

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 16-104

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for bus zone removals and parking modifications associated with the Van Ness Corridor Transit Improvement Project (herein referred to as Van Ness Project) as follows:

- A. RESCIND – BUS ZONE Van Ness Avenue, west side, from Oak Street to 120 feet northerly (establishes three metered parking spaces and transition space for right turn pocket); Van Ness Avenue, west side, from Grove Street to 96 feet southerly (establishes three metered parking spaces); Van Ness Avenue, east side, from Grove Street to 95 feet northerly (establishes three metered parking spaces); Van Ness Avenue, west side, from McAllister Street to 75 feet southerly (establishes one metered parking spaces; bus zone adjacent to a bulb-in); Van Ness Avenue, east side, from California Street to 100 feet northerly (establishes three metered parking spaces); Van Ness Avenue, west side, from Sacramento Street to 105 feet northerly; Van Ness Avenue, east side, from Union Street to 85 feet southerly
- B. ESTABLISH – TAXI ONLY ZONE, 6 PM TO 12 MIDNIGHT, DAILY - Van Ness Avenue, west side, from 30 feet to 96 feet south of Grove Street
- C. ESTABLISH – NO PARKING ANYTIME – Van Ness Avenue, west side, from Chestnut Street to 30 feet southerly.

WHEREAS, On September 10, 2013, the San Francisco County Transportation Authority (SFCTA) Board, as lead agency under the California Environmental Quality Act (CEQA), adopted Resolution No. 14-18, in which it certified the Final Environmental Impact Statement/Environmental Impact Report (Van Ness BRT Project Final EIS/EIR), adopted findings under CEQA, and approved the locally preferred alternative with the Vallejo North Station Variant for the Van Ness Project; and,

WHEREAS, On September 17, 2013, the San Francisco Municipal Transportation Agency (SFMTA) Board, acting as a responsible agency under CEQA, adopted Resolution No. 13-214, in which it considered the Van Ness BRT Project Final EIS/EIR, adopted findings under CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code (Van Ness Project CEQA Findings), including a statement of overriding considerations and a Mitigation Monitoring and Reporting Program (MMRP), and approved the locally preferred alternative with the Vallejo North Station Variant for the Van Ness Project, which Resolution and Van Ness Project CEQA Findings, including the statement of overriding considerations, and MMRP, are on file with the Secretary to the SFMTA Board of Directors and are incorporated in this Resolution by this reference; and,

WHEREAS, As part of SFMTA Board Resolution No.13-214, the SFMTA Board of Directors authorized the Director of Transportation to direct staff to continue with obtaining necessary approvals and to carry out the actions to implement the Van Ness Project; and,

WHEREAS, On December 20, 2013 the Federal Transit Administration issued a Record of Decision (ROD) for the Van Ness Avenue Project, determining that the requirements of the National Environmental Policy Act (NEPA) have been met through the Final Environmental Impact Statement (EIS) document and process; and,

WHEREAS, A copy of the Federal Transit Administration's Record of Decision is on file with the Secretary to the SFMTA Board of Directors; and,

WHEREAS, As part of the Resolution No. 14-164, the San Francisco Municipal Transportation Agency Board of Directors on November 18, 2014 approved traffic and parking modifications on Van Ness Avenue and South Van Ness Avenue between Mission and Lombard Streets associated with the Van Ness Project; and,

WHEREAS, As part of the Resolution No. 15-131, the San Francisco Municipal Transportation Agency Board of Directors on September 15, 2015 approved traffic modifications, parking modifications, and updates to the Transportation Code on Van Ness Avenue and South Van Ness Avenue between Mission and Lombard Streets associated with the Van Ness Project; and,

WHEREAS, The proposed bus zone removals listed above as item A is within the scope of the project analyzed in the Van Ness BRT Project Final EIS/EIR; and,

WHEREAS, The approval of the proposed bus zone removals do not require major revisions to the either the Van Ness BRT Project Final EIS/EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant impacts; and,

WHEREAS, No substantial changes have occurred with respect to the circumstances under which the project analyzed in the Van Ness BRT Project Final EIS/EIR will be undertaken that would require major revisions to the Van Ness BRT Project Final EIS/EIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Van Ness BRT Project Final EIS/EIR; and,

WHEREAS, No new information of substantial importance to the project analyzed in the Van Ness BRT Project Final EIS/EIR has become available, which would indicated that (i) the project will have significant effects not discussed in the Van Ness BRT Project Final EIS/EIR; (ii) significant environmental effects will be substantially more severe; (iii) mitigation measures or alternatives found not feasible, which would reduce one or more significant effects, have become feasible; or (iv) mitigation measures or alternatives, which are considerably different from those in the Van Ness BRT Project Final EIS/EIR, will substantially reduce one or more significant effects on the environment that would change the conclusions set forth in the Van Ness BRT Project Final EIS/EIR; and,

WHEREAS, The proposed taxi zone on Van Ness Avenue listed above as item B is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for minor alterations to existing streets as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On July 19, 2016, the SFMTA, under authority delegated by the Planning Department, determined that the proposed taxi zone on Van Ness Avenue is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301; the proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; and,

WHEREAS, The parking modification on Van Ness Avenue at Chestnut Street listed above as item C was analyzed in the Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; and,

WHEREAS, By SFMTA Resolution No. 14-041, which is on file with the Secretary to the SFMTA Board of Directors and incorporated in this Resolution by reference, the SFMTA Board of Directors approved the TEP project, including the proposal described herein as the Van Ness Avenue and Chestnut Street Pedestrian Bulb-out; and,

WHEREAS, As part of the Resolution No. 14-041, the SFMTA Board of Directors adopted approval findings under CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code (TEP CEQA Findings), including a statement of overriding considerations and a MMRP, which TEP CEQA Findings, including the statement of overriding considerations and MMRP, are on file with the Secretary to the SFMTA Board of Directors and are incorporated in this Resolution by reference; and,

WHEREAS, The public has been notified about the proposed modifications above and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors has considered the Van Ness BRT Project Final EIS/EIR, the TEP Final EIR, the CEQA Findings that were previously adopted by the SFMTA Board for the Van Ness Project and the TEP, including, without limitation, the statements of overriding considerations and mitigation monitoring and reporting programs; and the Van Ness Project Memo to File, and adopts the CEQA Findings and Memo to File as its own; and, be it further

RESOLVED, That the SFMTA Board finds and determines that the proposed bus zone removals and parking modifications require no further environmental review beyond the Van Ness BRT Project Final EIS/EIR and Memo to File, and the TEP FEIR pursuant to the State CEQA Guidelines Section 15180, 15162 and 15163 for the following reasons:

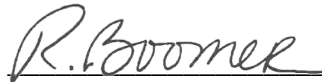
(1) approval of the proposed bus zone removals and parking modifications do not require major revisions to the either the Van Ness BRT Project Final EIS/EIR or the TEP FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant impacts;

(2) no substantial changes have occurred with respect to the circumstances under which the project analyzed in the Van Ness BRT Project Final EIS/EIR or the TEP FEIR will be undertaken that would require major revisions to the Van Ness BRT Project Final EIS/EIR or TEP FEIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Van Ness BRT Project Final EIS/EIR or TEP FEIR; and,

(3) no new information of substantial importance to the project analyzed in the Van Ness BRT Project Final EIS/EIR or TEP FEIR has become available, which would indicate that (i) the project will have significant effects not discussed in the Van Ness BRT Project Final EIS/EIR or TEP FEIR; (ii) significant environmental effects will be substantially more severe; (iii) mitigation measures or alternatives found not feasible, which would reduce one or more significant effects, have become feasible; or (iv) mitigation measures or alternatives, which are considerably different from those in the Van Ness BRT Project Final EIS/EIR or TEP FEIR, will substantially reduce one or more significant effects on the environment that would change the conclusions set forth in the Van Ness BRT Project Final EIS/EIR or TEP FEIR; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed bus zone removals, proposed new taxi zone, and parking modifications as set forth above in Items A through C.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 16, 2016.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency