – RED ZONE Hooper Street, south side, from 8th Street to 30 feet easterly.

Modifications R – U removes parking on Channel Street, Carolina Street, and Hooper Street due to sidewalk improvements for the new 188 Hooper Street building.

- V. ESTABLISH – RED ZONE Clementina Street, south side, from 1st Street to 65 feet westerly.

Modification V will be widened by 5.4 feet (from 7.8 feet to 13.2 feet) for the Transbay Block 9/500 Folsom Street thus requiring removal of on-street parking.

ENVIRONMENTAL REVIEW

The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA). California Environmental Quality Act (CEQA) provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301.

The SFMTA, under authority delegated by the San Francisco Planning Department, has determined that the proposed parking and traffic modifications in Items A-C (Case No. 2019-020839ENV), Items D-L (Case No. 2019-022171ENV), and Items N-Q (Case No. 2018-014960ENV) are categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Section 15301.

The proposed action is the Approval Action for Items A-L as defined by San Francisco Administrative Code Chapter 31.

On June 12, 2008 the San Francisco Planning Commission in Motion 17614 adopted the 300 Grant Avenue Project Final Mitigated Negative Declaration (FMND) and adopted CEQA Findings including a Mitigation Monitoring and Reporting Program (MMRP). In 2015, the Planning Department issued an addendum to the FMND that determined that the analyses conducted and the conclusions reached in the FMND adopted by the Planning Commission on June 12, 2008 remained valid. On October 23, 2019, the Planning Department determined (Case No. 2015-000878ENV) the design for Harlan Alley (Item M) is within the scope of the 300 Grant Avenue FMND and addendum. No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the Item M.

On August 7, 2008, the San Francisco Planning Commission in Motion 17659 certified the Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (Eastern Neighborhoods FEIR, Case No. 2004.0160E), and adopted CEQA Findings including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program. The Planning Department has determined that the proposed parking and traffic modifications in Items R-U (Case No. 2016-001557ENV-02) are consistent with the Eastern Neighborhoods FEIR and is therefore exempt from environmental review pursuant to Title 14 of the California Code of Regulations Section 15183. No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the Items R-U.

On May 24, 2012, the San Francisco Planning Commission in Motion 18628 certified the Transit Center District Plan (TCDP) Final Environmental Impact Report (FEIR), and adopted CEQA Findings including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program. The Planning Department has determined that the proposed parking and traffic modification in Item V is within the scope of the TCDP FEIR. No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for Item V.

The SFMTA Board of Directors has subsequently reviewed the 300 Grant Street Project FMND and hereby adopts the CEQA Findings and Mitigation Monitoring and Reporting Program as its own. The SFMTA Board of Directors has subsequently reviewed the Eastern Neighborhoods FEIR and TCDP FEIR, and hereby adopts the Eastern Neighborhoods and TCDP CEQA Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Programs as its own.

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for parking and traffic modifications as follows:

- A. ESTABLISH – NO PARKING ANYTIME – Geneva Avenue, south side, from 33 feet to 60 feet east of Ocean Avenue.
- B. ESTABLISH – RED ZONE – Post Street, south side, from 6 feet to 29 feet west of Laguna Street.
- C. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA I ELIGIBILITY - 2903 Mission Street.
- D. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Lawrence Avenue, south side, from Mission Street to 20 feet westerly.
- E. ESTABLISH – BUS ZONE Fremont Street, east side, from 151 feet to 234 feet south of Howard Street.
- F. ESTABLISH – NO PARKING VEHICLES OVER SIX FEET HIGH Mariposa Street, south side, between Bryant Street and York Street; and Mariposa Street, north side, between York Street and Bryant Street.
- G. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA U ELIGIBILITY 1586 Folsom Street.
- H. RESCIND – GENERAL METERED PARKING 9 AM TO 6 PM, MONDAY THROUGH SATURDAY ESTABLISH – NO PARKING ANYTIME Hawthorne Street, east side, from Harrison Street to 108 feet northerly.
- I. ESTABLISH – NO PARKING, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY Plymouth Avenue, east side, from San Ramon Way to Wildwood Way.
- J. ESTABLISH – TOW-AWAY, NO STOPPING, 7 AM TO 9 AM, MONDAY THROUGH FRIDAY Franklin Street, west side, from Page Street to 265 feet northerly.
- K. ESTABLISH – 2-HOUR PARKING, 8 AM TO 9 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA S PERMITS; Webster Street, east side, between Page Street and Haight Street; Haight Street, north side, between Webster Street and Buchannan Street; and Buchannan Street, west side, between Page St and Haight St.
- L. ESTABLISH – 2-HOUR PARKING, 9 AM TO 8 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA S OR AREA Q PERMITS Webster Street, east side, between Fell Street and Oak Street Webster Street, east side, from 77 feet south of Oak Street to Page Street.
- M. ESTABLISH – STREET CLOSURE, 11:30 AM TO 3:30 PM, DAILY – Harlan Place, from Grant Avenue to Mark Lane
- N. ESTABLISH – RED ZONE 3rd Street, west side, from 4 feet to 26 feet south of Mission Street; 3rd Street, west side, from 4 feet to 24 feet south of Folsom Street; 3rd Street, west side, from 4 feet to 27 feet south of Bryant Street.
- O. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – Bryant Street, south side, from 3rd Street to 26 feet easterly.

- P. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES – Bryant Street, south side, from Ritch Street to 22 feet easterly.
- Q. ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, ONE-HOUR TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Ritch Street, west side, from Bryant Street to 22 feet southerly.
- R. ESTABLISH – RED ZONE Channel St., south side, from 160 to 190 feet east of 8th St.
- S. ESTABLISH – RED ZONE 8th Street, east side, from Carolina Street to 77 feet southerly.
- T. ESTABLISH – RED ZONE Hooper Street, north side, from 8th Street to 65 feet easterly.
- U. ESTABLISH – RED ZONE Hooper Street, south side, from 8th Street to 30 feet easterly.
- V. ESTABLISH – RED ZONE Clementina Street, south side, from 1st Street to 65 feet westerly, and,

WHEREAS, The closure of Harlan Place conforms to the requirements of California Vehicle Code 21102.1; and,

WHEREAS, The proposed traffic and parking modifications are subject to the California Environmental Quality Act the California Environmental Quality Act (CEQA). California Environmental Quality Act (CEQA) provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The SFMTA, under authority delegated by the San Francisco Planning Department, has determined that the proposed parking and traffic modifications in Items A-C (Case No. 2019-020839ENV), Items D-L (Case No. 2019-022171ENV), and Items N-Q (Case No. 2018-014960ENV) are categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action for Items A-L as defined by San Francisco Administrative Code Chapter 3I; and,

WHEREAS, On June 12, 2008 the San Francisco Planning Commission in Motion 17614 adopted the 300 Grant Avenue Project Final Mitigated Negative Declaration (FMND) and adopted CEQA Findings including a Mitigation Monitoring and Reporting Program (MMRP); In 2015, the Planning Department issued an addendum to the FMND that determined that the analyses conducted and the conclusions reached in the FMND adopted by the Planning Commission on June 12, 2008 remained valid; and,

WHEREAS, On October 23, 2019, the Planning Department determined (Case No. 2015-000878ENV) the design for Harlan Alley (Item M) is within the scope of the 300 Grant Avenue FMND and addendum; No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the Item M; and,

WHEREAS, On August 7, 2008, the San Francisco Planning Commission in Motion 17659 certified the Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (Eastern Neighborhoods FEIR, Case No. 2004.0160E), and adopted CEQA

Findings including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program; and,

WHEREAS, The Planning Department has determined that the proposed parking and traffic modifications in Items R-U (Case No. 2016-001557ENV-02) are consistent with the Eastern Neighborhoods FEIR and is therefore exempt from environmental review pursuant to Title 14 of the California Code of Regulations Section 15183; No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the Items R-U; and,

WHEREAS, On May 24, 2012, the San Francisco Planning Commission in Motion 18628 certified the Transit Center District Plan (TCDP) Final Environmental Impact Report (FEIR), and adopted CEQA Findings including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program; and,

WHEREAS, The Planning Department has determined that the proposed parking and traffic modification in Item V is within the scope of the TCDP FEIR. No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for Item V; and,

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, The SFMTA Board of Directors has subsequently reviewed the 300 Grant Street Project Final Mitigated Negative Declaration and addendum and hereby adopts the CEQA Findings and Mitigation Monitoring and Reporting Program as its own; and, be it further

RESOLVED, The SFMTA Board of Directors has subsequently reviewed the Eastern Neighborhoods FEIR and TCDP FEIR, and hereby adopts the Eastern Neighborhoods and TCDP CEQA Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Programs as its own; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, upon recommendation of the Director of Transportation and the Director of the Sustainable Streets Division approves the changes.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 7, 2020.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

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Archived on January 7, 2020

Original URL: https://www.sfmta.com/sites/default/files/reports-and-documents/2020/01/1-7-20_item_10.3_traffic_modifications.pdf