

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 210601-074

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving Vision Zero Goals and implementing safety improvements on Mary Street; and,

WHEREAS, The project aims to improve traffic safety, improve pedestrian connectivity, and expand public open space; and,

WHEREAS, SFMTA staff have determined that Mary Street, between Minna and Mission streets, is no longer needed for vehicular traffic pursuant to California Vehicle Code section 21102.1, except for bicycles and emergency vehicles, because it is necessary for the safety, health and well-being of vulnerable pedestrians in the vicinity; and,

WHEREAS, As required by state law, signs giving notice of the restriction will be posted at every entrance to the alley; and,

WHEREAS, In order to ensure adequate ingress and egress for adjoining property owners, the alley closure will not go into effect until quit claims of abutter's rights is obtained by the City from these property owners; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed traffic and parking modifications along Mary, Minna and 5<sup>th</sup> streets as follows:

- A. ESTABLISH – ROAD CLOSURE, EXCEPT PEDESTRIANS, BICYCLES, and EMERGENCY VEHICLES – Mary Street, from Minna Street to Mission Street
- B. ESTABLISH – LEFT TURN ONLY – Mary Street, northbound, at Minna Street
- C. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME  
– 5<sup>th</sup> Street, west side, Natoma Street to 140 feet southerly (widening sidewalk to 16 feet, removes 4 metered parking spaces, 205-01500, 205-01520, 205-01600, 205-01620 and 6 motorcycle spaces); and,

WHEREAS, The 5M Project Final Environmental Impact Report (FEIR) evaluated the environmental impacts of the 5M development project; the San Francisco Planning Commission certified the FEIR for the 5M development project (Case No. 2011.0409E) on September 17, 2015, and in approving the project in Motion No. 19459, adopted CEQA findings, including a statement of overriding considerations, and adopted a Mitigation Monitoring and Reporting Program (MMRP); and,

WHEREAS, The North Mary Pedestrian Alley and parking and traffic modifications were analyzed in the FEIR; and,

WHEREAS, The 5M Project FEIR is on file with the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and,

WHEREAS, That the SFMTA Board of Directors, in Resolution No. 15-142, dated October 20, 2015, adopted the 5M Project Final Environmental Impact Report CEQA findings as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors reaffirms those measures as conditions of this approval; and,

WHEREAS, In a letter dated August 27, 2020, the Planning Department found that the actions contemplated herein, including the pedestrian encroachment designed of Mary Street North, were addressed in the 5M Project Final Environmental Impact Report, and said letter is incorporated herein by reference; and,

RESOLVED, That the SFMTA Board of Directors relies on the Planning Department's CEQA findings as its own; and,

RESOLVED, That the SFMTA Board of Directors finds that Mary Street, between Minna and Mission streets, is no longer needed for motor vehicle traffic pursuant to California Vehicle Code Section 21102.1, except for bicycles and emergency vehicles, because it is necessary for the safety, health and well-being of vulnerable pedestrians and to improve traffic in the vicinity; and, be it further

RESOLVED, That the SFMTA Board of Directors approves permanently closing Mary Street, between Minna and Mission streets, to motor vehicle traffic except for bicycles and emergency vehicles, and parking and traffic modifications, as set forth in Items A through C above, to improve safety, expand public open space, and create a vibrant pedestrian connector linking Mary Court to Mission Street and Mint Plaza.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 1, 2021.



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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency