

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 180116-003

WHEREAS, The San Francisco Planning Department, San Francisco Public Works and the San Francisco Municipal Transportation Agency (SFMTA) are the project sponsors of the Harrison Streetscape Project (Project) with the goal of improving pedestrian safety on Harrison Street for pedestrians; and,

WHEREAS, Harrison Street between First Street and The Embarcadero is designated a High Injury Corridor by the San Francisco Department of Public Health and the Project supports the City's Vision Zero Goal of eliminating all traffic fatalities in San Francisco; and,

WHEREAS, The SFMTA, San Francisco Planning Department and San Francisco Public Works conducted a comprehensive public outreach process for the Project, including presentations at three community meetings and meeting with neighborhood groups; and,

WHEREAS, SFMTA staff have proposed the following parking and traffic modifications associated with the Project:

- A. ESTABLISH - NO STOPPING ANYTIME – Harrison Street, south side, from The Embarcadero to 22 feet westerly; and Harrison Street, north side, from The Embarcadero to 37 feet westerly; and Harrison Street, north side, from Spear Street to 33 feet westerly; and Harrison Street, north side, from Spear Street to 21 feet easterly, and Harrison Street, south side, from Spear Street to 33 feet westerly; and Spear Street, west side, from Harrison Street to 41 feet southerly; and Spear Street, east side, from Harrison Street to 33 feet southerly; and Harrison Street, north side, from Main Street to 37 feet easterly; and Harrison Street, south side, from Main Street to 30 feet easterly; and Main Street, west side, from Harrison Street to 24 feet southerly; and Main Street, east side, from Harrison Street to 45 feet northerly; and Harrison Street, north side, from 259 feet west of Main Street to 163 feet westerly; and Harrison Street, south side, from 259 feet west of Main Street to 163 feet westerly; and Harrison Street, north side, from Fremont Street to 33 feet westerly; and Fremont Street, west side, from 33 feet north of Harrison Street to 42 feet northerly; and Harrison Street, north side, from 1st Street to 111 feet easterly.
- B. RESCIND - BLUE ZONE - Harrison Street, south side, from Spear Street to 24 feet easterly; and Main Street, east side, from Harrison Street to 25 feet northerly.
- C. ESTABLISH - BLUE ZONE - Spear Street, from 42 feet south of Harrison Street to 25 feet southerly; and Main Street, east side, from 40 feet north of Harrison Street to 25 feet northerly.

WHEREAS, The proposed Project is subject to the California Environmental Quality Act (CEQA); 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); On October 28, 2010, the San Francisco Planning Commission adopted CEQA Findings and a Mitigation Monitoring and Reporting Program (MMRP) as part of Motion 18211; and,

WHEREAS, On November 1, 2017, the Planning Department determined that the proposed Project is within the scope of the Better Streets Plan FMND and that the Project 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 Final Mitigated Negative Declaration (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 that those identified in the FMND; and,

WHEREAS, The public has been notified about the proposed modifications via three community meetings and other meetings with community groups 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 these CEQA findings as its own, including the mitigation measures applicable to the proposed Harrison Streetscape Project, M-Cul-1: Archeological Resources – Accidental Discovery and M-Bio-1: Biological Resources – Nesting Birds; the SFMTA Board of Directors adopts these mitigation measures as conditions of this approval; 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, be it further

RESOLVED, That the SFMTA Board of Directors approves bicycle, parking and traffic modifications, as set forth in Items A-C above, associated with the Harrison Streetscape Project.

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

  
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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency