

**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-C 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. Final Mitigated Negative Declaration; [http://sfmea.sfplanning.org/2007.1238E\\_FMND.pdf](http://sfmea.sfplanning.org/2007.1238E_FMND.pdf)  
CEQA Findings, Planning Commission Resolution;  
[http://208.121.200.84/ftp/meetingarchive/planning\\_dept/sf-planning.org/ftp/files/Commission/cpcpackets/2007.1238emrtu.pdf](http://208.121.200.84/ftp/meetingarchive/planning_dept/sf-planning.org/ftp/files/Commission/cpcpackets/2007.1238emrtu.pdf) (Items D-E)
3. <https://sfgov.org/sfplanningarchive/environmental-impact-reports-negative-declarations>  
(Item F)

**APPROVALS:**

DIRECTOR  \_\_\_\_\_

SECRETARY  \_\_\_\_\_

**DATE**

November 10, 2020

November 10, 2020

**ASSIGNED SFMTAB CALENDAR DATE:** November 17, 2020

## **PAGE 2**

### **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 October 2, 2020

- A. ESTABLISH – RED ZONE – Olympia Way, north side, from west Dellbrook Avenue curb line to 45 feet easterly (between crosswalks) (Requested by Supervisor District 7).

Modification A would increase pedestrian visibility.

- B. ESTABLISH – NO PARKING ANY TIME – Mansfield Street, west side, from Ina Court/La Grande Avenue to Burrows Street, Burrows Street, south side, from the east property line of Mansfield Street westerly (Requested by Supervisor District 11).

Modification B would prohibit parking on the west side of Mansfield Street to maintain traffic access, and on the south side of Burrows street in front of the entrance to John McLaren Park.

**PAGE 3**

- C. ESTABLISH - BUS ZONE – Cortland Avenue, north side, from 50 feet to 138 feet west of Bayshore Boulevard (removes three parking spaces and restricts parking in front of one driveway) (Requested by Supervisor District 9).

Modification C creates an improved bus zone for riders to board, alight and wait for the 24 Divisadero at Cortland Ave, further east from the 101 overpass.

- D. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Hampshire Street, east side, from Alameda Street to 55 feet southerly (sidewalk widening for new 11.7 feet sidewalk) (Requested by Supervisor District 10).

- E. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Hampshire Street, west side, from Alameda Street to Hampshire's southern terminus (Requested by Supervisor District 10).

Modifications D and E will establish a Tow-Away No Parking regulation due to sidewalk improvements for the 100 Potrero Avenue project.

- F. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME – Dr. Tom Waddell Place – north side, from Van Ness Avenue to 133 feet easterly. Removal of seven metered parking spaces (#42, #40, #38, #36, #34, #32, and #30) due to sidewalk widening on south side of Dr. Tom Waddell Place. (Requested Supervisor District 6).

Modification F establishes a TOW-AWAY NO STOPPING ANYTIME regulation due to sidewalk improvements for the 214 Van Ness Avenue project.

**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-C (Case No 2020-008725ENV) 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-C as defined by San Francisco Administrative Code Chapter 31.

**PAGE 4**

On August 31, 2018, the San Francisco Planning Department determined that the Items D-E are within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND) (Case No. 2007.1238E) as adopted by the Planning Department on September 15, 2010, and that Items D-E would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162. Subsequently, 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.

On February 8, 2018, the San Francisco Planning Commission adopted the Final Mitigated Negative Declaration for the 200-214 Van Ness Avenue Project (Case No. 2015-012994ENV) and adopted the CEQA Findings and the Mitigation Monitoring and Reporting Program by Resolution No. 20105. The 200-214 Van Ness Avenue Project FMND evaluated the environmental impacts of the proposed parking and traffic modification in Item F. No new significant effects have been identified and no new mitigation is required for Item F.

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 <https://sfplanning.org/> and 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 – RED ZONE – Olympia Way, north side, from west Dellbrook Avenue curb line to 45 feet easterly.
- B. ESTABLISH – NO PARKING ANY TIME – Mansfield Street, west side, from Ina Court/La Grande Avenue to Burrows Street, Burrows Street, south side, from the east property line of Mansfield Street westerly.
- C. ESTABLISH - BUS ZONE – Cortland Avenue, north side, from 50 feet to 138 feet west of Bayshore Boulevard.
- D. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Hampshire Street, east side, from Alameda Street to 55 feet southerly.
- E. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Hampshire Street, west side, from Alameda Street to Hampshire's southern terminus.
- F. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME – Dr. Tom Waddell Place – north side, from Van Ness Avenue to 133 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 A-C (Case No 2020-008725ENV) 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-C as defined by San Francisco Administrative Code Chapter 31; and,

WHEREAS, On September 15, 2010, the San Francisco Planning Department adopted 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 August 31, 2018, the San Francisco Planning Department determined that Items D-E are within the scope of the Better Streets Plan FMND and that Items D-E would

not require the preparation of a subsequent negative declaration under CEQA Guidelines Sections 15162 and 15168; and,

WHEREAS, On February 8, 2018, the San Francisco Planning Commission adopted the Final Mitigated Negative Declaration for the 200-214 Van Ness Avenue Project (Case No. 2015-012994ENV) and adopted the CEQA Findings and the Mitigation Monitoring and Reporting Program by Resolution No. 20105; and,

WHEREAS, The 200-214 Van Ness Avenue Project FMND evaluated the environmental impacts of the proposed parking and traffic modification in Item F; and,

WHEREAS, The SFMTA Board of Directors has reviewed the Better Streets Plan and the 200-214 Van Ness Avenue Project Final Mitigated Negative Declarations (FMNDs) and finds that since adoption of the FMNDs, no changes have occurred in the proposed projects or in the circumstances under which the projects would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FMNDs, and that no new information has emerged that would materially change the analysis or conclusions set forth in the FMNDs; The actions approved herein would not necessitate implementation or additional or considerably different mitigation measures that those identified in the FMNDs; 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 <https://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, The SFMTA Board of Directors adopts these CEQA findings as its own, 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 November 17, 2020.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency