

**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-F 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. <http://sf-planning.org/area-plan-eirs> (Items G, N-O)
3. <https://sfgov.org/sfplanningarchive/environmental-impact-reports-negative-declarations> (Items K-M)

**APPROVALS:**

DIRECTOR Jeffrey Timlin  
SECRETARY Caroline Celaya

**DATE**

December 29, 2020  
December 29, 2020

**ASSIGNED SFMTAB CALENDAR DATE:** January 5, 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 November 13, 2020

- A. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Howard Street, north side, from Beale Street to 51 feet westerly (Requested by SFMTA).

Modification A establishes a 51-foot tow-away no parking anytime zone and removes two proposed (but not yet installed) commercial loading spaces legislated near the northwest corner of Beale and Howard that would be in conflict with buses completing the southbound right turn from Beale Street to westbound Howard Street. Some buses making this southbound right turn utilize OCS, which restricts buses to use the north-most lane on Howard Street

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- B. ESTABLISH--RESIDENTIAL PERMIT PARKING AREA S – ESTABLISH-- GENERAL METERED PARKING, 9 AM TO 6 PM, NO TIME LIMITS, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA S PERMITS – Fell Street, south side, between Octavia Street and Laguna Street.
- C. ESTABLISH - GENERAL METERED PARKING, 9 AM TO 6 PM, NO TIME LIMITS, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA S PERMITS – Laguna Street, east side, from Hickory Street north 40 feet (Both B and C requested by Residents and SFMTA).

Modifications B and C would enable the residents of the 400 block of Fell Street to purchase RPP permits and park closer to their homes. Establishing Pay or Permit parking would increase parking availability by increasing parking turnover while allowing residents with permits an exemption from time limits.

- D. RESCIND – TOW-AWAY, NO PARKING ANYTIME – Avalon Avenue, north side, from Vienna Street to 30 feet westerly, Avalon Avenue, north side, from 15 feet to 45 feet east of Vienna Street, Avalon Avenue, south side, from 15 feet to 30 feet west of Vienna Street (Requested by Residents).

Modification D to make this intersection an all-way STOP to clarify the right of way.

- E. ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES – Excelsior Avenue, north side, from 10 feet to 28 feet east of London Street.
- F. RESCIND – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES – Excelsior Avenue, north side, from 34 feet to 54 feet east of Mission Street (Both E and F requested by Local Businesses).

Modification E and F relocates a carshare space so that motorcycle parking spaces can be established at the existing location

The following items were considered at Public Hearing on December 4, 2020

- G. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME, ESTABLISH – SIDEWALK WIDENING (6 FEET) – Harrison Street, north side, from 1st Street to 75 feet westerly (sidewalk widening for 6-foot wide bulb, removes 2 metered parking spaces #508 and #510) (Requested by San Francisco Public Works).

Modification G establishes a Tow-Away No Stopping Anytime regulation to accompany sidewalk widening improvements for the 390 1st Street project.

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- H. ESTABLISH – NO PARKING ANY TIME – Golden Gate Avenue, north side and south side, from 430 feet to 470 feet east of Laguna Street (Requested by San Francisco Public Works).

Modification H will establish a no parking anytime regulation to improve visibility of this midblock crosswalk. This restriction will be implemented in conjunction with a signal upgrade project to replace existing flashing yellow beacons with new traffic signals to clearly establish pedestrian right-of-way, address a possible multiple-threat condition, and take advantage of progression-based traffic calming.

- I. ESTABLISH – RED ZONE – ESTABLISH – SIDEWALK WIDENING – Holloway Avenue – south side, Cardenas Avenue to 35 feet easterly, (sidewalk widening for 6.5-foot wide bulb, removes 2 parking spaces), Holloway Avenue – south side, from 84 feet to 133 feet east of Cardenas Avenue, (sidewalk widening for 6-foot wide bulb, removes 3 parking spaces), Holloway Avenue – south side, Varela Avenue to 45 feet westerly, (sidewalk widening for 6-foot wide bulb, removes 2 parking spaces), and Cardenas Avenue – east side, Holloway Avenue to 24 feet southerly, (sidewalk widening for 3.50-foot wide bulb).
- J. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – ESTABLISH – SIDEWALK WIDENING, Cardenas Avenue – east side, from 60 feet to 199 feet southerly, (sidewalk widening for 3.50-foot wide bulb, removes 6 parking spaces), Serrano Drive – north side, from Varela Avenue to Cardenas Avenue, (sidewalk widened from 6 feet to 12 feet, removes 9 parking spaces) (Both I and J requested by San Francisco Public Works).

Modifications I and J establish red zones and a Tow-Away No Stopping Anytime regulation to accompany sidewalk widening improvements for the 2 Varela Avenue project.

- K. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – ESTABLISH – SIDEWALK WIDENING – Front Street – east side, Broadway Street to 82 feet northerly, (sidewalk widening for 6-foot wide bulb, removes 3 metered parking spaces #804, #806, #808), Broadway Street – north side, from 82 feet to 157 feet east of Front Street, (sidewalk widening for 6-foot wide bulb, removes 4 metered parking spaces #64, #66, #68, #70), Vallejo Street – south side, from 102 feet to 170 feet east of Front Street, (sidewalk widening for 6-foot wide bulb, removes 3 metered parking spaces #67, #69, #71).
- L. ESTABLISH - RED ZONE – ESTABLISH – SIDEWALK WIDENING – Front Street – east side, Vallejo Street to 32 feet southerly, (sidewalk widening for 6-foot wide bulb, removes 4 metered motorcycle spaces #850, #852, #854, #856 and 1 metered parking space #826), Vallejo Street – south side, Front Street to 43 feet easterly, (sidewalk widening for 6-foot wide bulb, removes 2 metered parking spaces #85 and #87), Broadway Street – north side, Front St to 41 feet easterly, (sidewalk widening for 6-foot wide bulb, removes 2 metered parking spaces #76 and #78).

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- M. RESCIND – CLASS II BIKEWAY (BIKE LANE) – Front Street – northbound, eastside, between Broadway Street and Vallejo Street (Existing substandard width bike lane replaced with sharrows) (Both K, L and M requested by San Francisco Public Works).

Modifications K, L and M establish red zones and a Tow-Away No Stopping Anytime regulation to accompany sidewalk widening improvements for the 88 Broadway Street project.

- N. ESTABLISH – RED ZONE – ESTABLISH – SIDEWALK WIDENING – Berry Street – north side, De Haro Street to 37 feet easterly, (sidewalk widening for 6-foot wide bulb) Division Street – south side, Berry St to 55 feet westerly, (sidewalk widening for 28-foot wide bulb, removes 1 parking space), Red Zone due to sidewalk improvements for the One De Haro Street project.

- O. ESTABLISH – PERPENDICULAR PARKING – Berry Street – north side, from 37 feet to 117 feet and 212 feet to 433 feet east of De Haro Street (Both N and O requested by San Francisco Public Works).

Modifications N and O establish red zones to accompany sidewalk widening improvements for the One De Haro Street project. In addition, it would formally establishing perpendicular parking along Berry Street where existing perpendicular parking has not been legislated.

## **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 A-F (Case 2020-010099ENV) and Item H (Case No 2020-005744ENV) 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-F as defined by San Francisco Administrative Code Chapter 31.

The Rincon Hill Plan Final Environmental Impact Report (Rincon Hill FEIR) evaluated the environmental impacts of the proposed parking and traffic modifications in Item G. On May 5, 2005, the San Francisco Planning Commission in Motion 17007 certified the Rincon FEIR (Case No. 2000.1081E), and adopted CEQA Findings including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program pursuant to CEQA. The Planning Department has determined that the proposed parking and traffic modifications in Item G (Case No. 2014.1041E) are consistent with the Rincon Hill FEIR 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 Item G.

The 2 Varela Avenue project (San Francisco State University Creative Arts and Holloway Mixed-Use Project) Final Focused Tiered Environmental Impact Report (2 Varela Avenue FEIR) evaluated the environmental impacts of the proposed parking and traffic modification in Items I-J. (State Clearinghouse State Clearinghouse Number 2016072013) No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for Items I-J.

On March 9, 2018, the San Francisco Planning Department issued the Final Mitigated Negative Declaration (FMND) for the 88 Broadway and 735 Davis Street Project (Case No. 2016-007850ENV). The 88 Broadway and 735 Davis Street Project FMND evaluated the environmental impacts of the proposed parking and traffic modification in Items K-M. No new significant effects have been identified and no new mitigation is required for Items K-M.

The Eastern Neighborhoods Final Environmental Impact Report (Eastern Neighborhoods FEIR) evaluated the environmental impacts of the proposed parking and traffic modifications in Items N-O. On August 7, 2008, the San Francisco Planning Commission in Motion 17659 certified the FEIR (Case No. 2004.0160E), and adopted CEQA Findings including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program pursuant to CEQA. The Planning Department has determined that the proposed parking and traffic modifications in Items N-O (Case No. 2015-015010ENV) are consistent with the Eastern Neighborhoods FEIR 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 Items N-O.

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 [sfplanning.org](http://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 PARKING ANYTIME – Howard Street, north side, from Beale Street to 51 feet westerly.
- B. ESTABLISH--RESIDENTIAL PERMIT PARKING AREA S – ESTABLISH--GENERAL METERED PARKING, 9 AM TO 6 PM, NO TIME LIMITS, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA S PERMITS – Fell Street, south side, between Octavia Street and Laguna Street.
- C. ESTABLISH - GENERAL METERED PARKING, 9 AM TO 6 PM, NO TIME LIMITS, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA S PERMITS – Laguna Street, east side, from Hickory Street north 40 feet.
- D. RESCIND – TOW-AWAY, NO PARKING ANYTIME – Avalon Avenue, north side, from Vienna Street to 30 feet westerly, Avalon Avenue, north side, from 15 feet to 45 feet east of Vienna Street, Avalon Avenue, south side, from 15 feet to 30 feet west of Vienna Street.
- E. ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES – Excelsior Avenue, north side, from 10 feet to 28 feet east of London Street.
- F. RESCIND – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES – Excelsior Avenue, north side, from 34 feet to 54 feet east of Mission Street.
- G. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME, ESTABLISH – SIDEWALK WIDENING (6 FEET) – Harrison Street, north side, from 1st Street to 75 feet westerly.
- H. ESTABLISH – NO PARKING ANY TIME – Golden Gate Avenue, north side and south side, from 430 feet to 470 feet east of Laguna Street.
- I. ESTABLISH – RED ZONE – ESTABLISH – SIDEWALK WIDENING – Holloway Avenue – south side, Cardenas Avenue to 35 feet easterly, Holloway Avenue – south side, from 84 feet to 133 feet east of Cardenas Avenue, Holloway Avenue – south side, Varela Avenue to 45 feet westerly, and Cardenas Avenue – east side, Holloway Avenue to 24 feet southerly.
- J. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – ESTABLISH – SIDEWALK WIDENING, Cardenas Avenue – east side, from 60 feet to 199 feet southerly, Serrano Drive – north side, from Varela Avenue to Cardenas Avenue.
- K. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – ESTABLISH – SIDEWALK WIDENING – Front Street – east side, Broadway Street to 82 feet northerly, Broadway Street – north side, from 82 feet to 157 feet east of Front Street, Vallejo Street – south side, from 102 feet to 170 feet east of Front Street.
- L. ESTABLISH - RED ZONE – ESTABLISH – SIDEWALK WIDENING – Front Street – east side, Vallejo Street to 32 feet southerly, Vallejo Street – south side, Front Street to 43 feet easterly, Broadway Street – north side, Front St to 41 feet easterly.

- M. RESCIND – CLASS II BIKEWAY (BIKE LANE) – Front Street – northbound, eastside, between Broadway Street and Vallejo Street.
- N. ESTABLISH – RED ZONE – ESTABLISH – SIDEWALK WIDENING – Berry Street – north side, De Haro Street to 37 feet easterly, Division Street – south side, Berry St to 55 feet westerly, Red Zone due to sidewalk improvements for the One De Haro Street project.
- O. ESTABLISH – PERPENDICULAR PARKING – Berry Street – north side, from 37 feet to 117 feet and 212 feet to 433 feet east of De Haro 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 A-F (Case 2020-010099ENV) and Item H (Case No 2020-005744ENV) 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-F as defined by San Francisco Administrative Code Chapter 3I; and,

WHEREAS, The Rincon Hill Plan Final Environmental Impact Report (Rincon Hill FEIR) evaluated the environmental impacts of the proposed parking and traffic modifications in Item G; On May 5, 2005, the San Francisco Planning Commission in Motion 17007 certified the Rincon FEIR (Case No. 2000.1081E), and adopted CEQA Findings including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program pursuant to CEQA; The Planning Department has determined that the proposed parking and traffic modifications in Item G (Case No. 2014.1041E) are consistent with the Rincon Hill FEIR 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 Item G; and,

WHEREAS, The 2 Varela Avenue project (San Francisco State University Creative Arts and Holloway Mixed-Use Project) Final Focused Tiered Environmental Impact Report (2 Varela Avenue FEIR) evaluated the environmental impacts of the proposed parking and traffic modification in Items I-J (State Clearinghouse State Clearinghouse Number 2016072013); No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for Items I-J; and,

WHEREAS, On March 9, 2018, the San Francisco Planning Department issued the Final Mitigated Negative Declaration (FMND) for the 88 Broadway and 735 Davis Street Project (Case No. 2016- 007850ENV); The 88 Broadway and 735 Davis Street Project FMND evaluated the environmental impacts of the proposed parking and traffic modification in Items K-M; No new significant effects have been identified and no new mitigation is required for Items K-M; and,



WHEREAS, The Eastern Neighborhoods Final Environmental Impact Report (Eastern Neighborhoods FEIR) evaluated the environmental impacts of the proposed parking and traffic modifications in Items N-O; On August 7, 2008, the San Francisco Planning Commission in Motion 17659 certified the FEIR (Case No. 2004.0160E), and adopted CEQA Findings including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program pursuant to CEQA; The Planning Department has determined that the proposed parking and traffic modifications in Items N-O (Case No. 2015-015010ENV) are consistent with the Eastern Neighborhoods FEIR 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 Items N-O; 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 Rincon Hill FEIR, 2 Varela Avenue FEIR, 88 Broadway and 735 Davis Street Project FMND, and Eastern Neighborhoods FEIR and records as a whole and finds that they are 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 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 5, 2021.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency