

THIS PRINT COVERS CALENDAR ITEM NO: 10.2

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving a Roadway Shared Spaces street closure application by a local business for Maiden Lane between Kearny Street and Grant Avenue, Tuesday, June 3, 2025, through Wednesday, June 3, 2026; 4 pm to 10 pm, each Monday through Friday; 2 pm to 10 pm, each Saturday and Sunday; and making environmental review findings.

SUMMARY:

- Roadway Shared Spaces closures which significantly interfere with or delay a public transit service, exceed ten consecutive hours per day over four consecutive days per week, or exceed a total period of time more than two years are considered to be a Longer-Term Closure and therefore require approval from this Board.
- Chadwick Baumbach of Hawthorn has applied for the proposed Roadway Shared Spaces street closure to close Maiden Lane between Kearny Street and Grant Avenue to vehicular traffic part-time.
- The proposed Roadway Shared Spaces closure has been presented at an Interdepartmental Staff Committee on Traffic and Transportation public hearing.
- The proposed Roadway Shared Spaces street closure has been reviewed pursuant to the California Environmental Quality Act (CEQA).

ENCLOSURES:

1. SFMTAB Resolution
2. Better Streets Plan Mitigated Negative Declaration
http://sfmea.sfplanning.org/2007.1238E_FMND.pdf
3. Better Streets Plan CEQA Findings, Planning Commission Resolution
https://sfplanning.s3.amazonaws.com/default/files/meetingarchive/planning_dept/sf-planning.org/ftp/files/Commission/cpcpackets/2007.1238emrtu.pdf
4. Better Streets Plan Mitigated Negative Declaration Shared Spaces Addendum
<https://citypln-mextnl.sfgov.org/SharedLinks.aspx?accesskey=bc61363c7effb77e5715d781677a071ae265f0cdbf27c18bd9d91b3402e0900a&VaultGUID=A4A7DACD-B0DC-4322-BD29-F6F07103C6E0>

APPROVALS:
DIRECTOR

Judson True

DATE
May 29, 2025

SECRETARY

Chadwick Baumbach

May 29, 2025

ASSIGNED SFMTAB CALENDAR DATE: June 3, 2025

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PURPOSE

Approving a Roadway Shared Spaces street closure application by a local business for Maiden Lane between Kearny Street and Grant Avenue, Tuesday, June 3, 2025, through Wednesday, June 3, 2026; 4 pm to 10 pm, each Monday through Friday; 2 pm to 10 pm, each Saturday and Sunday; and making environmental review findings.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This item will support the following goals and objectives of the SFMTA Strategic Plan:

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.

Goal 7: Build stronger relationships with stakeholders.

This item will support the following 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.
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.

DISCUSSION

Hawthorn Proposed Roadway Shared Spaces Closure

Hawthorn is a nightlife venue and cocktail bar in the Union Square area. Hawthorn has applied for a Roadway Shared Spaces permit which would close Maiden Lane between Kearny Street and Grant Avenue, Tuesday, June 3, 2025, through Wednesday, June 3, 2026; 4 pm to 10 pm, each Monday through Friday; 2 pm to 10 pm, each Saturday and Sunday. Hawthorn has operated a street closure in this location since February 2021, originally permitted through a pandemic emergency order, then through the temporary pandemic era Shared Spaces program. This application is a renewal from the previous year and proposes no changes to their closure footprint and setup. The Hawthorn Shared Space provides outdoor seating and entertainment.

The request is to close the following area to vehicular traffic, as requested by the applicant:

- Maiden Lane between Kearny Street and Grant Avenue, Tuesday, June 3, 2025, through Wednesday, June 3, 2026; 4 pm to 10 pm, each Monday through Friday; 2 pm to 10 pm, each Saturday and Sunday.

The SFMTA Board of Directors is asked to consider the approval of a Longer-Term Closure of the above areas under the authority granted by California Vehicle Code section 21101 and Div. II, section 206 of the Transportation Code for the purpose of issuing a Roadway Shared Spaces permit. Roadway Shared Spaces street closures which exceed a total period of time more than two years are considered to be a Longer-Term Closure and therefore require approval from this

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Board. Hawthorn has held this street closure of Maiden Lane for over two years. Maiden Lane is also subject to additional, prior street closure authorizations. This item would approve the proposed street closure during the requested hours but is not meant to disrupt those prior authorizations. Staff has found that, based upon a determination of public convenience and necessity, that the subject portion of Maiden Lane is no longer needed for vehicular traffic during the proposed closure hours, and that the street closure is necessary for the safety and protection of the public who will use the street during the closure. Staff recommends the Board make these findings and approve the street closure as discussed below.

ITEMS

The following item was considered at a Public Hearing held on May 8, 2025, by the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT).

- A. ESTABLISH – SHARED SPACES ROAD CLOSURE – Maiden Lane between Kearny Street and Grant Avenue, Tuesday, June 3, 2025, through Wednesday, June 3, 2026; 4 pm to 10 pm, each Monday through Friday; 2 pm to 10 pm, each Saturday and Sunday.

Item A would grant a permit for a Shared Spaces Road Closure for Hawthorn for outdoor seating and entertainment.

STAKEHOLDER ENGAGEMENT

Item A was considered at a Public Hearing held on May 8, 2025, by ISCOTT. No public comments were received at the hearing. In advance of the hearing, ISCOTT received a letter of support from the Union Square Alliance.

ALTERNATIVES CONSIDERED

The details of the proposed closure presented in Item A are as requested by the applicant. The alternative would be to not grant the Roadway Shared Spaces permit, which may negatively affect the local economy by not activating the streets for events.

FUNDING IMPACT

The ISCOTT application fee, which applies to Roadway Shared Spaces (Transportation Code SEC 6.16(g)), is set at a cost recovery rate to cover staff's time and effort to review the subject application. The applicant for Item A has paid an application fee of \$2,283 for applications submitted 30 to 59 days before the first event.

ENVIRONMENTAL REVIEW

On April 19, 2021, the San Francisco Planning Department determined that the Shared Spaces Program (Case No. 2021-003010ENV), inclusive of Item A, is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E, September 17, 2010), and that the proposal would not require the preparation of a subsequent negative

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declaration under CEQA Guidelines section 15162. 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.

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.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Pursuant to section 206 of the Transportation Code, the decision of the SFMTA Board of Directors with respect to any proposed Longer-Term Closure of a Traffic Lane shall be final.

A public hearing for Item A was held at the May 8, 2025 meeting of ISCOTT.

The City Attorney has reviewed this item.

RECOMMENDATION

Staff recommends that the SFMTA Board approve a Roadway Shared Spaces street closure application by a local business for Maiden Lane between Kearny Street and Grant Avenue, Tuesday, June 3, 2025, through Wednesday, June 3, 2026; 4 pm to 10 pm, each Monday through Friday; 2 pm to 10 pm, each Saturday and Sunday; and making environmental review findings.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has received an application from Chadwick Baumbach of Hawthorn for a Roadway Shared Spaces street closure as follows:

- A. ESTABLISH – SHARED SPACES ROAD CLOSURE – Maiden Lane between Kearny Street and Grant Avenue, Tuesday, June 3, 2025, through Wednesday, June 3, 2026; 4 pm to 10 pm, each Monday through Friday; 2 pm to 10 pm, each Saturday and Sunday; and,

WHEREAS, the subject portion of the above listed street is no longer needed for vehicular traffic during the proposed closure hours and the street closure is necessary for the safety and protection of the public who will use those portions of the street during the closure; and,

WHEREAS, Maiden Lane is also subject to additional, prior street closure authorizations, and approval of the proposed closure during the requested hours is not meant to disrupt those prior authorizations; and,

WHEREAS, On September 17, 2010, the San Francisco Planning Department published 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 April 19, 2021, the San Francisco Planning Department determined that the Shared Spaces Program (Case No. 2021-003010ENV), inclusive of Item A, is within the scope of the Better Streets Plan FMND and that it would not require the preparation of a subsequent negative declaration under CEQA Guidelines Sections 15162; and,

WHEREAS, The SFMTA Board of Directors has reviewed the Better Streets Plan Final Mitigated Negative Declaration (FMND) and Addendum and finds that since adoption 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 or conclusions set forth in the FMND; The actions approved herein would not necessitate implementation or additional or considerably different mitigation measures that those identified in the FMND; 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, The San Francisco Municipal Transportation Agency Board of Directors adopts these CEQA findings as its own; a copy of the Planning Commission Resolution, 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 approves the application by Hawthorn for Item A above and finds that the subject portion of the above listed street is no longer needed for vehicular traffic during the proposed closure hours and the street closure is necessary for the safety and protection of the public who will use that portion of the street during the closure.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 3, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency