

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 14-046

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

- A. ESTABLISH – SIDEWALK WIDENING (BULBS) - Bosworth Street, north side, from Diamond Street to 25 feet westerly (6-foot wide bulb, no parking impacts); Bosworth Street, north side, from Diamond Street to 113 feet easterly (8-foot wide bulb, removes one metered space); Bosworth Street, south side, from Diamond Street to 120 feet easterly (8-foot wide bulb, no parking impacts); Bosworth Street, south side, from Diamond Street to 28 feet westerly (4-foot wide bulb, no parking impacts); and Diamond Street, west side, from Bosworth Street to 108 feet southerly (6-foot wide bulb, no parking impacts).
- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Bosworth Street, north side, from Diamond Street to 25 feet westerly (6-foot wide bulb, no parking impacts); Bosworth Street, north side, from Diamond Street to 113 feet easterly(8-foot wide bulb, removes one metered space); Bosworth Street, south side, from Diamond Street to 120 feet easterly (8-foot wide bulb, no parking impacts); Bosworth Street, south side, from Diamond Street to 28 feet westerly (4-foot wide bulb, no parking impacts); Diamond Street, west side, from Bosworth Street to 108 feet southerly (6-foot wide bulb, no parking impacts); and Diamond Street, west side, from Bosworth Street to 67 feet northerly (removes three metered spaces).
- C. ESTABLISH – WHITE ZONE - Bosworth Street, south side, from 120 feet to 204 feet east of Diamond Street (84-foot zone).

WHEREAS, At its hearing on November 10, 2011, the Planning Commission certified the Final Environmental Impact Report (FEIR) for the Glen Park Community Plan (Motion No. 18490) pursuant to the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), the CEQA Guidelines (14 Cal. Code Reg. Sections 15000 et seq.) and Chapter 31 of the Administrative Code, and this certification was affirmed by the San Francisco Board of Supervisors on February 14, 2012, in Board of Supervisors' File No. 111306, Ordinance No. 36-12; and,

WHEREAS, San Francisco Planning Department staff reviewed the proposed traffic and parking modifications, items A through C above, and on January 30, 2014, determined in a Note to File that the proposed traffic and parking modifications are within the overall scope of the Glen Park Community Plan and no additional environmental impacts will occur as a result of project implementation, and therefore no additional environmental analysis is required under CEQA; and,

WHEREAS, A copy of the FEIR and Planning Commission Motion No. 18490 is on file with the SFMTA's Board Secretary. The FEIR is available on-line at: [http://sfmea.sfplanning.org/2005.1004E\\_FEIR1.pdf](http://sfmea.sfplanning.org/2005.1004E_FEIR1.pdf); and,

WHEREAS, Any and all documents referenced in this Resolution may be found in the files of the San Francisco Planning Department, as the custodian of records, at 1650 Mission Street in San Francisco or on file with the Secretary to the SFMTA Board of Directors at 1 South Van Ness Avenue, 7<sup>th</sup> Floor, in San Francisco; 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, In accordance with the provisions of CEQA, the State CEQA Guidelines and Chapter 31, the SFMTA Board has reviewed and considered the information contained in the FEIR as relevant to this approval and the CEQA Findings contained in Planning Commission Motion No. 18490 as relevant to this approval and finds that the FEIR is adequate for its use as the decision-making body for this Project and hereby adopts and incorporates by reference as though fully set forth herein Motion No. 18490, including a statement of overriding considerations and a mitigation monitoring and reporting program; and therefore, be it further

RESOLVED, The proposed project as described in the case report and Note to File is consistent with the project as described in the FEIR and approved by the Board of Supervisors and would not result in any significant impacts not identified in the FEIR nor cause significant effects identified in the FEIR to be substantially more severe; and therefore, be it further

RESOLVED, The SFMTA Board further finds that since the FEIR was finalized, there have been no substantial project changes and no substantial changes in project circumstances that would require major revisions to the FEIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the FEIR; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed traffic and parking modifications on Bosworth Street to support the Glen Park Community Plan Bosworth Street/Diamond Street Intersection project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 1, 2014.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency