

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 16-106

WHEREAS, The San Francisco Municipal Transportation Agency has proposed parking and traffic modifications along the 1 California Muni transit corridor on California Street between Spruce Street and Maple Street that are included in the Muni Forward Travel Time Reduction Proposals and support the SFMTA's Vision Zero program as follows:

- A. RESCIND – BUS ZONE – California Street, north side, from Maple Street to 90 feet westerly; California Street, south side, from Spruce to 70 feet westerly; California Street, north side, from Spruce Street to 70 feet easterly.
- B. RESCIND – BUS FLAG STOP - California Street, south side, west of Laurel Street.
- C. ESTABLISH – SIDEWALK WIDENING AND NO PARKING ANYTIME - California Street, south side, from Spruce Street to 103 feet easterly (20-foot wide bus bulb/pedestrian plaza – bus stop relocated to farside); California Street, north side, from Spruce Street to 93 feet westerly (6-foot wide bus bulb – bus stop relocated to farside); California Street, south side, from Locust Street to 26 feet westerly (extends existing pedestrian bulb); California Street, south side, from Locust Street to 26 feet easterly (extends existing pedestrian bulb); California Street, south side, Laurel Street to 90 feet easterly (6-foot wide bus bulb – bus stop relocated to farside); California Street, north side, Laurel Street to 80 feet easterly (6-foot wide bus bulb replaces bus zone).

WHEREAS, This project was analyzed in the Transit Effectiveness Project Final Environmental Impact Report (FEIR) certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; and,

WHEREAS, Approval for traffic and parking modifications to implement various projects along the 1 California Muni transit corridor included in the Service-Related Capital Improvements of the Muni Forward program, which was previously referred to as the Transit Effectiveness Project (TEP), relies on said FEIR, and information pertaining to the FEIR is set forth in a SFMTA Resolution No 14-041, which is on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference; and,

WHEREAS, As part of the Resolution No. 14-041, the SFMTA Board of Directors adopted approval findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP), which Resolution, CEQA Findings, and MMRP are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference as though fully set forth; and,

WHEREAS, The SFMTA Board has reviewed the FEIR and hereby finds that since certification of the FEIR, 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 FEIR, and that no new information has emerged that would materially change the analyses or conclusions set forth in the

FEIR. The actions approved herein would no necessitate implementation or additional or considerably different mitigation measures that those identified in the FEIR; and,

WHEREAS, On June 2, 2016, the San Francisco Planning Department determined that the proposed Laurel Village Street project is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E), dated September 17, 2010, incorporated herein by reference, and that the Laurel Village Street project would not require the preparation of a subsequent negative declaration under CEQA Guidelines Sections 15162 and 15168; and,

WHEREAS, In approving the Better Streets Plan, the Planning Commission adopted the FMND and a Mitigation Monitoring and Reporting Program (MMRP), which are with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference as though fully set forth; and,


WHEREAS, The SFMTA Board of Directors acknowledges that Mitigation Measures: Aesthetics Tree Root, Archeological Accidental Discovery, Archeological Monitoring Hispanic Period, Provision of New Loading Space, Dust Control Plan, Hazardous Materials, and Nesting Birds apply to this project and adopts them as conditions of this approval; and,

WHEREAS, The SFMTA Board has reviewed the FMND and hereby finds that since certification 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 of conclusions set forth in the FMND. The actions approved herein would not necessitate implementation or additional or considerably different mitigation measures that those identified in the FMND; 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, That the San Francisco Municipal Transportation Agency Board of Directors approves these parking and traffic modifications, as set forth in items A through C, along the 1 California Muni transit corridor on California Street between Spruce Street and Maple Street.

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