

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-D 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:

1. SFMTAB Resolution
2. Better Streets Plan Mitigated Negative Declaration
http://sfmea.sfplanning.org/2007.1238E_FMND.pdf
3. Better Streets Plan CEQA Findings, Planning Commission Resolution
https://sfplanning.s3.amazonaws.com/default/files/meetingarchive/planning_dept/sf-planning.org/ftp/files/Commission/cpcpackets/2007.1238emrtu.pdf
4. Better Streets Plan Mitigated Negative Declaration Shared Spaces Addendum
<https://citypln-m-extnl.sfgov.org/SharedLinks.aspx?accesskey=bc61363c7effb77e5715d781677a071ae265f0cdbf27c18bd9d91b3402e0900a&VaultGUID=A4A7DACD-B0DC-4322-BD29-F6F07103C6E0>
5. Pier 70 Mixed-Use District Project Final Environmental Impact Report:
<http://sfplanning.org/environmental-impact-reports-negative-declarations>
6. Pier 70 CEQA Findings: <http://commissions.sfplanning.org/cpcpackets/2014-001272ENV.pdf>
7. Pier 70 MMRP: http://commissions.sfplanning.org/cpcpackets/2014-001272PRJ_2017-08-17.pdf

APPROVALS:

DATE

DIRECTOR 

September 27, 2023

SECRETARY 

September 27, 2023

ASSIGNED SFMTAB CALENDAR DATE: October 3, 2023

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PURPOSE

To approve various routine parking and traffic modifications.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES:

4. Make streets safer for everyone.
5. Deliver reliable and equitable transportation services.
6. Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.

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 June 8, 2023, Transportation Advisory Staff Committee (TASC)

- A. ESTABLISH – SHARED SPACES ROAD CLOSURE Fulton Street between Hyde and Larkin streets, Wednesday, October 4, 2023, through Saturday, August 31, 2024, 24-hours, daily (Requested by merchants association).

Modification A would grant a permit for a Shared Spaces Road Closure used to provide space for the Heart of The City farmers market, Gift Gallery, and for other retail, entertainment, recreation, and community services sponsored by the Civic Center Community Benefit District.

The following items were considered at Public Hearing on August 18, 2023

- B. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA U (Eligibility only, no signs) 860 Folsom St (Requested by residents).

Modification B would add RPP eligibility to the residents of 860 Folsom St so they can purchase parking permits for their vehicle to park within RPP Area U.

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- C. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA I (Eligibility only, no signs) – 3218-3220 17th Street (Requested by residents).

Modification C would add RPP eligibility to the residents of 3218-3220 17th Street so they can purchase parking permits for their vehicle to park within RPP Area I

- D. RESCIND – UNMETERED MOTORCYCLE PARKING – ESTABLISH – 2-HOUR PARKING, 9 AM TO 5 PM, MONDAY THROUGH FRIDAY, EXCEPT AREA U PERMITS – Clara Street, south side, from 317 to 337 feet east of 5th Street (20-foot zone) Clara Street, south side, from 361 to 390 feet east of 5th Street (29-foot zone) (Requested by residents).

Modification D would revert motorcycle parking stalls back to RPP since motorcycle mechanic shop is no longer open.

- E. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME ESTABLISH – SIDEWALK WIDENING – Illinois Street, northeast side, from 20th Street to 40 feet north (6-wide bulb-out), Illinois Street, southeast side, from 20th Street to 40 feet south (6-wide bulb-out), Illinois Street, southeast side, from 22nd Street to 40 feet south (6-wide bulb-out) (Requested by Pier 70 Development Project).
- F. ESTABLISH – METERED GENERAL PARKING, NO TIME LIMIT, 8AM TO 10PM, MONDAY THROUGH SUNDAY – 22nd Street, south side, from 53 feet to 453 feet east of Illinois Street (400 feet) (Requested by Pier 70 Development Project).
- G. ESTABLISH – METERED MOTORCYCLE PARKING, NO TIME LIMIT, 8AM TO 10PM, MONDAY THROUGH SUNDAY – 22nd Street, south side, from 457 feet to 481 feet east of Illinois Street (24 feet) (Requested by Pier 70 Development Project).
- H. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 22nd Street, north side, from Illinois Street to 480 feet easterly (480 feet) (Requested by Pier 70 Development Project).
- I. ESTABLISH – CLASS II BICYCLE LANES – 22nd Street, north and south side, from Illinois Street to 480 feet easterly (480 feet) (Requested by Pier 70 Development Project).

Modifications E – I from the development project would provide streetscape improvements per development standards and guidelines throughout Pier 70.

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.

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The SFMTA, under authority delegated by the San Francisco Planning Department, has determined that the proposed parking and traffic modifications in Items B-D (Case No. 2023-007434ENV, August 8, 2023) 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-D as defined by San Francisco Administrative Code Chapter 31.

On August 24, 2017, in Motion No. 19976 the San Francisco Planning Commission certified the Final Environmental Impact Report (FEIR) for the Pier 70 Mixed-Use District Project (Case No. 2014-001272ENV), inclusive of Items E-I. On that same date, in Motion No. 19977 the San Francisco Planning Commission adopted CEQA Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program (MMRP).

On April 19, 2021, the San Francisco Planning Department determined that the Shared Spaces Program (Case No. 2021-003010ENV), inclusive of Item A, is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E, September 17, 2010), and that the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162. On October 28, 2010, the Planning Commission in Resolution No. 18211, adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), and a Mitigation Monitoring and Reporting Program (MMRP), associated with the Better Streets Plan.

A copy 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 by Case Number at <https://sfplanninggis.org/pim/> 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 – SHARED SPACES ROAD CLOSURE Fulton Street between Hyde and Larkin streets, Wednesday, October 4, 2023, through Saturday, August 31, 2024, 24-hours, daily.
- B. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA U 860 Folsom Street.
- C. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA I – 3218-3220 17th Street.
- D. RESCIND – UNMETERED MOTORCYCLE PARKING – ESTABLISH – 2-HOUR PARKING, 9 AM TO 5 PM, MONDAY THROUGH FRIDAY, EXCEPT AREA U PERMITS – Clara Street, south side, from 317 to 337 feet east of 5th Street (20-foot zone) Clara Street, south side, from 361 to 390 feet east of 5th Street.
- E. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME ESTABLISH – SIDEWALK WIDENING – Illinois Street, northeast side, from 20th Street to 40 feet north (6-wide bulb-out), Illinois Street, southeast side, from 20th Street to 40 feet south (6-wide bulb-out), Illinois Street, southeast side, from 22nd Street to 40 feet south.
- F. ESTABLISH – METERED GENERAL PARKING, NO TIME LIMIT, 8AM TO 10PM, MONDAY THROUGH SUNDAY – 22nd Street, south side, from 53 feet to 453 feet east of Illinois Street.
- G. ESTABLISH – METERED MOTORCYCLE PARKING, NO TIME LIMIT, 8AM TO 10PM, MONDAY THROUGH SUNDAY – 22nd Street, south side, from 457 feet to 481 feet east of Illinois Street.
- H. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 22nd Street, north side, from Illinois Street to 480 feet easterly.
- I. ESTABLISH – CLASS II BICYCLE LANES – 22nd Street, north and south side, from Illinois Street to 480 feet easterly, 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-D (Case No. 2023-007434ENV, August 8, 2023) 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-D as defined by San Francisco Administrative Code Chapter 31; and,

WHEREAS, The Pier 70 Mixed-Use District Project (Case No. 2014-001272ENV) Final Environmental Impact Report (FEIR), inclusive of Items E-I, was certified by the San Francisco Planning Commission in Motion No. 19976 on August 24, 2017; on that same date, in Motion No. 19977 the San Francisco Planning Commission adopted CEQA Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program (MMRP); and,

WHEREAS, On September 17, 2010, the San Francisco Planning Department published the Better Streets Plan Final Mitigated Negative Declaration (Better Streets Plan FMND, Case No. 2007.1238E), and under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code—the San Francisco Planning Commission adopted CEQA Findings, a Mitigation Monitoring and Reporting Program (MMRP) on October 28, 2010 under Motion 18211; and,

WHEREAS, On April 19, 2021, the San Francisco Planning Department determined that the Shared Spaces Program (Case No. 2021-003010ENV), inclusive of Item A, is within the scope of the Better Streets Plan FMND and that it would not require the preparation of a subsequent negative declaration under CEQA Guidelines Sections 15162; and,

WHEREAS, The SFMTA Board of Directors has reviewed the Better Streets Plan Final Mitigated Negative Declaration (FMND) and Addendum and finds that since adoption of the FMND, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FMND, and that no new information has emerged that would materially change the analysis or conclusions set forth in the FMND; The actions approved herein would not necessitate implementation or additional or considerably different mitigation measures that those identified in the FMND; 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 by Case Number at <https://sfplanninggis.org/pim/> 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 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 October 3, 2023.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency