



Streets Division Directive Order No. 6951

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Pursuant to the public hearing 10-day comment period held between November 11, 2025, and November 21, 2025, traffic movement and safety may be improved by the changes approved below.

1. 34th Avenue between Balboa Street and Cabrillo Street – Removing a Passenger Loading Zone

RESCIND – WHITE ZONE, PASSENGER LOADING, 8AM TO 9:30AM AND 2PM TO 5:30PM, SCHOOL DAYS

“701” 34th Avenue, west side, from Balboa Street to 54 feet southerly, Richmond, Supervisor District 1, Curb Access, ccp@sfmta.com.

This proposal would remove a passenger loading zone for non-payment.

Public Comments: A parent of a child at a nearby school expressed concern about its removal as children would no longer have a safe space to be picked up and dropped off their children and it would cause vehicles to double-park. Staff clarified that this proposal would not remove the zone serving their school as this was a different location.

Decision: Approved by the City Traffic Engineer for implementation.

2. 9th Avenue between Geary Boulevard and Clement Street –Reducing the Days and Hours of a Passenger Loading Zone

2a) **RESCIND – WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 8AM TO 9:30AM AND 1PM TO 6PM, MONDAY THROUGH FRIDAY, 8:30AM TO 12:30PM, SUNDAY**

2b) **ESTABLISH – WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 7AM to 9AM AND 3PM to 5PM, MONDAY THROUGH FRIDAY**

350 9th Avenue, east side, from 245 feet to 325 feet south of Clement Street (80-foot zone), Richmond, Supervisor District 1, Curb Access, ccp@sfmta.com.

A new school has moved into 350 9th Avenue, and this proposal would shorten the hours and days of the existing passenger loading zone.

Public Comments: Two members of the public stated their support for the change in hours as the school hours have been adjusted. They also stated that maintaining this zone is necessary to help reduce double parking, which creates a hazard.

Decision: Approved by the City Traffic Engineer for implementation.



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3. 9th Avenue between Geary Boulevard and Clement Street – Extending the Length of a Passenger Loading Zone

3a) **RESCIND – WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 7AM TO 8:30AM AND 2:30PM TO 4PM, MONDAY THROUGH FRIDAY**

360 9th Avenue, east side, from 185 feet to 230 feet north of Geary Street (45-foot zone)

3b) **ESTABLISH – WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 7AM TO 8:30AM AND 2:30PM TO 4PM, MONDAY THROUGH FRIDAY**

360 9th Avenue, east side, from 164 feet to 230 feet north of Geary Street (66-foot zone), Richmond, Supervisor District 1, Curb Access, ccp@sfmta.com.

An existing preschool located at 360 9th Avenue has requested to extend their existing passenger loading zone by one parking space to provide additional space for student pickups and drop-offs.

Public Comments: The headmaster of the school stated that parents regularly express concern that the existing passenger loading zone does not provide adequate space for pickups and drop-offs. They stated their support for the zone, as it would help reduce double parking and improve safety by providing extra space for pickups and drop-offs. A member of the public stated their support as the existing zone is too small for pickups and drop-offs. **Decision:** Approved by the City Traffic Engineer for implementation.

4. Judah Street between 26th Avenue and 25th Avenue – Relocating a Passenger Loading Zone for Daylighting

4a) **RESCIND – WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 8AM TO 5PM, MONDAY THROUGH SATURDAY**

2050 Judah Street, north side, from the east property line to 16 feet westerly (16-foot zone)

4b) **ESTABLISH – RED ZONE, NO STOPPING ANYTIME**

2050 Judah Street, north side, from 26th Avenue to 20 feet westerly (20-foot zone)

4c) **ESTABLISH – WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 8AM TO 5PM, MONDAY THROUGH SATURDAY**

“1398” 26th Avenue, east side, from Judah Street to 20 feet northerly (20-foot zone), Sunset, Supervisor District 4, Curb Access, ccp@sfmta.com.

Daylighting (red curb to prevent parking) is required by California State law at the curb right before an intersection to improve pedestrian visibility. The existing passenger loading zone must be relocated to install daylighting. This proposal would move the existing loading zone around the corner from Judah Street to 26th Avenue.

Public Comments: A member of the public asked for daylighting to also be added to 26th Avenue. A member of the public stated the zone change is not needed as they did not see a vehicle use the zone and is trying to solve a problem that doesn't exist.

Decision: Approved by the City Traffic Engineer for implementation.



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5. Van Ness Avenue between Turk Street and Golden Gate Avenue – Changing the Hours of a Commercial Loading Zone

5a) RESCIND – YELLOW ZONE, METERED COMMERCIAL LOADING, 30-MINUTE LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY

601 600 Van Ness Avenue, west side, from 24 feet to 102 feet south of Turk Street at meter stall numbers 629, 625 and 621 (78-foot zone)

5b) ESTABLISH – YELLOW ZONE, METERED COMMERCIAL LOADING, 30-MINUTE LIMIT, 7AM TO NOON, MONDAY THROUGH FRIDAY

601 600 Van Ness Avenue, west side, from 24 feet to 102 feet south of Turk Street at meter stall numbers 629, 625 and 621 (78-foot zone), Western Addition, Supervisor District 5, Curb Access, ccp@sfmta.com.

This proposal shortens the commercial loading zone hours and days for businesses within Opera Plaza to better meet their needs and adds more hours of general metered parking at the request of the community.

Public Comments: No comments.

Decision: Address corrected. Approved by the City Traffic Engineer for implementation.

6. Harriet Street between Brannan Street and Bryant Street – Establishing a Commercial Loading Zone

ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 8AM TO 12PM, MONDAY THROUGH FRIDAY

374 Harriet Street, west side from 375 feet (after driveway) to 402 feet south of Bryant Street (27-foot zone), South of Market, Supervisor District 6, Curb Access, ccp@sfmta.com.

This would add commercial loading by request from an adjacent business. This is a narrow street that can get entirely blocked by double parking with no passing room. The hours and days have been limited to lessen the impact on parking supply.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.



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7. Valencia Street between 23rd Street and 22nd Street – Establishing a General Loading Zone

ESTABLISH – GENERAL LOADING ZONE, 5-MINUTE LIMIT, 12PM TO 9PM, MONDAY THROUGH SATURDAY

1199 Valencia Street, east side, from 27 feet to 47 feet north of 23rd Street at meter stall number 1157 (20-foot zone), Mission, Supervisor District 9, Shayda Rager,

Valencia@sfmta.com

This proposal would create a general loading zone to serve the delivery needs of nearby businesses.

Public Comments: No comments.

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 11/25/25

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 الرقم

Approved:

ROlea

Ricardo Olea

Date: November 25, 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? ☐ YES* ☐ 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.