

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 180904-125

WHEREAS, Page Street is an important residential street and travel corridor for the Hayes Valley and Lower Haight neighborhoods, especially for families with children attending John Muir Elementary School and residents walking to nearby destinations, including Koshland Park; and,

WHEREAS, Page Street is a popular east-west bicycle route with a mix of Class II (bike lane), Class III (shared lane), and publicly accessible bike parking/sharing facilities, with particularly heavy volumes of people cycling eastbound downhill toward downtown; and,

WHEREAS, Page Street is a designated *Green Connections* route in the San Francisco General Plan, which is a network of streets prioritized for non-vehicular connections to parks and local services, as well as enhanced habitat and ‘greening’ opportunities; and,

WHEREAS, SFMTA staff recommends the following parking modifications to enhance the safety, comfort, and neighborhood character of Page Street between Webster and Gough streets:

- A. ESTABLISH - TOW-AWAY, NO STOPPING ANYTIME – Page Street, south side, from 15 feet to 60 feet westerly of Buchanan Street; Page Street, north side, from 15 feet to 20 feet easterly of Buchanan Street; Buchanan Street, east side, from 15 feet to 60 feet southerly of Page Street; Laguna Street, west side, from 24 feet to 50 feet northerly of Page Street; Page Street, south side, from Gough Street to 61 feet westerly; Gough Street, west side, from 20 feet to 37 feet northerly of Page Street; Page Street, north side, from Gough Street to 15 feet westerly; Page Street, south side, from Webster Street to 15 feet westerly; and,

WHEREAS, The San Francisco Fire Department approved proposed items associated with this project at the Transportation Advisory Staff Committee meeting on April 26, 2018; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through a public hearing process; and,

WHEREAS, The Better Streets Plan creates a unified set of standards, guidelines, and implementation strategies to govern how the City designs, builds, and maintains its pedestrian environment; and,

WHEREAS, On September 15, 2010, the San Francisco Planning Department adopted the Better Streets Plan Final Mitigated Negative Declaration (Better Streets Plan FMND, Case No. 2007.1238E), under the California Environmental Quality Act (CEQA); and,

WHEREAS, 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 adopted a Mitigation Monitoring and Reporting Program associated with the Better Streets Plan; and,

WHEREAS, On August 4, 2017, the San Francisco Planning Department determined that the proposed Octavia Boulevard Enhancements and Page Street Neighborway Project are within the scope of the Better Streets Plan FMND and would not require the preparation of a subsequent negative declaration under CEQA Guidelines Sections 15162 and 15168; and,


WHEREAS, A copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determination 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 SFMTA Board of Directors has reviewed the Better Streets Plan FMND 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 than those identified in the FMND; and,

RESOLVED, The SFMTA Board of Directors adopts these CEQA findings as its own, including the mitigation measure applicable to the proposed project: Mitigation Measure Cul-1 (Accidental Discovery), which includes distribution of the Planning Department archeological resource "ALERT" sheet to the prime contractor, subcontractor, or utilities firm involved in soils-disturbing activities within the project site; and adopts this measure as a condition of this approval; and, be it

RESOLVED, That the SFMTA Board of Directors approves various parking modifications on and adjacent to Page Street between Webster and Gough Streets, as set forth in Item A above, to improve safety and the aesthetic qualities of Page Street and make Page Street a more inviting residential street to walk, bike, live, and access transit.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting on September 4, 2018.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency