

**THIS PRINT COVERS CALENDAR ITEM NO: 10.1**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** 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 B-I 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](https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf)

**ENCLOSURES:**

1. SFMTAB Resolution
2. Item A:

[https://campusplanning.ucsf.edu/sites/campusplanning.ucsf.edu/files/reports/Third%20Street%20EIR%20Combined%20Final%20EIR\\_2017-05-18.pdf](https://campusplanning.ucsf.edu/sites/campusplanning.ucsf.edu/files/reports/Third%20Street%20EIR%20Combined%20Final%20EIR_2017-05-18.pdf)

**APPROVALS:**

DIRECTOR  \_\_\_\_\_

**DATE**

July 13, 2021

SECRETARY  \_\_\_\_\_

July 13, 2021

**ASSIGNED SFMTAB CALENDAR DATE:** July 20, 2021

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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 December 4, 2020

- A. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME, ESTABLISH – SIDEWALK EXTENSION (6 FEET) – Tennessee Street - east side, from 18th Street to 32 feet southerly (Requested by San Francisco Public Works).

Modification A establishes a Tow-Away No Stopping Anytime regulation to accompany sidewalk widening improvements for the 2130 3rd Street project.

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The following items were considered at Public Hearing on May 14, 2021

- B. ESTABLISH – RED ZONE, Teresita Boulevard, south side, at 13 feet from Arroyo Way to 40 feet easterly (Requested by Residents).

Modification B was requested by a resident to extend an existing red zone to improve visibility.

- C. ESTABLISH – RED ZONE, Clayton Street at Corbett Avenue, between the north and east legs (removes three parking spaces) (Requested by Residents).

Modification C is recommended to prohibit parking within this intersection to improve visibility.

- D. ESTABLISH – RESIDENTIAL PERMIT PARKING (RPP) AREA X ELIGIBILITY, 1421-1423 17th Street (Requested by Residents).

Modification D extends RPP Area X eligibility to a two-unit residential building located on an otherwise commercial block with parking meters and non-RPP time limits.

- E. RESCIND – NO PARKING ANYTIME, ESTABLISH – TOW-AWAY, NO STOPPING FIRE LANE, Kate Street, east side, from Bryant Street to 150 feet southerly.

- F. ESTABLISH – TOW-AWAY, NO STOPPING FIRE LANE, Kate Street, west side, from Bryant Street to 150 feet southerly (eliminates seven parking spaces) (Both E and F requested by SFFD).

Modifications E and F establish a fire lane at the request of the Fire Department for the 975 Bryant St project.

- G. RESCIND – TOW-AWAY, 3 PM TO 7 PM, MONDAY THROUGH FRIDAY, Main Street, west side, from Mission to Howard Street.

- H. ESTABLISH – RED ZONE, Main Street, east side, from Mission Street to 20 feet southerly, Main Street, west side, from 4 feet to 24 feet south of Mission Street

- I. ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY, Main Street, west side, from 24 feet to 288 feet south of Mission Street (264-foot zone) (G, H, and I requested by SFMTA).

Modifications G, H, and I remove a Tow-Away zone that is no longer needed, which was put in for the temporary Transbay terminal. The area also needs more commercial loading for all the contractor parking in the vicinity.

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- J. ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE, California Street, south side, from 64 to 102 feet east of Powell Street (Requested by Street Design Advisory Team).

Modification J will satisfy a developer requirement to establish car share parking spaces as a condition of development.

## **ENVIRONMENTAL REVIEW**

The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA). 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 pursuant to 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 B-I (Case No. 2021-004731ENV) and Item J (Case No. 2017-005615ENV) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301.

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

The 2130 3rd Street project (UCSF Child, Teen, and Family Center & Department of Psychiatry Building) Final Environmental Impact Report (2130 3rd Street FEIR) evaluated the environmental impacts of the proposed parking and traffic modification in Item A (State Clearinghouse Number 2016052065). 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 A.

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and some may be found in the records of the Planning Department at <https://sfplanning.org/> or 49 South Van Ness Avenue, Suite 1400 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 – TOW-AWAY, NO STOPPING ANYTIME, ESTABLISH – SIDEWALK EXTENSION (6 FEET) – Tennessee Street - east side, from 18th Street to 32 feet southerly.
- B. ESTABLISH – RED ZONE, Teresita Boulevard, south side, at 13 feet from Arroyo Way to 40 feet easterly.
- C. ESTABLISH – RED ZONE, Clayton Street at Corbett Avenue, between the north and east legs.
- D. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA X ELIGIBILITY, 1421-1423 17th Street.
- E. RESCIND – NO PARKING ANYTIME, ESTABLISH – TOW-AWAY, NO STOPPING FIRE LANE, Kate Street, east side, from Bryant Street to 150 feet southerly.
- F. ESTABLISH – TOW-AWAY, NO STOPPING FIRE LANE, Kate Street, west side, from Bryant Street to 150 feet southerly.
- G. RESCIND – TOW-AWAY, 3 PM TO 7 PM, MONDAY THROUGH FRIDAY, Main Street, west side, from Mission to Howard Street.
- H. ESTABLISH – RED ZONE, Main Street, east side, from Mission Street to 20 feet southerly, Main Street, west side, from 4 feet to 24 feet south of Mission Street.
- I. ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY, Main Street, west side, from 24 feet to 288 feet south of Mission Street.
- J. ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE, California Street, south side, from 64 to 102 feet east of Powell Street and,

WHEREAS, The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA); 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 pursuant to 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 B-I (Case No. 2021-004731ENV) and Item J (Case No. 2017-005615ENV) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; and,

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

WHEREAS, The 2130 3rd Street project (UCSF Child, Teen, and Family Center & Department of Psychiatry Building) Final Environmental Impact Report (2130 3rd Street FEIR) evaluated the environmental impacts of the proposed parking and traffic modification in Item A (State Clearinghouse State Clearinghouse Number 2016052065); 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 A; and,

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and some may be found in the records of the Planning Department at [sfplanning.org](http://sfplanning.org) or 49 South Van Ness Avenue, Suite 1400 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, That the SFMTA Board has reviewed and considered the 2130 3rd Street FEIR and record as a whole and finds that it is adequate for the Board's use as the decision-making body for the actions taken herein, and incorporates the CEQA findings by this reference as though set forth in this Resolution, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those measures as conditions of this approval; 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 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 July 20, 2021.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency