

THIS PRINT COVERS CALENDAR ITEM NO.: 10.1

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various routine traffic and parking 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 traffic and parking modifications have been reviewed pursuant to the California Environmental Quality Act (CEQA).

ENCLOSURES:

1. SFMTAB Resolution
2. <http://www.sf-planning.org/index.aspx?page=1828> (CEQA Clearance for Items A-C, E)
3. <http://www.sf-planning.org/index.aspx?page=1893> (CEQA Clearance for Items F-G)
4. http://sfmea.sfplanning.org/2011.0038E_FMND.pdf (CEQA Clearance for Items D)
5. <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=24> (CEQA Clearance for Items H-I)
6. <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=25> (CEQA Clearance for Items H-I)
 - i. <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=26>
 - ii. <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=27>
 - iii. <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=28>
 - iv. <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=29>
 - v. <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=30>

APPROVALS:

DATE

DIRECTOR _____

2/8/16

SECRETARY _____

2/8/16

ASSIGNED SFMTAB CALENDAR DATE: February 16, 2016

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PURPOSE

To approve various routine traffic and parking modifications.

GOAL

This action supports the following SFMTA Strategic Plan Goal and Objectives:

- Goal 1: Create a safer transportation experience for everyone
Objective 1.1: Improve security for transportation system users.
Objective 1.3: Improve the safety of the transportation system.
- Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel
Objective 2.1: Improve customer service and communications.
Objective 2.2: Improve transit performance.
Objective 2.3: Increase use of all non-private auto modes.
Objective 2.4: Improve parking utilization and manage parking demand.

ITEMS

- A. ESTABLISH – LEFT LANE MUST TURN LEFT – Masonic Avenue, northbound, at Fell Street. **PH 10/17/14 Requested by SFMTA.**
- B. ESTABLISH – CROSSWALK CLOSURE – Masonic Avenue, north and south crosswalks, at the McAllister Street intersection. **PH 10/17/14 Requested by SFMTA.**
- C. ESTABLISH – RIGHT TURN ONLY – McAllister Street, westbound, at Masonic Avenue. **PH 10/17/14 Requested by SFMTA.**
- D. ESTABLISH – NO STOPPING ANYTIME – ESTABLISH – SIDEWALK WIDENING – Clementina Street, south side, from 4th Street to 181 feet westerly; and Clementina Street, south side, from 5th Street to 32 feet easterly (sidewalk widening for 6-foot wide bulb at northwest corner of Clementina/4th and for mid-block bulb on north side of Clementina 80 to 130 feet west of 4th Street). **PH 10/30/15 Requested by DPW.**
- E. ESTABLISH – NO STOPPING ANYTIME – ESTABLISH – SIDEWALK WIDENING – Howard Street, north side, from 160 feet to 279 feet east of 3rd Street (sidewalk widening for 5-foot wide bulb, removes 2 metered parking spaces #666, 668). **PH 10/30/15 Requested by DPW.**
- F. RESCIND – 1-HOUR PARKING, 8 AM TO 10 PM, EVERYDAY, EXCEPT VEHICLES WITH AREA U PERMITS – ESTABLISH – NO PARKING ANYTIME – Ringold Street, north side, from 8th Street to 291 feet westerly; and Ringold Street, north side, from 9th Street to 33 feet easterly. **PH 1/8/16 Requested by DPW.**
- G. RESCIND – NO PARKING ANYTIME – ESTABLISH – 1-HOUR PARKING, 8 AM TO 10 PM, EVERYDAY, EXCEPT VEHICLES WITH AREA U PERMITS – Ringold Street, south side, from 82 to 219 feet west of 8th Street. **PH 1/8/16 Requested by DPW.**
- H. ESTABLISH – NO STOPPING ANYTIME – ESTABLISH – SIDEWALK WIDENING – Fremont Street, east side, from Harrison Street to 33 feet northerly (sidewalk widened from 10 feet to 21 feet, removes 2 metered parking spaces #353 and 355); and Fremont Street, east side, from 126 feet to 169 feet north of Harrison Street (sidewalk widened from 10 feet to 21 feet, removes 2 metered parking spaces #339 and 341). **PH 1/8/16 Requested by DPW.**
- I. RESCIND – TOW-AWAY NO STOPPING ANYTIME – Harrison Street, north side, from 18 feet to 154 feet east of Fremont Street (sidewalk widened from 8 feet to 12 feet). **PH 1/8/16 Requested by DPW**

ENVIRONMENTAL REVIEW

The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA).

On May 7, 2013, the SFMTA Board of Directors in Resolution 13-054, re-adopted the 2009 Bicycle Plan (Case Number 2007.0347E), re-approved the traffic changes approved in Resolution 10-106, and adopted the modified findings, including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA. On June 28, 2012, the Planning Department issued an Addendum (Case Number 2011.0935E) to the Bicycle Plan Final Environmental Impact Report (Bicycle Plan EIR) for the Masonic Avenue Bicycle Lanes Modified Project 3-2 (Items A-C) which concluded that the proposed changes would not cause new significant impacts not identified in the EIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts. On March 16, 2015, the Planning Department reaffirmed that the proposed traffic and parking modifications contained in Items A-C related to the Masonic Avenue Bicycle Lanes Modified Project 3-2 are consistent with the analysis conducted in the Bicycle Plan FEIR and Addendum.

The proposed traffic and parking modifications contained in Item D was analyzed in the 250 4th Street Final Mitigated Negative Declaration (250 4th Street FMND) issued by the Planning Department on January 8, 2013 under Case Number 2011.0038E.

The proposed traffic and parking modifications contained in Item E was analyzed in the San Francisco Museum of Modern Art, Relocation of Fire Station Number One, and Housing Project Environmental Impact Report (SFMOMA EIR) under Case Numbers 2009. 0291E and 2010.0275E certified by the Planning Commission on November 10, 2011.

The proposed traffic and parking modifications contained in Items F-G were analyzed in the Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eight Street Project Environmental Impact Report (Western SoMa EIR) under Case Numbers 2007.1035E and 2008.0877E certified by the Planning Commission on December 6, 2012.

The proposed traffic and parking modifications contained in Items H-I were analyzed in the Rincon Hill Plan Environmental Impact Report (Rincon Hill EIR) under Case Number 2000.1081E certified by the Planning Commission on May 5, 2005.

The documents are on file with the Secretary to the SFMTA Board of Directors.

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 traffic modifications as follows:

- A. ESTABLISH – LEFT LANE MUST TURN LEFT – Masonic Avenue, northbound, at Fell Street.
- B. ESTABLISH – CROSSWALK CLOSURE – Masonic Avenue, north and south crosswalks, at the McAllister Street intersection.
- C. ESTABLISH – RIGHT TURN ONLY – McAllister Street, westbound, at Masonic Avenue.
- D. ESTABLISH – NO STOPPING ANYTIME – ESTABLISH – SIDEWALK WIDENING – Clementina Street, south side, from 4th Street to 181 feet westerly; and Clementina Street, south side, from 5th Street to 32 feet easterly (sidewalk widening for 6-foot wide bulb at northwest corner of Clementina/4th and for mid-block bulb on north side of Clementina 80 to 130 feet west of 4th Street).
- E. ESTABLISH – NO STOPPING ANYTIME – ESTABLISH – SIDEWALK WIDENING – Howard Street, north side, from 160 feet to 279 feet east of 3rd Street (sidewalk widening for 5-foot wide bulb, removes 2 metered parking spaces #666, 668).
- F. RESCIND – 1-HOUR PARKING, 8 AM TO 10 PM, EVERYDAY, EXCEPT VEHICLES WITH AREA U PERMITS – ESTABLISH – NO PARKING ANYTIME – Ringold Street, north side, from 8th Street to 291 feet westerly; and Ringold Street, north side, from 9th Street to 33 feet easterly.
- G. RESCIND – NO PARKING ANYTIME – ESTABLISH – 1-HOUR PARKING, 8 AM TO 10 PM, EVERYDAY, EXCEPT VEHICLES WITH AREA U PERMITS – Ringold Street, south side, from 82 to 219 feet west of 8th Street.
- H. ESTABLISH – NO STOPPING ANYTIME – ESTABLISH – SIDEWALK WIDENING – Fremont Street, east side, from Harrison Street to 33 feet northerly (sidewalk widened from 10 feet to 21 feet, removes 2 metered parking spaces #353 and 355); and Fremont Street, east side, from 126 feet to 169 feet north of Harrison Street (sidewalk widened from 10 feet to 21 feet, removes 2 metered parking spaces #339 and 341).
- I. RESCIND – TOW-AWAY NO STOPPING ANYTIME – Harrison Street, north side, from 18 feet to 154 feet east of Fremont Street (sidewalk widened from 8 feet to 12 feet).

WHEREAS, The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA); and,

WHEREAS, The Planning Department has determined that the proposed traffic and parking modifications contained in Items H-I are exempt from environmental review pursuant to Title 14 of the California Code of Regulations Sections 15301 and 15183; and,

WHEREAS, On May 7, 2013, the SFMTA Board of Directors in Resolution 13-054, re-adopted the 2009 Bicycle Plan (Case Number 2007.0347E), re-approved the traffic changes approved in Resolution 10-106, and adopted the modified findings, including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA, a copy of which is on file with the Secretary to the SFMTA Board of Directors and is incorporated into this Resolution by reference; and,

WHEREAS, On June 28, 2012, the Planning Department issued an Addendum (Case Number 2011.0935E) to the Bicycle Plan Final Environmental Impact Report (Bicycle Plan EIR)

for the Masonic Avenue Bicycle Lanes Modified Project 3-2 (Items A-C) which concluded that the proposed changes would not cause new significant impacts not identified in the EIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts, a copy of which is on file with the Secretary to the SFMTA Board of Directors and is incorporated into this Resolution by reference; and,

WHEREAS, On March 16, 2015, the Planning Department reaffirmed that the proposed traffic and parking modifications contained in Items A-C related to the Masonic Avenue Bicycle Lanes Modified Project 3-2 are consistent with the analysis conducted in the Bicycle Plan and Addendum; and,

WHEREAS, The proposed traffic and parking modifications contained in Item D was analyzed in the 250 4th Street Final Mitigated Negative Declaration (250 4th Street FMND) issued by the Planning Department on January 8, 2013 under Case Number 2011.0038E; and,

WHEREAS, The SFMTA Board has reviewed the 250 4th Street FMND and hereby finds that since issuance 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 of conclusions set forth in the FMND, and the actions approved herein would not necessitate implementation or additional or considerably different mitigation measures that those identified in the FMND; and,

WHEREAS, The proposed traffic and parking modifications contained in Item E was analyzed in the San Francisco Museum of Modern Art, Relocation of Fire Station Number One, and Housing Project Environmental Impact Report (SFMOMA EIR) under Case Numbers 2009. 0291E and 2010.0275E certified by the Planning Commission on November 10, 2011; and,

WHEREAS, The Planning Commission, in Motion 18484 adopted approval 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), which Resolution, CEQA Findings, and MMRP are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference as though fully set forth; and,

WHEREAS, The SFMTA Board has reviewed the SFMOMA EIR and hereby finds that since certification of the EIR, 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 EIR, and that no new information has emerged that would materially change the analysis of conclusions set forth in the EIR, and the actions approved herein would not necessitate implementation or additional or considerably different mitigation measures that those identified in the EIR; and,

WHEREAS, The proposed traffic and parking modifications contained in Items F-G were analyzed in the Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eight Street Project Environmental Impact Report (Western SoMa EIR) under Case Numbers 2007.1035E and 2008.0877E certified by the Planning Commission on December 6, 2012; and,

WHEREAS, The Planning Commission, in Motion 18756 adopted approval 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), which Resolution, CEQA Findings, and MMRP are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference as though fully set forth; and,

WHEREAS, The SFMTA Board has reviewed the Western SoMa EIR and hereby finds that since certification of the EIR, 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 EIR, and that no new information has emerged that would materially change the analysis of conclusions set forth in the EIR, and the actions approved herein would not necessitate implementation or additional or considerably different mitigation measures that those identified in the EIR; and,

WHEREAS, The proposed traffic and parking modifications contained in Items H-I were analyzed in the Rincon Hill Plan Environmental Impact Report (Rincon Hill EIR) under Case Number 2000.1081E certified by the Planning Commission on May 5, 2005; and,

WHEREAS, The Planning Commission, in Motion 17007 adopted approval 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), which Resolution, CEQA Findings, and MMRP are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference as though fully set forth; and,

WHEREAS, The SFMTA Board has reviewed the Rincon Hill EIR and hereby finds that since certification of the EIR, 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 EIR, and that no new information has emerged that would materially change the analysis of conclusions set forth in the EIR, and the actions approved herein would not necessitate implementation or additional or considerably different mitigation measures that those identified in the EIR; 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 February 16, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency