



Streets Division Directive Order No. 6957

Streets Division Directive Order No. 6957

Pursuant to the public hearing 10-day comment period held between December 9, 2025, and December 19, 2025, traffic movement and safety may be improved by the changes approved below.

1. Parker Avenue between Fulton Street and McAllister Street – Establishing Accessible Parking

ESTABLISH – BLUE ZONE, ACCESSIBLE PARKING, AT ALL TIMES

650 Parker Avenue, east side, from 5 feet to 23 feet north of Fulton Street (18-foot zone) (perpendicular), Inner Richmond, Supervisor District 1, Curb Access Program, ccp@sfmta.com.

Per a request from a church to serve their visitors this proposal would add one perpendicular accessible parking space as well as the required buffer next to the space.

Public Comments: A representative of the church submitted a comment in support as the church has older patrons who need accessible parking. They expressed a desire to have the zone placed closer to the existing midblock entrance ramp into the church.

Decision: Given design regulations under Federal Accessibility Requirements (PROWAG) the proposed zone has been located as close to the ramp as is feasible. Approved by the City Traffic Engineer for implementation.

2. Chestnut Street between Divisadero Street and Scott Street – Converting a 6-Wheel Commercial Loading Zone to Short-Term Parking

2a) **RESCIND – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 30-MINUTE LIMIT, 8AM TO 6PM, MONDAY THROUGH SATURDAY**

2b) **ESTABLISH – METERED GREEN ZONE, SHORT-TERM PARKING, 15-MINUTE LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY**

2335 Chestnut Street, south side, from 163 feet to 181 feet west of Scott Street at metered stall number 2319 (18-foot zone), Marina, Supervisor District 2, Shared Spaces, sharedspaces@sfmta.com.

Following coordination with parklet operators, business owners, and the Shared Spaces team, converting a six-wheel commercial loading space to short-term parking would better meet business needs.

Public Comments: One member of the public stated their opposition to the proposal as the green zone should have a 30-minute limit instead of 15 minutes. Staff responded that this proposal was vetted with businesses on the block.

Decision: Approved by the City Traffic Engineer for implementation.



Streets Division Directive Order No. 6957

3. Chestnut Street between Divisadero Street and Scott Street – Reducing the Hours of a Commercial Loading Zone

3a) RESCIND – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 30-MINUTE LIMIT, 8AM TO 6PM, MONDAY THROUGH SATURDAY

3b) ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 30-MINUTE LIMIT, 8AM TO 3PM, MONDAY THROUGH SATURDAY

2323 Chestnut Street, south side, from 82 feet to 163 feet west of Scott Street at metered stall numbers 2309, 2311, 2313 and 2317 (81-foot zone), Marina, Supervisor District 2, Shared Spaces, sharedspaces@sfmta.com

Following coordination with parklet operators, business owners, and Shared Spaces the hours of an existing commercial loading zone would be reduced, opening up general metered parking in the afternoon.

Public Comments: One member of the public stated their opposition to the proposal as they felt the commercial loading zones should end earlier in the day to provide more general metered parking for customers. Staff responded that this proposal was vetted with businesses on the block.

Decision: Approved by the City Traffic Engineer for implementation.

4. Jackson Street between Scott Street and Divisadero Street – Changing the Hours of a Passenger Loading Zone

4a) RESCIND – WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 7:45AM TO 8:30AM AND 1:45PM TO 3:45PM, SCHOOL DAYS

4b) ESTABLISH – WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 7:30AM TO 8:30AM AND 1:45PM TO 3:45PM, SCHOOL DAYS

2750 Jackson Street, north side, from 15 feet to 150 feet west of Scott Street (135-foot zone), Pacific Heights, Supervisor District 2, Curb Access Program, ccp@sfmta.com.

The school who sponsors the existing passenger loading zone has requested to change the starting time for their passenger loading zone from 7:45AM to 7:30AM to better match student drop off times.

Public Comments: No comments received.

Decision: Approved by the City Traffic Engineer for implementation.



Streets Division Directive Order No. 6957

5. Folsom Street between Beale Street and Main Street – Establishing an Accessible Passenger Loading Zone

ESTABLISH – WHITE ZONE, ACCESSIBLE PASSENGER LOADING, AT ALL TIMES

262 Folsom Street, north side, from 44 feet to 138 feet east of Beale Street (94-foot zone), Rincon Hill, Supervisor District 6, Broderick Paulo, Broderick.paulo@sfmta.com.

Proposal to establish an accessible passenger loading zone for a new senior housing development.

Public Comments: No comments received.

Decision: Approved by the City Traffic Engineer for implementation.

6. Harrison Street between 15th Street and 14th Street – Establishing a Passenger Loading Zone

6a) ESTABLISH – RED ZONE, NO PARKING ANYTIME

“1850” Harrison Street, west side, from 15th Street to 20 feet northerly (20-foot zone)

6b) ESTABLISH – WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 6AM TO 6:30PM, MONDAY THROUGH FRIDAY

“1850” Harrison Street, west side, from 140 feet to 180 feet (next to driveway) north of 15th Street (40-foot zone), Mission, Supervisor District 9, Curb Access Program, ccp@sfmta.com

Daylighting (red curb to prevent parking) is required by California State law AB413 at the curb right before an intersection to improve pedestrian visibility. This proposal extends the amount of daylighting for pedestrians at 15th Street and creates a part-time passenger loading zone for UCSF-sponsored shuttles connecting UCSF’s Mission Center building to BART and other facilities.

Public Comments: No comments received.

Decision: Approved by the City Traffic Engineer for implementation.



Streets Division Directive Order No. 6957

7. Hooper Street between 7th Street and 8th Street – Shortening a General Loading Zone and Establishing Accessible Parking

7a) RESCIND – GENERAL LOADING ZONE, 5-MINUTE LIMIT, AT ALL TIMES

145 Hooper Street, south side, from 109 feet to 252 feet west of 7th Street (143-foot zone) and from 262 feet to 317 feet west of 7th Street (55-foot zone)

7b) ESTABLISH – GENERAL LOADING ZONE, 5-MINUTE LIMIT, AT ALL TIMES

145 Hooper Street, south side, from 109 feet to 252 feet west of 7th Street (143-foot zone) and from 262 feet to 297 feet west of 7th Street (35-foot zone),

7c) ESTABLISH – BLUE ZONE, ACCESSIBLE PARKING, AT ALL TIMES

145 Hooper Street, south side, from 297 feet to 317 feet west of 7th Street (20-foot zone) (from end of ramp flare to 20 feet westerly), South of Market, Supervisor District 6, Curb Access Program, ccp@sfmta.com.

Per the request of California College for the Art, who sponsors the general loading zone, this proposal removes 20 feet of general loading so that an accessible parking space can be added at the ramp located at CCA's front entrance to improve access for students, staff and visitors.

Public Comments: A representative from the school provided a summary of feedback provided by 7 from students, 1 staff person, 1 faculty member, and 1 alumni who all support the proposal as there is need for accessible parking near the campus' new main entrance as the existing accessible spaces are far from the entrance. This zone would improve access, safety, and inclusion for a large and diverse community of disabled individuals who rely on this entrance.

Decision: Approved by the City Traffic Engineer for implementation.

8. Alabama Street between 24th Street and 25th Street – Establishing a Passenger Loading Zone

ESTABLISH – WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 8 AM TO 6PM, DAILY

1237 Alabama Street, east side, from 125 feet to 169 south of 24th Street (44-foot zone), Mission, Supervisor District 9, Curb Access Program, ccp@sfmta.com.

This proposal would establish a passenger loading zone for people attending services and programming at St. Peter's Church.

Public Comments: Six comments in support of the passenger loading were received from patrons of the church. They noted that this zone is needed in order to safely drop of elderly members attending services as well as children and currently vehicles are having to double park, which creates congestion and safety issues.

Decision: Approved by the City Traffic Engineer for implementation.



Streets Division
Directive Order No. 6957

9. **Church Street between 17th Street and 16th Street – Establishing a Commercial Loading Zone**

ESTABLISH – YELLOW ZONE, SIX-WHEEL COMMERCIAL LOADING, 30-MINUTE LIMIT, 7AM TO 4PM, MONDAY THROUGH FRIDAY

“450” Church Street, west side from 71 feet to 131 feet north of 17th Street, (60-foot zone) Castro, Supervisor District 8, Curb Access Program, ccp@sfmta.com

Per the request of the SFMTA’s transit division to ensure that trucks do not block Muni trains and there is sufficient clearance for Muni Metro trains turning, a commercial loading zone would be established to serve Everett Middle School and commercial businesses across the street. This zone would be set back 71 feet from the intersection to ensure clearance for Muni Metro.

Public Comments: One nearby resident and one member of the public stated their support for the proposal as they support any curb changes that improve transit service and walkability.

Decision: Approved by the City Traffic Engineer for implementation.



Streets Division Directive Order No. 6923

Categorically exempt from Environmental Review: CEQA Guidelines Section 15301 Class 1(c): Operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

Forrest Chamberlain

Name: Forrest Chamberlain, SFMTA Date 12/22/25

Whether or not the City Traffic Engineer's decision is considered a Final SFMTA Decision is determined by Division II, Section 203 of the Transportation Code. If the City Traffic Engineer approves a parking or traffic modification, it is considered a Final SFMTA Decision. If the City Traffic Engineer disapproves or declines a parking or traffic modification, a member of the public must request additional review by the SFMTA of that decision, which shall be conducted pursuant to Division II, Section 203 of the Transportation Code before the decision becomes a Final SFMTA Decision. Final SFMTA Decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to [Ordinance 127-18](#). Decisions reviewable by the Board of Supervisors are denoted with a pound (#). Information about the review process can be found at: https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf.

For questions about any of these items, please contact: sustainable.streets@sfmta.com and reference this order number.

☎ 311 (Outside SF 415.701.2311; TTY 415.701.2323) Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援 / 무료 언어 지원 / Libreng tulong para sa wikang Filipino / การช่วยเหลือทางด้านภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرق

Approved:

Ricardo Olea

Date: December 23, 2025

cc: Directive File
RO:ET:et



SAN FRANCISCO PLANNING DEPARTMENT

ENVIRONMENTAL EVALUATION APPLICATION COVER MEMO - PUBLIC PROJECTS ONLY

In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.

Please attach this memo along with all necessary materials to the Environmental Evaluation Application.

Project Address and/or Title:	
Project Approval Action:	
Will the approval action be taken at a noticed public hearing? <input type="checkbox"/> YES* <input type="checkbox"/> NO * If YES is checked, please see below.	

IF APPROVAL ACTION IS TAKEN AT A NOTICED PUBLIC HEARING, INCLUDE THE FOLLOWING CALENDAR LANGUAGE:

End of Calendar: CEQA Appeal Rights under Chapter 31 of the San Francisco Administrative Code If the Commission approves an action identified by an exemption or negative declaration as the Approval Action (as defined in S.F. Administrative Code Chapter 31, as amended, Board of Supervisors Ordinance Number 161-13), then the CEQA decision prepared in support of that Approval Action is thereafter subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16. Typically, an appeal must be filed within 30 calendar days of the Approval Action. For information on filing an appeal under Chapter 31, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. If the Department’s Environmental Review Officer has deemed a project to be exempt from further environmental review, an exemption determination has been prepared and can be obtained on-line at <http://sf-planning.org/index.aspx?page=3447>. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors, Planning Commission, Planning Department or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

Individual calendar items: This proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

THE FOLLOWING MATERIALS ARE INCLUDED:

- 2 sets of plans (11x17)
- Project description
- Photos of proposed work areas/project site
- Necessary background reports (specified in EEA)

Note: The project would be approved by the City Traffic Engineer, and not at a noticed public hearing. Therefore, the Approval Action as defined by San Francisco. Administrative Code Chapter 31, Sections 31.04(h)(2) and 31.08(g) would be posting of the date of approval on the Planning Department website. The Approval Action starts the 30-day exemption appeal period.