

THIS PRINT COVERS CALENDAR ITEM NO: 10.1

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving two Roadway Shared Spaces street closure applications by local restaurants for Mark Lane between Bush Street and Harlan Place, Tuesday, April 1, 2025, through Tuesday, March 31, 2026, 11 am to 11 pm, daily; and Via Bufano from Columbus Avenue to 75-foot northerly, Sunday, March 23, 2025, through Sunday, March 22, 2026, 4 pm to 11:30 pm, each Tuesday through Thursday; 4 pm to midnight, each Friday; 1 pm to midnight, each Saturday; and 1 pm to 10 pm, each Sunday; and making environmental review findings.

SUMMARY:

- Roadway Shared Spaces closures which significantly interfere with or delay a public transit service, exceed ten consecutive hours per day over four consecutive days per week, or exceed a total period of time more than two years are considered to be a Longer-Term Closure and therefore require approval from this Board.
- Ronan O'Neill of the Irish Bank and Paria Sedigh of Bodega have applied for the proposed Roadway Shared Spaces street closures to close Mark Lane between Bush Street and Harlan Place, and Via Bufano from Columbus Avenue to 75-foot northerly, respectively, to vehicular traffic part time.
- The proposed Roadway Shared Spaces closures have been presented at an Interdepartmental Staff Committee on Traffic and Transportation public hearing.
- The proposed Roadway Shared Spaces street closures have been reviewed pursuant to the California Environmental Quality Act (CEQA).

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=bc61363c7effb77e5715d781677a071ae265f0cdf27c18bd9d91b3402e0900a&VaultGUID=A4A7DACD-B0DC-4322-BD29-F6F07103C6E0>

APPROVALS:

DIRECTOR



DATE

February 27, 2025

SECRETARY



February 27, 2025

ASSIGNED SFMTAB CALENDAR DATE: March 4, 2025

PURPOSE

Approving two Roadway Shared Spaces street closure applications by local restaurants for Mark Lane between Bush Street and Harlan Place, Tuesday, April 1, 2025, through Tuesday, March 31, 2026, 11 am to 11 pm, daily; and Via Bufano from Columbus Avenue to 75-feet northerly, Sunday, March 23, 2025, through Sunday, March 22, 2026, 4 pm to 11:30 pm, each Tuesday through Thursday; 4 pm to midnight, each Friday; 1 pm to midnight, each Saturday; and 1 pm to 10 pm, each Sunday; and making environmental review findings.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This item will support the following goals and objectives of the SFMTA Strategic Plan:

- Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.
- Goal 7: Build stronger relationships with stakeholders.

This item will support the following 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.
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.

DISCUSSION

Irish Bank Proposed Roadway Shared Spaces Closure

The Irish Bank is a bar and restaurant located on Mark Lane in the Union Square area. Mark Lane is a narrow alley with an entrance on Bush Street, part of an L-shaped alley connecting with Harlan Place and its entrance on Grant Avenue. The Irish Bank has applied for a Roadway Shared Spaces permit which would close Mark Lane between Bush Street and Harlan Place, Tuesday, April 1, 2025, through Tuesday, March 31, 2026, 11 am to 11 pm, daily. The Irish Bank is a legacy business and has used this portion of Mark Lane for outdoor dining for over 25 years. This application is a renewal of the Irish Bank’s previous Roadway Shared Spaces permit, which was issued in 2024 and proposes no changes to their closure footprint and setup.

Bodega Proposed Roadway Shared Spaces Closure

Bodega is a bistro and wine bar located on Columbus Avenue in the North Beach neighborhood. Due to street geography, Bodega has no viable street frontage on Columbus Avenue to operate a parklet. In lieu of a parklet, Bodega has operated a street closure on adjacent Via Bufano from July 2020 through December 2022, originally permitted through a pandemic emergency order. Via Bufano is a narrow alley with entrances at Columbus Avenue and Greenwich Street. Bodega submitted an application through the permanent Roadway Shared Spaces program in late 2023 and was issued a permit in 2024. This current application is a renewal of Bodega’s previous

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Roadway Shared Spaces permit and proposes no changes to their closure footprint and setup.

The requests are to close the following areas to vehicular traffic, as requested by the applicants:

- Mark Lane between Bush Street and Harlan Place, Tuesday, April 1, 2025, through Tuesday, March 31, 2026, 11 am to 11 pm, daily; and
- Via Bufano from Columbus Avenue to 75-feet northerly, Sunday, March 23, 2025, through Sunday, March 22, 2026, 4 pm to 11:30 pm, each Tuesday through Thursday; 4 pm to midnight, each Friday; 1 pm to midnight, each Saturday; and 1 pm to 10 pm, each Sunday.

The SFMTA Board of Directors is asked to consider the approval of a Longer-Term Closure of the above areas under the authority granted by California Vehicle Code section 21101 and Div. II, section 206 of the Transportation Code for the purpose of issuing a Roadway Shared Spaces permit. Staff has found that, based upon a determination of public convenience and necessity, that the subject portions of Mark Lane and Via Bufano are no longer needed for vehicular traffic during the proposed closure hours, and that the street closures are necessary for the safety and protection of the public who will use the street during the closures. Staff recommends the Board make these findings and approve the street closures as discussed below.

ITEMS

The following items were considered at a Public Hearing held on January 23, 2025, by the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT).

- A. ESTABLISH – SHARED SPACES ROAD CLOSURE – Mark Lane between Bush Street and Harlan Place, Tuesday, April 1, 2025, through Tuesday, March 31, 2026, 11 am to 11 pm, daily.

Item A would grant a permit for a Shared Spaces Road Closure for the Irish Bank for outdoor dining.

- B. ESTABLISH – SHARED SPACES ROAD CLOSURE – Via Bufano from Columbus Avenue to 75-feet northerly, Sunday, March 23, 2025, through Sunday, March 22, 2026, 4 pm to 11:30 pm, each Tuesday through Thursday; 4 pm to midnight, each Friday; 1 pm to midnight, each Saturday; and 1 pm to 10 pm, each Sunday.

Item B would grant a permit for a Shared Spaces Road Closure for Bodega for outdoor dining.

STAKEHOLDER ENGAGEMENT

Item A was considered at a Public Hearing held on January 23, 2025, by ISCOTT. No public comments were received at the hearing. In advance of the hearing, ISCOTT received a letter of support from Pete’s Building Management and their tenants at 429 Bush Street, which abuts the subject portion of Mark Lane and houses the Irish Bank.

Item B was considered at a Public Hearing held on January 23, 2025, by ISCOTT. In advance of

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the hearing, ISCOTT received six letters of opposition from residential neighbors. The concerns about inconvenience and emergency access noted in these letters were the same as those voiced last year and have been addressed: The street closure footprint does not encroach in front of any driveways or garages; Via Bufano is still accessible from Greenwich Street; and Bodega cannot set up their street closure on Saturdays until the North Beach Farmers Market has restored access on the Greenwich Street end. One public comment, from a business owner in the North Beach area in support of the street closure, was received at the hearing.

ALTERNATIVES CONSIDERED

The details of the proposed closures presented in items A and B are as requested by the applicants. The alternative would be to not grant the Roadway Shared Spaces permits, which may negatively affect the local economy by not activating the streets for outdoor dining.

FUNDING IMPACT

The ISCOTT application fee, which applies to Roadway Shared Spaces (Transportation Code SEC 6.16(g)), is set at a cost recovery rate to cover staff's time and effort to review the subject application. The applicants for items A and B have paid an application fee of \$1,557 for applications submitted 90 to 120 days before the first event.

ENVIRONMENTAL REVIEW

On April 19, 2021, the San Francisco Planning Department determined that the Shared Spaces Program (Case No. 2021-003010ENV), inclusive of items A and B, 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.

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.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Pursuant to section 206 of the Transportation Code, the decision of the SFMTA Board of Directors with respect to any proposed Longer-Term Closure of a Traffic Lane shall be final.

A public hearing for items A and B was held at the January 23, 2025 meeting of ISCOTT.

The City Attorney has reviewed this item.

RECOMMENDATION

Approving two Roadway Shared Spaces street closure applications by local restaurants for Mark Lane between Bush Street and Harlan Place, Tuesday, April 1, 2025, through Tuesday, March 31, 2026, 11 am to 11 pm, daily; and Via Bufano from Columbus Avenue to 75-feet northerly, Sunday, March 23, 2025, through Sunday, March 22, 2026, 4 pm to 11:30 pm, each Tuesday through Thursday; 4 pm to midnight, each Friday; 1 pm to midnight, each Saturday; and 1 pm to 10 pm, each Sunday; and making environmental review findings.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has received applications from Ronan O’Neill of the Irish Bank and Paria Sedigh of Bodega for Roadway Shared Spaces street closure as follows:

- A. ESTABLISH – SHARED SPACES ROAD CLOSURE – Mark Lane between Bush Street and Harlan Place, Tuesday, April 1, 2025, through Tuesday, March 31, 2026, 11 am to 11 pm, daily;
- B. ESTABLISH – SHARED SPACES ROAD CLOSURE – Via Bufano from Columbus Avenue to 75-feet northerly, Sunday, March 23, 2025, through Sunday, March 22, 2026, 4 pm to 11:30 pm, each Tuesday through Thursday; 4 pm to midnight, each Friday; 1 pm to midnight, each Saturday; and 1 pm to 10 pm, each Sunday; and

WHEREAS, the subject portion of the above listed streets are no longer needed for vehicular traffic during the proposed closure hours and the street closures are necessary for the safety and protection of the public who will use those portions of the streets during the closures; 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 Items A and B, 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, The San Francisco Municipal Transportation Agency Board of Directors adopts these CEQA findings as its own; a copy of the Planning Commission Resolution, the CEQA findings, and 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 <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency approves the application by Ronan O'Neill of the Irish Bank for Item A above and finds that the subject portion of the above listed street is no longer needed for vehicular traffic during the proposed closure hours and the street closure is necessary for the safety and protection of the public who will use that portion of the street during the closure; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency approves the application by Paria Sedigh of Bodega for Item B above, and finds that the subject portion of the above listed street is no longer needed for vehicular traffic during the proposed closure hours and the street closure is necessary for the safety and protection of the public who will use that portion of the street during the closure.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 4, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency