

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 181016-133

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for parking and traffic modifications as follows:

- A. ESTABLISH – NO LEFT TURN – Haight Street at Buchanan Street; and Buchanan Street at Haight Street.
- B. ESTABLISH – RED ZONE – Battery Street, west side, from Pacific Avenue to 25 feet northerly.
- C. ESTABLISH – RED ZONE – Bush Street, south side, from Kearny Street to 25 feet westerly.
- D. ESTABLISH – RED ZONE – Jackson Street, north side, from Kearny Street to 25 feet westerly.
- E. ESTABLISH – RED ZONE – Pacific Avenue, south side, from Stockton Street to 24 feet westerly; and Stockton Street, west side, from Pacific Avenue to 27 feet southerly
- F. ESTABLISH – RED ZONE – Battery Street, west side, from Washington Street to 24 feet northerly; Battery Street, east side, from Washington Street to 25 feet southerly; and Washington Street, south side, from Battery Street to 23 feet easterly
- G. ESTABLISH – 2-HOUR PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY Wisconsin Street, east side, from 17th Street to 16th Street
- H. ESTABLISH – NO RIGHT TURN ON RED – Cerritos Avenue, northbound, at Ocean Avenue Victoria Street, northbound, at Ocean Avenue.
- I. ESTABLISH – STOP SIGN – Borica Street, northbound, at Urbano Drive.
- J. ESTABLISH – RED ZONE – Williams Avenue, north side, from Diana Street to 50 feet easterly.
- K. ESTABLISH – RED ZONE – Jessie Street western terminus, west of 10th Street.
- L. ESTABLISH – RED ZONE – Twin Peaks Boulevard, east side, from Clayton Street to 64 feet southerly
- M. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Minna Street, south side, from 1st Street to 37 feet westerly; Minna Street, south side, from 93 feet to 221 feet west of 1st Street; Minna Street, south side, from 291 feet to 420 feet west of 1st Street; Minna Street, south side, from 537 west of 1st Street to 2nd Street; Natoma Street, north side, from 1st Street to 128 feet easterly; Natoma Street, north side, from 196 feet east of 1st Street to Fremont Street; Natoma Street, north side from 1st Street to 86 feet westerly; Natoma Street, north side from 128 feet west of 1st Street to 2nd Street; and 1st Street, east side, from Natoma Street to Howard Street.
- N. ESTABLISH – ONE-WAY STREET – Minna Street, eastbound, from 2nd Street to 1st Street.
- O. RESCIND – ONE-WAY STREET – ESTABLISH – TWO-WAY STREET; Natoma Street, from 1st Street to 269 feet westerly; Natoma Street, from 704 feet west of 1st Street to 2nd Street.
- P. ESTABLISH – STOP SIGNS – Alabama Street, northbound, at Precita Avenue (north); and Alabama Street, southbound, at Precita Avenue (south).

- Q. ESTABLISH – RED ZONE – Bryant Street, west side, from the south side property line of Alameda Street to 30 feet north of Alameda Street.
- R. ESTABLISH – BUS ZONE – Polk Street, west side, from 80 feet to 100 feet north of Lombard Street; and Polk Street, east side, from 80 feet to 100 feet south of Lombard Street; and,

WHEREAS, The proposed parking and traffic modifications are subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The SFMTA under authority delegated by the San Francisco Planning Department, has determined that the proposed parking and traffic modifications in Item A (Case No. 2018-007614ENV), Items G-L (Case No. 2018-011585), and Items P-R (Case No. 2018-012371ENV) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed traffic and parking modifications in Items B-F are within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E) as adopted by the Planning Department on September 15, 2010; the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162; on October 28, 2010, the Planning Commission in Resolution No. 18211 adopted findings under CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), and a Mitigation Monitoring and Reporting Program, associated with the Better Streets Plan; and,

WHEREAS, The proposed traffic and parking modifications in Items M-O are within the Transit Center District Plan (TCDP) area, for which the environmental impacts were analyzed in the Transit Center District Plan and Transit Tower Final Environmental Impact Report (FEIR, Case No. 2007.0558E and 2008.0789E); on May 24, 2012, the Planning Commission, in Motion 18628, certified the FEIR, and adopted CEQA Findings including a Mitigation Monitoring and Reporting Program pursuant to CEQA; none of the above actions are associated with any mitigation measures; the Planning Department has determined that the proposed modifications in Items M-O are within the scope of the TCDP FEIR and do not warrant additional review; and,

WHEREAS, The proposed action is the Approval Action for A, G-L and P-R as defined by San Francisco Administrative Code Chapter 3I; and,

WHEREAS, Copies of the CEQA determinations, and where applicable, CEQA findings and Planning Commission Resolutions, are 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 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 SFMTA Board of Directors adopts the California Environmental Quality Act findings for the Better Streets Plan Final Mitigated Negative Declaration as its own including the mitigation measure applicable to the proposed modifications, M-Cul-1: Archeological Resources – Accidental Discovery; the SFMTA Board of Directors adopts this measure as a condition of this approval; and,

RESOLVED, The SFMTA Board of Directors adopts the California Environmental Quality Act findings of the Transit Center District Plan and Transit Tower Final Environmental Impact Report as its own; none of the above actions are associated with any mitigation measures; and,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, upon recommendation of the Director of Transportation and the Director of the Sustainable Streets Division approves the changes.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 16, 2018.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency