

1 [Affirming the Statutory and Categorical Exemption Determination - MTA's Transportation  
2 Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and Bikeways Project]

3 **Motion affirming the determination by the Planning Department that the proposed**  
4 **Municipal Transportation Agency's Transportation Recovery Plan: COVID-19**  
5 **Emergency Temporary Transit Lanes and Bikeways Project is statutorily and**  
6 **categorically exempt from environmental review.**

7  
8 WHEREAS, On June 10, 2020, the Planning Department issued a statutory and  
9 categorical exemption determination for the Municipal Transportation Agency's (MTA's)  
10 Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and  
11 Bikeways project (Project) under the California Environmental Quality Act (CEQA, Public  
12 Resources Code Sections 21,000 et seq.), the CEQA Guidelines (California Code of  
13 Regulations Title 14, Sections 15,000 et seq.) and Chapter 31 of the City's Administrative  
14 Code; and

15 WHEREAS, The Planning Department found that the Project is exempt from CEQA per  
16 CEQA, Section 21080(b)(4), and the CEQA Guidelines, Section 15269(c), which exempt  
17 projects "specific actions necessary to prevent or mitigate an emergency," as well as per the  
18 categorical exemption for Existing Facilities (CEQA Guidelines Section 15301), which includes  
19 "existing highways and streets... and other alterations such as the addition of bicycle facilities,  
20 including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit  
21 improvements such as bus lanes ... and other similar alterations that do not create additional  
22 automobile lanes;" and

1           WHEREAS, CEQA defines an “emergency” as “a sudden, unexpected occurrence,  
2 involving a clear and imminent danger, demanding immediate attention to prevent or mitigate  
3 loss of, or damage to, life, health, property, or essential public services;” and

4           WHEREAS, On February 25, Mayor London Breed issued a Proclamation Declaring  
5 the Existence of a Local Emergency, finding that the COVID-19 pandemic posed a threat to  
6 the lives, property or welfare of the City and County and its residents; and

7           WHEREAS, On March 6, 2020, the San Francisco Health Officer declared a public  
8 health emergency due to the COVID-19 pandemic and subsequently enacted Health Orders  
9 to protect the public health, including Health Order No. C19-07 (Stay Safer at Home), which  
10 requires individuals to maintain six feet of social distance from others not in their household;  
11 and

12           WHEREAS, As a result of the COVID-19 public health emergency, the MTA proposed  
13 the Project to create temporary transit lanes (bus and taxi only, bus/taxi/bike only lanes, Muni  
14 only lanes, or Muni/bicycle only lanes), and temporary bikeways in order to support essential  
15 trips in San Francisco, allow for better physical distancing, and maintain transit reliability for  
16 essential trips in light of increasing congestion, as described in more detail below; and

17           WHEREAS, The Project area spans several neighborhoods throughout San Francisco,  
18 as shown in Table 1 and Figure 1 of the MTA’s June 10, 2020 Memorandum to the Planning  
19 Department, which is on file with the Board of Supervisors in File No. 200903; and

20           WHEREAS, The Project requires no major construction activities, does not require any  
21 excavation, and will be implemented by using removable materials such as temporary striping;  
22 and

23           WHEREAS, The Project includes approval by the MTA Board of a group of temporary  
24 transit only lanes and various associated parking and traffic changes (for example, left turn  
25 restrictions, adjustments to parking regulations, and changes to the configuration of traffic

1 lanes) at the following locations: Laguna Honda Boulevard (both directions, from Clarendon  
2 Avenue to Dewey Boulevard); O'Shaughnessy Boulevard (both directions, from Portola Drive  
3 to 800 feet southerly); Mission Street (both directions, from 11th to 1st Street); 7th Street  
4 (northbound, from Townsend to Market Street); 8th Street (southbound, from Market to  
5 Townsend Street); Masonic Avenue (both directions, from Haight to Geary Boulevard);  
6 Woodside Avenue (both directions, from Laguna Honda Boulevard to Portola Drive); Bosworth  
7 Street (both directions, from Elk to Arlington Street); and Presidio Avenue (both directions,  
8 from Sacramento to Geary Boulevard); and

9 WHEREAS, The Project also includes a delegation of authority by the MTA Board to  
10 the Office of the City Traffic Engineer to approve emergency temporary transit lanes and tow-  
11 away lanes for the rest of the project corridors listed in Table 1 of the MTA Memorandum to  
12 the Planning Department, dated June 10, 2020; and

13 WHEREAS, The Project also includes approval of temporary Class IV bikeways, on  
14 Bayshore Boulevard (in both directions, between Silver and Oakdale avenues, and extending  
15 to Jerrold Avenue on the northbound direction), and for uphill portions of Geneva Avenue,  
16 Post Street, and Sutter Street; these bike lanes are needed to support access to essential  
17 services, such as the Zuckerberg San Francisco General Hospital, connections to BART  
18 stations, grocery stores, California Pacific Medical Center (CPMC) Van Ness Campus, and St  
19 Francis Memorial Hospital through bicycle travel while transit service levels are temporarily  
20 reduced and to reduce congestion; and

21 WHEREAS, On June 30, 2020, the MTA Board of Directors approved the Project; and

22 WHEREAS, On July 30, 2020, an appeal of the Statutory and Categorical Exemption  
23 determination was filed by Mary Miles on behalf of Coalition for Adequate Review, and  
24 separately, on that same day, another appeal of the Statutory and Categorical Exemption  
25 determination was filed by David Pilpel (collectively, Appellants); and

1           WHEREAS, By memorandum to the Clerk of the Board dated August 10, 2020, the  
2 Planning Department's Environmental Review Officer determined that both appeals were  
3 timely filed; and

4           WHEREAS, On September 29, 2020, this Board held a duly noticed public hearing to  
5 consider the appeal of the exemption determination filed by Appellants; and

6           WHEREAS, In reviewing the appeal of the exemption determination, this Board  
7 reviewed and considered the exemption determination, the appeal letters, the responses to  
8 the appeal documents that the Planning Department prepared, the other written records  
9 before the Board of Supervisors and all of the public testimony made in support of and  
10 opposed to the exemption determination appeals; and

11           WHEREAS, Following the conclusion of the public hearing, the Board of Supervisors  
12 affirmed the exemption determination for the Project based on the written record before the  
13 Board of Supervisors as well as all of the testimony at the public hearing in support of and  
14 opposed to the appeals; and

15           WHEREAS, The written record and oral testimony in support of and opposed to the  
16 appeals and deliberation of the oral and written testimony at the public hearing before the  
17 Board of Supervisors by all parties and the public in support of and opposed to the appeals of  
18 the exemption determination is in the Clerk of the Board of Supervisors File No. 200903, and  
19 is incorporated in this motion as though set forth in its entirety; now, therefore, be it

20           MOVED, That the Board of Supervisors hereby adopts as its own and incorporates by  
21 reference in this motion, as though fully set forth, the exemption determination; and, be it

22           FURTHER MOVED, That the Board of Supervisors finds that based on the whole  
23 record before it there are no substantial Project changes, no substantial changes in Project  
24 circumstances, and no new information of substantial importance that would change the  
25

1 conclusions set forth in the exemption determination by the Planning Department that the  
2 Project is exempt from environmental review; and, be it

3 FURTHER MOVED, That after carefully considering the appeal of the exemption  
4 determination, including the written information submitted to the Board of Supervisors and the  
5 public testimony presented to the Board of Supervisors at the hearing on the exemption  
6 determination, this Board concludes that the Project qualifies for an exemption determination  
7 under CEQA.

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# City and County of San Francisco

## Tails

### Motion: M20-138

City Hall  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102-4689

**File Number:** 200904

**Date Passed:** September 29, 2020

Motion affirming the determination by the Planning Department that the proposed Municipal Transportation Agency's Transportation Recovery Plan: COVID-19 Emergency Temporary Transit Lanes and Bikeways Project is statutorily and categorically exempt from environmental review.

September 22, 2020 Board of Supervisors - CONTINUED

Ayes: 11 - Fewer, Haney, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani, Walton and Yee

September 29, 2020 Board of Supervisors - APPROVED

Ayes: 11 - Fewer, Haney, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani, Walton and Yee

File No. 200904

**I hereby certify that the foregoing Motion was APPROVED on 9/29/2020 by the Board of Supervisors of the City and County of San Francisco.**

A handwritten signature in blue ink, appearing to read "Angela Calvillo".

Angela Calvillo  
Clerk of the Board