

THIS PRINT COVERS CALENDAR ITEM NO: 10.1

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: 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

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DIRECTOR



DATE

September 10, 2024

SECRETARY



September 10, 2024

ASSIGNED SFMTAB CALENDAR DATE: September 17, 2024

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PURPOSE

To approve various routine parking and traffic modifications.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES:

4. Make streets safer for everyone.
5. Deliver reliable and equitable transportation services.
6. Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.

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 August 2, 2024

- A. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA W (Eligibility only, no signs) – 2800 block of 24th Street between Bryant and York Streets excluding parcels already in W (Requested by residents).

Modification A would add RPP eligibility to the residents of the 2800 block of 24th Street between Bryant and York Streets excluding parcels already in W so they can purchase parking permits for their vehicle to park within RPP Area W.

- B. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA Z (Eligibility only, no signs) – 3550 Cesar Chavez Street; 1500 Valencia Street (Requested by residents).

Modification B would add RPP eligibility to the residents of the 3550 Cesar Chavez Street; 1500 Valencia Street so they can purchase parking permits for their vehicle to park within RPP Area Z. Note: The areas between 26th Street and Cesar Chavez Street will be getting meters in the future.

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- C. ESTABLISH – GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Plum Street, north side, from 20 feet to 289 feet east of Mission Street (Requested by SFMTA).
- D. ESTABLISH – YELLOW METERED ZONE, 60-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Plum Street, north side, from 60 feet to 100 feet east of Mission Street (Requested by SFMTA).
- E. ESTABLISH – RED ZONE – Plum Street, north side, from Mission Street to 20 feet easterly (Requested by SFMTA).
- F. RESCIND – 6-WHEEL TRUCK LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Plum Street, north side, from 67 feet to 108 feet east of Mission Street (Requested by SFMTA).

Modifications C–F would convert an unregulated block to regulated metered parking, in conjunction with a loading zone adjustment and daylighting red zone installation.

- G. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME – 11th Street, east side, from Folsom Street to 27 feet northerly (for pedestrian refuge island and bike taper) – 11th Street, east side, from Folsom Street to 49 feet southerly (for pedestrian refuge island and bike taper) (Requested by SFMTA).

Modification G would legislate tow-away restrictions not included in the original Folsom Streetscape project legislation (Res. 190618- 075).

- H. ESTABLISH – TOW-AWAY NO STOPPING, 4AM-9PM, DAILY – Folsom Street, south side, from 61 feet to 121 feet west of 6th Street (Requested by SFMTA).

Modification H would legislate tow-away restriction not included in the original Folsom Streetscape project legislation (Res. 190618-075).

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 No. 2024-006748ENV, July 22, 2024) is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301.

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The proposed action is the Approval Action for Items A-F as defined by San Francisco Administrative Code Chapter 31.

The Central South of Market (SoMa) Environmental Impact Report (EIR) was certified by the San Francisco Planning Commission in Motion No. 20182 on May 10, 2018. Subsequently, on June 18, 2019, in Resolution No. 190618-075, the SFMTA Board of Directors adopted findings under CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP) for the Central SoMa EIR.

On April 12, 2019, the Planning Department issued a Note to File (Items G-H, Case Number 2011.1356E) to the Central SoMa EIR, concluding that the Folsom-Howard Streetscape Project is within the scope of the Central SoMa Plan FEIR and no additional environmental review is required, because no new significant effects have been identified, there is no substantial increase in the severity of significant effects already identified, there is no new information of substantial importance that would change the conclusions set forth in the Central SoMa FEIR, and no new mitigation is required for the project.

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.

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 – RESIDENTIAL PERMIT PARKING AREA W – 2800 block of 24th Street between Bryant and York Streets excluding parcels already in W.
- B. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA Z – 3550 Cesar Chavez Street; 1500 Valencia Street.
- C. ESTABLISH – GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Plum Street, north side, from 20 feet to 289 feet east of Mission Street.
- D. ESTABLISH – YELLOW METERED ZONE, 60-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Plum Street, north side, from 60 feet to 100 feet east of Mission Street.
- E. ESTABLISH – RED ZONE – Plum Street, north side, from Mission Street to 20 feet easterly.
- F. RESCIND – 6-WHEEL TRUCK LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Plum Street, north side, from 67 feet to 108 feet east of Mission Street.
- G. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME – 11th Street, east side, from Folsom Street to 27 feet northerly – 11th Street, east side, from Folsom Street to 49 feet southerly.
- H. ESTABLISH – TOW-AWAY NO STOPPING, 4AM-9PM, DAILY – Folsom Street, south side, from 61 feet to 121 feet west of 6th 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 No. 2024-006748ENV, July 22, 2024) is 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 31; and,

WHEREAS, The Central South of Market (SoMa) Environmental Impact Report (EIR) was certified by the San Francisco Planning Commission in Motion No. 20182 on May 10, 2018.

Subsequently, on June 18, 2019, in Resolution No. 190618-075, the SFMTA Board of Directors adopted findings under CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP) for the Central SoMa EIR; and,

WHEREAS, On April 12, 2019, the Planning Department issued a Note to File (Items G-H, Case Number 2011.1356E) to the Central SoMa EIR, concluding that the Folsom-Howard Streetscape Project is within the scope of the Central SoMa Plan FEIR and no additional environmental review is required, because no new significant effects have been identified, there is no substantial increase in the severity of significant effects already identified, there is no new information of substantial importance that would change the conclusions set forth in the Central SoMa FEIR, 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 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, That the San Francisco Municipal Transportation Board of Directors adopts these CEQA findings as its own; a copy of 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 Board of Directors, upon recommendation of the Director of Transportation and the Director of the 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 September 17, 2024.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency