

THIS PRINT COVERS CALENDAR ITEM NO: 10.2

**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-J 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. <http://sf-planning.org/area-plan-eirs> (CEQA Clearance for Item K)

APPROVALS:

DIRECTOR  _____

SECRETARY  _____

DATE

February 25, 2019

February 25, 2019

ASSIGNED SFMTAB CALENDAR DATE: March 5, 2019

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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 the Color Curb Public Hearing held on January 25, 2019

- A. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES
“189” Church Street, east side, from 20 feet to 42 feet north of 14th Street (22-foot zone)

Modification A was requested by residents.

- B. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES
310 Miramar Avenue, east side, from the crosswalk at Ocean Avenue to 20 feet northerly (20-foot zone).

Modification B was requested by residents.

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- C. REVOKE -- BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES
“2185” Webster Street, west side, from 24 feet to 44 south of Clay Street (22-foot zone)
ESTABLISH -- SHUTTLE BUS STOP, MONDAY THROUGH FRIDAY
- D. “2185” Webster Street, west side, from to 24 feet to 66 feet south of Clay Street (42-foot zone). #

Modifications C–D are requested by CPMC in order to relocate a shuttle loading zone.

The following items were considered at public hearing held on February 15, 2019

- E. RESCIND – 2-HOUR PARKING, 7 AM TO 6 PM, EXCEPT SUNDAYS – Cranleigh Drive, both sides, between Sloat Boulevard and Lagunitas Drive.
- F. ESTABLISH – RESIDENTIAL PERMIT PARKING, AREA H – Cranleigh Drive, west side, between Sloat Boulevard and Lagunitas Drive.
- G. ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA H PERMITS – Cranleigh Drive, both sides, between Sloat Boulevard and Lagunitas Drive. #

Modifications E–G will extend Area H permits for residents of Cranleigh Drive.

The following items were considered at public hearing held on February 1, 2019

- H. ESTABLISH – RED ZONE – Buena Vista East Avenue, east side, from Waller Street steps to 30 feet northerly.

Modification H supplements speed humps and a raised crosswalk approved by the City Traffic Engineer for this intersection.

- I. ESTABLISH – STOP SIGNS – Casitas Avenue, southbound, at Hazelwood Avenue, stopping the stem of this “T” intersection (existing three-way intersection will be refigured into a “T” intersection); Hazelwood Avenue, westbound, at Yerba Buena Ave, stopping the stem of this “T” intersection. #
- J. ESTABLISH – SIDEWALK EXTENSION – ESTABLISH – RED ZONE; Hazelwood Avenue, north side, from Casitas Avenue to 60 feet easterly (for sidewalk extension); Casitas Avenue, east side, from Hazelwood Avenue to 80 feet northerly (removes 1 space); Casitas Avenue, west side, from Yerba Buena Avenue to 80 feet northerly (for sidewalk extension; removes 1 space); Yerba Buena Avenue, east side, from Casitas Avenue to 50 feet northerly (for sidewalk extension); Hazelwood Avenue, south side, from Yerba Buena Avenue to 30 feet easterly (for sidewalk extension; removes 1 space); and Yerba Buena Avenue, east side, from Hazelwood Avenue to 40 feet southerly (for sidewalk extension; removes 1 space)

Modifications I–J complement design changes to construct a new corner sidewalk extension (bulb-out), which was developed with neighbors to better clarify right-of-way and shorten pedestrian crossing distances at this three-way intersection.

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K. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Norfolk Street, east side, from Harrison Street to 450 feet northerly.

Modification K pertaining to the sidewalk being widened from 3.5 to 7 feet adjacent to the proposed 333 12th Street and 1532 Harrison Street developments. The no stopping restriction is required to maintain a 14.5 foot travel lane on Norfolk Street.

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, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively.

The SFMTA, under authority delegated by the San Francisco Planning Department, has determined that the proposed parking and traffic modifications in Items A-D (Case No 2019-001246ENV), Items E-G (Case No. 2019-001631ENV), and Items H-J (Case No. 2019-001128ENV) 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 A-J as defined by San Francisco Administrative Code Chapter 31.

The proposed parking and traffic modifications in Item K are within the Western SoMa Community Plan Area, for which the environmental impacts were analyzed in the Western SoMa Final Environmental Impact Report (Western SoMa FEIR). On December 6, 2012, the San Francisco Planning Commission in Motion 18756 certified the FEIR (Case No. 2008.0877E and 2007.1035E), and adopted CEQA Findings including a Mitigation Monitoring and Reporting Program pursuant to CEQA. The San Francisco Planning Department has determined that the proposed parking and traffic modifications in Items K (Case No. 2015-004109ENV) are consistent with the Western SoMa FEIR and are therefore exempt from CEQA 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 projects.

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 – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES
“189” Church Street, east side, from 20 feet to 42 feet north of 14th Street.
- B. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES
310 Miramar Avenue, east side, from the crosswalk at Ocean Avenue to 20 feet northerly.
- C. REVOKE -- BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES
“2185” Webster Street, west side, from 24 feet to 44 south of Clay Street
- D. ESTABLISH -- SHUTTLE BUS STOP, MONDAY THROUGH FRIDAY - “2185” Webster Street, west side, from to 24 feet to 66 feet south of Clay Street.
- E. RESCIND – 2-HOUR PARKING, 7 AM TO 6 PM, EXCEPT SUNDAYS – Cranleigh Drive, both sides, between Sloat Boulevard and Lagunitas Drive.
- F. ESTABLISH – RESIDENTIAL PERMIT PARKING, AREA H – Cranleigh Drive, west side, between Sloat Boulevard and Lagunitas Drive.
- G. ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA H PERMITS – Cranleigh Drive, both sides, between Sloat Boulevard and Lagunitas Drive.
- H. ESTABLISH – RED ZONE – Buena Vista East Avenue, east side, from Waller Street steps to 30 feet northerly.
- I. ESTABLISH – STOP SIGNS – Casitas Avenue, southbound, at Hazelwood Avenue; Hazelwood Avenue, westbound, at Yerba Buena Avenue.
- J. ESTABLISH – SIDEWALK EXTENSION – ESTABLISH – RED ZONE; Hazelwood Avenue, north side, from Casitas Avenue to 60 feet easterly; Casitas Avenue, east side, from Hazelwood Avenue to 80 feet northerly; Casitas Avenue, west side, from Yerba Buena Avenue to 80 feet northerly; Yerba Buena Avenue, east side, from Casitas Avenue to 50 feet northerly; Hazelwood Avenue, south side, from Yerba Buena Avenue to 30 feet easterly; and Yerba Buena Avenue, east side, from Hazelwood Avenue to 40 feet southerly.
- K. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Norfolk Street, east side, from Harrison Street to 450 feet northerly; 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, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively; 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-D (Case No 2019-001246ENV), Items E-G (Case No. 2019-001631ENV), and Items H-J (Case No. 2019-001128ENV) 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 A-J as defined by San Francisco Administrative Code Chapter 3I; and,

WHEREAS, The proposed parking and traffic modification in Item K is within the Western SoMa Community Plan Area, for which the environmental impacts were analyzed in the Western SoMa Final Environmental Impact Report (Western SoMa FEIR); On December 6, 2012, the San Francisco Planning Commission in Motion 18756 certified the FEIR (Case No. 2008.0877E and 2007.1035E), and adopted CEQA Findings including a Mitigation Monitoring and Reporting Program pursuant to CEQA; and,

WHEREAS, The San Francisco Planning Department has determined that the proposed parking and traffic modifications in Item K (Case No. 2015-004109ENV) are consistent with the Western SoMa FEIR and is therefore exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15183 as 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 project; 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, 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 March 5, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency